



**Air Europa B737 EC-GGO, one of the first aircraft to use the
New Air Bridge Stand 8 (Thurs 30th April 98)**

VOL. 24

June 98

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MR.A.EDWARDS, MR.G.WARD.

CHAIRMAN'S CHAT

The end of April band the beginning of May proved a very busy time personally, as Chairman of the society. The afternoon of Wednesday, 29th April saw me up at the Aero Club awaiting the midweek arrival of another Concorde charter. Approximately n time, turning on a 10 mile final to R14 was BA Concorde G-BOAC. This aircraft was in the new colour scheme and all but disappeared in a large cloud of white smoke when making a very heavy touchdown. Thursday, 30th April saw me in the jump seat of Alpha Charlie, taxiing via the loop to threshold 14 and waving to the less-fortunate, spotting from the end of Cemetary Road. Yesterday's landing marks were all too visible , testimony to the heavy touchdown. This drew the comment from the Captain that even if it was a hard touchdown, at least it was bang on centre! He also commented that Yeadon Tarn would be handy if the aircraft had to ditch. This was my second jump seat ride on a Concorde and I hope to do a write-up for a future issue.After landing back at the LBA it was straight to the press viewing of the new Departure Lounge and air bridge where B737 EC GGO had docked. A much more civilized way to board an aircraft than tramping across LBA's windy apron.

The society's annual dinner at the Pease Hill House Hotel took place on Friday, 1st May, with Phillip Firth, LBA's Head of Marketing and Business Development as our main speaker. After an excellent meal, Phillip talked to us and answered questions for about 30 minutes. This was followed by a 14 prize raffle. About 50 members attended and our thanks go to David Bates who organized the evening and to Phillip Firth and Christine for attending and giving us an insight into marketing a modern airport.

Finally , on Sunday, 17th may , my wife and I were invited to afternoon tea with the Lord Mayor of Leeds at the Civic Hall by the Swordfish Heritage Trust . After tea (taken in cups and saucers with the Civic Crest on them, valued at £47 each) and a selection of sandwiches and cakes , there were two videos and several short speeches and a raffle in which yours truly won the star prize of a framed and signed Swordfish picture, which I shall raffle at a future meeting. So ends a busy period in the life of a society Chairman. If you fancy a go, put yourself up for election at the next AGM ! This year sees the 50th Anniversary of the Berlin Airlift and our own aviation author, Gerald Myers ("Mother worked at Avro") has prepared a special article for this issue.

MEETINGS. (starting at 14.30)

Sunday, 7th June, to be arranged

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

As usual, there is NO AUGUST MEETING

CREDITS

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

Leeds/Bradford Movements

April 1998

01 Wednesday

G-RMCT Short 360	0636	G-ULAB Robinson R-22B	0754
EI-FKE Fokker 50	0845	G-MAJB Jetstream 41	0920
G-BVZG Boeing 737 500	0936	G-RMCT Short 360	0939
G-MAJF Jetstream 41	0941	G-JEAI Friendship	0953
G-UKFD Fokker 100	1000	EI-CKR Boeing 737	1002
G-GNTA SAAB 340	1018	G-OJAC Mooney M20J	1022
PH-SDR DHC-8	1027	N220SC PA-31T Cheyenne	1036
G-GNTI SAAB 340	1144	D-EDKP V35 Bonanza	1251 1501
G-BVZG Boeing 737 500	1254	G-MAJF Jetstream 41	1403
G-UKFD Fokker 100	1413	G-GNTA SAAB 340	1432
D-BOBU DHC-8	1458	G-JEAF Friendship	1509
G-BVZG Boeing 737 500	1543	G-MAJF Jetstream 41	1703
G-MAJB Jetstream 41	1723	G-BYAN Boeing 757	1744
EI-CKR Boeing 737	1758	G-GNTA SAAB 340	1818
G-RMCT Short 360	1829	G-JEAF Friendship	1832
G-BVZG Boeing 737 500	1845	OO-DJN Avro 146 RJ85	1910
PH-DMO Fokker 50	1823	G-UKFI Fokker 100	1957
G-MAJB Jetstream 41	2002	G-MAJF Jetstream 41	2034
G-GNTI SAAB 340	2117	G-GNTA SAAB 340	2125
G-BVZG Boeing 737 500	2155	G-JEAI Friendship	2210
G-BVYB Airbus 320	2235	OO-DJK Avro 146 RJ85	2246

02 Thursday

G-RMCT Short 360	0656	PH-DMO Fokker 50	0843
G-MAJB Jetstream 41	0937	G-MAJF Jetstream 41	1004
G-JEAI Friendship	1010	G-GNTA SAAB 340	1019
G-BVZG Boeing 737 500	1023	G-UKFI Fokker 100	1027
EI-COB Boeing 737	1037	PH-SDM DHC-8	1042
G-GNTI SAAB 340	1125	G-RMCT Short 360	1215
G-JETI BAe 125 800B	1234	EC-GMY Boeing 737 300	1348
G-BYAN Boeing 757	1357	G-MAJF Jetstream 41	1403
G-BVZG Boeing 737 500	1416	G-UKFI Fokker 100	1419
G-JEAF Friendship	1507	PH-SDR DHC-8	1510
G-BVKB Boeing 737 500	1529	G-MAJF Jetstream 41	1704
G-MAJB Jetstream 41	1709	G-GNTA SAAB 340	1728
G-RMCT Short 360	1830	G-BVKB Boeing 737 500	1841
EI-COB Boeing 737	1853	G-JEAF Friendship	1858
OO-DJV Avro 146 RJ85	1910	EI-FKE Fokker 50	1924
G-MAJB Jetstream 41	2018	G-UKFI Fokker 100	2024
G-MAJF Jetstream 41	2041	G-BVYB Airbus 320	2203
G-JEAF Friendship	2215	G-BVZG Boeing 737 500	2221

03 Friday

G-LOFT Citation I	0648	G-RMCT Short 360	0655
G-GNTI SAAB 340	0822	G-GNTA SAAB 340	0829
EI-FKE Fokker 50	0841	G-MAJF Jetstream 41	0920
N624TC Cessna T303	0923	G-BVZG Boeing 737 500	0934
G-JEAF Friendship	0946	G-RMCT Short 360	0957
G-BJDJ BAe 125 700B	1003	G-MAJD Jetstream 41	1007

EI-CJD Boeing 737	1010	G-UKFI Fokker 100	1014
G-BRPU B76 Duchess	1022	D-BOBU DHC-8	1027
G-GNTA SAAB 340	1134	G-JEAI Friendship	1159
G-BBTK Cessna FRA150L	1215	G-BVZG Boeing 737 500	1258
F-GRAN King Air 200	1307	G-GNTI SAAB 340	1349
G-MAJD Jetstream 41	1404	G-UKFI Fokker 100	1420
G-JEAI Friendship	1505	G-BYAN Boeing 757	1526
G-LOFT Bae 125 700B	1531	D-BOBU DHC-8	1534
G-GNTB SAAB 340	1544	G-BVZG Boeing 737 500	1603
G-GNTA SAAB 340	1605	G-MAJD Jetstream 41	1706
G-MAJF Jetstream 41	1716	G-GNTI SAAB 340	1723
EI-CJD Boeing 737	1756	G-RMCT Short 360	1825
EC-FEE Boeing 757	1830	OO-DJP Avro 146 RJ85	1905
G-BVZG Boeing 737 500	1919	EI-FKB Fokker 50	1928
G-MAJF Jetstream 41	2006	G-MAJD Jetstream 41	2028
G-GNTI SAAB 340	2030	G-UKFI Fokker 100	2035
G-BVTF Fokker 70	1045	EI-CJE Boeing 737	2049
EC-FEF Boeing 757	2113	G-GNTB SAAB 340	2136
G-JEAI Friendship	2141	OO-DJW BAE 146 RJ85	2249
G-BVZG Boeing 737 500	2253		
04 Saturday			
G-BYAW Boeing 757	0101	G-BBGB PA-23 Aztec	0106
EI-FKE Fokker 50	0851	G-BVZE Boeing 737 500	0944
G-UKFI Fokker 100	0951	EI-COX Boeing 737	1008
PH-SDU DHC-8	1024	G-JEAI Friendship	1202
G-GNRI SAAB 340	1213	G-BVZE Boeing 737 500	1340
G-UKFI Fokker 100	1417	G-WJAN Boeing 757	1441
G-MAJM Jetstream 41	1521	G-BGOP Falcon 20	1655
G-BVZE Boeing 737 500	1721	EI-FKD Fokker 50	1940
G-JEAI Friendship	1954	G-BVZE Boeing 737 500	2032
EC-GAZ Boeing 737 400	2255		
05 Sunday			
PH-DMO Fokker 50	0844	G-BVZE Boeing 737 500	0917
G-UKFI Fokker 100	0958	EI-CKS Boeing 737	1021
N797HG PA-46 Malibu	1153	EC-FLG Boeing 737 300	1216
G-BCEO AA5 Traveler	1240	G-BVZE Boeing 737 500	1246
G-BVJA Fokker 100	1304	G-HMES PA-28 Warrior II	1335
G-BJYG PA-28 Warrior II	1406	G-TMDP Airbus 320	1434
G-UKFK Fokker 100	1437	G-BYAW Boeing 757	DIV 1453
G-JEAI Friendship	1511	PH-SDR DHC-8	1513
EI-COX Boeing 737	1538	G-GNTA SAAB 340	1649
G-MAJD Jetstream 41	1750	EI-CKS Boeing 737	1803
G-OPTS Robinson R-22B	1828	G-JEAI Friendship	1834
G-BVKA Boeing 737 500	1850	G-MAJF Jetstream 41	1857
OO-DJO Avro 146 RJ85	1901	EI-FKB Fokker 50	1920
G-UKFK Fokker 100	2000	G-GNTA SAAB 340	2103
G-JEAI Friendship	2130	G-GNTI SAAB 340	2134
G-MAJD Jetstream 41	2137	G-BVKA Boeing 737 500	2155
EI-CNV Boeing 737	2204	OO-DJV AVro 146 RJ85	2227
06 Monday			
G-BYAP Boeing 757	0136	G-OZBC Airbus 321	0620
EI-FKF Fokker 50	0847	G-NAVO PA-31 Navajo	0908
G-MAJF Jetstream 41	0921	G-BVKA Boeing 737 500	0930
G-RMCT Short 360	0946	G-GNTA SAAB 340	0950
G-JEAI Friendship	0952	G-UKFK Fokker 100	0957
G-MAJD Jetstream 41	1006	EI-CJE Boeing 737	1011
PH-SDM DHC-8	1021	G-GNTI SAAB 340	1135

