



AIR YORKSHIRE
WISHES YOU A
HAPPY NEW YEAR



ROCKWELL COMMANDER G HPSE
L.B.A. 14.08.98

VOL. 25 JANUARY 1999

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Please note that all membership enquiries should be made to the Treasurer.**CHAIRMAN'S CHAT**

Well, here we are with the first issue of 1999. What was your reaction to last month's colour shots? Coloured photocopies such as these can cost up to £2 each, and £400 is far beyond Air Yorkshire's budget. However, a friend of a friend (say no more) had these done for us, but they arrived too late to be set correctly on the page and titled. All the shots were by AY member Harry Morrow and some of his codes show faintly at the bottom. They were all taken at the LBA and read as follows :- Airtours Airbus A321 GJSJX (14.5.98) Air Atlanta L1011 Tristar TF-ABD (standing in for Britannia on 16.8.98) Skyservice Airbus A320 C-FTDA (standing in for Airtours on 12.5.98) and Ryanair B737 EI-CKR on 7.8.98. Also in the same issue we had photos of Air Via Tu154 and the Swordfish "City of Leeds". Unfortunately, the monochrome reproductions do not do credit to the originals but I have now received a good selection of pictures from Harry and hopefully we may manage another coloured spread in the near future.

The December meeting took the form of the Christmas Party with plenty of mince pies etc and excellent video quiz compiled by David Bates and a prize draw with over 50 prizes including 15 bottles of falling down liquid which prompts the thought, "Should we change the name of the society to Air Yorkshire Alcoholics Society?"

The only dark cloud on the horizon is once again the difficulty of finding suitable speakers for our Sunday meetings. If any member can come up with any suggestions including contact information, will you please let us know a.s.a.p. Finally, with this issue is your membership renewal form. Please complete this and return it with the 12 labels duly filled in with your name and full address. Please use ONLY OUR LABELS supplied to you and in order to continue to receive your magazine, return a.s.a.p.

Wishing you, your families and friends a Happy and Prosperous New Year.

MEETINGS. (starting at 14.30)

1999

January 10th, 7th February, 7th March, 4th April all to be arranged

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Andy Barker, Ian Gratton, Harry Morrow

**Concorde**at Leeds/Bradford
Airport in 1999**CONCORDE DATES FOR 1999**

May 14th and 15th Aug 7th and 8th Oct 6th and 7th

Times not yet available, but expect the usual mid-day Sat. arrival, followed by a 100min flight plus Sunday mid-morning flight and mid-afternoon dep to LHR

Leeds/Bradford Movements

November 1998

01 Sunday

EI-TLF Airbus 320	0352	G-00AD Airbus 320	0447
G-JSXX Airbus 321	0759	G-BVZI Boeing 737 500	0914
G-RDAR Cessna 401	0958	G-UKFA Fokker 100	1012
EC-GUG Boeing 737 400	1014	EI-CNY Boeing 737	1228
G-BVZI Boeing 737 500	1235	N797HG PA-46 Malibu	1258
G-BNTS Turbo Arrow IV	1420	G-JEAE Friendship	1501
PH-SDM DHC-8	1527	G-UKFA Fokker 100	1539
G-BVTE Fokker 70	1624	G-JETU Twin Squirrel	1650
G-YJBM Airbus 320	1711	EI-FKA Fokker 50	1723
EI-CNY Boeing 737	1732	G-MAJC Jetstream 41	1740
G-BVZI Boeing 737 500	1833	G-JEAE Friendship	1836
DD-DWA Avro 146 RJ100	1922	N220SC PA-31T Cheyenne	1932
G-RVRB PA-34 Seneca	1941	G-BYAN Boeing 757	1956
G-UKFG Fokker 100	1959	G-GNTH SAAB 340	2018
G-BVTE Fokker 70	2043	G-MAJC Jetstream 41	2048
EI-CJI Boeing 737	2125	G-JEAE Friendship	2127
G-MAJA Jetstream 41	2143	G-BVZI Boeing 737 500	2148
DD-DJX Avro 146 RJ85	2239	G-00AD Airbus 320	2249

02 Monday

EI-FKC Fokker 50	0853	G-HUGG Lear Jet 35A	0910
G-DASI Short 360	1020	G-MAJA Jetstream 41	1026
G-MAJC Jetstream 41	1032	G-BVZI Boeing 737 500	1036
G-JEAE Friendship	1042	G-UKFN Fokker 100	1046
PH-SDM DHC-8	1050	G-BVTE Fokker 70	1104
EC-GVO DC9 83	1154	F-GKTA Boeing 737 300	1306 1422
G-BVZI Boeing 737 500	1338	G-MAJA Jetstream 41	1404
G-BVVC Boeing 737 500	1500	G-JEAE Friendship	1503
PH-SDT DHC-8	1518	G-GNTH SAAB 340	1610
G-CLAS Short 360	1626	G-BVTE Fokker 70	1636
G-UKFA Fokker 100	1706	G-MAJC Jetstream 41	1715
G-MAJA Jetstream 41	1735	EI-FKA Fokker 50	1740
G-JEAE Friendship	1819	G-BVVC Boeing 737 500	1840
G-GNTH SAAB 340	1903	DD-DJS Avro 146 RJ85	1914
G-CLAS Short 360	1923	G-BYAN Boeing 757	1931
EI-COA Boeing 737	1938	G-MAJC Jetstream 41	2005
G-BVTE Fokker 70	2029	G-MAJA Jetstream 41	2045
G-UKFG Fokker 100	2110	G-JEAE Friendship	2120
G-GNTH SAAB 340	2146	G-BVVC Boeing 737 500	2155
G-RMCT Short 360	2236	DD-DJT Avro 146 RJ85	2243

03 Tuesday

G-00AD Airbus 320	0633	G-DBNF Cessna 310K	0642
G-FWRP Cessna 421C	0719	EI-FKA Fokker 50	0859
G-MAJC Jetstream 41	0917	G-BVVC Boeing 737 500	0920
G-GNTH SAAB 340	0934	G-JEAE Friendship	0941
G-MAJA Jetstream 41	0943	G-RMCT Short 360	0952
G-UKFB Fokker 100	1008	EI-CKP Boeing 737	1020
PH-SDU DHC-8	1025	G-BVTE Fokker 70	1048

G-BWDD Sikorsky S-76B	1049		PH-FVB Bandeirante	1226
G-BVKC Boeing 737 500	1241		G-MAJA Jetstream 41	1355
G-BODY Cessna 310R	1406		G-UKFG Fokker 100	1428
EI-COH Boeing 737 400	1441	0016(04)	ZG993 Islander AL.1	1448
G-BVKD Boeing 737 500	1459		G-FWRP Cessna 421C	1503
G-JEAE Friendship	1505		PH-SDM DHC-8	1513
G-BVTE Fokker 70	1625		G-MAJC Jetstream 41	1715
G-MAJA Jetstream 41	1717		G-GNTH SAAB 340	1725
EI-FKC Fokker 50	1731		VP-CPR Cessna 421C	1735
EI-CKP Boeing 737	1739		G-BVKD Boeing 737 500	1828
G-JEAE Friendship	1836		G-RMCT Short 360	1839
OO-DJR Avro 146 RJ85	1910		G-OOAD Airbus 320	1920
G-UKFG Fokker 100	1959		G-MAJC Jetstream 41	2006
G-GNTH SAAB 340	2019		G-MAJA Jetstream 41	2032
G-BVTE Fokker 70	2043		G-JEAE Friendship	2118
G-BVZH Boeing 737 500	2132		G-BYAN Boeing 757	2154
OO-DJP Avro 146 RJ85	2237		EI-CPU Boeing 737 400	2305 0012(04)
04 Wednesday				
G-BRPU Beech 76 Duchess	0830		EI-FKC Fokker 50	0848
G-JLRW Beech 76 Duchess	0856		G-MAJC Jetstream 41	0917
G-JEAE Friendship	0928		G-BVZE Boeing 737 500	0931
G-GNTH SAAB 340	0934		G-MAJA Jetstream 41	0940
G-RMCT Short 360	0951		EI-COB Boeing 737	1001
G-UKFL Fokker 100	1005		PH-SDP DHC-8	1033
VP-CSC Citation V	1125		G-BVTE Fokker 70	1132
G-REAT GA-7 Cougar	1242	N/Res	G-BBGB PA-23 Aztec	1225
G-BVZE Boeing 737 500	1234		G-CHEM PA-34 Seneca	1322 2308
G-OPEP Turbo Arrow IV	1329		G-BJYD Cessna 152	1334
G-MAJA Jetstream 41	1402		G-UKFI Fokker 100	1436
G-OBMG Boeing 737 400	1501		G-JEAE Friendship	1503
PH-SDU DHC-8	1510		VP-CPR Cessna 421C	1524
G-DEXY King Air E90	1544		G-HUGG Lear Jet 35A	1558
G-BVTE Fokker 70	1637		G-MAJC Jetstream 41	1701
G-MAJA Jetstream 41	1709		G-GNTH SAAB 340	1711
G-BYAN Boeing 757	1736		EI-COB Boeing 737	1738
EI-FKE Fokker 50	1742		G-KKES TB-20 Trinidad	1748
G-TSGJ PA-28 Archer II	1751		G-JEAE Friendship	1817
G-OBMX Boeing 737 500	1833		G-RMCT Short 360	1836
OO-DJØ Avro 146 RJ85	1928		G-UKFI Fokker 100	1950
G-MAJC Jetstream 41	2005		G-GNTH SAAB 340	2010
G-LSFI AASA Cheetah	2021		G-MAJA Jetstream 41	2027
G-BVTE Fokker 70	2046		G-OOAD Airbus 320	2056
N160GC Lear Jet 36A	2112	2320	G-JEAE Friendship	2114
G-OBMX Boeing 737 500	2135		OO-DJW Avro 146 RJ85	2244
05 Thursday				
EI-FKE Fokker 50	0840		G-RVRB PA-34 Seneca	0856
G-BRFA PA-31 Navajo	0906		G-BPRN PA-28 Warrior II	0910
G-BSYI Twin Squirrel	0915		G-AVFU Cherokee Six	0919
G-MAJC Jetstream 41	0927		G-JEAE Friendship	0930
G-AWIT PA-28 Cherokee	0931		G-BVZI Boeing 737 500	0934
G-GNTH SAAB 340	0937		G-MAJA Jetstream 41	0942
G-DCAA HS 125 700B	0950		CS-03 HS 748	1004
G-UKFH Fokker 100	1007		EI-CNW Boeing 737	1009
G-BVTE Fokker 70	1048		PH-SDR DHC-8	1054
G-RMCT Short 360	1123		G-BODY Cessna 310R	1225
G-BVZI Boeing 737 500	1251		G-OMGD BAE 125 700B	1338
G-BYAN Boeing 757	1344		G-MAJA Jetstream 41	1403

