

**CONCORDE ALPHA-ALPHA LANDS ON
RUNWAY 14; 16 SEPT 1997**

VOL. 24

January 98

CHAIRMAN: MR.M.WILLINGALE

17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY

01943 875137

SECRETARY: MR.A.G.HEELEY

12,LIME GROVE, RAWDON,LEEDS LS19 6BZ

0113 2505114

TREASURER: MR.D.VALENTINE

8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY

0113 2288143

P.R.O.: MR.L.COLDBECK

207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL

0113 2676947

EDITORIAL ASSISTANTS**MRS.D.BLACKWELL**

66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ

MR.M.SMALL

13, BEECH AVENUE, HARROGATE. HG2 8DS.

COMMITTEEMR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MRS.N.BARRETT, MR.P.LEFROY, MR.D.BATES.
MR.M.ELLIOT, MR.A.EDWARDS, MR.G.WARD**CHAIRMAN'S CHAT**

Well, here we are again with a new year. Time to look forward to 1998 with more flights and more passengers. Also the new terminal extension, nose-in parking and the L.B.A's first passenger * This is also a time to look back on last year and see if anything can be done to improve Air Yorkshire for 1998 * *Air Bridge*

First of all, trips. In the past these have been very poorly supported. Perhaps if we organised one good trip to a place of interest and one flight trip per year we may get more support. Meetings have been very well supported but we are always in need of contacts, especially within the industry

Then the Christmas Party. This was once again a great afternoon:- two quizzes, prize giving and plenty to eat and drink. However, only about 50 members turned up. Is it time for a change in format or did many members end up being pressed into Sunday Christmas shopping ? PLEASE let us know your views on the above.

With this issue we enclose your membership renewal form together with 12 labels. In order to continue your membership please return the form and labels as soon as possible to Dave Valentine (address at top of this page). PLEASE NOTE - use only the labels supplied - if you have your own personal labels, please stick yours on ours !

Finally, I would like to wish you , your family and friends a Happy and Prosperous New Year

MEETINGS. (starting at 14.30)

4th Jan '98	Concorde Special (with raffle)
1st February	to be announced
1st March	to be announced.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick,

Leeds/Bradford Movements

November 1997

01 Saturday

EI-FKC Fokker 50	0816	G-VCED Airbus 320	0848
G-BUEB ATR-42	0851	G-BVZE Boeing 737 500	0921
G-UKFL Fokker 100	0954	EI-CJF Boeing 737	1008
G-UKTE Fokker 50 DIV	1044	N797HG PA-46 Malibu	1056 1741(02)
G-CHIS Robinson R-22	1152	G-JEAI Friendship	1154
XW201 Puma HC.1	1159 1234	G-GNTH SAAB 340	1202
G-FFRI Twin Squirrel	1216	G-LITE Rockwell 112A	1227
G-GCKI Mooney M20K	1230	G-BVZE Boeing 737 500	1240
G-SACT PA-28 Cadet	1250	PH-SDM DHC-8	1301
G-OILX Twin Squirrel	1315	G-UKFI Fokker 100	1420
G-RJGR Boeing 757	1427	G-BASX PA-34 Seneca	1430
G-JEAI Friendship	1501	G-BVEF ATR-42	1636
G-BOJK PA-34 Seneca	1715	EI-FKB Fokker 50	1729
G-BLZT Short 360	1755	G-BVZE Boeing 737 500	1830
G-ARCV Cessna 175A DIV	1835	EI-CKQ Boeing 737	1925
G-UKFI Fokker 100	2036		

02 Sunday

EI-CKP Boeing 737	0852	G-BUEA ATR-42	0921
G-APEY Vickers Viscount	0925	G-BVZE Boeing 737 500	0937
G-UKFL Fokker 100	1035	EC-GGE Boeing 737 300	1053
EI-CKR Boeing 737	1240	G-BVZE Boeing 737 500	1422
G-DJAR Airbus 320	1450	G-JEAI Friendship	1516
PH-SDU DHC-8	1524	G-APEY Vickers Viscount	1619
G-MAJE Jetstream 41	1712	PH-DMD Fokker 50	1738
N420MA Cessna 425	1750	G-BVEF ATR-42	1753
G-UKFI Fokker 100	1801	G-JEAI Friendship	1832
G-BVZI Boeing 737 500	2006	OO-DJK Avro 146 RJ85	2022
G-MAJE Jetstream 41	2025	G-BMUZ PA-28 Warrior II	2034
G-GNTD SAAB 340	2037	G-GNTH SAAB 340	2130
G-JEAI Friendship	2136	G-BWTM ATR-72	2216
EI-CJH Boeing 737	2227	G-UKFR Fokker 100	2229

03 Monday

G-BVZI Boeing 737 500	0012	G-BYAR Boeing 757	0819
EI-FKF Fokker 50	0828	G-MAJB Jetstream 41	0838
G-BVEC ATR-42	0903	OY-SBR SN601 Corvette	0938
G-JEAE Friendship	0944	G-MAJE Jetstream 41	0948
G-GNTD SAAB 340	0951	G-BLZT Short 360	0954
G-UKFL Fokker 100	1001	EI-CJD Boeing 737	1005
G-DFHJ Cessna 441	1007	G-BVKA Boeing 737 500	1011
PH-SDM DHC-8	1032	G-MAJB Jetstream 41	1115
G-GNTH SAAB 340	1121	EC-BFU Boeing 737 300	1206
G-SHIV GA7 Cougar	1212	G-JEAG Friendship	1255
G-BVZI Boeing 737 500	1328	G-MAJE Jetstream 41	1401
G-UKFR Fokker 100	1409	G-BLZT Short 360	1412
VP-CFG Citation I	1506 1831	PH-SDM DHC-8	1516
G-JEAG Friendship	1544	G-BVZI Boeing 737 500	1616
G-BXJA Cessna 402B	1626 1639	PH-FVB Bandeirante	1654

G-MAJL Jetstream 41	1705	G-MAJB Jetstream 41	1715
G-GNTD SAAB 340	1734	PH-DMO Fokker 50	1737
G-BVEF ATR-42	1759	EI-CJD Boeing 737	1803
G-JEAI Friendship	1826	G-BLZT Short 360	1835
G-BYAR Boeing 757	1856	OO-DJX Avro 146 RJ85	1920
G-UKFR Fokker 100	1956	G-MAJB Jetstream 41	2002
G-MAJL Jetstream 41	2028	G-GNTD SAAB 340	2030
N12NM Citation I	2035	G-GNTH SAAB 340	2044
G-BVZI Boeing 737 500	2121	G-BUPS ATR-42	2126
G-JEAI Friendship	2131	G-BXEH ATR-42	2151
G-BVZH Boeing 737 500	2251		
04 Tuesday			
G-BLZT Short 360	0623	D-IAAC Cessna 441	0741 1653
G-BKVT PA-23 Aztec	0816	EI-FKC Fokker 50	0832
G-MAJB Jetstream 41	0922	EC-FXQ Boeing 737 400	0925
G-BVZH Boeing 737 500	0929	G-BUEA ATR-42	0936
G-GNTD SAAB 340	0947	G-MAJL Jetstream 41	0954
G-BLZT Short 360	1000	G-UKFL Fokker 100	1003
EI-CJI Boeing 737	1006	9H-ABF Boeing 737	1009
G-JEAI Friendship	1011	PH-SDT DHC-8	1048
EC-GNU Boeing 737 300	1119	G-GNTH SAAB 340	1134
G-BXAW Airbus 320	1142	G-JEAE Friendship	1207
G-STOX JetRanger	1239	G-OBMZ Boeing 737 500	1259
G-BUEB ATR-42	1329	G-MAJL Jetstream 41	1400
C-GIRE Lear Jet 35	1422	G-BONT T67M Firefly	1425
G-UKFR Fokker 100	1433	G-JEAE Friendship	1509
PH-SDT DHC-8	1511	G-BVZH Boeing 737 500	1601
G-MAJL Jetstream 41	1701	G-MAJB Jetstream 41	1717
G-BUEA ATR-42	1730	G-GNTD SAAB 340	1733
EI-FKD Fokker 50	1735	EI-CJI Boeing 737	1804
G-JEAG Friendship	1832	G-BLZT Short 360	1839
G-BVZH Boeing 737 500	1900	OO-DJP Avro 146 RJ85	1927
G-MAJB Jetstream 41	2006	G-UKFR Fokker 100	2006
G-GNTD SAAB 340	2035	G-MAJL Jetstream 41	2038
G-GNTH SAAB 340	2106	G-BUPS ATR-42	2130
G-BUEA ATR-42	2138	G-BVKD Boeing 737 500	2155
G-JEAG Friendship	2158	G-BYAR Boeing 757	2206
05 Wednesday			
EI-FKE Fokker 50	0827	N560WE Citation V	0852
G-BVED ATR-42	0858	G-MAJB Jetstream 41	0924
G-GNTD SAAB 340	0942	G-MAJL Jetstream 41	0945
G-BLZT Short 360	0954	G-BVKD Boeing 737 500	0957
EI-CKQ Boeing 737	1001	G-UKFD Fokker 100	1008
PH-SDR DHC-8	1028	G-BPNT BAe 146 300	1033
G-BMSU Cessna 152	1036	G-GNTH SAAB 340	1133
G-JEAI Friendship	1200	G-SHIV GA7 Cougar	1222
G-BVKD Boeing 737 500	1230	G-BLZT Short 360	1236
D-AELH Friendship	1338	G-BUEA ATR-42	1410
G-MAJL Jetstream 41	1419	G-UKFR Fokker 100	1429
VP-CPR Cessna 421C	1433	G-JEAI Friendship	1459
PH-SDR DHC-8	1502	G-BVKD Boeing 737 500	1530
G-MAJL Jetstream 41	1714	G-MAJB Jetstream 41	1717
G-BYAR Boeing 757	1727	G-BXEG ATR-42	1731
EI-FKE Fokker 50	1733	G-GNTD SAAB 340	1737
EI-CKQ Boeing 737	1753	G-JEAI Friendship	1828
G-BLZT Short 360	1834	OO-DJW Avro 146 RJ85	1926
G-UKFR Fokker 100	1947	G-MAJB Jetstream 41	1956
G-JBAC Bandeirante	2028	G-MALJ Jetstream 41	2033

	G-GNTD SAAB 340	2037	G-BVKD Boeing 737 500	2104
	G-BUPS ATR-42	2112	G-JEAI Friendship	2124
	G-BUEA ATR-42	2139	G-GNTH SAAB 340	2309
06	Thursday			
	EI-FKB Fokker 50	0931	G-MAJL Jetstream 41	1007
	G-BVEC ATR-42	1019	G-JEAI Friendship	1024
	G-GNTD SAAB 340	1027	EI-CKQ Boeing 737	1029
	G-BLZT Short 360	1032	G-BVKD Boeing 737 500	1035
	PH-SDP DHC-8	1038	G-UKFD Fokker 100	1041
	N70EW Falcon 900	1045	G-MAJB Jetstream 41	1050
	G-ASSF Cessna 182B	1053	G-GNTH SAAB 340	1122
	G-JEAG Friendship	1155	G-BVED ATR-42	1234
	OY-BZT Citation II	1302	EC-660 Boeing 737 300	1312
	G-BYAR Boeing 757	1353	G-MAJL Jetstream 41	1356
	G-UKFR Fokker 100	1449	PH-SDP DHC-8	1505
	G-JEAG Friendship	1508	N16NK Gulfstream III	1543
	G-MAJL Jetstream 41	1707	G-MAJB Jetstream 41	1714
	N900SJ Falcon 900	1725	G-BXEH ATR-42	1731
	EI-FKA Fokker 50	1733	G-GNTD SAAB 340	1735
	OO-DJR Avro 146 RJ85	1737	EI-CKQ Boeing 737	1750
	G-JEAG Friendship	1829	G-APEY Vickers Viscount	1833
	G-BLZT Short 360	1836	G-BVKD Boeing 737 500	1846
	G-UKFR Fokker 100	1946	G-MAJB Jetstream 41	2000
	G-GNTD SAAB 340	2026	G-MAJL Jetstream 41	2029
	G-ATMJ HS 748	2032	G-BXEH ATR-42	2111
	G-GNTH SAAB 340	2131	G-JEAG Friendship	2135
	G-BYAR Boeing 757	2139	G-BVKD Boeing 737 500	2149
07	Friday			
	G-SHIV GA7 Cougar	0811	EI-FKC Fokker 50	0815
	EI-CNW Boeing 737	0848	G-MAJL Jetstream 41	0919
	G-BVKD Boeing 737 500	0923	N560WE Citation V	0938
	G-MAJB Jetstream 41	0941	G-JEAE Friendship	0946
	G-BLZT Short 360	0954	EI-CJD Boeing 737	1006
	G-UKFD Fokker 100	1010	G-GNTD SAAB 340	1011
	PH-SDU DHC-8	1029	G-GNTH SAAB 340	1134
	G-JEAI Friendship	1156	G-OCAA HS 125 700B	1203
	LN-TWD Cessna 208B	1222	G-BVKD Boeing 737 500	1229
	G-BYAR Boeing 757	1317	G-BVEF ATR-42	1405
	G-MAJB Jetstream 41	1408	G-UKFR Fokker 100	1419
	G-JEAI Friendship	1510	PH-SDM DHC-8	1518
	G-BVKD Boeing 737 500	1524	G-MAJB Jetstream 41	1658
	G-MAJL Jetstream 41	1712	EI-FKB Fokker 50	1732
	G-GNTD SAAB 340	1735	G-BVED ATR-42	1749
	EI-CJD Boeing 737	1753	G-BVKD Boeing 737 500	1834
	G-BLZT Short 360	1838	G-JEAI Friendship	1840
	OO-DJX Avro 146 RJ85	1910	G-UKFR Fokker 100	1954
	G-MAJL Jetstream 41	2000	G-MAJB Jetstream 41	2026
	EC-GMY Boeing 737 300	2037	G-GNTD SAAB 340	2045
	G-BIUV HS 748	2052	G-BUEB ATR-42	2105
	G-GNTH SAAB 340	2118	G-JEAI Friendship	2129
	G-BVZI Boeing 737 500	2139		
08	Saturday			
	G-GNTI SAAB 340	0039	EI-FKB Fokker 50	0810
	G-BVZI Boeing 737 500	0926	G-UKFD Fokker 100	0949
	EI-CJH Boeing 737	1001	PH-SDR DHC-8	1015
	G-JEAI Friendship	1146	G-GNTI SAAB 340	1221
	G-BVZI Boeing 737 500	1318	G-UKFR Fokker 100	1428
	G-CSVS Boeing 757	1436	G-JEAI Friendship	1454