EC-GHD Boeing 737 300	1152	G-GEEP Robin R.1180TD	1154
G-BVKA Boeing 737 500	1230	G-BKCB PA-28R Arrow II	1241
G-MAJD Jetstream 41	1400	G-UKFK Fokker 100	1411
G-GNTA SAAB 340	1414	G-BGPJ PA-28 Warrior II	1425
PH-SDM DHC-8	1507	G-JEAF Friendship	1511
G-BVKA Boeing 737 500	1537	G-IANG LongRanger	1611
G-CEGR King Air 200	1634	G-MAJD Jetstream 41	1659
G-ZENO Lear Jet 35A	1730	G-GNTA SAAB 340	1732
EI-CJC Boeing 737	1803	G-BYAP Boeing 757	1809
G-BVKA Boeing 737 500	1821	G-RMCT Short 360	1826
G-JEAF Friendship	1830	OO-DJR Avro 146 RJ85	1904
EI-FKB Fokker 50	1915	G-MAJF Jetstream 41	1934
G-UKFK Fokker 100	1943	G-MAJD Jetstream 41	1956
G-MAJB Jetstream 41	2012	G-GNTA SAAB 340	2027
G-GNTI SAAB 340	2111	G-BVKA Boeing 737 500	2128
G-JEAF Friendship	2133	OO-DJT Avro 146 RJ85	2223
G-OZBC Airbus 321	2241		
07 Tuesday			
PH-DMO Fokker 50	0851	EC-FZT Boeing 737 400	0917
G-GNTA SAAB 340	0942	9H-ABE Boeing 737	0948
G-BVKA Boeing 737 500	0950	G-JEAF Friendship	0953
G-RMCT Short 360	0955	G-UKFK Fokker 100	0958
G-MAJF Jetstream 41	1002	EI-CNV Boeing 737	1007
D-EIRX Cessna F172P	1016	PH-SDT DHC-8	1019
G-OFHJ Cessna 441	1021	EC-FEF Boeing 757	1112
G-GNTI SAAB 340	1130	G-BHFH PA-34 Seneca	1230
VP-CPR Cessna 421C	1247	G-BVKA Boeing 737 500	1323
G-MAJD Jetstream 41	1400	G-UKFK Fokker 100	1403
PH-SDT DHC-8	1504	G-JEAI Friendship	1509
G-OBMJ Boeing 737 300	1529	G-AZOL PA-34 Seneca	1707
G-MAJD Jetstream 41	1710	G-MAJF Jetstream 41	1719
G-GNTA SAAB 340	1724	EI-CNV Boeing 737	1801
G-OBMJ Boeing 737 300	1818	G-JEAI Friendship	1831
G-RMCT Short 360	1835	OO-DJP Avro 146 RJ85	1909
PH-DMO Fokker 50	1917	G-MAJF Jetstream 41	1959
G-MAJD Jetstream 41	2023	G-GNTA SAAB 340	2025
G-UKFK Fokker 100	2027	G-GNTI SAAB 340	2109
G-JEAI Friendship	2124	G-OBMZ Boeing 737 500	2139
G-BYAP Boeing 757	2141	OO-DJN Avro 146 RJ85	2234
08 Wednesday			
EI-FKB Fokker 50	0841	G-MAJF Jetstream 41	0918
G-OBMZ Boeing 737 500	0923	G-GNTA SAAB 340	0944
G-JEAI Friendship	0946	G-RMCT Short 360	0948
G-MAJD Jetstream 41	0954	G-UKFK Fokker 100	0956
EI-CKS Boeing 737	0959	PH-SDU DHC-8	1023
G-GNTI SAAB 340	1145	G-OBMZ Boeing 737 500	1236
G-MAJE Jetstream 41	1356	G-UKFK Fokker 100	1402
G-MAUD BAE ATP	1422	G-GNTA SAAB 340	1426
PH-SDU DHC-8	1501	G-JEAF Friendship	1515
G-OBMZ Boeing 737 500	1528	G-MAJE Jetstream 41	1706
G-MAJF Jetstream 41	1709	G-GNTA SAAB 340	1732
G-BYAP Boeing 757	1737	EI-CNZ Boeing 737	1751
G-JEAF Friendship	1829	G-RMCT Short 360	1831
G-OBMZ Boeing 737 500	1835	OO-DJT Avro 146 RJ85	1911
EI-FKA Fokker 50	1924	G-MAJF Jetstream 41	1953
G-UKFK Fokker 100	2010	G-MAJE Jetstream 41	2025
G-GNTA SAAB 340	2032	G-GNTI SAAB 340	2117

G-JEAF Friendship	2141	G-OBMZ Boeing 737 500	2208
00-DJS Avro 146 RJ85	2225		
09 Thursday			
EI-FKB Fokker 50	0905	G-GNTA SAAB 340	0941
G-MAJD Jetstream 41	0947	G-UKFK Fokker 100	0949
G-JEAF Friendship	0952	G-RMCT Short 360	0954
G-BVZI Boeing 737 500	1004	G-MAJE Jetstream 41	1006
PH-SDR DHC-8	1009	EI-CJC Boeing 737	1013
G-VIPI BAe 125 800B	1033	G-GNTI SAAB 340	1146
G-BVZI Boeing 737 500	1325	EC-GNU Boeing 737 300	1337
G-BYAP Boeing 757	1342	G-UKFK Fokker 100	1431
PH-SDM DHC-8	1510	G-JEAI Friendship	1514
G-MAJE Jetstream 41	1543	G-BVJD Fokker 100	1545
G-GNTA SAAB 340	1733	G-MAJF Jetstream 41	1741
G-MAJD Jetstream 41	1822	G-RMCT Short 360	1828
G-JEAI Friendship	1834	G-BRLY BAe ATP	1836
EI-CJC Boeing 737	1845	00-DJW Avro 146 RJ85	1920
EI-FKB Fokker 50	1924	G-GNTA SAAB 340	2033
G-UKFK Fokker 100	2042	G-MAJF Jetstream 41	2046
G-MAJD Jetstream 41	2101	G-BYAP Boeing 757	2117
G-GNTI SAAB 340	2121	G-JEAI Friendship	2135
G-BVKC Boeing 737 500	2149	00-DJO Avro 146 RJ85	2224
10 Friday			
PH-DMO Fokker 50	0911	G-MAJD Jetstream 41	0915
G-BVKC Boeing 737 500	0932	G-JEAI Friendship	0944
G-UKFK Fokker 100	0955	PH-SDR DHC-8	1019
G-BRPL PA-28 Cherokee	1024	G-GNTI SAAB 340	1116
G-GNTJ SAAB 340	1138	G-JEAF Friendship	1156
G-BYAP Boeing 757	1248	EI-CNX Boeing 737	1313
EI-CKS Boeing 737	1326	G-MAJF Jetstream 41	1415
G-UKFK Fokker 100	1425	G-GNTI SAAB 340	1510
PH-SDR DHC-8	1513	G-JEAF Friendship	1519
G-BVTG Fokker 70	1528	XV297 Hercules C.1	1557 1746
ZG848 Islander AL.1	1601	G-BYAI Boeing 757	1614
G-MAJD Jetstream 41	1715	G-GNTA SAAB 340	1728
EI-CJH Boeing 737	1837	EC-FEE Boeing 757	1843
00-DJK Avro 146 RJ85	1900	PH-DMO Fokker 50	1937
G-UKFK Fokker 100	1941	G-GNTI SAAB 340	2116
G-BVTG Fokker 70	2136	EC-FEF Boeing 757	2145
G-JEAF Friendship	2224	00-DJR Avro 146 RJ85	2230
11 Saturday			
G-BNEN PA-34 Seneca	0143	G-BYAI Boeing 757	0254
PH-DMO Fokker 50	0844	G-BVZI Boeing 737 500	0950
G-UKFK Fokker 100	0953	EI-CJC Boeing 737	1002
PH-SDP DHC-8	1013	I-MOCO Lear Jet 35A	1016 1315
G-JEAF Friendship	1152	G-GNTI SAAB 340	1217
G-BVZI Boeing 737 500	1307	G-UKFK Fokker 100	1356
G-WJAN Boeing 757	1421	G-BVZI Boeing 737 500	1648
G-KKES TB-20 Trinidad	1820	EI-FKC Fokker 50	1907
G-BVZF Boeing 737 500	1944	EC-FXQ Boeing 737 400	2002
12 Sunday			
EI-FKF Fokker 50	0842	G-BVZF Boeing 737 500	0924
G-UKFK Fokker 100	0950	EC-ELY Boeing 737 300	1116
EI-FKB Fokker 50	1216	G-BVZF Boeing 737 500	1223
G-BVTE Fokker 70	1316	G-UKFK Fokker 100	1443
N735CX Cessna 182Q STOL	1453 1229(14)	G-TMDP Airbus 320	1459
D-BOBU DHC-8	1501	G-JEAF Friendship	1509

G-JILL	Rockwell 112TC-A	1656	G-MAJF	Jetstream 41	1711
EI-CJF	Boeing 737	1752	G-JEAF	Friendship	1825
OO-DJN	Avro 146 RJ85	1854	EI-FKF	Fokker 50	1918
G-BRUI	PA-44 Seminole	1943	G-UKFK	Fokker 100	1950
G-MAJF	Jetstream 41	2025	G-GNTI	SAAB 340	2058
G-BYAR	Boeing 757	2108	G-BVKD	Boeing 737 500	2128
OO-DJK	Avro 146 RJ85	2222			
13	Monday				
G-OOOJ	Boeing 757	0755	EI-FKC	Fokker 50	0842
G-BVKD	Boeing 737 500	0926	G-JEAF	Friendship	0932
G-UKFK	Fokker 100	0952	D-BOBU	DHC-8	1005
EI-CNZ	Boeing 737	1008	G-GNTI	SAAB 340	1125
G-MAJE	Jetstream 41	1129	G-BHFH	PA-34 Seneca	1230
EC-GNU	Boeing 737 300	1250	G-BGHH	Robin R.1180T	1302
G-MAJE	Jetstream 41	1404	G-UKFK	Fokker 100	1411
G-GNTA	SAAB 340	1419	G-JEAI	Friendship	1459
G-ESKY	PA-23 Aztec	1503	D-BOBU	DHC-8	1517
G-OBMY	Boeing 737 500	1535	G-MAJD	Jetstream 41	1712
G-GNTA	SAAB 340	1727	EI-CNZ	Boeing 737	1757
G-JEAI	Friendship	1826	G-UKFK	Fokker 100	1906
G-BYAR	Boeing 757	1908	G-BLZT	Short 360	1913
PH-DMO	Fokker 50	1917	OO-DJQ	Avro 146 RJ85	1919
EI-CJC	Boeing 737	1950	G-MAJD	Jetstream 41	2000
G-GNTI	SAAB 340	2118	G-JEAI	Friendship	2126
G-BVKD	Boeing 737 500	2133	G-OOOJ	Boeing 757	2222
OO-DJO	Avro 146 RJ85	2224			
14	Tuesday				
EI-FKC	Fokker 50	0851	G-MAJE	Jetstream 41	0916
G-BVKD	Boeing 737 500	0919	EC-GNC	Boeing 737 400	0932
G-GNTA	SAAB 340	0939	G-MAJD	Jetstream 41	0946
G-BLZT	Short 360	0956	9H-ABF	Boeing 737	1006
EI-CNT	Boeing 737	1009	PH-SDU	DHC-8	1027
G-GNTI	SAAB 340	1127	VP-CSN	Citation V	1055 1457
G-UKFK	Fokker 100	1158	G-BWPY	DV-20 Katana	1225
G-JEAI	Friendship	1227	G-BVKD	Boeing 737 500	1230
EI-CJF	Boeing 737	1336	PH-SDU	DHC-8	1507
G-BNEN	PA-34 Seneca	1522	G-OMAR	PA-34 Seneca	1619
G-MAJD	Jetstream 41	1636	EC-FEF	Boeing 757	1702
G-MAJE	Jetstream 41	1716	G-UKFL	Fokker 100	1723
G-GNTA	SAAB 340	1730	EI-CNT	Boeing 737	1801
G-SFBH	Boeing 737 400	1824	G-BLZT	Short 360	1840
VP-CSN	Citation V	1843	OO-DJT	Avro 146 RJ85	1905
EI-FKC	Fokker 50	1914	G-MAJE	Jetstream 41	2009
G-MAJD	Jetstream 41	2035	G-GNTA	SAAB 340	2038
G-UKFL	Fokker 100	1058	G-GNTI	SAAB 340	2116
G-BVZG	Boeing 737 500	2141	OO-DJR	Avro 146 RJ85	2227
15	Wednesday				
EI-FKE	Fokker 50	0902	G-VICM	F33C Bonanza	0917
G-MAJE	Jetstream 41	0919	G-BVZG	Boeing 737 500	0920
G-BYAD	Boeing 757	0931	G-BLZT	Short 360	0936
G-GNTA	SAAB 340	0945	EI-CNY	Boeing 737	1004
D-BOBU	DHC-8	1024	G-NHRH	PA-28 Cherokee	1026
G-UKFL	Fokker 100	1051	G-GNTI	SAAB 340	1139
G-JEAI	Friendship	1152	N797HG	PA-46 Malibu	1216
G-BVZG	Boeing 737 500	1228	G-MAJD	Jetstream 41	1303
VP-CSN	Citation V	1316	G-MANB	Bae ATP	1413
G-GNTA	SAAB 340	1427	G-UKFL	Fokker 100	1436

