

**Jet Stream G LOGV
Over on the South Side**

VOL. 24

March 98

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Well, here we are with the third issue of 1998. I start with an apology regarding issue No.2 (February). Some magazines slipped through the system with missing pages. If you received one of these let David Valentine know and we will post you on the relevant pages.

Now to look forward to April. April's meeting will be held at the offices of Multiflight which are to be found further along the access road past the Aero Club. Please park on the right above the club or in the parking spaces before you reach the club. Please **DO NOT OCCUPY** Multiflight's car park because, weather permitting, their own car park will be used for their clients receiving flying instruction. We hope that this meeting will be addressed by a spokesman from the company, who will talk to us about their operations and his own flying experiences. Following this we hope to be allowed to visit aircraft within their compound and perhaps a look at their engineering hangar.

The reason for the move to Multiflight is that 'Air Supply' wanted to use the aero club for a simulator show. Members requiring liquid refreshment can obtain their supply of "falling over water" at the aero club both before and after our meeting at Multiflight. Those wishing to attend the simulator show will be admitted free on the production of their Air Yorkshire membership card.

Our request for magazine contributions has not fallen on deaf ears and new articles are beginning to appear. Thank you, and keep up the good work.

In the last issue we were able to give advance notice of the Annual Dinner at the Peasehill House Hotel (see inside rear cover for full details) This year's guest will be Philip Firth, Leeds-Bradford's Head of Marketing and Business Development.. The first bookings seem promising, but we usually have a struggle for the last few to make numbers up to the minimum fifty. If you have not been before, why not try it this year ? All members (both full and postal) are welcome, together with friends, partners, wives, or even somebody else's wife !. Come along and have a good meal and an entertaining evening.

MEETINGS. (starting at 14.30)5th April - **MEETING AT MULTIFLIGHT (see above for details)****CREDITS**

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

Leeds/Bradford Movements

January 1998

01 Thursday

EI-FKD Fokker 50	0802	G-UKFI Fokker 100	1005
PH-SDT DHC-8	1012	G-SHCC JetRanger	1017
G-BVZE Boeing 737 500	1225	G-BUEB ATR-42	1313
G-BYAG Boeing 757	1355	EC-FUT Boeing 737 300	1359
G-UKFR Fokker 100	1403	PH-SDT DHC-8	1501
G-JEAI Friendship	1503	G-BXEG ATR-42	1727
EI-FKE Fokker 50	1732	EI-CJF Boeing 737	1805
G-JEAI Friendship	1830	OO-DJR Avro 146 RJ85	1909
G-GNTH SAAB 340	2115	G-BVZE Boeing 737 500	2130
G-UKFR Fokker 100	2153	G-BYAG Boeing 757	2323

02 Friday

EI-FKA Fokker 50	0812	G-MAJE Jetstream 41	0912
F-GMRD B58 Baron	0924	G-BVZE Boeing 737 500	0928
G-UKFI Fokker 100	0956	EI-CKP Boeing 737	1004
PH-SDT DHC-8	1008	G-BAVL PA-23 Aztec	1054
G-OHOP PA-31 Navajo	1213	G-JEAG Friendship	1225
G-BWYJ LongRanger	1247	G-BNKE Cessna 172N	1258
G-BYAG Boeing 757	1303	G-CLOS PA-34 Seneca	1308
G-BWTM ATR-72	1351	G-MAJK Jetstream 41	1400
G-UKFR Fokker 100	1407	G-JEAG Friendship	1505
PH-SDT DHC-8	1509	G-HMES PA-28 Warrior II	1534
G-BVJC Fokker 100	1536	G-GNTJ SAAB 340	1556
G-JEAI Friendship	1623	G-MAJK Jetstream 41	1658
G-MAJE Jetstream 41	1704	G-GNTH SAAB 340	1718
EI-FKC Fokker 50	1725	EI-CKP Boeing 737	1756
EC-FFK Boeing 757	1822	G-JEAG Friendship	1826
OO-DJL Avro 146 RJ85	1916	G-UKFR Fokker 100	1942
G-BSKH Cessna 421C	2000	G-MAJE Jetstream 41	2007
G-MAJK Jetstream 41	2025	G-GNTJ SAAB 340	2111
G-BVEC ATR-42	2113	G-JEAG Friendship	2121
G-BVZE Boeing 737 500	2128		

