



**IBERIA Airlines A300 EC-DNQ**  
**at Leeds Bradford Airport - 15/6/96** (Photo. Harry Morrow)

**CHAIRMAN: MR.M.WILLINGALE**

17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY

01943 875137

**SECRETARY: MR.A.G.HEELEY**

12,LIME GROVE, RAWDON,LEEDS LS19 6BZ

0113 2505114

**TREASURER: MR.D.VALENTINE**

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

0113 2288143

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

207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL

0113 2676947

**EDITORIAL ASSISTANTS****MRS.D.BLACKWELL**

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

**MR.M.SMALL**

13, BEECH AVENUE, HARROGATE. HG2 8DS.

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

As you will see from the notes below, we have now arranged meetings up to the end of the year. However, now that meetings have been arranged , the problem now is keeping members at those meetings ! It has been observed, and commented upon that many members leave the meetings at the interval. In anybody's language, this is utterly disrespectful to the person invited to speak. Aviation is a vast subject and , obviously, it is not possible to please everyone all the time, but it is only good manners to see the meeting through. After all, two hours is not a long time. Again, obviously members occasionally will have a very good reason to leave early, but most of the members who do disappear at the interval are to be found on the club terrace when the meeting is over.

As usual there is no meeting in August and all magazines will be posted. Over the next few weeks many of you will be taking your cameras on holiday so why not photograph something that will provide an interesting entry in the photo competition in December ?

On Wednesday evening, 17th June, over forty members met at the Information Desk to be given an updating tour of LBA's latest improvements including the new check-in desks, the 1st floor international departure lounge with play corner, the cafe and our first air bridge.

The LBA and the contractors are to be congratulated on a splendid job done with completion in time for the summer's charter season. Finally it was on a coach and round to the fire station where a crew were only too pleased to play or (demonstrate) their latest £250,000 acquisition, Fire 3. All those gallons of water spraying about made everyone thirsty. So when it was announced that the first round of drinks were on the LBA, the exit from the fire station to the bar left even the fire crew amazed ! Thanks to all at the LBA for an enjoyable evening.

**MEETINGS.** ( starting at 14.30)

Sunday, 5th July, Phillip Firth (LBAs Head of Marketing and Business Development)

**AUGUST -NO MEETING** - all magazines will be posted.

Sunday, 6th September - Adrian Glick - arial photographer

Sunday, 11th October (PLEASE NOTE THIS IS THE SECOND SUNDAY) - Steve Noujain - display pilot on hawks, P51 Mustangs and Sea Fury.

Sunday 8th November (PLEASE NOTE, ANOTHER SECOND SUNDAY) -the A.G.M.

Sunday, 6th December, Christmas Party.

**CREDITS**

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

# Leeds/Bradford Movements

May 1998

## 01 Friday

G-DASI Short 360	0228	G-JSJK Airbus 321	0407
EI-TLO Airbus 320	0429	EI-FKE Fokker 50	0847
G-BAKJ Twin Comanche	0918	G-MAJA Jetstream 41	0920
G-JLCA PA-34 Seneca	0932	G-BVZH Boeing 737 500	0935
G-MAJE Jetstream 41	0939	G-GNTH SAAB 340	0940
G-JEAI Friendship	0947	G-DASI Short 360	0952
EI-CKR Boeing 737	0958	D-BOBU DHC-8	1018
G-UKFD Fokker 100	1021	N27MW Beech 58	1040
G-GNTI SAAB 340	1119	G-BYAW Airbus 321	1131
G-GAMT PA-31 Navajo	1141	G-JEAG Friendship	1156
G-BVZH Boeing 737 500	1303	EI-TLO Airbus 320	1401
G-MAJE Jetstream 41	1404	G-BGGK PA-34 Seneca	1410
G-GNTH SAAB 340	1420	G-UKFD Fokker 100	1427
D-BOBU DHC-8	1459	G-JEAG Friendship	1505
G-WAGI Robinson R-22B	1506	EI-CJC Boeing 737	1519
G-BVJC Fokker 100	1523	G-LOFT Citation I	1626
G-JETU Twin Squirrel	1701	G-MAJE Jetstream 41	1707
G-MAJA Jetstream 41	1727	G-GNTH SAAB 340	1745
EI-CKR Boeing 737	1811	G-JEAG Friendship	1824
G-BVZH Boeing 737 500	1832	G-DASI Short 360	1837
N707HG PA-46 Malibu	1848	OO-DJV BAe 146 RJ85	1857
VP-CNJ Gulfstream III	1904	EI-FKF Fokker 50	1917
G-UKFD Fokker 100	1956	G-BMYH Cessna 310R	2000
G-MAJE Jetstream 41	2028	G-GNTH SAAB 340	2033
G-JSJK Airbus 321	2037	G-GNTI SAAB 340	2056
G-BVTC Fokker 70	2133	G-JEAG Friendship	2135
G-BVZH Boeing 737 500	2144	EI-TLO Airbus 320	2149
EI-TLF Airbus 320	2157	EC-FTS DC9 83	2205
OO-DJX Avro 146 RJ85	2212	EC-6EU Boeing 737 300	2227

## 02 Saturday

G-JSJK Airbus 321	0424	EI-TLF Airbus 320	0511
EI-FKE Fokker 50	0843	G-BVZI Boeing 737 500	0930
G-UKFD Fokker 100	1000	PH-SDF DHC-8	1006
G-SACS PA-28 Cadet	1043	G-BBKY Cessna F150L	1047
EI-CNX Boeing 737	1053	G-UKTL ATR 72	1138
G-JEAG Friendship	1145	G-BKTY TB-10 Tobago	1203
G-GNTI SAAB 340	1208	G-BBPK PA-34 Seneca	1210
G-BTWD T61F Venture	1216	G-BVZI Boeing 737 500	1235
EI-TLF Airbus 320	1251	N201XJ Mooney M20J	1320
G-AWIT PA-28 Cherokee D	1330	G-JSJK Airbus 321	1353
G-UKFD Fokker 100	1406	G-BVZI Boeing 737 500	1627
EC-GEU Boeing 737 300	1901	EC-FTT DC9 83	1916
EI-FKE Fokker 50	1918	G-DBMZ Boeing 737 500	1953
EI-TLF Airbus 320	2045	G-JSJK Airbus 321	2141

## 03 Sunday

EC-FIT Boeing 737 400	0101	EI-TLF Airbus 320	0504
G-JSJK Airbus 321	0925	EI-FKE Fokker 50	0810
G-BVTC Boeing 737 500	0946	G-UKFD Fokker 100	0951

NBS196	Turbo Avro IV	0957	EI-CKQ	Boeing 737	1001	
EC-FZT	Boeing 737 400	1111	G-ATJV	Cherokee Six	1210	
G-BVZE	Boeing 737 500	1236	EI-TLF	Airbus 320	1335	
G-ATRX	Cherokee Six	1339	G-UKFD	Fokker 100	1461	
G-BVTE	Fokker 70	1403	G-GNTH	SAAB 340	1492	
D-ROBU	DHC-8	1459	G-EUPS	ATR-42	1548	
G-JSJK	Airbus 321	1623	G-IFTC	HS 125 F3B/RA	1700	
G-MAJA	Jetstream 41	1767	G-AZLY	Cessna F150L	1748	
EI-CKQ	Boeing 737	1754	G-BVZE	Boeing 737 500	1813	
G-JEAF	Friendship	1827	OO-DJV	Avro 146 RJ85	1903	
EI-FKA	Fokker 50	1912	G-UKFD	Fokker 100	1959	
G-MAJA	Jetstream 41	2022	G-GNTH	SAAB 340	2111	
G-BVZE	Boeing 737 500	2119	EI-CNV	Boeing 737	2213	
OO-DJK	Avro 146 RJ85	2216	G-JSJK	Airbus 321	2340	
EI-TLF	Airbus 320	2353				
<b>04 Monday</b>						
EI-FKE	Fokker 50	0843	G-BVZH	Boeing 737 500	0921	
EI-CKR	Boeing 737	0950	G-UKFD	Fokker 100	1015	
D-ROBU	DHC-8	1029	G-GNTI	SAAB 340	1116	
N5826	Swordfish	1145	G-BLTT	T67B Firefly	1202	
G-BVZH	Boeing 737 500	1223	G-MAJD	Jetstream 41	1241	
VP-CPR	Cessna 421C	1318	1839(05)	G-AZLY	Cessna F150L	1326
G-UKFD	Fokker 100	1402	G-GNTH	SAAB 340	1419	
G-MAJD	Jetstream 41	1446	G-JEAF	Friendship	1504	
D-ROBU	DHC-8	1525	G-MAJA	Jetstream 41	1738	
EI-TLF	Airbus 320	1719	G-GNTH	SAAB 340	1722	
G-BVZH	Boeing 737 500	1819	EI-CKR	Boeing 737	1821	
G-JEAF	Friendship	1821	EI-FKD	Fokker 50	1918	
OO-DJS	Avro 146 RJ85	1922	G-CRPH	Airbus 320	1932	
G-MAJA	Jetstream 41	2005	G-BLZT	Short 360	2014	
G-BVTE	Fokker 70	2049	G-GNTI	SAAB 340	2107	
G-TTCL	Airbus 320	2123	G-BVZH	Boeing 737 500	2125	
G-JEAF	Friendship	2134	OO-DJX	Avro 146 RJ85	2227	
G-UKFD	Fokker 100	2245				
<b>05 Tuesday</b>						
EI-TLF	Airbus 320	0242	EI-FKB	Fokker 50	0841	
EC-CNW	Boeing 737 300	0915	G-GTSE	Boeing 757	0925	
G-MAJD	Jetstream 41	0927	G-BVZH	Boeing 737 500	0933	
G-GNTH	SAAB 340	0935	G-MAJA	Jetstream 41	0941	
G-JEAF	Friendship	1001	G-BLZT	Short 360	1005	
EI-CNV	Boeing 737	1009	G-BXLY	PA-28 Warrior	1035	
PH-SDR	DHC-8	1042	G-BVTE	Fokker 70	1047	
G-UKFD	Fokker 100	1055	G-FBLJ	Lear Jet 60	1228	
G-BVZH	Boeing 737 500	1254	EI-TLF	Airbus 320	1352	
G-MAJA	Jetstream 41	1357	G-UKFD	Fokker 100	1443	
G-BLZT	Short 360	1500	PH-SDR	DHC-8	1512	
G-JEAF	Friendship	1515	G-BVZF	Boeing 737 500	1523	
G-MAJA	Jetstream 41	1703	G-MAJD	Jetstream 41	1711	
G-GNTH	SAAB 340	1723	EI-CNV	Boeing 737	1759	
G-BVZF	Boeing 737 500	1819	G-JEAF	Friendship	1827	
G-BLZT	Short 360	1833	C-ETDA	Airbus 320	1846	
OO-DJT	Avro 146 RJ85	1911	EI-FKE	Fokker 50	1913	
G-UKFD	Fokker 100	1958	G-MAJD	Jetstream 41	2003	
G-GNTH	SAAB 340	2025	G-MAJA	Jetstream 41	2046	
G-BVTE	Fokker 70	2049	EI-TLF	Airbus 320	2123	
G-JEAF	Friendship	2129	G-BVZF	Boeing 737 500	2136	
OO-DJO	Avro 146 RJ85	2228				
<b>06 Wednesday</b>						
G-BLZT	Short 360	0407	EI-FKB	Fokker 50	0839	
EI-TLF	Airbus 320	0846	G-MAJD	Jetstream 41	0923	

G-BVZH	Boeing 737 500	0933
G-JEAF	Friendship	0942
G-MAJA	Jetstream 41	0947
EI-CJE	Boeing 737	0958
G-UKFD	Fokker 100	1005
G-BVTG	Fokker 70	1114
G-MAJA	Jetstream 41	1352
G-UKFD	Fokker 100	1429
G-JEAG	Friendship	1502
OE-GSC	Falcon 10	1541
EI-TLF	Airbus 320	1606
G-MAJD	Jetstream 41	1721
EI-CJE	Boeing 737	1745
G-BVZH	Boeing 737 500	1826
EI-FKB	Fokker 50	1904
G-BPHL	PA-28 Warrior II	1926
G-MAJD	Jetstream 41	2003
G-MAJA	Jetstream 41	2038
G-JEAG	Friendship	2128
OO-DJW	Avro 146 RJ85	2235

#### 07 Thursday

G-KBAC	Short 360	0218
G-LEAF	Cessna F406	0830
G-BRPL	PA-28 Cruiser	0848
G-MAJD	Jetstream 41	0923
G-LIZZ	PA-28 Aztec	0929
G-JEAG	Friendship	0950
G-KBAC	Short 360	0958
EI-COB	Boeing 737	1010
G-BVTG	Fokker 70	1051
EC-FYF	Boeing 737 300	1241
G-ODDX	Boeing 757	1302
G-MAJM	Jetstream 41	1404
G-UKFD	Fokker 100	1454
PH-SDT	DHC-8	1510
G-BVZH	Boeing 737 500	1524
G-MAJM	Jetstream 41	1711
G-MAJD	Jetstream 41	1718
EI-COB	Boeing 737	1735
G-JEAI	Friendship	1819
EI-FKE	Fokker 50	1907
G-UKFD	Fokker 100	1941
G-GNTH	SAAB 340	2027
G-BVTG	Fokker 70	2046
EI-TLF	Airbus 320	2124
OO-DJW	Avro 146 RJ85	2228

#### 08 Friday

G-JSJX	Airbus 321	0201
EI-TLF	Airbus 320	0504
G-KUVG	Cessna 421C	0909
G-LEAF	Cessna F406	0926
G-KBAC	Short 360	0946
G-BVZH	Boeing 737 500	0952
EI-CNT	Boeing 737	1010
G-GNTH	SAAB 340	1102
G-OAMT	PA-31 Navajo	1120
G-BXAW	Airbus 321	1133
G-BKTY	TB-10 Tobago	1151
G-BVZH	Boeing 737 500	1323
G-MAJD	Jetstream 41	1407