G-JEAI Friendship	1511	G-BVZG Boeing 737 500	1519
D-BOBU DHC-8	1524	G-KBAC Short 360	1554
G-MAJD Jetstream 41	1707	G-MAJE Jetstream 41	1714
G-GNTA SAAB 340	1740	D-IEGA Cessna 441	1748
EI-CJF Boeing 737	1755	G-JEAI Friendship	1827
G-BVKD Boeing 737 500	1843	OO-DJL Avro 146 RJ85	1902
G-KBAC Short 360	1911	G-REDB Cessna 310Q	1913
EI-FKB Fokker 50	1920	G-BYAD Boeing 757	1938
G-UKFL Fokker 100	1955	G-MAJE Jetstream 41	2001
G-MAJD Jetstream 41	2030	G-GNTA SAAB 340	2043
G-GNTI SAAB 340	2102	G-JEAI Friendship	2136
G-BVKD Boeing 737 500	2142	OO-DJN Avro 146 RJ85	2227
16 Thursday			
G-VIPY PA-31 Navajo	0813	N400AJ Beechjet 400A	0817
PH-DMO Fokker 50	0847	N510PS Cessna 310N	0856
G-BVKD Boeing 737 500	0919	G-MAJE Jetstream 41	0922
G-JLCA PA-34 Seneca	0932	G-MAJD Jetstream 41	0935
G-GNTA SAAB 340	0937	G-BLTT T67B Firefly	0940
G-JEAI Friendship	0948	G-KBAC Short 360	0956
G-UKFL Fokker 100	0959	EI-COB Boeing 737	1009
G-BULH Cessna 172N	1017	G-GNTI SAAB 340	1139
G-EMMS PA-38 Tomahawk	1157	G-BVKD Boeing 737 500	1239
EC-GNU Boeing 737 300	1336	G-MAJD Jetstream 41	1355
G-BYAS Boeing 757	1405	G-BBEV PA-28 Cherokee D	1420
G-UKFL Fokker 100	1435	G-BRPU B76 Duchess	1505
G-JEAE Friendship	1508	N400AJ Beechjet 400A	1540 1615
G-BVKD Boeing 737 500	1543	G-MAJD Jetstream 41	1658
G-MAJE Jetstream 41	1704	G-GNTA SAAB 340	1721
G-VIPY PA-31 Navajo	1744	EI-COB Boeing 737	1757
G-BVKD Boeing 737 500	1831	G-KBAC Short 360	1844
G-JEAI Friendship	1845	OO-DJT Avro 146 RJ85	1911
EI-FKD Fokker 50	1944	G-UKFL Fokker 100	1949
G-MAJE Jetstream 41	2008	G-GNTA SAAB 340	2022
G-MAJD Jetstream 41	2038	G-BLZT Short 360	2110
G-GNTI SAAB 340	2117	G-JEAI Friendship	2135
G-BYAS Boeing 757	2137	G-BVKD Boeing 737 500	2147
OO-DJK Avro 146 RJ85	2222		
17 Friday			
G-BMDK PA-34 Seneca	0701	EI-FKE Fokker 50	0854
G-MAJD Jetstream 41	0918	G-BVKD Boeing 737 500	0929
G-JEAI Friendship	0938	G-BLZT Short 360	0940
G-GNTA SAAB 340	0944	G-MAJE Jetstream 41	0948
G-UKFL Fokker 100	0957	EI-CNY Boeing 737	1012
D-BOBU DHC-8	1015	G-GNTI SAAB 340	1136
G-BVMA King Air 200	1143	G-JEAE Friendship	1219
G-BVKD Boeing 737 500	1236	G-BYAS Boeing 757	1242
G-HCTL PA-31 Navajo	1247	VP-BLF Citation I	1309 0745(18)
G-MUVG Cessna 421C	1318	EI-CNW Boeing 737	1403
G-MAJE Jetstream 41	1406	G-UKFA Fokker 100	1426
G-GNTA SAAB 340	1444	D-BOBU DHC-8	1508
G-JEAE Friendship	1515	G-BVKD Boeing 737 500	1537
G-BASX PA-34 Seneca	1558	G-MAJE Jetstream 41	1702
G-MAJD Jetstream 41	1706	G-GNTA SAAB 340	1746
EC-FEE Boeing 757	1751	EI-CNY Boeing 737	1804
G-OBMY Boeing 737 500	1818	G-JEAE Friendship	1823
G-BLZT Short 360	1833	OO-DJZ Avro 146 RJ85	1917
EI-FKC Fokker 50	1920	G-UKFA Fokker 100	1951

G-MAJD Jetstream 41	2015	G-BMDK PA-34 Seneca	2025
G-MAJE Jetstream 41	2029	G-BVTG Fokker 70	2040
G-GNTA SAAB 340	2045	EC-FEF Boeing 757	2112
G-GNTI SAAB 340	2130	G-JEAE Friendship	2138
G-BVKD Boeing 737 500	2144	OO-DJS Avro 146 RJ85	2236
G-BYAS Boeing 757	2358		
18 Saturday			
PH-DMO Fokker 50	0848	G-ATJV Cherokee Six	0940
G-UKFA Fokker 100	1001	G-BVZH Boeing 737 500	1004
EI-CJF Boeing 737	1015	PH-SDP DHC-8	1018
G-PEAK JetRanger	1111	G-JEAE Friendship	1153
G-GNTI SAAB 340	1156	G-BUFH PA-28 Warrior II	1254
G-BVZH Boeing 737 500	1324	G-BRXV Robinson R22	1337
G-BATV PA-28 Cherokee F	1420	G-LCRC Boeing 757	1428
G-UKFA Fokker 100	1439	G-BVZH Boeing 737 500	1700
EC-GBN Boeing 737 400	1817	EI-FKF Fokker 50	1911
G-BMDK PA-34 Seneca	2008	G-OBMR Boeing 737 500	2012
G-JEAE Friendship	2015		
19 Sunday			
EC-FFN Boeing 737 300	0859	EI-FKC Fokker 50	0904
G-OBMR Boeing 737 500	0922	G-UKFA Fokker 100	0959
EI-CJF Boeing 737	1001	G-OBMR Boeing 737 500	1229
G-JEAE Friendship	1241	G-BVTE Fokker 70	1305
G-UKFA Fokker 100	1432	G-TMDP Airbus 320	1443
D-BOBU DHC-8	1511	G-BLZT Short 360	1555
G-JEAR BAe 146 200	1649	G-MAJE Jetstream 41	1722
G-KKES TB-20 Trinidad	1751	G-BORH PA-34 Seneca	1753
G-BVZG Boeing 737 500	1818	EI-COX Boeing 737	1852
OO-DJX Avro 146 RJ85	1906	EI-FKB Fokker 50	1916
G-UKFA Fokker 100	2002	G-JEAR BAe 146 200	2005
G-MAJE Jetstream 41	2032	G-GNTA SAAB 340	2104
G-GNTI SAAB 340	2128	G-MAJC Jetstream 41	2135
G-JEAE Friendship	2139	G-BVZG Boeing 737 500	2203
EI-CKQ Boeing 737	2225	OO-DJV Avro 146 RJ85	2228
20 Monday			
G-BYAS Boeing 757	0722	VP-CCK Agusta A.109A-2	0829
EI-FKC Fokker 50	0912	G-MAJC Jetstream 41	0925
G-MAJE Jetstream 41	0942	G-BVZE Boeing 737 500	0946
G-GNTA SAAB 340	0949	G-BLZT Short 360	0954
G-JEAE Friendship	0956	G-UKFA Fokker 100	1005
EI-CNZ Boeing 737	1019	D-BOBU DHC-8	1027
G-VIPY PA-31 Navajo	1052	G-AZWS PA-28R Arrow	1120
G-GNTI SAAB 340	1140	G-FFRI Twin Squirrel	1155
G-JEAI Friendship	1219	G-SBAS King Air 200	1314
G-BVZE Boeing 737 500	1317	G-MAJE Jetstream 41	1401
G-GNTA SAAB 340	1415	G-UKFA Fokker 100	1423
G-BUNH Turbo Arrow IV	1503	G-JEAI Friendship	1510
D-BOBU DHC-8	1518	G-OBMZ Boeing 737 500	1524
G-PZAZ PA-31 Navajo	1639	G-MAJE Jetstream 41	1658
G-MAJC Jetstream 41	1709	G-GNTA SAAB 340	1722
EI-CNZ Boeing 737	1800	G-OBMZ Boeing 737	1815
G-BYAS Boeing 757	1820	G-BLZT Short 360	1824
G-JEAI Friendship	1838	OO-DJW Avro 146 RJ85	1908
EI-FKF Fokker 50	1930	G-UKFA Fokker 100	1956
G-MAJC Jetstream 41	2018	G-GNTA SAAB 340	2024
G-MAJE Jetstream 41	2027	G-GNTI SAAB 340	2115
G-JEAI Friendship	2135	G-OBMZ Boeing 737 500	2142

00-DJQ Avro 146 RJ85	2232		
21 Tuesday			
EC-FYF Boeing 737 300	0050	EI-FKC Fokker 50	0841
G-OBMZ Boeing 737 500	0921	G-MUVG Cessna 421C	0928
G-OAMT PA-31 Navajo	0929	G-MAJE Jetstream 41	0935
EC-ETB Boeing 737 400	0938	G-MAJC Jetstream 41	0940
G-JEAI Friendship	0942	G-GNTA SAAB 340	0945
G-BLZT Short 360	0953	VP-CFG Citation I	0956 1726
EI-COX Boeing 737	1004	9H-ABF Boeing 737	1010
G-UKFA Fokker 100	1014	PH-SDU DHC-8	1027
G-BHFH PA-34 Seneca	1047	N220SC PA-31T Cheyenne	1109
G-GNTI SAAB 340	1112	G-BDFY AA5 Traveler	1129
EC-FEE Boeing 757	1203	G-OBMX Boeing 737 500	1228
G-JACS PA-28 Archer III	1331	G-MAJE Jetstream 41	1358
G-UKFA Fokker 100	1422	PH-HUB SOCATA TBM7	1440
PH-SDU DHC-8	1517	G-OBMX Boeing 737 500	1529
G-ZAPJ ATR-42	1640	G-MAJE Jetstream 41	1705
G-MAJC Jetstream 41	1709	G-AVDA Cessna 182K	1715
G-GNTA SAAB 340	1730	EI-COX Boeing 737	1755
G-OBMX Boeing 737 500	1826	G-BLZT Short 360	1840
VP-CKM Citation V	1907	00-DJO Avro 146 RJ85	1910
G-JEAF Friendship	1916	G-ZAPJ ATR-42	1939
EI-FKB Fokker 50	1943	G-UKFA Fokker 100	2000
G-MAJC Jetstream 41	2004	G-GNTA SAAB 340	2031
G-MAJE Jetstream 41	2034	G-GNTI SAAB 340	2126
G-OBMX Boeing 737 500	2130	G-JEAF Friendship	2201
00-DJY Avro 146 RJ85	2223	G-BYAS Boeing 757	2233
22 Wednesday			
G-BLZT Short 360	0651	G-NEWR PA-31 Navajo	0656
EI-FKF Fokker 50	0843	G-MAJE Jetstream 41	0917
G-OBMX Boeing 737 500	0925	G-GNTA SAAB 340	0947
G-BLZT Short 360	0957	EI-COA Boeing 737	1000
G-BRPU B76 Duchess	1006	D-BOBU DHC-8	1025
G-BWFE DV-20 Katana	1038	G-JEAF Friendship	1100
G-MAJC Jetstream 41	1116	G-GNTI SAAB 340	1135
G-UKFC Fokker 100	1139	G-OBMX Boeing 737 500	1239
G-BHFH PA-34 Seneca	1303	G-MAJC Jetstream 41	1417
G-BODU SF-25C Falke	1420	G-GNTA SAAB 340	1422
G-JETA Citation II	1446	G-UKFC Fokker 100	1502
G-JEAI Friendship	1515	G-OBMX Boeing 737 500	1517
D-BOBU DHC-8	1531	G-MAJC Jetstream 41	1702
G-MAJE Jetstream 41	1718	G-BIDI PA-28R Arrow III	1727
G-GNTA SAAB 340	1733	G-BYAS Boeing 757	1737
EI-COA Boeing 737	1753	G-OBMX Boeing 737 500	1826
G-BLZT Short 360	1849	G-JEAI Friendship	1903
00-DJW Avro 146 RJ85	1915	EI-FKE Fokker 50	1920
G-BTHW F33C Bonanza	1942	G-MAJE Jetstream 41	1955
G-UKFC Fokker 100	2003	G-MAJC Jetstream 41	2039
G-GNTA SAAB 340	2042	G-GNTI SAAB 340	2127
G-BVZE Boeing 737 500	2157	G-JEAI Friendship	2208
00-DJS Avro 146 RJ85	2230		
23 Thursday			
G-RMCT Short 360	0724	N527EW Citation I	0826 1837(24)
EI-FKC Fokker 50	0850	VP-CSN Citation V	0852
G-MAJE Jetstream 41	0916	G-BVZE Boeing 737 500	0921
G-GNTA SAAB 340	0946	G-MAJC Jetstream 41	0952
G-UKFC Fokker 100	0954	00-DJN Avro 146 RJ85	0957