03 Saturday

G-BYAG Boeing 757	0020	EI-FKC Fokker 50	0816
G-BVZE Boeing 737 500	0922	G-BWYJ LongRanger	0943
G-UKFK Fokker 100	0958	EI-CJF Boeing 737	1002
PH-SDU DHC-8	1037	G-JEAG Friendship	1150
G-GNTJ SAAB 340	1217	G-BVZE Boeing 737 500	1250
G-CITY PA-31 Navajo	1255	G-BVJA Fokker 100	1407
G-UKFR Fokker 100	1439	G-JALC Boeing 757	1451
G-JEAG Friendship	1530	G-GNTJ SAAB 340	1626
EI-FKD Fokker 50	1730	G-BXEH ATR-42	1759
G-OBMZ Boeing 737 500	1851	G-UKFI Fokker 100	2011

04 Sunday

G-DBMZ Boeing 737 500	0925	G-BVEF ATR-42	0936
EI-CJC Boeing 737	1016	EC-GAP Boeing 737 300	1047
G-UKFK Fokker 100	1112	G-OBMZ Boeing 737 500	1249
G-UKFI Fokker 100	1443	G-JEAI Friendship	1516
PH-SDU DHC-8	1540	G-VCED Airbus 320	1547
G-GNTJ SAAB 340	1616	G-MAJK Jetstream 41	1720
EI-FKE Fokker 50	1748	G-BUEA ATR-42	1833
G-JEAG Friendship	1836	EI-CJC Boeing 737	1839
OO-DJS Avro 146 RJ85	1947	G-GNTH SAAB 340	2027
G-MAJK Jetstream 41	2037	G-UKFI Fokker 100	2052
G-GNTJ SAAB 340	2133	G-BUEB ATR-42	2152
G-MAJE Jetstream 41	2213	G-JEAG Friendship	2225
EI-CKR Boeing 737	2228		

05 Monday

G-BVKC Boeing 737 500	0033	G-BLZT Short 360	0645
G-BYAG Boeing 757	0658	EI-FKD Fokker 50	0819
G-BXEG ATR-42	0856	G-MAJE Jetstream 41	0919
G-BVKC Boeing 737 500	0928	G-JEAG Friendship	0939
G-GNTJ SAAB 340	0941	G-MAJK Jetstream 41	0945
G-BLZT Short 360	0952	EI-CJI Boeing 737	1006
DE-LTE DHC-8	1025	G-UKFK Fokker 100	1046
G-GNTH SAAB 340	1115	G-BCTF PA-28 Warrior	1202
EC-FYF Boeing 737 300	1213	G-CLOS PA-34 Seneca	1221
G-BVZI Boeing 737 500	1306	G-BUEB ATR-42	1348
G-JEAF Friendship	1405	G-MAJK Jetstream 41	1408
G-BODY Cessna 310R	1425	G-UKFI Fokker 100	1434
G-CLOS PA-34 Seneca	1452	DE-LTE DHC-8	1520
G-BVZI Boeing 737 500	1612	G-MAJE Jetstream 41	1704
G-JEAF Friendship	1704	EI-FKC Fokker 50	1728
G-GNTJ SAAB 340	1731	G-BUEA ATR-42	1745
G-MAJK Jetstream 41	1747	EI-CJI Boeing 737	1756
G-BYAG Boeing 757	1818	G-JEAI Friendship	1829
OO-DJN Avro 146 RJ85	1923	G-MAJE Jetstream 41	1953
G-UKFI Fokker 100	2002	G-GNTH SAAB 340	2019
G-MAJK Jetstream 41	2041	G-GNTJ SAAB 340	2117
G-BUEB ATR-42	2119	G-JEAI Friendship	2131
G-BVKC Boeing 737 500	2200		