G-GNTH	SAAB 340	0938
G-LEAF	Cessna F406	0943
G-BLZT	Short 360	0953
G-FLTI	King Air F90	1002
D-BOBU	DHC-8	1026
G-BVZF	Boeing 737 500	1256
G-GNTH	SAAB 340	1414
G-BLZT	Short 360	1434
G-BVKD	Boeing 737 500	1520
D-BOBU	DHC-8	1544
G-MAJA	Jetstream 41	1702
G-GNTH	SAAB 340	1726
G-JEAG	Friendship	1822
G-BLZT	Short 360	1835
OO-DJN	Avro 146 RJ85	1919
G-UKFD	Fokker 100	2001
G-GNTH	SAAB 340	2022
G-BVTG	Fokker 70	2053
G-BVZH	Boeing 737 500	2136

EI-TLF	Airbus 320	0304
EI-FKF	Fokker 50	0840
G-BFTT	Cessna 421C	0907
G-BVZH	Boeing 737 500	0926
G-GNTH	SAAB 340	0941
G-MAJA	Jetstream 41	0956
G-UKFD	Fokker 100	1002
PH-SDT	DHC-8	1026
G-BVZH	Boeing 737 500	1233
EI-TLF	Airbus 320	1244
G-JSJX	Airbus 321	1312
G-KBAC	Short 360	1444
G-JEAI	Friendship	1505
OY-CYV	Citation II	1514
G-BFTT	Cessna 421C	1535
G-KKES	TB-20 Trinidad	1714
G-GNTH	SAAB 340	1731
G-BVZH	Boeing 737 500	1815
G-KBAC	Short 360	1833
OO-DJP	Avro 146 RJ85	1915
G-MAJD	Jetstream 41	1959
G-MAJM	Jetstream 41	2043
G-BVZH	Boeing 737 500	2121
G-JEAI	Friendship	2130

G-KBAC	Short 360	0208
EI-FKD	Fokker 50	0839
G-MAJM	Jetstream 41	0924
G-JEAI	Friendship	0936
G-MAJD	Jetstream 41	0949
G-UKFD	Fokker 100	1007
D-BOBU	DHC-8	1035
G-BVTG	Fokker 70	1105
N38049	A.36 Bonanza	1131
G-JEAF	Friendship	1148
G-BBPY	PA-28 Challenger	1210
G-BVTG	Fokker 70	1403
EI-TLF	Airbus 320	1434

G-UKFJ	Fokker 100	1445	G-JEAF	Friendship	1502
D-ROBU	DHC-8	1513	VP-BIR	Sukorsky 5-76	1519
G-BKTY	TB-10 Tebago	1520	G-OBMY	Boeing 737 500	1541
EI-CNV	Boeing 737	1615	G-DASI	Short 360	1552
G-MAJD	Jetstream 41	1708	G-MAJM	Jetstream 41	1713
G-SNTH	SAAB 340	1709	EI-CNT	Boeing 737	1732
G-JEAF	Friendship	1830	G-OBMY	Boeing 737 500	1841
OO-DJL	Avro 146 RJ85	1909	EI-FKA	Fokker 50	1918
G-DASI	Short 360	1941	G-UKFJ	Fokker 100	1953
G-MAJM	Jetstream 41	2001	G-BVTG	Fokker 70	2021
G-SNTH	SAAB 340	2026	G-MAJD	Jetstream 41	2029
G-JSJX	Airbus 321	2045	G-JEAF	Friendship	2133
EI-TLF	Airbus 320	2145	G-OBMY	Boeing 737 500	2203
G-PVJD	Fokker 100	2206	EO-FKJ	Boeing 737 300	2224
OO-DJY	Avro 146 RJ85	2248	EO-GLT	Airbus 320	2341
<b>09 Saturday</b>					
G-JSJX	Airbus 321	0429	EI-TLF	Airbus 320	0548
EI-FKA	Fokker 50	0542	G-BVZE	Boeing 737 500	0913
G-BVJA	Fokker 100	0937	G-UKFJ	Fokker 100	1000
PH-SDR	DHC-8	1015	EI-CJF	Boeing 737	1027
G-BVTG	Fokker 70	1120	G-UKTK	ATR-72	1122
G-DFLC	B76 Duchess	1140	G-JEAF	Friendship	1201
G-BFGH	Cessna F327D	1208	G-BVZE	Boeing 737 500	1240
EI-TLF	Airbus 320	1302	G-JSJX	Airbus 321	1347
G-DJMS	PA-28 Warrior II	1351	G-UKFJ	Fokker 100	1521
G-BVZE	Boeing 737 500	1610	EO-FTO	DC9-83	1704
G-MUVB	Cessna 421C	1721	EO-RED	Boeing 737 300	1837
G-DEGR	King Air 200	1900	EI-FKA	Fokker 50	1910
G-BVKE	Boeing 737 500	1933	G-JEAF	Friendship	1952
EI-TLF	Airbus 320	2059	G-JSJX	Airbus 321	2108
<b>10 Sunday</b>					
EO-GRX	Boeing 737 400	0604	EI-TLF	Airbus 320	0422
G-JSJX	Airbus 321	0755	EI-FKA	Fokker 50	0850
G-BVZE	Boeing 737 500	0923	G-UKFJ	Fokker 100	0946
G-BVYE	Fokker 70	1009	G-BSTZ	PA-29 Cruiser	1118
EO-GUI	Boeing 737 400	1122	G-MAGI	Robinson R-22R	1151
EI-COX	Boeing 737	1222	G-DBLC	B76 Duchess	1228
EI-TLF	Airbus 320	1232	G-BVZE	Boeing 737 500	1241
G-GLLP	157B Firefly	1259	G-UKFJ	Fokker 100	1418
G-PBTK	Cessna FRA150L	1450	D-BOBU	DHC-8	1501
G-JEAF	Friendship	1508	G-PVTE	Fokker 70	1523
G-BASH	Cessna F150L	1538	G-JSJX	Airbus 321	1546
G-SBKA	Cessna F150L	1522	G-MAJD	Jetstream 41	1706
G-BABG	PA-28 Cherokee C	1732	EI-COX	Boeing 737	1742
G-BVZE	Boeing 737 500	1823	G-MAJM	Jetstream 41	1847
G-JEAF	Friendship	1851	OO-DJY	Avro 146 RJ85	1907
EI-FKA	Fokker 50	1920	G-UKFJ	Fokker 100	1952
G-DADY	B76 Duchess	1958	G-MAJD	Jetstream 41	2029
G-PVTE	Fokker 70	2036	G-SNTH	SAAB 340	2112
EI-CNV	Boeing 737	2117	G-BVZE	Boeing 737 500	2133
G-JEAF	Friendship	2133	OO-DJK	Avro 146 RJ85	2236
G-DJY	Airbus 321	2251	EI-TLF	Airbus 320	2354
<b>11 Monday</b>					
NS10PB	Cessna 310H	0601 0630	EI-FKA	Fokker 50	0847
G-BVZE	Boeing 737 500	0932	G-MAJM	Jetstream 41	0934
G-SNTH	SAAB 340	0941	G-JEAF	Friendship	0940
G-MAJD	Jetstream 41	0955	G-UKFJ	Fokker 100	1016
EI-CKP	Boeing 737	1029	PH-SPP	DHC-8	1056
G-BVTE	Fokker 70	1120	G-JEAF	Friendship	1211
G-BVZE	Boeing 737 500	1247	G-DJY	Avro 146 RJ85	1257 2036(15)

G-DCPF	Cherokee Six	1302	G-KBAC	Short 360	1312
G-MAJD	Jetstream 41	1357	G-GNTH	SAAB 340	1410
G-UKFC	Fokker 100	1455	G-JEAG	Friendship	1507
G-CDSK	Boeing 737 300	1524	PH-SDU	DHC-6	1532
G-MAJM	Jetstream 41	1706	G-MAJD	Jetstream 41	1718
EI-TLF	Airbus 320	1730	EI-CKP	Boeing 737	1907
G-GNTH	SAAB 340	1813	G-CDSK	Boeing 737 300	1810
G-JEAG	Friendship	1825	G-KBAC	Short 360	1820
OO-DJN	Avro 146 RJ85	1902	G-RDVE	Airbus 320	1917
EI-FKA	Fokker 50	1933	G-MAJM	Jetstream 41	2006
G-MAJD	Jetstream 41	2032	G-BVTE	Fokker 70	2038
N510PS	Cessna 310N	2050	G-GNTH	SAAB 340	2124
G-JEAG	Friendship	2136	G-BVZH	Boeing 737 500	2138
G-UKFE	Fokker 100	2209	OO-SJG	Avro 146 RJ85	2235

12 Tuesday

G-KBAC	Short 360	0221	EI-TLF	Airbus 320	0350
HB-VJK	Lear Jet 25A	0314	EC-FUT	Boeing 737 300	0347
PH-RAZ	SAC26TC Metro G	0859	EI-FKA	Fokker 50	0907
G-MAJM	Jetstream 41	0914	G-BVZH	Boeing 737 500	0927
G-MAJD	Jetstream 41	0942	G-MUMG	Cessna 421C	0944
G-JEAG	Friendship	0947	G-GNTH	SAAB 340	0949
G-KBAC	Short 360	0957	C-GTSV	Boeing 757	1003
PH-SDP	DHC-6	1016	G-UKFE	Fokker 100	1017
G-BVTE	Fokker 70	1039	EI-GNT	Boeing 737	1108
OY-PEM	PA-44 Seminole	1120	G-WAGI	Robinson R-22B	1150
G-BVZH	Boeing 737 500	1237	EI-TLF	Airbus 320	1246
G-MAJD	Jetstream 41	1353	N953A	PA-34 Seneca	1428 1752
G-TEST	PA-34 Seneca	1431	G-UKFE	Fokker 100	1454
PH-SDP	DHC-6	1504	G-KBAC	Short 360	1509
G-JEAI	Friendship	1512	G-BVZH	Boeing 737 500	1527
G-MAJD	Jetstream 41	1558	G-MAJM	Jetstream 41	1711
G-GNTH	SAAB 340	1728	EI-CKP	Boeing 737	1709
G-FTDA	Airbus 320	1818	G-BVZH	Boeing 737 500	1824
G-JEAI	Friendship	1829	G-KBAC	Short 360	1855
OO-DJN	Avro 146 RJ85	1903	EI-FKA	Fokker 50	1910
G-UKFE	Fokker 100	1953	G-MAJM	Jetstream 41	2004
G-GNTH	SAAB 340	2032	G-MAJD	Jetstream 41	2032
G-BVTE	Fokker 70	2044	G-BVZH	Boeing 737 300	2134
G-JEAI	Friendship	2107	EI-TLF	Airbus 320	2142
OO-DJL	Avro 146 RJ85	2225			

13 Wednesday

G-BVZH	Boeing 737 500	0952	G-UKFE	Fokker 100	1035
PH-SDP	DHC-6	1045	G-JEAI	Friendship	1118
5B-DHC	Airbus 320	1123	G-GNTH	SAAB 340	1120
G-BVTE	Fokker 70	1145	EI-NDV	Gulfstream V	1204
EI-TLF	Airbus 320	1207	G-MAJD	Jetstream 41	1233
N624TC	Cessna Y303	1236	G-BVZH	Boeing 737 500	1255
EI-WNC	HS 125 3D	1331 1735	N89199	Turbo Arrow IV	1334 1650(14)
G-KBAC	Short 360	1426	G-MAJD	Jetstream 41	1442
G-UKFE	Fokker 100	1448	G-JEAI	Friendship	1510
G-ODMY	Boeing 737 500	1527	G-GNTH	SAAB 340	1540
PH-SDP	DHC-6	1545	G-BODY	Cessna 310R	1630
G-BVTE	Fokker 70	1701	G-MAJM	Jetstream 41	1712
G-MAJD	Jetstream 41	1746	EI-CKP	Boeing 737	1815
G-BVZH	Boeing 737 500	1816	G-JEAG	Friendship	1820
G-GNTH	SAAB 340	1830	G-KBAC	Short 360	1851
OO-DJY	Avro 146 RJ85	1902	EI-FKA	Fokker 50	1917
G-UKFE	Fokker 100	1957	G-MAJM	Jetstream 41	2016
EI-TLF	Airbus 320	2038	G-BVTE	Fokker 70	2042
G-MAJD	Jetstream 41	2046	G-GNTH	SAAB 340	2129