G-RMCT Short 360	1005	G-JLRW B76 Duchess	1009
EI-CJE Boeing 737	1018	G-JEAI Friendship	1020
G-GNTI SAAB 340	1137	G-BVZE Boeing 737 500	1228
EC-FKI Boeing 737 300	1344	G-BGFG Cessna F177RG	1351
G-UKFC Fokker 100	1400	G-BMUT PA-34 Seneca	1407
G-BSPF Cessna T303	1408	G-BYAS Boeing 757	1411
G-MAJA Jetstream 41	1415	VP-CSN Citation V	1424
PH-SDP DHC-8	1505	G-JEAF Friendship	1510
G-BVZE Boeing 737 500	1543	G-MAJE Jetstream 41	1721
G-MAJA Jetstream 41	1724	G-GNTA SAAB 340	1732
G-JETA Citation II	1743	EI-CJE Boeing 737	1807
VP-CSN Citation V	1818	VP-CPR Cessna 421C	1824
G-RMCT Short 360	1830	G-JEAF Friendship	1833
G-BVZE Boeing 737 500	1836	OO-DJR Avro 146 RJ85	1907
PH-DMO Fokker 50	1950	G-UKFC Fokker 100	1955
G-MAJE Jetstream 41	1959	G-GNTA SAAB 340	2031
G-MAJA Jetstream 41	2034	G-GNTI SAAB 340	2119
G-JEAF Friendship	2136	G-BVZI Boeing 737 500	2145
G-BYAS Boeing 757	2153	OO-DJP Avro 146 RJ85	2226
24 Friday			
G-RMCT Short 360	0223	EI-FKC Fokker 50	0842
G-MAJE Jetstream 41	0924	G-BVZI Boeing 737 500	0929
G-HMES PA-28 Warrior II	0938	G-GNTA SAAB 340	0946
G-JEAF Friendship	0948	G-RMCT Short 360	0950
G-MAJA Jetstream 41	0951	G-IFTS Robinson R44	0952
G-SKYC T67M Firefly	1000	EI-CJD Boeing 737	1004
G-UKFD Fokker 100	1007	D-BOBU DHC-8	1039
G-JEAI Friendship	1156	G-EMAZ PA-28 Archer II	1201
G-BVZI Boeing 737 500	1235	G-BYAS Boeing 757	1258
G-GNTI SAAB 340	1306	G-MAJA Jetstream 41	1355
G-GNTA SAAB 340	1414	G-UKFD Fokker 100	1500
G-JEAI Friendship	1505	D-BOBU DHC-8	1521
G-BVZI Boeing 737 500	1548	G-SFHR PA-23 Aztec	1654
G-MAJA Jetstream 41	1658	G-MAJE Jetstream 41	1719
EC-FEE Boeing 757	1728	G-GNTA SAAB 340	1731
EI-CJD Boeing 737	1803	G-RMCT Short 360	1825
G-JEAI Friendship	1833	G-BVZI Boeing 737 500	1847
G-BSPF Cessna T303	1859	EI-FKE Fokker 50	1907
G-UKFD Fokker 100	1942	OO-DJZ Avro 146 RJ85	1945
G-MAJE Jetstream 41	2012	G-GNTA SAAB 340	2028
G-MAJA Jetstream 41	2033	G-BVTF Fokker 70	2036
G-GNTI SAAB 340	2124	EC-FEF Boeing 757	2130
G-JEAI Friendship	2132	G-BVZI Boeing 737 500	2203
OO-DJP Avro 146 RJ85	2234	G-BYAS Boeing 757	2330
25 Saturday			
EI-FKE Fokker 50	0842	G-BVZE Boeing 737 500	0946
G-UKFD Fokker 100	0954	EI-CJD Boeing 737	1000
G-BWYE Cessna 310R	1010	PH-SDT DHC-8	1027
G-JEAF Friendship	1147	G-BGZW PA-38 Tomahawk	1150
G-GNTI SAAB 340	1212	G-BVZE Boeing 737 500	1306
XW904 Gazelle AH.1	1328	G-UKFD Fokker 100	1421
G-BCTF PA-28 Warrior	1424	G-MAJH Jetstream 41	1432
G-AZLY Cessna F150L	1443	G-WJAN Boeing 757	1604
G-BVZE Boeing 737 500	1642	G-BCKV Cessna FRA150L	1649
EC-GAZ Boeing 737 400	1750	G-BVKA Boeing 737 500	1929
G-JEAF Friendship	1945	EI-FKA Fokker 50	1957

26 Sunday					
EC-GBU Boeing 737 300	0830	EI-FKF Fokker 50	0838		
G-BVKA Boeing 737 500	0918	G-UKFD Fokker 100	0956		
EI-COX Boeing 737	1006	N18429 F33A Bonanza	1020		
XW904 Gazelle AH.1	1202	G-BVKA Boeing 737 500	1220		
G-BMUT PA-34 Seneca	1247	G-BVTE Fokker 70	1302		
G-UKFD Fokker 100	1416	G-GNTI SAAB 340	1428		
D-BOBU DHC-8	1514	G-JEAF Friendship	1520		
G-TMDP Airbus 320	1605	G-BCEO AA5 Traveler	1607		
VP-BNZ Gulfstream III	1635 1714	G-MAJA Jetstream 41	1710		
G-KKES TB-20 Trinidad	1733	D-EDKP V35 Bonanza	1737 1842		
EI-COX Boeing 737	1805	G-BVKB Boeigh 737 500	1820		
G-JEAF Friendship	1822	EI-FKC Fokker 50	1919		
OO-DJL Avro 146 RJ85	1929	G-UKFD Fokker 100	1955		
G-MAJA Jetstream 41	2024	G-GNTH SAAB 340	2048		
G-GNTI SAAB 340	2100	G-JEAF Friendship	2130		
G-GOTC GA7 Cougar	2135 2153	G-BVKB Boeing 737 500	2140		
EI-CJD Boeing 737	2220	G-MAJE Jetstream 41	2222		
OO-DJZ Avro 146 RJ85	2227				
27 Monday					
G-BYAS Boeing 757	0740	PH-DMO Fokker 50	0843		
G-HERB PA-28R Arrow III	0848	G-MAJE Jetstream 41	0913		
G-BVKB Boeing 737 500	0928	G-GNTH SAAB 340	0938		
G-JEAF Friendship	0941	G-MAJA Jetstream 41	0943		
G-UKFD Fokker 100	1008	EI-CJE Boeing 737	1014		
D-BOBU DHC-8	1016	G-GNTI SAAB 340	1142		
G-RMCT Short 360	1146	G-JEAI Friendship	1152		
G-AZLY Cessna F150L	1155	G-BVKB Boeing 737 500	1259		
G-MAJA Jetstream 41	1357	G-GNTH SAAB 340	1412		
G-UKFD Fokker 100	1418	EC-FKJ Boeing 737 300	1426		
D-BOBU DHC-8	1459	G-JEAI Friendship	1505		
G-OJPB HS 125 F400	1517	G-BVJC Fokker 100	1528		
G-OCDB Citation II	1624	PH-ABD PA-31 Navajo	1646		
PH-GYN PA-31 Navajo	1650	G-MAJA Jetstream 41	1656		
G-MAJE Jetstream 41	1718	G-GNTH SAAB 340	1721		
G-SACT PA-28 Cadet	1757	EI-CJE Boeing 737	1757		
G-BYAS Boeing 757	1815	G-NVJC Fokker 100	1819		
G-RMCT Short 360	1823	G-JEAI Friendship	1827		
OO-DJK Avro 146 RJ85	1907	EI-FKA Fokker 50	1913		
G-UKFD Fokker 100	1956	G-MAJE Jetstream 41	1958		
G-GNTH SAAB 340	2020	G-MAJA Jetstream 41	2028		
G-GNTI SAAB 340	2106	G-JEAI Friendship	2125		
G-BVZI Boeing 737 500	2217	OO-DJS Avro 146 RJ85	2328		
28 Tuesday					
N26034 PA-24 Comanche	0818	PH-DMO Fokker 50	0916		
G-MAJE Jetstream 41	0918	9H-ABF Boeing 737	0933		
G-GNTH SAAB 340	0938	G-JEAI Friendship	0946		
EC-GNZ Boeing 737 400	0950	EI-CNX Boeing 737	0954		
G-RMCT Short 360	0956	G-BVZI Boeing 737 500	1001		
G-UKFD Fokker 100	1003	G-SANB King Air E90	1009		
PH-SDU DHC-8	1031	G-MAJA Jetstream 41	1120		
G-GNTI SAAB 340	1138	ZG848 Islander AL.1	1141		
EC-FEE Boeing 757	1147	G-BVJC Fokker 100	1227		
G-HMES PA-28 Warrior II	1355	G-MAJA Jetstream 41	1400		
G-UKFD Fokker 100	1413	PH-SDU DHC-8	1456		
G-JEAG Friendship	1507	G-BVJC Fokker 100	1553		
G-RMCT Short 360	1642	G-MAJE Jetstream 41	1707		

G-MAJA Jetstream 41	1710	G-GNTH SAAB 340	1720
EI-COX Boeing 737	1757	G-JEAG Friendship	1827
G-BVJC Fokker 100	1832	G-MUVG Cessna 421C	1850
OO-DJQ Avro 146 RJ85	1906	EI-FKD Fokker 50	1912
G-UKFD Fokker 100	1944	G-MAJE Jetstream 41	2004
G-RMCT Short 360	2014	G-GNTH SAAB 340	2025
G-MAJA Jetstream 41	2027	G-GNTI SAAB 340	2054
G-BVZH Boeing 737 500	2129	G-JEAG Friendship	2132
G-BYAS Boeing 757	2153	OO-DJT Avro 146 RJ85	2220
G-BLZT Short 360	2253		
29 Wednesday			
G-MAJE Jetstream 41	0928	G-BVZH Boeing 737 500	0941
G-MAJA Jetstream 41	0946	G-UKFD Fokker 100	0955
OO-DJS Avro 146 RJ85	1010	EI-CNT Boeing 737	1018
G-GNTI SAAB 340	1026	G-BLZT Short 360	1055
G-JEAG Friendship	1056	G-BHPH PA-34 Seneca	1106
G-AVFU Cherokee Six	1151	EI-CDC Boeing 737 500	1159
G-GNTH SAAB 340	1211	G-BVJC Fokker 100	1221
G-BSGK PA-34 Seneca	1226	G-OBLC B76 Duchess	1430
G-GNTI SAAB 340	1449	G-UKFD Fokker 100	1452
PH-SDT DHC-8	1457	G-JEAG Friendship	1507
G-BVZH Boeing 737 500	1522	G-BOAC BAC Concorde	1536
EI-TLI Airbus 320	1543	G-BCTF PA-28 Warrior	1628
G-OJPB HS 125 F400	1709	G-MAJA Jetstream 41	1712
G-BYAS Boeing 757	1729	G-MAJE Jetstream 41	1746
G-GNTI SAAB 340	1811	EI-CKS Boeing 737	1814
G-BVZH Boeing 737 500	1819	G-JEAG Friendship	1829
G-BLZT Short 360	1834	OO-DJW Avro 146 RJ85	1909
EI-FKE Fokker 50	1918	G-UKFD Fokker 100	1941
G-MAJA Jetstream 41	2005	G-BGDI Boeing 737	DIV 2039 2200
G-MAJE Jetstream 41	2043	G-MANS BAe 146 200	DIV 2057 2238
G-MAJF Jetstream 41	DIV 2101 2146	G-MAJG Jetstream 41	DIV 2107 2204
G-EMBB EMB 145	DIV 2109 2224	G-GNTI SAAB 340	2113
G-EMBE EMB 145	DIV 2124 2229	G-GNTH SAAB 340	2127
G-JEAG Friendship	2131	G-BVZH Boeing 737 500	2144
OO-DJR Avro 146 RJ85	2222		
30 Thursday			
G-DASI Short 360	0236	N709EL Beechjet 400	0643
EI-FKD Fokker 50	0848	G-MAJE Jetstream 41	0922
G-BVZH Boeing 737 500	0924	G-MAJA Jetstream 41	0937
G-JEAG Friendship	0950	G-GNTH SAAB 340	0953
G-UKFD Fokker 100	0957	EI-CKP Boeing 737	1002
G-DASI Short 360	1005	G-GLTT PA-31 Navajo	1011
PH-SDR DHC-8	1026	G-TJHI Citation I	1035
D-CITY Lear Jet 35A	1058	G-GNTI SAAB 340	1108
G-PZAZ PA-31 Navajo	1138	G-BVZH Boeing 737 500	1230
EC-GGO Boeing 737 300	1320	G-BYAS Boeing 757	1342
G-BAML JetRanger	1357	G-MAJA Jetstream 41	1402
G-UKFD Fokker 100	1405	D-EDKP V35 Bonanza	1431 1836
G-JEAI Friendship	1514	PH-SDR DHC-8	1517
G-BVZH Boeing 737 500	1521	G-MAJA Jetstream 41	1710
G-MAJE Jetstream 41	1716	G-NEWR PA-31 Navajo	1733
G-GNTH SAAB 340	1735	EI-CKP Boeing 737	1802
G-KKES TB-20 Trinidad	1826	G-BVZH Boeing 737 500	1830
G-DASI Short 360	1832	G-JEAI Friendship	1837
OO-DJT Avro 146 RJ85	1917	EI-FKA Fokker 50	1923
G-MAJE Jetstream 41	2010	G-GNTH SAAB 340	2026

G-MAJA Jetstream 41	2031	G-UKFD Fokker 100	2045
G-GNTI SAAB 340	2122	G-BYAS Boeing 757	2128
G-JEAI Friendship	2138	G-BVZH Boeing 737 500	2151
OO-DJL Avro 146 RJ85	2258		

