

**CORSAIR 747-SP F-GTOM at LBA
15th June 1996**

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CHAIRMAN'S CHAT

Following last month's request for photographs, member Steven Lord was first off the mark with some shots of Ryan Air aircraft, some of which are included in this month's magazine. The second batch to arrive comprised of over thirty photographs taken by Harry Morrow of aircraft visiting the L.B.A. on 15th June, 1996 (it doesn't seem a year ago !) These pictures include all the "heavies and biz-jets and we hope to publish as many as we can over the following few months.

Many of these photographs are "action shots" and it would be of interest to many members to know some of the detail that goes into making a good photograph e.g. location, camera type, type of film, filters, shutter speed and "F" number. Any useful hints about photographic locations at other airports such as Manchester, Heathrow, Gatwick would be helpful to our members who possess cameras.

The majority of our members are air-band listeners and a few years back we had a regular contributor who did air-band radio tests for us. In the intervening period the number and types of radios available has dramatically increased. So again, if any member would like to send in a brief "non-technical" report on their own air-band e.g. airwave range, battery life expectancy, type of aerial, best for car use, portable or base use , we will be pleased to hear from you. Finally, just a reminder there is no August meeting and all magazines will be posted. So have a good holiday and keep the articles and photos coming in to see us through the winter months.

MEETINGS. (starting at 14.30)

6th July.	Captain Richard Tonni of British Midland (please note change of speaker)
August	No meeting
7th September	"They're Back !!!" - it's the U.F.O.'s again !! -a return of last year's popular topic.
5th October	(provisional) Mike Powell from the Rossendale Aviation Society
2nd November	A.G.M and video
7th December	Christmas Party

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Roger Fozzard.

Leeds/Bradford Movements

May 1997

01 Thursday

EC-FFN Boeing 737 300	0750	PH-DMD Fokker 50	0822
G-BUEB ATR-42	0834	G-RMCT Short 360	0913
G-MAJB Jetstream 41	0924	G-BVJB Fokker 100	0933
G-GNTJ SAAB 340	0934	G-MAJE Jetstream 41	0937
G-JEAI Friendship	0943	EI-CJG Boeing 737	0957
OO-DTF Brasilia	1057	G-UKTB Fokker 50	1102
G-GNTI SAAB 340	1126	G-MAJE Jetstream 41	1151
G-RMCT Short 360	1158	G-BVJB Fokker 100	1230
G-CRPH Airbus 320	1312	G-GNTJ SAAB 340	1405
G-OOAA Airbus 320	1443	PH-SDM DHC-8	1449
G-JEAI Friendship	1458	G-UKTB Fokker 50	1504
G-BVJB Fokker 100	1519	G-KNAP Warrior II	1536
G-GNTJ SAAB 340	1724	G-MAJE Jetstream 41	1735
G-BXEH ATR-42	1738	G-RMCT Short 360	1742
G-JEAI Friendship	1809	G-BVJB Fokker 100	1827
PH-DMD Fokker 50	1913	G-CRPH Airbus 320	1924
PH-SDT DHC-8	1950	G-UKTB Fokker 50	1956
EI-CJH Boeing 737	1959	G-MAJB Jetstream 41	2005
G-GNTJ SAAB 340	2028	G-BFTC Turbo Arrow III	2032
G-MAJE Jetstream 41	2035	G-RMCT Short 360	2036
G-GNTI SAAB 340	2044	G-BYAF Boeing 757	2048
G-BXEG ATR-42	2053	G-JEAI Friendship	2113
G-ZAPJ ATR-42	2121	G-BVJB Fokker 100	2125
G-BNDH Warrior II	2206	G-OBIG Twin Squirrel	2310

02 Friday

G-YJRM Airbus 320	0306	G-BYAF Boeing 757	0400
G-WIZZ JetRanger	0734	EI-FKC Fokker 50	0813
G-BVED ATR-42	0834	G-MAJB Jetstream 41	0913
G-BVJB Fokker 100	0933	PH-ATM King Air 200	0937
G-JEAI Friendship	0938	G-GNTI SAAB 340	0941
G-MAJE Jetstream 41	0942	G-RMCT Short 360	0956
G-RODD Cessna 310R	1001	EI-CKQ Boeing 737	1014
G-UKTB Fokker 50	1042	PH-SDR DHC-8	1047
G-GNTJ SAAB 340	1105	G-MAJE Jetstream 41	1139
G-BBPX Seneca	1141	G-BPBD Turbo Arrow IV	1142
SE-IVD Seneca	1144	G-BVJB Fokker 100	1236
G-BASL Cherokee 140F	1409	G-GNTI SAAB 340	1419
PH-SDP DHC-8	1440	G-JEAI Friendship	1449
G-WIZZ JetRanger	1506	G-BVJB Fokker 100	1525
G-UKTH Fokker 50	1528	G-JEAI Friendship	1623
N388CA Rockwell 114B	1629	G-MAJE Jetstream 41	1706
G-MAJB Jetstream 41	1721	G-BXEH ATR-42	1723
G-GNTI SAAB 340	1727	G-JEAI Friendship	1817
G-BVJD Fokker 100	1824	G-BUDC T61F Venture	1901
G-RMCT Short 360	1909	EI-FKC Fokker 50	1925
G-UKTH Fokker 50	1949	PH-SDP DHC-8	1953
EI-CJD Boeing 737	1957	G-MAJB Jetstream 41	2019

G-GNTI SAAB 340	2021	G-MAJE Jetstream 41	2027
G-YJBM Airbus 320	2037	G-BVTF Fokker 70	2040
G-GNTJ SAAB 340	2057	G-ZAPJ ATR-42	2115
G-JEAI Friendship	2119	G-BVJD Fokker 100	2134
G-BUEB ATR-42	2139	G-BYAF Boeing 757	2142
G-BNOE Warrior II	2225		
03 Saturday			
G-BYAG Boeing 757	0527	G-YJBM Airbus 320	0534
EI-FKD Fokker 50	0816	G-BVJB Fokker 100	0926
EI-CJG Boeing 737	1006	G-SHIV GA7 Cougar	1015
G-UKTH Fokker 50	1018	G-BVOB Friendship	1025
G-BLWD Seneca	1032	G-BUEB ATR-42	1042
DD-DTF Brasilia	1050	N83196 Turbo Arrow IV	1113
G-UKTH Fokker 50	1120	LN-TFJ Cessna T210N	1136
G-ASNW Cessna F172E	1150	G-GNTI SAAB 340	1211
G-BVJB Fokker 100	1225	G-BYAG Boeing 757	1244
G-DDIG JetRanger	1250	G-JEAF Friendship	1302
G-YJBM Airbus 320	1321	G-BSVB Archer II	1340
G-BUEB ATR-42	1446	G-UKTH Fokker 50	1536
G-BVJB Fokker 100	1617	G-BMNL Arrow II	1625
EC-FKJ Boeing 737 300	1733	EC-GHE DC9 83	1745
G-BVJB Fokker 100	1915	G-JEAF Friendship	1926
EI-FKC Fokker 50	1928	G-UKTH Fokker 50	1951
G-YJBM Airbus 320	2115		
04 Sunday			
G-BYAG Boeing 757	0252	G-TMDP Airbus 320	0752
EI-FKD Fokker 50	0820	EI-CKP Boeing 737	0838
EC-FUT Boeing 737 300	0841	G-BVTF Fokker 70	0927
G-DJTW Boeing 737 500	1015	G-UKTH Fokker 50	1033
G-BNEN Seneca	1247	G-BVTF Fokker 70	1250
G-MAJE Jetstream 41	1252	G-BYAG Boeing 757	1328
G-BXEG ATR-42	1334	C-GTDC Airbus 320	1340
PH-SDT DHC-8	1444	G-JEAF Friendship	1447
G-BPRL Twin Squirrel	1451	G-UKTH Fokker 50	1534
G-GNTJ SAAB 340	1546	G-MAJE Jetstream 41	1706
G-GNTI SAAB 340	1708	G-JEAI Friendship	1806
F-GJGN Mooney M20J	1812	G-BVJD Fokker 100	1825
EI-FKD Fokker 50	1907	PH-SDM DHC-8	1955
EI-CJH Boeing 737	1956	G-UKTH Fokker 50	2029
G-GNTI SAAB 340	2052	G-BVJD Fokker 100	2115
G-GNTJ SAAB 340	2138	G-BXEH ATR-42	2158
EC-ELY Boeing 737 300	2222	G-TMDP Airbus 320	2335
05 Monday			
G-BYAG Boeing 757	0418	EI-FKD Fokker 50	0813
G-BVEC ATR-42	0817	G-BVJD Fokker 100	0922
EI-CJF Boeing 737	1007	G-UKTH Fokker 50	1021
PH-SDR DHC-8	1041	G-GNTJ SAAB 340	1108
F-GSAB Falcon 900	1145	G-MAJE Jetstream 41	1155
F-GHOC King Air 200 DIV	1216	G-BVJD Fokker 100	1226
G-GNTI SAAB 340	1417	G-JEAF Friendship	1449
PH-SDT DHC-8	1454	G-UKTH Fokker 50	1532
G-BYAG Boeing 757	1636	G-MAJE Jetstream 41	1718
VR-CCT King Air C90	1725	G-MAND BAe ATP	1735
G-BVMA King Air 200	1816	G-JEAF Friendship	1819
G-BVJD Fokker 100	1823	EI-FKD Fokker 50	1920
G-UKTH Fokker 50	1957	PH-SDT DHC-8	2000
G-MAJE Jetstream 41	2004	EI-CKS Boeing 737	2005
G-GNTI SAAB 340	2035	G-BVEC ATR-42	2104

G-JEAH Friendship	2117	G-GNTJ SAAB 340	2129
G-BVJD Fokker 100	2130		
06 Tuesday			
G-BVMX Short 360	0047	G-BYAG Boeing 757	0346
EI-FKF Fokker 50	0821	G-BUEA ATR-42	0838
G-BVJD Fokker 100	0923	G-GNTI SAAB 340	0931
G-MAJE Jetstream 41	0939	G-JEAF Friendship	0940
G-BVMX Short 360	0946	C-GTSP Boeing 757	1006
EI-CJI Boeing 737	1008	PH-SDT DHC-8	1106
G-UKTH Fokker 50	1109	G-GNTJ SAAB 340	1129
G-MANA BAe ATP	1155	G-BBMJ Aztec	1202
N560WE Citation V	1211	G-LIDE Navajo	1214
G-BVJD Fokker 100	1225	G-BUEB ATR-42	1246
G-JEKP JetRanger	1414	G-JEAF Friendship	1441
G-AVIB Cessna F150G	1504	PH-SDU DHC-8	1511
G-UKTH Fokker 50	1515	G-BVJD Fokker 100	1517
G-DFLG TB-10 Tobago	1525	G-LEGS Short 360	1535
F-GSAB Falcon 900	1618	G-OOAC Airbus 320	1627
G-MAJE Jetstream 41	1711	G-GNTI SAAB 340	1727
G-BUEA ATR-42	1735	G-LEGS Short 360	1756
G-JEAH Friendship	1815	G-BVJD Fokker 100	1815
C-GTDC Airbus 320	1820	G-BVMX Short 360	1908
G-UKTH Fokker 50	2006	EI-CKP Boeing 737	2008
G-MAJE Jetstream 41	2011	PH-SDU DHC-8	2016
G-GNTI SAAB 340	2020	EI-CLI BAe 146	2044
G-GNTJ SAAB 340	2057	G-BUEA ATR-42	2100
G-JEAH Friendship	2111	G-BYAG Boeing 757	2117
G-ZAPG Short 360	2123	G-BVJD Fokker 100	2125
07 Wednesday			
EI-FKE Fokker 50	0821	G-CYLS Cessna T303	0823
G-BYAG Boeing 757	0831	G-BWTM ATR-72	0839
G-MAJE Jetstream 41	0918	G-BVJB Fokker 100	0920
G-JEAH Friendship	0941	G-GNTJ SAAB 340	0944
G-BVMX Short 360	1001	G-UKTH Fokker 50	1010
EI-CJI Boeing 737	1015	G-NODY AA5B Tiger	1026
VR-CCT King Air C90	1048	PH-SDM DHC-8	1053
G-GNTI SAAB 340	1126	G-KNAP Warrior II	1130
G-BWXX T67M Firefly	1133	G-BTXD Twin Comanche	1152
G-BVJB Fokker 100	1225	G-BXEH ATR-42	1239
G-HMES Warrior II	1337	G-GNTI SAAB 340	1351
G-GNTJ SAAB 340	1414	G-JEAH Friendship	1436
PH-SDP DHC-8	1446	G-DASI Short 360	1451
G-BVJB Fokker 100	1516	G-UKTH Fokker 50	1520
G-BYAG Boeing 757	1557	G-CYLS Cessna T303	1608
C-GTDC Airbus 320	1657	G-MAJE Jetstream 41	1718
G-GNTJ SAAB 340	1720	G-BXEG ATR-42	1732
G-BVMX Short 360	1736	G-JEAI Friendship	1811
G-BVMA King Air 200	1815	G-BVJB Fokker 100	1825
EI-FKD Fokker 50	1914	G-DASI Short 360	1921
N502GV Gulfstream V	1938	PH-SDP DHC-8	1949
G-UKTH Fokker 50	2001	EI-CJD Boeing 737	2009
G-MAJE Jetstream 41	2014	G-GNTJ SAAB 340	2027
G-BUEB ATR-42	2102	G-BVMX Short 360	2107
G-GNTI SAAB 340	2108	G-BVJB Fokker 100	2123
G-ZAPJ ATR-42	2126	G-JEAI Friendship	2128
08 Thursday			
G-BYAG Boeing 757	0232	G-OJEM HS 748	0618
G-BXEG ATR-42	0815	EI-FKA Fokker 50	0820