G-BUEB ATR-42	1625	EI-FKE Fokker 50	1728
G-KKES TB-20 Trinidad	1734	G-BVZI Boeing 737 500	1822
G-UKFR Fokker 100	1929		
09 Sunday			
G-BUEA ATR-42	0917	G-BVZI Boeing 737 500	0927
G-RVRB PA-34 Seneca	0940	EI-CJH Boeing 737	0958
G-UKFO Fokker 100	1003	EC-GGE Boeing 737 300	1051
G-BVZI Boeing 737 500	1304	D-EKOS Cessna FR182RG	1343 1504
G-DJAR Airbus 320	1423	G-UKFR Fokker 100	1442
PH-SDM DHC-8	1503	G-JEAG Friendship	1506
G-MAJB Jetstream 41	1712	G-JETU Twin Squirrel	1713
EI-FKC Fokker 50	1727	G-BVEF ATR-42	1734
EI-CJH Boeing 737	1804	G-BLZT Short 360	1811
G-BVZI Boeing 737 500	1823	G-JEAG Friendship	1852
OO-DJL Avro 146 RJ85	1900	G-UKFR Fokker 100	1950
G-GNTD SAAB 340	2018	G-MAJB Jetstream 41	2021
G-GNTI SAAB 340	2117	G-BVEF ATR-42	2129
G-BVZI Boeing 737 500	2134	G-JEAG Friendship	2136
G-MAJF Jetstream 41	2138	EI-CJD Boeing 737	2200
10 Monday			
G-BYAD Boeing 757	0706	G-000A Boeing 757	0709
EI-FKE Fokker 50	0828	G-JLRW B76 Duchess	0851
G-GAUL Citation II	0858	G-BUEA ATR-42	0913
G-MAJB Jetstream 41	0930	G-BVZI Boeing 737 500	0934
G-JEAI Friendship	0941	G-GNTD SAAB 340	0943
G-BLZT Short 360	0949	G-UKFF Fokker 100	0956
PH-SDT DHC-8	1023	EI-CNW Boeing 737	1035
G-MAJH Jetstream 41	1045	G-BUUL T67M Firefly	1111
G-GNTI SAAB 340	1117	G-DHGS Robinson R-22B	1149
G-JEAE Friendship	1152	G-VVIP Cessna 421C	1154
EC-FKI Boeing 737 300	1212	G-BVZI Boeing 737 500	1241
G-BVEF ATR-42	1338	OY-PBF Cessna 208B	1340
G-UKFR Fokker 100	1416	G-SACK Robin R2160	1420
G-JEAE Friendship	1454	PH-SDT DHC-8	1459
G-BVZI Boeing 737 500	1534	G-WELL King Air E90	1608
G-MAJG Jetstream 41	1708	G-GNTD SAAB 340	1722
EI-FKF Fokker 50	1732	G-BUEA ATR-42	1734
G-JEAE Friendship	1819	G-BVZI Boeing 737 500	1825
EI-CNW Boeing 737	1830	G-BYAD Boeing 757	1834
G-BLZT Short 360	1837	OO-DJR Avro 146 RJ85	1907
G-UKFR Fokker 100	1941	G-GNTD SAAB 340	2019
G-MAJG Jetstream 41	2051	G-BVEF ATR-42	2112
G-BEJD HS 748	2119	G-JEAE Friendship	2128
G-BVKA Boeing 737 500	2155	G-000A Boeing 757	2235
G-GNTB SAAB 340	2318		
11 Tuesday			
G-MAJE Jetstream 41	0743	EI-FKB Fokker 50	0815
G-BXEG ATR-42	0855	LX-LGG Boeing 737 400	0910
G-MAJG Jetstream 41	0914	G-BVZI Boeing 737 500	0927
G-GNTB SAAB 340	0940	G-JEAG Friendship	0943
G-BLZT Short 360	0949	9H-ABF Boeing 737	0955
EI-CJD Boeing 737	0957	G-UKFI Fokker 100	1001
PH-SDR DHC-8	1008	G-BULH Cessna 172N	1013
G-SHCC JetRanger	1023	G-MAJE Jetstream 41	1053
G-GNTD SAAB 340	1116	G-JEAI Friendship	1144
EC-GLT Airbus 320	1157	G-BVZI Boeing 737 500	1222
XW213 Puma HC.1	1246	G-BVEF ATR-42	1331
G-UKFD Fokker 100	1359	G-MAJE Jetstream 41	1403

G-BAVZ PA-23 Aztec	1433	G-JEAI Friendship	1458
PH-SDR DHC-8	1510	D-EWAX DV-20 Katana	1516
G-BVZI Boeing 737 500	1522	G-VVIP Cessna 421C	1603
G-BODY Cessna 310R	1610	G-MAJG Jetstream 41	1705
G-MAJE Jetstream 41	1708	G-GNTI SAAB 340	1716
EI-FKA Fokker 50	1729	G-BUEA ATR-42	1734
EI-CJD Boeing 737	1748	G-JEAE Friendship	1821
G-BVZI Boeing 737 500	1829	G-BLZT Short 360	1840
OO-DJP Avro 146 RJ85	1910	SE-DPK Falcon 10	1919
G-HAMA King Air 200	1932 2234	G-UKFD Fokker 100	1945
G-MAJG Jetstream 41	2002	G-GNTI SAAB 340	2020
G-MAJE Jetstream 41	2029	G-BIUV HS 748	2059
G-BUEA ATR-42	2111	G-GNTD SAAB 340	2114
G-JEAE Friendship	2116	G-BVZI Boeing 737 500	2124
G-BYAR Boeing 757	2224		
12 Wednesday			
G-BLZT Short 360	0628	G-BAVZ PA-23 Aztec	0722
EI-FKB Fokker 50	0812	G-DAKI Jetstream 31	0852
G-BUEB ATR-42	0855	G-MAJG Jetstream 41	0917
G-GNTD SAAB 340	0935	G-MAJE Jetstream 41	0944
G-JEAE Friendship	0947	G-BLZT Short 360	0951
EI-CNW Boeing 737	1005	G-BVZI Boeing 737 500	1007
PH-SDU DHC-8	1016	ZGB45 Islander AL.1	1122
G-JEAI Friendship	1148	G-BNGR PA-38 Tomhawk	1312
G-GNTI SAAB 340	1323	G-SACK Robin R2160	1340
G-BXEG ATR-42	1343	G-MAJE Jetstream 41	1354
G-JEAI Friendship	1457	G-UKFI Fokker 100	1502
PH-SDU DHC-8	1530	G-BVZI Boeing 737 500	1604
G-VIPY PA-31 Navajo	1614	G-MAJE Jetstream 41	1701
G-MAJG Jetstream 41	1712	G-GNTD SAAB 340	1724
G-BUEA ATR-42	1732	EI-CNW Boeing 737	1748
G-BYAR Boeing 757	1803	G-BLZT Short 360	1831
EI-FKF Fokker 50	1843	G-JEAI Friendship	1901
G-BVZI Boeing 737 500	1906	OO-DJS Avro 146 RJ85	1918
G-UKFI Fokker 100	2021	G-GNTD SAAB 340	2025
G-MAJE Jetstream 41	2032	G-MAJG Jetstream 41	2052
G-BIUV HS 748	2103	G-BUEA ATR-42	2127
G-JEAI Friendship	2135	G-GNTI SAAB 340	2140
G-BVZI Boeing 737 500	2152		
13 Thursday			
G-OLAH Short 360	0643	EI-FKF Fokker 50	0811
PH-VMP King Air 200	0819	G-BVED ATR-42	0844
G-MAJG Jetstream 41	0916	G-MAJE Jetstream 41	0939
G-JEAI Friendship	0942	G-GNTD SAAB 340	0945
G-OLAH Short 360	0948	EI-CJH Boeing 737	0958
G-UKFD Fokker 100	1016	PH-SDM DHC-8	1046
G-VVIP Cessna 421C	1114	G-JEAE Friendship	1152
G-AZIK PA-34 Seneca	1243	G-OBMX Boeing 737 500	1311
G-BUEA ATR-42	1326	EC-FKI Boeing 737 300	1332
G-DAKI Jetstream 31	1406	G-MAJE Jetstream 41	1409
G-BYAR Boeing 757	1413	G-GNTI SAAB 340	1432
G-UKFI Fokker 100	1457	G-JEAE Friendship	1500
PH-SDM DHC-8	1519	G-BVZI Boeing 737 500	1531
G-MAJE Jetstream 41	1658	G-MAJG Jetstream 41	1704
EI-FKB Fokker 50	1725	G-BVEF ATR-42	1731
G-GNTD SAAB 340	1733	F-GDAL Falcon 50	1748 1833
EI-CJH Boeing 737	1756	G-JEAE Friendship	1827
G-DJTW Boeing 737 300	1838	G-OLAH Short 360	1842