G-IKFI	Fokker 100	1430	G-DHHI	LongRanger	1457
G-JEAE	Friendship	1508	G-BVZE	Boeing 737 500	1517
PH-SDP	DHC-8	1522	N70EW	Falcon 900	1607 1803(07)
N900SJ	Falcon 900	1616 1141(08)	G-BVTE	Fokker 70	1636
Z6993	Islander AL.1	1653	G-MAJA	Jetstream 41	1707
G-MAJC	Jetstream 41	1713	G-GNTH	SAAB 340	1717
EI-CNW	Boeing 737	1739	EI-FKC	Fokker 50	1742
G-ODAD	Airbus 320	1747	G-RMCT	Short 360	1828
G-JEAE	Friendship	1835	G-BVKD	Boeing 737 500	1837
G-MUVG	Cessna 421C	1841	N16NK	Gulfstream III	1914 1136(08)
OO-DJØ	Avro 146 RJ85	1916	G-MAJC	Jetstream 41	2006
G-GNTH	SAAB 340	2009	G-MAJA	Jetstream 41	2029
G-BVTE	Fokker 70	2039	G-UKFI	Fokker 100	2124
G-JEAE	Friendship	2146	G-BVKD	Boeing 737 500	2150
G-BYAN	Boeing 757	2210	OO-DJV	Avro 146 RJ85	2229
06 Friday					
LX-GDL	Citation II	0747 1610	G-BBGB	PA-23 Aztec	0832
EI-FKC	Fokker 50	0900	G-BVKD	Boeing 737 500	0914
G-MAJC	Jetstream 41	0925	G-JEAE	Friendship	0930
G-GNTH	SAAB 340	0935	G-MAJA	Jetstream 41	0939
G-RMCT	Short 360	0949	EI-CKS	Boeing 737	1011
G-UKFG	Fokker 100	1014	PH-SDT	DHC-8	1027
Z6846	Islander AL.1	1046	G-BVTE	Fokker 70	1100
G-BGWN	PA-38 Tomahawk	1206	G-BMUZ	PA-28 Warrior II	1239
G-BYAN	Boeing 737 500	1300	G-BVJD	Fokker 100	1303
G-AXTJ	PA-28 Cherokee	1304	EI-WDC	HS 125 3B	1331 1156(08)
G-MAJA	Jetstream 41	1357	G-JPAD	Robinson R-44	1407 N/Res
G-GNTH	SAAB 340	1420	G-JANK	PA-23 Aztec	1431
G-UKFI	Fokker 100	1455	G-BVKC	Boeing 737 500	1459
G-JEAE	Friendship	1506	PH-SDR	DHC-8	1512
G-BDZP	Beech 76 Duchess	1548	EI-CKP	Boeing 737	1617
XZ311	Gazelle AH.1	1630	G-BVTE	Fokker 70	1637
G-MAJA	Jetstream 41	1707	G-MAJC	Jetstream 41	1713
G-GNTH	SAAB 340	1727	EI-CKS	Boeing 737	1734
EI-FKE	Fokker 50	1759	VP-CPR	Cessna 421C	1812
G-JEAE	Friendship	1814	G-RMCT	Short 360	1829
G-BVKC	Boeing 737 500	1835	G-LFSC	PA-28 Cherokee	1912
OO-DJW	Avro 146 RJ85	1915	G-UKFI	Fokker 100	1952
G-MAJC	Jetstream 41	2005	G-GNTH	SAAB 340	2023
G-MAJA	Jetstream 41	2028	G-BVTE	Fokker 70	2043
G-JEAE	Friendship	2123	G-BVKC	Boeing 737 500	2145
OO-DJK	Avro 146 RJ85	2237			
07 Saturday					
G-SUEE	Airbus 320	0119	G-BYAN	Boeing 757	0139
G-ODAD	Airbus 320	0427	G-BVJA	Fokker 100	0651
G-LJET	Lear Jet 35A	0723	EI-FKE	Fokker 50	0836
G-BVKC	Boeing 737 500	0936	G-UKFI	Fokker 100	0957
EI-CJE	Boeing 737	1010	PH-SDP	DHC-8	1029
G-BVKC	Boeing 737 500	1248	G-BASL	PA-28 Cherokee	1255
G-BVTE	Fokker 70	1304	G-BYAN	Boeing 757	1306
G-BKVT	PA-23 Aztec	1413	G-UKFI	Fokker 100	1442
G-JALC	Boeing 757	1651	EI-CDA	Boeing 737 500	1718
VP-BSF	Gulfstream IV	1751	G-JEAE	Friendship	1812
G-BVKD	Boeing 737 500	1821	G-UKFI	Fokker 100	1937
G-ODAD	Airbus 320	2205	G-BVJA	Fokker 100	2208

08 Sunday

G-BVKD Boeing 737 500	0920	RC-GRX Boeing 737 400	0957
G-UKFI Fokker 100	1001	G-BUKA SA227AC Cessna 3	1007
G-BVKD Boeing 737 500	1318	G-UKFI Fokker 100	1442
G-TMDP Airbus 320	1501	G-JEAE Friendship	1504
PH-SDU DHC-8	1520	G-BYAN Boeing 757	1605
G-DMNH King Air 200	1633	G-GNTH SAAB 340	1645
G-MAJA Jetstream 41	1707	EI-FKE Fokker 50	1728
EI-CNZ Boeing 737	1745	G-JEAE Friendship	1832
G-BVKD Boeing 737 500	1836	OO-DJQ Avro 146 RJ85	1913
G-UKFI Fokker 100	2003	G-MAJA Jetstream 41	2033
G-BVTE Fokker 70	2052	G-GNTH SAAB 340	2058
EI-CKP Boeing 737	2130	G-MAJC Jetstream 41	2135
G-BVKD Boeing 737 500	2145	G-JEAE Friendship	2208
OO-DJS Avro 146 RJ85	2230	G-ODAD Airbus 320	2241

09 Monday

OY-SBT SN601 Corvette	0522	0614	EI-FKE Fokker 50	0853
G-MAJC Jetstream 41	0932		G-MUVG Cessna 421C	0945
G-GNTI SAAB 340	0949		G-JEAE Friendship	0952
G-MAJA Jetstream 41	0957		G-RMCT Short 360	0959
G-BVKD Boeing 737 500	1003		G-UKFE Fokker 100	1007
EI-CJC Boeing 737	1015		PH-SDU DHC-8	1043
G-BVTE Fokker 70	1134		G-OCOA HS 125 700B	1219
EC-GVT DC9 83	1234		G-GRID Twin Squirrel	1242
G-DBMM Boeing 737 400	1245		G-CITI Citation II	1337
G-MAJA Jetstream 41	1357		G-GNTH SAAB 340	1412
G-UKFI Fokker 100	1427		G-JEAE Friendship	1452
G-BVZI Boeing 737 500	1512		PH-SDU DHC-8	1526
OY-SBT SN601 Corvette	1605		G-MAJA Jetstream 41	1658
G-MAJC Jetstream 41	1708		G-GNTI SAAB 340	1718
EI-FKC Fokker 50	1723		EI-CNT Boeing 737	1730
G-BYAN Boeing 757	1808		G-BVZI Boeing 737 500	1813
G-DMNH King Air 200	1816		G-JEAE Friendship	1820
G-RMCT Short 360	1824		OO-DJQ Avro 146 RJ85	1903
G-UKFI Fokker 100	1946		G-MAJC Jetstream 41	2010
G-GNTI SAAB 340	2026		G-MAJA Jetstream 41	2032
G-BVTE Fokker 70	2037		G-JEAE Friendship	2115
G-BVZI Boeing 737 500	2132		OO-DJP Avro 146 RJ85	2227

10 Tuesday

G-ODAD Airbus 320	0655	G-BFVI Robinson R-128	0758
EI-FKA Fokker 50	0848	G-MAJC Jetstream 41	0919
G-JEAE Friendship	0927	G-BVZI Boeing 737 500	0935
G-GNTI SAAB 340	0938	G-MAJA Jetstream 41	0944
G-RMCT Short 360	0951	G-UKFO Fokker 100	0958
EI-CNY Boeing 737	1005	PH-SDU DHC-8	1035
G-DMGE BAE 125 800B	1051	G-BVTE Fokker 70	1059
G-BXNS JetRanger	1104	SE-DVZ Citation II	1122
G-GRID Twin Squirrel	1231	G-OBMX Boeing 737 500	1259
YU-HEH Gazelle	1315	G-BCED AA5 Traveler	1329
G-MAJA Jetstream 41	1358	G-RARB Cessna 172C	1405
G-UKFI Fokker 100	1426	G-BVKB Boeing 737 500	1449
G-JEAE Friendship	1500	G-RMCT Short 360	1503
PH-SDU DHC-8	1509	G-MAJA Jetstream 41	1702
G-MAJC Jetstream 41	1714	G-GNTI SAAB 340	1718
EI-FKC Fokker 50	1724	G-BUJU Cessna 150A	1726
EI-CNY Boeing 737	1735	G-BVKB Boeing 737 500	1825
G-JEAE Friendship	1827	G-RMCT Short 360	1830

G-DDAD Airbus 320	1836	00-DJL Avro 146 RJ85	1912
G-UKFI Fokker 100	1956	G-MAJC Jetstream 41	2008
G-GNTI SAAB 340	2011	G-BVTE Fokker 70	2041
G-MAJA Jetstream 41	2058	G-JEAE Friendship	2123
G-BVKB Boeing 737 500	2138	G-MUVG Cessna 421C	2152
G-BYAN Boeing 757	2229	00-DJY Avro 146 RJ85	2232
11 Wednesday			
EI-FKB Fokker 50	0851	G-MAJC Jetstream 41	0914
G-BVKB Boeing 737 500	0916	G-BBGB PA-23 Aztec	0925
G-LINE Twin Squirrel	0927	G-GNTI SAAB 340	0935
G-MAJA Jetstream 41	0938	G-JEAE Friendship	0945
G-RMCT Short 360	0950	ZE440 Jetstream T.3	0959
G-GRID Twin Squirrel	1001	G-UKFF Fokker 100	1003
EI-CDB Boeing 737	1005	G-BGSI PA-38 Tomahawk	1029
PH-SDM DHC-8	1031	N12NM Citation I	1032
G-BVTE Fokker 70	1053	G-DANC PA-28 Warrior II	1213
G-OABR AASB Tiger	1239	G-BVKB Boeing 737 500	1242
G-BCKV Cessna FRA150L	1251	G-LFSC PA-28 Cherokee	1316
G-MALA PA-28 Archer II	1323	G-BNMC Cessna 152	1329
G-MAJA Jetstream 41	1355	G-UKFI Fokker 100	1433
G-BVZE Boeing 737 500	1455	G-CPTS JetRanger	1514
G-JEAE Friendship	1517	HB-GJA King Air C90	1524
VP-CPR Cessna 421C	1528	PH-SDT DHC-8	1531
G-TJHI Citation I	1534	G-GRID Twin Squirrel	1538
G-FPLC Cessna 441	1559	G-MAJA Jetstream 41	1706
G-MAJC Jetstream 41	1710	G-GNTI SAAB 340	1727
EI-FKC Fokker 50	1738	G-BYAN Boeing 757	1741
EI-CNZ Boeing 737	1754	G-JEAE Friendship	1827
G-BVZE Boeing 737 500	1833	G-RMCT Short 360	1836
00-DJT Avro 146 RJ85	1912	G-UKFP Fokker 100	1950
G-MAJC Jetstream 41	2006	G-GNTI SAAB 340	2025
G-MAJA Jetstream 41	2041	G-DDAD Airbus 320	2048
G-BVTE Fokker 70	2053	G-JEAE Friendship	2128
G-BVZE Boeing 737 500	2145	00-DJY Avro 146 RJ85	2222
12 Thursday			
EI-FKB Fokker 50	0849	G-MAJC Jetstream 41	0929
G-BVZE Boeing 737 500	0935	G-MAJA Jetstream 41	0948
G-GNTI SAAB 340	0952	G-JEAE Friendship	0957
G-RMCT Short 360	1002	EI-CNY Boeing 737	1011
PH-SDR DHC-8	1035	G-UKFI Fokker 100	1038
G-BVTE Fokker 70	1108	EI-FKF Fokker 50	1121
G-GRID Twin Squirrel	1235	G-OBMX Boeing 737 500	1327
G-BYAN Boeing 757	1336	G-MAJA Jetstream 41	1357
G-UKFC Fokker 100	1435	PH-SDM DHC-8	1505
G-BVJD Fokker 100	1507	G-JEAE Friendship	1510
G-MAJC Jetstream 41	1714	G-GNTI SAAB 340	1720
EI-CNY Boeing 737	1738	G-DDAD Airbus 320	1743
G-RMCT Short 360	1833	G-BVZE Boeing 737 500	1842
G-JEAE Friendship	1847	00-DJQ Avro 146 RJ85	1855
EI-FKE Fokker 50	1900	G-UKFR Fokker 100	1953
G-BVTE Fokker 70	2035	G-MAJC Jetstream 41	2044
G-GNTI SAAB 340	2110	G-JEAE Friendship	2155
G-MAJE Jetstream 41	2205	G-BVZE Boeing 737 500	2207
G-BYAN Boeing 757	2208	00-DJY Avro 146 RJ85	2234
G-MAJC Jetstream 41	2352		
13 Friday			
EI-FKE Fokker 50	0846	G-BVZE Boeing 737 500	0921