From & to

01) N220SC/Guernsey;D-EDKP/Biggin-Osnabruck: 03) N624TC/Prestwick;F-GRAN/Le Bourget-n/s-Prestwick: 05) N797HG/Guernsey: 07) D-EIRX/Cranfield;VP-CPR/Guernsey: 10) XV297/Lille-Lyneham;ZG848/Aldergrove: 11) I-MOCO/F & T Treviso: 12) N735CX/Southend: 14) VP-CSN/Bremen-Rotterdam & Rotterdam-Edinburgh: 15) N797HG/Guernsey;VP-CSN/Edinburgh;D-IEGA/Dortmund-EMA: 16) N400AJ/Bordeaux-Le Bourget;N510PS/Gamston: 17) VP-BLF/Esbjerg-Hamburg: 20) VP-CCK/Birmingham: 21) VP-CFG/F & T Oxford;N220SC/Guernsey;PH-HUB/Weert;VP-CKM/Gamston: 23) N527EW/F & T Jersey;VP-CSN/Edinburgh-Cork,Cork-Edinburgh F & T Edinburgh;VP-CPR/Antwerp: 25) XW904/Leek: 26) N18429/Gloucestershire;XW904/Ripon;VP-BNZ/Basle-Coventry;D-EDKP/Groningen: 27) PH-ADB/Rotterdam;PH-GYN/Rotterdam: 28) N26634/Isle of Man;ZG848/Aldergrove: 30) N709EL/EMA;D-CITY/Dublin;D-EDKP/Coventry-Osnabruck:

Overshoots

01) G-BAVE/Raven 89T;XX495/CWL71;G-BRPU: 02) ZV192/Ascot 771: 03) G-BAVZ/Raven 89T: 06) XX496/CWL70: 07) ZF206/LOP59;ZF144/LOP51;XV211/Ascot 956: 08) ZF350/LOP59;ZF290/LOP20Y: 09) ZF341/LOP58;ZF486/LOP52;ZF163/LOP71;ZF492/LOP19;XX621/UAX94: 14) XX714/UAX92: 16) XX714/UAX93: 17) G-BAVZ/Exam58: 19) G-BMUT;G-BRPU: 20) ZF318/LOP55: 21) ZF292/LOP72;XX500/CWL77: 22) XX499/CWL75;XZ344/Army568;ZF168/LOP75;XZ596/SRGL28: 29) XX495/CWL45:

LBA Movements review, April 1998

A quieter month on the general aviation front but lots of interest among the IT traffic. Guernsey based Cheyenne N220SC made two visits during the month, on the 1st and the 21st. Multiple visits also from the V tailed Bonanza D-EDKP which is possibly based at Osnabruck and which was noted on the 1st, 26th and 30th. Coming in from Prestwick on the 3rd was the Cessna T303 N624TC which is ex EC-DRR. King Air F-GRAN also arrived on the 3rd from Le Bourget and went into the Multiflight hangar. Another Guernsey based visitor was the PA-46 Malibu N797HG which arrived from its base on the 5th and the 15th.

The German Cessna F172P D-EIRX was from Cranfield on the 7th and the same day we saw Cessna 421C VP-CPR making the first of two visits this month, the second was on the 23rd and both times it was from Guernsey. Lear Jet 35A I-MOCO was new to us when it was from and to Treviso on the 11th. The highly modified STOL Cessna 182 N735CX came from Southend on the 12th, it is said to be based at West Horndon which is about ten miles west of Southend. The Scottish and Newcastle Citation V VP-CSN has been fairly active with us this month, on the 14th it was from Bremen to Rotterdam and Rotterdam to Edinburgh and the following day it was noted again arriving from Edinburgh. On the 23rd it visited no less than three times.

Cessna 441 Conquest D-IEGA arrived with some freight from Dortmund on the 15th and is believed to have departed to EMA. Beechjet 400A N400AJ was from Bordeaux to Le Bourget on the 16th and has just been re-registered from N1117Z, joining it on the same day was the Walton Wood based Cessna 310 N510PS of Peter Scott. The

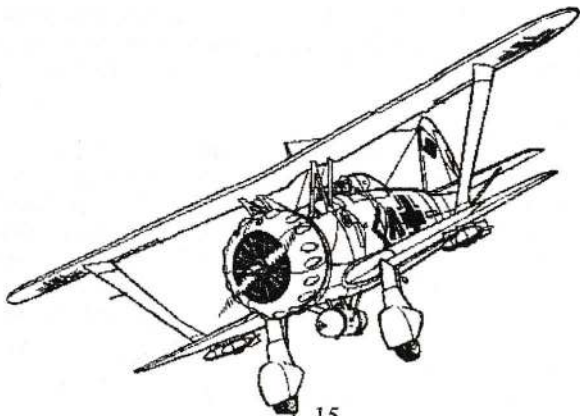
Bermudan registered Citation VP-BLF on the 17th belongs to Ekron Ltd and it was from Esbjerg to Hamburg. The Sywell based Agusta A109A-2 VP-CCK on the 20th used the callsign "Tarmac 01" when it arrived from Birmingham. Citation I VP-CFG came from and to Oxford on the 21st whilst the newer Citation V VP-CKM, which is owned by Kevin MacDonald and operated by Ganston Aviation, was inbound from its base at Gamston. Making its second visit of the year on the same day was the new TBM 700 PH-HUB from Weert.

Citation I N527EW on the 23rd is registered to Rockville Aero Inc. but it is now believed to be based in Jersey. On the 26th N18429 was down in the log as just a BE33 but a little checking revealed it to be a Beech F33A Bonanza which was only registered on the 19th December ex EC-DQL. That same day saw the Coventry based Gulfstream III VP-BNZ of Dennis Vanguard (International) Ltd coming from Basle to depart to Coventry. Tulip Air were visiting on the 27th when their two Navajo's PH-ADB ("Tulip 2A") and PH-GYN ("Tulip 1A") arrived from Rotterdam for a night stop. Calling at YLA for maintenance on the 28th was the Isle-of-Man based PA-24 Comanche N26634. Two biz-jets on the 30th were the Beechjet 400A N709EL from EMA and Lear Jet 35A D-CITY of Helmut Idzkowiak which arrived from Dublin using the callsign "SNA 110".

Not much on the military side this month, Islander AL.1 ZG848 came from Belfast/Aldergrove twice, on the 10th as "Army 351" and on the 28th as "Army 370". Making two visits also was the Gazelle AH.1 XW904, on the 25th and 26th as "Army 415". A lone representative of the RAF was the Hercules C.1 XV297 from Lille to Lyneham on the 10th as "Ascot 4060".

Britannia's Boeing 757 G-BYAW diverted in on the 5th due to "incorrect fire cat at Humberside" but did not stay long. Diversions inbound on the 29th were due to the Airtours A321 G-JSJK bursting a tyre on the runway at Manchester. Britannia were crew training with the Airbus 320 EI-TLI on the 29th prior to starting ops with the A320 in May. Aer Lingus are still using their Fokker 50 PH-DMO which is leased from Denim Air and Sabena still have the Hamburg Airlines DHC-8 D-BOBU on lease. A strange callsign on the 20th was "Winsor 946" which positioned in early in the morning and turned out to be Britannia Boeing 757 G-BYAS using the German section of Britannia Airways callsign.

Cessna 421C G-MUVG is reported sold and now operating out of Jersey so it is now considered a visitor. King Air F-GRAN arrived at Multiflight on the 3rd and was noted in the hangar there on the 5th when the Air Yorkshire meeting was held in their offices, on the 26th F33A N18429 arrived from Gloucestershire and the pilot took the King Air (now registered N392CT) off to Reykjavik.





Military News

Eric Martin.



STRATEGIC DEFENCE REVIEW

Publication of the Review has been further delayed; leaks and rumours abound. Some of these are commented on later in these notes

ROYAL NAVY TO HAVE LARGER CARRIERS?

Consideration is being given to the building of some larger aircraft carriers. Apparently, the thinking behind this is that larger fixed-wing aircraft are required in the peace-keeping role in which British forces will be utilised for the foreseeable future. It used to be "send a gun-boat", now it's "send a carrier". Dare I say that the Royal Navy was more successful in its world-wide policing role with its gun-boats than the United States Navy has been with its gigantic carriers?

BRITISH ARMY TO HAVE AIR CAVALRY?

I can vouch that discussions have been taking place about the future role of the Parachute Regiment. Obviously, 'mass-insertion' by parachute into battle is no longer viable and consideration is being given to converting the Regiment into an air-mobile role and linking them with Apache attack helicopters, due to come into service in the year 2000. 'Air Cavalry' has several sinister connotations: "Apocalypse Now", "I love the smell of napalm in the morning", black hats, trumpets, etc. It would seem that the Parachute Regiment would remain its title, even if it stopped using parachutes! After all, the Royal Lancers no longer use lances or the Royal Horse Artillery horses; except, in both cases, for ceremonial purposes. Watch this space, although the Colonel-Commandant of the Parachute Regiment was holding his cards close to his chest when I spoke to him recently; at least, he was speaking, I was listening!

Credit: The Times

"Reliable sources"

MILITARY MATTERS: FOOTNOTE

Pressure of space in the May issue precluded a grateful acknowledgement to John Walker, who gave generously of his time in recounting his memoirs as a flying boat pilot. Similarly, my thanks to Mike Stevens, who very kindly entrusted some of his precious RAF documents to me; this made my task of 'ghosting' his memoirs so much easier. The 'fellowship of the air' is still alive and kicking! Incidentally, I hope to make collected copies of the 'RAF Memoirs' series available in booklet form in the Autumn.

RAF COLLEGE CRANWELL

In a ceremony at the beginning of April, 124 officers from 170 Initial Officer Training Course and 264 Special Entrant and Re-entrant Courses passed out from the College. The reviewing officer was Air Marshal C G Terry, A-O-C-in-C, Logistics Command.

Credit: The Times

TANGMERE - AND OTHER PLACES - REVISITED

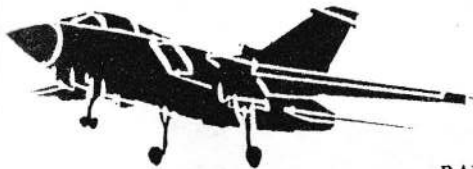
Paid my annual visit to Tangmere recently. The only changes at the Military Aviation Museum since last year are a display on the German Knikerbein beam (similar to Gee and Oboe) and improvements to the Lancaster bombsight display. On my long weekend in West Sussex and Hampshire, I also visited the Royal Marines Museum, the D Day Museum, the former RAF West Hamnett (see 'Out and About') and the former HMS St Vincent, where I joined up in 1944! It was the establishment for the preliminary training of Fleet Air Arm aircrew throughout World War II, now an Adult Education College and Community Centre.

Credit: Flo & Karl Matthews

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

Eric Martin.



RAF MEMOIRS III

FLIGHT SERGEANT MIKE STEVENS. RAF 1954-80. AIRCRAFT TECHNICIAN: PROPULSION

To avoid some repetitive phrases, I have included in {brackets}, the aircraft I worked on in my various postings. I have also detailed all of the aircraft I worked on in 26 years of service, in a footnote which lists the Squadrons I served with, and other duties undertaken.