G-MAJE Jetstream 41	0914	G-BVJB Fokker 100	0922
G-GNTI SAAB 340	0929	G-JEAI Friendship	0941
G-BVMX Short 360	0948	G-OJEM HS 748	1001
EI-CKR Boeing 737	1009	G-UKTH Fokker 50	1019
PH-SDU DHC-8	1116	G-GNTJ SAAB 340	1122
G-BBGB Aztec	1143	G-OJEM HS 748	1211
G-BXEH ATR-42	1235	G-BVJB Fokker 100	1238
G-YJBM Airbus 320	1331	G-JEAI Friendship	1441
G-ODAC Airbus 320	1451	PH-SDR DHC-8	1454
G-BVJB Fokker 100	1525	G-UKTH Fokker 50	1530
G-BKMX Short 360	1605	G-BWYJ JetRanger	1700
G-MAJF Jetstream 41	1716	G-BVEC ATR-42	1732
G-GNTI SAAB 340	1733	G-JEAI Friendship	1808
G-BKMX Short 360	1818	G-BVJB Fokker 100	1829
G-BVMX Short 360	1905	EI-FKF Fokker 50	1921
G-YJBM Airbus 320	1929	PH-SDR DHC-8	1944
EI-CJF Boeing 737	1953	G-MAJF Jetstream 41	2007
G-GNTI SAAB 340	2019	G-BYAG Boeing 757	2037
G-GNTJ SAAB 340	2057	G-BUEB ATR-42	2104
G-JEAI Friendship	2114	G-BVJB Fokker 100	2118
G-ZAPJ ATR-42	2151		
09 Friday			
G-DASI Short 360	0221	G-YJBM Airbus 320	0318
G-BYAG Boeing 757	0424	G-BUKA Metroliner	0554
G-OMGD BAe 125 700B	0735	EI-FKF Fokker 50	0813
G-BXEH ATR-42	0835	G-MAJF Jetstream 41	0911
G-BVJB Fokker 100	0924	G-BUKA Metroliner	0932
G-GNTI SAAB 340	0937	G-JEAI Friendship	0940
G-DASI Short 360	0952	G-UKTH Fokker 50	1006
EI-CJH Boeing 737	1012	G-WBPR BAe 125 800B	1028
PH-SDP DHC-8	1046	G-SHIV GA7 Cougar	1052
G-GNTJ SAAB 340	1116	G-BUKA Metroliner	1141
G-BVJB Fokker 100	1229	G-BVED ATR-42	1233
G-BWXI T67M Firefly	1239	G-BWYJ JetRanger	1338
G-BBTK Cessna FRA150L	1340	G-GNTI SAAB 340	1414
G-BIOR MS880B Rallye	1423	G-GNTJ SAAB 340	1440
G-JEAG Friendship	1445	PH-SDT DHC-8	1453
G-BVMX Short 360	1457	G-BVJB Fokker 100	1517
G-UKTH Fokker 50	1521	G-JEAI Friendship	1603
VR-CPR Cessna 421C	1706	G-MAJF Jetstream 41	1717
G-GNTI SAAB 340	1724	G-BVMX Short 360	1729
G-BXEG ATR-42	1733	G-JEAG Friendship	1810
G-BWYJ JetRanger	1817	G-BVJB Fokker 100	1838
G-DASI Short 360	1911	PH-SDT DHC-8	1938
G-UKTH Fokker 50	1950	EI-CJF Boeing 737	2004
G-MAJF Jetstream 41	2006	G-GNTI SAAB 340	2016
G-BVTG Fokker 70	2037	G-YJBM Airbus 320	2040
G-BVMX Short 360	2045	G-GNTJ SAAB 340	2050
G-JEAG Friendship	2114	G-ZAPJ ATR-42	2128
G-BVJB Fokker 100	2129	G-BUEB ATR-42	2134
EI-FKF Fokker 50	2144	G-BYAG Boeing 757	2206
10 Saturday			
G-YJBM Airbus 320	0350	G-BYAG Boeing 757	0539
EI-FKF Fokker 50	0813	PH-CFF Fokker 100	0945
G-BVZE Boeing 737 500	0948	G-UKTH Fokker 50	0958
EI-CJI Boeing 737	1025	G-BVRN Friendship	1045
PH-SDR DHC-8	1049	G-BXEG ATR-42	1105
G-GNTI SAAB 340	1149	G-SHIV GA7 Cougar	1216

G-BVTG Fokker 70	1225	G-BYAG Boeing 757	1312
G-YJBM Airbus 320	1319	G-JEAG Friendship	1434
G-UKTH Fokker 50	1506	G-BVTG Fokker 70	1607
EC-FZC DC9 83	1728	EC-GAZ Boeing 737 400	1812
PH-DMD Fokker 50	1931	G-BVTG Fokker 70	1936
G-JEAG Friendship	1939	G-UKTH Fokker 50	2009
G-YJBM Airbus 320	2105		
11 Sunday			
G-BYAG Boeing 757	0253	G-YJBM Airbus 320	0753
EI-FKA Fokker 50	0819	EC-FJZ Boeing 737 300	0826
G-BGZW Tomahawk	0834	G-BVTG Fokker 70	0930
G-WERY TB-20 Trinidad	1006	PH-CFF Fokker 100	1011
G-UKTH Fokker 50	1014	EI-CKQ Boeing 737	1019
G-BVTG Fokker 70	1244	G-BYAG Boeing 757	1317
G-BUEA ATR-42	1359	G-MAJB Jetstream 41	1416
C-GTDC Airbus 320	1430	PH-SDU DHC-8	1435
G-JEAG Friendship	1440	G-UKTH Fokker 50	1537
G-GNTI SAAB 340	1603	G-MAJB Jetstream 41	1705
G-GNTJ SAAB 340	1711	G-BJAJ AASB Tiger	1738
OY-SVW Jetstream 41	1802	G-JEAG Friendship	1812
G-BVJB Fokker 100	1824	G-BSCE Robinson R22B	1836
EI-FKA Fokker 50	1913	PH-SDU DHC-8	1945
G-UKTH Fokker 50	2004	G-BNGR Tomahawk	2004
G-MAJB Jetstream 41	2015	G-GNTJ SAAB 340	2047
EI-CKR Boeing 737	2051	G-GNTI SAAB 340	2110
G-JEAG Friendship	2115	G-BVJB Fokker 100	2129
G-BXEG ATR-42	2204	G-YJBM Airbus 320	2330
12 Monday			
G-BYAG Boeing 757	0416	G-OLAH Short 360	0622
G-BBGB Aztec	0624	G-OACG Seneca	0739
G-BVED ATR-42	0815	EI-FKC Fokker 50	0821
G-MAJB Jetstream 41	0916	G-BVJB Fokker 100	0932
G-GNTI SAAB 340	0940	G-JEAG Friendship	0942
G-BVMX Short 360	0951	G-OLAH Short 360	1011
G-UKTH Fokker 50	1014	EI-CJE Boeing 737	1018
PH-SDT DHC-8	1043	G-GNTJ SAAB 340	1110
G-BBGB Aztec	1214	G-GFRY LongRanger	1230
G-BVJB Fokker 100	1301	G-OLAH Short 360	1311
G-BVEF ATR-42	1323	G-GFRY LongRanger	1337
G-GNTI SAAB 340	1415	G-JEAG Friendship	1445
PH-SDR DHC-8	1505	G-UKTH Fokker 50	1540
G-BVJB Fokker 100	1544	G-OJEM HS 748	1645
G-BYAG Boeing 757	1648	G-MAJB Jetstream 41	1717
G-GNTI SAAB 340	1726	G-BVED ATR-42	1741
G-BHSA Cessna 152	1742 N/Res	G-JEAG Friendship	1824
G-BVJB Fokker 100	1905	EI-FKC Fokker 50	1910
PH-SDR DHC-8	1956	G-UKTH Fokker 50	1959
G-MAJB Jetstream 41	2003	EI-CJD Boeing 737	2024
G-GNTI SAAB 340	2029	G-OJEM HS 748	2042
G-GNTJ SAAB 340	2050	G-ZAPJ ATR-42	2115
G-JEAG Friendship	2129	G-BUEB ATR-42	2145
G-BVJA Fokker 100	2207		
13 Tuesday			
G-BYAG Boeing 757	0204	G-BVMX Short 360	0634
EI-FKA Fokker 50	0818	G-BXEH ATR-42	0830
G-OLAH Short 360	0911	G-MAJB Jetstream 41	0924
G-BVJB Fokker 100	0928	C-GTSJ Boeing 757	0931
G-JEAG Friendship	0948	G-GNTI SAAB 340	0952

G-BVMX Short 360	1004	G-UKTH Fokker 50	1008
EI-CJC Boeing 737	1010	G-ODIL JetRanger	1027
PH-SDU DHC-8	1051	G-GNTJ SAAB 340	1121
G-DLAH Short 360	1207	G-MAJF Jetstream 41	1221
G-BVMX Short 360	1223	XW913 Gazelle AH.1	1225
G-BVJB Fokker 100	1230	G-BVEC ATR-42	1238
G-BBTK Cessna FRA150L	1314	G-GNTJ SAAB 340	1416
G-DOAC Airbus 320	1422	N6OCT Challenger	1436
PH-SDP DHC-8	1448	G-JEAF Friendship	1450
G-BWLS Katana	1456	G-BVJB Fokker 100	1525
G-UKTH Fokker 50	1528	G-PEKT TB-20 Trinidad	1542
G-GNTI SAAB 340	1721	G-MAJB Jetstream 41	1724
G-BXEH ATR-42	1731	VR-CPR Cessna 421C	1740
C-GTDC Airbus 320	1817	G-DBMR Boeing 737 500	1820
G-SANB King Air E90	1823	G-JEAF Friendship	1826
G-CITY Navajo	1849	G-BUKA Metroliner	1854
EI-FKA Fokker 50	1915	PH-SDP DHC-8	1959
G-MAJB Jetstream 41	2001	G-UKTH Fokker 50	2004
EI-CKR Boeing 737	2007	G-GNTI SAAB 340	2023
G-BVMX Short 360	2026	G-GNTJ SAAB 340	2105
G-BXEH ATR-42	2112	G-ZAPJ ATR-42	2115
G-JEAF Friendship	2117	G-BYAG Boeing 757	2123
G-BVKD Boeing 737 500	2133	G-BUKA Metroliner	2158
14 Wednesday			
G-BYAG Boeing 757	0602	PH-DMD Fokker 50	0818
G-BVEF ATR-42	0859	G-BVMX Short 360	0912
G-MAJB Jetstream 41	0916	G-BVJC Fokker 100	0928
G-GNTI SAAB 340	0933	G-MAJF Jetstream 41	0937
G-JEAF Friendship	0939	G-UKTH Fokker 50	1001
EI-CKR Boeing 737	1003	G-SHIV GA7 Cougar	1110
PH-SDM DHC-8	1111	G-GNTJ SAAB 340	1116
G-BRDO Cessna 177B	1118	N388CA Rockwell 114B	1120
G-BNRX Seneca	1128	G-BTFP Tomahawk	1133
G-MAJF Jetstream 41	1140	G-BVMX Short 360	1200
G-BUEA ATR-42	1245	G-BVJC Fokker 100	1249
G-AYMO Aztec	1332	G-GNTI SAAB 340	1426
G-JEAF Friendship	1442	PH-SDR DHC-8	1449
G-UKTC Fokker 50	1504	G-KNAP Warrior II	1512
G-BVJC Fokker 100	1528	G-BYAG Boeing 757	1546
C-GTDC Airbus 320	1642	XZ643 Lynx AH.1	1647
N560WE Citation V	1650	G-MAJF Jetstream 41	1714
G-GNTJ SAAB 340	1722	G-MAJC Jetstream 41	1725
G-BVEC ATR-42	1731	G-BVMX Short 360	1751
G-BWWV JetRanger	1809	G-JEAF Friendship	1816
G-BVJC Fokker 100	1828	EI-FKD Fokker 50	1921
XZ335 Gazelle AH.1	1929	G-WERY TB-20 Trinidad	1949
G-SACD Cessna F172H	1956	PH-SDR DHC-8	1958
G-UKTC Fokker 50	2004	G-MAJC Jetstream 41	2011
G-MAJF Jetstream 41	2017	EI-CJH Boeing 737	2021
G-BVMX Short 360	2024	G-BVEC ATR-42	2118
G-GNTI SAAB 340	2121	G-JEAF Friendship	2123
G-ZAPJ ATR-42	2126	G-BVJC Fokker 100	2127
G-GNTJ SAAB 340	2138		
15 Thursday			
G-BYAG Boeing 757	0406	EI-FKE Fokker 50	0818
G-BUEA ATR-42	0825	G-BVMX Short 360	0914
G-MAJC Jetstream 41	0918	G-BVJC Fokker 100	0921
G-MAJF Jetstream 41	0936	G-GNTJ SAAB 340	0942