G-JEAG Friendship	2141	G-BVZH Being 737 500	2157
OO-DJR Avro 146 RJ85	2221		
<b>14 Thursday</b>			
EI-FKD Fokker 50	0852	OY-CPW Citation I	0856
G-BVZH Boeing 737 500	0930	G-MAJM Jetstream 41	0953
G-UKFE Fokker 100	1001	G-GNTH SAAB 340	1003
EI-CJI Boeing 737	1007	G-JEAG Friendship	1020
G-MAJD Jetstream 41	1039	PH-SDM DHC-8	1043
G-BVTE Fokker 70	1057	G-MUVG Cessna 421C	1139
G-DASI Short 360	1221	G-DBLC B76 Duchess	1229
G-BVZH Boeing 737 500	1310	EC-GHD Boeing 737 300	1332
G-JSJX Airbus 321	1343	G-OOOI Boeing 757	1351
G-MAJD Jetstream 41	1357	G-BOZP B76 Duchess	1412
G-UKFE Fokker 100	1416	G-BODY Cessna 310R	1432
G-JEAI Friendship	1505	PH-SDM DHC-8	1515
G-BVZH Boeing 737 500	1604	EI-TLF Airbus 320	1640
G-DBLC B76 Duchess	1650	G-MAJD Jetstream 41	1659
G-MAJM Jetstream 41	1716	G-GNTH SAAB 340	1731
EI-CJI Boeing 737	1734	G-LEAF Cessna F406	1737
G-SANB King Air E90	1750	G-OBMY Boeing 737 500	1826
G-JEAI Friendship	1830	G-DASI Short 360	1834
OO-DJS Avro 146 RJ85	1923	EI-FKA Fokker 50	1926
G-UKFE Fokker 100	2004	G-MAJM Jetstream 41	2006
G-BVTE Fokker 70	2029	G-MAJD Jetstream 41	2032
G-GNTH SAAB 340	2036	G-BVZH Boeing 737 500	2129
G-JEAI Friendship	2132	OO-DJX Avro 146 RJ85	2223
<b>15 Friday</b>			
EI-TLF Airbus 320	0045	G-JSJX Airbus 321	0145
G-KBAC Short 360	0217	G-RMCT Short 360	0826
EI-TLF Airbus 320	0841	EI-FKD Fokker 50	0857
G-MAJD Jetstream 41	0912	G-BVZH Boeing 737 500	0930
G-MAJM Jetstream 41	0940	G-GNTH SAAB 340	0942
G-JEAI Friendship	0945	G-KBAC Short 360	0950
G-UKFE Fokker 100	0959	EI-CKR Boeing 737	1008
G-BODY Cessna 310R	1015	PH-SDP DHC-8	1025
G-BXKL JetRanger	1029	G-BVTE Fokker 70	1047
G-BFGH Cessna F337G	1049	G-BKTY TB-10 Tobago	1107
G-BTWD T61F Venture	1109	G-DAMT PA-31 Navajo	1125
G-BXNP Airbus 321	1129	G-JEAG Friendship	1151
G-WAGI Robinson R-22B	1154	G-BVZH Boeing 737 500	1230
G-PZAZ PA-31 Navajo	1233	G-BODY Cessna 310R	1243
G-MAJM Jetstream 41	1402	G-GNTH SAAB 340	1409
G-MUVG Cessna 421C	1442	G-UKFE Fokker 100	1446
G-JEAG Friendship	1508	PH-SDP DHC-8	1512
G-BTOD PA-39 Tomahawk	1517	G-BVZH Boeing 737 500	1519
EI-CNX Boeing 737	1607	G-BVTF Fokker 70	1643
G-MAJM Jetstream 41	1708	G-MAJD Jetstream 41	1716
EI-TLF Airbus 320	1722	G-GNTH SAAB 340	1727
EI-CKR Boeing 737	1739	G-JEAG Friendship	1827
G-BVZH Boeing 737 500	1831	EI-FKC Fokker 50	1921
OO-DJW Avro 146 RJ85	1950	G-MAJD Jetstream 41	1959
G-MAJM Jetstream 41	2025	G-GNTH SAAB 340	2027
G-BVTF Fokker 70	2032	G-JSJX Airbus 321	2052
G-UKFI Fokker 100	2055	PH-FVB Bandeirante	2059 1406(17)
G-BVZH Boeing 737 500	2147	G-JEAG Friendship	2204
OO-DJR Avro 146 RJ85	2236	EC-GLT Airbus 320	2249
G-BVJD Fokker 100	2254		
<b>16 Saturday</b>			
EC-FZZ Boeing 737 400	0000	EI-TLF Airbus 320	0151
G-JSJX Airbus 321	0427	G-FCLA Boeing 757	DIV 0535 0858



EI-FKC Fokker 50	0851	G-IOII Tri-Star	0854 1128
EI-TLF Airbus 320	0904	G-BVZE Boeing 737 500	0917
G-BVJA Fokker 100	0928	G-UKFI Fokker 100	0959
EI-CNV Boeing 737	1006	PH-SDU DHC-8	1012
G-UKTK ATR-72	1134	G-JEAG Friendship	1145
G-BVTF Fokker 70	1152	G-BVZE Boeing 737 500	1228
G-BKMA Mooney M20J	1249	G-JSJX Airbus 321	1335
G-BGDD Cessna 152	1354	G-UKFI Fokker 100	1358
EI-TLF Airbus 320	1621	G-BVZE Boeing 737 500	1624
EC-FTT DC9 83	1717	EC-GHD Boeing 737 300	1845
EI-FKC Fokker 50	1907	G-JEAG Friendship	2024
G-SFBH Boeing 737 300	2028	G-JSJX Airbus 321	2103
<b>17 Sunday</b>			
EI-TLF Airbus 320	0016	EC-GRX Boeing 737 400	0620
EI-TLF Airbus 320	0746	G-JSJX Airbus 321	0757
EI-FKA Fokker 50	0845	G-SFBH Boeing 737 300	0924
G-UKFI Fokker 100	1006	G-BVTE Fokker 70	1013
EC-GNC Boeing 737 400	1049	G-UKTK ATR-72	1121
EI-CNX Boeing 737	1224	G-OBMJ Boeing 737 300	1022
G-UKFI Fokker 100	1408	PH-SDU DHC-8	1502
G-JEAG Friendship	1505	G-BVTE Fokker 70	1527
G-BOHT PA-38 Tomahawk	1552	G-BOZP B76 Duchess	1554
EI-TLF Airbus 320	1558	G-BHGO Cherokee Six	1601
G-JSJX Airbus 321	1621	G-MAJM Jetstream 41	1712
EI-CNX Boeing 737	1759	G-JEAG Friendship	1800
G-OBMY Boeing 737 500	1834	OO-DJL Avro 146 RJ85	1910
EI-FKE Fokker 50	1921	G-UKFI Fokker 100	2011
G-MAJM Jetstream 41	2028	G-BVTE Fokker 70	2043
G-BWCD Dornier 28-D	2114	EI-CNV Boeing 737	2118
G-GNTJ SAAB 340	2121	G-MAJF Jetstream 41	2127
G-OBMY Boeing 737 500	2134	G-JEAG Friendship	2142
OO-DJD Avro 146 RJ85	2224		
<b>18 Monday</b>			
G-JSJX Airbus 321	0005	EI-TLF Airbus 320	0222
D-EDKP V35 Bonanza	0550	G-BMDK PA-34 Seneca	0800
G-BOGM Turbo Arrow IV	0835	G-JLRW B76 Duchess	0844
OO-SXD EMB 121 Xingu	0846	G-MAJF Jetstream 41	0919
G-OBMY Boeing 737 500	0923	G-GNTJ SAAB 340	0933
G-MAJM Jetstream 41	0939	N10JM Citation X	0941
G-JEAG Friendship	0946	G-DASI Short 360	0953
G-VVIP Cessna 421C	0957	EI-COX Boeing 737	1019
PH-SDP DHC-8	1025	G-UKFI Fokker 100	1029
EI-FKF Fokker 50	1039	G-AXBH Cessna F172H	1045
G-BVTE Fokker 70	1129	G-JEAF Friendship	1146
G-NNAC PA-18 Super Cub	1201	G-OBMY Boeing 737 500	1219
G-EMBA EMB 145	1352	G-MAJM Jetstream 41	1355
G-DASI Short 360	1419	G-UKFI Fokker 100	1429
G-WYPA Bolkow 1050BS/4	1435	G-JEAF Friendship	1500
PH-SDP DHC-8	1521	G-OBMY Boeing 737 500	1529
N10JM Citation X	1546 1707	G-MAJM Jetstream 41	1702
G-MAJF Jetstream 41	1706	EI-TLF Airbus 320	1720
G-GNTJ SAAB 340	1723	EI-COX Boeing 737	1736
N144PK Gulfstream III	1810 1936(19)	G-DASI Short 360	1831
G-JEAF Friendship	1833	G-OBMY Boeing 737 500	1936
OO-DJT Avro 146 RJ85	1910	G-SUEE Airbus 320	1914
EI-FKB Fokker 50	1923	G-UKFI Fokker 100	1944
N407FD SIAI SF260D	1946	G-MAJF Jetstream 41	2001
G-BVTE Fokker 70	2026	G-GNTJ SAAB 340	2029
G-MAJM Jetstream 41	2030	G-JEAF Friendship	2131
G-OBMY Boeing 737 500	2141	OO-DWD Avro 146 RJ100	2233

19 Tuesday

EI-TLF Airbus 320	0226	G-DASI Short 360	0605
G-JETG Lear Jet 35A	0513	EI-FKB Fokker 50	0851
EC-FEF Boeing 757	0853	G-BRPL PA-28 Cruiser	0916
G-MAJF Jetstream 41	0924	G-OBMY Boeing 737 500	0934
G-GNTH SAAB 340	0938	G-MAJM Jetstream 41	0941
G-JEAF Friendship	0944	G-DASI Short 360	0952
G-UKFI Fokker 100	0958	EI-CNZ Boeing 737	1010
C-GTSE Boeing 757	1012	G-BGLA Robin DR400/180	1015
PH-EEF PA-31 Navajo	1018 2122	PH-SDR DHC-8	1024
G-VIZZ Sportavia RS180	1032	G-MUVG Cessna 421C	1033
G-BVTE Fokker 70	1051	G-BFMH Cessna 177B	1115
G-OBMY Boeing 737 500	1230	ZES96 BAe 125 CC.3	1233 1758
ZE701 BAe 146 CC.2	1245	G-BSDL TB-10 Tobago	1328
C-FTDA Airbus 320	1329	G-MAJM Jetstream 41	1358
G-UKFI Fokker 100	1418	EI-TLF Airbus 320	1426
G-KBAC Short 360	1440	G-JEAG Friendship	1500
PH-SDR DHC-8	1517	G-BVZG Boeing 737 500	1530
ZD704 BAe 125 CC.3	1644	G-MAJM Jetstream 41	1659
G-MAJF Jetstream 41	1718	G-GNTH SAAB 340	1722
EI-CNZ Boeing 737	1732	G-KBAC Short 360	1824
G-JEAG Friendship	1827	G-BVZG Boeing 737 500	1832
OD-DJY Avro 146 RJ85	1904	EI-FKB Fokker 50	1909
G-UKFI Fokker 100	1945	G-MAJF Jetstream 41	2008
G-GNTH SAAB 340	2021	G-MAJM Jetstream 41	2028
G-DITZ Turbo Arrow III	2036	G-BVTE Fokker 100	2047
G-JEAG Friendship	2130	EI-TLF Airbus 320	2133
G-BVZG Boeing 737 500	2149	G-MUVG Cessna 421C	2159
OD-DJT Avro 146 RJ85	2222		

20 Wednesday

G-DASI Short 360	0203	EI-TLF Airbus 320	0825
EI-FKC Fokker 50	0346	G-BVZG Boeing 737 500	0919
G-MAJF Jetstream 41	0921	G-JEAG Friendship	0935
G-MAJM Jetstream 41	0944	G-DASI Short 360	0955
G-GNTH SAAB 340	0959	EI-CKP Boeing 737	1010
G-UKFI Fokker 100	1013	G-PUDL PA-18 Super Cub	1025
PH-SDM DHC-8	1030	G-BOUS PA-28BRT Arrow IV	1058
G-BVTE Fokker 100	1118	G-KAIR PA-28 Archer II	1136
G-BHFH PA-34 Seneca	1157	PH-BYA 258 Baron	1203
G-BVZG Boeing 737 500	1233	G-NAVO PA-31 Navajo	1237
G-MAJM Jetstream 41	1359	G-GNTH SAAB 340	1421
G-UKFI Fokker 100	1424	G-JEAF Friendship	1501
G-BVZG Boeing 737 500	1522	PH-SDM DHC-8	1528
EI-TLF Airbus 320	1611	G-MAJM Jetstream 41	1703
G-MAJF Jetstream 41	1712	G-GNTH SAAB 340	1725
EI-CKP Boeing 737	1744	G-SACT PA-28 Cadet	1749
XZ335 Gazelle AH.1	1751	G-BVZG Boeing 737 500	1820
G-DASI Short 360	1826	G-JLRW B76 Duchess	1845
G-JEAF Friendship	1849	OD-DJK Avro 146 RJ85	1909
EI-FKC Fokker 50	1920	G-MAJF Jetstream 41	2005
G-GNTH SAAB 340	2016	G-BVTE Fokker 70	2024
G-MAJM Jetstream 41	2037	G-BVZG Boeing 737 500	2129
G-JEAF Friendship	2139	G-UKFI Fokker 100	2150
OD-DJL Avro 146 RJ85	2224		

21 Thursday

EI-FKB Fokker 50	0855	G-MAJF Jetstream 41	0928
G-MAJM Jetstream 41	0940	G-GNTH SAAB 340	0945
G-DASI Short 360	0948	G-JEAF Friendship	0952
G-BVZG Boeing 737 500	0954	G-UKFI Fokker 100	1010
EI-CKP Boeing 737	1013	PH-SDR DHC-8	1026

G-BVTE Fokker 70	1053	G-BBDP Robin DR400/160	1159
G-DBMF Boeing 737 400	1237	G-ODDV Boeing 757	1316
G-VOLH Airbus 321	1325	EC-FKI Boeing 737 300	1340
G-BUJA T67M Firefly	1347	G-MAJM Jetstream 41	1403
G-UKFI Fokker 100	1424	G-JEAG Friendship	1506
G-BVKB Boeing 737 500	1522	PH-SDR DHC-8	1526
G-BWCD Dornier 28D	1535 1335	EI-TLF Airbus 320	1603
G-BOZP B76 Duchess	1616	G-MAJM Jetstream 41	1705
G-MAJF Jetstream 41	1713	G-GNTH SAAB 340	1727
EI-CKP Boeing 737	1733	G-BVKB Boeing 737 500	1836
G-DASI Short 360	1838	G-JEAG Friendship	1841
OO-DJS Avro 146 RJ85	1900	EI-FKF Fokker 50	1918
G-UKFL Fokker 100	1959	G-MAJF Jetstream 41	2007
G-GNTH SAAB 340	2022	G-BVTE Fokker 70	2032
G-MAJM Jetstream 41	2035	G-JEAG Friendship	2127
G-BVKA Boeing 737 500	2134	G-MUVG Cessna 421C	2201
OO-DJP Avro 146 RJ85	2226	EI-TLF Airbus 320	2348