06 Tuesday

G-BLZT Short 360	0641	EI-FKB Fokker 50	0817
F-GHJV PA-31T Cheyenne	0843	G-CLOS PA-34 Seneca	0854
G-MAJE Jetstream 41	0918	G-BVEF ATR-42	0927
G-BVKC Boeing 737 500	0930	G-JEAI Friendship	0934
G-MAJK Jetstream 41	0937	G-BLZT Short 360	0949
G-GNTH SAAB 340	0954	EI-CKD Boeing 737	0957
PH-ABE Boeing 737	0959	G-UKFK Fokker 100	1003
PH-SDR DHC-8	1031	ZGB48 Islander AL.1	1108
G-GNTJ SAAB 340	1145	G-KKES TB-20 Trinidad	1225
G-BVKC Boeing 737 500	1248	G-BUEB ATR-42	1338
G-MAJK Jetstream 41	1356	G-JEAI Friendship	1459
G-BODY Cessna 310R	1511	PH-SDP DHC-8	1521
G-BVKC Boeing 737 500	1538	G-UKFI Fokker 100	1603
G-MAJK Jetstream 41	1702	G-BODY Cessna 310R	1709
G-MAJE Jetstream 41	1715	D-IEHP Cessna 340A	1718
G-GNTH SAAB 340	1723	PH-DMO Fokker 50	1726
G-BUEB ATR-42	1738	EI-CKD Boeing 737	1748
G-JEAI Friendship	1817	G-BVKC Boeing 737 500	1826

EC-FEF Boeing 757	1829	G-BLZT Short 360	1835
OO-DJO Avro 146 RJ85	1919	G-UKFI Fokker 100	1944
G-MAJE Jetstream 41	2006	G-MAJK Jetstream 41	2026
G-GNTH SAAB 340	2038	G-GNTJ SAAB 340	2109
G-BVKC Boeing 737 500	2118	G-BUEB ATR-42	2122
G-JEAI Friendship	2124	G-BYAG Boeing 757	2131
07 Wednesday			
G-BLZT Short 360	0640	G-DRJB Citation I	0732 0758
PH-DMD Fokker 50	0816	G-BXEH ATR-42	0856
G-MAJE Jetstream 41	0916	G-BVKC Boeing 737 500	0924
G-GNTJ SAAB 340	0934	G-JEAF Friendship	0937
G-MAJK Jetstream 41	0944	G-BLZT Short 360	0951
EI-CNX Boeing 737	0958	G-UKFK Fokker 100	1016
PH-SDR DHC-8	1031	G-GNTH SAAB 340	1116
G-JEAE Friendship	1147	G-BODY Cessna 310R	1235
G-BVKC Boeing 737 500	1249	G-BCTF PA-28 Warrior	1253
D-AELC Friendship	1300	G-BUEB ATR-42	1339
G-MAJK Jetstream 41	1356	G-UKFI Fokker 100	1425
G-JEAE Friendship	1455	PH-SDM DHC-8	1519