G-JEAH Friendship	0944	EI-CKP Boeing 737	0959
G-LFSI Cherokee 140C	1007	G-UKTH Fokker 50	1020
G-JLRW Duchess	1035	PH-GDP DHC-8	1039
G-GNTI SAAB 340	1119	G-MAJF Jetstream 41	1144
EI-WDC HS 125 3B	1159	G-BVMX Short 360	1202
G-BGWN Tomahawk	1209	G-BVJC Fokker 100	1226
G-BUEB ATR-42	1243	G-STAT Cessna U206F	1331
G-TMDP Airbus 320	1351	EI-BCKV Cessna FRA150L	1423
G-JEAH Friendship	1441	G-DDAC Airbus 320	1450
G-UKTH Fokker 50	1522	G-BVJC Fokker 100	1538
G-WIRE Twin Squirrel	1640	G-MAJF Jetstream 41	1709
G-MAJC Jetstream 41	1721	G-BWCG Dornier 28D-2	1725
G-GNTJ SAAB 340	1730	G-BVMX Short 360	1747
G-BUEA ATR-42	1757	G-JEAF Friendship	1822
G-BVJC Fokker 100	1842	EI-FKE Fokker 50	1916
PH-SDP DHC-8	1949	G-UKTH Fokker 50	1957
G-MAJC Jetstream 41	2000	EI-CJI Boeing 737	2018
G-GNTJ SAAB 340	2021	G-MAJF Jetstream 41	2023
G-BVMX Short 360	2029	G-TMDP Airbus 320	2039
G-GNTI SAAB 340	2051	G-ZAPJ ATR-42	2117
G-JEAF Friendship	2128	G-BUEA ATR-42	2142
G-BVJC Fokker 100	2151	G-BYAG Boeing 757	2201
16 Friday			
G-TMDP Airbus 320	0401	G-BYAG Boeing 757	0501
EI-FKC Fokker 50	0830	N560WE Citation V	0840
G-BUEB ATR-42	0843	G-MAJC Jetstream 41	0916
G-BVJC Fokker 100	0924	G-LOFT Citation I	0934
G-JEAF Friendship	0937	G-GNTJ SAAB 340	0941
G-MAJF Jetstream 41	0944	G-BVMX Short 360	0951
G-UKTH Fokker 50	1007	EI-CJE Boeing 737	1010
G-BWMD Enstrom 480	1013	G-LIZZ Aztec	1022
PH-SDR DHC-8	1049	G-GNTI SAAB 340	1112
G-MAJF Jetstream 41	1148	G-WIRE Twin Squirrel	1220
G-BVJC Fokker 100	1227	G-BXEG ATR-42	1233
G-CITY Navajo	1312	G-GNTJ SAAB 340	1414
G-JEAG Friendship	1443	PH-SDU DHC-8	1453
G-BVJC Fokker 100	1528	G-UKTH Fokker 50	1531
G-JEAE Friendship	1607	G-MAJC Jetstream 41	1724
G-MAJF Jetstream 41	1726	G-BVEC ATR-42	1733
G-GNTJ SAAB 340	1734	G-JEAH Friendship	1825
G-BVJC Fokker 100	1836	XZ337 Gazelle AH.1	1855
G-BVMX Short 360	1916	EI-FKC Fokker 50	1923
PH-SDR DHC-8	1944	EI-CKP Boeing 737	1956
G-BYAG Boeing 757	2209	G-TMDP Airbus 320	2304
17 Saturday			
G-BYAG Boeing 757	0609	EI-FKA Fokker 50	0832
PH-CFF Fokker 100	0942	N709EL Beechjet 400	0953
EI-CKS Boeing 737	1040	PH-SDT DHC-8	1051
G-UKTC Fokker 50	1142	G-BVTG Fokker 70	1247
PH-AHI Boeing 757	1252	G-OBWA BAC 1-11	1255
G-BVOB Friendship	1300	G-BUEA ATR-42	1304
G-BYAG Boeing 757	1308	G-JEAG Friendship	1315
G-GNTI SAAB 340	1433	G-GNTH SAAB 340	1535
G-UKTC Fokker 50	1543	G-JEAH Friendship	1629
G-GJET Lear Jet 35A	1632	G-BVTG Fokker 70	1634
EC-FHA Boeing 767	1729	EC-FXD Boeing 737 400	1803
G-BXEG ATR-42	1805	G-TMDP Airbus 320	1830
EI-FKF Fokker 50	1923	G-BVTG Fokker 70	2021

18 Sunday

G-BYAG Boeing 757 0251
 HB-CCH Cessna P210N 1232
 G-BYAG Boeing 757 1328
 G-MAJD Jetstream 41 1417
 G-JEAF Friendship 1458
 G-GNTH SAAB 340 1603
 G-MAJD Jetstream 41 1705
 G-MAJG Jetstream 41 1801
 C-GTDC Airbus 320 1839
 G-BVJA Fokker 100 1845
 PH-SDR DHC-8 1956
 EI-CJI Boeing 737 2004
 G-GNTI SAAB 340 2102
 G-JEAF Friendship 2140
 EI-CJE Boeing 737 2203
 G-BYAG Boeing 757 2249

G-OBMZ Boeing 737 500 1136
 G-BVTG Fokker 70 1242
 PH-DMC Fokker 50 1332
 PH-SDR DHC-8 1440
 N709EL Beechjet 400 1548
 G-UKTC Fokker 50 1606
 G-GNTI SAAB 340 1717
 G-JEAG Friendship 1836
 G-JEAF Friendship 1843
 EI-FKC Fokker 50 1915
 G-UKTC Fokker 50 1959
 G-MAJD Jetstream 41 2025
 G-BVJA Fokker 100 2116
 G-BVEC ATR-42 2152
 G-GNTJ SAAB 340 2220

19 Monday

G-BYAD Boeing 757 0746
 LX-GDL Citation II 0837
 G-MAJD Jetstream 41 0929
 G-BVJA Fokker 100 0937
 G-JEAF Friendship 0946
 G-BVMX Short 360 1002
 EI-CJC Boeing 737 1018
 G-VVIP Cessna 421C 1106
 G-BVJA Fokker 100 1235
 G-GNTJ SAAB 340 1430
 G-MAJG Jetstream 41 1506
 G-UKTB Fokker 50 1514
 G-MAJD Jetstream 41 1712
 G-BXEH ATR-42 1743
 G-JEAG Friendship 1817
 G-BVMX Short 360 1901
 G-UKTB Fokker 50 1945
 G-MAJD Jetstream 41 2004
 G-GNTI SAAB 340 2035
 G-ZAPJ ATR-42 2122
 G-GNTJ SAAB 340 2130

EI-FKA Fokker 50 0822
 PH-DMC Fokker 50 0914
 F-GJLF Mooney M20M 0935
 G-MAJG Jetstream 41 0944
 G-GNTJ SAAB 340 0953
 G-UKTB Fokker 50 1012
 PH-SDU DHC-8 1050
 G-GNTI SAAB 340 1109
 EI-CRI King Air 350 1411
 PH-SDT DHC-8 1439
 G-JEAF Friendship 1511
 G-OBMZ Boeing 737 500 1543
 G-MAJG Jetstream 41 1732
 G-GNTI SAAB 340 1746
 G-OBMZ Boeing 737 500 1840
 EI-FKA Fokker 50 1924
 PH-SDP DHC-8 1949
 EI-CJC Boeing 737 2006
 G-MAJG Jetstream 41 2039
 G-JEAG Friendship 2126
 G-BVJA Fokker 100 2142

20 Tuesday

G-BYAP Boeing 757 0656
 G-ESTE AASA Cheetah 0929
 G-MAJD Jetstream 41 0935
 G-BXEH ATR-42 0947
 G-GNTJ SAAB 340 0959
 N501D Citation I 1007
 OD-DJK BAe 146 RJ85 1016
 G-UKTB Fokker 50 1109
 G-GNTI SAAB 340 1138
 G-BUEA ATR-42 1251
 G-BVMX Short 360 1354
 G-JEAG Friendship 1438
 F-GKAD TB-20 Trinidad 1450
 G-BVJA Fokker 100 1519
 G-MAJD Jetstream 41 1709
 G-BVMX Short 360 1733
 G-BVJA Fokker 100 1812
 C-GTDC Airbus 320 1820

EI-FKE Fokker 50 0828
 G-BVZH Boeing 737 500 0933
 C-GTSV Boeing 757 0943
 G-BISJ Cessna 340 0950
 EI-CKR Boeing 737 1004
 G-JEAG Friendship 1012
 G-MAJG Jetstream 41 1103
 G-BVMX Short 360 1120
 G-BVJA Fokker 100 1232
 G-MAJG Jetstream 41 1254
 G-OOAC Airbus 320 1435
 PH-SDP DHC-8 1446
 G-UKTB Fokker 50 1512
 XX389 Gazelle AH.1 1530
 G-MAJG Jetstream 41 1712
 G-BVED ATR-42 1741
 G-JEAF Friendship 1814
 EI-FKE Fokker 50 1901

PH-SDP DHC-8	1952	EI-CJI Boeing 737	1955
G-MAJD Jetstream 41	1959	G-UKTB Fokker 50	2001
G-MAJG Jetstream 41	2023	G-BUEA ATR-42	2102
G-GNTI SAAB 340	2114	G-ZAPJ ATR-42	2116
G-BVJA Fokker 100	2127	G-BVMX Short 360	2129
G-JEAB Friendship	2132	G-BYAP Boeing 757	2224
G-BAVZ Aztec	2229	G-GNTH SAAB 340	2232
21 Wednesday			
D-IVOB Citation II	0819	EI-FKA Fokker 50	0825
G-BVEC ATR-42	0838	G-BYAP Boeing 757	0908
G-BVMX Short 360	0911	G-MAJD Jetstream 41	0918
G-UKTA Fokker 50	0930	G-MAJG Jetstream 41	0937
G-JEAB Friendship	0939	G-GNTH SAAB 340	0942
G-BVJA Fokker 100	0945	SE-DEY Citation I	1002
EI-CJI Boeing 737	1055	PH-SDT DHC-8	1058
G-GNTI SAAB 340	1132	G-MAJG Jetstream 41	1144
G-BXEG ATR-42	1231	G-BVJA Fokker 100	1240
G-AVDZ Cessna FA150L	1331	G-GNTH SAAB 340	1420
G-JEAB Friendship	1442	G-BVMX Short 360	1445
PH-SDM DHC-8	1447	G-BOUM Seneca	1501
G-UKTA Fokker 50	1522	G-BVJA Fokker 100	1530
G-BYAP Boeing 757	1617	C-GTDC Airbus 320	1646
G-MAJG Jetstream 41	1706	G-MAJD Jetstream 41	1709
G-BTZA F33A Bonanza	1717	G-GNTF SAAB 340	1722
G-BVEC ATR-42	1739	G-BVMX Short 360	1746
G-GNTI SAAB 340	1754	G-JEAG Friendship	1811
G-BVJA Fokker 100	1818	EI-FKE Fokker 50	1927
EI-CKR Boeing 737	1957	G-MAJD Jetstream 41	2008
G-UKTA Fokker 50	2015	PH-SDM DHC-8	2017
G-MAJG Jetstream 41	2028	G-BVMX Short 360	2030
G-GNTI SAAB 340	2039	G-ZAPJ ATR-42	2120
G-BVJA Fokker 100	2122	G-JEAB Friendship	2135
G-GNTF SAAB 340	2200	G-BVEC ATR-42	2335
22 Thursday			
G-BYAP Boeing 757	0308	G-BRIF Boeing 767	0610
N83196 Arrow IV	0814	EI-FKC Fokker 50	0820
N560WE Citation V	0834	G-BVEF ATR-42	0904
G-BVMX Short 360	0908	G-MAJD Jetstream 41	0920
G-BVJA Fokker 100	0925	G-BORK Warrior II	0931
G-JEAG Friendship	0936	G-MAJG Jetstream 41	0939
G-GNTH SAAB 340	0939	EI-CKR Boeing 737	1007
G-WVIP Cessna 421C	1010	G-UKTA Fokker 50	1013
N146GA Cessna 425	1015	G-HART Cessna 152(MOD)	1025
G-HCTL Navajo	1042	PH-SDP DHC-8	1058
G-GNTI SAAB 340	1110	G-PING AASA Cheetah	1132
G-MAJG Jetstream 41	1142	G-BVJA Fokker 100	1244
G-BXEH ATR-42	1309	G-COEZ Airbus 320	1342
G-BVMX Short 360	1407	G-JEAG Friendship	1438
G-BJYD Cessna 152	1454	PH-SDU DHC-8	1501
SE-DDY Citation I	1503	G-UKTA Fokker 50	1512
G-ODAC Airbus 320	1521	G-BVJA Fokker 100	1522
G-AZLY Cessna F150L	1605	G-MAJG Jetstream 41	1708
G-MAJD Jetstream 41	1715	G-GNTH SAAB 340	1732
G-BVMX Short 360	1734	G-BXER ATR-42	1749
G-JEAB Friendship	1810	VR-CPR Cessna 421C	1821
G-BVJA Fokker 100	1828	EI-FKC Fokker 50	1924
EI-CKR Boeing 737	1956	G-COEZ Airbus 320	1959
G-MAJD Jetstream 41	2005	PH-SDU DHC-8	2007