I was born in Burton-on-Trent in 1937, the second of three sons. My elder brother, having been a member of the Air Training Corps (ATC), joined the RAF as an Aircraft Apprentice in 1947. I followed him into the ATC at the age of 13 and, in 1954, also followed him into the RAF. I joined as a Boy Entrant and was a member of the 21st Entry at RAF Cosford, having opted to train as an engine mechanic. I passed out from Cosford as a Leading Aircraftsman (LAC) and had my first contact with Yorkshire in a posting to Topcliffe in 1955. This was then a Coastal Command Station {Lockheed Neptune}. Satisfactory progress in my work led to promotion to Senior Aircraftsman (SAC) in January 1956 and, later in the year, I was selected to attend a Fitters Course at Weeton. Successful completion of this course led to a further promotion to Junior Technician (J/T) and a posting back to Topcliffe. The Station had been transferred to Training Command and was the base for No 1 Air Navigation School (ANS) {Valetta, Varsity, Marathon, Vampire NF10}. On being promoted to Corporal, I was posted overseas to Eastleigh, Nairobi, Kenya and served on the Staging Post, where I worked on aircraft from the RAF, South African Air Force (SAAF), Royal Rhodesian Air Force (RRAF) and Royal Indian Air Force (RIAF) {Britannia, Comet, Victor, Valiant, Hastings, Valetta, Pembroke, Beverley, Argosy, Canberra, Hunter}. The larger aircraft had to use Nairobi Airport and this involved my liaising with civil aviation authorities and personnel. My return to the UK was to Gaydon, Warks, and involved preparing engines for aircraft of the 'V' bomber force {Valiant, Victor}. Another drastic change awaited me at 16 Maintenance Unit (MU), in the shape of missiles {Bloodhound MkII}, before a return overseas to Changi, Singapore {Andover, Hastings, Hercules}; this was also my first real involvement in administration, at Engineering Headquarters. During my time at Changi, I was promoted to Sergeant and my second return from overseas was to the RAF College, Cranwell {Jet Provost}. A unique experience came my way when I was selected to be NCO in charge of the engineer tradesmen in the servicing team responsible for the two Jet Provosts in which Prince Charles learnt to fly. His call sign was "Golden Eagle" and the servicing team was known as "Golden Eagle Flight". Amongst my prized possessions are a large "Golden Eagle Flight" badge and a photograph of the Prince in the middle of the servicing team crew, flanked by the two Jet Provosts and personally signed by the Prince. It was a case of 'follow that', but another highlight occurred about a year later in my promotion to Chief Technician (CH/T). Cosford.... Cranwell.... two of the RAF 'monuments' it could only be Central Flying School (CFS) next. Sure enough, this came about in a move to Little Rissington {Jet Provost, Jetstream, Bulldog} where CFS was primarily a single establishment; it is now dispersed at Cranwell, Shawbury, Topcliffe and Valley. My duties at CFS were as Instructor in Technical Subjects to officers attending Qualified Flying Instructor (QFI) courses and to senior officers returning to flying training duties. I was the only NCO on the staff, most of the other instructing staff were at least Flight Lieutenants, as were the majority of the students, who included many from Commonwealth and foreign countries, many of whom presented me with mementos. Another of my prized possessions is a large copy of the CFS badge. One of the most northerly RAF Stations followed, ie: Leuchars {Phantom}, before a complete change of duties: after a Senior External Recruiting Course I was back in Yorkshire again at the RAF Careers and Information Office in Bradford. I enjoyed my short time with the RAF Careers Information Service, unlike my initial duties at my next and final posting to St Athan. This positive aspect was being promoted to Flight Sergeant, the negative that my duties were totally administrative - being responsible for the manning of engineering units on the Station. The position, however, enabled me to 'negotiate' myself into a move to the Engine Repair and Overhaul Squadron, where I felt much more at home. I ended my RAF service at St Athan on 5 March 1980, having been awarded the Long Service and Good Conduct medal in 1972.

Aircraft worked on: Neptune, Valetta, Varsity, Marathon, Vampire, Britannia, Comet, Hastings, Pembroke, Beverley, Argosy, Canberra, Hunter, Jet Provost, Jetstream, Phantom, Valiant, Victor.

Also completed two tours in Engineering Records, one tour as instructor, one tour on recruiting duties.

Squadrons served with: 36, 48, 111, 203, 210. ATC: 351.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Just after my section was handed in last month British Midland announced they were now not going to commence a Leeds/Bradford to Copenhagen service. Their new plan was to introduce a third LBA - Paris service which they have now done. The reason given was that BM obtained extra slots at Charles de Gaulle, and considered a third Paris flight would be more profitable than a Copenhagen service. A local advertising campaign is underway advising flights from £99 return on their new jet service. The service changed to Fokker 70's on May 5th.

The summer 1998 I.T. services just got underway when the major U.K. tour operators were releasing their Summer 1999 brochures. Obviously at such an early stage the details are provisional, and things can and no doubt will change.

Non of the majors list LBA in their long haul brochures, again denying the airport flights to Florida, Dominican Republic or the like.

Thomson have basically repeated their 1998 programme. The only addition is a Eurocypria charter, which will operate on a weekly basis instead of fortnightly. So all new Thomson shareholders, get writing to your chairman !! Aircraft is listed as a Britannia B.757 or A.320. Of course if a Boeing 757 is allocated to LBA this will give a sizeable increase in seating capacity available. A320 has 180 seats, Boeing 757 has 235.

Better news from Airtours, who are to base an aircraft for Summer 1999. This has allowed Airtours to increase the number of weekly departures from LBA from 14 to 17. The increases are new flights to Larnaca and Fuerteventura and a second weekly flight to Alicante. A Friday evening flight to Palma will NOT be operated by the based aircraft.

Locally based Sunworld are offering 7 flights for Summer 1999. 3 flights to Palma, 2 to Tenerife, 1 to Mahon and 1 to Malaga. The flights are scheduled to be operated by Airworld, Air 2000, Air Europa, Iberworld and Futura.

First Choice, despite basing an aircraft at most U.K. provincial airports, have decided not to do so at LBA. 10 flights per week are offered from LBA, however 6 are seats allocated on Airtours or Sunworld flights. Of the remaining 4, two are our old favourites the Thursday Air 2000 to Faro and the Tuesday morning to Palma (Futura or Spanair). The two new flights for Summer 1999 is a departure to Bodrum, due to be operated by Pegasus and an Air Europe departure to Lanzarote.

Cosmos flights are all cases of seats been bought on Airtours, Sunworld or First Choice flights.

Operators who's brochures are still awaited are Balken, Manos, Avro, Globespan and Unijet. Most of these are likely to offer some flights from LBA for the summer of 1999. A BIG BIG Thank You to Marcus Mitchell for all the information on Summer 1999.

The new airbridge came into service on May 1st, which is the focal point of the new £2.5 million departure lounge. Main user of the air bridge which serves stand 8 appears to be KLMuk with its Fokker 100. Meanwhile parking on stands 1 to 7 has changed to all nose in with the exception of Ryanair..

AIRPORT NEWS

Dusseldorf 's terminal A, re-opened on April 7th after a total rebuild. It has taken two years to construct, following a fire which as well as destroying the old terminal, claimed 17 lives.

AIRLINE NEWS

British Regional are examining the acquisition of an aircraft larger than the BAe 146 Srs 200. The airline has been unable to find any available BAe 146 Srs 300 and is not interested in the RJ100. It is also reported that some of the Jetstream 41s will be withdrawn after receipt of more EMB-145s.

Gos first aircraft, Boeing 737, EI-BZH, arrived at Stansted on the 30th April.

Leisure International have signed a contract to purchase two A.330-200s. Delivery of both aircraft will take place in early 2000. The airline already operates two A.320's and two A.321s as well as two Boeing 767s. The airline plans to fly an all Airbus fleet by 2000 with 5 A.321s in service.

Lufthansa has placed an order with Airbus for 10 A.340-600s. Lufthansa already has 16 A.340s in service making them the worlds largest operator of the type. Lufthansa operate a fleet of Airbus A.300, A.310, A.319, A.320 and A.321 and are Airbuses largest single airline customer.

Monarch Airlines have leased a MD-11 for this summer season. The aircraft will be leased from World Airways and be based at Manchester. It will operate to Orlando 5 times a week and Las Vegas once.

Singapore Airlines have ordered 10 Long Range Airbus A.340-500s worth \$1.5 billion. The order has come as a blow to Boeing, as Singapore were a loyal Boeing Customer, and hoped they would become a key launch customer for their Boeing 777-200x long range aircraft.

Virgin Sun is the name of a new subsidiary that is due to commence operations in 1999. The airline plans services from the U.K. to Mediterranean resorts.

AIRLINER NEWS

Boeing are considering starting a Boeing 737 Next Generation production line at the Former McDonnell-Douglas facility at Long Beech. The initial plan is to focus on final assembly of the 737s which are significantly different from normal Next Generation 737s. This would be for instance Boeing business jets and Srs 700C which is a convertible freighter version.

The Czech government announced on 22nd April it had approved an agreement to sell 93% of its stake in LET to the Ayres Corporation based in Georgia, U.S.A. Among the products LET manufacture is the L-410 turbo prop airliner.

CREDITS ABN, Aircraft Illustrated, Mach 3 E-mail site (and all it's contributors), Marcus Mitchell, Harry Morrow, Pete Smith,

Further ahead



*Global topics by
alan sedgwick*

coming soon (well eventually) to an airport near you!! Or perhaps your local high street bank first!. Biometrics security systems are what I mean and were mentioned in last June's magazine when talking about the new installation at Bermuda International airport. In that instance it was an automated passenger clearance system called Fastgate by IBM, which takes a reading of the details of the palm of your hand and matches it to stored data which you previously submitted. Other Biometrics systems use face, fingerprint and voice recognition but the type favoured by many as the most reliable is IRIS recognition. This involves a black and white video camera with a powerful lens safely taking a picture of the iris, in less than 3 seconds and from up to one metre away. Compared to fingerprints that only have 25 characteristics, an Iris has over 250 which make up a unique pattern that is not even common to twins. Once the computer has the image from the camera it scans it similar to the way the bar codes are done in shops and produces a unique code known as an IrisCode. For the technically minded the code can fit in to around 260 bytes and codes can be compared at an astonishing rate of 40,000 per second. For those of you who cannot wait for a machine to be installed at the LBA, the Nationwide Building Society currently have one on trial in Swindon.

fax -n- fly !! from the KLM Intercontinental business class departure lounge at Amsterdam Schipol airport. A service that commenced this spring called Secretarial Service En Route used to be located in the city but now serves the needs of clients who wish to put together letters whilst waiting in the departure lounge. Although lap-tops and mobile 'phones are well established not all businessmen are an ace with typing and if they are limited for time a secretary can print a report, send an E-mail, book an Hotel or restaurant and even send flowers to their partner if they are delayed. Open between 7.30am and 7.30pm English, French and Spanish is understood and if a rush-hour queue develops its a case of asking for everyone's flight times and putting them in practical order. One frantic instance reported from this venture came when a client had spent one hour formulating a document which could not be printed or E-mailed from his own computer. With ten minutes left to get to the departure gate he requested assistance and got it, -typing two pages took 8 mins, layout- 1 min and with 30 seconds to send the E-mail, it was mission accomplished and departure met despite the secretary receiving very stiff finger muscles resulting from the speed required from an amazing service. Is there no end to the job types at airports?.

united airlines are claiming load factors of more than 80% on last years 777 services from Heathrow to Washington Dulles which is now looked on as a prime stopover destination for the carriers clients heading for destinations such as Florida and the West coast. The range of connections from what is UNITED's fourth largest hub is said to be a major factor in the success of the popular 3 daily flights from LHR. The airlines new midfield terminal has help cut connecting times to less than one hour for an operation which handles 57 daily departures, plus a further 203 under UNITED EXPRESS titles. The company's tour operation United Vacations offers 8 Washington hotels via the airport which lies 26 miles west of the city near Fairfax, in Northern Virginia. Sited on land where a forest used to be the idea of another airfield for the region took much deliberation before eventually after several years, work was to commence in 1958. Just over four years down the road 50,000 people were to witness the unveiling of a stylish cable-suspended roof design accompanied by what was the tallest control tower (193 feet) in the world at that time. There is of course another airport serving the city also less than one hour by road called Baltimore/Washington International which is near Baltimore in central Maryland. Incidentally figures published recently regarding UNITED AIRLINES itself reveal daily flights operated amounting to 2,200, covering 139 destinations in 30 countries. Some of the fleet figures at the start of the year showed A320's=45, 727's=75, 737's=158, 747's=50, 767's=42, 777's=31, DC-10s=30, + 70 orders. Despite incurring a lot of publicity in the past over its crime figures, the Washington area has around 360 golf courses and over 75 free attractions including the 15 Smithsonian museums.

In brief The new scheduled FUTURA service from the LBA to Palma due to commence in July is one of several new U.K. routes by foreign airlines this summer. SABENA are linking Belfast with Brussels and CITYJET will serve East Midlands from Dublin LUFTHANSA made significant profits in the first quarter of this year which are said to be six times that on the same period in 1997. From January 1st 1999 the airline will start to accept payment in Euros. The three main Irish airports handled a record 2.6 million passengers in the first 4 months of this year, 12% in Dublin. Japan have 3 new budget airlines for domestic services, two aiming to offer fares that are 75% of JAL's. The three are AIR DO, JAL EXPRESS and SKYMARK. SUDAN AIRWAYS now have a weekly flight from Khartoum to LHR. KLM have increased their order of Boeing 737/800's from 4 to 8.... EUROLOT of Poland are taking 5- ATR 42's from this June. DAC of Romania are no longer and have returned their DHC-8's. MALEV have operated their last TU-134 flight with a 'staff special' on HA-LBR. BRIT AIR of France will receive their 14th Canadair RJ in October.

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

" Our freedom is more important than full stomachs "

The Berlin Airlift Remembered.

On 5th April 1948, a Soviet YAK-3 fighter-aircraft, feigning an attack, collided with a British European Airways (BEA) Vickers Viking G-AIVP, on a scheduled flight to Gatow airport in the British sector of Berlin. The Russian pilot and fourteen passengers and crew on board the Viking were killed. Soviet authorities maintained their pilot was blameless, but the British view was vehemently to the contrary.

This was just one of the more serious events in a catalogue of confrontational encounters between the Soviet forces and those of its former allies: Britain, France and the United States of America, regarding access to the capital of the erstwhile Third Reich which, at the end of the Second World War, had been divided between the four major powers. Albeit that the city was under such joint control it, nevertheless, lay many miles within Soviet held territory (East Germany) through which all road, rail and water-borne transport were required to pass.