G-MAJA	Jetstream 41	0923	G-GNTI	SAAB 340	0935
G-MAJC	Jetstream 41	0943	G-RMCT	Short 360	0945
G-UKFK	Fokker 100	1001	G-JEAE	Friendship	1006
EI-COB	Boeing 737	1009	PH-SDP	DHC-8	1018
G-BRXZ	Robinson R-22B	1051	G-BVTE	Fokker 70	1127
EC-FKI	Boeing 737 300	1243	G-BVZE	Boeing 737 500	1251
G-BRPU	Beech 76 Duchess	1303	G-BYAN	Boeing 757	1331
G-MAJC	Jetstream 41	1404	G-GNTI	SAAB 340	1417
G-MUMG	Cessna 421C	1431	G-UKFR	Fokker 100	1442
G-DBMM	Boeing 737 400	1504	PH-SDR	DHC-8	1507
G-JEAE	Friendship	1512	G-ODDU	Boeing 757	1549
EI-CKB	Boeing 737	1617	G-MAJC	Jetstream 41	1712
G-GNTI	SAAB 340	1715	G-MAJA	Jetstream 41	1718
EI-FKF	Fokker 50	1725	EI-COB	Boeing 737	1742
G-JEAE	Friendship	1835	G-RMCT	Short 360	1841
G-BVZF	Boeing 737 500	1858	OO-DJT	Avro 146 RJ85	1927
G-UKFR	Fokker 100	1948	G-MAJA	Jetstream 41	2010
G-GNTI	SAAB 340	2025	G-MAJC	Jetstream 41	2038
G-BVTE	Fokker 70	2050	G-JEAE	Friendship	2131
G-BVZF	Boeing 737 500	2156	OO-DJL	Avro 146 RJ85	2232
14 Saturday					
G-BYAN	Boeing 757	0028	G-ODAD	Airbus 320	0406
OO-DJK	Avro 146 RJ85	0829	EI-FKC	Fokker 50	0839
G-QBMX	Boeing 737 500	0928	G-UKFR	Fokker 100	1001
PH-OZC	Boeing 737 300	1003	EI-CNW	Boeing 737	1012
G-IASL	Beech 60 Duke	1105	G-BVTE	Fokker 70	1146
G-BVKD	Boeing 737 500	1244	G-BYAK	Boeing 757	1321
G-JALC	Boeing 757	1427	G-UKFR	Fokker 100	1437
G-BRPU	Beech 76 Duchess	1522	G-SACR	PA-28 Cadet	1523
G-BRUI	PA-44 Seminole	1537	EI-FKE	Fokker 50	1732
G-BVKD	Boeing 737 500	1818	G-JEAE	Friendship	1845
G-NOIR	Seil 222	1908	G-UKFR	Fokker 100	1948
G-NYAK	Boeing 757	1056	G-ODAD	Airbus 320	2211
G-ODDU	Boeing 757	2222			
15 Sunday					
G-BVKD	Boeing 737 500	0912	EC-GVB	Boeing 737 400	0954
G-UKFR	Fokker 100	0956	G-BVKD	Boeing 737 500	1234
G-UKFH	Fokker 100	1429	G-EPTR	PA-28R Arrow II	1453
G-JEAE	Friendship	1502	G-DOEZ	Airbus 320	1511
PH-SDU	DHC-8	1522	G-LFSC	PA-28 Cherokee	1542
G-GNTI	SAAB 340	1645	G-MAJC	Jetstream 41	1710
EI-FKA	Fokker 50	1733	EI-CNY	Boeing 737	1748
G-JEAE	Friendship	1814	G-MAJA	Jetstream 41	1836
G-BVKD	Boeing 737 500	1839	OO-DWE	Avro 146 RJ100	1905
G-UKFH	Fokker 100	1957	G-GNTI	SAAB 340	2014
G-MAJC	Jetstream 41	2019	G-BVTE	Fokker 70	2047
G-JEAE	Friendship	2111	EI-CJH	Boeing 737	2116
G-BVKD	Boeing 737 500	2144	G-ODDU	Boeing 757	2148
OO-DJS	Avro 146 RJ85	2233	G-ODAD	Airbus 320	2312
16 Monday					
G-BYAN	Boeing 757	0702	EI-FKB	Fokker 50	0842
G-BVKD	Boeing 737 500	0928	G-JEAE	Friendship	0932
G-GNTI	SAAB 340	0934	G-MAJC	Jetstream 41	0939
G-MAJA	Jetstream 41	0943	G-RMCT	Short 360	0949
G-WYPA	Bolkow 105DBS	0951	G-DRJB	Citation I	0957
EI-CJF	Boeing 737	1005	G-UKFR	Fokker 100	1008
PH-SDU	DHC-8	1030	ZE441	Jetstream T.3	1037

G-DJAE Citation I	1048
EC-FJZ Boeing 737 300	1220
G-MAJA Jetstream 41	1357
G-UKFH Fokker 100	1433
G-JEAH Friendship	1501
G-BVKA Boeing 737 500	1526
G-MAJC Jetstream 41	1704
EI-CDF Boeing 737 500	1723
EI-CNY Boeing 737	1737
G-JEAH Friendship	1823
G-OCEA Short 360	1835
G-UKFH Fokker 100	1936
G-RMCT Short 360	2022
G-MAJA Jetstream 41	2029
G-JEAH Friendship	2110
OO-DJZ Avro 146 RJ85	2249

17 Tuesday

G-ODAC Airbus 320	0651
EI-FKA Fokker 50	0855
G-MAJC Jetstream 41	0927
G-GNTI SAAB 340	0933
G-UKFE Fokker 100	1002
EI-CNY Boeing 737	1015
G-MUVG Cessna 421C	1034
G-GNTH SAAB 340 DIV	1042
G-RMCT Short 360 DIV	1133
XZ304 Gazelle AH.1	1222
G-MAJA Jetstream 41	1355
G-JEAH Friendship	1456
G-BVZH Boeing 737 500	1540
VP-CBM Citation II	1659
G-MAJA Jetstream 41	1707
G-GNTI SAAB 340	1725
G-JETA Citation II	1732
G-JEAH Friendship	1818
G-BVZH Boeing 737 500	1835
OO-DJO Avro 146 RJ85	1911
G-MAJC Jetstream 41	2008
G-UKFL Fokker 100	2033
G-BVTE Fokker 70	2043
G-BVZH Boeing 737 500	2138
OO-DJL Avro 146 RJ85	2224

18 Wednesday

EI-FKE Fokker 50	0858
G-MAJC Jetstream 41	0942
G-GNTI SAAB 340	0952
G-RMCT Short 360	1001
G-UKFP Fokker 100	1009
PH-SDU DHC-8	1052
G-BVKD Boeing 737 500	1253
G-UKFL Fokker 100	1418
G-JEAH Friendship	1500
G-MAJC Jetstream 41	1741
G-GNTI SAAB 340	1757
G-JEAH Friendship	1821
G-BVKA Boeing 737 500	1851
OO-DJV Avro 146 RJ85	1907

G-BVTE Fokker 70	1113
G-BVKD Boeing 737 500	1237
G-GNTI SAAB 340	1422
PH-SDP DHC-8	1459
G-OCEA Short 360	1514
VP-CBM Citation II	1555
G-MAJA Jetstream 41	1708
G-GNTI SAAB 340	1728
G-BYAN Boeing 757	1820
G-BVKA Boeing 737 500	1826
OO-DJN Avro 146 RJ85	1919
G-MAJC Jetstream 41	2007
G-GNTI SAAB 340	2024
G-BVTE Fokker 70	2036
G-BVKA Boeing 737 500	2131

EI-FKE Fokker 50	0705
G-BVKA Boeing 737 500	0923
G-JEAH Friendship	0931
G-MAJA Jetstream 41	0939
G-GNTG SAAB 340 DIV	1004
PH-SDM DHC-8	1021
G-GNTF SAAB 340 DIV	1039
G-BVTE Fokker 70	1116
G-FFRI Twin Squirrel	1226
G-OBMJ Boeing 737 300	1330
G-UKFH Fokker 100	1421
PH-SDU DHC-8	1511
VP-CCT King Air C90	1605
G-MAJC Jetstream 41	1704
G-RDWN King Air 200	1711
G-WERY TB-20 Trinidad	1728
EI-FKF Fokker 50	1734
G-RMCT Short 360	1830
G-ODAC Airbus 320	1857
EI-CKS Boeing 737	2005
G-GNTI SAAB 340	2025
G-MAJA Jetstream 41	2036
G-JEAH Friendship	2109
G-BYAN Boeing 757	2157

G-JEAH Friendship	0930
G-BVKD Boeing 737 500	0947
G-MAJA Jetstream 41	0958
EI-CJF Boeing 737	1006
G-BHDP Cessna F182Q	1047
G-BVTE Fokker 70	1102
G-MAJA Jetstream 41	1403
G-OBMD Boeing 737 400	1454
PH-SDM DHC-8	1511
G-BYAN Boeing 757	1754
N331SJ Lear Jet 31	1804
EI-FKA Fokker 50	1844
G-RDWN King Air 200	1854
G-RMCT Short 360	1916

EI-COB	Boeing 737	1957	G-UKFB	Fokker 100	1959
G-BVTE	Fokker 70	2040	G-GNTI	SAAB 340	2049
G-DDAC	Airbus 320	2112	G-MAJC	Jetstream 41	2119
G-JEAH	Friendship	2123	G-BVZF	Boeing 737 500	2145
00-DJT	Avro 146 RJ85	2232			
19 Thursday					
G-MAJF	Jetstream 41	0744	EI-FKF	Fokker 50	0908
G-MAJC	Jetstream 41	0918	G-BVZF	Boeing 737 500	0924
G-JEAH	Friendship	0933	G-GNTI	SAAB 340	0939
G-RMCT	Short 360	1003	EI-COX	Boeing 737	1007
G-UKFA	Fokker 100	1009	PH-SDR	DHC-8	1035
G-MAJF	Jetstream 41	1053	G-BVTE	Fokker 70	1123
G-BWXH	T67M Firefly	1217	G-BVKD	Boeing 737 500	1257
VP-CPR	Cessna 421C	1308	G-BYAN	Boeing 757	1315
G-MAJF	Jetstream 41	1359	G-UKFB	Fokker 100	1422
G-RMCT	Short 360	1436	G-DJTW	Boeing 737 300	1453
G-JEAH	Friendship	1458	PH-SDT	DHC-8	1512
G-JETA	Citation II	1600	G-MAJF	Jetstream 41	1700
G-MAJC	Jetstream 41	1707	G-UNIT	P68 Victor	1714
G-GNTI	SAAB 340	1720	G-BFTC	Turbo Arrow III	1728
EI-FKB	Fokker 50	1737	G-DDAC	Airbus 320	1740
F-GHDC	King Air 200	1747	G-JEAH	Friendship	1810
G-OBMZ	Boeing 737 500	1832	G-RMCT	Short 360	1839
00-DJN	Avro 146 RJ85	1912	G-UKFB	Fokker 100	1942
G-MAJC	Jetstream 41	2009	G-GNTI	SAAB 340	2021
EI-COB	Boeing 737	2031	G-MAJF	Jetstream 41	2036
G-BVTE	Fokker 70	2050	G-JEAH	Friendship	2120
G-OBMZ	Boeing 737 500	2144	00-DJW	Avro 146 RJ85	2234
20 Friday					
G-RVRB	PA-34 Seneca	0558	G-BYAN	Boeing 757	0644
G-HAMA	King Air 200	0807	G-PZAZ	PA-31 Navajo	0849
EI-FKF	Fokker 50	0851	G-MAJF	Jetstream 41	0924
G-JEAH	Friendship	0928	G-OBMZ	Boeing 737 500	0935
G-GNTI	SAAB 340	0939	G-MAJC	Jetstream 41	0942
G-RMCT	Short 360	0946	EI-CKS	Boeing 737	1026
G-UKFH	Fokker 100	1031	PH-GDP	DHC-8	1035
G-PEAK	JetRanger	1210	G-UNIT	P68 Victor	1217
G-BVTE	Fokker 70	1233	G-OBMZ	Boeing 737 500	1259
EC-FKJ	Boeing 737 300	1304	G-GNTI	SAAB 340	1432
G-BYAN	Boeing 757	1440	G-MANB	Bae ATP	1443
G-UKFB	Fokker 100	1451	G-JEAH	Friendship	1505
G-RVRD	PA-23 Aztec	1508	G-OBMM	Boeing 737 400	1515
G-SMJJ	Cessna 414	1518	PH-SDR	DHC-8	1529
G-KEVB	PA-28 Archer III	1534	VP-CMA	King Air 200	1618
G-MUVG	Cessna 421C	1652	G-MAJF	Jetstream 41	1711
G-EMBB	EMB 145	1713	EI-FKE	Fokker 50	1730
G-GNTI	SAAB 340	1734	G-MAJC	Jetstream 41	1814
G-OBMM	Boeing 737 400	1841	G-JEAH	Friendship	1844
G-RMCT	Short 360	1848	00-DJV	Avro 146 RJ85	1913
EI-CJG	Boeing 737	2002	G-UKFB	Fokker 100	2013
G-EMBB	EMB 145	2024	G-GNTI	SAAB 340	2028
G-BVTE	Fokker 70	2056	G-MAJF	Jetstream 41	2115
G-OBMM	Boeing 737 400	2148	G-JEAH	Friendship	2150
00-DJO	Avro 146 RJ85	2231			
21 Saturday					
G-BYAN	Boeing 757	0129	G-DDAC	Airbus 320	0349
EI-FKA	Fokker 50	0837	N5073	CL600 Challenger	0847 0950