G-BVKC Boeing 737 500	1545	G-MAJK Jetstream 41	1655
G-MAJE Jetstream 41	1713	EI-FKD Fokker 50	1726
G-GNTJ SAAB 340	1729	G-BVED ATR-42	1737
EI-CKQ Boeing 737	1749	G-DRJB Citation I	1754
G-DJTW Boeing 737 300	1810	G-BYAG Boeing 757	1815
G-JEAE Friendship	1821	G-BLZT Short 360	1834
OO-DJX Avro 146 RJ85	1918	G-UKFI Fokker 100	1946
G-MAJE Jetstream 41	2010	G-MAJK Jetstream 41	2026
G-GNTJ SAAB 340	2029	G-GNTH SAAB 340	2122
G-JEAE Friendship	2124	G-BVED ATR-42	2129
G-DJTW Boeing 737 300	2132		
08 Thursday			
G-BLZT Short 360	0627	F-GKHL Citation V	0722
EI-FKD Fokker 50	0816	N190RM King Air E90	0913
G-MAJE Jetstream 41	0921	G-JEAE Friendship	0931
G-BXEH ATR-42	0933	G-GNTJ SAAB 340	0937
G-MAJK Jetstream 41	0941	G-BVZI Boeing 737 500	0944
G-BLZT Short 360	0957	EI-CJF Boeing 737	1000
PH-SDM DHC-8	1024	G-UKFK Fokker 100	1059
G-GNTH SAAB 340	1111	N25UB Falcon 50	1145 1838
G-KMCD King Air 200	1205	G-BAIW Cessna F172M	1230
EC-FKJ Boeing 737 300	1317	G-BVZI Boeing 737 500	1322
G-BVED ATR-42	1341	G-MAJK Jetstream 41	1355
G-BYAG Boeing 757	1359	G-UKFI Fokker 100	1441
EI-CJF Boeing 737	1443	G-JEAF Friendship	1509
PH-SDM DHC-8	1519	G-OBMD Boeing 737 300	1546
G-MAJK Jetstream 41	1659	G-MAJE Jetstream 41	1717
EI-FKF Fokker 50	1724	G-BXEG ATR-42	1804
G-JEAF Friendship	1825	G-OBMD Boeing 737 300	1903
G-BLZT Short 360	1913	OO-DJV Avro 146 RJ85	1918
G-MAJE Jetstream 41	2002	G-UKFI Fokker 100	2012
G-MAJK Jetstream 41	2035	G-GNTJ SAAB 340	2038
G-GNTH SAAB 340	2049	G-JEAF Friendship	2115
G-BVZI Boeing 737 500	2126	G-BXEG ATR-42	2129
G-BYAG Boeing 757	2147		
09 Friday			
G-OLAH Short 360	0636	EI-FKF Fokker 50	0818
G-BVEC ATR-42	0856	G-MAJE Jetstream 41	0910