F-GEPY King Air 200	1845	1754(15)	00-DJL Avro 146 RJ85	1930
G-Ukr : Fokker 100	1954		G-MAJE Jetstream 41	2024
G-GNTD SAAB 340	2026		G-AYIM HS 748	2045
G-MAJG Jetstream 41	2052		G-GNTI SAAB 340	2105
G-BUEA ATR-42	2107		G-BVKD Boeing 737 500	2127
G-JEAE Friendship	2130		G-BYAI Boeing 757	2144
G-GNTH SAAB 340	DIV 2245			
14 Friday				
G-BVMX Short 360	0640		EI-FKK Fokker 50	0828
G-AZIK PA-34 Seneca	0903		N1280A Citationjet	0914
G-MAJG Jetstream 41	0924		G-GNTH SAAB 340	0934
G-BVED ATR-42	0939		G-JEAE Friendship	0944
G-DBNF Cessna 310K	0945		G-MAJE Jetstream 41	0947
G-BVMX Short 360	0950		G-BVKD Boeing 737 500	0955
EI-CJH Boeing 737	0959		G-UKFD Fokker 100	1004
PH-SDM DHC-8	1029		G-HUGG Lear Jet 25A	1043
G-BBRJ PA-23 Aztec	1056		G-GNTI SAAB 340	1130
G-JEAE Friendship	1212		G-BBPX PA-34 Seneca	1214
G-BWDT PA-34 Seneca	1237		G-BYAI Boeing 757	1306
G-BVKD Boeing 737 500	1309		G-JCAS PA-28 Archer II	1313
G-BUEB ATR-42	1340		G-MAJE Jetstream 41	1358
G-UKFI Fokker 100	1454		G-BLZT Short 360	1459
G-JEAE Friendship	1502		PH-SDM DHC-8	1516
G-BVKD Boeing 737 500	1547		PH-VMP King Air 200	1612 1713
G-MAJE Jetstream 41	1703		G-MAJG Jetstream 41	1717
PH-DMD Fokker 50	1730		G-GNTH SAAB 340	1733
EI-CJH Boeing 737	1808		G-BXEH ATR-42	1811
G-JEAI Friendship	1828		G-BVKD Boeing 737 500	1834
G-BLZT Short 360	1840		00-DJK Avro 146 RJ85	1926
G-UKFI Fokker 100	1954		G-MAJG Jetstream 41	2002
G-GNTH SAAB 340	2023		G-MAJE Jetstream 41	2042
G-JEAI Friendship	2116		G-BXEH ATR-42	2133
G-BVKD Boeing 737 500	2136		G-BEJD HS 748	2221
EC-GMY Boeing 737 300	2328		EC-FUT Boeing 737 300	2331
15 Saturday				
G-BYAG Boeing 757	0142		EI-FKE Fokker 50	0812
G-BVEF ATR-42	0917		G-BVKD Boeing 737 500	0921
EI-CJH Boeing 737	1004		PH-SDT DHC-8	1015
G-UKFD Fokker 100	1028		G-BSFN Alouette II	1111
G-JEAI Friendship	1144		G-GNTH SAAB 340	1212
G-BVKD Boeing 737 500	1230		G-UKFI Fokker 100	1432
G-GNTI SAAB 340	1442		G-CSVS Boeing 757	1446
G-JEAI Friendship	1454		F-GOJT Falcon 200	1531
G-BVED ATR-42	1645		PH-DMD Fokker 50	1722
G-BVKD Boeing 737 500	1830		G-UKFI Fokker 100	2030
16 Sunday				
G-BXEG ATR-42	0920		G-BVKD Boeing 737 500	0930
EI-CKR Boeing 737	1024		G-UKFD Fokker 100	1048
G-BVKD Boeing 737 500	1230		G-MAJE Jetstream 41	1348
G-DJAR Airbus 320	1414		G-UKFI Fokker 100	1431
PH-SDM DHC-8	1505		G-JEAE Friendship	1506
EC-FFN Boeing 737 300	1525		VP-CSC Citation V	1543
G-VCED Airbus 320	1552		G-MAJE Jetstream 41	1721
G-BXEH ATR-42	1730		EI-FKD Fokker 50	1734
G-JEAI Friendship	1822		G-BVZE Boeing 737 500	1825
00-DJO Avro 146 RJ85	1909		EI-CKR Boeing 737	1911
N510PS Cessna 310N	1951	1207(17)	G-UKFI Fokker 100	1955
G-MAJE Jetstream 41	2028		G-GNTI SAAB 340	2030

G-BUEB ATR-42	2105	G-JEAI Friendship	2131
G-GNTH SAAB 340	2133	G-BVZE Boeing 737 500	2136
EI-CJC Boeing 737	2208		
17 Monday			
G-BUPS ATR-42	0622	G-BYAG Boeing 757	0654
EI-FKC Fokker 50	0817	G-BXEG ATR-42	0850
F-GLGG Airbus 320	0905 1038	G-MAJE Jetstream 41	0933
G-GNTH SAAB 340	0937	N501CF Citation I	0941 1141
G-BVZE Boeing 737 500	0945	G-JEAI Friendship	0949
G-UKFD Fokker 100	0958	G-BLZT Short 360	1004
G-BUPS ATR-42	1008	PH-SDT DHC-8	1032
EI-CKP Boeing 737	1034	G-GNTI SAAB 340	1137
G-JEAE Friendship	1201	EC-FJZ Boeing 737 300	1213
G-BVZE Boeing 737 500	1243	G-BUEB ATR-42	1318
G-OBNF Cessna 310K	1328	G-BLZT Short 360	1419
G-UKFB Fokker 100	1436	G-MAJG Jetstream 41	1453
G-JEAE Friendship	1506	PH-SDP DHC-8	1535
G-BVZE Boeing 737 500	1538	N951SF B58P Baron	1543
NB64CE Gulfstream IV	1659 1726	G-DZBA Airbus 320	1713
G-MAJE Jetstream 41	1717	G-GNTH SAAB 340	1734
EI-FKF Fokker 50	1737	G-BXEH ATR-42	1740
G-BYAG Boeing 757	1752	40160 Beech C-12F	1804
EI-CKP Boeing 737	1821	G-BVZE Boeing 737 500	1829
G-JEAE Friendship	1837	G-BLZT Short 360	1847
PH-FVB Bandeirante	1850	G-MAJG Jetstream 41	1853
OO-DJS Avro 146 RJ85	1915	G-UKFB Fokker 100	1958
G-MAJE Jetstream 41	2002	G-GNTH SAAB 340	2035
G-BPDA HS 748	2057	G-GNTI SAAB 340	2111
G-BUEB ATR-42	2123	G-DLAH Short 360	2134
G-BVZI Boeing 737 500	2142	G-JEAE Friendship	2205
G-MAJG Jetstream 41	2210		
18 Tuesday			
EI-FKE Fokker 50	0830	G-BUEA ATR-42	0900
G-NODY AA5B Tiger	0919	OO-VFB A35 Bonanza	0923 1510
G-MAJG Jetstream 41	0925	G-BVZI Boeing 737 500	0929
EC-GDB Boeing 737 400	0932	9H-ABE Boeing 737	0950
G-GNTH SAAB 340	0953	G-MAJE Jetstream 41	0957
G-UKFD Fokker 100	0959	G-DLAH Short 360	1002
EI-CJC Boeing 737	1006	G-JEAE Friendship	1009
PH-SDT DHC-8	1021	VP-CJB Citation I	1027 1806(19)
G-GNTI SAAB 340	1120	EC-GBX Boeing 757	1138
G-JEAI Friendship	1157	400B2 C-21A	1202
G-BVZI Boeing 737 500	1236	G-AZTS Cessna F172L	1311
G-BUEB ATR-42	1340	G-MAJE Jetstream 41	1355
G-UKFB Fokker 100	1410	XV210 Hercules C.1	1734 1800
G-MAJE Jetstream 41	1737	G-MAJD Jetstream 41	1742
EI-FKA Fokker 50	1747	G-GNTH SAAB 340	1749
F-GLGG Airbus 320	1754	EI-CJC Boeing 737	1803
G-JEAI Friendship	1838	G-DLAH Short 360	1841
G-BVZI Boeing 737 500	1916	OO-DJY Avro 146 RJ85	1929
G-UKFB Fokker 100	2002	G-MAJD Jetstream 41	2030
G-MAJE Jetstream 41	2052	G-GNTH SAAB 340	2057
G-BUEB ATR-42	2101	G-ATMJ HS 748	2107
G-GNTI SAAB 340	2114	G-DZBA Airbus 320	2126
G-JEAI Friendship	2133	G-BVHZ Boeing 737 500	2147
G-BYAG Boeing 757	2154		

19 Wednesday

G-BLZT Short 360	0641	VP-CSN Citation V	0814
EI-FKE Fokker 50	0829	G-BXEH ATR-42	0852
G-BVZH Boeing 737 500	0924	G-MAJE Jetstream 41	0930
G-MAJD Jetstream 41	0943	G-JEAI Friendship	0950
G-UKFD Fokker 100	0954	G-BUUG T67M Firefly	0956
G-BLZT Short 360	1001	G-GNTH SAAB 340	1009
EI-CJD Boeing 737	1014	PH-SDU DHC-8	1017
N560WE Citation V	1046	G-JEAE Friendship	1156
G-GNTI SAAB 340	1213	G-BVZH Boeing 737 500	1242
G-BVEC ATR-42	1315	G-MAJD Jetstream 41	1358
G-UKFK Fokker 100	1441	PH-SDU DHC-8	1505
G-JEAE Friendship	1514	G-BVZH Boeing 737 500	1520
G-JEAI Friendship	1623	G-MAJD Jetstream 41	1703
G-MAJE Jetstream 41	1728	G-GNTH SAAB 340	1730
G-BXEG ATR-42	1734	G-BYAG Boeing 757	1738
EI-FKB Fokker 50	1741	EI-CJD Boeing 737	1755
G-BVZH Boeing 737 500	1827	G-JEAI Friendship	1842
G-BLZT Short 360	1850	OO-DJV Avro 146 RJ85	1923
G-UKFK Fokker 100	1952	G-MAJE Jetstream 41	2019
G-GNTH SAAB 340	2030	G-MAJD Jetstream 41	2035
G-GNTI SAAB 340	2102	G-BXEG ATR-42	2106
G-ATMJ HS 748	2116	G-JEAI Friendship	2134
G-DZBA Airbus 320	2142	G-BVZH Boeing 737 500	2208

20 Thursday

G-BLZT Short 360	0644	EI-FKE Fokker 50	0851
G-BUEB ATR-42	0903	G-MAJE Jetstream 41	0915
G-BVZH Boeing 737 500	0926	G-JEAI Friendship	0941
G-VVIP Cessna 421C	0945	G-GNTI SAAB 340	0949
G-MAJD Jetstream 41	0953	G-BLZT Short 360	0957
EI-CJH Boeing 737	1000	G-UKFD Fokker 100	1008
PH-SDR DHC-8	1023	VP-CAT Citation I	1051
G-JEAE Friendship	1155	G-BVZH Boeing 737 500	1229
EC-GNU Boeing 737 300	1254	G-GNTH SAAB 340	1315
G-BYAG Boeing 757	1317	G-BXEG ATR-42	1323
G-MAJD Jetstream 41	1401	4X-CBH PA-23 Aztec	1432 1506
G-UKFN Fokker 100	1438	G-JEAE Friendship	1503
PH-SDR DHC-8	1512	G-BVZH Boeing 737 500	1528
LX-PCT Lear Jet 31A	1559	G-MAJD Jetstream 41	1703
G-MAJE Jetstream 41	1714	G-BUEB ATR-42	1725
G-GNTI SAAB 340	1728	PH-DMD Fokker 50	1729
EI-CJH Boeing 737	1757	G-BLZT Short 360	1837
G-BVZH Boeing 737 500	1841	G-JEAE Friendship	1844
OO-DJN Avro 146 RJ85	1923	G-UKFC Fokker 100	1956
G-MAJE Jetstream 41	2005	G-GNTI SAAB 340	2027
G-MAJD Jetstream 41	2037	G-BPDA HS 748	2100
G-GNTH SAAB 340	2107	G-BXEG ATR-42	2117
G-BYAG Boeing 757	2121	G-JEAE Friendship	2136
G-BVZH Boeing 737 500	2153		

21 Friday

EI-FKE Fokker 50	0828	G-BVEF ATR-42	0859
G-BHOR PA-28 Warrior II	0909	G-BVZH Boeing 737 500	0920
G-MAJD Jetstream 41	0923	G-GNTH SAAB 340	0932
G-MAJE Jetstream 41	0944	G-BLZT Short 360	0947
PH-SDM DHC-8	1008	G-JEAE Friendship	1014
G-UKFD Fokker 100	1017	G-BASX PA-34 Seneca	1021
EI-CKP Boeing 737	1044	G-GNTI SAAB 340	1115
G-OBLC B76 Duchess	1128	G-JEAG Friendship	1204