## 22 Friday

G-VOLH Airbus 321	0203	G-KBAC Short 360	0218
EI-TLF Airbus 320	0716	N709EL Beechjet 400	0722 0756
G-GENN GA7 Cougar	0753	G-ATJV Cherokee Six	0838
EI-FKF Fokker 50	0845	G-BVKA Boeing 737 500	0920
G-MAJM Jetstream 41	0924	G-JEAG Friendship	0936
G-MAJF Jetstream 41	0939	G-GNTH SAAB 340	0941
G-KBAC Short 360	0948	G-BRPL PA-28 Cruiser	1001
EI-CNV Boeing 737	1006	G-UKFL Fokker 100	1011
G-BORS PA-28 Archer II	1023	G-BVTE Fokker 70	1037
PH-SDU DHC-8	1047	G-DGGK PA-34 Seneca	1111
G-AVLI PA-28 Cherokee	1114	G-DLLY PA-31 Navajo	1128
G-JEAF Friendship	1152	G-BXNP Airbus 321	1157
G-BVKA Boeing 737 500	1231	G-BBNJ Cessna F150L	1239
G-BNKE Cessna 172N	1320	G-BULH Cessna 172N	1331
N70XX MUG00 Diamond	1336 1402	G-GNTH SAAB 340	1427
G-UKFL Fokker 100	1431	G-MAJF Jetstream 41	1432
PH-SDR DHC-8	1515	G-JEAF Friendship	1517
G-BVKA Boeing 737 500	1529	G-AZLY Cessna F150L	1547
EI-TLF Airbus 320	1611	G-BMSF PA-38 Tomahawk	1615
EI-CNV Boeing 737	1621	G-IDII L 1011 Tri-Star	1630
G-BVTE Fokker 70	1629	G-MAJM Jetstream 41	1712
G-GNTH SAAB 340	1724	G-MAJF Jetstream 41	1727
G-KKES TB-20 Trinidad	1732	EI-CNV Boeing 737	1753
G-JEAF Friendship	1846	G-KBAC Short 360	1850
G-BTTP BAe 146 300	1903	OO-DJZ Avro 146 RJ85	1916
EI-FKF Fokker 50	1918	G-BVKA Boeing 737 500	1943
G-MAJM Jetstream 41	2010	G-BVJD Fokker 100	2021
G-GNTH SAAB 340	2026	G-BVTE Fokker 70	2030
G-MAJF Jetstream 41	2035	G-VOLH Airbus 321	2049
G-BVZH Boeing 737 500	2141	G-JEAF Friendship	2144
OO-DJQ Avro 146 RJ85	2224	EC-GUR Airbus 320	2208
EI-TLF Airbus 320	2331	EC-GGD Boeing 737 300	2350

## 23 Saturday

G-VOLH Airbus 321	0426	EI-TLF Airbus 320	0704
EI-FKF Fokker 50	0848	G-BVZG Boeing 737 500	0934
G-BVJA Fokker 100	0953	G-ATJV Cherokee Six	1003
PH-SDP DHC-8	1007	G-MAJM Jetstream 41	1013
EI-CNV Boeing 737	1015	N797HG PA-46 Malibu	1020
G-BVTE Fokker 70	1124	G-UKFL Fokker 100	1128
G-BNPN PA-28 Archer II	1147	G-JEAF Friendship	1155
G-UKTK ATR-72	1157	G-ARYR PA-28 Cherokee B	1200
G-BVZG Boeing 737 500	1246	EI-TLF Airbus 320	1334

G-VOLH Airbus 321	1343	N700PK SDCATA TBM 700	1405 1601
G-BIBY F33A Bonanza	1412	G-UKFL Fokker 100	1447
G-BVZG Boeing 737 500	1627	EC-GGV DC9 B3	1727
EC-GFU Boeing 737 300	1914	EI-FKF Fokker 50	1921
G-IFTC HS 125 F3B/RA	1926	G-UKFL Fokker 100	1936
EI-CNX Boeing 737	1943	G-BVTE Fokker 70	1946
G-BVKD Boeing 737 500	1954	G-JEAF Friendship	2005
G-GNTH SAAB 340	2050	G-VOLH Airbus 321	2106
EI-TLF Airbus 320	2208	G-MUVG Cessna 421C	2229
N421CA Cessna 421C	2308 1202(25)		
<b>24 Sunday</b>			
EC-GUG Boeing 737 400	0129	EI-TLF Airbus 320	0531
G-VOLH Airbus 321	0803	EI-FKC Fokker 50	0841
G-RAMI JetRanger	0917	LZ-MIR TU154M	0955
G-UKFL Fokker 100	0957	G-BVTF Fokker 70	1014
EC-GOB Boeing 737 400	1049	G-OBMZ Boeing 737 500	1117
G-UKTK ATR-72	1136	EI-COX Boeing 737	1231
EI-TLF Airbus 320	1311	G-OBMZ Boeing 737 500	1406
G-UKFL Fokker 100	1420	PH-SDU DHC-8	1509
G-JEAF Friendship	1511	G-AZNL PA-28R Arrow II	1516
G-BVTE Fokker 70	1533	G-VOLH Airbus 321	1551
G-MAJF Jetstream 41	1711	G-GNTH SAAB 340	1722
EI-COX Boeing 737	1741	G-BVKC Boeing 737 500	1819
OO-DJS Avro 146 RJ85	1835	G-JEAF Friendship	1858
EI-FKD Fokker 50	1912	G-UKFL Fokker 100	1934
G-MAJF Jetstream 41	2019	G-BVTE Fokker 70	2118
G-BVKC Boeing 737 500	2125	EI-CKG Boeing 737	2128
OO-DJL Avro 146 RJ85	2224	G-VOLH Airbus 321	2337
EI-TLF Airbus 320	2357		
<b>25 Monday</b>			
EI-FKD Fokker 50	0844	G-BVKC Boeing 737 500	0937
G-UKFL Fokker 100	1007	EI-CKS Boeing 737	1017
PH-SDR DHC-8	1020	G-BVTE Fokker 70	1102
G-MAJM Jetstream 41	1137	G-BVKC Boeing 737 500	1247
G-MAJM Jetstream 41	1402	G-GNTH SAAB 340	1433
G-UKFL Fokker 100	1435	G-JEAF Friendship	1504
PH-SDR DHC-8	1514	G-BVTE Fokker 70	1636
N709EL Beechjet 400	1656 1707	G-MAJF Jetstream 41	1713
N83196 Turbo Arrow IV	1730	EI-CKS Boeing 737	1732
EI-TLF Airbus 320	1740	N70XX MU300 Diamond	1820 1911
G-BVKC Boeing 737 500	1822	G-UKFH Fokker 100	1824
G-JEAF Friendship	1827	G-SUEE Airbus 320	1856
OO-DJT Avro 146 RJ85	1905	EI-FKE Fokker 50	1924
G-ATJV Cherokee Six	1937	G-MAJF Jetstream 41	2004
G-GNTH SAAB 340	2023	G-BVTE Fokker 70	2029
PH-BTG Boeing 737 400	2117	G-JEAF Friendship	2127
G-BVKC Boeing 737 500	2129	OO-DJP Avro 146 RJ85	2220
<b>26 Tuesday</b>			
G-UKFB Fokker 100	0136	EI-TLF Airbus 320	0500
SE-DVY Citation VII	0838 1848	EI-FKE Fokker 50	0845
EC-GGD Boeing 737 300	0857	G-GNTH SAAB 340	0935
G-MAJF Jetstream 41	0939	G-BVKC Boeing 737 500	0942
G-MAJM Jetstream 41	0945	G-JEAF Friendship	0948
G-UKFB Fokker 100	0954	C-GTSJ Boeing 757	0959
G-KBAC Short 360	1004	EI-CKP Boeing 737	2019
PH-SDM DHC-8	1029	G-BVTE Fokker 70	1049
G-FFRI Twin Squirrel	1126	G-JCFR Citation II	1147
G-SFHR PA-23 Aztec	1211	G-BVKC Boeing 737 500	1234
G-GNTH SAAB 340	1408	G-MAJM Jetstream 41	1417
EI-TLF Airbus 320	1419	G-UKFB Fokker 100	1440

G-JEAG Friendship	1505		G-BVZF Boeing 737 500	1523
PH-GDM DHC-8	1533		G-BVTE Fokker 70	1635
G-MAJM Jetstream 41	1701		G-MAJF Jetstream 41	1707
G-GNTH SAAB 340	1722		EI-CKP Boeing 737	1733
D-CCCF Citation II	1739	1731(27)	C-FTDA Airbus 320	1819
G-JEAG Friendship	1826		G-BVZF Boeing 737 500	1837
G-KBAC Short 360	1842		OO-DJY Avro 146 RJ85	1903
EI-FKA Fokker 50	1916		G-UKFB Fokker 100	1953
G-MAJF Jetstream 41	2002		G-MAJM Jetstream 41	2028
G-GNTG SAAB 340	2030		G-BVTE Fokker 70	2043
G-MUVG Cessna 421C	2116		EI-TLF Airbus 320	2126
G-JEAG Friendship	2128		G-BVZF Boeing 737 500	2131
OO-DJX Avro 146 RJ85	2236			
<b>27 Wednesday</b>				
N527CW Citation I	0812	1820(28)	EI-TLF Airbus 320	0825
PH-BYB B58 Baron	0832		EI-FKA Fokker 50	0847
G-BVZF Boeing 737 500	0923		G-MAJF Jetstream 41	0928
N220SC PA-31T Cheyenne	0941		G-MAJM Jetstream 41	0943
5B-DBD Airbus 320	0947		G-JEAG Friendship	0949
G-UKFB Fokker 100	0952		G-KDAC Short 360	0959
EI-CJD Boeing 737	1007		G-GNTG SAAB 340	1011
G-B5FP Cessna 152	1020		PH-GDP DHC-B	1033
G-MATZ PA-28 Cruiser	1105		G-BVTE Fokker 70	1114
C-OBLC B76 Duchess	1230		G-BVZF Boeing 737 500	1239
G-BPFM King Air 200	1250		G-BMHT Turbo Arrow IV	1301
G-MAJI Jetstream 41	1405		G-GNTG SAAB 340	1414
N917W Gulfstream IV	1429	1734	G-UKFB Fokker 100	1444
PH-ZDP DHC-B	1510		G-JEAF Friendship	1511
G-ORJB Citation I	1551		G-BVZF Boeing 737 500	1556
EI-TLF Airbus 320	1606		G-BVTE Fokker 70	1627
G-AZDJ Cherokee Six	1658		G-MAJI Jetstream 41	1700
G-MAJM Jetstream 41	1704		G-GNTG SAAB 340	1729
EI-CJD Boeing 737	1735		G-BWGN Dornier 28D	1745
G-MUVG Cessna 421C	1804		G-JEAF Friendship	1829
DE-GSC Falcon 10	1837	0904(28)	G-KBAC Short 360	1845
G-BVZF Boeing 737 500	1850		EI-FKA Fokker 50	1923
G-UKFB Fokker 100	1956		OO-DJ8 Avro 146 RJ85	1959
G-MAJM Jetstream 41	2001		G-KKES TB-20 Trinidad	2010
G-MAJI Jetstream 41	2021		G-GNTG SAAB 340	2029
G-BVTE Fokker 70	2040		G-JEAF Friendship	2133
G-BVZF Boeing 737 500	2141		OO-DJN Avro 146 RJ85	2219
<b>28 Thursday</b>				
EI-TLF Airbus 320	0315		EI-FKA Fokker 50	0849
G-MAJI Jetstream 41	0912		G-BVZF Boeing 737 500	0921
G-MAJM Jetstream 41	0941		G-UKFB Fokker 100	0945
G-GNTG SAAB 340	0948		G-BTBC PA-28 Warrior II	0951
G-KBAC Short 360	0957		G-JEAF Friendship	0959
PH-GDM DHC-8	1009		EI-CJE Boeing 737	1011
G-BCTF PA-28 Warrior	1022		G-BHCN Dornier 28D	1036 1958(29)
G-CITY Navajo	1055		G-BVTE Fokker 70	1101
G-BVZF Boeing 737 500	1243		EC-FKI Boeing 737 300	1320
G-VOLH Airbus 321	1322		G-OOOS Boeing 757	1338
EI-TLF Airbus 320	1349		G-MAJM Jetstream 41	1355
G-GNTG SAAB 340	1417		G-UKFB Fokker 100	1442
PH-GDM DHC-8	1504		G-JEAG Friendship	1517
G-BVZF Boeing 737 500	1539		G-BVTE Fokker 70	1629
G-MAJI Jetstream 41	1712		G-MAJM Jetstream 41	1715
G-GNTG SAAB 340	1730		EI-CJE Boeing 737	1734
G-JEAG Friendship	1803		G-BVZF Boeing 737 500	1848
G-KBAC Short 360	1846		OO-DJT Avro 146 RJ85	1906