G-UKTA Fokker 50	2013	G-BVMX Short 360	2016
G-GNTH SAAB 340	2025	G-MAJG Jetstream 41	2028
G-ZAPJ ATR-42	2113	G-GNTI SAAB 340	2116
G-BUEA ATR-42	2123	G-JEAF Friendship	2126
G-BVJA Fokker 100	2141	G-BYAW Boeing 757	2321
23 Friday			
G-CRPH Airbus 320	0328	DY-PBF Cessna 208	0559
G-BYAW Boeing 757	0632	EI-FKB Fokker 50	0825
G-BXEH ATR-42	0846	G-OSCH Cessna 421C	0920
G-BVJA Fokker 100	0925	G-MAJG Jetstream 41	0928
G-HART Cessna 152(MOD)	0930	G-JEAF Friendship	0934
G-GNTH SAAB 340	0940	G-MAJD Jetstream 41	0945
G-BVMX Short 360	0947	EI-CJG Boeing 737	1009
G-UKTA Fokker 50	1012	PH-SDM DHC-8	1038
G-GNTI SAAB 340	1113	G-CCAT AA5A Cheetah	1126
G-MAJD Jetstream 41	1145	G-BQXK T67M Firefly	1208
G-BVJA Fokker 100	1237	G-BVEF ATR-42	1244
G-GNTH SAAB 340	1415	G-JEAF Friendship	1443
PH-SDR DHC-8	1458	G-UKTI Fokker 50	1530
G-BVJA Fokker 100	1537	G-BKIA TB-10 Tobago	1548
G-JEAF Friendship	1610	G-GNTC SAAB 340	1657
G-MAJD Jetstream 41	1708	G-MAJG Jetstream 41	1715
G-GNTI SAAB 340	1728	G-BXEH ATR-42	1802
G-JEAG Friendship	1818	G-BVJA Fokker 100	1850
G-BVMX Short 360	1858	G-BPHL Warrior II	1924
EI-FKB Fokker 50	1939	PH-SDR DHC-8	1952
G-UKTA Fokker 50	1957	G-MAJG Jetstream 41	2006
G-MAJD Jetstream 41	2013	G-GNTI SAAB 340	2023
EI-CJC Boeing 737	2031	G-BNNT Warrior	2037
G-BVTG Fokker 70	2104	G-GNTC SAAB 340	2123
G-ZAPJ ATR-42	2126	G-JEAG Friendship	2131
G-CRPH Airbus 320	2136	G-BYAW Boeing 757	2216
G-BVJA Fokker 100	2230	G-BXEG ATR-42	2242
PH-AHD Boeing 757	2337		
24 Saturday			
G-BYAW Boeing 757	0550	EI-FKD Fokker 50	0836
G-CRPH Airbus 320	0920	G-BVTG Fokker 70	0922
HB-VGS Citation II	0942	PH-CFE Fokker 100	0945
N797HG PA-46 Malibu	0949	G-AVSZ JetRanger	0957
G-MAJM Jetstream 41	0958	G-UKTA Fokker 50	1005
EI-CJH Boeing 737	1011	F-GSAB Falcon 900	1037
PH-SDU DHC-8	1053	G-BXEH ATR-42	1122
G-BVRN Friendship	1130	G-AXPN Beagle Pup 2	1148
G-GNTC SAAB 340	1201	G-BVTG Fokker 70	1233
G-BYAW Boeing 757	1256	G-JEAG Friendship	1302
G-BVJC Fokker 100	1336	G-RSSE Cherokee 140	1340
G-AVSZ JetRanger	1431	G-UKTA Fokker 50	1513
G-BJYD Cessna 152	1537	G-BVTG Fokker 70	1635
G-CRPH Airbus 320	1652	EC-FTT DC9-83	1707
G-SUZN Warrior II	1732	G-HAMA King Air 200	1746
G-BVEC ATR-42	1832	EC-GAZ Boeing 737 400	1903
G-BNNT Warrior	1913	EI-FKB Fokker 50	1920
G-JEAG Friendship	1930	G-BVTG Fokker 70	1934
G-UKTA Fokker 50	1951	G-GNTI SAAB 340	2039
G-GNTH SAAB 340	2133	G-CRPH Airbus 320	2350
25 Sunday			
G-BYAW Boeing 757	0253	EI-FKA Fokker 50	0813
EI-CJG Boeing 737	0839	EC-FUT Boeing 737 300	0856

G-BVTG Fokker 70	0932	G-DANC Warrior II	0946
G-CRPH Airbus 320	0952	G-UKTA Fokker 50	0956
PH-CFE Fokker 100	1015	G-UKTG Fokker 50	1059
G-FLAV Warrior II	1134	G-GNTH SAAB 340	1153
G-BVTG Fokker 70	1229	C-GTDC Airbus 320	1335
G-BUEA ATR-42	1341	G-BYAW Boeing 757	1348
G-ATLA Cessna 182J	1418	G-JEAF Friendship	1444
PH-SDU DHC-8	1455	G-UKTA Fokker 50	1503
G-GNTH SAAB 340	1552	G-BGPU Cherokee 140F	1559
G-GABD GA7 Cougar	1627	G-BRPL Cherokee 140	1703
LZ-BTY TU-154	1707	G-MAJD Jetstream 41	1730
EI-FKA Fokker 50	1917	PH-SDU DHC-8	1951
G-UKTA Fokker 50	2003	G-BUFH Warrior II	2005
EI-CKP Boeing 737	2018	G-GNTH SAAB 340	2110
G-BVJC Fokker 100	2119	G-BXEH ATR-42	2201
EI-CJF Boeing 737	2213		
26 Monday			
G-CRPH Airbus 320	0201	G-BYAW Boeing 757	0410
EI-FKF Fokker 50	0813	G-BXEG ATR-42	0844
G-BVJC Fokker 100	0920	EI-CKP Boeing 737	0959
G-UKTA Fokker 50	1016	PH-SDT DHC-8	1051
G-GNTI SAAB 340	1124	G-MAJD Jetstream 41	1139
G-AZLY Cessna F150H	1149	G-BVJC Fokker 100	1224
G-BUEA ATR-42	1235	G-MAJB Jetstream 41	1312
G-JEAF Friendship	1445	PH-SDP DHC-8	1453
G-BJYD Cessna 152	1456	G-GNTI SAAB 340	1506
G-UKTA Fokker 50	1512	G-BVJC Fokker 100	1526
G-GNTF SAAB 340	1619	G-BYAW Boeing 757	1641
G-MAJD Jetstream 41	1714	G-MAJB Jetstream 41	1724
G-BXEG ATR-42	1730	G-JEAG Friendship	1827
G-BMYU Jodel D.120	1837	I-ANGI Apache 235	1916
EI-FKF Fokker 50	1918	PH-SDP DHC-8	1951
EI-CKQ Boeing 737	1958	G-UKTA Fokker 50	2003
G-MAJB Jetstream 41	2004	G-GNTH SAAB 340	2027
G-DASI Short 360	2031	G-BXEG ATR-42	2101
G-GNTI SAAB 340	2104	G-JEAG Friendship	2118
G-BVJB Fokker 100	2126		
27 Tuesday			
G-BYAW Boeing 757	0303	N560WE Citation V	0809
EI-FKD Fokker 50	0818	G-MAJS Airbus 300	0827
G-DJEM HS 748	0849	G-BIUV HS 748	0920
G-BVJC Fokker 100	0925	C-GTSE Boeing 757	0931
G-MAJD Jetstream 41	0934	G-JEAF Friendship	0947
EI-CKQ Boeing 737	1016	G-UKTA Fokker 50	1025
G-DSID Seneca	1031	G-MAJB Jetstream 41	1046
PH-SDU DHC-8	1113	G-GNTI SAAB 340	1119
G-GNTH SAAB 340	1138	G-MAJD Jetstream 41	1143
G-BTNA Robinson R22B	1146	G-LFSI Cherokee 140C	1213
G-BVJC Fokker 100	1217	G-BUEB ATR-42	1234
G-DASI Short 360	1237	G-FFRI Twin Squirrel	1344
G-JEAF Friendship	1450	PH-SDR DHC-8	1504
G-GNTI SAAB 340	1508	G-UKTA Fokker 50	1513
G-BVJC Fokker 100	1530	G-DFLG TB-10 Tobago	1544
G-ODAA Airbus 320	1606	G-BWRP B5B Baron	1649
G-MAJD Jetstream 41	1710	G-MAJB Jetstream 41	1714
G-JETU Twin Squirrel	1737	G-BXEH ATR-42	1743
G-BORK Warrior II	1759	C-GTDC Airbus 320	1802
HB-SCD DV20 Katana DIV	1822	G-BVJC Fokker 100	1837

G-JEAG Friendship	1938	G-DASI Short 360	1902
EI-FKD Fokker 50	1914	G-ZAPJ ATR-42	1929
N908CL Challenger	1933	EI-CJI Boeing 737	1958
G-MAJB Jetstream 41	2003	G-UKTA Fokker 50	2020
G-MAJD Jetstream 41	2024	PH-SDR DHC-8	2026
G-GNTH SAAB 340	2029	G-GNTI SAAB 340	2107
G-BXEH ATR-42	2111	G-BYAW Boeing 757	2113
G-BWWV JetRanger	2118	G-JEAG Friendship	2120
G-BVJC Fokker 100	2125	G-OOAB Airbus 320	2215
G-MAJS Airbus 300	2300		
28 Wednesday			
G-BYAN Boeing 757	0616	EI-FKE Fokker 50	0822
G-DJEM HS 748	0855	G-BVJC Fokker 100	0920
G-MAJB Jetstream 41	0922	G-MAJD Jetstream 41	0930
G-GNTI SAAB 340	0937	G-JEAG Friendship	0943
EI-CKR Boeing 737	1008	G-DASI Short 360	1017
G-UKTA Fokker 50	1025	G-SHCC JetRanger	1048
PH-SDP DHC-8	1116	G-GNTH SAAB 340	1126
G-MAJD Jetstream 41	1139	G-BRTN B58 Baron	1152
G-BVJC Fokker 100	1230	G-BUEB ATR-42	1244
G-BSER Cherokee 160B	1311	G-FIFI TB-20 Trinidad	1331
G-GNTI SAAB 340	1425	G-JEAG Friendship	1445
PH-SDM DHC-8	1502	G-UKTA Fokker 50	1507
G-BVJC Fokker 100	1518	G-BYAN Boeing 757	1548
G-MAJD Jetstream 41	1709	C-GTDC Airbus 320	1712
G-MAJB Jetstream 41	1719	G-GNTH SAAB 340	1725
G-BXEG ATR-42	1735	ZE700 BAe 146 CC.2	1802
OY-CYV Citation II	1809	G-JEAE Friendship	1817
OY-CEV Citation I	1820	G-BVJC Fokker 100	1823
G-DASI Short 360	1906	N12NM Citation I	1908
EI-FKE Fokker 50	1910	G-BORK Warrior II	1929
EI-CJG Boeing 737	1957	G-UKTA Fokker 50	2001
G-MAJB Jetstream 41	2013	PH-SDM DHC-8	2017
G-MAJD Jetstream 41	2023	G-GNTH SAAB 340	2029
G-GFRY LongRanger	2046	G-BXEG ATR-42	2110
G-AVWR Arrow	2119	G-JEAE Friendship	2123
G-GNTI SAAB 340	2126	G-ZAPJ ATR-42	2129
G-BVJC Fokker 100	2133	G-GNTJ SAAB 340	2137
29 Thursday			
G-BYAN Boeing 757	0405	G-BUEA ATR-42	0806
EI-FKB Fokker 50	0825	G-HAMA King Air 200	0901
G-WRCF King Air 200	0905	G-BVJC Fokker 100	0923
G-MAJB Jetstream 41	0925	G-MAJD Jetstream 41	0932
G-GNTI SAAB 340	0935	G-JEAE Friendship	0948
G-DASI Short 360	1002	G-UKTA Fokker 50	1010
G-DAAH Turbo Arrow IV	1034	EI-CJI Boeing 737	1039
G-AXBH Cessna F172H	1053	PH-SDR DHC-8	1122
G-GNTJ SAAB 340	1125	G-MAJD Jetstream 41	1137
G-BVJC Fokker 100	1236	G-BVEF ATR-42	1241
D-IESE Navajo 325	1253	G-SHIV GA7 Cougar	1312
G-CRPH Airbus 320	1321	G-GNTI SAAB 340	1424
G-BNJF Lance II	1441	G-EFSM T67M Firefly	1443
G-JEAE Friendship	1449	G-OOAC Airbus 320	1456
PH-SDU DHC-8	1516	G-UKTA Fokker 50	1524
G-BVJC Fokker 100	1527	G-AVIB Cessna F150G	1539
G-FFRI Twin Squirrel	1553	G-BOTG Cessna 152	1625
VP-BZE Falcon 50	1630	G-MAJB Jetstream 41	1711
G-MAJD Jetstream 41	1716	G-GNTI SAAB 340	1723