On 23rd June, after having been responsible for several months of interference and deliberate obstruction, Russian forces closed all supply routes into Berlin and its 2,500,000 inhabitants domiciled in the three Western sectors found themselves effectively blockaded, at a time when less than three months supply of food and fuel remained.

Thus, barely three years after the ending of a war in which 50 million lives had been lost, once again Europe teetered on the brink of conflict-which the Berliners had resigned themselves to believe was inevitable -and the world watched with bated breath for the response of the Western Allies.

Somewhat to the surprise of many-and not least those in Moscow- this was both swift and positive. The West had, for some time, been aware the Soviet Leader, Joseph Stalin, wanted rid of what he considered their 'interference' in the city; thus contingency plans were in hand to obviate the coercion of the non-Russian controlled sectors into the Eastern Bloc.

The two senior Western commanders: General Lucius D. Clay, U.S. Military Governor in Berlin and his British opposite number, General Sir Brian H. Robertson, were instructed to expedite a plan to fly-in essential supplies, utilising three twenty-mile wide air-corridors over which the Allies had control.

On 26th June this became reality when C.47 aircraft (known as Dakotas to the British) of the USAF made 32 flights from Wiesbaden to Tempelhof airport, in the American sector of West Berlin, carrying 80 tons of cargo. Two days later, six Dakotas of No. 18 Squadron, RAF Transport Command, flew 60 tons from Wunsdorf, near Hannover, to Gatow airport in the British sector; the event being code-named "Operation Knicker". Forty-eight hours later the enterprise

was re-named "Operation Carter-Patterson" -after a well known British firm of removal contractors! - and, on 4th August, when the huge size of the task ahead became apparent, the plan was revised and re-named "Operation Plainfare"- "Vittles" to the Americans. Thus began what would become more commonly known as the Berlin Airlift: the largest, most difficult and vitally important air-operation ever undertaken in peacetime.

Initially the organisation was, very largely, piecemeal there being too few personnel and transport aircraft available to organise and carry the 4,500 tons of supplies estimated to be required daily to keep the inhabitants of West Berlin from starving, or freezing to death during the forthcoming winter. On the 19th July, the first of what would become several hundred non-military aircraft, chartered from a considerable number of companies, began operations and among them were three Lancastrians - a civilianised version of the Lancaster-of Flight Refuelling, which instigated tanker supplies into Gatow. Two of these: G-AGWI and G-AGWL had local connections having been converted to type during 1946 at the huge AVRO aircraft factory at Yeadon ; which, incidentally, also built thirty-five of the hundred AVRO Yorks - a slab sided, three-finned, transport version of the Lancaster - which, ultimately, would be used by the RAF - plus three civil versions flown by Skyways - during the Airlift.

So serious were the political and humanitarian implications of the crisis, the Airlift was given priority over all other RAF Transport Command commitments and, on 15th October, the British and American operations were fused into a Combined Airlift Task Force (CALTF), under the command of Major-General William "Bill" Tunner USAF, with an H.Q. at Wiesbaden. Put in charge of the British contingent was Air Commodore J.W.F. Merer, whose H.Q. was at Buckeburg.

As the requirement grew for increased daily cargo the C.47's and Dakotas were supplemented by larger capacity four-engined aircraft: notably the AVRO York and the American Douglas C.54. Additionally, Short Sunderland Flying-boats and similar Short Hythe's, of Aquila Airways, were flown from the river Elbe near Hamburg into Havel Lake near Gatow, their contents being unloaded by boat. On 1st November, Yorkshire again became involved, when the first of eight Handley Page Hastings aircraft of No. 47 Squadron flew from Dishforth to commence Airlift operations. Ultimately thirty-two Hastings' were used in the transportation of the dirtiest of all commodities: Coal!

During regular servicing of aircraft the requirement to remove coal and flour dust which accumulated in the floor and fuselage seams was an unpleasant and onerous task - until someone came up with the bright idea of sealing the seams with plasticene, twenty-six pounds of which ^{was} required for a Dakota; more for larger types!

All Airlift aircraft were routed from eight bases in the British sector of West Germany, and three in the American, eastward to Berlin via the three

arrowhead-shaped air-corridors, twenty-miles wide and extending vertically from 1,000 to 10,000 feet-with Russian held territory all around - to a point sixteen miles from the city at plus or minus thirty second intervals from their Estimated Time of Arrival (ETA), where they were required to radio ahead giving details of identity and cargo. As is often the case, humour was a useful antidote to stress and pilots were not averse to ignoring the rule book. One RAF York captain, Flight Lieutenant Max Chivers, was heard stating "York number so and so, roses are red violets are blue, coals in the hold and over to you". An American colleague, on similar duty, radioed, "Here's a Yank with a blackened soul, headed for Gatow with a load of coal".

Each aircraft flew at carefully controlled heights -the largest at the top of the stack- touching down in West Berlin at three minute intervals, plus or minus ten seconds of their ETA. If a pilot was unable to complete his landing within these extremely tight parameters he was required to abort and return to base with his load. To have done otherwise would have jeopardised an organisation geared to tight-rope schedules, twenty-four hours per day, seven days per week. Thus, superb airmanship was required, especially during the not infrequent periods of bad weather; and, not least, because of the constant harassment by the Russians who, in a diabolical repertoire, included mock fighter attacks during which guns would be fired just ahead of allied aircraft; the use of searchlights to 'blind' allied pilots; the 'jamming' of radio's and gun-fire aimed from the ground to explode near approaching Airlift planes, in excess of fifty of which suffered some damage.

Allied crews, military and civilian, flew three round trips into Berlin in each twenty-four hour period: a flight of an hour each way with a forty-five minute unloading period at Berlin. Back at base, another two hours were required to re-load and re-fuel. Aircraft were kept in constant use, often operating at weight levels above those prescribed, and many demanded servicing or replacement sooner than would have been the case under normal conditions. Stress was an ever present factor for the flight crews, also, and it is not surprising that Russ Morgan's "So tired" became the theme song of the Airlift!

The RAF suffered five major and thirty minor flying accidents, in addition to scores of incidents involving damage to aircraft on the ground. Of the thirty-five ex-Yeadon Yorks employed by the RAF, for instance, twenty-four sustained some damage.

The success of the Airlift depended on many factors: the cutting of much red tape and an absence of all but the most important paperwork; the skill and enthusiasm of air and ground personnel; the high competence of the planners and administrators; superb flying-control management of the densely packed air-corridors; the skilled loading and unloading of cargo -in which the army played an important part - and the rapid construction, enlargement and improvement of several airfields: this

being aided by thousands of West Germans who, at the commencement of the Airlift, were somewhat reticent about welcoming former adversaries, a substantial number of whom had been responsible for the aerial destruction of their cities! Nevertheless, twenty-thousand West Berliners came to work alongside allied construction units in building, in just ninety-two days, a new airfield at Tegel in the French sector. Hundreds of others grafted for long hours and in all weathers at Tempelhof and Gatow (and at the other West German bases) loading and unloading aircraft, one of their number stating "I used to dread the approach of allied planes but ^{now} I feel they represent the sound of hope!" Included among the work gangs were former Reichbank officials, U-Boat captains, Luftwaffe and Wehrmacht officers, and others from many disparate backgrounds, their common goal being to keep the Russians at bay.

Airlift flight and ground staff-men and women-included Britons, Americans, Australians, New Zealanders, South Africans and Canadians, and their differing accents and the wearing of RAF Blue, American leather, South African khaki or navy by the civilian crews, made a colourful and cosmopolitan contrast to the drabness of the Berliners to whom new clothes were just a pipe dream, and who suffered other privations, being restricted to only two hours of electricity in every twenty-four and a mere twenty-five pounds of coal per household for the whole of the winter of 1948/49. One American pilot, showing his concern for their fate, was told "Don't worry about giving us enough to eat, just keep bringing us a little. Our freedom is more important than full stomachs!"

Many Airlift crews were affected by what they saw and were especially moved by the plight of the children - a substantial number of whom, along with the old and the infirm (60,000 in all), were flown out to West Germany to recuperate - and more than two-hundred tons of sweets and candy was dropped to the youngsters eagerly waiting around the perimeters of West Berlin's airports.

Concomitant with winning the hearts and minds of the Berliners was the up-keep of the morale of the Airlift personnel, and their entertainment became a priority. Many concert parties and 'stars' were brought in to appear live at various venues; and the radio stations, both American and British, were employed to do their bit; a notable example being a production, on Radio Hamburg, of "Robin Hood", in which latter-day T.V. personalities Cliff Michelmore played 'Little John', Raymond Baxter 'The Sheriff of Nottingham' and actor Nigel Davenport 'Robin'. It was Davenport, then a National Serviceman who, earlier, over Radio Hamburg had been the first to announce to the world the commencement of the Airlift!

On 17th December 1948, Yeoman-built York: MW232 of No. 511 Squadron, piloted by Flight Lieutenant Beeston, flew the 100,000 ton of freight into Gatow. The aircraft, subsequently, was preserved and can be seen - as G-ANTK - at the Imperial War Museum's facility at Duxford.

For eleven months the Airlift continued day and night, the beleaguered citizens

of West Berlin being sustained despite Russian anger and intransigence; the allies predicting they could carry on indefinitely. Eventually, Stalin realised his plans had failed and the blockade was lifted at 0001 hours on 12th May 1949 but, as a precaution, "Operation Plainfare/Vittles" continued until 30th September.

During its 462 days of existence 2,343,301 short tons of vitally needed food, fuel and other commodities, had been flown in on 277,569 flights, at an average of 5,559 tons daily. Success came about through the concerted efforts of 57,000 military and civilian personnel who worked prodigiously and harmoniously together to avert a political threat and a humanitarian disaster.

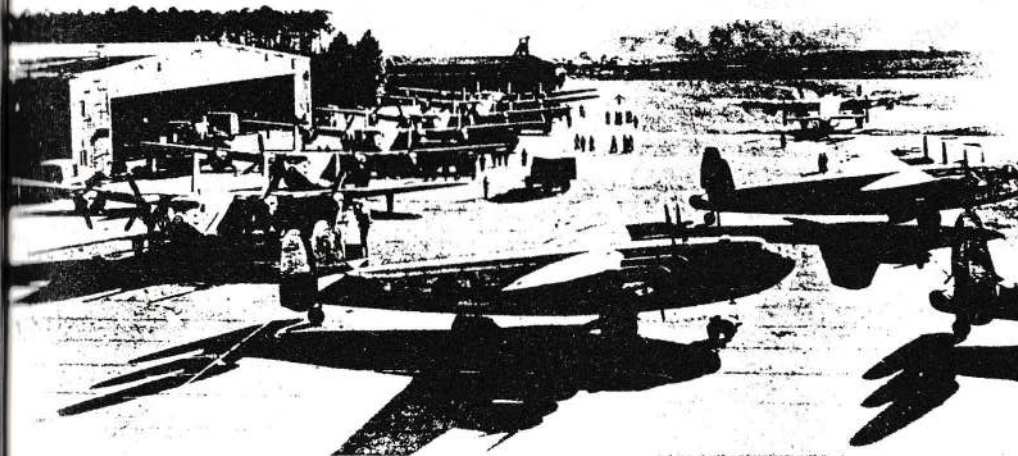
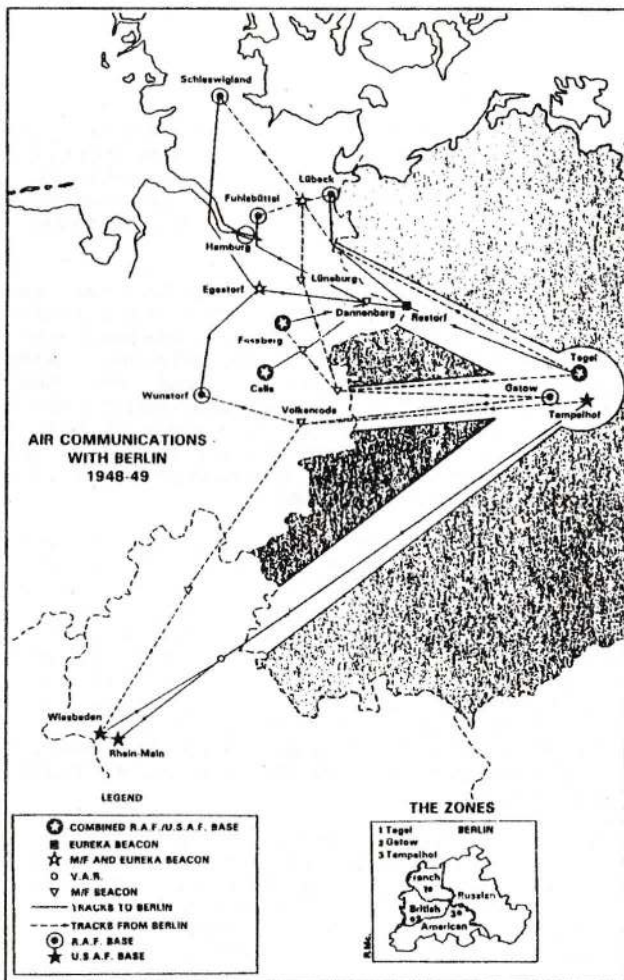
The Airlift was not without its price, however, for it cost the lives of thirty-nine British and thirty-one American aircrew and nine German civilians. Financially, the U.S.A. expended 350 million dollars, the United Kingdom £17 million and the West German people 150 million Deutschmarks in the fulfilment of their aims, but the Airlift demonstrated to the world the West was not prepared to be bullied.