EI-FKA Fokker 50	1924	G-UKFR Fokker 100	1953
G-MAJI Jetstream 41	1957	G-MAJM Jetstream 41	2038
G-BVTE Fokker 70	2041	G-GNTG SAAB 340	2044
G-MUVG Cessna 421C	2101	G-JEAG Friendship	2132
G-BVZF Boeing 737 500	2149	OO-DJL Avro 146 RJ85	2230
<b>29 Friday</b>			
HB-IKT CL600 Challenger	0756	EI-TLF Airbus 320	0823
EI-FKA Fokker 50	0859	G-MAJI Jetstream 41	0914
G-MAJM Jetstream 41	0943	G-GNTG SAAB 340	0947
G-UKFF Fokker 100	1022	PH-SDU DHC-8	1027
G-KBAC Short 360	1030	EI-CNV Boeing 737	1034
G-BVTE Fokker 70	1052	G-DAMT PA-31 Navajo	1116
G-JEAG Friendship	1138	G-BTKL Bolkow 105DB-4	1144 1239
G-BXNP Airbus 321	1158	G-BVZF Boeing 737 500	1203
G-JEAF Friendship	1217	G-SFBH Boeing 737 300	1234
G-MAJM Jetstream 41	1400	G-GNTG SAAB 340	1416
G-UKTF Fokker 100	1452	PH-SDU DHC-8	1505
G-JEAF Friendship	1522	G-BVZF Boeing 737 500	1534
G-BVTE Fokker 70	1625	EI-CNT Boeing 737	1631
G-MAJI Jetstream 41	1716	G-GNTG SAAB 340	1748
EI-CNV Boeing 737	1731	G-KBAC Short 360	1835
G-JEAF Friendship	1837	G-BVZF Boeing 737 500	1847
OO-DJX Avro 146 RJ85	1912	EI-FKA Fokker 50	1930
G-MAJI Jetstream 41	2007	G-UKFF Fokker 100	2009
EI-TLF Airbus 320	2014	G-BVTE Fokker 70	2028
G-MAJM Jetstream 41	2033	G-GNTG SAAB 340	2049
G-JEAF Friendship	2140	G-BVZH Boeing 737 500	2215
OO-DJL Avro 146 RJ85	2221	G-BVJD Fokker 100	2230
G-VOLH Airbus 321	2320		
<b>30 Saturday</b>			
EC-GUR Airbus 320	0106	EI-TLH Airbus 320	0216
G-VOLH Airbus 321	0740	EI-FKD Fokker 50	0855
G-BVZE Boeing 737 500	0915	G-UKFN Fokker 100	0953
PH-SDR DHC-8	1015	G-EMBC EMB 145	1020
G-OZRM BAe 146 200	1028	EI-CNV Boeing 737	1030
N709EL Beechjet 400	1040	G-BVTE Fokker 70	1120
G-LADE Cherokee Six	1142	EI-TLH Airbus 320	1159
G-JEAF Friendship	1202	G-BVZE Boeing 737 500	1236
EC-GGD Boeing 737 300	1409	G-UKTK ATR-72	1426
G-UKFN Fokker 100	1424	G-VOLH Airbus 321	1541
G-DASI Short 360	1538	G-BVZE Boeing 737 500	1639
EI-CJG Boeing 737	1730	EI-TLH Airbus 320	1916
EI-FKA Fokker 50	1938	G-BVZI Boeing 737 500	1941
G-UKFN Fokker 100	1942	G-BVTE Fokker 70	1945
G-JEAF Friendship	1958	G-GNTG SAAB 340	2057
G-RVRC PA-23 Aztec	2354		
<b>31 Sunday</b>			
G-VOLH Airbus 321	0017	EC-GUI Boeing 737 400	0224
EC-FXY DC9 83	0251	EI-TLH Airbus 320	0541
EC-GGD Boeing 737 300	0820	EI-FKD Fokker 50	0858
G-BVZG Boeing 737 500	0918	LZ-MIL TU-154M	0944
G-UKFN Fokker 100	0949	G-VOLH Airbus 321	1027
G-BVTF Fokker 70	1035	EC-FZT Boeing 737 400	1045
VP-CPR Cessna 421C	1049	EI-CJG Boeing 737	1222
G-BVZG Boeing 737 500	1245	EI-CKP Boeing 737	1324
EI-TLH Airbus 320	1354	G-BSNR BAe 146 300	1422
G-UKFN Fokker 100	1427	G-BORP PA-23 Aztec	1448
PH-SDT DHC-8	1504	G-JEAF Friendship	1510
G-BVTE Fokker 70	1532	G-MUVG Cessna 421C	1609
G-MAJM Jetstream 41	1715	G-GNTG SAAB 340	1733

EI-CJG Boeing 737	1745	NS8196 Turbo Arrow IV	1817
G-BVZG Boeing 737 500	1824	G-VOLH Airbus 321	1827
G-JEAF Friendship	1840	OO-DJZ Avro 14C RJ85	1902
EI-FKB Fokker 50	1917	G-UKFN Fokker 100	1946
G-BVTE Fokker 70	2019	G-MAJM Jetstream 41	2038
G-RNTG SAAB 340	2058	EI-CJH Boeing 737	2128
G-JEAF Friendship	2141	G-BVZG Boeing 737 500	2145
OO-DJV Avro 14C RJ85	2231	G-MAJC Jetstream 41	2234

### From & To;

01) N27MW/Fairoaks;N797HG/Guernsey;VP-CNJ/Luton: 02) N201XJ/Manchester:  
 03) NS8196/Cardiff: 04) W5856/Yeovilton;VP-CPR/Guernsey: 05) C-FBLJ/Brussels:  
 06) OE-GSC/Malaga: 07) OY-CYV/Dusseldorf: 08) N38049/Wittering;VP-BIR/Blackbushe  
 11) N510PS/Walton Wood-Dijon and return: 12) HB-VJK/Geneva;PH-RAZ/Rotterdam;  
 OY-PEM/Humberside;N953A/F & T Oxford: 13) EI-WGV/Geneva;N624TC/Prestwick;EI-WDC/  
 Shannon;N83196/Cardiff-Antwerp: 14) OY-CPW/Tirstrup: 18) D-EDKP/Osnabruck;  
 OO-SXD/Antwerp;N10JM/Munster-Bordeaux & Bordeaux-Farnboro;N407FD/F & T Newcastle  
 N144PK/F & T Le Bourget: 19) PH-EEF/Rotterdam;ZE396/F & T Padderborn;ZE701/  
 Northolt;ZD704/Tempelhof: 20) PH-BYA/Bristol;XZ335/York: 22) N709EL/EMA;N70XX/  
 Luton: 23) N797HG/Guernsey;N700PK/Fairoaks;N421CA/Gerona: 25) N709EL/Cannes;  
 N83196/Cardiff;N70XX/Cannes-Luton: 26) SE-DVY/F & T Malmo;D-CCCF/F & T Cologne:  
 27) N527EW/Jersey;PH-BYB/Prestwick;N220SC/Guernsey;N917W/Shannon-Le Bourget;  
 OE-GSC/Oporto-Innsbruck: 29) HB-IKT/Dalaman: 30) N709EL/EMA: 31) VP-CPR/  
 Guernsey;N83196/Edinburgh:

### Overshoots;

03) XX621/UAX90: 05) XX499/CWL67;XX372/Army512: 07) XZ298/Army512;XX482/CWL08:  
 08) XX543/UAX90;G-KAIR: 09) G-BAVZ/Raven89T;G-OBLC: 10) G-BAVZ/Raven89T;G-BNOH:  
 11) XX482/CWL71;XX492/CWL74;ZF341/LOP46: 12) ZF490/LOP29: 13) ZF143/LOP51:  
 14) XX495/CWL76;ZF137/LOP21;ZF345/LOP46;G-SFHR: 15) ZF168/LOP21: 17) G-BNOE;  
 G-SFHR: 18) ZF295/LOP24: 19) XX493/CWL69: 20) G-BOZP: 22) ZF292/LOP29;ZF288/  
 LOP27: 27) G-BNOH;G-OBLC: 28) ZF483/LOP39;ZF449/LOP20;ZF445/LOP34 & LOP39:

### LBA Movements review, May 1998

Interest this month has been mainly in the new airliners appearing on the local I/T flights. On the 1st Britannia started using the Airbus A320 and positioning in as "Navigator 548P" early in the morning was EI-TLO to do the first flight. A second one turned up later in the day as "Translift 002P" and this was EI-TLF, it remained as the based aircraft until the 30th when it was replaced by EI-TLH. On the 1st Iberworld started operations with the MD83 EC-FTS, on the 8th and 15th it was replaced by Airbus 320 EC-GLT whilst on the 22nd and 30th it was Airbus 320 EC-GUR. New with Air Europa were Boeing 737's EC-GEU(1st) EC-GEQ(9th) and EC-GFU (23rd) and new with Futura were Boeing 737's EC-GUI/EC-GRX(10th) and EC-GUG and EC-GOB both on the 24th. Airtours have been using the Airbus 320 C-PTDA on the Tuesday Tenerife flight and also on Tuesdays Air Transat have started their once a week flight f & t Toronto with Boeing 757's. Wednesday now sees Eurocypria in from Paphos with their Airbus 320's and Sunday morning brings us the TU 154M of VIA from Bourgas.

On to the smaller stuff now, on the 1st Beech 58 Baron N27MW visited from its UK base of Fairoaks whilst Gulfstream III VP-CNJ was from Luton. The Guernsey based

PA-46 Malibu N797HG visited on the 1st and the 23rd. New to us on the 2nd was a Mooney M20J registered N201XJ which came from Manchester. Turbo Arrow IV N83196 visited on the 3rd and has been semi-resident ever since although it is believed to live normally at Cardiff. Cessna 421C VP-CPR seems to have only been in twice this month, on the 4th and the 31st. The Lear Jet 60 C-FBLJ on the 5th came from Brussels and belongs to Bombardier Inc. Tyrolean Jet Service operate the Falcon 10 OE-GSC which did two ambulance flights during the month, the first from Malaga on the 6th and the second from Oporto on the 27th. The Falke-Air Citation OY-CYV used the callsign "Falke-Air 07C" when it arrived from Dusseldorf on the 7th.

New on the 8th was the as yet unidentified Sikorsky S76 VP-BIR which arrived as "Hanson 03" from Blackbushe, joining it was the Beech A36 Bonanza N38049 from its base at Wittering. Peter Scott's Cessna 310 N510PS called in from Walton Wood early on the morning of the 11th for a flight to Dijon and back. Coming in from Geneva as "PPG 092" on the 12th was the Lear Jet 35A HB-VJK, the same day saw the Metroliner PH-RAZ calling "Rijnmond 825" on a flight from Rotterdam with Seneca N953A from and to Oxford and Seminole OY-PEM from Humberside. Cessna T303 N624TC is based at Prestwick from where it came on the 13th, also visiting that day were Gulfstream V EI-WGV as "Emerald 005" and HS 125 EI-WDC as "Emerald 025".

Citation I OY-CPW on the 14th was from Tirstrup as "Danstrans 4701". The V35 Bonanza D-EDKP has only made one visit this month and this was on the 18th when it arrived from Osnabruck, joining it was the Xingu OO-SXD from Antwerp, SIAI 260 N407FD from and to Newcastle to collect spares from YLA and the Gulfstream III N144PK of P K Aire from and to Le Bourget. The Star of the day however was N10JM which is our first Cessna 750 Citation X, it was reportedly on demo to B. Rubery who is the current owner of locally based Citation V VP-CCV. The Tulip Air PA-31 Navajo PH-BEF was noted on the 19th using the callsign "Tulip 07A" on a flight from Rotterdam.

KLM training school Baron PH-BYA was "KLM 7924" on the 20th and its stable mate PH-BYE was "KLM 7902" on the 27th. Beechjet 400A N709EL started late this month but still managed three visits, on the 22nd, 25th and 30th. Also on the 22nd there was the Mitsubishi Diamond (from which the BJ400 was developed) N70XX which came from Luton, it returned on the 25th from Cannes to Luton. SOCATA TBM700 N700PK is fairly new having been registered to Sky High Aviation in February this year, on the 23rd it was from Fair Oaks. The same day saw Gamston based Cessna 421C N421CA night stopping after a flight from Gerona. On the 26th Citation VII SE-DVY used the callsign "Interair 505" from and to Malmo whilst the Citation II D-CCCF used the callsign "CCF 321" from and to Cologne. Citation I N724EW of Rockville Aero arrived from Jersey on the 27th which was a busy day with Cheyenne N220SC coming from Guernsey as "Sark 01" and Gulfstream IV N917W of Navair LLC from Shannon to Paris. Finally the Swiss Ambulance Challenger 3A HB-IKT was from Dalaman on the 29th as "Swiss Ambulance 462".

Very little military to report, on the 4th the Royal Navy's Historic Flight used the Swordfish W5856 on a local display, arriving from Yeovilton and departing for Sherburn. On the 19th BAe 125 CC.3 ZE396 was "Ascot 1481" when it came from and to Paderborn, another BAe 125 CC.3 was ZB804 "Ascot 1301" from Berlin/Tempelhof and the BAe 146 CC.2 ZE701 arrived from Northolt as "Kitty 6". The last military of the month was the Gazelle AH.1 XZ335 which was "army 384" on the 20th.

Despite the landing fees for Cessna 421C G-MUVG now being paid from Guernsey the aircraft still seems to be living here. Robin R.2160 G-BWZG has now moved on and is based at Sherburn.



