



**DELTA B 756 DEPARTS SAN JOSE AIRPORT  
SUMMER 1999**

**VOL. 26**

**FEBRUARY 2000**

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<b>COMMITTEE MEMBERS 1999-2000</b>	
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Please note that all membership enquires should be made to the Treasurer	

**CHAIRMAN'S CHAT**

Just when I thought things could'nt get any worse; lo and behold things have got worse ! The latest setback will affect the magazine. Our understanding is that the LBA have a new computer producing the movements. Unfortunately, the new programme will not produce the FULL list of movements we have previously enjoyed. However, we will still receive a list of movements from the airport, and along with extracts from members' own logs who live near the airport, Terry hopefully will be able to compile a fairly comprehensive list of movements.

The airport have said that in the future it is hoped to produce a "spotters' list" of movements , but all we can do at the moment is wait to see if this materializes. Most major airports (e.g. Manchester, Birmingham, Newcastle, East Midlands) produce spotters' lists and provide viewing areas. Sadly, Leeds-Bradford has no official viewing area and now seems to be limiting information. Forward-looking airports seem to realise that aviation enthusiasts can be an asset in helping to promote an airport and many enthusiasts will go to lengths to use their home airport for holiday and scheduled flights. I personally will not take a holiday flight unless it originates from LBA. I would therefor ask all members visiting the airport ( either south-side or terminal) to behave responsibly and hopefully in the future we may re-establish a good relationship with the airport authorities and return to the site for our monthly meetings. In the meanwhile all I can ask is that you bare with us via this month's magazine which will be posted to all members during the first week of February.

One more piece of bad news. It is with deep regret that I learned that Ewan Griffiths passed away on Thursday,6th January. Even following and surviving an horrific car crash eight years ago Ewan continued to support and contribute to this society in many ways including giving a slide-show and writing many articles for the magazine. He will be sadly missed by the society and our thoughts and condolences go to his family.

Finally, those members booked to go to Carrgate on Sunday,5th March are asked to meet no later than 1350 at the site.

**MEETINGS ( starting at 14.30)**

6th February - no meeting

5th March - Visit to Carrgate to see the Police Air Support Helicopter and stables. -for directions see last month's magazine . Meet at Carrgate 1350hrs.

**CREDITS**

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker.

# Leeds/Bradford Movements

December 1999

## 01 Wednesday

G-UKTA Fokker 50	0758	EI-FKE Fokker 50	0854
G-OZBC Airbus 321	0914	G-GNTD SAAB 340	0919
G-BVKA Boeing 737 500	0924	G-GNTJ SAAB 340	0931
G-MAJF Jetstream 41	0939	G-JEDD DHC-8	0944
G-MAJI Jetstream 41	0953	G-OOAJ Airbus 321	1023
OO-DJT Avro 146 RJ85	1029	EI-CKS Boeing 737	1033
G-UKTE Fokker 50	1046	G-RJXB EMB 145	1129
G-BXNT JetRanger	1221	G-JEDD DHC-8	1242
G-SCOW Twin Squirrel	1251	G-UKTA Fokker 50	1255
VP-CCT King Air C90	1308	G-BVKA Boeing 737 500	1332
EI-CJG Boeing 737	1334	G-MAJI Jetstream 41	1355
OO-DJK Avro 146 RJ85	1455	G-BVKD Boeing 737 500	1458
G-UKTE Fokker 50	1501	G-RJXB EMB 145	1632
G-GNTD SAAB 340	1643	G-UKTA Fokker 50	1715
G-MAJI Jetstream 41	1718	G-MAJF Jetstream 41	1720
G-GNTJ SAAB 340	1724	EI-COX Boeing 737	1748
G-BYAX Boeing 757	1756	G-JEDD DHC-8	1823
G-BVKD Boeing 737 500	1838	EI-FKD Fokker 50	1854
OO-DJS Avro 146 RJ85	1943	G-GNTD SAAB 340	1946
G-MAJF Jetstream 41	2015	G-GNTJ SAAB 340	2021
G-UKTE Fokker 50	2028	G-MAJI Jetstream 41	2036
G-RJXB EMB 145	2040	G-JEDD DHC-8	2125
G-OOAJ Airbus 321	2134	G-BVKD Boeing 737 500	2213
OO-DJR Avro 146 RJ85	2234		

## 02 Thursday

G-UKTF Fokker 50	0752	EI-FKE Fokker 50	0841
G-BDYF Cessna 421C	0933	G-MAJF Jetstream 41	0936
G-JEDD DHC-8	0938	G-BVZI Boeing 737 500	0946
G-GNTJ SAAB 340	0949	G-GNTD SAAB 340	0952
EI-CNX Boeing 737	1000	OO-DJZ Avro 146 RJ85	1034
G-UKTE Fokker 50	1037	G-RJXB EMB 145	1106
G-AZEG PA-28 Cherokee	1107	N33CJ CitationJet	1139
G-UKTF Fokker 50	1211	G-JEDD DHC-8	1229
G-BVZG Boeing 737 500	1246	EC-HBN Boeing 737 800	1310
G-BYAX Boeing 757	1326	G-BAVZ PA-23 Aztec	1358
G-MAJA Jetstream 41	1401	EI-CJH Boeing 737	1403
G-BVKB Boeing 737 500	1458	OO-DJZ Avro 146 RJ85	1508
G-UKTE Fokker 50	1523	G-RJXB EMB 145	1653
G-GNTD SAAB 340	1655	G-OOAJ Airbus 321	1705
G-MAJF Jetstream 41	1715	G-UKTF Fokker 50	1719
G-MAJA Jetstream 41	1720	G-GNTJ SAAB 340	1730
EI-CJC Boeing 737	1758	G-BVKB Boeing 737 500	1833
N453TM BAe 125 800A	1837	OO-DJQ Avro 146 RJ85	1915

EI-FYE Fokker 50	1918	G-GNTD SAAB 340	1955
G-OBWM BAe ATP	2010	G-UKTE Fokker 50	2013
G-MAJF Jetstream 41	2020	G-GNTJ SAAB 340	2033
G-MAJA Jetstream 41	2054	G-RJXB EMB 145	2057
G-JEBE BAe 146 300	2117	G-BYAX Boeing 757	2149
G-BVKB Boeing 737 500	2201	OO-DJK Avro 146 RJ85	2238
03 Friday			
G-ZAPM Boeing 737 300	0154	G-OZBC Airbus 321	0217
G-UKTH Fokker 50	0841	G-PZIZ PA-31 Navajo	0848
G-GNTD SAAB 340	0843	G-BVKB Boeing 737 500	0851
G-GNTJ SAAB 340	1005	EI-CJG Boeing 737	1054
EC-HBM Boeing 737 800	1229	G-DOOZ Twin Squirrel	1248
G-BVKB Boeing 737 500	1322	G-BYAX Boeing 757	1408
G-MAJA Jetstream 41	1412	EI-CNY Boeing 737	1420
G-BVZE Boeing 737 500	1512	G-GNTJ SAAB 340	1519
G-UKTH Fokker 50	1540	OO-DJW Avro 146 RJ85	1618
G-RJXB EMB 145	1627	G-GNTD SAAB 340	1646
G-BUKA SA227AC Metro 3	1706	G-MAJF Jetstream 41	1713
G-MAJA Jetstream 41	1730	G-UKTE Fokker 50	1753
EI-COA Boeing 737	1801	G-BUPS ATR 42	1828
G-BVZE Boeing 737 500	1844	OO-DJW Avro 146 RJ85	1923
G-GNTD SAAB 340	1949	G-MAJF Jetstream 41	2011
G-UKTH Fokker 50	2037	EI-CSL BAe 146 200	2057
G-MAJA Jetstream 41	2101	G-BUPS ATR 42	2128
G-RJXB EMB 145	2241	G-BVZE Boeing 737 500	2244
G-JEDD DHC-8	2248	OO-DJY Avro 146 RJ85	2251
04 Saturday			
G-BYAX Boeing 757	0106	G-OOAJ Airbus 321	0419
G-UKTA Fokker 50	0754	EI-FKF Fokker 50	0904
G-BVZE Boeing 737 500	0918	OO-MJE BAe 146 200	1049
G-RJXB EMB 145	1150	G-JEDD DHC-8	1156
G-UKTH Fokker 50	1227	G-BVZE Boeing 737 500	1354
G-UKTA Fokker 50	1438	N33CJ CitationJet	1445
G-JEDD DHC-8	1524	G-TVAA Agusta A109E	1556
G-UKTH Fokker 50	1710	G-JEDD DHC-8	1818
G-BVZE Boeing 737 500	1823	EI-FKC Fokker 50	1904
G-BYAY Boeing 757	2125	G-OOAJ Airbus 321	2217
05 Sunday			
G-UKTE Fokker 50	0748	EI-FKD Fokker 50	0907
G-BVZE Boeing 737 500	0919	G-BCED AA5 Traveler	0958
G-UKTB Fokker 50	1007	G-UKTE Fokker 50	1213
G-BPMF PA-28 Warrior	1215	G-BCRL PA-28 Warrior	1228
G-BVZE Boeing 737 500	1239	EI-COA Boeing 737	1342
G-UKTB Fokker 50	1425	OO-DJL Avro 146 RJ85	1441
G-JEDD DHC-8	1526	G-MAJF Jetstream 41	1530
G-OBLC B76 Duchess	1616	G-RJXC EMB 145	1620
N18HJ Citation II	1636	G-UKTE Fokker 50	1646
G-MAMD King Air 200	1649	G-MAJA Jetstream 41	1719
G-GNTJ SAAB 340	1735	EI-CJH Boeing 737	1749
G-JEDD DHC-8	1830	G-BVKD Boeing 737 500	1841
OO-DJS Avro 146 RJ85	1904	G-GNTD SAAB 340	1956
G-UKTF Fokker 50	2002	G-GNTJ SAAB 340	2019
G-MAJA Jetstream 41	2035	G-RJXC EMB 145	2044

G-JEDD DHC-8	2113	OO-DJK Avro 146 RJ85	2229
G-BVKD Boeing 737 500	2232		
06 Monday			
G-UKTE Fokker 50	0750	EI-FKC Fokker 50	0847
G-BVKD Boeing 737 500	0932	G-GNTD SAAB 340	0941
G-JEDD DHC-8	0955	G-GNTJ SAAB 340	0958
G-ORJB Citation I	1000	G-UKTF Fokker 50	1007
G-MAJA Jetstream 41	1010	G-JETU Twin Squirrel	1011
EI-COA Boeing 737	1013	G-MAJF Jetstream 41	1025
G-MAJI Jetstream 41	1037	OO-DJN Avro 146 RJ85	1041
G-BHYE PA-34 Seneca	1125	G-LSFI AASA Cheetah	1132
N220SC PA-31T Cheyenne	1147	G-RJXC EMB 145	1158
G-UKTE Fokker 50	1232	G-JEDD DHC-8	1249
G-BVZG Boeing 737 500	1331	G-MAJI Jetstream 41	1401
EI-CKR Boeing 737	1406	G-GNTD SAAB 340	1410
OO-DJN Avro 146 RJ85	1443	G-OBMX Boeing 737 500	1500
LX-AGM Mooney M20K	1609	G-UKTF Fokker 50	1615
G-RJXC EMB 145	1634	G-GNTJ SAAB 340	1643
G-MAJI Jetstream 41	1702	G-GNTD SAAB 340	1717
G-MAJF Jetstream 41	1722	EI-CJH Boeing 737	1732
G-UKTE Fokker 50	1810	G-JEDD DHC-8	1824
G-OBMX Boeing 737 500	1827	EI-FKF Fokker 50	1906
OO-DJP Avro 146 RJ85	1924	G-GNTJ SAAB 340	1943
G-OOAJ Airbus 321	1949	G-MAJF Jetstream 41	2014
G-GNTD SAAB 340	2023	G-MAJI Jetstream 41	2034
G-RJXC EMB 145	2042	G-JEDD DHC-8	2112
G-UKTF Fokker 50	2134	G-OBMX Boeing 737 500	2200
OO-DJW Avro 146 RJ85	2244	G-BYAY Boeing 757	2258
07 Tuesday			
N829CB Citation Bravo	0740	G-UKTB Fokker 50	0754
EI-FKC Fokker 50	0841	G-BFLH PA-34 Seneca	0849
G-JEDD DHC-8	0926	G-MAJF Jetstream 41	0930
G-GNTD SAAB 340	0936	G-GNTJ SAAB 340	0938
G-OBMX Boeing 737 500	0944	G-MAJA Jetstream 41	0953
G-UKTI Fokker 50	0959	EI-CNY Boeing 737	1002
G-BTHY JetRanger	1100	G-RJXC EMB 145	1108
OO-DJS Avro 146 RJ85	1122	G-UKTB Fokker 50	1216
G-JEDD DHC-8	1227	G-SBAS King Air 200	1232
G-BVZE Boeing 737 500	1258	G-BIYO PA-31 Navajo	1331
G-IANG JetRanger	1334	EI-CJD Boeing 737	1341
G-MAJA Jetstream 41	1359	G-BOUL PA-34 Seneca	1441
OO-DJX Avro 146 RJ85	1454	G-BVKD Boeing 737 500	1459
G-UKTF Fokker 50	1529	G-RJXC EMB 145	1631
G-UKTB Fokker 50	1647	G-GNTD SAAB 340	1651
N18HJ Citation II	1706	G-MAJF Jetstream 41	1716
G-GNTJ SAAB 340	1720	G-MAJA Jetstream 41	1723
EI-COA Boeing 737	1804	N829CB Citation Bravo	1813
G-JEDD DHC-8	1824	G-BVKD Boeing 737 500	1830
G-OOAJ Airbus 321	1905	EI-FKD Fokker 50	1907
OO-DJV Avro 146 RJ85	1912	G-GNTD SAAB 340	1944
G-MAJF Jetstream 41	2005	G-GNTJ SAAB 340	2022
G-UKTF Fokker 50	2037	G-RJXC EMB 145	2043
G-MAJA Jetstream 41	2048	G-JEDD DHC-8	2115
G-BVKD Boeing 737 500	2200	OO-DJR Avro 146 RJ85	2250