Recently, Air Marshal Sir John Curtis who, when a flight-lieutenant, took part in the Airlift, said "It was the first time postwar the Allied governments got together and showed they would not give in to Russian imperialism... through the Airlift we won the first battle of the cold war... the Airlift was so important to the political future of Western Europe, failure would have been unthinkable"

At 19.30 hours on 23rd September 1949, KN652 the last RAF Dakota involved in the Airlift landed at Gatow. Displayed on its fuselage were the following words: "Positively the last load from Lubeck - 73,705 tons - Psalm 21 Verse II: For they intended evil against thee: they imagined a mischievous device, which they were unable to perform" A more appropriate description of the events surrounding the Berlin Airlift would be hard to find.

To commemorate the enterprise, members of the five-hundred strong Berlin Airlift Association will be travelling to Berlin from many parts of the world to meet with German dignitaries and many Berliners who lived through the blockade. At special ceremonies and religious services they will join in thanksgiving and remembrance of those dramatic days, fifty-years ago, when the world watched as Western democracy proved it ^{can be at} its most effective when put face to face with adversity.

Gerald Myers



REMEMBRANCE DAY

It was 1954. It was November. It was cold. Brass monkeys huddled for warmth in phone boxes, checking the directories for the whereabouts of local welders. The Air Force was polishing my engineering skills, so recently acquired via an apprenticeship with English Electric, prior to despatching me overseas to practice my crafts.

The R.A.F. establishment was only four miles from the coast, and any wind keening in off the sea met no obstruction until it hit our base. Our thrice daily visit to the canteen saw us wrapped for extra protection in our 'Cape/Groundsheet - Airman for the use of'. With these flapping round our heels, particularly in the half-light of the morning and evening visits, we looked like a swarm of bats looking for a cave to hide in. Even in our billets we were not safe from the icy blasts. Earlier in the year a particularly vicious gust had managed to roll one of the huts and an airman had been killed.

Each wooden billet accommodated something like 12 beds down either side, with a private cubicle at one end for the N.C.O. in charge. He had his own pot-bellied iron stove to keep him warm. We had two, each on the mid line of the hut and about three beds in from each end so that their heat was shared equally. My recollection of those times was that England was still in the grip of post-war austerity. Certainly coke, the fuel for our stoves, was in short supply. Our meagre ration always ran out well before the next delivery was expected and had to be supplemented with what we could scavenge around the camp. The picket fence round the sergeant's mess was a notable 'find' on one of our nocturnal forays.

Each evening the orderly layout of our billet was rearranged, with all the beds pulled round the stoves like spokes on a wheel, to keep our feet warm through the night. Some nights we even took our socks off. The last act before lights-out was to bank up the stoves and place a bucket of water atop each one. The plan was to have some warm water for shaving next morning. Often this would prove a forlorn hope; the stove would have expired and the water would have a film of ice on it. A special night was Goon Show night on the radio. We would be sure to finish our chores early, then climb into our 'spoked' beds and listen in rapt attention to every syllable of the show.

An oft used trick played by N.C.O.'s on we lowly recruits was to invite us to volunteer for attractive sounding propositions. A sergeant might pop his head round the billet door and ask most innocently, 'Anyone here interested in fishing?'. Anyone daft enough to signal his interest would find himself despatched to the Post Room and fishing out the sergeant's mail. It was probably some catch like this, the lure of a trip to the coast, that led to my being detailed to participate in the nearby town's Remembrance Day parade. If it had been a trick it was a good one; it caught scores of airmen.

On the day, blustery and cold, wearing our best Blues, we were first taken by bus to a church for a Remembrance service.

On the way we lit up and enjoyed what was to be the last cigarette for some time. On arrival at the church several 'barrack-room lawyers', preferring the healthy fug that had been generated in the bus and the conviviality of the other 'hard cases', declined to leave the vehicle. Church parades could not be compulsory so, while the rest of us trooped in to church they were left to keep the fug going. The padre was livid. I suspect he would have preferred to stay on the bus, too. Those that stayed outside got the better deal. The church was cold and dank, and its few spluttering candles simply added to the funereal atmosphere. Shortly after we were seated our spirits were lifted when we were joined by a similar number of Women's Royal Air Force personnel. I don't know where they came from, there were few if any at our camp, so they were a new experience for us. Once the service started, however, its solemnity and the images it conjured in our minds, cast us down again.

Religious duties observed we rejoined the bus and were taken to a formation point within striking distance of the town's war memorial. Formed up in the usual 3 ranks, led by a band and with the W.R.A.F. contingent bringing up the rear, we marched off. As we approached our destination we could see its granite finger pointing to the heavens. The sea and sky, in complimentary shades of grey, merged invisibly to form a backdrop of seasonal sobriety to match the occasion. The sea was rough with a blustery onshore wind, driving waves to dissipate their energies against the sea wall. The memorial was set in a deep natural bowl in park land just off the highway. A tarmac path led down to the area, circled the memorial, then climbed to re-join the road at the other side of the depression.

We marched off the highway and down the steepish incline, our boots scrunching on the icy surface. The band peeled-off early to take up a position on the grass that would be centrally disposed about the memorial and in the rear of the column of service personnel. Our contingent continued around one side of the circular path and some way up the exit road. We were halted with our last man a little way past the memorial with the W.R.A.F. column being brought up a similar distance short of it, to complete the symmetrical arrangement. Once settled we were all turned to face the memorial. My size meant that I was towards the middle of our group, well to the left of the memorial, but in the front row so that I could observe the proceedings.

At this point in the parade the R.A.F. squad were given the command to 'Right Dress'. For non-service readers, this is the drill manoeuvre to align neatly the personnel in the column. Each man shoots out his right arm, fist clenched, and sets his knuckles against the shoulder of the man to his right. The arm is then extended and, in a stamping, shuffling movement of the feet, each man distances himself precisely at arms length from his neighbour. Simultaneously, with their heads turned to the right, the men are able to adjust their fore and aft relationship to end up smartly spaced in three straight lines. Though the path was icy the drill presented no problems. We were wearing our service boots, highly bulled, and our shuffling side-steps were taking us uphill.

When it came the W.R.A.F.'s turn to follow suit with their dressing they were in trouble right from the off. Their little side-steps on the ice were downhill and they were wearing smooth-soled dress shoes. Those at the top of the slope, the steepest section, began to slide first. Then, gathering speed like a runaway train, the human avalanche spilled into those on the lower slope who were already unsteady on their feet. Like falling dominoes now they pitched and fell, and in their falling transmitted enough panic to ensure the continuation of the flailing descent; an avalanche of disaster.

When it came to a halt there was a momentary silence born out of disbelief as the officers contemplated the resulting mess. Then cries and a muted wail rose from the pile of bodies. There is no command in the R.A.F. Drill Manual for 'Help the girls up', so we stood fast, smiling. Slowly and painfully the girls began to struggle to their feet, assisted by their own officers who had been nimble enough to escape the mayhem, and by many of the civilian spectators. They did not present a very dignified sight. Shoes were scuffed and stocking knees were laddered. Uniforms were stained, and hair, so recently coaxed into place, leaked from under their jaunty caps. Some were capless, their head-gear bowling down-wind with spectators' children in hot pursuit. Eventually, after the damaged, distressed and dishevelled had been led away, the remainder formed up into 3 depleted ranks in a rough semblance of order. The 'Right Dress' was not attempted again.

Then it was the turn of the civilian contingent to march on. This be-medalled band, sporting their military ties, many topped with bowler hats, had been waiting patiently on the main road for all the dust to settle in the memorial bowl. At a cue from the band they got moving again and, forewarned about the treacherous slope, they picked their way down very gingerly. They made the descent, some with sticks, in an unruly fashion but without any mishap. They then marched round the far side of the memorial and were brought to a halt centrally disposed about it, and were then turned to face us. They had been organised so that those now at the front were all the standard bearers. They carried flags of old regiments and associations, bringing some colour at last to the sombre day. The wind was causing them problems, trying to wrest the poles from their grasps. But each staff was supported in a leather tube, carried on a Sam Browne type harness which passed over the bearer's shoulder. The tube carried the weight of the standard, leaving the bearer simply to steady the staff with one hand.

Immediately across from myself was a smiling gentleman. Remarkably, in view of the weather, he was coatless. At a guess he was only a little over five feet tall, and his ample girth made him a Pickwickian figure in his brown 3-piece suit. A gold watch chain swooped from waistcoat pocket to waistcoat pocket and seemed to bind him together within his flapping jacket. I don't know why the fates had chosen such a small chap to carry the largest flag but his was the grand-daddy of them all. It was huge, and the little man fought constantly as the wind threatened to have him over. If the flag was big, the tube which supported it was in proportion.

Most of the standard bearers' tubes had a perfunctory depth of two or three inches but our hero's was fully ten inches long and hung down grotesquely between his legs. He had a fixed smile on his face as the flag, cracking like a whip just above his head, buffeted him from side to side. All eyes were focused on him as he battled with his charge. When our eyes met he relaxed his concentration briefly and widened his smile back at me.

The service got under way at last and eventually we came to its most moving passage - the two minute silence. The signal for its start was given by the band, and it was at this point that the civilian company assembled opposite should lower their flags to rest on the ground. Initially, and rather embarrassingly, no one moved. Like line-dancers who, unsure of their steps, look around at the feet of their neighbours in an attempt to synchronise their movements, the flag carriers cast about for a leader. Eventually one braver than the rest began to lower his standard. Then all the others hurried to catch up and the flags began their majestic descent in a rather ragged line. Our man, preoccupied with maintaining control of his bucking charge, was the last away. In his anxiety to catch up with his fellows he made a fateful blunder. Whereas all his colleagues had un-shipped their standards from the supporting tubes, to prevent these carriers twisting into their stomachs as the flags were lowered, his pole was still buried deep in its holster.

As his standard approached the horizontal the tube was beginning to make its presence felt in his groin. We noticed the look of anguish on his face and soon worked out its cause. If our attention had been focused on him before all eyes were now rivetted on his predicament. Poor chap, he dared not stay the flag's downward travel for fear of sticking out like a sore thumb, but to continue must have been very painful. The staff, angled under his body, began to jack him off his feet. Eventually he had to stop or fall over. He was balanced precariously on his toes like a skewered ballet dancer, with the staff buried obscenely in his groin. But his duty was done. The flag was lowered. Not touching the ground like his neighbours, but respectfully lowered.

Without the steadying influence of contact with the ground the wind was still able to jostle the free end of the staff. This transmitted itself to the other end, the business end as it were, as a vigorous stirring motion of the chap's nether regions. And so he stayed, God bless him, for the two minutes, his face a mask of pain as he reviewed our smiling faces. After what must have seemed an eternity to him, the bugler sounded his relief. The standard bearers, to a man, began to raise their flags but none was quicker off the mark than our hero. I shall carry to the grave my memory of that exquisite look on his face as his heels regained contact with the ground and, with duty done, his ordeal was over. Our duty was done, too, and presently we marched away, looking forward to re-grouping in the NAAFI for a warming drink to chase the chill out of our bones. Doubtless, our hero, as he limped away, was looking forward to a visit to the duty chemist for some soothing emollient to rub away his painful memory of Remembrance Day, 1954.

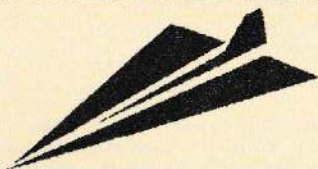
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TOUR OF NEW TERMINAL AND AIRPORT FACILITIES

A tour of the new terminal and other airport facilities, but not, unfortunately, the control tower, has been arranged for WEDNESDAY, 17TH JUNE. Participants are asked to meet at the INFORMATION DESK at 19.00 hrs.

This visit is open to ALL CATEGORIES OF MEMBERSHIP* However, for security reasons, we must have the names of all members wishing to participate, before the visit takes place. Please let Mike Willingale have your name (address and telephone number on page 2) by Monday, 8th June.

* AND PARTNERS



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