CS-ATG Falcon 20F	1217 1745	G-DCFR Lear Jet 35A	1225
G-BVZH Boeing 737 500	1237	G-BSER PA-28 Cherokee B	1300
G-BYAG Boeing 757	1305	G-BXEG ATR-42	1339
G-MAJE Jetstream 41	1405	G-UKFN Fokker 100	1440
G-JEAG Friendship	1509	PH-SDM DHC-8	1512
G-BVZH Boeing 737 500	1552	EC-FEE Boeing 757	1630
G-MAJE Jetstream 41	1659	G-MAJD Jetstream 41	1716
EI-FKE Fokker 50	1724	G-BUEA ATR-42	1728
G-GNTH SAAB 340	1731	EI-CKP Boeing 737	1816
G-JEAG Friendship	1832	G-BLZT Short 360	1842
G-BVZH Boeing 737 500	1852	OO-DJP Avro 146 RJ85	1923
F-GLGG Airbus 320	1944	G-MAJD Jetstream 41	2000
G-GNTH SAAB 340	2013	G-MAJE Jetstream 41	2034
G-BEJD HS 748	2109	G-BUEA ATR-42	2130
G-UKFE Fokker 100	2140	G-JEAG Friendship	2147
22 Saturday			
No arrivals			
23 Sunday			
G-UKFE Fokker 100	1516	PH-SDR DHC-8	1519
G-JEAG Friendship	1546	G-GNTI SAAB 340	1722
EI-FKA Fokker 50	1749	EI-CJC Boeing 737	1754
G-BVED ATR-42	1758	D-ILLF King Air 200	1803
F-GLGG Airbus 320	1808	G-JEAG Friendship	1948
G-UKFC Fokker 100	1955	OO-DJQ Avro 146 RJ85	2001
G-GNTJ SAAB 340	2007	G-DJAR Airbus 320	2059
G-BVED ATR-42	2131	G-MAJB Jetstream 41	2152
G-BVZI Boeing 737 500	2204	EI-CJI Boeing 737	2212
G-JEAG Friendship	2248	G-GNTI SAAB 340	2319
G-MAJI Jetstream 41	2336		
24 Monday			
EI-FKD Fokker 50	0822	G-BUEB ATR-42	0856
G-BVZI Boeing 737 500	0937	G-MAJB Jetstream 41	0948
G-GNTI SAAB 340	0951	G-VVIP Cessna 421C	0956
G-BLZT Short 360	1001	EI-CJD Boeing 737	1011
PH-SDM DHC-8	1018	G-MAJI Jetstream 41	1049
G-UKFJ Fokker 100	1109	G-JEAG Friendship	1127
G-GNTJ SAAB 340	1131	EC-GNU Boeing 737 300	1212
G-BVZI Boeing 737 500	1232	G-MAJB Jetstream 41	1241
G-BUEA ATR-42	1352	G-OBLC B76 Duchess	1421
G-BPNT BAe 146	1428	G-UKFC Fokker 100	1449
PH-SDM DHC-8	1510	G-BVZI Boeing 737 500	1534
G-GNTI SAAB 340	1730	EI-FKC Fokker 50	1739
G-ISLE Short 360	1740	G-BVEC ATR-42	1744
EI-CJD Boeing 737	1753	G-MAJI Jetstream 41	1805
G-BPNT BAe 146	1818	G-BVZI Boeing 737 500	1821
G-BLZT Short 360	1843	OO-DJW Avro 146 RJ85	1918
G-UKFC Fokker 100	1950	G-BVMA King Air 200	2007
G-GNTI SAAB 340	2017	G-MAJB Jetstream 41	2040
G-BPDA HS 748	2056	G-MAJI Jetstream 41	2106
G-GNTJ SAAB 340	2110	G-BVZI Boeing 737 500	2125
G-BYAG Boeing 757	2132	G-JEAG Friendship	2134
G-BVEC ATR-42	2142		
25 Tuesday			
G-OLAH Short 360	0625	EI-FKB Fokker 50	0842
G-BVEF ATR-42	0907	EC-FZT Boeing 737 400	0910
G-BVZI Boeing 737 500	0926	G-MAJI Jetstream 41	0929
9H-ABF Boeing 737	0934	G-MAJB Jetstream 41	0942
G-JEAG Friendship	0948	G-GNTJ SAAB 340	0951

G-OLAH Short 360	0954	G-OBWB BAC 1-11	0959 1754
EI-CKR Boeing 737	1005	G-SHCC JetRanger	1011
G-UKFF Fokker 100	1020	PH-SDU DHC-8	1029
G-MAJD Jetstream 41	1054	G-GNTI SAAB 340	1135
EC-FFK Boeing 757	1138	G-JEAG Friendship	1203
ZGB48 Islander AL.1	1230	G-BVZI Boeing 737 500	1237
G-BPHL PA-28 Warrior II	1254	G-BVEC ATR-42	1323
G-MAJD Jetstream 41	1358	G-UKFC Fokker 100	1407
G-BWYJ LongRanger	1431	PH-SDU DHC-8	1502
G-JEAG Friendship	1511	G-BVZI Boeing 737 500	1524
G-MAJD Jetstream 41	1706	G-MAJB Jetstream 41	1721
EI-FKE Fokker 50	1729	G-GNTJ SAAB 340	1732
G-BUEA ATR-42	1737	EI-CKR Boeing 737	1752
G-BVZI Boeing 737 500	1824	G-JEAG Friendship	1827
G-OLAH Short 360	1838	OD-DJT Avro 146 RJ85	1938
G-UKFC Fokker 100	1949	G-MAJB Jetstream 41	2003
G-ORJB Citation I	2026	G-GNTJ SAAB 340	2031
G-MAJD Jetstream 41	2037	G-ATMI HS 748	2050
G-GNTI SAAB 340	2101	G-BVZI Boeing 737 500	2124
G-JEAG Friendship	2126	G-BUEA ATR-42	2130
26 Wednesday			
G-MAJD Jetstream 41	1357	G-UKFC Fokker 100	1441
G-GNTI SAAB 340	1446	G-BVZI Boeing 737 500	1520
G-OLAH Short 360	1556	G-JEAG Friendship	1637
G-MAJD Jetstream 41	1708	G-MAJB Jetstream 41	1714
G-GNTJ SAAB 340	1727	G-BVEC ATR-42	1729
EI-FKA Fokker 50	1733	EI-CJD Boeing 737	1816
G-BVZI Boeing 737 500	1826	G-OLAH Short 360	1840
D-CJPG Lear Jet 35A	1849	G-JEAG Friendship	1925
OD-DJS Avro 146 RJ85	1928	G-JEAG Friendship	1932
G-UKFC Fokker 100	1953	G-MAJB Jetstream 41	1959
G-BYAG Boeing 757	2003	G-GNTJ SAAB 340	2025
G-BPDA HS 748	2034	G-MAJD Jetstream 41	2043
G-GNTI SAAB 340	2055	G-BVEC ATR-42	2101
G-BVZI Boeing 737 500	2130	G-JEAG Friendship	2156
27 Thursday			
EI-CJD Boeing 737	1029	G-JEAG Friendship	1037
G-GNTI SAAB 340	1110	G-UKFF Fokker 100	1115
G-SMDB Boeing 737 300	1300	EC-FJZ Boeing 737 300	1320
G-BVEF ATR-42	1331	G-JEAI Friendship	1344
VP-CPR Cessna 421C	1351	G-BYAG Boeing 757	1401
G-MAJJ Jetstream 41	1422	G-UKTG Fokker 50	DIV 1508
PH-SDT DHC-8	1521	G-OLAH Short 360	1524
G-BVZI Boeing 737 500	1550	G-MAJD Jetstream 41	DIV 1558
G-UKFH Fokker 100	1625	G-JEAI Friendship	1635
G-MAJJ Jetstream 41	1711	G-GNTJ SAAB 340	1722
G-BXEH ATR-42	1730	EI-FKF Fokker 50	1733
EI-CJD Boeing 737	1749	G-JEAG Friendship	1825
G-ISLE Short 360	1835	G-BVZI Boeing 737 500	1915
OD-DJZ Avro 146 RJ85	1925	G-MAJJ Jetstream 41	2002
G-UKFH Fokker 100	2006	G-GNTJ SAAB 340	2028
G-OSDE HS 748	2105	G-JEAG Friendship	2127
G-BXEH ATR-42	2129	G-MAJD Jetstream 41	2145
G-GNTI SAAB 340	2147	G-BYAG Boeing 757	2159
G-BVZI Boeing 737 500	2203		
28 Friday			
EI-FKD Fokker 50	0822	G-EVES Falcon 900B	0840
N560WE Citation V	0843	G-JETU Twin Squirrel	0850

G-BUEB ATR-42	0902	G-MAJJ Jetstream 41	0916
G-BVZI Boeing 737 500	0943	G-JEAH Friendship	0953
G-GNTI SAAB 340	0957	G-MAJD Jetstream 41	1002
EI-CJH Boeing 737	1006	PH-SDM DHC-8	1020
G-GNTJ SAAB 340	1140	G-OLAH Short 360	1155
G-JEAG Friendship	1202	G-BVZI Boeing 737 500	1249
G-BYAG Boeing 757	1311	G-BVEC ATR-42	1326
G-MAJD Jetstream 41	1400	G-UKFJ Fokker 100	1456
PH-SDP DHC-8	1515	G-BVZI Boeing 737 500	1541
G-MAJJ Jetstream 41	1723	G-GNTI SAAB 340	1737
G-MAJD Jetstream 41	1800	PH-DMD Fokker 50	1806
G-BVEF ATR-42	1809	EI-CJH Boeing 737	1816
G-BVZF Boeing 737 500	1826	G-OLAH Short 360	1846
G-JEAI Friendship	1849	EC-FFK Boeing 757	1930
G-OOOB Boeing 757	1947	G-MAJJ Jetstream 41	2011
G-UKFE Fokker 100	2026	G-GNTI SAAB 340	2033
DD-DJK Avro 146 RJ85	2047	G-OSDE HS 748	2101
G-MAJD Jetstream 41	2105	G-GNTJ SAAB 340	2124
G-BVZI Boeing 737 500	2128	G-JEAI Friendship	2140
G-BVEF ATR-42	2155		
29 Saturday			
EI-FKB Fokker 50	0815	G-JEAG Friendship	0836
G-BVED ATR-42	0853	G-BVZI Boeing 737 500	0914
G-UKFI Fokker 100	0957	EI-CNW Boeing 737	1000
G-DMJB JetRanger	1001	PH-SDU DHC-8	1020
G-BLFZ PA-31 Navajo	1113	G-GNTI SAAB 340	1153
G-JEAI Friendship	1158	N797HG PA-46 Malibu	1210 1440(30)
G-BVZI Boeing 737 500	1233	G-SANB King Air E90	1314
G-UKFE Fokker 100	1421	G-JEAI Friendship	1503
G-RUNG SAAB 340	1527	G-BXEG ATR-42	1647
F-GEFE PA-31T Cheyenne	1553 1738	EI-FKC Fokker 50	1731
G-BVZI Boeing 737 500	1810	G-UKFJ Fokker 100	1938
G-OOOB Boeing 757	2143		
30 Sunday			
G-TINI Cessna 406	0855	G-BVEC ATR-42	0920
G-BVZI Boeing 737 500	0929	G-BGZW PA-38 Tomahawk	0953
G-UKFI Fokker 100	0957	EI-CNX Boeing 737	1001
G-SAMM Cessna 340A	1005	G-HCTL PA-31 Navajo	1147
G-BXMA King Air 200	1210	G-TINI Cessna 406	1222
G-BVZI Boeing 737 500	1231	G-UKFJ Fokker 100	1432
G-AXJJ Beagle 121 Pup	1436	G-JEAG Friendship	1503
PH-SDT DHC-8	1515	G-GNTI SAAB 340	1516
G-MAJD Jetstream 41	1707	EI-FKE Fokker 50	1731
G-BUEA ATR-42	1741	N560WE Citation V	1753
EI-CNX Boeing 737	1756	G-BVZE Boeing 737 500	1819
G-JEAI Friendship	1822	G-AVUH Cessna F150H	1829
DD-DJP Avro 146 RJ85	1915	G-MAJJ Jetstream 41	1950
G-UKFJ Fokker 100	1956	G-RUNG SAAB 340	2042
G-MAJD Jetstream 41	2049	G-IJCB Sikorsky S-76C	2050
G-GNTI SAAB 340	2104	G-BUEA ATR-42	2123
G-BVZE Boeing 737 500	2135	G-JEAI Friendship	2138

From & To

01) N797HG/F n/s T Guernsey;XW201/Benson: 02) N420MA/Prestwick: 03) OY-SBR/
Newcastle;VP-CFG/Coventry-Oxford;PH-FVB/Amsterdam;N12NM/Birmingham: 04) D-IAAC/
F & T Cologne;C-GIRE/Keflavik: 05) N560WE/Jersey;D-AELH/Cologne;VP-CPR/Guernsey:
06) N70EW/Teterboro-n/s-Luton;OY-BZT/Tirstrup;N16NK/Luton-n/s-Exeter;N900SJ/
F n/s T Luton: 07) N560WE/Cork;LN-TWD/Stavanger: 09) D-EKOS/Michelstadt:
10) OY-PBF/Manchester: 11) XW312/Halfpenny Green;D-EWAX/Enstone;SE-DPK/Biggin:
12) ZG845/Middle Wallop: 13) PH-VMP/Lelystad;F-GOAL/F & T Le Bourget;F-GEPY/
Le Bourget: 14) N1280A/Guernsey;PH-VMP/F & T Lelystad: 15) F-GOJT/F-T Le Bourget
16) VP-CSC/Reykjavik-n/s-Dusseldorf;N510PS/Wycombe Air Park-n/s-Walton Wood:
17) N501CF/Birmingham-Glasgow;N951SF/Elstree;N864CE/Glasgow-Gatwick;40160/
Lakenheath;PH-FVB/Groningen: 18) OO-VFB/F & T Wevelgem;VP-CJB/Hawarden-n/s-
Biggin;40082/Echterdingen;XV210/Brize Norton-Lyneham: 19) VP-CSN/Edinburgh;
N560WE/Luton: 20) VP-CAT/Elstree;4X-CBH/F & T Cranfield;LX-PCT/Le Bourget:
21) CS-ATG/Lisbon-Porto: 23) D-ILLF/Offenburg: 25) ZG848/Glasgow: 26) D-CJPG/
Oran: 27) VP-CPR/Guernsey: 28) N560WE/Jersey: 29) N797HG/F-n/s-T Guernsey;
F-GEPE/F & T Le Bourget: 30) N560WE/Jersey:

Overshoots

01) G-SHIV: 03) G-BAVZ/Ravenair 89T: 04) G-BNSR/CWL82;G-BBTJ: 05) XW495/CWL06:
06) G-SFHR/Exam58: 10) ZF294/LOP72;G-INDC: 11) ZF288/LOP54;ZD575/ODM67:
12) XX500/CWL75;ZF448/LOP60;ZF343/LOP73: 14) XV178/Ascot756;XX621/UAX90;XX714/
UAX93: 15) G-OBLC: 16) XX709/UAX95: 18) XX492/CWL64: 19) XX493/CWL65: 21) G-BAVZ/
Ravenair 89T: 22) G-OBLC;G-6-317/Avro3: 23) G-OBLC: 24) G-BSTE;G-SHIV:
25) G-OBLC;G-RVRB: 26) G-BCRP;G-BSTE: 27) XV306/Ascot767: 28) XV179/Ascot759:
29) XX621/UAX95;XX714/UAX93 & UAX91:

LBA Movements review, November 1997

Another bunch of interesting foreigners to report for November mixed with a lot of the usual regulars. Starting on the 1st with the Guernsey based PA-46 Malibu N797HG which only made one other visit this month, on the 29th. Cessna 425 N420MA was from Prestwick as "Duke 1" on the 2nd. Corvette OY-SBR on the 3rd was using the callsign "NFA 051" when it arrived from Newcastle, also noted on the same day were the Citation I's VP-CFG and N12NM along with the Fairlines EMB Bandeirante PH-FVB. The latter was making its first visit of the month for maintenance with Multiflight, it returned on the 17th and departed the following day but then some time the following week it was reported damaged on the ground at Amsterdam when a vehicle drove into the tail. Cessna 441 Conquest D-IAAC was using the callsign "Topcat 121-2" when it was from and to Cologne on the 4th whilst the Lear Jet 35 C-GIRE was inbound via Keflavik on an ambulance flight.

The Citation V N560WE has made five visits this month, on the 5th, 7th, 19th, 28th and 30th, most times it was from its base down in Guernsey. Cessna 421C VP-CPR has only been recorded twice this month, on the 5th and the 27th. Doing a charter from Cologne on the 5th was the WDL Friendship 400 D-AELH as "WDL 308. There was an outbreak of night stopping on the 6th with no less than four biz-jets parked up, Citation II OY-BZT was "Birdie 585" and stayed one night, Falcon 900 N70EW was here until the 8th and the Falcon 900 N900SJ and Gulfstream III N16NK were both here until the 9th.

Two Cessna 208 Caravans visited this month, LN-TWD of Trans Wing A/S was calling "TWG 901" when it came from Stavanger on the 7th and OY-PBC was "Martini 100" on the 10th. Another Cessna type was the FR182RG D-EKOS which sneaked in and out on

the 9th from Michelstadt. Operating the Futura flight "FUA116" on the 11th was a Boeing 737 400 LX-LGG which is leased from Luxair. The same day saw Air Europa's Airbus 320 EC-GLT operating on the "AEA 250" from Tenerife, Falcon 100 SE-DPK as "Interair 404" from Biggin Hill and the DV20 Katana D-EWAX (of the UK dealers) visiting from Enstone. Falcon 50 F-GOAL was "Air Falcon 42A-42B" when it called in from and to Le Bourget on the 13th and the King Air 200 F-GEPY, on a similar flight, was "Darta 2246", the King Air 200 PH-VMP was from and to Lelystad on the same day and was back again on the 14th. Also visiting on the 14th was Guernsey based Citationjet N1280A.

Falcon 200 F-GOJT was from and to Le Bourget on the 15th as "EFS 43A-43B". Brand new on the 16th was the Citation V VP-CSC c/n 0439 which arrived from Reykjavik on its delivery flight to the new owners Stadium City via Multiflight, after its acceptance checks it departed to Dusseldorf where it is reported to be based. On the same day the Cessna 310 N510PS of Peter Scott night stopped before departing to its base at Walton Wood. Citation I N501CF on the 17th was joined by Elstree based pressurised Baron N951SF and the Coca Cola Gulfstream IV N864CE. Citation VP-CJB was from Hawarden on the 18th and night stopped before going to its base down at Biggin Hill, on the same day the Beech A36 Bonanza OO-VFB was from and to Wevelgem. Another new Citation V was VP-CSN on the 19th which is operated by the Scottish and Newcastle Breweries. On the 20th the Elstree based Citation VP-CAT was slightly eclipsed by the Lear Jer 31 LX-PCT from Le Bourget but this in turn was eclipsed by the Aztec 4X-CBH from and to Cranfield.

Another rare registration was the Falcon 20 CS-ATG on the 21st which was calling "HEA 311" on a flight from Lisbon to Porto. The new German King Air B200 D-ILLF on the 23rd was registered to L.Fischer in July. Arriving on an ambulance flight from Oran in Algeria on the 26th was the Lear Jet 35 D-CJPG as "QAJ 793" and the Cheyenne F-GEPE was from and to Le Bourget on the 29th as "Airlec 421". Moving on to the military there is not much to report, on the 1st Puma HC.1 XW201 called itself "Sable 35" on a flight from Benson. Another Puma HC.1 was XW213 using the callsign "Warlock 31" on the 11th. The Army sent in two Islanders this month, on the 12th ZG845 was "Army 120" from Middle Wallop and on the 25th ZG848 used the callsign "Army 452" coming from Glasgow. The RAF used Hercules XV210 on the 18th as "Ascot 903" on a training flight from Brize Norton to Lyneham. Two USAF types were the C-12F 40160 on the 17th and the C-21A 40082 on the 18th, both were using the same callsign "CLUE 61".

New UK registrations noted this month were HS 748 G-OSOE operating the mail run on the 27th and 28th as "ZAP 25P-25L", Falcon 900B G-EVES on the 28th as "Neatax 900B" and Cessna 406 G-TINI on the 30th as "Martini 121-122-123". The new Cessna Citation V VP-CSC noted above was delivered through Multiflight and replaces the Citation G-OCPI with Stadium City, another Citation is reported to be on its way via Multiflight for K.McDonald to replace the King Air G-KMCD at Gamston, this is to be another VP-Cxx registered one. Over at the YLA hangar they are expecting a Citation for Brian Elliot registered VP-CBE which will be based here. The Seneca G-BASX famous for doing the road watch on local radio has now departed from here and is operating out of Sheffield City - their first resident apart from G-SYPA of the South Yorkshire Police. The Air Charter Airbus 320 F-GLGG did a series of charter flights between the 17th and the 23rd in connection with the launch of a new car in Europe. Jersey European used the Palmair BAe146 G-BPNT on a couple of days during the month, first on the 5th and then again on the 24th.

-1-
--o-o-o--

Sheffield City Movements

October 1997

01 Wednesday

G-PASF Twin Squirrel	0909 1057	Carr Gate - Gloucester
G-SANB King Air E90	1246 1411	Jersey - Norwich

02 Thursday

G-BRUI PA-44 Seminole	1049 1144	F & T Wellesbourne Mountford
G-LORD PA-34 Seneca	1129 1230	F & T Manchester

06 Monday

G-BCPD P68B Victor	1019 1404	F & T Connington
--------------------	-----------	------------------

07 Tuesday

G-BFTT Cessna 421C	0907 1500	F & T Manston
--------------------	-----------	---------------

08 Wednesday

G-BFTT Cessna 421C	0813 1749	F & T Manston
G-ESPF Cessna T303	1747 1805	Swansea - Nottingham

10 Friday

G-CEGA PA-34 Seneca	0919 1323	F & T Wellesbourne Mountford
XZ316 Gazelle AH.1	1009 1046	Netheravon - Catterick
N70VB Aerostar 600A	1120 1322	F & T Compton Abbas
G-GRID Twin Squirrel	1219 1552	F & T Ferrybridge
G-ORMB Robinson R-22B	1251 ?????	Near Derby - ???
G-LINE Twin Squirrel	1511 1548	Woodford - Ferrybridge
G-USTB Agusta A109	1517 1614	Shoreham - Reading

11 Saturday

G-UKTA Fokker 50	1142 1222	F & T Stanstead
NB09SW Cheyenne	1321 1324	F & T Birmingham
NB09SW Cheyenne	1414 1445	Birmingham - LBA
G-BXMA King Air 200	2115 2157	Brize Norton - EMA
G-FRYI King Air 200	2133 2153	Brize Norton - EMA

13 Monday

G-WRCF King Air 200	1311 1753	LBA - Farnboro
G-OJVI Robinson R-22B	1536 1541	Sandtoft - Gamston
G-ICCL Robinson R-22B	1544 1658	Maltby - Rotherham

15 Wednesday

G-BLZN JetRanger	1345 1505	Gywell - Boker
G-LINE Twin Squirrel	1446 1508	F & T Ferrybridge
G-ORMB Robinson R-22B	1505 1529	Near Derby - Near Edinburgh

20	Monday	G-BASX PA-34 Seneca	1000 1119	F & T LBA
22	Wednesday	G-HCTL PA-31 Navajo	1302 1638(24)	F & T Biggin Hill
23	Thursday	G-BFTT Cessna 421C	0819 1727	F & T Manston
		G-BXMA King Air 200	1139 1320	Blackbushe - Fair Oaks
24	Friday	G-DRMB Robinson R-22B	1216 1304	Near Derby - Near Edinburgh
		G-ICCL Robinson R-22B	1554 1650	F & T Gamston
30	Thursday	G-BFTT Cessna 421C	0817 1703	F & T Manston
		G-DRMB Robinson R-22B	1347 1401	Near Derby - Near Edinburgh
31	Friday	VP-CJB Citation I	1001 1522	Stuttgart - Biggin Hill
		G-ECOS Twin Squirrel	1007 1031	LBA - Colchester

Sheffield City Airport movements review, October 1997

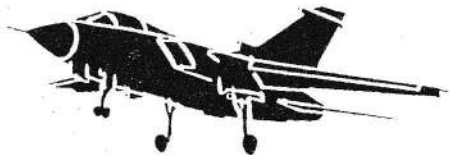
Arriving from Stanstead as "UK9701" on the 11th was the Air UK Fokker 50 G-UKTA, it then changed its callsign to "UK014" to do a couple of circuits before going back to Stanstead as "UK9701" again. The Hunting Aviation Navajo G-HCTL arrived from Biggin on the 22nd and proceeded to do two flights as "Checker1", after this it night stopped and did four flights as "Checker1" the following day and after three more "Checker1" flights on the 24th it finally departed back to Biggin. All these flights were to check out the ILS and various other airfield facilities in preparation for the commencement of Air UK's Amsterdam service on 16/02/98 which will be three times a day.

The South Yorks Police Twin Squirrel G-SYPA is based here and operates every day using the callsign "Police 33", on the 1st it was joined for a short while by the Twin Squirrel G-PASF of Police Aviation Services using the callsign "Special44" on its way from Carr Gate to Gloucestershire. Also noted using a callsign on the 1st was the ex Scottish and Newcastle King Air E90 which was "GPH 015". Visiting quite often this month has been the Cessna 421C G-BFTT of TG Aviation which came from and to Manston as "THG 01" each time. The Gazelle AH.1 XZ316 was using the callsign "Army 324" when it transitted from Netheravon to Catterick on the 10th. Noted the same day was the Aerostar N70VB currently based at Compton Abbas plus the two Twin Squirrels G-GRID as "Grid 2" and G-LINE as "Grid 03".

The LBA based Cheyenne N809SW made a couple of visits on the 11th and later the same day two King Air 200's passed through from Brize Norton to EMA, the first of these was G-BXMA as "Manhattan 105A" and the other was G-FRYI as "Lonex 151". On the 15th the JetRanger G-BLZN was booked in to Virgin Helicopters on a trip from Sywell to Booker. King Air 200 G-BXMA was back again on the 23rd this time using callsign "Manhattan 108A". From Stuttgart to Biggin on the 31st was the Citation VP-CJB and the same day saw LBA based Twin Squirrel G-ECOS going from the LBA to Colchester as "Costock 05".

Military News

Eric Martin.