G-BYAY Boeing 757 2309

08 Wednesday

G-UKTB Fokker 50	0756	G-RJXC EMB 145	0820 (GRF)
EI-FKD Fokker 50	0845	G-GNTD SAAB 340	0920
G-MAJA Jetstream 41	0923	G-BVKD Boeing 737 500	0927
G-ARHW DH104 Dove 8	0933	G-JEDD DHC-8	0937
SE-DVZ Citation Bravo	0939	G-GNTJ SAAB 340	0944
G-MAJI Jetstream 41	0951	G-UKTF Fokker 50	0958
EI-CNZ Boeing 737	1002	OO-DJS Avro 146 RJ85	1032
G-UKTB Fokker 50	1222	G-JEDD DHC-8	1234
G-BVKD Boeing 737 500	1248	EI-CJF Boeing 737	1317
G-MAJI Jetstream 41	1407	G-UKTF Fokker 50	1422
G-GNTJ SAAB 340	1432	OO-DJS Avro 146 RJ85	1450
G-OBMX Boeing 737 500	1453	G-JCFR Citation II	1628
G-RJXC EMB 145	1630	G-UKTB Fokker 50	1641
G-GNTD SAAB 340	1651	G-MAJA Jetstream 41	1705
G-MAJI Jetstream 41	1707	G-GNTJ SAAB 340	1711
G-BYAY Boeing 757	1747	EI-CJH Boeing 737	1750
G-JEDD DHC-8	1833	G-BVZG Boeing 737 500	1835
OO-DJL Avro 146 RJ85	1916	G-GNTD SAAB 340	1957
G-UKTF Fokker 50	2002	G-MAJA Jetstream 41	2010
EI-FKE Fokker 50	2014	G-GNTJ SAAB 340	2021
G-MAJI Jetstream 41	2036	G-JEDD DHC-8	2121
G-RJXC EMB 145	2138	G-BVKD Boeing 737 500	2225
OO-DJV Avro 146 RJ85	2234		

09 Thursday

G-UKTB Fokker 50	0745	G-OOAJ Airbus 321	0756
G-ORJB Citation I	0850	G-GNTD SAAB 340	0922
G-BVKD Boeing 737 500	0930	G-JEDD DHC-8	0936
G-MAJA Jetstream 41	0940	G-GNTJ SAAB 340	0944
G-MAJI Jetstream 41	0947	G-UKTF Fokker 50	0955
OO-DJN Avro 146 RJ85	1017	EI-CJH Boeing 737	1019
G-RJXC EMB 145	1119	G-UKTB Fokker 50	1207
G-JEDD DHC-8	1234	G-BVKD Boeing 737 500	1312
EC-HBL Boeing 737 800	1319	G-BYAY Boeing 757	1339
EI-CJD Boeing 737	1341	G-MAJI Jetstream 41	1405
G-UKTF Fokker 50	1432	OO-DJZ Avro 146 RJ85	1454
G-BVKB Boeing 737 500	1500	ZHS36 Islander CC.2	1523
G-BXMA King Air 200	1627	G-UKTB Fokker 50	1651
G-GNTD SAAB 340	1854	G-RJXC EMB 145	1657
G-MAJA Jetstream 41	1709	G-MAJI Jetstream 41	1719
G-GNTJ SAAB 340	1728	G-BVKB Boeing 737 500	1823
G-JEDD DHC-8	1825	EI-CJE Boeing 737	1827
EI-FKC Fokker 50	1914	G-OOAJ Airbus 321	1916
OO-DJW Avro 146 RJ85	1934	G-GNTD SAAB 340	1946
G-UKTD Fokker 50	2004	G-MAJA Jetstream 41	2017
G-GNTJ SAAB 340	2019	G-MAJI Jetstream 41	2030
G-RJXC EMB 145	2106	G-JEDD DHC-8	2128
G-BYAY Boeing 757	2149	G-BVKB Boeing 737 500	2201
OO-DJX Avro 146 RJ85	2256		

10 Friday

G-BYAX Boeing 757	0546	G-UKTB Fokker 50	0736
EI-FKC Fokker 50	0849	G-OBLC B76 Duchess	0909

G-MAJI Jetstream 41	0922	G-BVKB Boeing 737 500	0923
G-GNTD SAAB 340	0927	G-GNTJ SAAB 340	0929
G-BMKK Cherokee Arrow	0933	G-MAJA Jetstream 41	0945
G-JEDD DHC-8	0950	G-UKTD Fokker 50	0951
EI-CKR Boeing 737	1002	OO-DJN Avro 146 RJ85	1022
G-RJXC EMB 145	1108	G-GAFA PA-34 Seneca	1137
G-BJYD Cessna F152	1151	G-MUVG Cessna 421C	1156
G-UKTB Fokker 50	1211	G-JEDD DHC-8	1228
G-BVKB Boeing 737 500	1241	EC-HGO Boeing 737 800	1244
G-BYAX Boeing 757	1314	G-ULAB Robinson R-22B	1324
G-BSFP Cessna 152	1328	EI-CJD Boeing 737	1329
G-BNGR PA-38 Tomahawk	1402	G-MAJA Jetstream 41	1403
G-BEKO Cessna F182Q	1405	G-GNTJ SAAB 340	1408
G-UKTD Fokker 50	1430	OO-DJN Avro 146 RJ85	1455
G-BVZH Boeing 737 500	1458	XZ585 Sea King HAR.3	1537
G-RJXC EMB 145	1630	G-GNTD SAAB 340	1645
G-UKTB Fokker 50	1648	G-MAJA Jetstream 41	1711
G-MAJI Jetstream 41	1714	G-GNTJ SAAB 340	1754
G-ORVR P68 Victor	1757	EI-CJH Boeing 737	1805
G-JEDD DHC-8	1822	G-BVZH Boeing 737 500	1837
OO-DJR Avro 146 RJ85	1904	EI-FKD Fokker 50	1912
G-GNTD SAAB 340	1941	G-UKTG Fokker 50	2005
G-MAJI Jetstream 41	2028	G-MAJA Jetstream 41	2035
G-GNTJ SAAB 340	2040	G-RJXC EMB 145	2100
G-JEDD DHC-8	2112	G-BVZH Boeing 737 500	2152
OO-DJY Avro 146 RJ85	2250	G-BYAR Boeing 757	2310

#### 11 Saturday

G-BYAY Boeing 757	0007	G-UKTB Fokker 50	0737
G-OOAJ Airbus 321	0843	EI-FKC Fokker 50	0845
PH-WXA Fokker 70	0902	G-BVZH Boeing 737 500	0937
G-UKTG Fokker 50	0956	EI-CNT Boeing 737	1009
OO-DJG Avro 146 RJ85	1023	G-BAVZ PA-23 Aztec	1129
G-RJXC EMB 145	1142	G-UKTB Fokker 50	1212
G-BRUI PA-44 Seminole	1240	G-JEDD DHC-8	1245
G-GNTA SAAB 340	1312	G-ULAB Robinson R-22B	1327
G-BVKB Boeing 737 500	1355	G-UKTG Fokker 50	1420
G-GNTJ SAAB 340	1458	G-UKTB Fokker 50	1659
G-IFTE HS 125 700B	1759	G-BVKB Boeing 737 500	1820
G-JEDD DHC-8	1857	EI-FKC Fokker 50	1907
G-BYAR Boeing 757	2124	G-BYAY Boeing 757	2135
G-OOAJ Airbus 321	2305		

#### 12 Sunday

G-UKTG Fokker 50	0729	EI-FKE Fokker 50	0840
G-BVKB Boeing 737 500	0819	G-UKTB Fokker 50	0944
G-NROY PA-32RT Lance	1025	G-BVKB Boeing 737 500	1237
G-UKTG Fokker 50	1256	EI-CNT Boeing 737	1336
G-NAAA Bolkow Bo105	1354	G-UKTB Fokker 50	1419
G-ULAB Robinson R-22B	1424	OO-DJN Avro 146 RJ85	1450
G-MAJI Jetstream 41	1529	G-SPUR Citation II	1538
G-GNTJ SAAB 340	1650	G-UKTG Fokker 50	1654
G-BASX PA-34 Seneca	1704	G-MAJA Jetstream 41	1715
EI-CKS Boeing 737	1751	G-BVZE Boeing 737 500	1823
OO-DJN Avro 146 RJ85	1910	EI-FKE Fokker 50	1912
G-UKTD Fokker 50	1951	G-GNTF SAAB 340	2010

G-GNTJ SAAB 340	2015	G-MAJA Jetstream 41	2023
G-JEBE BAe 146 300	2030	G-RJXC EMB 145	2040
G-BVZE Boeing 737 500	2138	G-JEDE DHC-8	2219
OO-DJT Avro 146 RJ85	2239	G-OOAJ Airbus 321	2307

13 Monday

G-UKTG Fokker 50	0740	G-BYAY Boeing 757	0751
EI-FKF Fokker 50	0846	G-BRUI PA-44 Seminole	0851
G-OBLC B76 Duchess	0911	G-BVZE Boeing 737 500	0923
G-GNTF SAAB 340	0927	G-MAJI Jetstream 41	0934
G-MAJA Jetstream 41	0942	G-JEDE DHC-8	0943
G-UKTD Fokker 50	0949	G-GNTJ SAAB 340	0952
G-AWIT PA-28 Cherokee	0954	G-ULAB Robinson R-22B	0959
G-BIYO PA-31 Navajo	1006	OO-DWD Avro 146 RJ100	1024
G-BOCP PA-34 Seneca	1028	G-RJXC EMB 145	1143
G-JEDE DHC-8	1221	G-UKTG Fokker 50	1232
G-BVZE Boeing 737 500	1252	EI-CNV Boeing 737	1339
G-AWPJ Cessna F150H	1341	G-GNTJ SAAB 340	1349
G-MAJA Jetstream 41	1358	G-UKTI Fokker 50	1427
G-BLUM Dauphin	1437	OO-DJP Avro 146 RJ85	1453
G-BVKB Boeing 737 500	1457	N109TW Agusta A109C	1534
G-RJXC EMB 145	1624	G-UKTG Fokker 50	1635
G-MAJA Jetstream 41	1703	G-MAJI Jetstream 41	1711
EI-CJD Boeing 737	1732	G-GNTJ SAAB 340	1737
G-GNTF SAAB 340	1755	G-BVKB Boeing 737 500	1816
G-JEDE DHC-8	1819	G-BYAY Boeing 757	1830
G-JETU Twin Squirrel	1840	OO-DJW Avro 146 RJ85	1907
EI-FKC Fokker 50	1917	G-UKTI Fokker 50	2005
G-MAJI Jetstream 41	2016	G-MAJA Jetstream 41	2027
G-RJXC EMB 145	2035	G-GNTF SAAB 340	2039
G-GNTJ SAAB 340	2057	G-JEDE DHC-8	2115
G-BVKB Boeing 737 500	2138	G-OOAJ Airbus 321	2245
OO-DJR Avro 146 RJ85	2336		

14 Tuesday

G-BYAI Boeing 757	0626	G-UKTE Fokker 50	0747
G-BAVZ PA-23 Aztec	0840	EI-FKE Fokker 50	0910
G-BVKB Boeing 737 500	0915	G-JEDE DHC-8	0924
G-VICE Hughes 369E	0936	G-BDYF Cessna 421C	0938
G-GNTF SAAB 340	0941	G-GNTJ SAAB 340	0943
G-GNTD SAAB 340 DIV	0947	G-UKTI Fokker 50	1016
EI-COA Boeing 737	1020	OO-DWK Avro 146 RJ100	1024
G-MAJA Jetstream 41	1031	G-EMBM EMB 145 DIV	1043
G-RJXC EMB 145	1124	G-MUVG Cessna 421C	1128
G-UKTE Fokker 50	1214	G-OBLC B76 Duchess	1217
G-JEDE DHC-8	1220	G-BTVR PA-28 Cherokee	1228
G-MAJI Jetstream 41	1236	D-IEHP Cessna 340	1252
G-BVKB Boeing 737 500	1259	G-BRUI PA-44 Seminole	1353
G-VICE Hughes 369E	1400	EI-CON Boeing 737	1401
G-MAJA Jetstream 41	1425	G-OBMZ Boeing 737 500	1448
OO-DJS Avro 146 RJ85	1450	G-UKTI Fokker 50	1502
G-RJXC EMB 145	1622	G-MAJI Jetstream 41	1658
G-MAJA Jetstream 41	1737	G-JEDE DHC-8	1843
G-OBMZ Boeing 737 500	1855	EI-CNZ Boeing 737	1859
G-OOAJ Airbus 321	1904	OO-DJV Avro 146 RJ85	1909
G-GNTD SAAB 340	1913	EI-FKD Fokker 50	1921