Leeds/Bradford Airport resident aircraft, June 1998

G-ACGT	Avro 594B Avian IIIA	Yorks Light Acft	R3/CN/171	*
G-ASMW	Cessna 150D	Yorks Light Acft	60347	*
G-AVWD	PA-28 140	M.P.Briggs	28-23700	
G-AWES	Cessna 150H	Yorks Light Acft	68626	*
G-BAZM	Jodel D.112	Bingley Flying Group	PFA/915	*
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-BELT	Cessna F150J	Yorks Light Acft	0409X	*
G-BEUX	Cessna F172N	ABK Avtn Svs	1596	*
G-BFFC	Cessna F152	Yorks Flying Svs	1451	*
G-BFGL	Cessna FA152	Yorks Flying Svs	0339	*
G-BFIY	Cessna F150M	Yorks Light Acft	1381	*
G-BFXW	AASB Tiger	Campsol Ltd	0940	*
G-BHSA	Cessna 152	R.A.Ashley	83693	
G-BHSE	Cessna 172N	ABK Avtn Svs	72977	*
G-BIFA	Cessna 310R	Booth Plant & Equip.	1606	*
G-BILR	Cessna 152	A.T.Wright	84822	
G-BILS	Cessna 152	A.T.Wright	84857	
G-BKAZ	Cessna 152	A.T.Wright	82832	
G-BKCL	PA-30 Twin Comanche	Yorkair Ltd	30-1982	
G-BMBB	Cessna F150L	A.H.Glick	1136	*
G-BMSU	Cessna 152	S.Waite	79421	
G-BMVJ	Cessna 172N	Green Avtn Ass.	72232	*
G-BOIY	Cessna 172N	ABK Avtn Svs	67738	*
G-BPVJ	Cessna 152	Multiflight Ltd	82596	
G-BSDY	Beech 58 Baron	RCS (UK) Ltd	TH-1557	*
G-BSER	PA-28 160 Cherokee B	Yorkair Ltd.	28-790	
G-BWLS	HOAC DV-20 Katana	HOAC Austria GmbH	20142	*
G-BWLX	HOAC DV-20 Katana	HOAC Austria GmbH	20151	*
G-BXDT	Robin HR200/120B	Multiflight Ltd	315	
G-BXGW	Robin HR200/120B	Multiflight Ltd	317	
G-BXOR	Robin HR200/120B	Multiflight Ltd	321	
G-CHIS	Robinson R-22B	Multiflight Ltd	1740	
G-DHGS	Robinson R-22B	Driver Hire Group	2592	*
G-DRAR	Hughes 369E	Readmans Ltd	0486E	
G-ECOS	AS355 Twin Squirrel	Multiflight Ltd	5300	
G-ELLI	JetRanger	Multiflight Ltd	4231	
G-FITZ	Cessna 335	White Knuckle A/W	0044	*
G-JACK	Cessna 421C	J.C.Tordoff	1411	
G-LICK	Cessna 172N	A.H.Glick	70631	*
G-MLTI	Falcon 900B	Multiflight Ltd	164	
G-MUVG	Cessna 421C	Air Montgomery Ltd	1064	*
G-OADY	Beech 76 Duchess	Multiflight Ltd	ME-56	
G-OJVH	Cessna F150H	Yorks Light Acft	0356	*
G-OSAL	Cessna 421C	M.D.Thorpe	0218	*
G-ROWN	King Air 200	Holiday Chemicals	BB-684	*
G-RSWO	Cessna 172R	Eye-T Aviation Ltd.	17280206	*
G-TAXI	PA-23 Aztec 250	SWL Leasing	27-7305085	
N1565B	Beechjet 400	A.Ogden & Sons	RJ-65	*
N26ET	AS355 Twin Squirrel	Multiflight Ltd	5455	
N6834L	Cessna T310R	J.Lennon	2137	
N76TH	Sikorsky S76A	Turbine Helicopters	760363	
N809SW	PA-31T Cheyenne	Notts. Boilers	31T-8020080	*
VP-CBE	Cessna 550 Citation II	Elliot Aviation Ltd.	0108	*
VP-CCV	Cessna 560 Citation V	B.Rubery	0320	
VP-CMO	Cessna 500 Citation	Tunstall Group	070	*

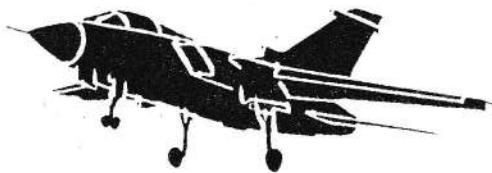
NOTES

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 Katana's operate with the Yorkshire Aeroplane Club along with the Cessna 150's of YLA/Yorkshire Flying Services, the three Robin's are operated by the Multiflight Flying School along with Duchess G-OADY and Cessna 152 G-BPVJ. A "\*" alongside the aircraft denotes that it is based in the YLA hangar, others are based in and around the Multiflight hangar. The Avro Avian G-ACGT is under wraps in the YLA hangar and is being slowly restored to flying condition. Cessna 150H G-AWES is also under rebuild in maintenance half of the YLA hangar.

# Military

## News

Eric Martin.



### FINNINGLEY REBORN?

After attempts to turn it into an industrial estate or a massive housing complex, it seems that Finningley may become an active airfield again. Doncaster Council is apparently going ahead with plans to convert it into a municipal airport. In its heyday, 1995, RAF Finningley was second only to Heathrow in the number of aircraft movements, with 62,000 per year. Eighty-four aircraft were based there, comprising six types, 7 squadrons and 24 different flying units. As a military aviation enthusiast, how I rue its demise, especially the air display. The RAF Waddington International Air Show, a two-day event, has not yet quite replaced it, although there was a vast improvement this year with the Royal Jordanian Falcons and the Army Air Corps Blue Eagles amongst many innovations.

### EUROPEAN DEFENCE CONSOLIDATION

British Aerospace (BAe) has bought a 35% stake in Saab, the Swedish aircraft and car manufacturer, for £269million. A number of similar deals are in the offing, with both GKN and GEC talking to Finmeccanica of Italy. BAe is already in discussion with Aerospatiale of France and Daimler-Benz of Germany, in moves to create a single European military aircraft manufacturer big enough to compete with the US giants. As usual, the French are dragging their feet, but several commentators are of the opinion that BAe will soon be in a position to "dictate to the French". This situation may arise if BAe and GEC merger plans come to fruition. BAe is now the dominant partner in this move, a turnaround in the situation since 1993, when GEC was dominant.

Credits: The Times  
The Financial Times  
The Week

### RAF PEACE-KEEPING UPDATE

Six RAF Jaguar GR1Bs have returned to their home base in Coltishall from Italy, following the ending of major hostilities in the former Yugoslavia. Also withdrawn was the supporting Tristar tanker, which returned to its home in Brize Norton. The E-3D Sentry remains in the area in an attempt to ensure that Iraqi aircraft keep to their 'no fly zones' agreements.

Credit: Aircraft Illustrated

### STRATEGIC DEFENCE REVIEW DELAYED AGAIN

The further delay of the long-promised Strategic Defence Review continues to generate a crop of rumours. Amongst some of those recently denied by Defence Secretary Robertson include the disbandment of the Fleet Air Arm and the merging of the Royal Marines and The Parachute Regiment (that would have been interesting!). Despite the denial of rumours about the disbandment of the Fleet Air Arm, it seems likely that the RAF will increase its role of providing aircraft to fly from carriers, as in the recent RAF Harrier elements from Wittering on board HMS Illustrious and HMS Invincible.

Credit: RAF News

### ROYAL HELICOPTER GOES PRIVATE!

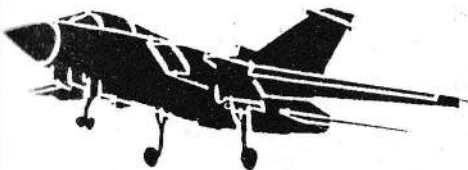
The two Wessex HCC4s operated by the Queen's Flight and 32 (The Royal) Squadron for almost thirty years have been replaced by a Sikorsky S-76B operated by Air Hanson from Blackbushe. The livery is a distinctive maroon, blue and gold, the colours of the Brigade of Guards, with the Queen's crest displayed near the doors.

Credit: Aircraft Illustrated

Please send any information for inclusion on this page to:  
Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274-873336)

# Military Matters

Eric Martin.



## RAF MEMOIRS IV

### CORPORAL MARY KEMP WAAF 1943-45 CLERK GD

I was eighteen at the outbreak of World War II and living in my birthplace, Leeds. My parents were extremely protective and I had no thoughts of joining the Forces or, indeed, of living away from home. In 1940, however, I took an 'adventurous' step by joining the Air Raid Precautions (ARP; later entitled 'Civil Defence') organisation as a part-time voluntary telephonist. My full-time employment was as a shorthand-typist for a firm which was involved in war-work, so I was in what was called a 'reserved occupation', i.e. I would not be allowed to serve in the Forces. A close friend suggested I consider joining the Forces, but my firm would not release me until a substitute was found. This took some time, but eventually I volunteered for the Women's Auxiliary Air Force (WAAF) and joined up in August 1943 at Innsworth (now the Headquarters of Personnel and Training Command). Basic training was commenced there and completed at RAF Wilmslow. To my surprise, as I had no practical aptitude, I was selected to train as an electrician. In particular, my maths was hopeless and I later failed a maths test which thankfully brought to an end any possibility of being trained as an electrician. I was posted to Pocklington and was employed on clerical duties, mainly filing, in the Accounts Section. My shorthand-typing skills were discovered by the Flight Sergeant in charge of the section and I was employed in this capacity. This led to my working in the Base Registry. Pocklington was the main base for a cluster of 4 Group stations: Elvington (77 (French) Squadron), Full Sutton (??? Squadron), Melbourne (10 Squadron) and Pocklington (102 Squadron). Working in the Base Registry for this cluster involved responsibility for 'Top Secret' operational documents and I was promoted to Corporal, being very proud of my two stripes. From an over-protected naive individual, I was proving myself to the outside world! I have been keen on aeroplanes ever since I can remember and I became particularly devoted to the Halifax: I was interested in Eric's article "Friday the 13th on Friday the Thirteenth" about the roll-out of Elvington's Halifax - I dearly wish I could have been there. Back to Pocklington: the 'Waffery' was at nearby Allertorpe where we were accommodated in Nissen huts, complete with a coke stove which I am sure the ex-RAF-types out there will recall with mixed memories. It was at Pocklington that I met my future husband, now deceased; he was a Corporal-Fitter (Airframes) who shared my affection for the Halifax - we married in 1945. A sad memory of the previous year was when the cluster lost thirteen aircraft in one night and I was involved in sorting out the effects of crew members. But to end on a positive note: the esprit de corps and camaraderie of war-time Bomber Command (from the 'Groupie' to the lowest AC2 ACHGD) had to be experienced to be believed. Would that this spirit could have survived the War and continued to this day throughout Britain!

--00--

### THE WOMEN IN BLUE

Coinciding with the formation of the RAF on 1 April 1918 came the formation of the Women's Royal Air Force (WRAF). Previously, members of the Women's Auxiliary Army Corps had served with Royal Flying Corps Units. The WRAF was short-lived: although it continued its existence beyond the end of the War, it was disbanded in 1920, along with many other RAF units, as a twenties economy measure. Shortly before the outbreak of World War II in 1939, the WAAF was formed and rendered conspicuous service throughout the War. In 1948, the WAAF was assimilated into the RAF and it reverted to the World War I title of WRAF. For many years, women were excluded from flying duties, other than as Air Loadmasters but, since 1989, women have been recruited for all aircrew categories. Initially, women were not permitted to fly fast jets, but there are now several women crewing Tornados. There has not yet been a female Marshal of the Royal Air Force, but I am sure that that will come!

EM

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD NEWS

LBA is pushing ahead with a £6.75 million plan to extend the arrivals area. Although the new airbridge is in service, the truth of the matter is that the bridge is used for loading only. Deplaning passengers still have to use steps as there is no internal connection to the arrivals area!!!

The airport is to push ahead for planning permission for the extension, which will take two years to complete from planning application to official opening. Ed Anderson, airport managing director said " The extension is more likely to go ahead sooner than we had hoped ". The airport has received permission to borrow money without being subject to local authority borrowing rules. Transport minister Gavin Strong recently announced LBA as one of the local authority controlled airports which has its finances in order and would be allowed to borrow like a private business. This puts LBA on par with a privately owned airport by giving them more scope for financing projects.

The Spanish ATC strike at the end of May effected sunbound passengers from LBA. During the dispute 13 flights were delayed, the longest by 11 hours. Britannia soon had their flights back on time by cunningly substituting A.320 EI-TLH for EI-TLF and putting the flights back on time as soon as the dispute was resolved. Unfortunately the lack of CATIII capability made the aircraft divert several times in the following week.

British Midland are to receive the two Fokker 100's PH-CFE and PH-CFF back again this summer. However the aircraft are to receive British registrations this time, so keep your eye out for these.

Futura new scheduled service to Palma will be operated under the 'Futura Direct' label and will use a two class configuration Boeing 737-400. Return fares between Leeds and Palma will start at £133 in economy and £253 in 'Futura Select'

Leeds/Bradford is one of only two UK airports that Futura will operate these scheduled services from, the other being London Gatwick which has 4 flights per week. Commenting on the decision to use Leeds/Bradford, a spokesperson for Futura said that the airport was " an obvious choice " .

Goods news is the service will operate through out the winter, when it will switch to a Sunday service. Next summer the flights will be twice weekly.

## AIRPORT NEWS

Luton to Belfast is set to become a very popular route. At the moment the service is operated once a day by British Regional ATP. However from August the 1st Jersey European

will add 3 Bae 146 flights a day to the route. Easyjet have announced that they too are to commence a service 4 times a day, starting again on August 1st !!

**New York, John F. Kennedy** opened a new terminal in June. It is the first new passenger terminal to open at JFK since 1971, and will be used by Air France, Japan Airlines, Korean Air and Lufthansa.

### AIRLINE NEWS

**Cathay Pacific** have announced that their passenger figures for 1997 dropped to their lowest level in 10 years. The airline is to lease out 5 Boeing 747-200s after failing to find a buyer for the aircraft. Cathay also took delivery of the first of the worlds longest airliners, when Boeing 777-300 was handed over in late May.