G-DBMM	Boeing 737 400	0924	EI-CKP	Boeing 737	1025
PH-SDT	DHC-8	1031	G-UKFB	Fokker 100	1051
G-LTEK	JetRanger	1116	G-BVTE	Fokker 70	1125
G-BBDP	Robin DR400/160	1226	G-BVZI	Boeing 737 500	1242
G-BYAN	Boeing 757	1255	G-ARLK	PA-24 Comanche	1310
G-UKFB	Fokker 100	1420	G-RGJR	Boeing 757	1423
N797HG	PA-46 Malibu	1610	EI-FKE	Fokker 50	1757
G-JEAB	Friendship	1808	G-BVZI	Boeing 737 500	1818
G-UKFB	Fokker 100	2019	G-BYAN	Boeing 757	2101
G-OOAC	Airbus 320	2214			
22 Sunday					
EI-CKS	Boeing 737	0900	G-BVZI	Boeing 737 500	0927
G-UKFB	Fokker 100	0958	EC-GRX	Boeing 737 400	1001
G-BCRL	PA-28 Warrior	1040	N146GA	Cessna 425	1111
G-AVKG	Cessna F172H	1143	G-BVZI	Boeing 737 500	1238
G-COEZ	Airbus 320	1435	G-UKFB	Fokker 100	1454
G-JEAB	Friendship	1502	PH-SDU	DHC-8	1506
G-GNTI	SAAB 340	1650	G-MAJF	Jetstream 41	1709
EI-FKD	Fokker 50	1733	G-JEAB	Friendship	1812
G-OBMZ	Boeing 737 500	1829	OO-DWD	Avro 146 RJ100	1905
G-UKFB	Fokker 100	1954	EI-CJG	Boeing 737	2003
G-GNTI	SAAB 340	2022	G-MAJF	Jetstream 41	2040
G-JEAB	Friendship	2115	G-MAJC	Jetstream 41	2129
G-OBMZ	Boeing 737 500	2158	OO-DJS	Avro 146 RJ85	2221
G-OOAC	Airbus 320	2226	G-BVTE	Fokker 70	2230
23 Monday					
G-BYAP	Boeing 757	0728	HB-IVM	Falcon 2000	0822
DY-CPW	Citation I	0850	EI-FKA	Fokker 50	0853
N66DD	Gulfstream III	0912	G-MAJF	Jetstream 41	0917
G-OBMZ	Boeing 737 500	0933	G-JEAB	Friendship	0940
G-OLLY	PA-31 Navajo	0945	G-MAJC	Jetstream 41	1000
G-RMCT	Short 360	1004	EI-CNW	Boeing 737	1011
G-VVIP	Cessna 421C	1015	PH-SDR	DHC-8	1024
G-BHOR	PA-28 Warrior II	1040	G-UKFB	Fokker 100	1043
G-BVTE	Fokker 70	1111	G-BYAE	Boeing 757	1253
G-OBMZ	Boeing 737 500	1256	G-MAJC	Jetstream 41	1409
G-UKFB	Fokker 100	1427	G-GNTI	SAAB 340	1449
G-JEAB	Friendship	1500	G-BVZE	Boeing 737 500	1513
PH-SDT	DHC-8	1523	G-MAJC	Jetstream 41	1702
G-MAJF	Jetstream 41	1717	EI-FKE	Fokker 50	1724
G-GNTI	SAAB 340	1744	G-BVZE	Boeing 737 500	1813
G-JEAB	Friendship	1817	G-BYAP	Boeing 757	1826
G-RMCT	Short 360	1833	OO-DJL	Avro 146 RJ85	1901
G-UKFB	Fokker 100	1958	G-MAJF	Jetstream 41	2005
EI-CJI	Boeing 737	2012	G-GNTI	SAAB 340	2027
G-MAJC	Jetstream 41	2034	G-JEAB	Friendship	2108
G-BVTE	Fokker 70	2118	G-BVZE	Boeing 737 500	2136
G-DASI	Short 360	2203	OO-DJY	Avro 146 RJ85	2224
24 Tuesday					
G-OOAC	Airbus 320	0633	EI-FKE	Fokker 50	0853
G-BVZE	Boeing 737 500	0921	G-MAJC	Jetstream 41	0925
G-JEAB	Friendship	0930	G-OLLY	PA-31 Navajo	0934
G-GNTI	SAAB 340	0937	G-MAJF	Jetstream 41	0945
G-DASI	Short 360	0955	EI-CNY	Boeing 737	1005
G-UKFJ	Fokker 100	1008	PH-SDM	DHC-8	1040
G-WIZD	PA-34 Seneca	1053	G-BVTE	Fokker 70	1102
G-BVZE	Boeing 737 500	1239	G-MAJF	Jetstream 41	1358

G-UKFB	Fokker 100	1435	G-BOBV	Cessna F150P	1437
G-BPEH	Cessna 150K	1439	PH-GDU	DHC-8	1458
G-BVZI	Boeing 737 500	1500	G-JEAF	Friendship	1502
G-MAJF	Jetstream 41	1655	N2209C	PA-31T Cheeatah	1658 0817(26)
G-MAJC	Jetstream 41	1704	EI-FKB	Fokker 50	1725
G-GNTI	SAAB 340	1729	NB-IVM	Falcon 2000	1812
G-JEAF	Friendship	1819	G-BVZI	Boeing 737 500	1828
G-DASI	Short 360	1833	G-BPPH	King Air 200 30V	1842
G-DDAC	Airbus 320	1900	G-GNTA	SAAB 340 30V	1904
OO-DJT	Avro 146 RJ85	1915	N5073	Challenger 30V	1917
G-UKFB	Fokker 100	1951	G-MAJC	Jetstream 41	2005
G-GNTI	SAAB 340	2024	EI-CJG	Boeing 737	2028
G-MAJF	Jetstream 41	2035	G-BVTE	Fokker 70	2041
G-GNTG	SAAB 340 01V	2108	FF-JHL	BA22700 Merit 01V2111	2142(25)
G-JEAF	Friendship	2114	G-UKFB	Fokker 100 01V	2134
G-BVZI	Boeing 737 500	2137	G-BTNC	Dauphin 2 30V	2141
G-BYAI	Boeing 757	2212	OO-DJX	Avro 146 RJ85	2229
G-BYAP	Boeing 757 01V	2247			
25 Wednesday					
EI-FKD	Fokker 50	0849	G-BPPH	King Air 200 30V	0858
G-BVZI	Boeing 737 500	0914	G-MAJC	Jetstream 41	0928
G-JEAF	Friendship	0931	G-GNTI	SAAB 340	0940
G-DASI	Short 360	0948	G-MAJF	Jetstream 41	0952
G-UKFR	Fokker 100	1002	PH-SDP	DHC-8	1017
G-UKFJ	Fokker 100 01V	1022	G-FLPI	Rockwell 112A	1108
EI-CKR	Boeing 737 01V	1127	G-BVZI	Boeing 737 500	1244
G-BDDU	SF25C 2000 Falke	1345	G-BVTE	Fokker 70	1356
G-MAJF	Jetstream 41	1406	G-UKFB	Fokker 100	1426
G-JEAF	Friendship	1456	PH-OCW	Cessna 441Q 30V	1502 0951(26)
G-BKVT	PA-28 Aztec	1506	PH-SDM	DHC-8	1510
G-BVZH	Boeing 737 500	1550	G-BTNC	Dauphin 2 30V	1602 2114
G-LSFI	AA5A Cheetah 01V	1640	G-MAJF	Jetstream 41	1659
G-MAJC	Jetstream 41	1718	G-GNTI	SAAB 340	1733
EI-FKA	Fokker 50	1730	G-BYAI	Boeing 757	1804
G-JEAF	Friendship	1814	G-DASI	Short 360	1845
G-BVZH	Boeing 737 500	1852	OO-DJX	Avro 146 RJ85	1905
G-UKFB	Fokker 100	1946	EI-CJG	Boeing 737	2013
G-MAJF	Jetstream 41	2031	G-MAJC	Jetstream 41	2038
G-RUNG	SAAB 340	2052	G-DDAC	Airbus 320	2110
G-JEAF	Friendship	2114	G-BVTE	Fokker 70	2154
OO-DJV	Avro 146 RJ85	2237	G-BVZE	Boeing 737 500	2328
26 Thursday					
EI-FKD	Fokker 50	0835	G-BTHV	Bellco 105133-4	0852
G-BVZE	Boeing 737 500	0925	G-MAJC	Jetstream 41	0938
G-MAJF	Jetstream 41	0947	G-DASI	Short 360	1003
G-JEAF	Friendship	1008	EI-CNT	Boeing 737	1011
PH-SDR	DHC-8	1030	G-UKFG	Fokker 100	1032
G-BVTE	Fokker 70	1234	G-BVZE	Boeing 737 500	1252
G-CSNA	Cessna 421C	1342 1808	G-BYAI	Boeing 757	1351
G-BRPL	PA-28 Cherokee	1409	G-MAJF	Jetstream 41	1413
G-JEAF	Friendship	1452	G-GNTI	SAAB 340	1456
G-BVKB	Boeing 737 500	1511	PH-SDP	DHC-8	1532
G-UKFB	Fokker 100	1645	EI-FKD	Fokker 50	1709
G-MAJF	Jetstream 41	1710	G-MAJC	Jetstream 41	1726
G-DDAC	Airbus 320	1802	G-JEAF	Friendship	1811
G-GNTI	SAAB 340	1819	OH-JET	3As 125 7000	1828 1847(28)
G-BVKB	Boeing 737 500	1831	G-DASI	Short 360	1851