G-UKTI Fokker 50	1954	G-MAJI Jetstream 41	2058
G-GNTF SAAB 340	2101	G-MAJA Jetstream 41	2118
G-JEDE DHC-8	2127	G-RJXC EMB 145	2205
G-GNTD SAAB 340	2210	G-BVKD Boeing 737 500	2218
OO-DWI Avro 146 RJ100	2226	G-BYAI Boeing 757	2250
15 Wednesday			
EI-FKE Fokker 50	EI-CNT Boeing 737	G-UKTI Fokker 50	
G-GNTD SAAB 340	G-GNTF SAAB 340	G-BVCM CitationJet	
G-GNTB SAAB 340	G-MAJI Jetstream 41	G-BVKD Boeing 737 500	
EI-CKQ Boeing 737	G-JEDE DHC-8	G-RJXC EMB 145	
G-BVZH Boeing 737 500	OO-DJY Avro 146 RJ85	G-BULH Cessna 172N	
16 Thursday			
G-FRYI King Air 200	G-BRUI PA-44 Seminole	EI-FKC Fokker 50	
G-GNTD SAAB 340	G-BVZH Boeing 737 500	G-MAJI Jetstream 41	
G-MAJA Jetstream 41	G-JEDE DHC-8	G-GNTF SAAB 340	
EI-COX Boeing 737	NS3CJ CitationJet	OO-DJX Avro 146 RJ85	
G-BIZG Cessna F152	G-BAVZ PA-23 Aztec	G-UKTG Fokker 50	
G-RJXC EMB 145	G-LSFI AA5A Cheetah	G-BVZH Boeing 737 500	
G-LSFI PA-28 Cherokee	EI-COM Boeing 737	G-JEDE DHC-8	
EC-HBL Boeing 737 800	G-BYAI Boeing 757	G-UKTI Fokker 50	
G-BLUM SA356N Dauphin 2	OO-DJX Avro 146 RJ85	G-OBMZ Boeing 737 500	
17 Friday			
G-BRUI PA-44 Seminole	EI-FKE Fokker 50	G-BVZI Boeing 737 500	
G-GNTD SAAB 340	G-MAJA Jetstream 41	G-GNTF SAAB 340	
G-JEDE DHC-8	G-MAJI Jetstream 41	EI-CNZ Boeing 737	
G-UKTI Fokker 50	OO-DJZ Avro 146 RJ85	G-RJXC EMB 145	
EC-HBM Boeing 737 800	G-BYAX Boeing 757	G-UKTE Fokker 50	
EI-CNW Boeing 737	G-OBAY JetRanger	G-BVKD Boeing 737 500	
G-BXXY PA-34 Seneca			
18 Saturday			
EI-FKE Fokker 50	G-BVKD Boeing 737 500	G-BGWN PA-38 Tomahawk	
G-BYDD Mooney M20J	G-MAMD King Air 200	G-RJXB EMB 145	
G-BVJD Fokker 100 (BMA for Santa flights)	G-BCRL PA-28 Warrior	G-UKTE Fokker 50	
G-KKES TB-20 Trinidad	G-BVKB Boeing 737 500	YL-LAK Ilyushin IL-76T	
G-BSVB PA-28 Archer II	G-SCOW Twin Squirrel	G-UKTI Fokker 50	
G-BMSU Cessna 152		G-OBPL Bandeirante	
19 Sunday			
G-MOHS PA-31 Navajo	G-BVZE Boeing 737 500	G-UKTA Fokker 50	
G-MAMD King Air 200	G-BYDD Mooney M20J	G-AVWL PA-28 Cherokee	
G-OBMR Boeing 737 500	EI-CJD Boeing 737	G-SCOW Twin Squirrel	
G-OBAY JetRanger			
20 Monday			
EI-FKD Fokker 50	G-FPLB King Air 200	G-BVKC Boeing 737 500	
G-GNTF SAAB 340	G-GNTJ SAAB 340	G-JEDD DHC-8	
G-MAJI Jetstream 41	G-CHEM PA-34 Seneca	G-UKTA Fokker 50	
EI-COB Boeing 737	G-PLAC PA-31 Navajo	G-MAJD Jetstream 41	
G-UVIP Cessna 421C	G-NHRH PA-28 Cherokee	G-ISMO Robinson R-22B	
G-RJXB EMB 145	G-BNOE PA-28 Warrior II	EI-COA Boeing 737	
G-UKTB Fokker 50	G-BXNS JetRanger	G-BKXD Dauphin	
G-NAAA Bolkow Bo105	N459LJ Lear Jet 45		

21 Tuesday	G-MAM King Air 200 G-OEJA Citation I	N146GA Cessna 425 N/S	G-LEAF Cessna F406
22 Wednesday	F-GSLZ Falcon 100 N459LJ Lear Jet 45 G-UKTD Fokker 50	EI-CNV Boeing 737 G-BPRI Twin Squirrel OO-DJZ Avro 146 RJ85	G-MAJI Jetstream 41 G-OBPL Bandeirante G-OEJA Citation I
23 Thursday	EI-FKC Fokker 50 N60VB Aerostar 800 EI-CJD Boeing 737 EC-HBM Boeing 737 800	G-GNTJ SAAB 340 G-BWRP Beech 58 Baron G-BPRL Twin Squirrel G-BVJD Fokker 100	G-RJXB EMB 145 G-JEDD DHC-8 G-IANG LongRanger
24 Friday	G-BDGM PA-28 Warrior	EC-HBM Boeing 737 800	
25 Saturday	G-WYPA Bolkow Bo105DBS		
26 Sunday	G-BVZH Boeing 737 500	G-SCOW Twin Squirrel	
27 Monday	G-UKTG Fokker 50 G-JEDE DHC-8 EI-CJD Boeing 737	EI-COA Boeing 737 G-BVKB Boeing 737 500 N616QS BAe 125 800XP	G-OOAF Airbus 321 G-BIYO PA-31 Navajo N/S
28 Tuesday	G-JEDE DHC-8 EI-CJH Boeing 737 OO-DJS Avro 146 RJ85 N459LJ Lear Jet 45	G-BYDD Mooney M20J G-MAJD Jetstream 41 G-GNTH SAAB 340	G-BBSA AA5 Traveler G-UKTG Fokker 50 G-OBMX Boeing 737 500
29 Wednesday	EI-FKD Fokker 50 EI-COA Boeing 737 G-BVJD Fokker 50 G-GNTH SAAB 340 G-GNTF SAAB 340 G-MAJD Jetstream 41 G-BBEF PA-28 Cherokee	G-BVZI Boeing 737 500 G-UKTE Fokker 50 G-RJXA EMB 145 G-AZLY Cessna F150L G-JEDE DHC-8 G-UKTE Fokker 50 G-TANS TB-20 Trinidad	G-JEDE DHC-8 G-TLME Robinson R-44 G-BFTC Turbo Arrow III N/S G-KKES TB-20 Trinidad EI-CJH Boeing 737 OO-DJT Avro 146 RJ85
30 Thursday	G-UKTE Fokker 50 G-JEDE DHC-8 G-UKTA Fokker 50	G-GNTF SAAB 340 G-RJXA EMB 145 G-BYAT Boeing 757	G-MAJI Jetstream 41 EC-HGP Boeing 737 800
31 Friday	G-BJIR Citation II G-UKTE Fokker 50 EC-HBM Boeing 737 800	EI-COA Boeing 737 OO-DJS Avro 146 RJ85	G-GNTH SAAB 340 G-BVKA Boeing 737 500

## Overshoots

01) XX493/CWL75: 02) G-BTNC;G-BAVZ/Raven89T;G-HUBB: 03) B-04/OTALD(Belgian Army)  
05) G-OBLC: 06) ZA293/Navy Z0: 10) G-BNOE;G-BTEU: 11) G-OBLC: 13) G-OJCB/JCB 1:

*Due to circumstances beyond our control we have to continue for a while with no complete movements for the LBA. We have been lucky to have a computer print-out of the airport arrivals supplied by ATC for some time now on a special programme written for spotters. However a new system was put into operation by the Airport on the 15th of December which does not have the spotters facility included so it has been necessary to compile the end of the December movements from the logs of Dave Valentine, Geoff Ward and myself along with some notes on the non scheduled movements from ATC staff. Times are not included but the points from which the foreigners originated are known, hopefully most of the visitors are included but it is not known if (or when) we will get full movements back.*

### LBA Movements review, December 1999

Starting the month off on the 1st was the Corgi Toys King Air 90 VP-CCT inbound from Oxford, it stayed until the 4th. CitationJet N33CJ is becoming a regular, its first visit of the month was on the 2nd and it returned on the 4th and the 16th, each time it was from its base in the Isle-of-Man. From Cork on the 2nd we had a BAe 125 800A in the shape of N453TM. The Citation II N18HJ was logged twice this month, on the 5th and the 7th, both times it was from Falkoping in Sweden where it could be based. Cheyenne N220SC arrived from Albi on the 6th as "Sark 01" and it has been noted in the YLA hangar quite a lot lately so it may be semi-resident. Also noted on the 6th was the Mooney M20K LX-AGM which arrived from Luxembourg.

On the 7th the Blackpool based Citation Bravo N829CB called in twice, it was from Blackpool to Cardiff and return. Another Citation Bravo was SE-DVZ on the 8th on a flight from Gothenberg. Bringing in happy Dutch Christmas shoppers on the 11th was the Fokker 70 PH-WXA from Amsterdam as "KLM 7671". Agusta 109 N109TW came in from Coney Park for fuel on the 13th whilst on the 14th Cessna 340A D-LEHP came from Lille. The Jersey based Lear Jet 45 N459LJ visited on the 20th and then on the 28th, both times on "Stealth" callsigns.

From and to its base at Edinburgh on the 21st was Cessna 425 N146GA which comes to Multiflight for its maintenance. Falcon 100 F-GSLZ came from Bilbao in Spain on the 22nd and departed to Strasbourg (Entzheim) in France. Aerostar N60VB is a UK based aircraft and on the 23rd it was from Bournemouth. N816QS on the 27th is a Raytheon 125 800XP which was first registered in February 1999 and it was from Barcelona to Nice.

Military is well down this month with only two to report. On the 9th we had the Islander ZH536 as "Ascot 7965" night stopping on a flight from Blackpool then on the 10th the Sea King HAR.3 XZ585 arrived from the Leeds General Infirmary using callsign "SRG 128".

The undoubted star of the Month (year?) was probably the first visit to the LBA of an IL76 on the 18th. This was YL-LAK an IL76T of the Latvian airline Inversia which was chartered to bring a 40 ton load of fish from Gothenburg for the docks at Grimsby. It arrived as "Invair 1207" and stayed over the weekend before going to Manston on the same callsign on the 20th at 1502hrs. Monarch used the Airbus 321 G-OZBC to transport Leeds United supporters to Bulgaria on the 1st, already out there were the team who had flown out on the Titan Boeing 737 300 G-ZAPM the previous day. Both aircraft arrived back early in the morning of the 3rd from

Sofia, G-ZAMP as "Zap 987B" and G-OZBC as "Monarch 9711". Noted on the Air Europa flights this month were two new Boeing 737 800's, on the 10th there was EC-HGO as "AEA225" and on the 30th EC-HGP was "AEA275". British Midland positioned in the Fokker 100 G-BVJD on the 18th to do the annual Santa flights and new with Sabena on the 14th was Avro 146 RJ 100 OO-DWK.

Among the UK registered visitors the twin Squirrel G-SCOW spent some time in the local area doing checks on the railway lines. Cessna 421C G-BDYF on the 2nd used the callsign "GDA 50B" on a flight from Northolt. Navajo G-PZIZ of Air Medical came from Oxford as "MCD 057" on the 3rd and the same day saw the Twin Squirrel G-DOOZ of Lynton Aviation arriving from Garowby as "Linton 10". The Agusta A109E G-TVAA of the Thames Valley Air Ambulance was on a medical flight when it called in from Slough as "Paramed 01" on the 4th. Twin Squirrel G-JETU was also using a Lynton Aviation callsign on the 8th when it came from Pateley Bridge as "Linton 02", the same day saw Seneca G-BHYE coming from Oxford as "CSE 19".

Another medical flight was the Seneca G-BFLH on the 7th which operated as "Aero Med 053" when it arrived from Oxford. Making a fuel stop on the same day was the JetRanger G-BTHY of Sterling Helicopters as "Pipeline 12" and the King Air B200 G-SBAS came from Edinburgh as "Gamma 607". Chauffair's Citation II G-JCFR hopped across from Manchester as "Chauffair 834" on the 8th, but my star of the day was the DH104 Dove 8 G-ARHW of Pacelink which came in from Fair Oaks. Partenavia P88B G-ORVR on the 10th positioned in from Liverpool as "Raven 07A" and the following day its sister ship PA-23 Aztec G-BAVZ was training as "Raven 89T". Also on the 11th we had the HS 125 700B G-IFTE of Interflight on an air ambulance flight all the way from Alicante as "IFT 111B-C".

Coming from Cranfield as "Lonex 294" on the 12th was the Citation II G-SPUR then on the 16th King Air 200 G-FRYI was "Lonex 310" when it visited from Northolt to Heathrow. Another flight by Air Medical Ltd on the 17th was done by PA-34 Seneca G-BXXY as "AeroMed 056". Bandeirante G-OBPL of Comed Aviation came from Dublin as "Comed 904C" on the 18th. Back to the Lonex callsign on the 19th when Navajo G-MOHS arrived from Stapleford as "Lonex 310". A lot more callsigns on the 20th with King Air 200 G-FPLB of Cobham Leasing arriving from Teesside to fly the ILS checks as "Checker" and departing as "FPL 548". Also noted were Seneca G-CHEM as "Lonex 323" from Stapleford, JetRanger G-BXNS calling "Pipeline 12" from Norwich, Dauphin 2 G-BKXD of Bond Helicopters from Blackpool as "Exam 61" and the Bolkow Bo105 G-NAAA from Halifax as "HeliMed 08".