G-BVED	ATR-42	1735	G-BVJC	Fokker 100	1815
G-JEAG	Friendship	1827	G-BHAY	Arrow IV	1900
G-DASI	Short 360	1915	EI-FKB	Fokker 50	1925
G-CRPH	Airbus 320	1946	EI-CJI	Boeing 737	1952
PH-SDU	DHC-8	2001	G-UKTA	Fokker 50	2005
G-MAJB	Jetstream 41	2008	G-GNTI	SAAB 340	2023
G-BYAN	Boeing 757	2031	G-MAJD	Jetstream 41	2036
G-BVED	ATR-42	2123	G-JEAG	Friendship	2127
G-BVJC	Fokker 100	2132	G-GNTJ	SAAB 340	2146
G-GFRY	LongRanger	2213	G-ZAPJ	ATR-42	2216
30 Friday					
G-BVMX	Short 360	DIV 0216	G-AVFN	Herald	DIV 0221
G-BLZI	Short 360	DIV 0238	G-CRPH	Airbus 320	0320
G-BYAN	Boeing 757	0534	EI-FKB	Fokker 50	0622
G-BVEC	ATR-42	0847	G-MAJD	Jetstream 41	0932
G-BVJC	Fokker 100	0934	G-GNTI	SAAB 340	0937
G-JEAG	Friendship	0939	D-EEAS	Cessna P210N	0945
G-DASI	Short 360	0946	G-MAJD	Jetstream 41	0956
EI-CJD	Boeing 737	1006	G-UKTA	Fokker 50	1013
PH-SDM	DHC-8	1058	G-GNTJ	SAAB 340	1130
G-SHIV	GA7 Cougar	1137	G-MAJB	Jetstream 41	1142
G-BVJC	Fokker 100	1228	G-BXEH	ATR-42	1236
G-BVRS	King Air B90	1240	XZ324	Gazelle AH.1	1334
G-GNTI	SAAB 340	1421	G-JEAF	Friendship	1449
G-MAJB	Jetstream 41	1451	G-UKTA	Fokker 50	1520
G-BVJC	Fokker 100	1524	VR-CPR	Cessna 421C	1634
PH-SDU	DHC-8	1644	G-MAJB	Jetstream 41	1715
G-JEAU	BAe 146	1725	G-MAJD	Jetstream 41	1726
G-GNTJ	SAAB 340	1730	G-GFRY	LongRanger	1740
G-BVEC	ATR-42	1749	G-JEAE	Friendship	1814
G-BVJC	Fokker 100	1838	F-GSAB	Falcon 900	1846
G-DASI	Short 360	1904	EI-FKB	Fokker 50	1917
G-BBBW	JetRanger	1933	G-JEAU	BAe 146	1945
G-UKTA	Fokker 50	1955	EI-CJE	Boeing 737	2001
PH-SDP	DHC-8	2004	G-MAJB	Jetstream 41	2010
G-GNTJ	SAAB 340	2028	G-MAJD	Jetstream 41	2031
G-BVTF	Fokker 70	2049	G-ZAPJ	ATR-42	2107
PH-FVB	Bandeirante	2112	G-JEAE	Friendship	2116
G-GNTI	SAAB 340	2119	G-CRPH	Airbus 320	2127
G-BYAN	Boeing 757	2158	G-BVJC	Fokker 100	2201
31 Saturday					
G-BNEN	Seneca	0122	G-CRPH	Airbus 320	0440
G-BYAN	Boeing 757	0722	EI-FKB	Fokker 50	0824
N735CX	Cessna 182Q(MOD)	0921	PH-CFF	Fokker 100	0944
G-BVTF	Fokker 70	0953	G-UKTA	Fokker 50	1001
G-MAJC	Jetstream 41	1005	EI-CKP	Boeing 737	1009
N797HG	PA-46 Malibu	1013	G-AVZR	JetRanger	1032
G-BVDB	Friendship	1052	G-BVEF	ATR-42	1058
PH-SDT	DHC-8	1111	G-GNTI	SAAB 340	1152
G-AVUT	Cherokee 140	1203	G-BADJ	Aztec	1224
G-BVTF	Fokker 70	1243	G-JEAE	Friendship	1318
G-CRPH	Airbus 320	1346	G-BYAN	Boeing 757	1350
G-JEAI	Friendship	1357	G-BRIN	TB-20 Trinidad	1400
G-AVSZ	JetRanger	1424	G-UKTB	Fokker 50	1527
G-BVTF	Fokker 70	1646	G-ETAR	Tomahawk	1718
EC-FXI	DC9-83	1751	G-BPHL	Warrior II	1806
G-BXEG	ATR-42	1916	EI-FKA	Fokker 50	1919
G-JEAE	Friendship	1940	G-DANC	Warrior II	1943

G-BVTF Fokker 70	1948	G-UKTB Fokker 50	1958
G-BTZP TB9 Tampico	DIV 2045	G-GNTI SAAB 340	2050
G-KART Warrior II	DIV 2053	EC-FXP Boeing 737 400	2129
G-CRPH Airbus 320	2140	G-GNTJ SAAB 340	2158

From & To

02) PH-ATM/Eindhoven;SE-IVD/Gothenburg;N388CA/White Waltham: 03) N83196/F & T Cardiff;LN-TFJ/Kristiansand: 04) F-GJGN/Liverpool: 05) F-GSAB/Le Bourget;F-GHOC/Le Bourget-Deauville;VR-CCT/F & T Guernsey: 06) N560WE/Luton: 07) N502GV/Windhoek-Teterboro: 09) VR-CPR/Blackbushe: 11) OY-SVW/Billund: 13) XW913/Shawbury;N60CT/F & T Luton;VR-CPR/Guernsey: 14) N388CA/White Waltham;N560WE/Coventry;XZ643/Dishforth;XZ335/Shawbury: 15) EI-WDC/Geneva: 16) N560WE/F & T Jersey;XZ337/Netheravon: 17) N709EL/EMA: 18) HB-CCH/Grenshen;N709EL/Dublin: 19) LX-GDL/Luxembourg;F-GJLF/Le Touquet: 20) N501D/Biggin Hill;XX389/Dishforth;F-GKAD/Southampton: 21) D-IVOB/Eindhoven;SE-DEY/Malmo: 22) N83196/Cardiff;N560WE/Jersey;N146GA/F & T Edinburgh;SE-DDY/Malmo;VR-CPR/Guernsey: 23) OY-PBF/Manchester: 24) HB-VGS/Le Bourget;N797HG/Guernsey;F-GSAB/Le Bourget-Palma: 26) I-ANGI/Jersey: 27) N560WE/Jersey;HB-SCO/Prestwick-Calais;N908CL/Luton: 28) ZE700/Northolt;OY-CYV/F & T Hamburg;OY-CEV/F & T Hamburg;N12NM/Prestwick-Gamston: 29) D-IESE/F & F Monchengladbach;VP-BZE/Luton: 30) D-EEAS/Laupheim;XZ324/Leuchars;VR-CPR/Blackbushe;F-GSAB/Palma-Le Bourget;PH-FVB/Groningen: 31) N735CX/Thurrock;N797HG/Guernsey:

Overshoots

03) XX714/UAX90;XX709/UAX93: 04) XX622/UAX93(twice): 05) G-BBGB/Raven 99T: 06) ZF207/LOP37: 07) ZF486/LOP16;XX492/CWL79;G-BBGB/Raven 99T: 08) ZF286/LOP33;ZF514/LOP31: 09) XX493/CWL69;XX622/UAX93: 13) XX495/CWL76;ZF286/LOP33: 14) G-SHIV/EXAM 58;ZF286/LOP11Y; 16) XX491/CWL69: 21) G-BBGB/Raven 99T;XX498/CWL69;G-SHIV: 23) XX491/CWL79: 28) XX494/CWL76: 29) XX622/UAX93:

LBA Movements review, May 1997

The first foreigner of the month turned out to be "Tulip 9B" on the 2nd which was the Navajo PH-ATM, the same day saw Seneca SE-IVD arriving on a flight from Gothenburg and Rockwell 114 N388CA from White Waltham. On the 3rd the Cessna 210 LN-TFJ was from Kristiansand and the PA-28R Arrow N83196 was from and to Cardiff where it may be based as it was from there again on the 22nd. F-GJGN on the 4th is a Mooney M20J and it came from Liverpool. King Air 200 F-GHOC on the 5th was using the callsign "Darta 1404" when it diverted in from Gamston, making what was to be the first of its three visits this month on the 5th was the demonstrator Falcon 900 F-GSAB, its other visits were on the 24th and 30th. It has been round to see Knightair in connection with the delivery of Falcon 900 G-MLTI which will now be around June 11th. Citation V N560WE has been in five times this month, on the 6th, 14th, 16th, 22nd and 27th, this is one of the many foreigners based over in Jersey.

The star of the month was probably the Gulfstream V demonstrator N502GV on the 7th, this had been on demo to the Prime Minister of Namibia who was due to attend a ceremony in Leeds so he asked them for a lift and they arrived from Windhoek after a ten and a half hour flight. The following day N502GV left for Teterboro. Another Channel Islands regular is the Cessna 421C VR-CPR from Guernsey, this was in on the 9th for the first time this month. Night stopping on the 11th was the Sun-Air Jetstream 41 OY-SVW using the callsign "Sunscan 1100". Challenger N60CT on the 13th was from and to Luton. Visiting from White Waltham again on the 14th

was the Rockwell 114 N388CA which could mean that it is based there, although the LAAS Overseas Registered Aircraft in the UK says it lives at Denham.

Arriving from Geneva as "EFF 025" on the 15th was the HS 125 EI-WDC of Westair. The EMA based Beechjet 400 N709EL visited on the 17th and 18th. Air Holland did two charters during the month, on the 17th it was Boeing 757 PH-AHI which arrived as "Orange 857P" and on the 23rd Boeing 757 PH-AHO was "Orange 860". Also worth a mention on the 17th was the Spanair Boeing 767 300 EC-FHA which replaced the usual DC9-83. The first of three Swiss visitors this month was Cessna 210 HB-CCH on the 18th, the others being Citation II HB-VGS as "JetAviation 302" on the 24th and the Katana HB-SCO which diverted in lost and short of fuel on the 27th. From Luxembourg on the 19th was the Citation II LX-GDL of Luxaviation as "LXA 939", it was joined by another French Mooney M20J - this time F-GJLF from Le Touquet. On the 20th SABENA substituted the usual Dash 8 with an RJ-85 on the "SABENA 697" in the shape of OO-DJK, also noted that day were Citation N501D and TB-20 F-GKAD.

Citation II D-IVOB is registered to FL-Air and on the 21st it arrived using the callsign "WFA 073" from Eindhoven, also on a callsign that day was the Inter-Air Citation I SE-DEY as "Inter-Air 202". On the 22nd Inter-Air used the Citation II SE-DDY as "Inter-Air 303" and Cessna 425 N146GA was visiting Knightair from and to its base at Edinburgh. Calling in very early on the morning of the 23rd was the Cessna 208 OY-PBF of Martini Airfreight, this is a re-registration of G-MART as the aircraft was unable to operate under CAA rules in UK markings. The Malibu N797HG is based in Guernsey from where it arrived on the 24th. Night stopping on the 26th was an aircraft which was a close second as star of the month, the Piper Apache 235 I-ANGI has c/n 27-564 which makes it a 1962 model. Challenger N908CL on the 27th belongs to the General Electric Capital Corp.

Two Citations from the Danish firm Falkair visited on the 28th, Citation II OY-CYV was "Falkair 28B" and Citation I OY-CEV was "Falkair 28A", after a night stop they both departed back to Hamburg. Visiting Knightair for maintenance on the 28th was the Gamston based Citation I N12NM of Neil Morgan. Night stopping on the 29th was Navajo D-IESE, it was joined by the Falcon 50 VP-BZE (newly re-registered from VR-BZE). Bandeirante PH-FVB of Fairline was noted arriving at Knightair for maintenance on the 30th and visiting the same day was Cessna P210N D-BEAS from Laupheim in Germany. The last day of the month saw Malibu N797HG in again along with the STOL modified Cessna 182 N735CX with small winglets on the sides of the engine cowling. From the military we had a gaggle of army choppers, on the 13th Gazelle XW913 was "Army 641", on the 14th Lynx XZ643 was "Army 642" and Gazelle XZ335 was "Army 373", on the 16th Gazelle XZ337 was "Army 406", on the 20th Gazelle XX389 was "Army 546" and on the 30th Gazelle XZ324 was "Army 558". The only variation was the 32 Squadron BAe 146 ZE700 which called "Ascot 1722" when it visited on the 28th.