G-BVZI Boeing 737 500	0924	G-GNTH SAAB 340	0929
G-MAJK Jetstream 41	0943	G-JEAF Friendship	0949
EI-CJD Boeing 737	0953	G-DLAH Short 360	0956
G-OCAA HS 125 700B	1008	G-UKFK Fokker 100	1015
PH-SDU DHC-8	1025	G-BODY Cessna 310R	1107
G-GNTJ SAAB 340	1124	G-JEAE Friendship	1149
ZGB48 Islander AL.1	1157	G-BVZI Boeing 737 500	1248
G-OCAA HS 125 700B	1301	G-BXEG ATR-42	1328
G-MAJK Jetstream 41	1359	G-UKFI Fokker 100	1435
G-BYAW Boeing 757	1450	G-JEAE Friendship	1504
PH-SDU DHC-8	1515	G-BVZI Boeing 737 500	1528
G-KKDL TB-20 Trinidad	1541	G-BYAG Boeing 757	1621
G-MAJK Jetstream 41	1705	G-BFTC Turbo Arrow III	1708
EC-FEE Boeing 757	1716	G-MAJE Jetstream 41	1719
G-GNTH SAAB 340	1721	G-BXEH ATR-42	1725
EI-FKA Fokker 50	1727	VP-CPR Cessna 421C	1736
EI-CJD Boeing 737	1753	G-JEAI Friendship	1823
G-DLAH Short 360	1835	G-BVZI Boeing 737 500	1839
OO-DJW Avro 146 RJ85	1913	G-UKFI Fokker 100	1953
G-MAJE Jetstream 41	2001	G-MAJK Jetstream 41	2044
G-BXEG ATR-42	2112	G-BVZI Boeing 737 500	2121
G-JEAI Friendship	2126	G-GNTH SAAB 340	2155
10 Saturday			
G-BYAW Boeing 757	0220	EI-FKA Fokker 50	0809
G-BVJA Fokker 100	0919	G-BVZI Boeing 737 500	0935
G-UKFK Fokker 100	1005	EI-CKP Boeing 737	1008
PH-SDR DHC-8	1025	G-BCTF PA-28 Warrior	1121
G-FHAS SF25 Super Falke	1128	G-JEAE Friendship	1148
G-DMHC PA28RT Arrow IV	1214	G-RDVE Airbus 320	1237
G-GNTH SAAB 340	1240	G-BFLH PA-34 Seneca	1244
G-BVZI Boeing 737 500	1253	G-DANC PA-28 Warrior II	1300
G-HMES PA-28 Warrior II	1401	G-UKFI Fokker 100	1435
G-JEAE Friendship	1501	G-BVJA Fokker 100	1516
G-BXEG ATR-42	1630	EI-FKF Fokker 50	1719
G-BVZI Boeing 737 500	1814	G-UKFI Fokker 100	1940
11 Sunday			
G-BVZI Boeing 737 500	0923	G-BXEH ATR-42	0954
G-UKFK Fokker 100	1002	EI-CNX Boeing 737	1005
G-BXEC DHC.1 Chipmunk	1032	G-BVZI Boeing 737 500	1230
ZGB44 Islander AL.1	1234	G-BPMF PA-28 Warrior	1243
G-BHHU Short 330	1445	G-HMES PA-28 Warrior II	1454
G-UKFE Fokker 100	1501	G-JEAI Friendship	1507
PH-SDP DHC-8	1516	G-TSGJ PA-28 Archer II	1621
G-MAJK Jetstream 41	1710	G-BVEF ATR-42	1730
EI-FKE Fokker 50	1734	G-JEAI Friendship	1822
G-BVZI Boeing 737 500	1826	OO-DJV Avro 146 RJ85	1916
G-MAJB Jetstream 41	1929	EI-CJG Boeing 737	1941
G-UKFE Fokker 100	1945	G-GNTJ SAAB 340	1024
G-MAJK Jetstream 41	2035	G-GNTH SAAB 340	2101
G-BVZI Boeing 737 500	2125	G-BVEF ATR-42	2130
G-JEAI Friendship	2136		
12 Monday			
G-BYAK Boeing 757	0618	EI-FKF Fokker 50	0821
G-BXEG ATR-42	0852	G-BVZI Boeing 737 500	0923
G-MAJB Jetstream 41	0929	G-GNTH SAAB 340	0934
G-JEAE Friendship	0941	G-MAJK Jetstream 41	0947
EI-CKP Boeing 737	0950	G-UKFK Fokker 100	0954