On the 21st Cessna F406 G-LEAF was from Coventry to Southampton using callsign's "Atlantique 435-436" whilst the Citation I G-OEJA of Eurojet Aviation was "Gojet 217A-B" when it went from Birmingham to Shannon. G-OEJA was back the following morning as "Gojet 217C-D" flying the reverse route. Piper Warrior G-BDGM arrived from Blackpool on the 24th to take away the Bandeirante G-OBPL which had been in Multiflight for checks. Navajo G-BIYO arrived from the Isle-of-Man on the 27th and night stopped at Mutiflight and another night stopper was Turbo Arrow G-BFTC from Humberside on the 29th. From and to Jersey as "Beauport 801-2" on the 31st was the Citation II G-BJIR.

At Multiflight the two Irish R-22's which arrived here by road last month have both now been air tested, EI-CMI on the 15th and EI-JWM on the 18th, but they are still in the hangar at Multiflight. Following the takeover of Yorkshire Light by Multiflight aircraft have started to swap between the hangars so its not getting any easier to sort out the residents.

## Foreign visitors to the LBA for 1999

4X-COV	Hawker 800XP	258283	D-INUS	Cessna F406 Caravan II	0043
5Y-JJZ	King Air 200	BB-1127	D-IRWR	Cessna 525 CitationJet	0118
9H-ABE	Boeing 737 2Y5	23847	D-ISHY	Cessna F406 Caravan II	0027
9H-ABF	Boeing 737 2Y5	23848	D-IUTI	Beech B60 Duke	P-582
9H-ABS	Boeing 737 3Y5	25614	D-IXEB	Cessna 340A	0097
9H-ABT	Boeing 737 3Y5	25615	EC-EFX	Boeing 757 2G5	23118
9H-ADI	Boeing 737 33A	27460	EC-EHC	Falcon 20DC	46
9H-ADN	Boeing 737 382	25161	EC-FHR	Boeing 737 36E	25256
A6-ESH	Boeing 737 2W8	22628	EC-FJZ	Boeing 737 3Y0	23923
C-FKGX	BL901 Global Express	9004	EC-FKI	Boeing 737 375	23707
C-FTDA	Airbus 320 212	0795	EC-FKJ	Boeing 737 3Y0	23749
C-GEGX	BL901 Global Express	9005	EC-FLF	Boeing 737 36E	25263
C-GLRS	Lear Jet 80	60-062	EC-FLG	Boeing 737 36E	25264
C-GTDB	Airbus 320 211	0525	EC-FTS	Douglas DC9 83	49621
C-GTSE	Boeing 757 23A	25488	EC-FUT	Boeing 737 3Q8	26293
C-GTSE	Boeing 757 23A	25491	EC-FXA	Douglas DC9 83	49938
C-GTSJ	Boeing 757 28A	24772	EC-FXI	Douglas DC9 83	49630
C-GTSN	Boeing 757 28A	24543	EC-FXP	Boeing 737 4Q8	24706
C-GTSV	Boeing 757 28AER	25622	EC-FXQ	Boeing 737 4Y0	24707
CS-DCK	Falcon 20E	297	EC-FYF	Boeing 737 3Q8	26301
CS-DNH	Bae 125 800A	258193	EC-FZZ	Boeing 737 4Y0	24686
CS-DNH	Hawker 800XP	258422	EC-GAT	Douglas DC9 83	49709
D-AELF	Fokker F-27 600	10442	EC-GCV	Douglas DC9 82	53165
D-BSNA	CL600S Challenger	1066	EC-GEU	Boeing 737 3Y0	23808
D-CCAA	Lear Jet 35A	35-315	EC-GFU	Boeing 737 3Y0	24256
D-CCAY	Lear Jet 35A	35-112	EC-GGO	Boeing 737 3M8	24376
D-CCCA	Lear Jet 35A	35-160	EC-GGV	Douglas DC9 83	49791
D-CCCF	Cessna 550 Citation II	0189	EC-GHD	Boeing 737 3M8	25071
D-CCON	Lear Jet 55ER	55-098	EC-GHH	Douglas DC9 83	49578
D-CGAS	Cessna 550 Citation II	0443	EC-GLT	Airbus A320 231	314
D-CRIS	IAI 1125 Astra SPX	107	EC-GMG	SA226TC Metro III	TC-371
D-CTAN	Cessna 560 Citation V	0150	EC-GMY	Boeing 737 36Q	28658
D-EBLH	PA-28RT Arrow IV	28R-7918059	EC-GNU	Boeing 737 4Y0	28660
D-EDKP	Beech V35 Bonanza	D-8217	EC-GNY	Douglas DC9 83	49396
D-EFTI	Bolkow Bo.207	219	EC-GNZ	Boeing 737 4Y0	25178
D-EFZT	Cessna 182K	58476	EC-GPE	SA226TC Metro II	TC-273
D-EGEY	Cessna P210N	00403	EC-GPS	SA227AC Metro III	AC-722
D-EHGT	F33A Bonanza	CE-1148	EC-GQG	Douglas DC9 83	49577
D-EILZ	Cessna TR182.RG	01490	EC-GRX	Boeing 737 46B	24123
D-ELAE	PA-32RT Lance II	32R-7885128	EC-GUG	Boeing 737 453	25116
D-EMBA	Piaggio FWP.149D	055	EC-GUO	Boeing 737 4Q8	26285
D-ESAE	Cessna 172		EC-GUR	Airbus 320 231	308
D-ESEB	Cessna TR182RG	01379	EC-GVB	Boeing 737 4Y0	24689
D-EUOS	Cessna P.210N	0368	EC-GVI	Douglas DC9 83	49936
D-IAAD	Cessna F406 Caravan II	0047	EC-GVO	Douglas DC9 83	49642
D-IAKK	King Air B200	BB-1265	EC-GXR	Boeing 737 4Y0	24685
D-IAVB	Cessna 525 CitationJet	0172	EC-GXU	Douglas DC9 83	49622
D-ICRK	SA226TC Metro II	TC-333	EC-GYK	Boeing 737 4Y0	24688
D-ICWH	King Air 200C	BL-49	EC-GZD	Airbus A320 214	879
D-IEHP	Cessna 340A	0242	EC-GZE	Airbus A320 214	886
D-IFHZ	PA-31T1 Cheyenne 1A 31T-1104016	0082	EC-HAN	Boeing 737 4Q8	25740
D-IHHS	Cessna 525 Citationjet	0082	EC-HBF	SA227	
D-ILAT	Cessna 525 CitationJet	0209	EC-HBL	Boeing 737 85H	28381
D-ILLF	King Air B200	BB-1568	EC-HBM	Boeing 737 85H	28382

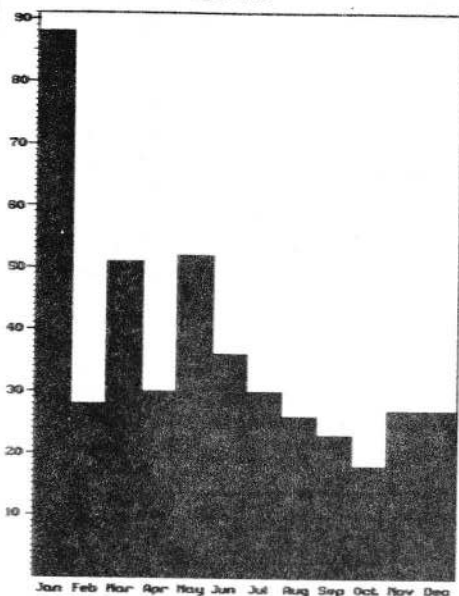
EC-HBN	Boeing	737	85H	28383	EI-LCH	Boeing	727	281F	20466
EC-HBP	Douglas	DC9	83	49629	EI-TLE	Airbus	320	231	0429
EC-HBT	Boeing	737	4Y0	24545	EI-TLF	Airbus	320	231	0476
EC-HBZ	Boeing	737	4Y0	25180	EI-TLO	Airbus	320	232	0758
EC-HCN	Boeing	737	4Y0	24682	EI-WDC	HS	125	3B	25132
EC-HCP	Boeing	737	4Y0	24124	EI-WGV	Gulfstream	V		505
EC-HCR	Airbus	320	321	225	F-BRNO	King Air	B90		LJ-482
EC-HFP	Douglas	DC9	82	53184	F-BVET	King Air	200		BB-21
EC-HGA	Douglas	DC9	83	53052	F-BXSN	King Air	E90		LW-175
EC-HGO	Boeing	737	85P	26384	F-GEQM	Mitsubishi	MU-2B-60		790SA
EC-HGP	Boeing	737	85P	26385	F-GGLG	SA227AT	Merlin IVC		AT-493
EI-BAT	Cessna	F150M		1196	F-GGMV	King Air	200		BB-616
EI-BCL	Cessna	182P		64300	F-GGRV	PA-31T	Cheyenne II	31T-7720036	
EI-BXC	Boeing	737	448	24773	F-GGVB	Falcon	50		11
EI-CDB	Boeing	737	548	25919	F-GHLB	King Air	200		BB-349
EI-CDE	Boeing	737	548	25115	F-GIPH	Falcon	10		194
EI-CDG	Boeing	737	548	25738	F-GKIR	Cessna	500	Citation I	0361
EI-CFY	Cessna	172N		68902	F-GKLT	PA-28	181	Archer II	2890124
EI-CLJ	Cessna	340		0304	F-GJHH	King Air	300		FA-112
EI-CJC	Boeing	737	204	22840	F-GJVX	Airbus	320	211	420
EI-CJD	Boeing	737	204	22966	F-GMRD	Beech	58	Baron	TH-1459
EI-CJE	Boeing	737	204	22639	F-GNVB	SE.3130	Alouette II		1920
EI-CJF	Boeing	737	204	22967	F-GRSG	Airbus	320	214	737
EI-CJG	Boeing	737	204	22058	F-GRSI	Airbus	320	214	973
EI-CJH	Boeing	737	204	22057	F-GSLZ	Falcon	100		208
EI-CJI	Boeing	737	2E7	22875	F-GTEM	King Air	350		
EI-CKP	Boeing	737	2K2	22296	F-GTRB	SA227AC	Metro 3		AC-519
EI-CKQ	Boeing	737	2K2	22906	HA-ACL	Dornier	Do. 28D-2		4125
EI-CKR	Boeing	737	2K2	22025	HB-GPF	King Air	B300		FL-224
EI-CKS	Boeing	737	2T5	22023	HB-IBH	Falcon	2000		42
EI-CLG	BAe	146	300	E.3131	HB-IKT	CL601	Challenger	3A	5003
EI-CLH	BAe	146	300	E.3148	HB-ILK	CL601	Challenger		3033
EI-CLJ	BAe	146	300	E.3155	HB-VIC	Cessna	501	Citation I	0098
EI-CNN	L-1011	Tristar		1024	HZ-AFY	Gulfstream	IV		1166
EI-CNT	Boeing	737	230	22115	I-MOCO	Lear	Jet 35A		35-445
EI-CNV	Boeing	737	230	22128	LX-AGM	Mooney	M20K		25-0636
EI-CNW	Boeing	737	230	22133	LX-LGG	Boeing	737	4C9	26437
EI-CNX	Boeing	737	230	22127	LX-PTU	EMB	120RT	Brasilia	120014
EI-CNY	Boeing	737	230	22113	LZ-MIG	Tupolev	TU154M		90A-840
EI-CNZ	Boeing	737	230	22126	LZ-MIK	Tupolev	TU154M		90A-844
EI-COA	Boeing	737	230	22637	LZ-MIL	Tupolev	TU154M		90A-845
EI-COB	Boeing	737	230	22124	LZ-MIR	Tupolev	TU154M		90A-852
EI-CON	Boeing	737	2T5	22396	LZ-MIS	Tupolev	TU154M		90A-863
EI-COX	Boeing	737	230	22123	LZ-MIV	Tupolev	TU154M		92A-920
EI-CPS	Beech	B.58	Baron	TH-862	N2CL	PA-28R	201T	Arrow	28R-8131054
EI-CSK	BAe	146	200	E.2062	N12NM	Cessna	501	Citation I/SP	0257
EI-CSL	BAe	146	200	E.2074	N16NK	Gulfstream	III		354
EI-CTM	BAe	146	300	E.3129	N17CN	CL601	Challenger		3027
EI-DWN	Cessna	421C		0641	N18HJ	Cessna	550	Citation II	0587
EI-FKA	Fokker	50		20118	N22CG	Cessna	441		0119
EI-FKB	Fokker	50		20119	N27MW	B.58	Baron		TH-995
EI-FKC	Fokker	50		20177	N33CJ	Cessna	525	CitationJet	0245
EI-FKD	Fokker	50		20181	N54JA	Lear	Jet 36A		36-044
EI-FKE	Fokker	50		20208	N55EN	Beech	55C	Baron	TE-942
EI-PKF	Fokker	50		20209	N60VB	Aerostar	600		60-0182-080