NATO UPDATE

As NATO has been less in the news since the demise of the Cold War, it is perhaps appropriate to have a reminder about the background to NATO. The North Atlantic Treaty was signed in 1949 by twelve Western European and North American countries; they agreed "an armed attack against one or more of them... shall be considered an attack against them all". Greece and Turkey signed the treaty in 1952, West Germany in 1955 and Spain in 1982. France withdrew from military integration but not the Alliance in 1966 (dare I say - typical of France?) and Greece withdrew politically but not militarily in 1974 (no comment!). Both the Supreme Commanders, Europe and Atlantic, are from the USA. NATO's HQ is in Brussels, but the military HQ, SHAPE (Supreme Headquarters Allied Powers Europe) is based near Mons, in Belgium. Those of you in my age bracket will be interested to learn that SHAPE maintains its WWII badge of a sword surmounted by a rainbow (remember 'Rainbow Corner' off Piccadilly?). Recent NATO developments are the formation of a permanent multinational Allied Mobile Force (AMF), based in Heidelberg and a Rapid Reaction Corps (RRC), based mainly in Britain.

Sources: Personal notes made on
visits to NATO & SHAPE Hqs
The Hutchinson Encyclopaedia

ORANGES AND LEMONS

Say the bells of St Clement's! This refers to the bells of St Clement Danes ~~at~~ The Strand. It is of importance to military aviation as it is the central church of the RAF, the vicar being a serving RAF padre. Whether you have any religious feeling or not, I can commend a visit. Books of Remembrance record the names of over 125,000 men and women who died whilst serving with the RAF and a Roll of Honour commemorates over 19,000 American airmen who died on active service from the UK. Nearly 800 unit and Squadron badges are embedded in the floor and there are memorial gifts from a number of countries. Of all the churches I have visited, this is my favourite; not merely because of the aviation connection, but it has a unique serenity and beauty. There is an organisation called 'The Friends of St Clement Danes', details from me, if interested; donations also welcome!

Source: The Friends of St Clement Danes Bulletin

109 KAPUTT!

Just too late for the last edition came the sad news that Duxford's Messerschmitt Bf109G-2 'Black 6' suffered a terminal crash at the Duxford Autumn Air Show in mid-October. Black 6 spent six years on the show circuit before its crash and it seems likely this was to be its last display flight. Reports indicate that there was a 15 knots cross-wind making conditions particularly unsuitable for a 109, with its narrow-track undercarriage. During the display, the Daimler-Benz DB605 engine began to leave a trail of black smoke and, after an attempted landing on the airfield at Duxford, touchdown was made in a nearby field. The 109 turned over on to its back in soft ground and the pilot, Air Chief Marshal Sir John Allison, was trapped but unhurt. He was retrieved by crane rather than the cockpit being cut - this hopefully suggests that the aircraft may be preserved in non-flying condition.

Source: Aircraft Illustrated

BAe's UPS AND DOWNS

November was a busy month for the press adviser to BAe: it started with the multi-engine failure of a (civilian serviced) BAe146 of 30(TR) Squadron. The plane had to make an emergency landing at RAF Northolt after one engine failed, but the trainee pilot might consider himself lucky that the 2nd and 3rd engines had the decency to delay *their* failures until he was on terra firma! This cloud had to have a silver lining - later in the month the Canadians confirmed a £250million order for Hawks. All's well that ends well!

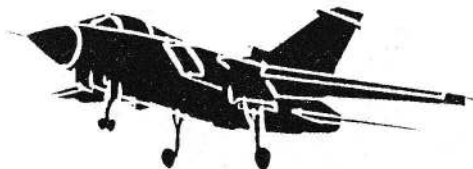
Source: Daily Mail; BBC Radio 5 Live

Please send any information for inclusion on this page to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274-873336)

Military Matters

Eric Martin.



NATO HELICOPTER FLEETS

Most aviation 'buffs', myself included, appear to largely ignore helicopters. The importance of this type of aircraft for military aviation, however, may be estimated by the numbers of helicopters in the air arms of different countries. The majority of countries have an air force, army aviation and naval aviation, with separate helicopter fleets. A recent survey* reveals the following line-ups, in some cases helicopters on order are included. A detailed breakdown of UK fleets and bases will be listed in a future issue.

BELGIUM	81	(AF A N)			
CANADA	164	(CAF CG)			
DENMARK	40	(AF A N)			
FRANCE	772	(AF A N)			
GERMANY	479	(AF A N)			
GREECE	228	(AF A N)			
ICELAND	3	(CG)			
ITALY	123	(AF A N)			
LUXEMBOURG	NONE				
NETHERLANDS	109	(AF A N)			
NORWAY	36	(AF)			
PORTUGAL	61	(AF A N)			
SPAIN	267	(AF A N)			
TURKEY	477	(AF A N)			
UK	683	(AF A N)			
USA	11230	(AF A N	ANG NG	Res	M)

Key:

A	Army
AF	Air Force
ANG	Air National Guard
CAF	Canadian Armed Forces
CG	Coast Guard
M	Marines
N	Navy
NG	National Guard
Res	Reserves

It will be seen that the USA Forces helicopter fleets are over three times larger than all of the others combined. In fact, the US has more of *one* type (Bell AH-1) than *all* of the rest combined!

Source: *Military Helicopter Handbook 1988

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

1st the bad news. Leeds/Bradford has lost its only mail flight. The final flight operated to Liverpool on the 28th November. The business has apparently being transferred to the railways.

An recent article appeared in the Yorkshire Evening Post, highlighting the success of the airport. The article claimed hundreds of new jobs will be created as the airport expands in line with Leeds's financial and business success. The airport has a target to reach the 2,000,000 passenger mark by the year 2001. Passenger figures for 1997 were 20% up on 1996, and bookings are soaring ahead for winter and summer flights. Air freight increased from 583.6 to 730.5 tonnes mainly due to a 40% increase in Royal Mail cargo. See above!!

Philip Firth, Marketing Manager for the airport said "we are up on all sides of the business. Tour operators in particular have had such a marvellous season from Leeds/Braford that already we know of a 15% increase in the market for next summer and a 19% increase this winter".

"New jobs were already being created at the airport and more would come in the long term."
"Look at Air U.K., who put on a new jet service from September 8. That created 30 extra jobs for Leeds based cabin crew. What we are seeing is that the airport is mirroring the success of Leeds and as Leeds grows its International airport has got to grow."

Marcus Mitchell has very kindly E-mailed me passenger figures for June to August 1997. While I know this information is a little dated, I also know that many of you appreciate this sort of data. The figures were as follows June 128,631 (increase of 5.3%), July 129,564 (increase of 19.1%) and August 132,089 (increase of 16.6%). The information also shows how many passengers travelled to or from each destination. In August 45,081 passengers travelled on domestic services. Most popular overseas destination was Dublin (17,226 passengers). Most un-popular was Dusseldorf (32 passengers!)

Andy Rackham attended the December Air Yorkshire meeting and explained the following which I am sure you will all find interesting. The building work in the area of stand 7 and 8 continues. Ultimately it will be a forward holding lounge, and of course the new air bridge. The air bridge is due to be in service on May 1st, and at the moment construction on schedule. When complete construction will commence immediately on a second one. The cost of the air

bridge is £175,000. Other investments made by the airport is £150,000 on new snow clearing equipment, including a new de-icing buggy with 24 meter booms! The budget for this winters de-icing is £75,000.

Andy went on to explain several other subjects. The airport can handle a Boeing 777-300 but it would be a bit tight with the undercarriage. The airport are currently having discussions with the CAA regarding CAT II ILS on runway 14. Finally the remaining stands in front of the terminal will also become nose in parking shortly.

AIRLINE NEWS

Aer Lingus are to purchase four A.321's for use on the companies Dublin to Heathrow services. Delivery will be in the first half of this year.

Airtours is reportedly considering leasing an A.330 from it's Canadian associate company SKYSERVICE for operation from Manchester, on a similar basis to C-GTDC the A.320 which frequented Leeds last Summer.

Air Scandic is the name of a new charter operator for this summer. The company will operate two leased in Finnair A.300's . One will be Manchester based, the other Newcastle based.

Air U.K. have ordered four ATR-72's with an option on a fifth example. Deliveries will be made by March 1998. The aircraft will be used mainly to replace the remaining F-27's.

Alitalia is negotiating with Airbus to convert some of its 23 outstanding A.321's into the smaller A.320.

British Airways further details about its low cost airline have being revealed. The company will provisionally be known as Operation Blue Sky. The airline will operate independently of B.A. with its own management and fleet, which will initially consist of eight leased Boeing 737-300's.

British Airways is to ban smoking on all flights from 29th March.

British Midland announced on Monday 15th December they are to commence a Manchester to Heathrow service. The service will commence on March 29th in direct competition with the British Airways "shuttle" flights.

D.H.L. are to add nine Airbus A.300 freighters to their European fleet. The first aircraft was delivered in December and will be used on their Brussels to Scandinavia operations. Each aircraft will have a capacity of 86,000lbs.

Loganair have celebrated 30 years of service. The inaugural Islander service from Kirkwall to Sanday was re flown as part of the celebrations. On board were five of the original eight passengers. Ohter passengers paid the 1967 fare of £2.

Maersk Air have announced it is to buy three Canadair Regional Jets, which along with Boeing 737-500's will replace the airlines ageing BAC 1-11's operating from Birmingham. That should give residents around Brum something to be happy about !

Ryanair is currently evaluating airliners to replace its fleet of Boeing 737-200's. Contenders are the Boeing 737-700 and Boeing 737-800 the Airbus A.319 and A.320.

AIRCRAFT NEWS

Those of you who took the opportunity to fly on Viscount G-APEY last year may be interested to read about it's fate. The aircraft has been purchased , along with the other two remaining U.K. registered Viscounts by Heli-Jet International of South Africa. They will be used for tourist flights, including trips over the Victoria Falls.

The Fokker F.27 Friendship Association is appealing for help to keep its second prototype F-27, PH-NVF, in flying condition.

The worlds first Boeing 777-300 made a visit to East Midlands on its way back from the Dubai Air Show. The reason for the stop-off was to show Rolls Royce employees the aircraft which is powered by Trent 892 engines built by Rolls-Royce at Derby.

AIRPORT NEWS

Luton Airport has received 38 applications for concessionaires to operate the airport. Meanwhile Easyjet has stated it is considering changing bases to London Stansted.

Manchester American Airlines will commence a Dallas to Manchester service on April 6th.

OTHER NEWS

Operators of older Boeing 747 aircraft have been issued with directives following the loss of "TWA800" on July 17th 1996.

The first directive involves improving protection of the fuel level indicators from voltage spikes or short circuits. Operators will have 12 months to fit components at a cost of about \$13,200 per aircraft. Newer '747's already have this wiring protection built in.

The second directive involves an immediate inspection of the scavenger pump wiring for deterioration of insulating materials. (The scavenger pump removes leftover fuel from the fuel tank). Some connectors use silicone insulating material which is incompatible with the fuel which cools and lubricates the pump. Breakdown of the silicon could cause fuel to leak into the landing gear well and cause a fire. Inspecting the pump is expected to cost operators about \$60 per aircraft.

A man has been arrested at Fulton Airport, California, after stealing at least 3 Cessna's. Police became suspicious, and then arrested man because "He spent too much time watching the planes". You have been warned!!

CREDITS M. Mitchell ,H. Morrow, P. Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

Further afield



*Global topics by
alan sedgwick*

Welcome to a shortened Further Afield rushed out before Christmas due to deadlines and holidays, but first off = I will wish a HAPPY NEW YEAR to all our members and magazine readers.

JET AIRWAYS - the biggest private operator in India are now operating a fully owned Boeing 737/400

DELTA have ordered 10 Boeing 777's, the first of which is due to arrive in the AUTUMN OF 1998. Also from next March they will launch new non stop routes from New York to Barcelona, Stockholm, Stuttgart and Warsaw, plus Atlanta to Hamburg. These additions are said to make the airline the biggest U.S. carrier across the North Atlantic with 28 destinations.

AIR ZIMBABWE are flying between London, Lusaka and Harare utilising Boeing 767's in a joint venture with Zambia Express.

AIR MALTA are said to have abandoned the idea of hub-services and are off-loading its fleet of Avro regional jets.

AIR SCANDIC will start charters out of Manchester and Newcastle next summer using two A300's leased from FINNAIR and operated by AIR FOYLE.

FAR EASTERN AIR TRANSPORT of Taiwan have ordered two MD83's plus five 757/200's and taken options on a further five of the latter.

VIKING AIRLINES plan to start scheduled services from Malmö in the South West of Sweden with two leased Boeing 737/300's.

MINORCA airport in the Balearics will have a new computerised check-in system, new pavilion and parking in a £2.2m improvement scheme.

THE GLOBAL EXCELLENCE ALLIANCE GROUP called it a day before the holiday, after an eight year partnership between DELTA, SWISSAIR and SINGAPORE airlines. The latter formed an alliance with LUFTHANSA and is looking for full membership of the STAR ALLIANCE.

BWIA have had their aspirations of making Frankfurt into a European hub dented with a downturn in the German economy, which has also led to the suspension of services by the Piarco National airport, Port of Spain (Trinidad and Tobago) based outfit - to the German financial stronghold city.