**Swiss World Airways** have just taken delivery of their first aircraft, a Boeing 767. After a period of crew training and promotional activities the aircraft will start a four times a week service from Geneva to New York, Newark.

### AIRLINER NEWS

The first Boeing 757-300 was rolled out on the 31st May. Meanwhile down at Long Beach The Boeing 717-200 was rolled out on June 10th. The Boeing 737 also made an important milestone following an order for a single aircraft from Delta Airlines. The order pushed the tally of Boeing 737s to 4000, further laying claim to being the most successful jet airliner in history.

Last month the FAA grounded older Boeing 737 Srs 100 and 200s until an inspection of high voltage fuel tank wiring had been completed. In the first day after the grounding 94 737s were found to have noticeable chaffing and arching was found in 9 aircraft.

The order came about after United Airlines engineers found evidence of electrical arching on insulation wire, near the fuel tank on an older Boeing 737.

The first 4 Boeing 717's have been allocated registrations N717XA, N717XB, N717XC, N717XD. C/n's allocated are 55000 to 55003. This is from the McDonnell-Douglas range on c/n's, although reports suggested the aircraft would be allocated Boeing c/n's. As we close for press my man in Wichita is investigating.

### OTHER NEWS

A Kazakh registered IL-76 has been impounded in Ukraine after police found 40 tonnes of unidentified radioactive cargo. The aircraft was en route from Germany to Russia on June 8th, when it stopped at Ukraine's Rovno airport for refuelling when the discovery was made. The material was in metal barrels and measurements near the containers showed radioactive levels seriously above the norm.

Richard Branson is considering a stock exchange float for his Virgin Travel Group, which owns Virgin Airlines and Virgin Holidays. The float would take place in Autumn this year. Virgin Atlantic have also announced they are to purchase all 5 Air New Zealand Boeing 747-200's between March 1999 and January 2001.

An American Airlines crew departing Cali in Colombia en route to Miami plopped a pack of fresh ground coffee into the galley coffee maker to make a fresh brew for themselves. The observant crew noticed something was not quite right about the resulting brew.

Lucky for them and the passengers. Although the pack they had put in the coffee maker was a Colombian product it was defiantly not made from brown beans, it turned out to be Heroin.

Further investigations found 15lb hidden in coffee packs in the coffee storage area. Had the coffee been consumed, well the flight would have been extremely high....man !!

**CREDITS** Aircraft Illustrated, ATW, Mach 3 E-mail site (and all it's contributors), Telegraph & Argus, Marcus Mitchell, Harry Morrow, Pete Smith, John White

Further afield

Global topics by  
alan sedgwick

There has been a great deal of news finding its way across from **BOEING** in recent weeks especially concerning the problems incurred with the new 717 regional aircraft. Anyone seeing photographs of this new model will have realised that it is in fact the MD 95 re-born and having twin jets mounted on the rear is noticeably not your run of the mill Seattle production, Despite set backs the project is expected to take to the air in September as planned and produce the first of a batch of 50 next summer to launch customer AirTran of Orlando, who currently have 39 DC9's. Amongst those problems found was the need to re-design the fan containment system, an already modified and resolved problem with cracking in the engines high pressure compressor blades and software adjustments in the flight management system. A total of 55 of the new aircraft were on the order books in mid-June and the contest is on with the company's sales team said to be competing for orders with the Airbus A319 - as airlines look to dispose of DC9 fleets.

Meanwhile the maiden test flight of the 757/300 was pencilled in for July 1st with 3 examples looking to clock-up 725 hours in the air plus 1,140 on the ground. Its possible that we could see one of these aircraft at Farnborough in September and the testing, which is to be one of Boeings shortest ever, will see **CONDOR** - the charter arm of **LUFTHANSA**, hopefully take delivery in January next year.

The next version of the 747= the '400X could be in service within 3 years as it was chosen in favour of the 500X and 600X designs. Modifications include the strengthened '400F outboard wing and stronger body frames, skin and floor beams plus larger wheels and tyres ( 1.27m radials) a la - 777. Strengthening of the body will carry the extra weight of removable body fuel tanks holding up to 12,000 litres each, replacing two potable water tanks which re-locate to the bulk cargo area. The design will be a template for future stretched versions and increases the maximum take off weight to 409,500kg and range to 14,260km.

**FAIRCHILD DORNIER** were making the headlines at the Berlin show with quite a sleek looking fleet of aircraft in its 528/728/928JET family, which are said to have attracted 165 conditional orders. Also launched was the '428JET which is a 42/44 seat version of the **DORNIER 328**. The 728JET with its 70 seat cabin will be flying in March 2000 and with a price tag of \$20m should be certificated the following year with the 428JET. The development costs of the 728JET are thought to amount to \$850m, almost half of which is nearly in place according to the manufacturer. The 55 seat 528JET follows 14 months later with just over a year after that the largest of

the family - the 928JET which will weigh-in with a 90 to 95 passenger allocation. This version could even be stretched to 110 seats if the demand in the market is there in the future. The 428JET is aimed at replacing the smaller 30 seat turboprops of airlines across the United States and AMERICAN EAGLE are said to be very interested. DELTA connection carrier COMAIR are a target buyer as they are looking to purchase a 30-40 seats jet later this year. LUFTHANSA CITYLINE and CROSSAIR are placing 60 firm orders and 60 options each for the 728JET family, with the 328JET attracting orders of 30 from EUROWINGS, 15 from PROTEUS and 9 + 6 from EURO-CITYLINE.

In CHINA - CHINA EASTERN are looking to take six 747/400's to replace five MD11's which are to be converted to freighters in a new venture with China Ocean Shipping. SHENZHEN AIRLINES do not seem to be fans of MD90's as they have refused instructions to take licence built examples from Shenzhen Aviation Industrial, but have received two 737-700's from XINHUA AIRLINES. It seems that the domestic services are not faring well and the CAA of China has put a stop to smaller aircraft type orders for this year. CHINA AIRLINES are deciding any day now what mix of 3 dozen long haul aircraft they will order. Rival Taiwanese carrier EVA AIR have put a hold on their wide bodied orders (A340-500's) due to the poor economic climate in Asia but will still take delivery of four new MD11 cargo aircraft. The airline meanwhile was due to merge its three subsidiaries= GREAT CHINA AIRLINES, TAIWAN AIRLINES and UNI AIR on June 30th to form UNI AIR which will replace all EVA AIR's domestic operations and take over one quarter of the islands capacity.

In Brief..... JHM CARGO AIRLINES are a new Costa Rican carrier with a fleet of 7- Airbus A300B4 Freighters..... JAT in Serbia have ordered eight Airbus A319's..... KOREAN AIR are expected top order over 2 dozen 737/700-800's..... GARUDA's six leased MD11's have found new homes in south America with VARIG and VASP..... ETHIOPIAN AIRLINES have taken an ex- GULF AIR A340/300 to increase its long haul capacity..... starting up later this year are PARK EXPRESS of Greece with 5- BAe 146 RJ100's..... TRANSAERO of Russia have started to take their new fleet aircraft with the delivery of a Boeing 767/300ER from ILF plus a 737/700 also leased..... Low cost operator METROJET was launched by US AIRWAYS on June 1st with a fleet of 5 737/200's which will blossom to 20 by the end of 1998..... French charter airline EURALIAR will have two 737/800's at the turn of the year for Lyon, Nantes, or Lille services..... and finally its bad news if you were looking forward to the second series of the (Unijet) Holiday Reps documentaries, there will not be one !!! - it seems that the company thought that due to the shortage of customer complaints found by the film crew - the emphasis ended up being one that concentrated on the personal lives of the girls, even though the overall public awareness of Unijet was raised !!!

Further afield Credits:~ FLIGHT International, Laurie Coldbeck, T.T.G, A. Sedgwick, Winged Words.

## Charter Flight Delays in 1997

The Air Transport Users Council reported in February that 18% of summer charter flights in 1997 were more than one hour late either arriving at or departing from nine UK airports with the average delay being 38 minutes.

This compared with the 1996 summer figures of 16% more than an hour late and the average delay of 35 minutes. One of the few airlines to reduce delays in 1997 was Monarch. Their average delay reduced from 39 minutes in 1996 to 34 minutes in 1997 while their percentage of flights over an hour late fell from 20% to 16%.

Leeds Bradford International Airport was not one of the nine airports included in the survey which covered airlines operating at least 100 flights on 10 or more routes during the period April to October 1997.

Similar statistics compiled for LBIA's summer 1997 arrivals provide an interesting comparison. They cover all charter airlines which operated from LBIA and all flights even though only two airlines (Airtours and Britannia) operated more than 100 flights from Leeds during the summer season.

Airlines	Percentage of Flights Over One Hour Late			
	National Percentages		Leeds Bradford	
	% in 1996	% in 1997	% in 1997	Total flights
Air 2000	13	22	12	34
Airtours International	20	22	6	308
Air Europa	12	20	27	48
Futura	15	20	0	19
Air Transat	9	18	0	25
Spanair	11	15	0	26
Britannia	7	10	9	350
Balkan Bulgarian	N/A	N/A	8	13
<b>Overall percentage</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>823 flights</b>

The Air Europa figures suffered from the Saturday evening AEA612 from Palma which was over 1 hour late on 12 occasions. Worst performers for Britannia were the Thursday evening BY571B and the following Friday morning BY551B (both from Palma) which were both more than 1 hour late on 6 occasions during the season. This demonstrates the knock-on effect that delays can have on following flights - in this case the normal recovery time achieved was approximately 40 minutes, due probably to the 95 minute stop-over in Leeds before BY551A departed.

Airlines	Average Delay to Flights in Minutes			
	National Averages		Leeds Bradford	
	1996	1997	1997	Total flights
Air 2000	22	39	31	34
Airtours International	39	46	9	308
Air Europa	26	45	42	48
Futura	24	36	6	19
Air Transat	29	45	-6	25
Spanair	30	30	12	26
Britannia	17	23	5	350
Balkan Bulgarian	N/A	N/A	4	13
<b>Overall averages</b>	<b>35</b>	<b>38</b>	<b>10</b>	<b>823 flights</b>



There were significant variations between different flights. Three, (AIH354 from Palma, AIH378 from Izmir and BY034B from Gerona), arrived on average 15 minutes early. One of the best all round performances must go to AIH354 (Friday morning 03.40 arrival) which was late on only two out of 27 occasions, the worst being 21 minutes. Excluding flights which operated on less than 10 occasions, the worst performers were AEA612 averaging over an hour late and AIH366 from Malaga averaging over 45 minutes late. The other Air Europa flight AEA229 from Malaga fared much better, being on average less than 5 minutes late.

The overall conclusion from this analysis is that Leeds Bradford charter flights were much better than average for punctuality with only 8% over an hour late while the average delay was only 10 minutes.

There were 21 diversions of Leeds charter flight arrivals recorded during the 1997 summer season, most of which went to Manchester, with five to East Midlands and two to Newcastle. Delays caused by these diversions have not been included in the above figures. The three Balkan diversions would have a significant impact on their performance statistics. If all diversions were included, the overall Leeds Bradford figures would probably be in the region of 10% delayed over an hour with the average delay being approximately 15 minutes, still much better than the national average.

Peter Martin

#### **DIARY DATES**

(please note - these are not organized by Air Yorkshire)

**Wednesday, 8th July.** - a Hawk will arrive between 16.00 and 18.00 hrs from RAF Leeming, followed by a talk in the Aero Club at 19.00 hrs. Tickets (available at the Club) £3 incl. food.

**Saturday, 8th August** - the Yorkshire Aero Club Fly-in - on all day

**Saturday/Sunday 29-30th August** - Concorde at the LBA

Saturday ETA 14.40 ETD 17.00 ETA 18.40 Night stop

Sunday ETD 11.00 ETA 12.40 ETD (HRW) 14.30

# A cold, lonely night flight to Kinloss

By Alan Tempest

"Chiefy's" head popped round 109 Squadron's ground crew hut door, red-faced he shouted, "I want a volunteer crew to go to Kinloss. We've a Canberra down with undercarriage problems."

Nobody moved or said anything. It wasn't a good time to start volunteering. It had been a long day and we'd had our share of undercarriage problems but most importantly, there was a dance in the Naafi that evening.

Calmly, this man of steel, who had been to all of the war zones of World War Two, then started to point at individual airmen, "You, you and you," until he had formed his emergency ground crew. Unfortunately I was one to be "volunteered", but what happened later that evening was to be a memory which I will never forget, after a cold, lonely flight to R.A.F. Kinloss in Northern Scotland.

It is just memories of time long gone that the mind somehow keeps more vivid than others, so reading recently that excellent wartime fictional story, "Bomber," by Len Deighton, and then the news story of the nosewheel collapse of a British Airway's turbo-prop aircraft at Manchester Airport, brought together unconnected thoughts of an event which always reminds me of those very brave men of Bomber Command who night after night risked their lives on sorties over Germany and its occupied territories.

It was bitterly cold, as the early evening weather brought light flurries of snow, on a November moonlit night during the early part of the 1950s.

The "volunteers" gathered outside the air traffic control tower building at Bomber Command Station, Hemswell in Lincolnshire; we later boarded a lorry with all our "gear" and were told our flight to Scotland was to be in one of 97 Squadron's Lincolns (an updated version of the famous Lancaster bomber).

The dispersal area was erie and forbidding as we clambered up steps into the rear hatch of the bomber. I didn't get anywhere near the flight deck but sat on a tool box near the rear gunner's (tailend charlie) position. And then in the cold, dark atmosphere, the airframe shook as one-by-one the powerful Rolls-Royce engines came to life and slowly we moved from the dispersal towards the "caravan", the green and then full throttles and away up Hemswell's main runway.