N65GH	King Air C90	LJ-617	N709EL	Beechjet 400A	RK-52
N76TH	Sikorsky S-76A	760373	N735CX	Cessna 182Q	65329
N79EL	Beechjet 400A	RK-214	N739CX	Cessna 750 Citation X	0038
N86Y	King Air 200	BB-302	N797HG	PA-46 Malibu 310P	46-8408064
N89SG	Beech F33A Debonair	CE-1357	N807JW	IAI 1125 Astra SPX	100
N91CW	Gulfstream V	543	N816QS	Raytheon 125 800XP	258416
N93TX	Cessna 650 Citation VII	7009	N829CB	Cessna 550 Citation Bravo	0829
N95D	PA-34 Seneca 220T	3449060	N848PS	Beech B55 Baron	TC-1338
N95UT	Sikorsky S-76B	760352	N900CB	Cessna 421C RAM	0837
N96UT	Falcon 50	202	N900SJ	Falcon 900	19
N99MX	Maule MX-7-180	11096C	N917W	Gulfstream IV	1158
N102FM	Gulfstream IV SP	1325	N956MK	Cessna T210N	64017
N107GH	Cessna 501 Citation I	0221	N981SW	Gulfstream IV	1001
N109TW	Agusta A.109C	7650	N990WC	Gulfstream IV SP	1268
N110MT	Gulfstream III	444	N997JB	Partenavia P68C/TC	20-TC 288
N125GP	Lear Jet 31A	31A-162	N1065B	Beech 58 Baron	TH-1765
N131GA	King Air B200	BB-1418	N1069S	King Air B200	BB-1549
N132CK	Cessna 421A	0038	N1553N	King Air C90A	LJ-1238
N145DF	Cessna 501 Citation I S/P	0055	N1565B	Beechjet 400	RJ-65
N146GA	Cessna 425	0074	N1868M	Falcon 900B	157
N155FT	Beech A36 Bonanza	E1922	N2000M	Cessna 560 Citation V	0146
N172AG	Cessna 172N	70631	N2869D	Cessna 340A	0734
N206NS	Bell 206B JetRanger III	4474	N2929W	PA-28 Warrior	28-7415457
N206TG	Cessna TU206G	5128	N3036A	PA-34 Seneca 200T	34-7970003
N220SC	PA-31T Cheyenne	31T-8120041	N6834L	Cessna T310R	2137
N221GA	Cessna 550 Citation II	0441	N9008	BD-700 Global Express	9008
N228CX	SOCATA TBM 700	084	N9214Z	PA-45 Malibu	4622136
N250TH	King Air 200	BB-822	N9239Y	PA-31P Navajo 425	31P-8414021
N345JR	Cessna 550 Citation II	0295	N37600	Cessna T310R	1209
N309FX	CL604 Challenger.	5306	N43069	PA-28 Warrior II	28-8316075
N311DG	Cessna 560 Citation V	0167	N61422	PA-31 Navajo Panther	31-7401236
N321GN	Cessna 550 Citation II	0321	N63537	Falcon 50	20
N340YP	Cessna 340A	0990	N69516	Cessna 340	0350
N367DM	Hawker 800XP	258367	OE-FMS	Cessna 501 Citation I	0239
N375SA	PA-34 Seneca 200T	34-7670002	OE-FPA	Cessna 551 Citation II	0552
N400AJ	Beechjet 400A	RK-137	OE-GAA	Cessna 560 Citation V	0111
N421CA	Cessna 421C	0157	OE-GSC	Falcon 10	122
N425HS	Cessna 425	0044	OE-LFG	Fokker 70	11549
N426QS	Gulfstream IV SP	1328	OE-LFI	Fokker 70	11529
N432CV	Pilatus PC-12	119	OE-LFJ	Fokker 70	11532
N435JL	Lear Jet 35	35-018	OE-LFK	Fokker 70	11555
N453TM	BAe 125 800A	258203	OE-LFL	Fokker 70	11573
N459LJ	Lear Jet 45	009	OH-FPC	Falcon 20F	345
N464QS	Gulfstream IV-SP	1264	OO-DDC	PA-28 Pathfinder	28-78410083
N485A	Enstrom 480	5029	OO-DJE	BAe 146 200	E. 2164
N501D	Cessna 501 Citation I	0298	OO-DJF	BAe 146 200	E. 2167
N510PS	Cessna 310N	0054	OO-DJG	BAe 146 200	E. 2180
N522XL	Cessna 560 Citation Excel	5022	OO-DJH	BAe 146 200	E. 2172
N527EW	Cessna 501 Citation I	0322	OO-DJJ	BAe 146 200	E. 2176
N535CS	Gulfstream III	464	OO-DJK	Avro 146 RJ85	E. 2271
N561DA	Cessna 560 Citation Excel	5012	OO-DJL	Avro 146 RJ85	E. 2273
N604CC	CL604 Challenger	5376	OO-DJN	Avro 146 RJ85	E. 2275
N624BP	Gulfstream III	320	OO-DJO	Avro 146 RJ85	E. 2279
N650FP	Cessna 650 Citation III	0188	OO-DJP	Avro 146 RJ85	E. 2287

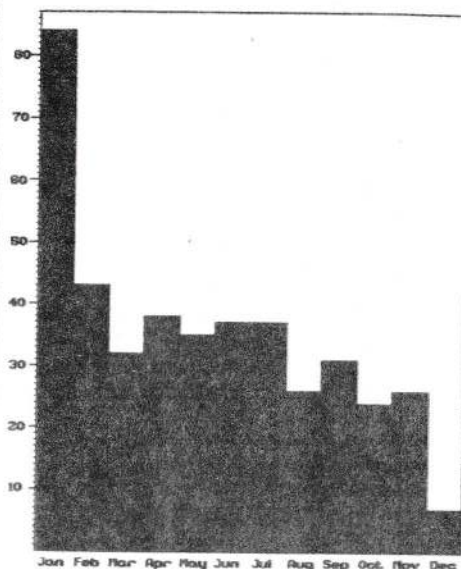
OO-DJQ	Avro 146 RJ85	E.2289	PH-MEX	Cessna 650 Citation VI	0217
OO-DJR	Avro 146 RJ85	E.2290	PH-MFX	Cessna 650 Citation VI	0240
OO-DJS	Avro 146 RJ85	E.2292	PH-SDR	DHC-8 311	283
OO-DJT	Avro 146 RJ85	E.2294	PH-SDT	DHC-8 311	276
OO-DJV	Avro 146 RJ85	E.2295	PH-VMP	King Air B200	BB-1538
OO-DJW	Avro 146 RJ85	E.2296	PH-WXA	Fokker 70	11570
OO-DJX	Avro 146 RJ85	E.2297	PH-XPI	PA-31 Navajo 350	31-7752187
OO-DJY	Avro 146 RJ85	E.2302	RA44470	Yakovlev YAK-18T	18-33
OO-DJZ	Avro 146 RJ85	E.2305	SE-DRK	BAe 146 200	E.2108
OO-DWA	Avro 146 RJ100	E.3308	SE-DVP	Falcon 100	224
OO-DWB	Avro 146 RJ100	E.3315	SE-DVZ	Cessna 550 Citation II	0808
OO-DWC	Avro 146 RJ100	E.3322	SE-LBM	Mooney M20R	29-0057
OO-DWD	Avro 146 RJ100	E.3324	SE-LKI	Partenavia P68C	0368
OO-DWE	Avro 146 RJ100	E.3327	SX-BFX	Boeing 737 2P5	21440
OO-DWF	Avro 146 RJ100	E.3332	SX-NAT	PA-34 Seneca 200T	34-7970264
OO-DWG	Avro 146 RJ100	E.3336	TC-AFA	Boeing 737 4Q8	26306
OO-DWH	Avro 146 RJ100	E.3340	TC-AFJ	Boeing 737 4Y0	23979
OO-DWI	Avro 146 RJ100	E.3343	TC-AFK	Boeing 737 4Y0	24684
OO-DWJ	Avro 146 RJ100	E.3355	TC-AFM	Boeing 737 4Q8	26279
OO-DWK	Avro 146 RJ100	E.3360	TC-APD	Boeing 737 42R	29107
OO-MJE	BAe 146 200	E.2192	TC-APG	Boeing 737 82R	29329
OO-SDL	Boeing 737 229	21136	TC-APP	Boeing 737 4Q8	28202
OO-SDR	Boeing 737 229C	21738	TF-ABD	L1011 Tri-star 100	1221
OO-SKS	Cessna 551 Citation II	0117	TF-JML	SA227DC Metro 23	DC-881B
OO-SYC	Boeing 737 429	25228	VP-BJT	Cessna 425	0027
OO-VFB	Beech A36 Bonanza	E-1910	VP-BNJ	Falcon 900B	120
OO-WAL	Cessna 182R	88083	VP-CAT	Cessna 501 Citation I	0232
OY-APH	CL601-3R Challenger	5153	VP-CBE	Cessna 550 Citation II	0108
OY-CKT	Cessna 560 Citation V	0078	VP-CBM	Cessna 550 Citation II	0729
OY-GKL	Cessna 650 Citation III	0043	VP-CCC	Cessna 525 Citationjet	0040
OY-JMC	Cessna 525 CitationJet	0277	VP-CCK	Agusta A.109A-2	7357
OY-JRV	Beech 1900D	UE-338	VP-CCT	King Air C90	LJ-1028
OY-LJD	Lear Jet 60	005	VP-CCV	Cessna 560 Citation Ultra	0320
OY-NPA	SA226TC Metro II	TC-258	CP-CED	Cessna 500 Citation I	0870
OY-NPC	SA227AC Metro II	AC-748B	VP-CFG	Cessna 501 Citation I	0176
OY-NPD	SA227DC Metro 23	DC-865B	VP-CKG	IAI 1125 Astra SPX	096
OY-NPE	SA227DC Metro 23	DC-867B	VP-CMO	Cessna 500 Citation I	0070
OY-PEU	Cessna F40B Caravan II	0045	VP-COM	Cessna 500 Citation I	0318
OY-SBR	SN.801 Corvette	23	VP-CPR	Cessna 421C	0837
PH-ABD	PA-31 Navajo 350	31-7305048	VP-CRB	Lear Jet 60	60-125
PH-AIJ	PA-34 Seneca 200T	34-7870029	VP-CSC	Cessna 560 Citation Ultra	0439
PH-BPS	Falcon 20F	321	VP-CSN	Cessna 560 Citation Ultra	0401
PH-BYA	Beesch 58 Baron	TH-1609	XA-CPQ	Gulfstream V	533
PH-FVC	EMB 110 Bandeirante	110217	YL-LAK	Ilyushin IL-76T	0003424707
PH-HUB	SOCATA TBM 700	127	YR-BCK	BAC 1-11 525FT	254
PH-IDA	PA-31 Navajo 350	31-7852180	YR-IMZ	Ilyushin IL-18GrM	187009802
PH-JVG	PA-28 Warrior	28-7916008	Z3-ARB	Douglas DC9 81	48046
			Z3-ARF	Boeing 737 3H9	23716



Leeds/Bradford Airport Foreign visitors 1998  
by month



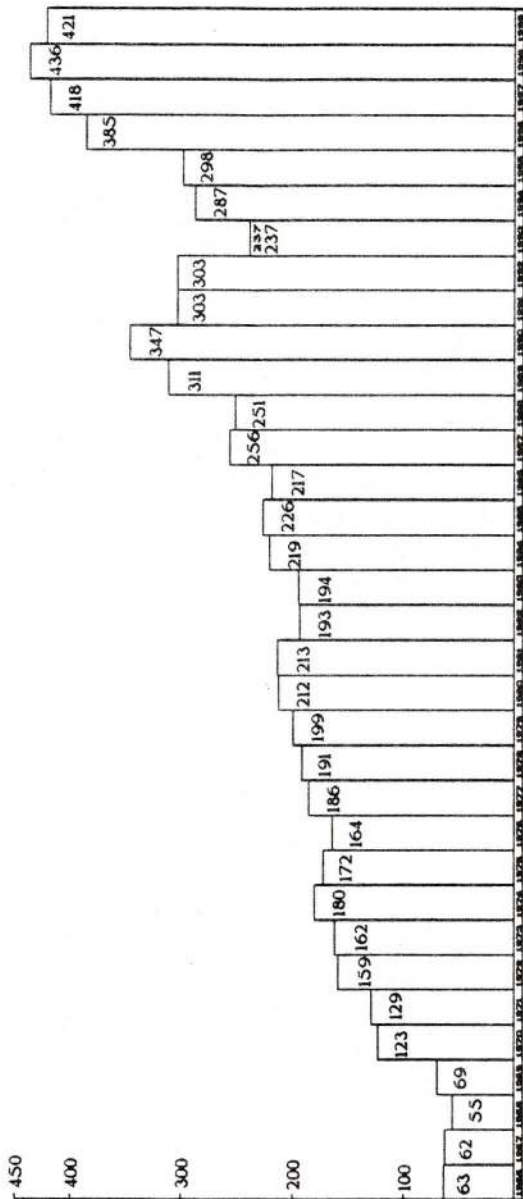
Leeds/Bradford Airport Foreign visitors 1999  
by month



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
January	31	45	50	27	33	39	43	50	88	84
February	41	64	65	48	54	54	71	79	116	127
March	67	85	89	70	80	72	92	108	167	159
April	101	110	100	83	90	94	112	142	197	197
May	146	150	139	112	132	137	152	190	249	233
June	177	192	178	143	177	166	245	227	285	270
July	206	210	213	158	196	193	274	255	315	307
August	228	233	236	185	216	221	298	291	341	333
September	265	266	256	201	244	238	323	326	364	364
October	288	280	278	220	264	262	345	360	382	388
November	325	296	295	226	280	280	373	399	409	414
December	347	303	303	237	287	298	385	418	436	421

# Leeds/Bradford Airport

Foreign visitors totals 1966 - 1999





# Military News

Eric Martin.