00-DJR	Avro 146 RJ85	1919	EI-CKP	Boeing 737	2001
G-MAJC	Jetstream 41	2014	G-UKFB	Fokker 100	2029
G-BVTE	Fokker 70	2039	G-MAJF	Jetstream 41	2042
G-JEAH	Friendship	2115	G-GNTI	SAAB 340	2119
G-BYAI	Boeing 757	2200	G-BVKB	Boeing 737 500	2202
00-DJD	Avro 146 RJ85	2235			
27 Friday					
EI-BXC	Boeing 737 400	0915	G-MAJC	Jetstream 41	0923
G-BVKB	Boeing 737 500	0926	G-JEAH	Friendship	0930
G-GNTI	SAAB 340	0934	G-MAJF	Jetstream 41	0944
G-DASI	Short 360	0947	G-UKFK	Fokker 100	1002
EI-CNY	Boeing 737	1012	PH-SDT	DHC-8	1035
G-BVTE	Fokker 70	1056	EC-GHD	Boeing 737 300	1207
G-BBPX	PA-34 Seneca	1220	G-BVKB	Boeing 737 500	1241
G-BYAI	Boeing 757	1257	VP-CRB	Lear Jet 60	1403 2153
G-MAJF	Jetstream 41	1409	G-BVZH	Boeing 737 500	1421
G-GNTI	SAAB 340	1428	G-UKFB	Fokker 100	1438
G-BVKD	Boeing 737 500	1456	G-JEAH	Friendship	1507
PH-SDT	DHC-8	1523	G-MAJC	Jetstream 41	1708
G-GNTI	SAAB 340	1722	EI-FKB	Fokker 50	1725
G-MAJF	Jetstream 41	1804	G-JEAH	Friendship	1829
G-BVKD	Boeing 737 500	1838	G-DASI	Short 360	1842
00-DJR	Avro 146 RJ85	1935	G-UKFB	Fokker 100	1950
EI-CKS	Boeing 737	2006	G-MAJC	Jetstream 41	2015
G-GNTI	SAAB 340	2019	G-BVTE	Fokker 70	2051
G-MAJF	Jetstream 41	2124	G-JEAH	Friendship	2129
G-BVKD	Boeing 737 500	2140	00-DJP	Avro 146 RJ85	2232
G-BYAI	Boeing 757	2336			
28 Saturday					
G-00AC	Airbus 320	0355	EI-FKB	Fokker 50	0838
G-BVKD	Boeing 737 500	0922	VP-CSC	Citation V	0931
G-UKFB	Fokker 100	0958	PH-SDP	DHC-8	1013
EI-CKQ	Boeing 737	1016	G-BVTE	Fokker 70	1115
G-BYAI	Boeing 757	1244	G-BVKD	Boeing 737 500	1249
G-BOUS	PA-28R Arrow IV	1340	G-UKFB	Fokker 100	1428
G-BTHW	F33C Bonanza	1438	G-SACR	PA-28 Cadet	1520
N3044B	PA-34 Seneca	1547 1627	G-HEMS	Dauphin 2	1634
N4306Z	PA-28 Warrior II	1657 1830	EI-FKD	Fokker 50	1716
XX383	Gazelle AH.1	1757	G-JEAH	Friendship	1806
G-BVKD	Boeing 737 500	1828	G-UKFB	Fokker 100	1938
G-BYAI	Boeing 757	2022			
29 Sunday					
EI-CKS	Boeing 737	0900	G-BVKD	Boeing 737 500	0945
G-UKFB	Fokker 100	0957	G-BNDM	PA-28 Warrior II	1211
G-BBTK	Cessna FRA150L	1214	G-BVKD	Boeing 737 500	1245
G-BCRL	PA-28 Warrior	1252	G-HART	Cessna 152 MOD	1325
G-UKFB	Fokker 100	1427	G-BOUS	PA-28R Arrow IV	1446
G-JEAH	Friendship	1458	PH-SDP	DHC-8	1514
G-BKTY	TB-10 Tobago	1600	G-BKVT	PA-23 Aztec	1603
G-GNTI	SAAB 340	1650	EI-FKF	Fokker 50	1730
G-BLFZ	PA-31 Navajo	1745	G-JEAH	Friendship	1808
G-BVKD	Boeing 737 500	1813	G-MAJC	Jetstream 41	1818
00-DJY	Avro 146 RJ85	1902	G-UKFB	Fokker 100	1953
EI-CNV	Boeing 737	2000	G-GNTI	SAAB 340	2029
G-BVTE	Fokker 70	2053	G-JEAH	Friendship	2119
G-MAJC	Jetstream 41	2123	G-BVKD	Boeing 737 500	2141
00-DJV	Avro 146 RJ85	2234	G-00AC	Airbus 320	2300

30 Monday

G-BYAH Boeing 757	0644	G-MAJA Jetstream 41	0646
EI-FKB Fokker 50	0859	G-DMKD Boeing 737 500	0929
G-GNTI SAAB 340	0941	G-JEAB Friendship	0944
G-DASI Short 360	0947	G-MAJA Jetstream 41	0959
G-UKFL Fokker 100	1005	G-MAJC Jetstream 41	1007
EI-CJI Boeing 737	1011	PH-SDP DHC-8	1043
G-BEHV Cessna F172N	1107	G-BVTE Fokker 70	1119
G-DMKD Boeing 737 500	1250	G-BYAE Boeing 757	1301
G-MAJA Jetstream 41	1352	G-SACR PA-28 Cadet	1405
G-UKFB Fokker 100	1417	G-GNTI SAAB 340	1427
G-JEAB Friendship	1503	PH-SDU DHC-8	1511
G-BVMD Boeing 737 500	1517	G-MAJA Jetstream 41	1711
G-MAJC Jetstream 41	1716	G-GNTI SAAB 340	1719
EI-FKF Fokker 50	1735	G-BLFB PA-31 Navajo	1810
G-BVZI Boeing 737 500	1818	G-80UK PA-34 Seneca	1821
G-BYAH Boeing 757	1836	G-JEAB Friendship	1841
G-DASI Short 360	1843	OO-DJT Avro 146 RJ95	1915
G-UKFB Fokker 100	1937	EI-CNY Boeing 737	2006
G-MAJC Jetstream 41	2019	G-GNTI SAAB 340	2013
G-MAJA Jetstream 41	2023	G-BVTE Fokker 70	2056
G-JEAB Friendship	2129	G-BVZI Boeing 737 500	2129
OO-BJM Avro 146 RJ95	2227		

From & To

01) N797HG/Guernsey;N220SC/Albi: 03) ZG993/East Midlands;VP-CPR/Guernsey:
04) VP-CSC/Jersey & Blackbushe;N160GC/Reykjavik: 05) CS-03/F & T Melsbroek;
N70EW/Luton n/s Luton;N900SJ/Luton n/s Le Bourget;ZG993/Alder Grove;N16NK/Luton
n/s Exeter: 06) LX-GDL/Le Bourget;ZG846/Middle Wallop;EI-WDC/Bristol n/s Bristol
XZ311/Catterick;VP-CPR/Gloucestershire: 07) VP-BSF/Cardiff: 09) OY-BST/Kolding &
Tirstrup: 10) SE-DVZ/Roskilde;YU-HEH/Crosland Moor: 11) ZE440/Culdrose;N12NM/
Gamston;HB-GJA/Geneva;VP-CPR/Bergamo: 16) ZE441/Lyneham: 17) XZ304/Church Fenton
VP-CCT/Guernsey;VP-CBM/Norwich: 18) N331SJ/Prestwick: 19) VP-CPR/Guernsey;
F-GHOC/Le Bourget n/s Le Bourget: 20) VP-CMA/Dundee: 21) N5073/Gander-Cambridge;
N797HG/Luxembourg n/s Luxembourg: 22) N146GA/Edinburgh: 23) HB-IVM/Farnboro;
OY-CPW/Tirstrup;N66DD/Luton: 24) N220SC/Wellesbourn n/s Biggin;HB-IVM/Tel Aviv;
N5073/Stanstead: 25) PH-OCW/Middelburg n/s Middelburg: 26) OH-JET/Helsinki:
27) VP-CRB/Exeter: 28) VP-CSC/Heathrow;N3044B/Fairoaks;N4306Z/F & T Mildenhall;
XX303/Netheravon:

Overshoots

01) G-BNOH; 03) XX496/CWL71;G-HUGG/Neatax 3T: 06) G-BWXA/CFN20: 07) G-BNOH:
11) ZP290/LOP31;G-OOGI/Cabair 16A: 13) G-BGYT/JSK 01T: 16) XX491/CWL68;ZF320/
LOP34: 18) XX497/CWL76;XV219/Ascot 667: 19) XV215/Ascot 671: 20) G-NODE:
23) XX493/CWL78;XX499/CWL72: 26) XX499/CWL72: 27) ZF405/LOP35;G-AZFI:

LBA Movements review, November 1998

Two regulars to start the month on the 1st, PA-46 Malibu N797HG used to visit us from Guernsey every time and today was no different but on the 21st it arrived from Luxembourg and after a night stop it returned there. The other regular was the Cheyenne N220SC which was from Albi on the 1st but from Wellesbourne on the 24th and to Biggin after a night stop, it used the usual callsign "Sark1". On the 3rd Cessna 421C made the first of four visits this month when it was noted inbound from Guernsey, it was from Gloucester (Staverton) on the 6th and then from Bergamo in Italy on the 11th before its last visit from Guernsey on the 19th. On the 4th Stadium City's Citation V VP-CSC came from Jersey as "STC 01" whilst on the 28th it was from Heathrow as "STC 02".

Inbound from Reykjavik on a hospital flight on the 4th was Lear Jet 36 N160GC of Global Air Rescue. Arriving on the 5th for their annual shooting holiday on the North York moors were Falcon 900 N70EW, Falcon 900 N900SJ and Gulfstream 3 N16NK, all were from Luton and night stopped. Citation II LX-GDL of Luxaviation on the 6th was from Le Bourget as "LXA710" and the same day saw Westair's HS 125 EI-WDC night stopping from and to Bristol as "Emerald 025". Making its first visit this year on the 7th was Gulfstream IV VP-BSF of Seaflight Aviation from Cardiff. The Corvette OY-SBT visited twice on the 9th, first from Kolding and then Tirstrup as "Northflying 071". The Citation II SE-DVZ was from Roskilde on the 10th but star of the day was the ex Yugoslav military Gazelle YU-HEH which came from Crosland Moor.

Citation I N12NM called in from its base at Gamston on the 11th, on the 17th two more Cayman Islands registered UK based biz-jets were King Air C90 VP-CCT of the Corgi Toys company and Citation II VP-CBM of Bernard Mathews. Lear Jet 31 N331SJ is based at Glasgow but it arrived from Prestwick on the 18th. The King Air 200 F-GHOC was using the callsign "Darta 4335" on the 19th when it night stopped on a flight from and to Le Bourget. A newcomer to us was the Blackbushe based King Air 200 VP-CMA on the 20th which came from Dundee. Challenger N5073 is shown on the US register as owned by York Aviation GP and this arrived from Gander on the 21st en route to Cambridge, on the 24th it came in again but this time it was on diversion from Humberside. Cessna 425 N146GA came from its base at Edinburgh to visit Multiflight on the 22nd. IBM's Falcon 2000 HB-IVM arrived from Farnboro on the 23rd as "Blue 55", the following day it was back again this time arriving all the way from Tel Aviv's Ben Gurion airport.

Citation I OY-CPW was "Dantrans 5701" on the 23rd when it arrived from Tirstrup and the Gulfstream 3 N66DD was also noted on a flight from Luton. Diverting from Sheffield on the 25th was Cessna 210 PH-OCW whilst on the 27th the Finnish HS125 OH-JET was "Jetflight 126" when it came from Helsinki. A new Lear Jet 60 on the 27th was VP-CRB which came from Exeter. To end the month we had Seneca N3044B from Fairoaks on the 28th joined by the Mildenhall based PA-28 Warrior II N4306Z. Football charters were the Boeing 737's of Air One F-GKTA "ADH 8525" on the 2nd and EI-CPU "ADH 9526" on the 3rd, both from Rome, Fiumicino. Air Holland's Boeing 737 300 PH-OZC was on a charter from Amsterdam as "AHR 837" on the 14th. Sabena used a couple of RJ100's on the schedules this month, OO-DWA was "SAB701" on the 1st and OO-DWE was "SAB701" on the 15th. Also substituting was Aer Lingus with Boeing 737 500's EI-CDA on the 7th and EI-CDF on the 15th both operating on the "Shamrock368" and Boeing, 737 400 EI-BXC doing "Shamrock364" on the 27th.

On the military front we had Islander ZG993 from EMA as "Army452" on the 3rd and again as "Army351" on the 5th. Islander ZG846 came from Belfast as "Army120" on the 6th. Three Gazelles were XZ311 as "Army384" from Catterick on the 6th, XZ304 as "Army392" from Church Fenton on the 17th and XX383 as "Army395" on the 28th. Jetstream XX440 was "Navy750" when it arrived from Culdrose on the 11th but its sister ship XX441 was "Ascot7739" from Lyneham on the 16th. Operating a medical flight from Melsbroek on the 5th was Begian A/F HS 748 CS-03 as "BAF 606". Diverting in from Humberside on the 24th was the Metroliner TF-JML as "FXI755". Bandeirante PH-FVB arrived back from lease to Fairlines on the 3rd and moved in to the Multiflight hangar, by the 17th it was parked outside reregistered G-OEAB. King Air 90 HB-GJA arrived at Multiflight on the 11th, by the 20th it had become N305TT and shortly thereafter it departed to the USA. Two new residents arrived this month, GA-7 Cougar G-REAT on the 4th to live in the YLA hangar and Robinson R-44 G-JPAD with R.S. Wood in Multiflights hangar.