HAPAG LLOYD of Hanover have been taken over by Preussag whose main shareholder is West LB, one of Germany's largest banks. They also have an interest in LTU and the deal will involve taking an 18% stake from carrier LUFTHANSA. Three 737/400's are now to move to Japan's JAL this year.

LOT POLISH AIRLINES are introducing a London to Gdansk direct flight in April to add to the Krakow and Warsaw services.

Further Afield Credits:- Laurie Coldbeck, T.T.G. A.Sedgwick, Winged Words.

ALFA, Turkey TC-ALL : LOT SP-LLA : Malev HA-LEF : JAT YU-AKL, YU-AJL :
 Tatra Air OM-UGU (Saab 340): Lufthansa D-ACLJ, D-AVRH, D-ACLS, D-AIQN :
 Finnair OH-LMR : Air Canada C-FYKX : Viva EC-GGZ : Air Engiadina HB-AEI :
 Classic HB-ISB (DC-3): Cyprus 5B-DAQ: KLM PH-BTF : SAS OY-KGS, OY-KHC, OY-KH
 Adria S5-ACB (Dash 7) : Aer Lingus EI-CDT: Sobelair OO-STF : British Awe
 G-BIKM, G-DOCY, G-BIKY : Iberia EC-EXT : Austrian OE-LDS, OE-LAA (Airbus 310)
 Tyrolean OE-LTE, OE-LCI, OE-LFH, OE-LFK : TEA Switzerland HB-IIA :
 Air Montenegro YU-AOH (F-28) : American Int. N108CK : United N654UA :
 Turkish TC-JDA, TC-JDY, TC-JDV : Egyptair SU-GAR, SU-GAW, SU-GAU :
 Aeroflot RA-855537 : Delta N180DN (Boeing 767) : Flightline G-OZRH :
 Singapore 9V-SMI : Tunis TS-IMG, TS-IMH, TS-IOF : Alitalia I-DAWZ, I-DAWD
 Air France F-GJNG, F-GHXM : Air Lanka 4R-ULA : AML Egypt SU-BMM (A.300) :
 ELAL 4X-EBT : Olympic SX-BEH : Edelweiss HB-IKN : Transaer EI-TLE :
 Thai HS-TMF (MD-11) : Air Europa EC-FXQ, EC-FFK : Brit. Mid G-BVZG :
 Balair/CTA HB-IPL : Air Portugal CS-TIL, EC-TIK : Regional F-GTSA :
 Spanair EC-GGV :
 Swissair, B747 HB-IGF, IGE, IGD, IGC,
 A320 HB-IJO, IJB, IJM, IJQ, IJF, IJI
 A310 HB-IPF, IPH, IPG, IPU, IPV, IPT.
 A321 HB-IOF
 MD-11 HB-IWM, IWF, IWB, IWC
 Crossair Saab 2000 HB-IZN, IZF, IZJ, IZI, IZM, IZY, IZT.
 DC-9 HB-ISZ, IUG, INW, INV.
 BAe 146 HB-IXV, IXF, IXX, IXO, IXU, IXW, IXX, IXS.
 Saab 340 HB-AKN.

Light & Business: HB-KAY Trinidad, HB-LPE Seneca, HB-LQD Cessna 421,
 HB-CHX Cessna 172, HB-VJB Citation, HB-PPF Pa-28, HB-EJY Bonanza, HB-CYC
 Cessna 172, HB-PMT PA-28, HB-CKG Cessna 172, HB-PCU Pa-32, HB-CFF Cessna 150
 HB-OQG Pa-28, HB-LMR Cessna 421, HB-IAY Falcon, HB-CKU Cessna 172,
 HB-DFK Mooney, HB-CIV Cessna 182.

SWISS TRANSPORT MUSEUM, LUCERNE 06 October.

CH-167	Lockheed Orion	Swissair	circa 1931
?	Soldenhof S-5		1929
?	Rech Cockchafer		1911
HB-935	Neukom S3 Elfe	Glider	1968
?	Dufax 4		1910
?	Chanote	Snow glider	1933
HB3000	Bucher/Canard 2FL		1972
A97	Fiesler Storch	Swiss Army	1940
HB-LBO	Fokker F-V119	Swissair	1925
HB-KIL	Comte AC4	1st Swiss built a/c	1930
?	Horlacher Pelagos 3	Muscular powered a/c	1985
C-537	KiWC3603(C-36)	50 years service	1938
688	Nieuport N-28	Swiss AF	1921
U-60	Bucker Jungmeister	Swiss AF	1935
?	F+WN N20 Arbalette	1st Swiss jet	1952
HB-FFA	AS202/15 Bravo	2 seat trainer	1969
?	GMBZ zoglang	Glider trainer	1923
A-210	Messerschmitt ME108	Swiss AF	1938
HB-XDF	Sud Avn Alouette 111	Rega Air rescue	1965
U-288	Dewoitine D-26	Swiss AF	1931

HB-XAE	Bell 47	Heliswiss	1947
HB-OPR	Piper super cub	Rega air rescue	1945
HB-MH8	Pou-de-Ciel		1969
HB-307	Spalinger s-21	Glider	
?	Sud Avn Caravelle	Cockpit only	
23	Berliot X1-10		1908
V-43	Sud Avn Alouette	Swiss Army	1964
J-1729	DH-112 Venom	Swiss AF	
J-4118	Hawker Hunter	Swiss AF	
HB-ICC	CV-990 Coronado	Swissair	
HB-IRN	DC-3	Swissair	
J-1200	DH100 Vampire	Swiss AF	

ZURICH 11 October 1230-1900 hours

Air France F-GINL,F-GJNI,F-GJNF : KLM PH-PDS,PH-BPF : Aer Lingus EI-CDF :
 Egyptair SU-GAS,SU-GAR,SU-GAX : Austrian OE-LAB (Airbus 310),OE-LDS :
 Turkish TC-JCN,TC-JEO,TC-JDV,TC-JDH,TC-JCV,TC-JDZ : Olympic SX-BEI :
 Tyrolean OE-LFG,OE-LFH,OE-LLG,OE-LLX,OE-LCK : SAS LN-RMH,LN-RMU,SE-DIP
 LN-RMM,SE-DIU : Tunisair TS-IMH,TS-IOH,TS-IMI,TS-IOI, TS-IOD :
 Iberia EC-EVB,EC-EYB : Flightline G-OZRH : Singapore 9V-SMS : TEA Switz
 HB-IIA.HB-IIB,HB-IIG : Air Canada C-FTNP : Lufthansa D-ACLC,D-AVRQ, D-AIDC,
 D-ACJC,D-AIDE,D-ACLS : Aer Europa EC-GMY,EC-FZZ,EC-FCK : Aeroflot RA-85661 :
 Delta N172DN (Boeing 767) : Viva EC-GGE,EC-FFN : Air Engiadina HB-AEG,HB-AEI
 BCM EC-GLT : Transaer EI-TLE : Alitalia I-DAVU,I-DAWQ : Thai HS-TMG (MD-11)
 Spanair EC-GBA,EC-FXA : Aviompex Z3-ARA,Z3-ARB : Classic HB-ISB,HB-ISC :
 Brit. Mid G-OBMR : Air Portugal CS-TIG, CS-TIH : Air Montenegro YU-AOH :
 Leisure G-UKLK : British Aws G-BIKR,G-BNWF : Balair/CTA HB-IPL :
 Aviaco EC-FIG : Royal Air Maroc CN-RNB : Meridiana I-SMEA : Cyprus 5B-DAV
 Edelweiss HB-IKP, HB-IKN : Varig PP-VMD (DC-10) : Emirates A6-EKE :
 Finnair OH-LMY: Malev HA-LEJ : Portugalia CS-TPD : Azzura (italy) EI-CNJ
 Swissair B747 HB-IGF,IGG,IGC.

A320 HB-IJB,IJP,IJA,IJI,IJO,IJJ,IJH,IJD,IJM,IJG,IJQ,IJL.
 A310 HB-IPF,IPU,IPZ,IPI,IPT,IPX,IPY,IPV,IPW,IPH,IPZ,IPN.
 A321 HB-IOD,IOB,IOF,IOG,IOH,IOC,
 MD-11 HB-IWO,IWL,IWB,IWN,IWP.

Crossair Saab2000 HB-IZU,IZT,IZH,IZJ,IZS,IZO,IZB,IZV,IZG,IZZ.
 DC-9 HB-INW,ISX,IUH(Macdonalds)IUG.

Bae 146 HB-IXR,IXK,IXO,IXT,IXV,IXN,IXF,IXX,IXU,IXH,IXW,IXQ.
 Saab340 HB-AKD,AKH.

Light & Business HB-VLL Bae 125, VP-BLF Citation,HB-LIN PA-60,HB-LHW PA-31
 HB-LRD Cessna 421,HB-VGS Citation,HB-VIZ Citation,N900SE Citation, HB-KBH
 Trinidad, HB-LKA Seneca,HB-LFP Cessna310,HB-CYC Cessna 172,HB-PGC Pa-28
 HB-DHT Mooney,HB-CGT Cessna152,HB-CIW Cessna 152,HB-DHZ mooney,HB-OZU PA-28
 HB-ILH Challenger, HB-LMR Cessna421,N208MC Caravan,D-EBDI Cessna 152,
 D-IFMI King Air,HB-VIL Bae 125,HB-VKT Citation, HB-NCU R-114,HB-VIK Bae 125
 HB-LBG Seneca

Zurich airport boasts some of the best spectator facilities of any airport
 in Europe. The roof terrace is situated above the finger pier of terminal
 one(No 2 on the map). In summer it is open every day from 09.00 to 1900.hrs.

Entry costs SFR2.00 (less than fl.00) and everybody is subject to a security check. You are allowed to take with you one small bag containing a maximum of binoculars, camera and a few sandwiches. If you have excess luggage, lockers are available at a cost of SFR1.00 which is returnable. Once on the pier you will find an excellent terrace which gives a superb view over quite a lot of the airport. Terminal B is used by all charter airlines plus most of the scheduled carriers except Singapore and Delta. Most big jets take off on runway 16 and are therefore just airborne as they reach the end of the pier which makes for excellent photos. The terrace also contains a Buchair spotters shop, toilets and a cafe/restaurant which is quite expensive. It is recommended to stock up with food from the many shops under the airport in the railway station complex before entering the terrace.

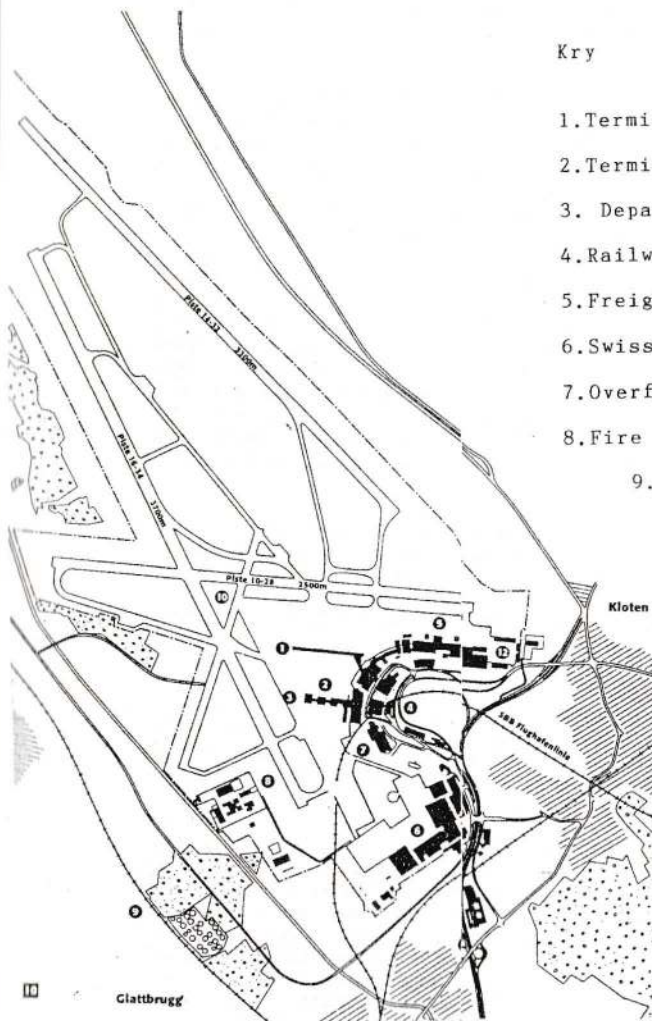
Most aircraft land with an ILS approach to runway 16 and then do a 'Hong Kong' type turn to land on runway 14. All commuter aircraft and jets up Boeing 737/Airbus size take off on runway 28. All big jets and many of the others depart on runway 16. This can cause the spotter a problem as it is impossible to see any aircraft on the far side of terminal A pier, which is used by Swissair, but also all the commuter and Crossair aircraft park between here and runway 10-28. This means many aircraft can only be seen as they lift off from runway 10.