## STRIKE COMMAND TO BE RESTRUCTURED

RAF Strike Command, the operational control of the RAF's most advanced aircraft and weaponry, is to be restructured in April. The three-group organisation will remain, but 11/18 Group and 38 Group will disband, 1 Group will continue and be reformed as follows:

- 1 Group will be bolstered by the inclusion of Tornado F3 units. The Group will operate all the RAF's fast-jet aircraft, except the Harrier. It will, therefore, include the Typhoon (Eurofighter).
- 2 Group will operate all of the aircraft which support front-line operations: transport, air-to-air refuelling, E3D Sentries.
- 3 Group will include Harrier GR7s, Royal Navy Sea Harriers, Nimrods and the Search-and-Rescue helicopter force. Uniquely, 3 group will be commanded by a Royal Navy Officer – Rear Admiral Iain Henderson, currently Flag Officer, Naval Aviation; the first occasion on which such a senior military aviation appointment has been held by a Naval officer, since the disbandment of the Royal Naval Air Service in 1918!

Credits: RAF News  
Military Aviation Review

## JOINT HELICOPTER COMMAND LAUNCHED

The new Joint Helicopter Command has been formally inaugurated at its Wilton, Wiltshire base. The Command will incorporate the Royal Navy's Commando helicopters (Sea King HC4s), all operational Army Aviation helicopters (Lynx AH7/9s and WAH64 Longbow Apaches) and RAF support helicopters (Chinooks, Merlin HC3s, Puma HC1s, Wessex HC2s). Anti-submarine and airborne early warning helicopters will retain their independence. Current commander of the Command is Air Vice-Marshal David Niven, but the appointment will rotate between the three services.

Credit: Aircraft Illustrated

## LAARBRUCH CLOSES, SCAMPTON RE-OPENS !

RAF Laarbruch closed as an RAF Station at the end of November, when it was handed back to the German Federal authorities. Scampton is to re-open shortly as a relief landing-ground for Cranwell.

Credit: Military Aviation Review

## FIRST C-130J HANDED OVER

The first Hercules C-130J, ZH865, was handed over to the RAF at Lyneham at the end of November. It took part in a fly-past, alongside a C-130K, the version which it is partially to replace. Externally almost identical, the J version has an improved flight deck and avionics, new engines and propellers and the flight deck crew is reduced from four to two. The remaining 24 Js will be delivered by mid-2001.

Credit: RAF News

## VULCAN XH558 TO BE MADE AIRWORTHY FOR £3m

A search is going ahead to obtain sponsors for three million pounds, to return Vulcan XH558 to flying condition. Of the sixteen remaining aircraft, only three are capable of taxiing under their own power and XH558 is the only one which has been fully maintained. British Aerospace and Marshalls of Cambridge are two organisations which have expressed interest in the project.

Credits: Ted Bates  
Leicester Mercury



# Military Matters

Eric Martin.



## THE 'OTHER' ROYAL AIR FORCES

(A mini-series about The Royal Air Forces of Australia, Canada, India, New Zealand and Rhodesia)

## IV THE ROYAL RHODESIAN AIR FORCE / AIR FORCE OF ZIMBABWE

Military aviation first appeared in Rhodesia in 1926, when RAF aircraft pioneered the air route from Cairo to Cape Town. In the same year, there was an agreement for Southern Rhodesians to train and gain experience in the RAF, before returning home for local military duty. The Air Section of the Territorial Force was established in 1935, but by 1938 the Air Section had outgrown itself and pilots were commissioned directly into the RAF Volunteer Reserve; later that year, they were to wear the distinctive Rhodesian pilot's 'wings', see below. The Southern Rhodesian Air Force (SRAF) was established in September 1939; later to become the Royal Rhodesian Air Force (RRAF); and later still, on independence, the Air Force of Zimbabwe.

It is in its contribution to the Empire Air Training Scheme that Rhodesia is perhaps best known in military aviation. Between 1941 and 1945, almost 100,000 Allied aircrew trainees were trained in Southern Rhodesia. In some senses, the Rhodesian contribution was the forerunner of the Scheme, as planning began in December 1939 and the first RAF training draft arrived in March 1940. Rhodesia also made contributions to operations, in the shape of three Rhodesian squadrons which served with the RAF: 44, 237 and 266. Two members of 44 Squadron were awarded the Victoria Cross (VC), Squadron Leaders Learoyd and Nettleton. These three squadrons were never totally Rhodesian in establishment, but Rhodesians served with other RAF squadrons. Black Rhodesians also served with the Rhodesian Air Askari Corps. In 1946, in acknowledgement of the colony's contribution to the Allied war effort, especially in the air, the Southern Rhodesian Air Force became the Royal Rhodesian Air Force. This small, but well-equipped, air force became, on independence, the Air Force of Zimbabwe – keeping alive the traditions of the RRAF.

## Current squadrons, bases and aircraft of the Air Force of Zimbabwe

<b>Squadron</b>	<b>Base</b>	<b>Aircraft</b>
1	Thornhill/Gweru	Hunter
2	Thornhill/Gweru	Hawk
3	New Sarum/Harare	CASA 212; Islander
4	Thornhill/Gweru	FTB 337/0-2A
5	Thornhill/Gweru	Changdu F-7H/FT-7
6	Thornhill/Gweru	Alouette III; Augusta-Bell 412
7	New Sarum/Harare	Augusta-Bell 412



Credits: Congdon, P (1987) *Per Ardua Ad Astra: A handbook of the Royal Air Force* Airfile  
Carroll, Ian (1998) *World Air Forces Directory 1998-99* Mach III Plus

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD NEWS

Courtesy of the LBA WEB site (via Marcus Mitchell) passenger summary for 1999:- Dublin is now the most popular destination with passengers flying on scheduled international services operating from Leeds/Bradford International Airport.

Last year, a total of 208,961 passengers used its two Dublin services (153,030 with Ryanair, 55,931 with Aer Lingus) against 187,118 in 1998, an increase of 11.67%. Of the 1999 total, 13,819 passengers flew on the route in December up 8.28% on December 1998.

Add the 74,368 passengers who flew with Jersey European between LBA and Belfast and a grand total of 238,329, people crossed the Irish Sea on LBA services last year.

These new figures also mean that Dublin has overtaken London Heathrow (which generated 204,659 passengers in 1999) as LBA's busiest service.

In all 1,451,201 passengers used LBA in the 1999 calendar year, against 1,398,363 in the previous year. Inclusive tour passenger totals were up by 4.1% and those on International scheduled routes by 13.02%. In all, travellers in December totalled 3.78% above those for the same month of 1998.

Other busy services include Brussels (SABENA) 90,915 passengers in 1999, (up 27.74% on 1998), Paris Charles de Gaulle (British Midland), 58,969 (up 25.59%), Amsterdam (KLMuk) 136,644 (up 4.03%) and Jersey (British Midland) 25,600 (up 3.11%).

As many of you will know, Leeds United next play Roma in the UEFA Cup on the 2nd March. No firm details are available as we close for press, but look out on the 1st and early on the 2nd of March for several charter flights with the outgoing team and fans.

Likewise late on the 2<sup>nd</sup> and 3<sup>rd</sup> March several flights are due with the hopefully victorious Team and happy fans.

March 9<sup>th</sup> will see the return match at Elland Road, so again expect inbound flights, with, perhaps some more interesting Italian airliners.

## AIRPORT NEWS

Brussels has withdrawn its threat to ban night flying following pressure from freight carrier DHL. The move was proposed to combat noise pollution. However DHL operate 28 flights from Brussels during the night and threatened to move their business from Brussels if the ban was enforced. DHL pointed out they had just invested US\$1 billion in a fleet of new Boeing 757<sup>th</sup> which will reduce noise emissions by 77%.

Exeter is the latest U.K. airport to be put on the market by its local authority owners. Some £8 million will be required to develop a business park on 1,000 hectares of unused land at the airport.

Manchester reported a boost in freight figures for November last year. A total of 10,526 tonnes of air freight was handled an increase of some 17.3%

## AIRLINE NEWS

**AFX** the airfreight carrier who was rumoured to be visiting LBA crew training last year, have added a second Boeing 747 to it's fleet.

**Easyjet** have announced yet another new service from Liverpool. Palma is the latest destination, commencing this month with return fares starting at £90. Easyjet have stated this will be their last new service until delivery of their Boeing 737-700's commence in the Autumn.

**FR Aviation** who are based at Bournemouth have purchased National Jet Systems of Australia for £24 million. National Jet Systems operates both scheduled services and government surveillance work with a fleet of BAe 146's and Dash 8's.

**Freedom Airways** will be the worlds first "Gay Friendly" airline., which is being launched by a former British Caledonian cabin steward. Routes are planned from Luton and Manchester.

**Korean Airlines** are to attempt to address the number of crashes by their airline. South Korean officials say that by June all 107 planes flown by Korean Air will be put through safety inspections. Others both inside and outside the industry say KAL's problems won't go away after checks of the aeroplanes, because most of the trouble comes from the cockpit.

**Singapore Airlines** are to take a 49% stake in Richard Bransons Virgin Atlantic for £600.25 million. The deal values Virgin Atlantic, the holding company for Virgin Atlantic Airways, Virgin Sun as well as cargo operations at £1.225 billion. The deal is by no means unique for the Branson empire. He did an identical deal with Virgin Trains in 1998 when he sold a 49% stake in the company to bus operator Stagecoach Holdings.

Once the deal is completed Richard Branson will take a small stake in Singapore Airlines, but the proceeds from the sale will be used by Richard Branson to re-invest in a mobile phone or E-commerce venture.

## AIRLINER NEWS

The last MD-80 rolled down the production line on the 21<sup>st</sup> December 1999. The last example down the line was a MD-83 destined for T.W.A. A total of 1,190 MD-80's have been produced over the last 21 years.

Boeing announced they that they delivered a record 620 aircraft in 1999., up 10% on the previous years total. Airbus delivered a total of 294.

Marshall Aerospace at Cambridge have been selected as a Canadair Global Express finishing centre. They will complete a minimum of 4 aircraft this year.

## OTHER NEWS

The Captain of a Royal Air Maroc, Boeing 737, was stopped as he boarded his aircraft at Amsterdam Schiphol in Mid January. He was breathalysed and found to be 4 times over the Dutch drink drive limit. As some Joker pointed out perhaps R.A.M. stands for Real Ale Man and not Royal Air Maroc !!!

Pilots of piston engine aircraft in Australia have been faced with grounding after a fuel contamination incident. The Civil Aviation Safety Authority (CASs) of Australia grounded all piston engine aircraft in Eastern Australia indefinitely until it finds a way to ensure that fuel systems are free from the effects of contaminated fuel.

A batch of 100 / 130 AVGAS was somehow contaminated with ethylene diamine during production at a refinery in Victoria. The fuel was distributed between November 21<sup>st</sup> and December 23<sup>rd</sup> last year. Some was also distributed in New Zealand. Any aircraft which has used the fuel from the batch is grounded until a procedure is devised for cleaning and rehabilitating the fuel system. Some 5000 aircraft are reported to be affected.

E-mail [Dwooler@EGNM.screaming.net](mailto:Dwooler@EGNM.screaming.net)

ABN, ACW, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters & LBA WEB sites (and all their contributors), Lawrie Coldbeck, J. Kirkby, P. Linley, M. Mitchell, P. Smith

## **A YEAR IN THE LIFE OF A SPOTTER 1999**

### **Part two California**

Following on from my article in the September edition of Air Yorkshire in June I embarked on a spotting come sightseeing tour of California.

I had a seat booked on Virgin Atlantic flight VS023 departing Heathrow at 1530 hours on Saturday 12th June. The flight was scheduled to be operated by an Airbus A.340, a type which I had not flown on before. I departed Knaresborough on an early train at 0800 hours in order that I could get to Heathrow in good time to spend a couple of hours on the Queen's building for a couple of hours spotting. I arrived at Heathrow at about 11.30 checked in at terminal 3 and then made my way to the terrace.

My flight departed bang on time and was operated by G-VSUN named 'The Rainbow Lady'. The Airbus was an extremely comfortable aircraft to fly in and the 11 hour flight passed very quickly. All Virgin aircraft now have the seat back video screens which means a vast selection of channels to watch as well as a collection of video games which I failed to master.

Los Angeles is the third busiest airport in the world in terms of aircraft movements. As well as all the world's major international carriers LAX handles a vast number of commuter airliners which feed the major American carriers. To cope with all this traffic the airport has four parallel runways which are always in constant use. It was a fairly strange sight when we turned onto final approach and completed our final descent alongside a United Boeing 737 which was landing on the runway alongside ours. After a short taxi the aircraft parked at the end of a pier at terminal 2 and we disembarked quickly. It was a surprisingly short walk to baggage claim, immigration, customs and the hotel transfer coaches ( sorry trams I'm in the U.S.) waiting outside the terminal.

I had a room booked for three nights in the Wyndham Hotel which is the closest hotel to the airport. It is a good quality hotel and at £40 a night for a single room very good value for money. All rooms on either side of the hotel on the third floor or above have good views of landing aircraft. The best feature of the hotel is the top floor bar which has a 360 degree panorama of the whole airport. Aircraft registrations can be read off with binoculars.