On the resident scene the Katana G-BWV has now departed and been replaced by a pair of new ones, G-BWLS arrived on the 13th and G-BWLV arrived on the 14th. They are operated by the Yorkshire Aeroplane Club. The Duchess G-OBLC which has been on loan to the YAC has also departed. The aircraft of Skyviews and General have all been re-registered to a Horsforth owner and Cessna 150's G-BILR, G-BHSA and G-BKAZ seem to have taken up residence. Cessna 150 G-BFR0 also arrived but it is now cancelled as it crashed at Cumbernauld. Knightair's leased Jetstream G-LOGV has also departed (on the 9th as "Tennant 4") and it is reported to be going out to Inglis Air at Nelson in New Zealand along with G-GLAM. During the month the Sikorsky S76 N76TH has been away on maintenance and LongRanger G-GFRY returned for a while as replacement.

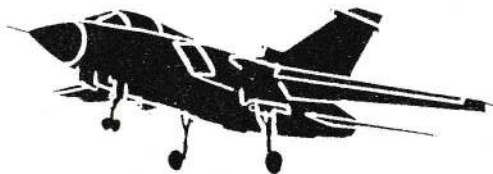
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Military News

Eric Martin.



BEVERLEY AND COMET FOR SALE

Two historical aircraft are for sale and it is hoped that they can be retained in this country. Of prime importance to us is the sale of the sole surviving Bristol Beverley C1 XB259, formerly based at the Museum of Army Transport at Beverley which, regrettably, has now closed. The Beverley is the largest aircraft to see service with the RAF. XB259 was manufactured at Brough and saw some service with RAF Transport Command at Dishforth and also spent some time at Elvington. Not merely for this reason, the Yorkshire Air Museum is gathering strength to make a bid; is this an appeal that the Society should support? The rightful place for the last Beverley is Yorkshire but it should certainly be preserved and not end up as scrap.

The other historical aircraft for sale is the last flying Comet, XS235, noted on this page as it saw 34 years service with the RAF at Boscombe Down. It has been used as a long-distance radio and navigation laboratory and has completed over eight thousand flying hours including several circumnavigations of the globe. One would think that with this level of service, the Ministry of Defence could afford to present the Comet to an appropriate museum, but it is to be put up for auction. Again, it is to be hoped that it can be preserved for posterity in this country.

TANGMERE REVISITED

Paid another recent visit (it's becoming an annual event) to Tangmere Military Aviation Museum. Only one new aircraft, XN299 Westland Whirlwind HAS7, on loan from the Royal Marines Museum at Portsmouth. The display halls have been completely re-arranged, however, since my last visit, improving the overall quality of the presentation. Well worth a detour if you are on holiday in the Hampshire/Sussex coasts apart from making a pilgrimage to one of the main RAF Battle of Britain stations.

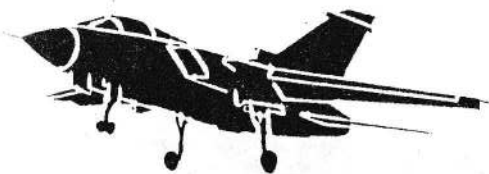
CONDOR HELPS OUT NIMROD

Earlier this year British Aerospace hired an Antonov An-124 Condor to transport three Nimrod fuselages from RAF Kinloss, where they had been in store, to FR Aviation at Bournemouth. FR Aviation is to convert the fuselages into Nimrod 2000s by the addition of newly-designed wings, tail units, electronics and avionics. BAe stated that it was cheaper to hire the condor than to fit the wings, tail units and engines back on to the Nimrods and fly them to Bournemouth under their own steam. In transporting the three fuselages, the Condor set a new world record for the largest single load, in terms of volume, to be air freighted.

LAST POST FOR ARMY CHIPMUNKS

Having served at the Army Air Corps Centre at Middle Wallop since 1953, the last 21 Chipmunks in military service bowed out at a memorable performance which included a display by the Army Chipmunk flying display team, the Grey Owls (so called because the average age of its pilots is 64; they are all ex RAF flying instructors). Yet again, it is to be hoped that not all of the Chipmunks will end up overseas.

Credits: David Tennant; Daily Telegraph; RAF News; Aeroplane Monthly
Please send any information for inclusion on this page to:
Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB. (tel: 012740873336)



Military Matters

Eric Martin.



US AIR FORCE CELEBRATES ITS FIFTIETH ANNIVERSARY

The US Air Force celebrates its fiftieth anniversary on 18 September, 1997. Its antecedents, however, date back to 1907 when the Aeronautical Division of the US Army Signal Corps was formed. Initially, the Division consisted of one officer and two other ranks and had no aircraft. It acquired its first 'plane', a Wright Flyer, but this had a bad introduction as it crashed during a trial flight. A replacement fared better and a number of Army officers were taught to fly by Orville Wright himself. The Division was renamed the Aviation Section of the Signal Corps in 1914 and maintained this title throughout World War I when it became the US Army Air Service until 1926 when it became the US Army Air Corps. Shortly before Pearl Harbour it assumed the title it held throughout World War II - US Air Force - following a massive reorganisation of the US Army in anticipation of the impending war. During World War II consideration was given to the formation of an independent service on the model of the RAF, but it was felt that a reorganisation during war time was not viable and the US Air Force was finally formed as an independent service on 18 September 1947.

The US Army Air Forces were organised on the basis of Commands and Air Forces; Commands were organised on a functional basis, eg: Training Command, Troop Carrier Command, whereas Air Forces were organised on a regional geographic basis, eg: the 8th Air Force was based in the UK and was responsible for the strategic bombing of Europe alongside RAF Bomber Command.

On its formation, the US Air Force operated a similar structure. As with the RAF, this structure has been modified progressively in the light of developments in aircraft and technology. The current USAF command structure is:-

AIR COMBAT COMMAND
AIR EDUCATION AND TRAINING COMMAND
AIR FORCE MATERIAL COMMAND
AIR FORCE SPACE COMMAND
AIR FORCE SPECIAL OPERATIONS COMMAND
AIR MOBILITY COMMAND
PACIFIC AIR FORCES
US AIR FORCES IN EUROPE

A check-list of USAF aircraft and a note on the US Air Forces in Europe will appear in subsequent issues.

Credit Aircraft Illustrated (June 1997)

AAF: The Official Guide to the Army Air Forces (1944)

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Well done to The Leeds/Bradford "Mixed" football team, who did extremely well at a European Airports Football Competition held at Dublin in May. The Leeds/Bradford lads and lasses drew against Dublin and won against Copenhagen (who's girl players I am told were built like brick toilets!) and London City.

Sabena have announced the introduction of the BAe 146 on their Brussels service has been delayed. No revised date has been quoted.

As we close for pass a late report has been received stating that Inhams Holidays are to run a programme of ski flights this winter commencing on Saturday, December 20th. The flights will operate weekly and depart to Innsbruck at 0945. I am unsure of the airline to be used at this time.

AIRLINE NEWS

Aeroflot have ordered ten Boeing 737-400's, with deliveries due to commence in April 1998.

The airline is studying setting up a number of regional hubs in an attempt to break up its dominance of Moscow/Sheremetyevo.

Air U.K. are to receive another six Fokker 100's from KLM later this year.

Alitalia has grounded its 5 Fokker 70's and is planning to sue Fokker for failing to deliver all 15 of the type as originally ordered in a leasing agreement.

Britannia are Leasing aircraft this summer to boost long haul capacity. An Air New Zealand Boeing 767 is operating from Manchester. An Air Atlanta Tristar is also on stand by in case of technical problems.

British Airways have reported profits of £640 million, up from last years record high of £585 million. Each member of B.A.'s 58,210 staff will receive a bonus of 10 free shares as well as £89 million bonus divided up among the employees.

B.A. revealed details of the new colour scheme on June 10th. The change is estimated to cost £62 million. The scheme will replace the 14 year old traditional fly the flag image with a new scheme which will feature more than 50 different global images. The basic colour scheme on the fuselage is the interim colour scheme which some aircraft have already been painted in. Aircraft of both City Flyer Express and Euro Manx (Both B.A. partners), should appear in the new scheme at Leeds/Bradford in due course.

The airline announced on June 20th orders for a further 5 Boeing 777's and 3 Boeing 767's.

British World Airways are expected to sign an agreement to lease to BAe A.T.P.'s which have been in store since they were built in 1992. The aircraft would be used to replace the companies Viscounts, which were retired in 1996.

Heavylift are hoping to introduce two A.300 Airbus freighters this year. The company is also working towards creating its own conversion facility to convert A.300's for other freight operators.

Laker Airways may be floated on the stock market at the end of this year. Sir Freddie said "We would very much like to float the company. We may go for a placing of some sort on the market at the back end of the year. We could use the money to buy aircraft rather than lease them".

Peach Air is the new name for the charter division of Caledonian Holidays. The airline operates three Tristars and two Boeing 737-200's. The callsign is "Goldcrest". Aircraft are based at both Manchester and Gatwick. The colour scheme is white with a very realistic Peach on the tail and fuselage.

Ryanair are really rocking the boat with travel agents. They have reduced travel agents commission from 9% to 7.5% from May 1st. In Ireland Travel agents who are members of the Irish Travel Agents Association boycotted Ryanair by refusing to book anybody on their flights. However the Irish Competition Authority threatened to sue ITAA and the boycott was lifted. In U.K. Lunn Poly and A.T. Mays among others are threatening a boycott if the full commission is not reinstated.

Sabre Airways have agreed a seven year lease on two new Boeing 737-800's. Deliveries begin next year. The aircraft will replace the two Boeing 727's in 1999 and 2000, the airlines two Boeing 737's have been transferred to Peach Air, who has the same ultimate owners as Sabre, The Inspiration Group.

AIRCRAFT NEWS

Airbus have announced the latest version of the Airbus, the 100 seater AE.316 and 125 seater AE.125 will be developed in China by a new joint company. Launch is due in 1999 with first flight in 2002.

Boeing have commenced production of the Boeing 777-300, which will be the worlds largest twin engine jet.

British Aerospace have announced they are to cease production of the Jetstream 41. BAe have said they will try and move other business into the Prestwick facility, and they are believed to be finalising plans to manufacture parts for the Nimrod update here. However the stopping of production will lead to the loss of 400 jobs. Sir Richard Evans, the Chief Executive told employees the company was losing £1 million on every aircraft it sold. Closure costs are expected to be about £250 million.

The worlds last airworthy Comet, XS235, has won a reprieve. The aircraft was due to be auctioned on May 8th, and many feared the aircraft would go abroad. As a result of many letters written to the Defence Secretary, Michael Portillo delayed the auction so funds can be raised to keep the aircraft in the U.K. Mr Portillo was not as lucky, as he lost his seat in the general election.

AIRPORT NEWS

Heathrow's owners BAA have warned that the South-East of England could not cope with the expected doubling of number of airline passengers if it was not given the go-ahead for Heathrow's Terminal 5.

Luton has confirmed that the owner of Easyjet, Greek shipping tycoon, Stelious Haji-Ioannou has approached Luton Borough Council with a view to purchasing the airport. The airport came close to been sold by the then Conservative council in 1991 to Lockheed. However the plan was overturned after Labour won control of the council in the local elections.

Sanford Airport in Florida, has been purchased for \$67 million by the owner of Cardiff and Belfast International, T.B.I.. The airport is used by several U.K. operators as an alternative to Orlando International.

OTHER NEWS

How punctual is that airline you are jetting off to the sun with this year? Well the Air Transport Users Council have compiled a league table of how charter airlines performed during the summer of 1996, with help from data provided by the CAA. To qualify an airline must have operated a 100 flights between April and October last year. 29 airlines qualified including B.A. and British Midland, although of course the majority of their flights are scheduled. In first place, and this may come as a surprise, were Spanish Airline Viva Air, only 4.9% of their flights were more than 1 hour late, and the average delay was 16.5 minutes.

Position	Airline	% of flights over 1 hour late	Average Delay (Minutes)
1	Viva	4.9	16.5
2	British Midland	6.0	15.4

3	British Airways	6.7	30.7
4	Britannia	7.1	16.8
5	Air Transat	9.4	28.5
6	Spanair	10.6	30.1
7	Sunways	10.8	26.2
8	Air U.K.	11.7	28.5
9	Air Europa	12.4	25.9
10	Air 2000	12.6	22.3
11	Onur Air	14.8	38.6
12	Futura Airlines	15.1	24.2
13	European Air Charter	15.8	35.1
14	Airworld	17.3	32.7
15	Sabre Airways	18.2	46.4
16	Oasis	18.5	33.5
17	Monarch	19.8	39
18	British World	20.2	43.4
19	Airtours	20.4	38.7
20	Leisure International	23.1	49.4
21	Air U.K. Leisure	28.3	58.1
22	Caledonian	28.4	71.9
23	Excalibur	30.0	80.2
24	Air Ops	35.2	62.8
25	Air Atlanta	35.4	91
26	Transwede	36.6	70.5
27	All Leisure	46.3	86.0
28	Translift	53.8	138.5
29	ChallengAir	65.2	167.4

I am sorry to present such a boring list, but I bet you looked up the one you are flying with. Also a big sorry if you are booked on Translift (now known as TransAer)!! (ChallengAir are no more)

Nigerian registered aircraft have been banned from U.K. airports following a number of recent incidents. The CAA have discovered a large number of faults of Nigerian registered cargo aircraft bearing Nigerian Certificates of Airworthiness. The UK authorities also insisted they examine a Nigerian Airways DC-10 prior to its introduction into service on the airlines London services. It was discovered the Nigerians had arrested about 50 employees in connection with thefts of Navigation aids from the aircraft following its return after a refit! In a Tit for Tat action the Nigerians have implemented a ban on all flights from Nigeria to Britain.