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Leeds/Bradford Airport resident aircraft, December 1999

G-ACGT	Avro 594B Avian IIIA	Yorks Light Acft	R3/CN/171	*
G-ASNU	Cessna 150D	Yorks Light Acft	60347	*
G-AVMD	PA-28 140	Evelyn Air	29-23700	*
G-AMES	Cessna 150H	Yorks Light Acft	68626	*
G-BBJX	Cessna F150L	Yorks Flying Svs	1017	*
G-BCVH	Cessna FRA150L	Yorks Light Acft	0258	*
G-BDFZ	Cessna F150M	A.T.Wright	1184	*
G-BELI	Cessna F150J	Yorks Light Acft	0409%	*
G-SEUX	Cessna F172N	Multiflight Ltd	1596	*
G-BFFC	Cessna F152	Yorks Flying Svs	1451	*
G-BFGL	Cessna FA152	Yorks Flying Svs	0339	*
G-BFTY	Cessna F150M	Yorks Light Acft	1381	*
G-BFXM	AASB Tiger	Campsol Ltd	0940	*
G-BGLG	Cessna 152	A.T.Wright	82092	*
G-BHSA	Cessna 152	R.A.Ashley	83693	*
G-BHSB	Cessna 172N	ABK Avtn Svs	72977	*
G-BHTR	JetRanger	Galinsky Helicopters	9035	*
G-9IFA	Cessna 310R	Booth Plant & Equip.	1606	*
G-8ILR	Cessna 152	A.T.Wright	84822	*
G-8ILS	Cessna 152	A.T.Wright	84857	*
G-8KAZ	Cessna 152	A.T.Wright	82932	*
G-8KCL	PA-30 Twin Comanche	Yorkair Ltd	30-1982	*
G-8MBB	Cessna F150L	A.H.Glick	1136	*
G-8MSU	Cessna 152	S.Waite	79421	*
G-8MVJ	Cessna 172N	Green Avtn Ass.	72222	*
G-8OIV	Cessna 172N	ABK Avtn Svs	67738	*
G-8OUE	Cessna 172N	Aviation Access Ltd	73235	*
G-8PVJ	Cessna 152	Multiflight Ltd	82596	*
G-8RXZ	Robinson R-22B	Helicentre Ltd	1244	*
G-8SER	PA-38 160 Cherokee B	Yorkair Ltd.	28-790	*
G-8XDT	Robin HR200/120B	Multiflight Ltd	315	*
G-8XGH	Robin HR200/120B	Multiflight Ltd	317	*
G-8XOR	Robin HR200/120B	Multiflight Ltd	321	*
G-8XVK	Robin HR200/120B	Multiflight Ltd	326	*
G-8XXV	Eurocopter EC 135 T1	Multiflight Ltd	0049	*
G-9HIS	Robinson R-22B	Multiflight Ltd	1740	*
G-9HGS	Robinson R-22B	Driver Hire Group	2592	*
G-9RAR	Hughes 369E	Readmans Ltd	0486E	*
G-9DOS	AS355 Twin Squirrel	Multiflight Ltd	5300	*
G-ELLI	JetRanger	Multiflight Ltd	4231	*
G-9ITZ	Cessna 335	White Knuckle Avn	0044	*
G-9YBU	Gardan 6Y-90 Horizon	M.J.Strother	228	*
G-JACK	Cessna 421C	J.C.Tordoff	1411	*
G-JPAD	Robinson R-44	S.S.Wood	0052	*
G-LICK	Cessna 172N	A.H.Glick	70631	*
G-MLTI	Falcon 200B	Multiflight Ltd	164	*
G-OADY	Beech 75 Duchess	Multiflight Ltd	ME-56	*
G-OVMH	Cessna F150H	Yorks Light Acft	0356	*
G-ORAL	Cessna 421C	H.D.Thorpe	0219	*
G-REAF	GA-7 Cougar	T.Dansen	0033	*
G-RSWO	Cessna 172R	Sve-T Aviation Ltd.	17280206	*
G-TAMI	PA-23 Aztec 250	SWL Leasing	27-7305085	*
N76TH	Silorsky S-76A	Turbine Helicopters	760363	*
N356EL	Aerospaciale AS365N-2	Multiflight Ltd	6431	*
N1565B	Beechjet 400	A.Ogden & Sons	RJ-65	*
N6834L	Cessna T310R	J.Lannon	2137	*
N83196	PA-28R 201 Arrow III	P.Lane	28R-8119045	*
VP-CBE	Cessna 550 Citation II	Elliot Aviation Ltd.	0108	*
VP-DCV	Cessna 560 Citation V	B.Rubery	0320	*
VP-CMO	Cessna 500 Citation	Tunstall Group	070	*

The Cessna 150's of A.T.Wright are nominally based here although in practice all operate from where the current work is. Similarly Steve Waite bases the aircraft registered to him and his associated companies, SWL Leasing and Yorkair Ltd, here at the LBA although they tend to be out at various other locations most of their lives. The two Cessna 172's G-8MVJ and G-8OUE operate with the Yorkshire Acroplane Club along with the Cessna 150's of YLA/Yorkshire Flying Services, the four Robin's are operated by the Multiflight Flying School along with Duchess G-OADY, Cessna 152 G-BPVJ and Cessna F172N G-BEUX. A "*" alongside the aircraft denotes that it is based in the YLA hangar, others are based in and around the Multiflight hangar. YLA operate a Robinson R-22 on lease from Blackpool on their helicopter training, currently it is G-BRXZ.

Military News

Eric Martin



'MERLIN' SERVES IN THE RAF AGAIN

The name "Merlin" returns to RAF service again. This time, it is not an engine, but a helicopter which bears the historic name. The first production Westland EH-101 Merlin helicopter was handed over to the RAF at Westland's Yeovil factory in November. It is the first of a batch of 22 which will be operated by the newly re-formed 28 Squadron, which will be based at RAF Benson. 28 Squadron was disbanded as recently as June 1997, at the time of our withdrawal from Hong Kong, where it operated Wessex helicopters. The Merlin, a joint venture between Westland and Augusta of Italy, will be operated by the RAF in support and utility roles. In the support role, it fills the gap between the Puma and Chinook fleets, with engines which are uprated from the Royal Navy version. In the troop-carrying utility role, the Merlin can carry 24 fully-equipped soldiers or a fully-loaded long wheelbase Land Rover.

Credits: RAF News
Aircraft Illustrated

BAe AND SAAB COMBINE IN DEAL

British Aerospace and Saab are to combine in a deal worth more than £35 billion to supply aircraft to South Africa. The contract will supply 24 BAe Hawks and 28 Saab Gripens. In effect, BAe is a 'double-winner', as it has a 35 per cent stake in Saab, so it will gain from the Gripen sales too!

Credit: The Times



BAe Hawk 200



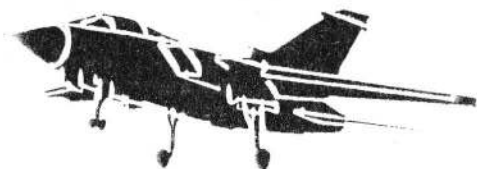
Saab JAS 39 Gripen

US AIR FORCE REGROUPS

The 'STOP-GO' situations in Bosnia and the Gulf have led to a number of US Air Force aircraft being scattered around Europe and the Middle East and they are now being slowly returned to their home bases. RAF Fairford housed six B-52s for a spell (did you get them, Harry?), deployed from their base in Barksdale, Louisiana; Barksdale also deployed seven B-52s to Diego Garcia in the Indian Ocean. Yet another six B-52s from Barksdale were recalled whilst en-route over the Atlantic, to launch a cruise missile attack (shades of "Dr Strangelove") against Iraq. Barksdale is the home of 2nd Bombardment Wing, which comprises sixty B-52s, so they wouldn't miss the odd nineteen for a while!

Credits: Aircraft Illustrated
United States Air Force & Navy
'98 (Mach III)

Please send any information for inclusion on this page to:
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Military Matters

Eric Martin



MILITARY AVIATION MUSEUMS BRAVO III AMERICAN AIR MUSEUM, DUXFORD

The American Air Museum was opened to the public on 1 August 1997 and has attracted a large number of additional visitors to the Duxford site. At that time, the Curator commented "in sheer numbers of aircraft, the new display puts Duxford way ahead of its rivals, the RAF Museum at Hendon, the Aerospace Museum at Cosford in the Midlands and the Fleet Air Arm at Yeovilton". I will not comment on his claim, but the addition of the American Air Museum puts Duxford among the five 'musts' for visits for anyone who purports to have an interest in military aviation. I would add the Museum of Army Flying at Middle Wallop to my list of 'musts' and I will be reporting on Middle Wallop in next month's issue.

Apart from the aircraft, the prize-winning American Air Museum building is spectacular. Built into the landscape, it has the appearance of a hangar and is said to be "toroid in shape, like a slice off the outside of a doughnut". Walk in and I defy you not to have an intake of breath; there are seven aircraft suspended from the ceiling and the ground floor is covered in aircraft. The overall setting is reminiscent of the National Air and Space Museum in Washington (name-dropping again). A comment by an air correspondent on the opening, describes the atmosphere in more appropriate words than I can muster: "Overhead, First World War biplanes circle, an F100 plunges in an attack dive, a U2 spyplane soars on a high-altitude mission and a Grumman torpedo-bomber descends with flaps open to land". The suspended aircraft can be viewed from a circular gallery and the visitor can wander around the aircraft displayed on the floor. Don't let another Summer pass without a visit!

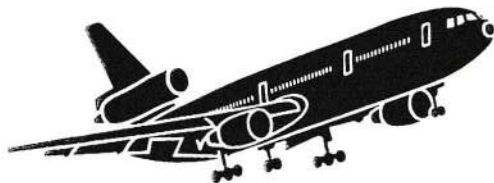
A select list of the aircraft is appended, albeit not a complete listing:

Republic P-47D Thunderbolt	-
Boeing Stearman PT 17	751728/CF-EQS
Boeing B-17G Flying Fortress	44-B3735
Grumman TBM3 Avenger	CF-KCG
North American B-25J Mitchell	44-31171/N7614C
Douglas C-47A (DC-3)	43-15509
Schweizer TG3A Glider	-
Boeing B-52D Stratofortress	56-0689
Fairchild Republic A-10 Thunderbolt	77259
McDonnell Douglas Phantom F-4J	155529/ZE359
North American F-100D Super Sabre	54-2165
Lockheed U-2	-

Most of the aircraft are from the Imperial War Museum collection, many of them were previously at Duxford in the 'general' displays. It is likely that additional (or different) aircraft will be displayed from time to time. The Museum has been well-supported by Americans as a memorial to the US Army Eighth and Ninth Air Forces which were based in the UK. A book records the names of 60,000 American donors, many of them airmen who served here during World War II. A spectacular transparent panel commemorates the men and aircraft based here.

Credits: Ted Bates
IWM Guide-book
The Times
RAF News

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

The CAA stats, kindly provided by Marcus Mitchell, normally show the domestic passenger number as a single figure. The CAA are slow getting the breakdown of the domestic figures onto their WEB site, however it is now possible to compare the months from January to July 1997 and 1998.

Airport	Pax. Carried Jan-July 1998	Pax. Carried Jan-July 1997	Difference %
Heathrow	110,714	110,381	+0.3%
Gatwick	10,932	26,905	-59.4%
Aberdeen	13,248	11,258	+17.7%
Belfast City	46,133	49,045	-1.8%
Edinburgh	10,578	11,789	-10.3%
Glasgow	18,557	17,517	+6.0%
Guernsey	2,212	1,896	+16.7%
Isle of Man	6,680	8,747	-23.6%
Jersey	12,763	14,613	-12.7%
Southampton	11,132	7,224	+54.1%
Others	11,709	9,461	+23.8%
Total	256,708	268,833	-4.5%

Certainly a mixed bag of results. Firstly of course the Gatwick service terminated at the end of March 1998. If you were to remove or allow for this in the totals, LBA would actually show an increase of about 1.5% for the 1998 period. Heathrow has remained steady, despite BMA starting up at Manchester with a Heathrow service, and also increased competition for connecting passengers from KLMuk and Sabena.

Edinburgh figures are down, However Gill did reduce their number of flights to twice daily between the two reporting periods. Jersey figures are influenced by an extra City Flyer service which operated in the Summer of 1997. The Isle of Man and Southampton services are best looked at together. This is because in late 1997, British Regional changed the flying pattern of the Jetstream 41's, offering an extra Southampton at the expense of an Isle of Man rotation. With strong growth on this and the Aberdeen sectors it would be nice to see an EM-145 allocated to these services.

Britannia/Thompson are already wielding the axe on next summers programme, cancelling the Monday tea-time Heraklion (Crete) and Thursday evening Alicante. This may not be the end, as they use "The recession" as the excuse. It is strange how Airtours don't appear to be suffering from the same economic downturn.

British Midland has stated that the new Embraer EMB-145's will initially be used on services from East Midlands with services from Leeds and Birmingham currently operated by prop-jet aircraft to follow.

KLM UK have reverted back to normal callsigns instead of those awful alpha numeric callsigns they commenced with during the Spring of 1998.

Those of you who monitor the UHF frequency may have noticed quite a lot of convoys proceeding to the fire training area. The reason for this is the construction of a new fire training rig which all airports will need to build in order to comply with the latest CAA regulations.