After a good nights sleep and a hearty American breakfast I headed off for the airport and a days spotting. The airport is so close that it is quicker to walk than to catch the airport transfer coach. Most American airports have very poor spectator facilities but at LAX they are excellent. LAX has seven terminals in the shape of a U with two parallel

runways at either side. Right in the middle is the theme building which looks more like a control tower. On the top floor is the free spectators terrace which gives a magnificent view over the whole airport. There are two problems however, one is the almost constant heat haze that you get in this area which can make registrations hard to read, particularly on American Airlines aircraft. The second is the sheer volume of traffic. The terrace is open daily from 9.00am to 5.00pm and in a day I logged 385 different aircraft which works out at 48 an hour. When you also consider that some commuter aircraft visited four or five times during this period you can tell just how many movements there are here. Just under the terrace is a restaurant with panoramic windows which serves much needed liquid refreshment and meals at reasonable prices.

The most frequent airlines here are United followed by Delta, American, Southwest, Continental, Alaska and America West. Other American visitors noted were Fedex, Hawaiian, Omni, TWA, US Air, American Trans Air, Airborne Express, Skyservice USA, Northwest, Reno, Tower, Midwest, North American, National, Frontier, Access, Casino, Horizon, Bax Global, Kitty Hawk, DHL, Polar, Emery, and Sun Country. Foreign carriers seen included China Eastern, China A/Ls, Malaysian, Evergreen, Korean, Thai, Eva, JAL, ANA, Mexicana, Aeromexico, TAESA, Aerocalif, Varig and Lan Chile. Both Air New Zealand and Qantas send in Boeing 767's, Canadian Boeing 737's and Air Canada Airbuses. Most European national carriers are also represented. Commuter aircraft abound in great numbers in the form of United Express Brasilias, American Eagle Saab 340,s and Trans State Jetstreams. I also logged over 30 Biz Jets.

On the Monday I decided to have a day sightseeing and visited Marina Del Rey, Santa Monica and Venice Beach to view California Life. Santa Monica has a small airfield which is home to a museum, a number of Biz Jets and quite a few expensive toys (mainly old warbirds) as it is the closest airport to Beverly Hills. It also has a convenient picnic area that gives fairly good views of the field.

Before departing for fairly long drive to Las Vegas on the Tuesday morning I managed another hour on the theme building. Highlights were Asiana Cargo 747 HL7420, Express One 727 N742RW, U.S. Postal 727 N424EX, a couple of metros and a Mexican Biz Jet. On the outskirts of L.A. I passed the fast growing Ontario Regional Airport which is less noise conscious than some airports and is therefore very busy at nighttime. On the apron were 2 Southwest, a UPS ' 757 and a Northwest A.320.

After driving most of the day across the Mojave Desert I arrived at Las Vegas, the craziest place on earth without doubt and checked into my hotel The Palace Station Casino which at an amazing £9.00 per night incredible value for money. McCarran International airport is situated close to the city. It has two distinct sides, the normal airport and the executive side which is almost on The Strip. As I had logged so many



airliners over the previous days I decided to look at the Exec. side which is also home to a number of airlines which provide sightseeing flights to the Grand Canyon. Not surprisingly I logged over 50 Biz Jets as well as a Contact Air Cargo Convair 580 , N151FL, a number of F.27's of Eagle Canyon A/Ls and 11 Twin Otters. In a big compound almost on The Strip and directly in front of the Luxor Casino were around half a dozen Boeing 747's of various airlines, seven ex United 737's two DC-10s, a Tristar and a Winnair 737 all in storage awaiting a new customer or a worse fate.

After a couple of hectic late nights in this amazing city I was on the move again this time heading across an extremely hot Death Valley and onwards to Yosemite National Park. On the night of Friday 18th June I stayed at a tiny place called Lone Pine which had a small strip alongside the main street which was home to a couple of light aircraft and a King Air, N236CP of Air Medic. Travelling onwards the following day another small town strip at Barstow produced N744FX a Cessna 208 of Fedex and Mammoth Lakes had Lear Jet N26GP and Navajo N69DJ.

After Yosemite National Park my next stop was a friends at San Jose right in the middle of Californias Silicone Valley. Fortunately I was staying near the airport and so a good look round was in order. San Jose is too near San Francisco to attract many international flights, but it is thriving regional airport that has seen passenger numbers boom in recent years as the nearby computer companies have expanded. The terminal has recently been extended and a new terminal has been constructed for American and US Air. Other main operators are Southwest, United, Reno (now owned and soon to be swallowed up by American) Delta and Alaska.

General aviation is the order of the day here, there being literally hundreds and hundreds of light aircraft which operate from their own runway. There is, as you might expect in this area, a very large number of Biz Jets based here. These all occupy a number of hangers on the far side of the airfield and can be easily viewed from an access service road called Aviation Boulevard. At the end of this road is a super spot for viewing just by the threshold of the main runway and directly under the general aviation runway. I was able to park my car without problem and even found a picnic table under a shady tree which provided shade from the hot Californian sun. Most of the biz jets taxied past this spot to the main runway and I was able to get some great photos of landing aircraft on the main runway.

My first stop of about one hour on the 21st June produced 14 biz jets including a Fokker F.28. Cargo also plays an important part here, noteworthy were Bax Global DC-8 N867BX, Emery DC-10 N86042, Charter America 727 N2688Z, Airbourne DC-8 N816AX and a number of Fedex and UPS. Another short visit the following day produced another 21 biz jets and a number of Ameriflight Metros and Beech 99's. San Jose is also home of Aris Helicopters and their Sikorsky S.58's were a welcome sight

I only had one day in San Francisco and as the airport is just one massive building sight at the moment I decided to give it a miss for the picturesque sights of this fascinating city with the Golden Gate Bridge, Alcatraz and of course the Street Cars on my itinerary. From San Fran. I made for one of the most scenic coastal roads in the world Pacific Highway Number One which would take me the best part of three days to drive down back to L.A.

Monterey was reached the following afternoon and a short diversion brought me to it's delightful little airport. On the ramp were United '757 N588UA, two Brasilias, an American express Saab 340 and America West Canadair Regional Jet N7264V. Once again the airport boasts quite a number of biz jets including Bae 1-11 N263PC, a Gulfstream V N73RP and two Fedex Cessna 206's. Further down the coast San Luis Obispo produced two further Fedex Cessna 206's plus two Amerflight Metros and an America West express Dash 8 N455YV.

By noon the following day I was back in Los Angeles, I handed back the hire car in which I had travelled over 2,500 miles in the two weeks that I'd had it and headed back to the theme building for an afternoons spotting. My flight was not leaving until the evening and so I had plenty of time to fill a few more pages in my log book. Bax Global DC-8 N820BX started off the afternoon and was quickly followed by Hawaiian DC-10 N162AA, Emery Air Freight/US Postal Boeing 727 N435EX and Lan Chile Cargo Boeing 767 CC-CZZ. Four interesting '737's were operated by Frontier, Access, Casino and Eastwind before two Midway DC-9's arrived and another US Postal 727 N315NE. Far Eastern arrivals were provided by Asiana x 2, JAL x 4, Singapore x 3, Malaysian, Thai, Korean x 2, a China Eastern MD-11, China, Eva & ANA. The Australian sub continent provided two Qantas 747's and a 767 plus two Air New Zealand 747's and two '767's. The highlight of the afternoon for me was the arrival of the sole aircraft of Air Tahiti, an A.340 Airbus F-OITN which wears a very attractive blue and white livery and was followed on finals by Air Pacific Boeing 747 DQ-FJE. Airbus A.320 N458TA is operated by El Salvador carrier TACA International and was another notable arrival. A total of 15 Mexican representatives of Mexicana, Aeromex and Aerocalif made the short flight up from the south. Of 15 biz jets logged the star was Boeing 707 N707JT owned by John Travolta. Add to these all the American airliners and my log exceeded over 300 aircraft before Virgin Airbus G-VSKY 'China Girl' arrived to fly me home.

I'd had a superb holiday visiting great cities like L.A., Las Vegas and San Francisco. Travelled through the beautiful scenery of places like Death Valley and Yosemite National Park and down the stunning Pacific Coast highway. Add to this all the hundreds of interesting aircraft that I had logged and I don't have to tell you that I really enjoyed myself. Needless to say I already starting to plan where I can go next year.

However my spotting year was not over yet, a business trip to Southampton to view a cruise ship meant I had to have an overnight stay and managed a visit to its much expanded airport. Southampton was where I departed from on my first ever flight in 1971 when a B.E.A. Viscount G-AOHT took me to Jersey way back in 1972. The airport now boasts one of the most attractive terminals I have seen. A new apron and new hangars have also been constructed. The terminal also has a spectators viewing area which is on the first floor of the terminal and gives a very good view of the runway and many of the stands (LBA please note). Aircraft on view included F-GJDG & EC-FES both Citations, VP-CPO Challenger, G-OBWN ATP British World, G-BWIR DO.328 suckling, F-GHPS ATR-42 Britt Air and a number of British Regional aircraft as well as around two dozen based light aircraft. An interesting sight was the loading of Aurigny Trislander G-BEPH which was bound for Alderney and boasted amongst its passengers a Golden Retriever dog which proudly walked out to the aircraft with its owner and took a window seat to enjoy the view as the aircraft took off. It was obviously not its first flight.

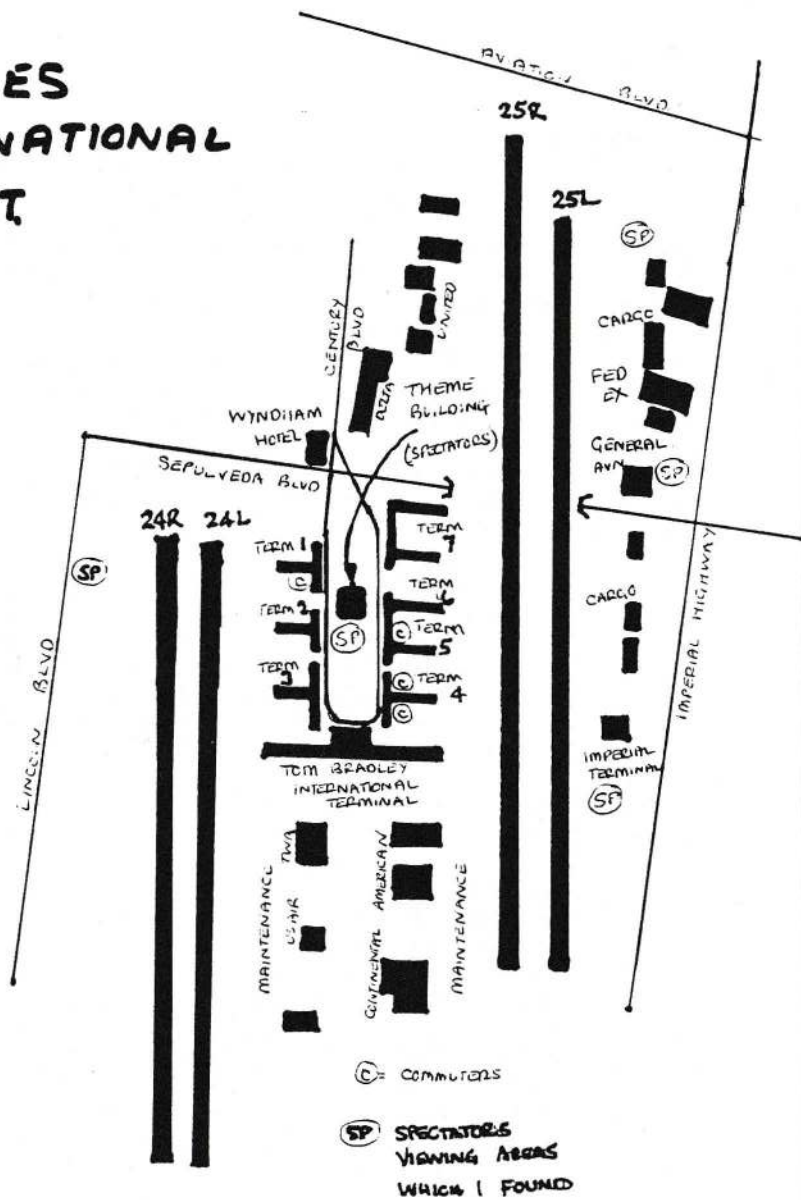
In October I took a weeks break in the sun and visited Turkey flying from Leeds/Bradford aboard Pegasus Boeing 737 TC-APP on 11th October. Surprisingly the flight was almost full considering the bad year Turkey has had, it's a pity that the flight will not continue next year. The fine new airport at Bodrum was very quiet and the only thing of interest was D-AHFH of Hapag Lloyd and TC-ONF on Onur Air. A week later when I returned aboard TC-AFM it was the only aircraft on the apron at the almost deserted Airport.

My final trip of the year was to Majorca on 23rd November flying from Manchester on Air 2000 Airbus A.321 G-OOAI. It is a number of years since I last visited the island and the airport is now unrecognisable with a massive new terminal in operation. The best viewing spot I found was from the top floor of the multi-storey car park. You can't see the terminal apron from here but you do get good views of the general aviation & cargo apron plus the domestic and maintenance aprons. Depending on the wind you can usually see all the landing & departing aircraft on the two parallel runways. Of course the airport is quite quiet in November but I did see some interesting aircraft. Air Europa ATP's and Air Nostrum F-27's were very much in evidence along with EC-GSJ a DHL /Swiftair Convair 580 (EC-GHF was noted later in the week), both European Regional CRJ's EC-GZI & EC-GZU, a number of Metros EC-HCH, EC-GAN, EC-HBF, EC-FZB & EC-GUS, DHL Boeing 727 N15DF, new Tunisair 737 TS-IOM, Air Berlin D-ABAK, Hapag D-AHFD & D-AHLL. Of course I logged quite a number of Spanish Airliners and around a dozen Biz jets.