Britain has gained orders worth £1.5 billion from the Paris Air Show. The main beneficiary is Rolls-Royce who have received orders worth £1.25 billion for engines. This figure does not include an agreement by Northwest Airlines to buy up to 150 Airbuses, which could bring £250 million to U.K.

CREDITS Dave Fox, Pete Gibson, Harry Morrow, Pete Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

Further afield

global topics by
alan sedgwick

IBERIA have joined the 'Ticketless' age- it is the first trial of its type in Spain and is on the route between Madrid and Valencia. The Spanish flag carrier have also sold DC10/30= EC-CBP to CONTINENTAL AIRLINES (N14079) and are thought to be in line to take most of the VIASA fleet as a return on a previous investment. **AIR TRANSAT** of Canada are planning to link Montreal and Toronto with Paris, Lyon and Toulouse, twice a week. **LUFTRANSPORT UNTERNEHMEN** - (LTU to Me and You) of Dusseldorf will commence a fourth Thai destination airport with the start of a weekly winter 757/200 operation to Pattaya U-Tapao!! **AIR ONE** of Rome are to add Lufthansa 737/200's- ABMD/E/F to their fleet in the autumn. Known previously as Alladriatica they serve Bari, Milan and Reggio Calabria. Meanwhile **LUFTHANSA** have added former ATLAS AIR 747/230F which appears to have also been on lease to CHINA AIRLINES and registered it once more as D-ABZB!! **MONTREAL in CANADA** was mentioned in this column months ago when we said that the switch of International scheduled flights from the remote Mirabel airport to the nearer Dorval field was due. The spring move however was halted due to legal proceedings and September 15 will be the new date. Mirabel will then be used for charter traffic, boosted by a £1m injection into marketing and incentive schemes. **Do not be surprised** if you see a SABENA aircraft landing if you happen to be in Palma or Beirut - they are new services by the Belgian flag carrier!! **AIR FRANCE** are in the black for the first time since 1989 after announcing a £13.7 m pre-tax profit for the last financial year. a note of interest generally was that their fuel bill rose to £127m!! **EDELWEISS AIR** who are based in Zurich and began services to Luton last April have added former Oasis MD83= (EC-FVC) as HB-IKP, Kuoni and VENUS AIRLINES are the major shareholders in the set-up. **ALITALIA** are reported to have parked up all their 14 A300B4 fleet at Rome Fiumicino airport, 8 are to be converted to freighter's and the others will be utilised for charter and back-up work. **JOHN F KENNEDY AIRPORT** in the States are starting work on their new International terminal at a cost of \$1.2b, the work is expected to be completed by the autumn of 2001. If you are about to visit the original Legoland in Denmark then look out for the two **NEW AIR** FH227's in store at Billund airport. **Two HS 748's** that certainly have travelled are now back in Europe with **WEST AIR** (ex-TIME AIR) of Karlstad, Sweden. Following their history back just a few years shows that SE-LIALIB were previously VH-IM/K of **IMPULSE AIRLINE** = Port MacQuarie, New South Wales, Australia and before that they were G-BCOE/F - named after Glen's and flying in for BA.

PENTLANDS TRAVELS TWO - part one

Member Andrew Pentland has kindly sent us a report from a second trip to South America which took him to Venezuela, Columbia, Panama, Costa Rica, Nicaragua, Honduras, Guatemala, Belize and Mexico, the highlights of which

follow;- Fog the previous day at the LBA prevented the AIR UK F50 from positioning-in and taking a flight from Manchester could mean missing the connection to Caracas. The BAe 146 G-BSNR arrived in Holland (16.1.97.) to the news that the onward flight was delayed 2 hours so the last seat in the back row of the KLM service was found with little chance for spotting! Although of note were- D4-CBG=757/200 of TRANSPORTES AEREOS DE CABO VERDE, and PK-GSC (ex-GBC) a 747/200 belonging to GARUDA. Arrival at the Simon Bolivar airport which is 20 miles from the City came after a pleasant, if not 'smokey' 10 hours flight. Viewing terraces here can be found at the International and Domestic terminals, but only the latter of the two reveals movement on the second staggered parallel runway which is used for take-offs. A lot of interesting aircraft were over on the GA/Cargo side but with no good viewing points. Most of the movements noted were 727 and DC9 jets of AVENSA, SERVIVENSA and VIASA but others of interest included;- AIR ARUBA DC9= P4 MDD, one of AEROEJECUTIVOS two La Carlotta based DC3's= YV-440C, Coca Cola Gulfstream= N679RW, former AIR PORTUGAL 727= CS-TBS which is now SAETA's HC-BRG and N426FB which is a Miami based DC8 of FINE AIR. This freighter was previously with AEROMAR but operating for AEROCHAGO in the Dominican Republic and prior to that was G-BDHA!! Also present were 7 of the 10 AEROPOSTAL DC9 fleet, the outfit has now gone bust. La Carlotta mentioned earlier, is a heavily guarded military base in the eastern suburbs of Caracas and without dwelling a number of general aviation types were seen along with half a dozen helicopters. The next day saw a more welcoming field at Ciudad Bolivar to the south east of the city where access was allowed to the hangars. From here charter flights to tourist attractions including the Angel Falls depart and most of the RUTACA fleet was at home. This includes DC3's, C47'S and Bandeirantes. A total of 89 reggies were noted and included an An-28 plus an An-2. Next up came Caro, a coastal field to the west of Caracas with little activity but nearby was Sabre '0389' - stuck up a tree at the entrance to Car sand dunes national park!! Maid airport is interesting for the runway is 5,000 feet above sea level, sloping and hemmed in by mountains making an approach possible from one direction only. Here Andrew observed the landing of a SERVIVENSA 727 which touched down half-way up the runway in the inclined direction with a 15 knot tailwind. He seemed to apply reverse thrust before landing and halted after very heavy braking with the nose wheel touching the grass at the end of the runway. The fun was not over though as the aircraft shared a small apron with a Conveyer plus an ATR 42 which were all nose-in, with no tug present!! The 727 actually used reverse thrust to back off the parking area all the way to the runway. The two Convairs seen here over 3 days were AIR VENEZUELA examples= YV-969C and YV-873C. The ATR present was YV-1004C of LINEA AEREA IAACA. Onwards to Columbia and the airport at Cartagena (wasn't Kathleen Turner there in a film?) and poor viewing but a good line of Navy training machines lined up near the road. DC 9's were in evidence here with AVIANCA and INTERCONTINENTAL, with the latter was HK4056X = our old friend G-BMAH (The Florentine Diamond). SAM had 4 AVRO RJ100 examples, whilst AERO REPUBLICA had a 727 and DC9, also ACES were represented by Boeing 727-3998X. **continued...next Month.....**

Credits; Laurie Coldbeck, Andrew Pentland, T.A.S., T.T.G.

TWO HOLIDAYS IN ONE

By Leslie Scheftsik

On May 6th, 1997, Air Transat's C-GTSF, a Boeing 757, took off from LBA. It was the first Toronto flight this year, and Peggy and I were on it. We weren't airborne for long. Less than half an hour later we landed at Birmingham where everyone had to get off so that the plane could be cleaned.

We were shown into a waiting area which overlooked the apron. Among the British Airways, British Midland, Aer Lingus and Britannia aircraft stood the scoop of the day: a Turkmenistan 757-200 registered EZ-A012. A Lufthansa landed before we left, as did Jersey's G-JEAU.

The flight was uneventful. For our meal we had Italian style food followed by Pecan Pie. This time we didn't see Greenland, but by the time we were over Canada breaks in the cloud allowed us to look down onto land that was often desolate. The approach to Toronto was over Niagara Falls City. I couldn't see the falls, but recognised the Sheraton Hotel and other landmarks. A strong wind was blowing, making the run into Toronto bumpy.

Within an hour of touchdown Peggy's sister was driving us back to Niagara Falls City, and we booked into a motel nearby. That evening my sister-in-law and I went to the recently opened casino where, after an hour and a quarter, I'd lost five dollars playing the machines, and she'd made a modest profit of 25 cents.

Next day I found Niagara's Helicopter Station from which pleasure flights operate. I went up to the perimeter fence. It's near to the pad. As C-GOTU and C-FLYG landed, reloaded and took off again in quick succession, the wind from their rotor blades nearly blew off my United Airlines baseball cap.

Twelve days later Peggy, my sister-in-law, her husband and I set off on a five days package holiday to Las Vegas. American Trans Air's L1011 TriStar was late leaving Detroit; but at last it took off at 11.44 a.m., landing in Las Vegas at 12.34 p.m. after a flight lasting 3 hours, 50 minutes. No! I haven't got my sums wrong. We were flying west and crossed into three different time zones.

The inflight meal was pathetic: a cooked meat sandwich, small packet of corn chips (crisps to us) and choice of a soft drink, tea or coffee.

There were two diversions. On take-off one of the stewardesses couldn't fasten her seat belt; and later a drawer in the soft drinks trolley jammed. A phone call to the flight deck produced the flight engineer who wrestled with the offending drawer without success. When he turned his attention to the faulty seat belt buckle, a burly passenger walked up to the drinks trolley, sat on the floor, and gave the drawer a hefty tug. Out it came! Minutes later the flight engineer, having lost his battle with the drawer but having won his encounter with the belt buckle, quietly returned to the flight deck.

When we stepped out of N183AT at Las Vegas it reminded me of Tenerife. We'd descended past mountains. We'd seen palm trees below us. Then on the transfer run to the Palace Station Hotel we passed tropical gardens with plants growing in sand, while exotic flowers and the layout of some of the buildings confirmed the impression.

One day we took a coach tour from Las Vegas across the desert to Laughlin. According to the driver it was about a hundred miles.

The scenery was interesting rather than picturesque: sand, more sand, yucca plants, other sparse vegetation and mountains. But we did pass two small airstrips in the wilderness. The first was at Searchlight where two light aircraft were parked; while the second one, deserted except for the airsock, was at Cal Nev Ari.

At Laughlin the sun was blazing, and we had lunch at a café overlooking the Colorado River. Although Laughlin is in Nevada, Bullhead City, visible across the water, is in Arizona; so I can say that, although I've never been to Arizona, I have seen it.

Bullhead City has an airport. During the afternoon several light and medium sized aircraft landed and took off.

Back in Las Vegas I found a pamphlet advertising Sundance Helicopters. If you have \$299 per person to spare (which I hadn't) you can have the experience of a lifetime; or so the brochure claims. Not only does a helicopter fly you to the Grand Canyon, but it lands you deep inside it for a champagne picnic. The trip also includes views of the Hoover Dam, Lake Mead, extinct volcanoes and the Las Vegas Strip. Departures for this tour and other destinations are from the local McCarran Airport. Sundance Helicopters say they are Nevada's oldest and largest helicopter tour company. However, Heli USA also offer 'copter flights from Las Vegas. They fly to Hualapai Indian Territory and other places.

There's a helicopter pad near to Las Vegas city centre at the junction of Harman Avenue with Las Vegas Boulevard, but I don't know who operates it. A 'copter was parked there when we passed in the bus.

N187AT eventually returned us to Detroit. The meal was the same as going; but it had been a cheap package holiday and the hotel was comfortable, so I don't suppose we should grumble.

By now our holiday was nearly over. Three days later found us leaving Detroit to cross into Canada via the Ambassador Bridge. Then onwards to Toronto. In front of the Royal Constellation Hotel near to Toronto Airport an old aeroplane is on display. According to the "Airport & Aviation News" it's a restored Trans Canada Airlines plane which was registered as CF-TGE. Built in 1954, the report describes it as a "Super Connie". Later it flew for Worldwide Airways of Quebec when it bore the revised registration CF-RNR.

Now it has been converted into a lounge and bar in which drinks and snacks are served.

There was no time to investigate. We had to go into the airport.

C-GTSE was pushed back six minutes early. The flight was swift but sometimes turbulent. Three times passengers were told to return to their seats and fasten their seat belts; but despite this we landed at LBA at 9.31 a.m., twenty four minutes ahead of schedule.

This meant holding the aircraft on the turning circle at the end of the runway while one plane took off and two others landed.

And so ended what may be my last Stateside holiday. Pessimistic? Just practical! For at last I've completely retired.



Trips & Visits
Contact
John Jackson
0113 - 2503766



BRITISH AEROSPACE

FACTORY VISIT

WOODFORD

THE DATE FOR THIS TOUR HAS BEEN CONFIRMED
BY BAe AS

TUESDAY 09 SEPTEMBER AT 09.45

DEPART AERO CLUB 07.30 HOURS

(BY CAR PROMPT)

WILL ALL PERSONS GOING ON THIS TOUR WHO HAVE NOT YET PAID ME
THEIR £3, PLEASE DO SO IMMEDIATELY AS I HAVE A LONG WAITING LIST.
ALSO PLEASE CONTACT ME AS SOON AS POSSIBLE REGARDING CAR
SHARING/ CONDITIONS OF TOUR / FORM OF IDENTIFICATION AND THE
ROUTE TO BE TAKEN.