AIRPORT NEWS

The purchase of **Brinningley** has been completed to Peel Holdings plc, who, as previously reported, wish to develop the former RAF base as a commercial airport.

AIRLINE NEWS

Britannia are due to receive two new Boeing 757-200's this year. G-BYAX will be delivered in February and G-BYAY in April. The two aircraft will replace G-BYAM and G-BXOL which are non-standard aircraft as far as the Britannia fleet is concerned.

Britannia have also stated that several of the five new Boeing 737-800's will be U.K. based. The aircraft are due to enter service before the summer season of 2000 and seem ideal to replace the dreaded Transaer A.320 at Leeds/Bradford.

British Airways said farewell to its oldest Boeing 747 on the 5th November. The aircraft, G-AWNA, was the 23rd "Jumbo" built, and the oldest '747 in the world still operated by its original buyer. The aircraft has flown over 51 million miles, made over 21,000 landings and flown more than 102,000 hours.

Danish Air Transport, who are regular visitors to LBA have purchased a refurbished Brasilia and a Beech 1900D. The two aircraft will supplement the airlines existing fleet of two King Air 90's, one King Air 100 and a Super King Air.

Ryanair have announced it will commence services from Birmingham to continental destinations when it receives its Boeing 737-800's. The airline has however declared it may move to East Midlands or Coventry if Birmingham airport puts up its landing fees when Duty Free is abolished on flights within the European Union. A negotiation tactic they seem to be threatening all airports with !! (see last months AYCAN).

The airline plans to add several new Germany routes to its network in 1999.

Virgin Express Irish subsidiaries first route will be Shannon to Stansted.

AIRLINER NEWS

The FAA has issued an Air Directive to inspect and possibly replace two dimmer switches in the cockpits of the 174 MD-11's operating worldwide. The one time inspection requires identification of the part numbers on two cockpit-lighting dimmer switches which could overheat and cause smoke. There is no evidence to indicate these switches are related to the Swissair crash.

OTHER NEWS

European Airlines are taking a tougher stance on so called "Air Rage" attacks, following an incident on an Air Tours stewardess by a passenger wielding a vodka bottle on a charter flight from Spain. The attendant needed 15 stitches in her arm.

B.A. said it has 262 disruptive passenger incidents in 1997, but the CAA's figures for all U.K. registered scheduled and charter carriers came to just 108.

CREDITS Aircraft Illustrated, ATW, Mach 3 E-mail site, LBA E-mail site, (and all their contributors), Telegraph & Argus, Phil Linley, Marcus Mitchell, Harry Morrow, Pete Smith

further AFIELD | o b a l TOPICS

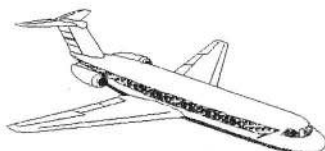
BEFORE the turn of the year a couple of new Spanish airlines were about to arrive on the 'stage' but with little known yet about either. ARCADIA should by now be plying their trade with two ex- VIASA DC-10-30s from their base in Madrid. Whilst BDE is a new cargo operator utilising 3 DHC-4A Caribou's which are all ex-Spanish Air Force machines. Staying in the much loved country for many holidaymakers;- IBERIA have broken the hearts of the 727 lovers with the withdrawal from service of -CBM/DDV and DDX. The question is will the Castle of Vieja, the aqueduct at Segovia and the Monastery of Poblet ever be the same?.

AUSTRIA has come out top of the list in an independent report which looked into the best spot for a new air traffic control centre for the area in the middle of Europe. The countries covered will be Austria, Croatia, Czech Republic, Hungary, Italy, Slovakia and Slovenia who will all pay charges to Eurocontrol, the selected operator. Although there appears to be less than 100% backing for the location, 'rubber stamping was expected at a meeting of the relevant 'top brass' in Paris before Christmas.

A WING AND A PRAYER... and little else could be the staggering future if the Centurion project is anything to go by. What a sight this wing makes - and a wing is about all it is - at 206 feet long, with power coming from 14 electric solar powered propellers. Test have been completed up to an altitude of 400 feet at NASA's Dryden Flight Research Center, Edwards Air Force Base California and the kit is now back with its developers Aero Vironment across the State in Simi Valley. Here it will be prepared for test flights at an altitude of up to 100,000ft with a range exceeding 30,000m.

AIRLINER COUNTS are always fascinating for finding out just what is still in the air - apart from our relatively modern visitors to the LBA. I was somewhat pleasantly surprised to note that there are still 120 Boeing 707's 'kicking about', the largest home now being Africa with 53, Europe hosting only 9 of them. When it comes to the DC8 we had at the last count only 7 remaining in Europe, two each with AER TURAS, CARGO LION and IBERIA, plus one with MK FLUGFELAG. Back in its homeland the 'States has a surprising 235 in total. Staying with the same the same manufacturer, the plucky little DC9 series 10 has 94 examples still mostly airworthy, but only the two

belonging with AIR ONE can be found on this side of the 'pond'. Lockheed Electra's fare pretty well with 7 in Africa, 19 in Europe and 30 in America. Aficionados of the Convair will most likely have to travel to see their chosen aircraft as although there are 10 of the total of eighty five- '580 models in Europe, the 21 examples still earning their keep in the 600/640 series are all in the USA- ten of them with KITTY HAWK AIR CARGO at Dallas Fort Worth , where you will also find 24- Boeing 727's, 8- Lockheed 1011 freighters and 19- DC8's. What about the 'sheds' someone said?, those quirky little twin tailed 330's we loved or hated. Well it may be surprising but although we have 9 in Europe, 23 are still going strong in America.



THE ATLANTA based EXPRESS AIRLINES who are wholly owned by the USA giant NORTHWEST AIRLINES are looking to replace their fleet of 3 dozen SAAB 340's and 10 -J31's. The other 'big boys' over there have already put pen to paper with UNITED, DELTA and US AIRWAYS opting for Bombardier CRJ's, whilst the feeders divisions of CONTINENTAL and AMERICAN have gone for almost 220 machines of the ERJ-135/145 Brazilian manufacturer Embraer. St. Paul based NORTHWEST are wanting around 50 new aircraft and will decide between the Canadian CRJ200 and the two Embraer models.

HUNTING CARGO AIRLINES slipped quietly away last year and now seem to be known as AIR CONTRACTORS who lease A300 freighters and are based in Ireland. (a November addition to the fleet was EI-EAC.) A significant stake in this company was taken in 1998 by Johannesburg, South Africa based airline - SAFAIR. This airline was once the largest single operator of Lockheed 1-100 and later they established a Boeing 727- freighter conversion facility. The B727 and MD80 fleet of SAFAIR in its own country are operated by COMAIR and SUN AIR. The plot thickens however with the news that in January the South African cargo/leasing outfit which is a wholly owned subsidiary of a shipping and travel company called Safren, will be purchased by Imperial Holdings who are a Jo'Burg transport and Automotive company who have experience in aircraft leasing finance and corporate aviation.

*further afield by alan sedgwick with
thanks to :- flight international,
l. coldbeck, d. tennant, t.t.g. +winged words.*

LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 1998

INBOUND DIVERSIONS

01	BAL532B	TFS	MME	G-BYAN	B757	LPA	BY232A/02
17	BMA304G	DUB	EMA	G-GNTG	SF34	BFS	BMA9001
17	BMA226	ABZ	EMA	G-GNTF	SF34	EDI	BMA9002
17	BMA272	BFS	EMA	G-GNTH	SF34	GLA	BMA9003
24	BMA208	AMS	EMA	G-GNTA	SF34	EMA	BMA9003
24	BMA308G	DUB	EMA	G-GNTG	SF34	EMA	BMA9001/25
24	FXI755	ABZ	HUY	<u>TF-JML</u>	SW3	HUY	FXI755
24	UKA2109	AMS	HUY	G-UKFE	FK10	STN	UKA753/25
24	BAL324B	ALC	MAN	G-BYAP	B757	MAN	BAL992F/25
25	UKA2103	AMS	HUY	G-UKFJ	FK10	AMS	UKA2106
25	RYR602	DUB	MME	EI-CKR	B737	DUB	RYR603

REGULAR FLIGHTS

AEA226	TFS	06/Opr	MAN	13/EC-FKI	20/EC-FKJ	27/EC-GHD	
AEA259	LPA	02/EC-GVO		09/EC-GVI	16/EC-FJZ	23/G-BYAE	30/G-BYAE
AIH351	AGP	01/G-YJBM		08/G-TMDP	15/G-COEZ	22/G-COEZ	
AIH387	ALC	07/G-JALC		14/G-JALC	21/G-RJGR		
AMM848	ACE	05/G-OOAD		12/G-OOAD	19/G-OOAC	26/G-OOAC	
AMM900	TFS	03/G-OOAD		10/G-OOAD	17/G-OOAC	24/G-OOAC	
AMM902	FUE	04/G-OOAD		11/G-OOOD	18/G-OOAC	25/G-OOAC	
AMM904	TFS	06/G-OOAD		13/G-OOAD	20/G-OOAC	27/G-OOAC	
AMM908	ALC	07/G-OOAD		14/G-OOAD	21/G-OOAC	28/G-OOAC	
AMM912	AGP	01/G-OOAD		08/G-OOAD	15/G-OOAD	22/G-OOAC	29/G-OOAC
BAL022A	PMI	07/G-BYAN		14/G-BYAN	21/G-BYAN	28/G-BYAI	
BAL045A	ACE	04/G-BYAN		11/G-BYAN	18/G-BYAN	25/G-BYAI	
BAL068A	PMI	06/G-BYAN		13/G-BYAN	20/G-BYAN	27/G-BYAI	
BAL232A	LPA	02/G-BYAN		09/G-BYAN	16/G-BYAD	23/G-BYAP	30/G-BYAH
BAL346A	ALC	07/G-BYAN		14/G-BYAK	21/G-BYAN	28/G-BYAI	
BAL411A	TFS	06/G-BYAN		13/G-BYAN	20/G-BYAN	27/G-BYAI	
BAL431A	AGP	05/G-BYAN		12/G-BYAN	19/G-BYAN	26/G-BYAI	
BAL443A	ALC	03/G-BYAN		10/G-BYAN	17/G-BYAN	24/G-BYAP	
BAL466A	ALC	05/G-BYAN		12/G-BYAN	19/G-BYAN	26/G-BYAI	
FUA175	AGP	01/EC-GUG		08/EC-GRX	15/EC-GVB	22/EC-GRX	

OTHER FLIGHTS

01	<u>OO-DWA</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
02	<u>F-GKTA</u>	B733	ADH8525/9525	f/t Rome Fiumicino	Football Charter
02	G-CLAS	SH36	GIL628P/628E	Norwich - Edinburgh	Lieu GIL SH36
02	G-CLAS	SH36	GIL629E/629P	Edinburgh - Norwich	Lieu GIL SH36
03	<u>EI-COH</u>	B734	ADH8529/8530	f/t Rome Fiumicino n/s	Football Charter
03	<u>EI-CPU</u>	B734	ADH9526/8526	f/t Rome Fiumicino n/s	Football Charter
05	CS03	HS74	BAF606	f/t Brussels	Medivac
07	G-SUEE	EA32	AEA225/VIV098P	Tenerife - Glasgow	Lieu AEA B733
07	EI-CDA	B735	EIN364/365	f/t Dublin	Lieu FK50
08	G-BUKA	SW3	AAG183/184	f/t Luton	Passenger Charter
11	<u>G-UKFP</u>	FK10	UKA2117/2114	f/t Amsterdam	

13	G-OOOU	B757	AMM89T/9596	Gatwick -n/s- Rome Ciampino	Passenger Charter
14	<u>PH-OZC</u>	B733	AHR837/838	f/t Amsterdam	Passenger Charter
14	G-OOOU	B757	AMM9597/9532	Rome Ciampino -n/s- Keflavik	Passenger Charter
15	<u>OO-DWE</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
15	G-OOOU	B757	AMM9533//913P	Keflavik - Gatwick	Passenger Charter
16	EI-CDF	B735	EIN368/369	f/t Dublin	Lieu FK50
20	G-MANB	BATP	MX411/NB	f/t Isle of Man	Lieu BA41
20	G-EMBB	E145	BRT114/106	f/t Southampton	Lieu BA41
20	G-EMBB	E145	BRT119/BB	Southampton - Manchester	Lieu BA41
22	OO-DWD	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
27	<u>EI-BXC</u>	B734	EIN364/365	f/t Dublin	Lieu FK50

Aircraft making first visits are underlined.