All in all a very interesting years spotting, now the dark winter nights are here I will have to start thinking about where I will go in the new Millennium.

Ian A Gratton December 1999

# LOS ANGELES INTERNATIONAL AIRPORT



## LEEDS BRADFORD AIRLINE REPORT - DECEMBER 1999

### INBOUND DIVERSIONS

14	BMA3807	EDI	MAN	G-GNTJ	SF34	EDI	BMA9002
14	BRT820	ORK	MAN	<u>G-EMBM</u>	E145	MAN	BRT-BM

### REGULAR FLIGHTS

AEA226	TFS	03/EC-HBM	10/EC-HGO	17/EC-HBM	24/EC-HBM	31/EC-HBM
AEA276	ACE	02/EC-HBN	09/EC-HBL	16/EC-HBL	23/EC-HBM	30/EC-HGP
AIH351	AGP	19/G-RDVE	26/G-JALC			
AIH353	AGP	23/G-JSXX	30/G-JSXX			
AIH387	ALC	18/G-RJGR				
AMM601C	LPA	06/G-OOAJ	13/G-OOAJ	20/G-OOAJ	27/G-OOAF	
AMM602C	TFS	07/G-OOAJ	14/G-OOAJ	21/G-OOAJ	28/G-OOAF	
AMM603C	FUE	01/G-OOAJ	08/G-OOAJ	15/G-OOAJ	22/G-OOAJ	29/G-OOAF
AMM604C	ACE	02/G-OOAJ	09/G-OOAJ	16/G-OOAJ	23/G-OOAJ	30/G-OOAF
AMM605C	TFS	03/G-OOAJ	10/G-OOAJ	17/G-OOAH	24/G-OOAJ	31/G-OOAF
AMM606C	ALC	04/G-OOAJ	11/G-OOAJ	18/G-OOAJ		
BAL045A	ACE	01/G-BYAX	08/G-BYAY	15/G-BYAI	22/DivMAN	29/G-BYAT
BAL068A	PMI	03/G-BYAX				
BAL232A	LPA	27/G-BYAX				
BAL341A	PMI	10/G-BYAX	17/G-BYAX	24/G-BYAX	31/G-BYAY	
BAL341B	NCL	10/G-BYAX	17/G-BYAX	24/G-BYAX	31/G-BYAY	
BAL411A	TFS	03/G-BYAX	10/G-BYAY	17/G-BYAI	24/G-BYAK	31/G-BYAT
BAL431A	AGP	02/G-BYAX	09/G-BYAY	16/G-BYAI	23/G-BYAD	30/G-BYAT
BAL443A	ALC	07/G-BYAY	14/G-BYAI	21/G-BYAD	28/G-BYAK	
BAL466A	ALC	02/G-BYAX	09/G-BYAY	16/G-BYAI	23/G-BYAD	30/G-BYAT
BAL491A	LPA	06/DivMAN	13/G-BYAY	20/G-BYAR		
BAL491B	GLA	06/G-BYAY	13/G-BYAY	20/G-BYAR		

### OTHER FLIGHTS

01	G-OZBC	A321	MON710P/9710	Manchester - Sofia	Football Charter
02	G-OBWM	BATP	JEA037D/746	Southend - Belfast City	Lieu JEA DH8
02	<u>G-JEBE</u>	BA46	JEA419D/419	Belfast City - Birmingham	Lieu DH8
03	G-ZAPM	B733	AWC987B/987Y	Sofia - Stansted	Leeds United FC
03	G-OZBC	A321	MON9711/711P	Sofia - Manchester	Football Charter
03	G-BUKA	SW3	AAG244/245	Coventry - Gothenburg	Freight Charter
03	G-BUPS	AT42	BMA9003/3XV	Stansted - Glasgow	Lieu BMA SF34
03	EI-CSL	BA46	EIN368/369	f/t Dublin	Lieu FK50
03	G-BUPS	AT42	BMA3VX/9004	Glasgow - Stansted	Lieu BMA SF34
03	<u>G-JEBB</u>	BA46	JEA749/746	f/t Belfast City	Lieu DH8
04	<u>G-BYAX</u>	B757	BAL846A	t Berlin Schonefeld	Passenger Charter
04	G-BYAY	B757	BAL846B/994F	Berlin Schonefeld -n/s- Glasgow	Passenger Charter
10	G-BYAR	B757	BAL990F/825A	Manchester -n/s- Salzburg	Passenger Charter
11	G-BYAY	B757	BAL804A	t Kitilla	Passenger Charter
11	<u>PH-WXA</u>	FK70	KLM7871/7872	f/t Amsterdam	Passenger Charter
11	G-BYAR	B757	BAL825B/991F	Salzburg -n/s- East Midlands	Passenger Charter
11	G-BYAY	B757	BAL804B/994F	Kitilla -n/s- Glasgow	Passenger Charter
12	G-JEBE	BA46	JEA418/746	Birmingham - Belfast City	Lieu DH8

12	<u>G-JEDE</u>	DH8	JEA749/730	f/t Belfast City n/s	
13	OO-DWD	RJ10	SAB697/698	f/t Brussels	Lieu RJ85
14	OO-DWK	RJ10	SAB697/698	f/t Brussels	Lieu RJ85
14	OO-DWI	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
16	G-ZAPJ	AT42	BMA9005/3XV	Stansted - Glasgow	Lieu BMA SF34
16	G-ZAPJ	AT42	BMA3VX/9006	Glasgow - Stansted	Lieu BMA SF34
18	G-BYAI	B757	BAL888A	t Rovaniemi	Passenger Charter
18	G-BVJD	FK10	BMA9761/8661	Belfast Intl - Local	Passenger Charter
18	G-BVJD	FK10	BMA8661/8662	f/t Local	Passenger Charter
18	<u>YL-LAK</u>	IL76	INV1207	Gothenburg -n/s20- Manston	Freight Charter
18	G-BVJD	FK10	BMA8662/8663	Local - Liverpool	Passenger Charter
18	G-BYAI	B757	BAL888B/805A	f/t Rovaniemi n/s	Passenger Charter
19	G-BYAI	B757	BAL805B/992F	Rovaniemi -n/s- Manchester	Passenger Charter

Aircraft making first visits are underlined.

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Pro 60 Scanner Full Civil and Military cover, 200 Channels Includes. Telescopic, rubber duck aerials, Mains and car lighter adaptors. Nic-cad batteries and box £130 o.n.o

Contact Martin on 01423-877803

Collection of Schabak model airliners mainly B 737s all in mint boxed condition £4 each or 4 for £15

Contact John on 01756-790047

## LEEDS BRADFORD INTERNATIONAL AIRPORT

### HOLIDAY FLIGHTS - SUMMER 2000

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
<b>Monday</b>									
-	-	-	737-800	Y189	0730	LPA	BY295A	01/05-30/10	TH
0655	PMI	AH396	A320	Y180	0900	LCA	AH371	01/05-30/10	AT
1435	REU	AHxxxx	A320	Y180	1550	REU	AHxxxx	01/05-30/10	AT
1715	LPA	BY295B	737-800	Y189	1845	PMI	BY071A	01/05-30/10	TH
1950	LCA	AH372	A320	Y180	2130	PMI	AH359	01/05-30/10	AT/JM
<b>Tuesday</b>									
0050	PMI	BY071B	737-800	Y189	0740	GRO	BY506A	02/05-31/10	TH
0345	PMI	AH360	A320	Y180	0750	ALC	AH373	02/05-31/10	AT/JM
0930	PMI	FUxxxx	737-400	Y170	1030	PMI	FUxxxx	02/05-31/10	JM
1105	MLA	KM5202	737-300	Y148	1150	MLA	KM5203	06/06-31/10	AT
1315	GRO	BY506B	737-800	Y189	1445	ALC	BY268A	02/05-31/10	TH
1425	ALC	AH374	A320	Y180	1540	TFS	AH377	02/05-31/10	AT/JM
2110	ALC	BY268B	737-800	Y189	-	-	-	02/05-31/10	TH
<b>Wednesday</b>									
-	-	-	737-800	Y189	0710	ACE	BY423A	03/05-25/10	TH
0120	TFS	AH378	A320	Y180	0800	FUE	AH369	03/05-25/10	AT/FC/JM
1630	ACE	BY423B	737-800	Y189	1750	TFS	BY241A	03/05-25/10	TH
1720	FUE	AH370	A320	Y180	1845	BJV	AH367	03/05-25/10	AT
<b>Thursday</b>									
0345	TFS	BY241B	737-800	Y189	0645	PMI	BY277A	04/05-26/10	TH
0425	BJV	AH368	A320	Y180	1000	ACE	AH365	04/05-26/10	AT/FC/JM
1250	PMI	BY277B	737-800	Y189	1425	AGP	BY368A	04/05-26/10	TH
1320	FAO	AMM595D	757-200	Y233	1420	FAO	AMM595C	04/05-26/10	FC
1400	AGP	AH358	A320	Y180	1515	AGP	AH357	04/05-26/10	AT
1935	ACE	AH366	A320	Y180	2100	GRO	AH363	04/05-26/10	AT
2105	AGP	BY368B	737-800	Y189	-	-	-	04/05-26/10	TH
<b>Friday</b>									
-	-	-	737-800	Y189	0625	CFU	BY089A	05/05-27/10	TH
0240	GRO	AH364	A320	Y180	0630	MAH	AH391	05/05-27/10	AT/CS
1105	MAH	FUxxxx	737-400	Y170	1150	MAH	FUxxxx	05/05-27/10	FC/JM
1115	TFS	JKK3115	MD83	Y170	1215	TFS	JKK3116	05/05-27/10	AT
1300	AGP	AExxxx	737-300	Y148	1400	AGP	AExxxx	05/05-27/10	FC
1420	CFU	BY089B	737-800	Y189	1545	IBZ	BY488A	05/05-27/10	TH
2105	MAH	AH392	A320	Y180	2230	IBZ	AH389	05/05-27/10	AT
2205	IBZ	BY488B	737-800	Y189	2330	PMI	BY397A	05/05-27/10	TH
2225	PMI	AEA214	737-300	Y148	2315	PMI	AEA215	05/05-27/10	AT
2225	TFS	FUxxxx	737-400	Y170	2325	TFS	FUxxxx	05/05-27/10	FC/JM
<b>Saturday</b>									
0450	IBZ	AH390	A320	Y180	0700	ALC	AH387	06/05-28/10	AT/FC
0535	PMI	BY397B	737-800	Y189	0640	REU	BY468A	06/05-28/10	TH
1220	REU	BY468B	737-800	Y189	1400	MAH	BY076A	06/05-28/10	TH
1320	ALC	AH5108	A320	Y180	1435	ALC	AH5107	06/05-28/10	AT/JM
1335	ALC	AH388	A320	Y180	1445	PMI	AH385	06/05-28/10	AT
	FAO	VBxxxx	737-500	Y107		FAO	VBxxxx	20/05-28/10	ST/AV
1625	PMI	FUxxxx	737-400	Y170	1725	PMI	FUxxxx	06/05-28/10	FC
2020	PMI	JKKxxxx	A320	Y180	2115	PMI	JKKxxxx	06/05-28/10	JM
2005	MAH	BY076B	737-800	Y189	2140	IBZ	BY146A	06/05-28/10	TH
2105	PMI	AH386	A320	Y180	2230	LPA	AH383	06/05-28/10	AT/JM
2245	MIR	LBT864	A320	Y177	2345	MIR	LBT865	27/05-24/06	PN
2355	MIR	LBT864	A320	Y177	0055	MIR	LBT865	01/07-07/10	PN
<b>Sunday</b>									
0410	IBZ	BY146B	737-800	Y189	0600	PMI	BY365A	07/05-29/10	TH
0800	LPA	AH384	A320	Y180	0910	AGP	AH381	07/05-29/10	AT
1205	PMI	BY365B	737-800	Y189	1335	TFS	BY476A	07/05-29/10	TH
1535	AGP	AH382	A320	Y180	1645	FAO	AH379	07/05-29/10	AT/JM
2310	FAO	AH380	A320	Y180	0035	PMI	AH395	07/05-29/10	AT
2330	TFS	BY476B	737-800	Y189	-	-	-	07/05-29/10	TH
<b>Destination Codes</b>			<b>Airline Codes</b>				<b>Tour Operator Codes</b>		
ACE - Arecife AGP - Malaga ALC - Alicante BJV - Bolnisi CFU - Corfu FAO - Faro	FUE - Fuerteventura GRO - Gerona IBZ - Ibiza LCA - Larnaca LPA - Las Palmas MAH - Mahon	MIR - Monastir PMI - Palma REU - Reus TFS - Tenerife	AEA - Air Europa AH - Airtours AMM - Air 2000 BY - Britannia FUA - Futura JKA - Spanair	KM - Air Malta LBT - Nouvelair VB - Maersk	AT - Airtours AV - Avro FC - First Choice JM - JMC PN - Pannona	ST - Style SW - Sunworld TH - Thomson			
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