The best thing about Zurich airport is the airport tour. This departs from the end of the spectators terrace at weekends (12.00 -16.00 hrs) and Wednesday afternoons, the cost is SFR3.00 (about fl.50). The tour takes you by coach round terminal B ramp to terminal A ramp then down the ranks of commuter and Crossair aircraft to the freight terminal. It then proceeds round the general aviation ramp and then to the intersection of runway 10-28 and 16-34 (no 10 on the map) you stay here for about 30 minutes, you can get off the bus, As this area is ridiculously close to the aircraft you can take some incredible photos of aircraft landing or departing. The bus then departs down the side of the runway to the Swissair maintenance area then onwards to the fire station and through a massive hanger with hundreds of snow ploughs. You then return to the terminal via the Classic air hanger and its DC-3s.

I did the tour on each of the Saturday's, unfortunately most of the general aviation was locked away in the hangers, it may therefore be a good idea to do the tour on a Wednesday when one could expect many more of Zurich airports 150 based light and business aircraft to be outside the hangers.

All in all Zurich offers some of the best possibilities for the aircraft spotter of any airport in Europe and the tour must be unique amongst major international airports.

Map of Zurich Airport.



Kry

1. Terminal A (Swissair & partners.
2. Terminal B with rooftop terrace.
3. Departure point of airport tour.
4. Railway station.
5. Freight terminal.
6. Swissair maintenance hangers.
7. Overflow apron.
8. Fire station & snow ploughs.
9. Fuel farm.
10. Airport tour stop area for photos
12. General aviation hangers.

THE LONG GOODBYE

The R.A.F. Hastings bucked in the thin African air as full flap was extended, juddered again as the undercarriage lowered and locked, then settled back on its long descent into Nairobi's Eastleigh airport.

It was February '57 and after service in Aden and Karachi I was on my way home at last. Like most of my fellow passengers I was many weeks overdue for repatriation. Last year's explosive happenings in Suez were a fading memory but the echoes still rippled round the Middle East like a Mexican wave. The total dislocation of aircraft movements had contributed to the huge backlog of personnel waiting for return to the U.K. Owing to the earlier hostilities we were still not permitted to overfly Egypt so our 3 day journey home, following a night in Nairobi, would be via Kano in Nigeria, Tripoli in Libya, then to Lyneham in Wiltshire. Some Army types, we were told, had tried to circumvent this routing. In civvy suits and provided with passports they had risked a flight home by civil airline which required a stop-over in Cairo. As they disembarked there, each sporting a khaki shirt and wearing highly bulged boots, they had aroused the suspicions of the local militia. They were whisked away and locked up for a period far longer than the waiting time in the Transport Command queue.

As the descent continued and ground detail became clearer the flight became a low-level safari as plane and shadow raced each other across the Kenyan bush to the airport perimeter. We all strained against our belts in the rear-facing seats for a glimpse of wild life through the aircraft's large square windows. A game park fringed the airport and sprawled up to the Nairobi suburbs. It was not unknown for a lion to stroll into town - a walk that was not permitted to Eastleigh's service personnel because Nairobi's red-light district extended right up to the airfield. Doubtless there were those who viewed this as admirable town-planning but anyone setting foot outside the guard-room's gate was immediately out-of-bounds and liable to be on a 'fizzer'.

The passengers fell silent, as they do, as our wheels groped for the ground. The silence continued as we taxied to a parking spot, save for the huffing and puffing as we tried to equalise the pressure in our ears and restore our hearing. We all heard the captain's expletives though, as we rolled to a halt at the terminal, and recognised them immediately as the first hint of trouble. What he had seen there, and the implication of what he had seen there, had triggered the string of invective. The focus of his distaste was another Hastings parked next to us. This one, however, was decked out in Casualty Vacation colours and the object of his tirade was one of its Bristol Hercules engines. It carried a feathered prop. Our skipper had realised immediately what was about to happen and, sure enough, it came to pass. Casvac took priority over any movement and our aircraft was commandeered, converted overnight and flew off next morning, taking its payload of sick passengers to wherever sick passengers went.

It also took with it our hopes of early family reunions. Our passengers and crew were left in Transit, waiting for an engine change on the crippled Hastings.

There are many worse places than Kenya to kick ones heels and I enjoyed my enforced stay there - apart from the nights. I shared a twin-bedded room but, while my companion was totally unaffected throughout his sleep, I was endlessly harassed by bugs of various shapes and sizes. I spent most nights on a solo safari consisting of many repetitions of light on, check under pillow and draw-sheet, nip any livestock found, light off. Each bog-eyed morning my sheets were polka-dotted with the blood of the nocturnal visitors I had despatched. My room-mate, bright-eyed and bushy-tailed, always enjoyed a good night's sleep with no unwelcome visitors.

First job for me each day, after breakfast, was a visit to the Station Warrant Officer, to show him the lumps and bumps and bites I had received during the night. Phonetically his name was Mattochek, but everyone called him Matchstick. He listened patiently to my entreaties each morning then sent round a duo of domestic staff to change the bedding and spray the room. This latter seemed never to make an iota of difference; each night the insects attacked remorselessly. It was about the sixth day, after listening to my complaints again, Matchstick, with a resigned air, rolled up the sleeves of his K.D.jacket to reveal arms more chronically savaged than mine. Words were not necessary; I turned and walked away and never went back.

It was about this time, too, that the Casvac plane was declared airworthy again. Eastleigh had had a spare engine but had been temporarily hamstrung in that they needed to transfer the Casvac's propeller to it but lacked the necessary tools. Aden was signalled and the appropriate spanners flown down to allow the engine change to commence. It happened that 6 of the delayed passengers from our aircraft, myself among them, had the necessary engineering expertise to assist with the engine removal and replacement. We weighed in and lent a hand to expedite the resumption of our journey. The subsequent engine run up and flight test went O.K. so we adjourned to the NAAFI for a celebration before re-packing our kit-bags for the next morning's flight to Kano.

Then, at embarkation time, fate played another Joker card. Eastleigh's Movements staff declared that, owing to Nairobi's elevation, about 6000 feet, the heat and the thin air, our aircraft was over-weight by 6 passengers. Subsequently they claimed to have picked randomly the 6 who were to be withdrawn from the flight. The fact that it was the very same 6 that had helped with the engine change seemed to contra-indicate the randomness of the draw. Whether we had upset someone in Ground Engineering and this was their revenge, or we had proved too useful to release we never found out. Our feelings as we watched the Hastings lift off and disappear to the West beggar description. One bonus was that my Transit room-mate made the flight and I now had our old room to myself. I switched to his bed where he had slept so peacefully and I was not troubled again with bugs.

The following days passed with monotonous similarity. Wake, wash and dress, breakfast with the other five that had been bounced off the Hastings - we were now like blood-brothers - then to the Movements office to see if there was any prospect of a flight home. Not surprisingly, in view of the backlog in Aden, all aircraft from there were full. Other reasons for our inability to hitch a ride on U.K. bound planes were that ammunition was being carried or that the aircraft was returning from Woomera weapons site and passengers needed to be signatories to the Official Secrets Act.

Our disappointment was lightened one morning when, after the usual rejection, we learned that we were about to witness a first. The inaugural flight of B.O.A.C.'s service to Johannesburg was coming through Nairobi that day. As the hour approached we made our way to the outdoors Arrivals area where the reception party waited in the sunshine. As well as interested spectators like ourselves the crowd included the press contingent, the B.O.A.C. public relations team and civic dignitaries.

Right on time a roar went up as the Whispering Giant came in to sight, gleaming in the bright sunshine as it appeared to hover over Nairobi. With props in fine pitch now and whistling sweetly it made a low, slow pass over the airfield to show off its beautiful lines, then swung gracefully over the town again to line up for the runway.

The strip at that time was of rolled red earth, presumably with concrete ends to withstand the initial landing forces. The pilot, trying too hard to maintain the grace of his approach, floated the Britannia well down the runway, beyond the impact area, before touching down. The main wheels of the 80 ton aircraft tore into the earth, gouging two deep furrows along the runway and blasting great clods of soil into the air. Eventually the aircraft climbed out of the furrows but, with fouled brakes, required a prolonged application of retro thrust to slow it. This had the effect of sucking the earth cloud down the runway where it writhed and hovered like a swarm of angry bees waiting to attack. The howling engines were throttled back as the aircraft stopped, roared again as it turned, then the plane began to pick its way back to the terminal. The return trip, of course, required it to pass under the settling red cloud of whirling murram.

As it came to a halt to receive the approbation of the reception committee, the aircraft which only minutes earlier had been a glamorous Queen of the skies now looked a rusting hulk, fit only for the breaker's yard. The waiting party's actions were completely polarised. The dignitaries and tropically-suited entourage were racing for the protection of the terminal building to escape the red precipitation. The press corps was going the other way, intent on getting telling pictures of the debacle. The B.O.A.C. representatives, their suits visibly darkening in colour, were in hot pursuit, trying to head-off the photographers. As we left, engineers were going out with probes to measure the depth of the parallel grooves that scoured the runway.

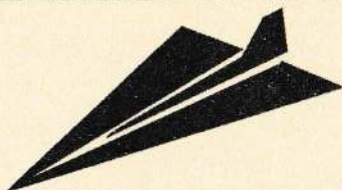
Shortly after this incident came the day when the Movements officer's reply to our daily entreaty was different. Yes, there was a Hastings going back to England but, regretfully, we could not go on it because it did not have any seats. In response to the quizzical lift of our collective 12 eyebrows the officer explained that the aircraft was returning two Aden officers' cars to the U.K. I don't know what my companions made of this but my jaw dropped in disbelief. Then, recovering my composure, I pointed out to the officer that two cars equated to eight seats, which was more than adequate for our purposes.

He struggled with this proposal for some time, and to this day I am surprised that he went along with it. Whether he was manifestly sympathetic to our situation or distressed at having to disappoint us on so many mornings I'm not sure. Perhaps he feared that if we were marooned much longer someone was going to have to pay us. But eventually he smiled and said, 'Okay'.

And so it came to pass next day that we lifted off from Nairobi, bound for Kano and home, with the passengers distributed between a large Mercedes and a similar sized Borgward Isabella. We left with the Movements officer's final admonishment ringing in our ears. At the foot of the aircraft steps he had finger-wagged us and said that it should be clearly understood that the two cars were to arrive in Lyneham in the same condition they had left Aden - no scuffs on the seats, doors or sills, no smoking or drinking in the cars, no sweet wrappers in the ashtrays and no sticky fingers on any glass.

And so we came home, quite uneventfully. If anything, the cars were more comfortable than aircraft seats. The only anxious moments were when the plane banked steeply, when the cars complained on their springs at the weight transfer and strained against the restraining chains which locked them to the aircraft floor. We arrived at Lyneham in the late afternoon darkness of a very cold February. As we walked to the terminal I turned for one last look at the Hastings, glistening now under floodlights. Already the ground crew had the large side doors open and were trying to manoeuvre the cars towards the opening. I still could not reconcile the facts that cars were being sent home while servicemen who were long overdue for demob chafed at the delay back in Aden. But I was glad to be back in England.

This gladness, however, did not account for the full width of my smile. We had kept our bargain with the Movements officer back in Nairobi; there were no scuff marks anywhere on the cars. All refreshments had been taken outside the vehicles, the ashtrays had not been opened, windscreen and windows had had a final rub with a duster from our kit. The reason for my expansive smile was my companion, Tom. He was not only proficient in changing Hercules engines. In Civvy street he had been a car mechanic and had lost none of his devious dexterity. During the flight he had invaded each car's speedo head. We had not wished to implicate the Navigator in our scheme so had not checked the route mileage with him. We had best guessed the Aden to Lyneham route at 8,500 miles and had added this distance to each car's recording. In some way, we felt, this paid back their owners for prioritising their cars' return.



AIR SUPPLY

supporting
Air Yorkshire Aviation Society

PHONE: 0113 250 9581

97 HIGH STREET, YEADON, LS19 7TA

**OPENING HOURS: CLOSED SUNDAY
AND MONDAY AND OPEN TUESDAY TO
SATURDAY 10:00 TO 5:00**

New range of **FLYING JACKETS AND CLOTHING** now available. Ask about our **Flight Simulators**.

Professional Typing

Colour & Black & White
Photocopying

Stationery for: Business
office, home and school

Type Write

Stationery
Suppliers

3A, Ivegate, Yeadon
Leeds LS19 7RE.
Telephone: (0113) 250 6615
Facsimile: (0113) 250 0710