**GILL AIRWAYS SHORT 360 G-KBAC
L.B.A. 18.08.98**

1998 AN AIRCRAFT SPOTTERS YEAR

My interest in aviation stems from the days when as a youngster I used to live a few miles from Manchester Airport right under the flightpath of runway 24. School holidays would be spent in the back garden, with a number of friends armed with a V.H.F. radio, a pair of binoculars and the latest copy of Civil Aircraft Markings or catching the earliest bus we could to spend the day at the airport.

In those days Manchester Airport consisted of the then brand new terminal (now terminal one) with its then unique twin piers. For a small fee (or if you were thin and could climb through the turnstile bars - free) you could gain access fully to these for superb photos and views. Our favourite spot was always to gather at the end of the international pier. Then Manchester Airport handled not many more passengers than L.B.A. does today, but with most aircraft being smaller than today and almost no night flights, it seemed much busier.

The a days spotting included such sights as B.E.A. Viscounts and Vanguards, a B.O.A.C. Boeing 707 and VC-10, Dan-Air Ambassadors, Britannia and Monarch Britannias, K.L.M., Cambrian and Aer Lingus Viscounts, S.A.S., Swissair, and Air France Caravelles and on some evenings an Iberia Constellation. Holiday charters were also operated by many airlines which have long since disappeared such as Autair, Laker, British Eagle, Lloyd International, Donaldson and Traffield Aviation. The highlight of a summer day would be the visit of an American Charter from airlines such as Capitol, Trans International, Saturn or even an airline long since forgotten American Flyers. Freighters also played a part. Who remembers Transportflug with their DC-4s or Aer Lingus Carvairs.

At the age of 14 I moved to Knaresborough and as LBA was a much quieter airport and I discovered other things in life existed I spent less and less time at airports. On leaving school I got a job in a travel agency and instead of collecting numbers embarked on seeing how many aircraft and airlines I could fly on.

Now 26 years later I am still in the travel agency business and in that time have travelled to most corners of the world. I have also started spotting again. I now combine my spotting with trips to exotic destinations and in the last four or five years I have visited Hawaii 4 times, with a stop at either Los Angeles or San Fransisco on the way, the Cayman Islands and the Bahamas, Mauritius, Singapor, Kuala Lumpar and Australia. Nowadays my copy of Airlines '98 contains some pretty exotic registrations and I have some very interesting photos.

I don't spend hour after hour at LBA these days, just paying the odd visit to see particular aircraft or spending a couple of hours there when I have the time. I do however visit other airfields and airports whenever I can.

This year I have made a number of overseas visits and also visited a number of airfields and airports in this country. In January I combined my love of skiing with a flight aboard G-OBMF of British Midland from Newcastle to Turin. Also amongst the regulars at MCL was G-CHCA a super Puma of Brintel Helicopters and G-BPDA of Reed Aviation. Believe it or not the only aircraft at Turin yielded 3 Alitalia MD-80's, I-DANH,U & I-DAVP, SE-DIZ of SAS, Meridiana I-SMEJ, Azurri Bae 146 EI-CDQ, Augsburg Dash 8 D-BIER and various British Aircraft of Monarch, Airtours and Britannia plus SE-KZEa Fokker 50 leased to an Italian Airline Eureka, again I returned on G-OBMF.

February 25th saw me flying out for another ski-ing holiday, this time to France. I flew from Manchester to Chambéry aboard Aer Lingus Bae 146 EI-CLG. Noted at Manchester were regulars of America A/LA N368AA, Delta N767DA & N769DL, Air Canada C-FUCL and Emirates A6-EKE. Chambéry is a delightful airport, nestled between the mountains, much smaller than LBA handling mainly domestic travel except for a weekend influx of ski flights. Star attraction amongst the French light aircraft was LX-SKS a banderante of Skyservice, Luxembourg.

The return journey one week later was much more interesting. On arrival at Chambéry we learned that the firemen at Dublin Airport were on strike and our 146 was stuck on the tarmac as it was operating a Dublin-Chambéry-Manchester flight pattern and as the strike was unlikely to end soon a long wait was in prospect. Most annoyingly an Aer Lingus 146 was on the tarmac in front of us but this had arrived from Manchester and was due to fly to Dublin. Of course most passengers asked "why can't this aircraft just take us back to Manchester?" but no it eventually took off for Dublin knowing the airport was shut and it would have to divert to Shannon. I took the opportunity of the delay to have a look around the airfield and noted a Gulfstream 3 N272JS, Falcon F-GERO, DC-3 F-GIDK of Dakota Air Legend, F-GUPE Beech 1900 of Hexair, and a very familiar King Air G-ROWN and Air Toulouse Boeing 737 F-GXHL amongst the French private aircraft.

Of course strike don't end at 8.00 pm on a Saturday night and after a wait and a meal of steak and chips we were taken to the nearby Spa town of Aix les Bains for a night in an excellent 3 star hotel and a few needed beers on the town. Next morning after breakfast we were advised Dublin Airport was still shut (poor people flying out to start their holiday) but it was hoped to find a duplicate aircraft for us so we were to board a coach for a 2 hour journey to Lyon airport. More drama was to follow, shortly after

arrival at Lyon it was announced that the aircraft coming out to pick us up had developed a fault whilst taxiing out of Stansted and we would have to wait for another aircraft. So again I took the opportunity of a look around. Lyon is a much larger airport, similar in size to Manchester, but it is very quiet at weekends, highlights were 7T-VEH of Air Algeria, 4 737's of Aeropostal F-GICX, F-GIXP, F-GFUE & F-GHXX, Air Afrique A-300 TU-TAS, Proteus D0-328, F-GNPA, Tunis Air TS-IOD and more regular Air France F-GJVZ, Sabena OO-MJE, KLM PH-KZE, Lufthansa D-ACLP & Jersey European G-JEAP. Eventually out of the evening gloom came British World 1-11 G-OBWD, and what a delight to fly in this grand old aircraft, it was 11 years since I'd been on one. The interior had recently been totally renewed and looked very nice and new. I guess nobody aboard would have any idea the aircraft was over 25 years old. Eventually we landed back at Manchester nearly 27 hours late, but who was complaining, not me, and all credit to Crystal Holidays for their excellent hospitality during the wait.

Nearer home I then visited Brighton near Selby on 29th March for one of their popular fly-ins. It is always a delight to visit this airfield and well worth the £2.00 admission fee. It is so nice, as a spotter to be welcomed and be able to wander freely amongst the many beautiful and interesting aircraft to be found here and then visit the charming club house for a cup of tea and bacon sandwich.

The story of this summer has been the poor weather and I remember on a particular cold day, on Easter Sunday, I braved the intermittent snow showers and visited, for the first time, the Yorkshire Air Museum at Elvington. I must admit I was totally surprised. I never realised the place was so big or so interesting. I had a thoroughly interesting day and cannot recommend the place enough for a day out - congratulations to all involved for all the hard work that has taken place here. It really is worth a visit if you have never been.

The following day - Easter Monday I made my first full day visit of the year to Manchester and their aviation viewing park. I like to set off early then I can get there in good time to see the morning long haul jets leave so I was there by around 0915 hours. I managed 36 new registrations during the day, the highlight being Air Belgium 737 OO-ILJ, Air India A310 VT-EQS and Egyptair A321 SU-GBU. Three weeks later on 23 May I made another visit. As the new Summer schedules had commenced for both scheduled and charter traffic there was a number of interesting

new aircraft to be seen. First of the day was EZ-AO12 a Boeing 757 of Turkmenistan A/La followed by TC-GTB A.300 of G.T.I., Air Holland 757 PH-AHK was operating for Britannia, whereas Air New Zealand Boeing 747 ZK-NZZ and Premier DC-10 OY-CNO were operating for Airtours. Monarch had World Aways MD-11 N273WA and Airworld had a A.320's N714AW & N716AW. Cathay Pacific A.340 B-HXA was a first for me and in all I made 41 new registrations. The following day a trip to the fly-in at Sherburn proved disappointing, the breezy overcast conditions keeping many visitors away.

In early June I had the opportunity to visit South Africa on holiday. The British Airways 747 was scheduled to depart Heathrow in the evening but I caught the first train I could to London in order that I could spend the whole day at the airport. With the continuous building work at Heathrow the spectator terraces have diminished over the years but the views are still quite good and of course the variety and quality of aircraft superb. Iran Air 747 EP-IAH, Eva MD-11F B-16107, Air China 747 B-2467 being the best of the 60 new registrations I made in the day.

To be continued next month.

From the Newspaper "Cruzeiro do Sul", Brazil

Fog in Sao Paulo earlier in the year caused aircraft to divert from the city airport of Congonhas to a minor one at the city of Sorocaba, about 100km away. Sorocaba was chosen because of its excellent runway.

When the apron was full with four F27 & some executive jets, the control tower at Congonhas ordered still more diversions until, finally, 14 aircraft were crowded onto the apron & maintenance areas.

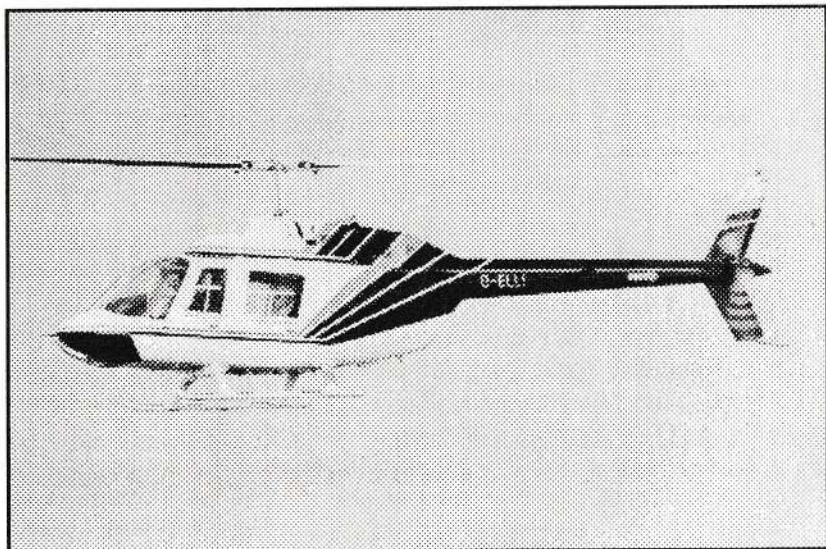
But the passengers had to pay a price, as the "facilities" were not geared for such an influx.

About 100 passengers had to walk to the terminal, as there were no airport buses and had to queue for two toilets (one male and one female). There was also frantic use of the few available phones as most passengers were company executives and wanted to let their firms know of the situation.

(LBA isn't so bad after all)



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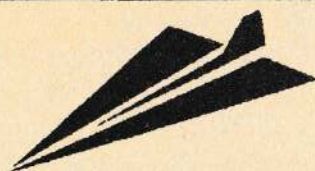
**ANOTHER INCREASE IN PASSENGER FIGURES FROM
LEEDS BRADFORD INTERNATIONAL AIRPORT**

The first month of the winter season yet again saw an increase over the previous year. Passenger figures for the month of November 1998 totalled 103931 (18% increase over November 1997) bringing the total for the first eleven months of 1998 to 1,313671 passengers, an increase of 13% over the same period last year.

Scheduled Services saw a growth of 12% in November 1998, a total of 72134 passengers for the month. The most growth was seen on the British Midland Leeds Bradford to Paris route which served 4137 passengers in November 1998, an increase of 99% over November 1997. The other international scheduled services also enjoyed growth for the month; Sabena had an increase of 52% on their Brussels route, Dublin saw an increase of 20% (24% Ryanair and 11% Aer Lingus) and there was a 13% increase in the number of passengers travelling with KLM uk to Amsterdam. Significant increases were seen on domestic routes of Southampton, operated by British Regional Airline (up 30%), Heathrow (up 17%) and Glasgow (up 16%) both operated by British Midland.

Inclusive Tours enjoyed a massive 36% increase in November 1998 over the same month last year. At 31,797 passengers, this is the highest number of charter passengers Leeds Bradford has seen in any one month in the Winter season. The most popular holiday destination from Leeds Bradford proved to be Alicante with 7494 passengers travelling there in November 1998 (compared with 4606 in November 1997).

PRESS RELEASE



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