BRITISH MIDLAND AIRWAYS
AND
UNITED PARCEL SERVICES

THE ABOVE TRIP IS CURRENTLY BEING ARRANGED WITH BMA AND UPS AND IT IS HOPED TO INCLUDE :-

BMA: ADMINISTRATION, OPERATIONS, ENGINEERING AND AIRPORT.

UPS: FREIGHT HANGAR, OPERATIONS AND POSSIBLY A LOOK ON AN AIRCRAFT.

THIS TRIP MUST TAKE PLACE ON A MONDAY AS UPS ONLY ALLOW TOURS ON MONDAY EVENINGS. THE BMA TOUR WOULD THEREFORE BE MONDAY AFTERNOON.

DATES, COSTS AND TRANSPORTATION ARE YET TO BE ARRANGED AND ARE DEPENDENT UPON NUMBER OF PERSONS TRAVELLING.

PLEASE CONTACT ME AS SOON AS POSSIBLE OR ADD YOUR NAME AND TELEPHONE NUMBER TO THE LIST AT THE NEXT MEETING AS SPACE IS LIMITED.

ELVINGTON
and
RUFFORTH

An afternoon one weekend in the summer spent at Yorkshire's own Air Museum.

**Followed by:
An evening at York Gliding Centre to watch or participate in Glider Flying.**

Costs and dates to be confirmed depending upon number of persons attending.

If interested please contact me or put your name and telephone number on the list at the next meeting.

AN APPEAL

Details of military aircraft crashes and/or forced landings during the period 1936 -1986 are required by Yorkshire Air Museum for its archives: these being used, increasingly, by serious researchers.

Any pertinent 'gen' should be sent to Guy Jefferson, 29 Ings View, Shipton Road, York YO3 6XE (tel 01904 625583) who is compiling the information.

I would urge fellow Air Yorkshire members to give every assistance in this worthy endeavour.

Gerald Myers.

WOLD NEWTON/WILLY HOWE FARM Movements:- 15.3 G-BHCP F.152 f Sherburn t Beverley, G-BNOH PA-28 f&t Sherburn, G-BNRA TB.10 f&t Tollerton, G-BDSH PA-28 f&t Tollerton. 17.3 XZ328 Gazelle AH.1 f&t Leeming (Wattisham based). 19.3 G-BMVJ 172N f&t Leeds. 29.3 G-BNER PA-28 f&t Sandtoft, G-AYRS D.120A f&t Brighton, G-FACE R.1180T f Beverley t Cranfield. 30.3 G-VICC PA-28 f Turweston n/s t Turweston 31.3, G-JONZ 172F f&t Tollerton, G-SACT PA-28 f&t Sherburn, G-BFXW AA-5B 2 x o/s f&t Leeds. 31.3 G-KATT 152 f&t Hinton-in-the Hedges, G-ANRP/TW439 Auster 5 f Brighton t North Coates, G-BESA AA-5 f Newcastle t North Coates, G-BEZF AA-5 f Gamston t Leeds, G-OOLE 172N f&t Humberside. 2.4 G-BMLK G.109B f&t Rufforth. 6.4 G-BKDJ DR.400 f&t Sherburn, G-BFXW AA-5B f&t Leeds, G-MVSJ Mistral f&t Cliffe, G-AJIT J/1 (Mod.) f&t Netherthorpe. 2.4 G-OJVH F.150H f&t Leeds, G-BFXW AA-5B f Sherburn t Bagby, G-WYMF F.150J f&t Full Sutton. 10.4 G-MVFS Pegasus YL-R f&t Wombledon, G-BFIY F.150M f&t Leeds. 13.4 G-GCAT PA-28 f Humberside t Crosland Moor, G-FLAV PA-28 f&t Tollerton, G-BPTH F.172N f&t Wickenby, G-ATDO Bo.208C f Marton t Brighton, G-MYYH Blade f&t Wombledon, G-ANRP/TW439 Auster 5 f&t Brighton, G-BHCP F.152 f&t Sherburn.

WOLD NEWTON/WILLY HOWE FARM Movements:- 13.4 (Additional to those listed last month) G-MTPV Thruster f&t Husthwaite. 14.4 G-BMVJ 172N f&t Leeds, G-BFXW AA-5B f Sandtoft t Sherburn. 15.4 G-BGPJ PA-28 f Newcastle t Woodvale. 18.4 G-BFIY F.150M f&t Leeds. 20.4 G-BHAI F.152 f&t Netherthorpe, G-BCVJ F.172N f&t Woodvale, G-BTHH DR.100A f Conington t Cumbernauld, G-BMYU D.120 f Egton t Sandtoft, G-AWDA T.66 f&t Hill Farm, Marton. 27.4 G-BUJI T.61F f&t Rufforth. 1.5 G-MWZA Mercury f&t Rufforth, G-RJWW M.5-235C f Sandtoft, local banner towing flight, t Bagby, G-BBJX F.150L f&t Leeds. 2.5 G-BAZM D.11 f&t Leeds. 4.5 G-BEAC PA-28 f&t Humberside. 6.5 G-ORVR P.68B f&t Manchester/Ringway. 8.5 G-AVRY PA-28 f&t Blackbushe. 9.5 N6003F RC.114 f&t Dunkeswell, G-CHAS PA-28 f Stapleford 2m/s t Stapleford 11.5, G-DANY Europa arrived by road from Harrogate for local test flying.

"I needed a new pair of Clogs"

My latest trip was with the assistance of the Daily Telegraph and Air UK. Instead of offering 'two for the price of one', it was 50% off, which was useful as I was going to go on my own as my son was swotting for his 'A' levels. A weekend at Amsterdam was planned and I had not realised it was 4 years since I last went.

I had decided to fly from Humberside (cheaper than LBA), and it was 5am on the Saturday morning that I set off in misty weather which had turned to fairly thick fog by the time I arrived at the airport. Fortunately the aircraft was on the ground and the lady at check thought that we should get away.

After a flight of just 55 mins we landed at Schipol to be welcomed by pleasant weather which turned into a warm and sunny day. After the usual marathon taxi to the stand, I cleared customs and headed to the viewing area. Great news - it is still free of charge so I did a quick 'recce' and made a note of the best vantage points. I had not done my homework for this trip so I wasn't aware of the movements but fortunately they have Arrivals/Departures boards just off the viewing area. For those who have not been to Schipol, the taxiways are too far away to take photos of anything other than 'wide bodies'. Because of the number - 6 - of runways you can miss some movements, but not many.

Obviously KLM were predominant with B737/747/767 and MD11. Also, they were still operating the F100. Cityhopper were using SF340, F50 and F70. Transavia were using B737/757, as were Air Holland. Martinair were using B747 and B767 including the freighter (PH-MCN). The other Dutch movements were Fairlines Bandeirante and Air Excel ATR42. With the runways being fairly distant the business movements couldn't be noted unless that parked at the Terminal.

The European countries were well represented by the usual 'nationals' - Air France (A320/B737), Lufthansa (A320/B737/CRJ), Alitalia (DC9), Sabena (146/B737), Iberia (DC9/A320), SAS (DC9), Finnair (DC9), Swissair (A320/DC9), British A/W (B737/757), Air Portugal (A320/L10), Olympic (B737) and Austrian (F70). Air UK was also very evident with 146/F100/F50, BA Exp (146), Easyjet (B737), and BA Maersk (1-11/B737). Oh, I nearly forgot BMA (F70/B737).

The really interesting European Airlines were represented by Maersk (B737), Eurowings (ATR42/72/146), Crossair (146), Regional (S2000), Tyrolean (DHC8), Meridiana (146), Adria (A320), Air Englandia (Do328), Croatia A/L (B737), Tunis Air (B737), Cyprus A/W (A320), Air Malta (A320/B737), Icelandair (B737), RAM (B737), JAT (DC10/B727) and THY (B737).

To give a few highlights of the European airlines - THY were also using A320 (EI-TLJ) in full colour scheme. Futura were using EC-GGO in their colour scheme but with Trans Global titles. Lithuanian Airlines Yak 42 (LY-AAP).

Uzbekistan Airlines A310(F-OGQY).
Malev F70(HA-LMC).
Aeroflot TU134(RA 65042) and TU154(RA 85646/7).
Tarom B737(YR-BGA).
Armenian Airlines TU154(EK 85566).
Romavia Cargo IL-18(YR-IMZ).

The disappointment of Schipol is that you can see a great variety of Airliners, but the photography can be limited. The Armenian TU154 was parked on an outer apron and didn't get within 'lens range', as did the THY A320 (they don't have any of their own).

Seeing that I have mentioned Cargo aircraft I will carry on along that line and you do get a good variety. On the Saturday we started off with Asiana B744(HL 7420), Nippon Cargo A/L(JA 8194), Southern Air Transport L.130(N 908/16SJ), MEA(B707) and Affretair DC8(Z-WMJ). The Sunday produced Heavylift Belfast(G-BEPS), the previously mentioned Martinair B747 and the two 'Herces'.

Flying over 'the pond' were Northwest(B744/DC10), Delta(L10) United(B767/777) with Air Transat(B757/L10) and Canada 3000(B757) operating charters. One of the bonuses of Schipol is that the Far Eastern airlines use different equipment to that operating to the UK. The MD11 was operated by JAL, EVA A/W, Garuda, Thai and Mandarin A/L. The usual B747 of Thai, Garuda, Cathay Pacific, Singapore, Korean, SAA(in the Olympic c/s) and Iran Air. Iran Air operated an A300 on the Sunday when it rained practically all day! Additional airlines on the Sunday were Air Lanka(A340), Trans Brazil(B767) - nice c/s, but didn't get a photograph - Istanbul A/l(B737), EL AL(B757) and BMA(SF340).

Before I mention the journey home, Royal Jordanian use Tristars, not A310 and Gulf Air use B767.

With the weather being poor I decide to check in for the return flight early and see if I could get to the end of a pier near a taxiway. You can actually walk round inside the Terminal and imaged to get a photograph of the Martinair B767 in Virgin c/s. I was able to get to the end of Pier 'D' which was within 'lens distance' of one of the main taxiways. The rain had stopped, and I eventually managed to get photographs of some of the smaller commuter airlines including Eurowings(ATR42), KLM Cityhopper(SF340) and Air Excel(ATR42). I again had a double seat to myself for the flight home which again took 55mins and the advantage of flying from Humberside is that I was at home within a hour of landing.

I think that I will have to curtail my trips so that I can save up to take my wife away. Hang on a minute, she has just informed me that a friend is flying from Heathrow and wants to know if I am willing to take her. You never know what's around the corner!



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**Summer 1998 Holidays
Earlier than Ever with More than Ever
from Leeds Bradford International Airport**

The U.K.'s Major Tour Operators have launched Summer 1998 earlier than ever with 1,000's of free child places in brochures specifically aimed at the family market.

As in past years, the choice from 'Yorkshire's Own Airport' has grown significantly in an overall marketplace that is expected to remain static!

Thomson Holidays have added a second flight each week to Alicante and doubled the number of flights to Tenerife and Corfu. Also new for the Summer season are Lanzarote and Dalaman (Turkey) on Sundays and Wednesdays respectively.

Guaranteed free child places on all Mediterranean holidays across the Summer season with second or subsequent children travelling for as little as £48 are offered by Thomson's sister company - **Skytours**.

Airtours have also increased their departures from Leeds Bradford with a Thursday flight to Lanzarote and a Mondays departure to Bodrum in Turkey. Majorca is now available each Friday and Saturday with the latter offering the chance to **Cruise the Med** for the 2nd year running.

After an extremely successful introduction to Leeds Bradford in 1997, **Sunworld** has added 3 new destinations, Minorca, Gran Canaria and Lanzarote along with a second weekly departure to Faro on the Portuguese Algarve. Aimed at the family market with 1,000's of free child places, Sunworld have more than double the capacity available in 1997.

'Kids Go Free' the **Cosmos** Summer 1998 brochure has been launched with guaranteed first child or teenager places at every hotel and apartment featured. Other value for money offers include the 2nd week free over the August Bank Holiday period, full board for the price of half board and big reductions for the 3rd and 4th adults. New for 1998 are Minorca and Lanzarote.

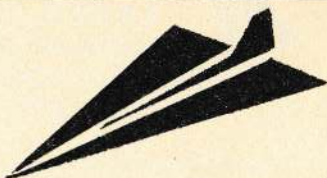
First Choice Holidays are offering up to £50 off per person in the First Choice Summer Sale plus 1000's of free child places. Minorca, Tenerife and Lanzarote have also been added to the First Choice 1998 portfolio increasing their range of destinations from four in 1997 to seven in 1998.

Airport Chairman, Cllr Tony Cairns commented, "Yet again we are seeing more and more destinations available from Leeds Bradford International Airport, more operators, more choice and more reasons for the Yorkshire public to fly from their local airport!"

-ENDS-

For further information contact Philip Firth, Marketing Manager
Leeds Bradford International Airport

PRESS RELEASE



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