The thundering bomber accelerated up the runway. I was very uncomfortable, sitting somewhere above the rear tail wheel as it pitched and bounced and then with ease it lifted and seconds later we were airborne into the raw November night.

I started to shake. Was it with fright or the coldness of the November evening? We headed North-East. The noise and vibration was at an unbelievable crescendo, this was an experience I hadn't quite expected. I also remember looking out of the rear turret and seeing the silvery ripples of the North Sea.

The Lincoln appeared to be struggling, just lumbering along and the deafening noise and vibration could at any time crack up the airframe. I felt lonely. But then my mind drifted, and I remember so vividly my thoughts of those bomber crews during World War Two, who night after night in similar conditions would be flying east towards Germany not north to Scotland.

How did they cope with all the worries of flying a heavily armed, "bombed-up" aircraft, night after night? Flying first into the coastal defences and then into deafening flak and searchlights, if you got through that the predators in the shape of the formidable ME109s and Junkers 88s of Nazi Germany's Luftwaffe would be waiting somewhere high in those cold, dark skies.

Young men, who would have been my age at the time of my story, were expected to work, be alert and fight, most of the time in biting, cold and cramped conditions, not knowing if a colleague would be torn apart by shrapnel at any time, or that their bomber would be flying into a "block" of flak, and the aircraft would be disintegrated and ripped to pieces as it spiralled its way to oblivion.

During the early war years, flying squadron personnel were expected to do thirty operations (sorties) before a break (if they managed to survive that long), but later on, as the crew shortage grew, the number was increased to 36 and then for some to 40. The disappointment and anguish of the tired and shattered bomber crews' minds must have been awesome.

But then sometime during 1944, the heads of Bomber Command in their wisdom, decided to use an unfair points system; and this brought a grave dip in squadron morale.

A target of 120 points was now needed to get a break from the virtually, horrendous nightly bombing runs to the Ruhr, where vast engine plants and railway installations fed the mighty German war machine, to get 4 points; France and the Low Countries and all other occupied territories, 2 or 3 points. This unrest infested much of Bomber Command at the time. Many times crews resisted the unfair points award system.

One story is of a nasty operation to France, whereby a squadron lost seven aircraft and every other of its Lancaster bombers shot up, were only given three points. Eruption and bitterness broke out in the flight control room and they refused to fly the next day. "Group" relented and they were awarded four points. The story goes that there is nothing in the "Recorded Official History" that it was a strike, but the men rejoiced in the knowledge that they had got a "four-pointer" from this target.

It is all just a memory but I have never forgotten my Lincoln bomber flight on a cold November night many years ago, nor do I ever forget the brave flying crews of Bomber Command who nightly put their lives on the line to protect this isle of ours from the might of Hitler's evil Nazi Germany.

## BMA & UPS TRIP

At 11.30am on Monday, 27<sup>th</sup> October 1997, myself and 3 others left Leeds, accompanying John Jackson on our trip to visit East Midlands Airport for our tours around BMA Engineering and the UPS Facility, as the morning had gradually got mistier and with a slight drizzle, the omens for a pleasant trip did not look good.

A quick visit to Sheffield Airport revealed nothing other than some dozing Security Staff at the cafeteria, so we quickly headed towards EMA. On the way down the M1 the sun began to appear and our spirits lifted. On reaching EMA a quick lunch was had and then some spotting before heading towards BMA Engineering. Seen at Hunting's hangars were :-  
BAe 146's - EC-ELT/EC-EPA/G-GNTZ/G-INTR (in XP colours)  
BAe Jetstream 31 - N855JX  
BAe Jetstream 41 - VH-CCJ (which had diverted in during the week)  
Electra's - LN-FOO/EI-CHW/EI-HCE/EI-HCF/EI-CHX/G-OFRT

On reaching BMA Engineering we were shown round the hangar which had B.737's - G-OBMP and G-OBMR inside, our guide took us round 'BMR' first, showing us everything from the nose to tail - nose wheel bay to the APU missing nothing in between, all questions that were asked were answered thoroughly, by someone who certainly knew his job. We were then taken inside the 737 and shown the cockpit and down the aisle to the rear galley. We were the shown the interior of 'BMP' which was stripped of all seating, which really emphasised the difference in length between to 2 differing variants of 737. After the tour, which took almost 1 hour, our guide then took us out to the ramp, where photos were taken of the Electras and the Air Alfa B727- TC-ALM, which arrived on the 17/Jul/97, we were then shown through the B727 - a most welcome experience in a disappearing aircraft in this part of the world. We then returned to the hangar, where we thanked our guide for his most informative tour and then having approximately 4 hours to spare before our next appointment a decision had to be made - do we stay in the terminal here or do we head along the M42 to Birmingham. - We stayed.

On entering the terminal we headed to the Hobby Shop, where, after a chat, John headed to the Information Desk to make a Telephone Call - he returned to tell us that a trip to the Tower had been arranged, a call to the appropriate person had done the trick. So we headed off to the Security Building to obtain some passes and await our guide for our trip to the Tower. Our first call was to the Radar room where we shown the radar screens, quite a sight to see all these blips on the screen - from aircraft heading for the airport to overflying traffic at 25,000 ft +, showing Squawk codes and heights and callsigns for the appropriate blip. We were also shown the difference between primary and secondary radar, then it was upstairs to the tower itself, where 1 controller was handling the movements at the time of our visit. All too soon it was time for us to return to the terminal, thanks were made, once again for allowing us the visit, at such short notice and after a bite to eat it was off to UPS for our final visit of the day.

We were picked up, from UPS reception by the crew bus and were immediately taken out to the ramp where we were shown round DC-8-73CF - N818UP, a very cramped cockpit when you think that on the Transatlantic flight there can be up to 7 people on board - 5 in the cockpit and 2 just behind, in front of the freight hold. Our guide told us how the pallets had to be loaded into the aircraft, so that the weight was spread evenly to keep the aircraft from becoming tail heavy. On our return to the main area we were shown where the lorries were off loaded of their cargoes and were split into loads for Europe and for the USA, then how these packages were packed into the pallets to obtain the best use of the pallet. Once again thanks were given to our guides and we then returned to the terminal to watch the departure of the DC-8 flight to Cologne.

The pick of the other aircraft seen were:-

B727 - OO-DHU/EI-HCI

Hercules - ZS-RSI (Hunting Cargo A/L)

I would like to thank John Jackson for arranging this most enjoyable trip and doing everything he could to get us the trip to the tower, at such short notice. I am looking forward to "the next time".

#### I. ROBERTON



**BA G-GNTZ 146 in New Colours**

## SOUTH COAST SORTIES

At the end of last November we went to stay with my brother-in-law and his family for a long weekend down in Lee-on-the-Solent, Hampshire, which is on the South coast between Portsmouth and Southampton. On the Sunday (30th November) I had the opportunity to visit an airport so I considered the options available - Heathrow, Gatwick, Southampton and Bournemouth. Having seen from the itinerary that the Vickers Viscount G-APEY was due to operate a pleasure flight from Bournemouth on that day as part of its farewell tour of Britain, my mind was soon made up.

With my three-year-old son for company I set off on the 45-mile journey to Hurn and on arrival parked in the short-stay car park near the terminal. Unlike at most airports this operates on a pay-and-display system (30p per hour at the time of my visit). Access to the outside viewing area (free) is gained by passing through the cafeteria in the terminal and is located right next to the apron. To improve views of the aircraft the airport has very cleverly positioned the adjacent wire fence in a ditch so there is no difficulty in taking good photographs from here.

As we walked from the car park to the terminal the distinctive sound of Rolls-Royce Dart engines could be heard and on reaching the viewing area the Viscount G-APEY had just parked close by. It was good to get another chance to see this aircraft having thought I had seen it for the last time on the flight from Leeds/Bradford four weeks previously, and the weather was much better too! Even more interesting was the fact that it had parked next to the Channel Express Herald G-BEYF which I understand is now the only airworthy Herald remaining in the UK, so the chance to see these two types in service together at an airport will become increasingly unlikely. In addition Fokker F27-600 G-BNIZ of Channel Express was parked in front of the Herald though not in full view. Jet aircraft present were European Air Charter 1-11-500 G-AVMH and Air Europa 737-300 EC-GFU which was operating the weekly Tenerife flight on behalf of Airtours.

After the 737 departed the Viscount taxied out and took off on its pleasure flight, heading East along the coast to Portsmouth and the Isle of Wight before returning to Bournemouth. After landing it taxied in and again parked next to the Herald. A short while later a 146-300 of Flightline, G-BPNT, operating for Palmar arrived from Palma and parked over on the right where the Air Europa 737 had been previously. At this point there was an interesting collection of British airliners past and present parked together on the apron - the Viscount, Herald, 1-11 and 146, not to mention the F27 with its Dart engines (this was mentioned by Alan Sedgwick in his '*further afield.....*' column in the February 1998 edition of the Air Yorkshire magazine). Not long after this a 1-11-400 VP-CCG landed, followed shortly afterwards by European Air Charter 1-11-500 G-AZMF - both these aircraft taxied over to the maintenance area where there was also a TriStar in the colours of Irish operator TBG which appeared to be being dismantled. Meanwhile the 1-11 G-AVMH departed to Glasgow on a flight for the new carrier Euroscot Express. This airline commenced scheduled operations in September 1997 from Bournemouth to Glasgow and Edinburgh. A number of light aircraft were also flying around doing circuits.

By mid-afternoon it was time to leave - we did not see the Ryanair 737-200 due to arrive from Dublin but the Viscount was about to depart back to Southend so after seeing (and hearing) this leave we set off to return to Lee-on-the-Solent.

The journey to and from Bournemouth took us along the M27 motorway right past Southampton Eastleigh airport so on the way back we made a short stop there. This airport has recently been completely redeveloped, only the runway being unaffected. The smart new terminal has an indoor viewing area upstairs (free) from where aircraft on the runway and most of the apron can clearly be seen; BA aircraft park down the side to the right and are out of sight once parked. It was getting dark by this time and little was going on. The only aircraft that could be identified were the British Regional/BA Jetstream 41s G-MAJL and 'M' which were parked (seen from outside) and the arriving Fokker F27-500 G-BNCY of Air UK (this aircraft was badly damaged when landing at Guernsey after a flight from Southampton on the following Sunday).

This had been a very interesting day out visiting two small but expanding regional airports. Bournemouth's traffic is mainly charter and freight, its main runway was recently extended and although there is a small modern terminal the airports owners, National Express, have plans to build a new terminal to be opened in the year 2000. Southampton is a BAA airport with most of the traffic here being scheduled flights to the Channel Islands and cities in the UK and Europe including Leeds/Bradford. Aircraft used include British Regional/BA J41s and ERJ-145s, Brymon/BA Dash 8s, KLM uk F27s and ATR72s and Aurigny Trislanders. There are a few charters in the Summer - Palmair with a weekly service to Palma by Flightline 146-300 on Monday afternoons and notably Thomson who began weekly flights to Palma and Ibiza on Fridays on 1 May 1998 using Air Europa 737-300s.

We again went down to Lee-on-the-Solent for the Easter weekend and, after braving the rain and snow on the M1 southbound on Good Friday we had a good time. On the Saturday afternoon (11th April) I made another visit to Southampton Airport with my son and this time there was more activity. Preparing for a flight to Jersey was Fokker 100 G-UKFC in the new KLM uk livery; shortly afterwards ATR72 G-UKTK also in the new scheme arrived from Jersey - this was my first sighting of one of their ATRs. Regular visitors to Southampton are the Trislanders of Aurigny Air Services operating flights from and to Alderney. On this occasion G-XTOR did the honours and was in the airline's normal recently revised colour scheme - some of the Trislanders have been painted in advertisement liveries in the same way as Ryanair aircraft. British Regional/BA now have ERJ-145 jet aircraft based here and G-EMBA/E were both present, one of which taxied past on arrival from Zurich. Both these aircraft were in the new BA colours as was the Brymon/BA Dash 8-300 G-BRYS. Shortly before we were due to leave Fokker F27-500 G-BVRN in the old Air UK livery arrived from Guernsey.

We were at Southampton for two hours, most of which were spent in the upstairs viewing area, and the aircraft seen were typical of those to be seen there. The Zurich service mentioned above was only recently inaugurated as was that to Dublin also operated by British Regional/BA ERJ-145. Three of these aircraft are now based at the airport - I wonder when we will see one on the LBA flights? Other operators include Air France/Brit Air who fly ATR42s to Paris CDG, Isle of Scilly Skybus with their Twin Otters and Jersey European who have just commenced services to Guernsey with F27-500s. It is not surprising to read that in 1997 Southampton was the fastest growing BAA airport with a 13% increase in passenger numbers. It is a very pleasant place to visit when in the area, though as always it is best to check a timetable or Ceefax page 450 beforehand to ensure it will be worthwhile.



# AIR SUPPLY

**supporting Air Yorkshire Aviation Society**

New range of CORGI Die cast aircraft now becoming available.. Includes Avro York built at Yeadon. Ask about our competitively priced Flying Jackets, and Pocket waistcoats, ideal for the Airshow season. Airlines and CAM/MAM '98 now in stock

ELVINGTON WEB SITE NOW ON LINE: [www.t-yas.co.uk](http://www.t-yas.co.uk)

**97 HIGH STREET, YEADON, LS19 7TA**

**OPENING HOURS CLOSED SUNDAY AND  
MONDAY, AND OPEN TUESDAY TO  
SATURDAY 10.00 TO 5.00**

**PHONE : 0113 250 9581**

Professional Typing

Colour & Black & White

Photocopying

Stationery for: Business  
office, home and school

**Type Write**

Stationery  
Suppliers

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