G-BHHU Short 360	1004	PH-SDU DHC-8	1019
G-BNOM PA-28 Warrior II	1026	G-SAMM Cessna 340A	1102
G-GNTJ SAAB 340	1142	G-JEAF Friendship	1151
EC-FJZ Boeing 737 300	1207	G-BVZI Boeing 737 500	1229
G-BNXV PA-38 Tomhawk	1244	G-BUEA ATR-42	1315
G-MAJK Jetstream 41	1354	G-UKFE Fokker 100	1401
G-BVZI Boeing 737 500	1520	PH-SDU DHC-8	1523
G-BHHU Short 330	1526	G-MAJK Jetstream 41	1655
G-MAJB Jetstream 41	1706	G-GNTH SAAB 340	1720
EI-FKA Fokker 50	1722	G-BXEH ATR-42	1725
EI-CKP Boeing 737	1744	G-BYAK Boeing 757	1755
G-BVZI Boeing 737 500	1811	G-JEAI Friendship	1823
G-BHHU Short 330	1854	OD-DJW Avro 146 RJ85	1924
G-UKFE Fokker 100	1945	G-MAJB Jetstream 41	1953
G-GNTH SAAB 340	2019	G-MAJK Jetstream 41	2037
G-GNTJ SAAB 340	2051	G-BXEH ATR-42	2102
G-BVZI Boeing 737 500	2123	G-JEAG Friendship	2222
13 Tuesday			
EI-FKE Fokker 50	0830	G-BBRJ PA-23 Aztec	1002
G-UKFL Fokker 100	1008	EI-CJF Boeing 737	1010
G-MAJK Jetstream 41	1018	G-GNTJ SAAB 340	1022
9H-ABR Boeing 737 300	1025	PH-SDR DHC-8	1029
G-VVIP Cessna 421C	1030	G-BPNT BAe 146 300	1037
G-BHHU Short 330	1128	G-MAJB Jetstream 41	1134
EC-FEE Boeing 757	1140	G-GNTH SAAB 340	1219
N560WE Citation V	1225	G-BVZI Boeing 737 500	1237
G-BXEH ATR-42	1358	PH-BYB Beech 58 Baron	1404
G-UKFB Fokker 100	1430	G-MAJK Jetstream 41	1446
PH-SDR DHC-8	1503	G-BVZI Boeing 737 500	1516
EI-FKF Fokker 50	1728	G-BVEC ATR-42	1736
G-MAJK Jetstream 41	1745	G-GNTJ SAAB 340	1754
G-MAJB Jetstream 41	1800	EI-CJF Boeing 737	1803
G-JEAG Friendship	1810	G-EMRD HS 748	1843
G-BVZI Boeing 737 500	1847	G-BHHU Short 330	1850
OD-DJQ Avro 146 RJ85	1911	G-UKFB Fokker 100	1943
G-GNTH SAAB 340	2104	G-MAJB Jetstream 41	2107
G-BUEA ATR-42	2115	G-GNTJ SAAB 340	2118
G-MAJK Jetstream 41	2121	G-JEAG Friendship	2123
G-BYAK Boeing 757	2130	G-BVZI Boeing 737 500	2150
14 Wednesday			
EI-FKC Fokker 50	0818	G-BVEF ATR-42	0851
G-MAJB Jetstream 41	0920	G-BVZI Boeing 737 500	0923
G-GNTJ SAAB 340	0934	G-MAJK Jetstream 41	0940
G-BHHU Short 330	0949	EI-CJG Boeing 737	0958
G-JEAG Friendship	1009	G-UKFL Fokker 100	1020
PH-SDP DHC-8	1052	G-GNTH SAAB 340	1116
D-CATL Lear Jet 55	1134	G-BVZI Boeing 737 500	1220
G-BUEA ATR-42	1322	G-UKFB Fokker 100	1406
G-MAJK Jetstream 41	1409	G-JEAE Friendship	1502
XV220 Hercules C.3	1514	G-BVZI Boeing 737 500	1522
PH-SDP DHC-8	1541	G-JEAF Friendship	1551
N560WE Citation V	1610	1807(15) HB-VLT BAe 125 800	1630 1753
G-MAJK Jetstream 41	1702	G-MAJB Jetstream 41	1704
G-BVED ATR-42	1729	EI-FKD Fokker 50	1733
G-GNTJ SAAB 340	1740	EI-CNX Boeing 737	1746
G-BYAK Boeing 757	1751	G-BVZI Boeing 737 500	1811
G-JEAE Friendship	1832	G-BHHU Short 330	1840

00-DJT Avro 146 RJ85	1928	G-UKFB Fokker 100	1949
G-MAJB Jetstream 41	2000	G-MAJK Jetstream 41	2042
G-GNTJ SAAB 340	2045	G-GNTH SAAB 340	2103
G-BUEA ATR-42	2116	G-JEAE Friendship	2124
G-BVZI Boeing 737 500	2128		
15 Thursday			
EI-FKE Fokker 50	0806	G-BXEG ATR-42	0858
G-MAJB Jetstream 41	0915	G-BVZI Boeing 737 500	0926
G-JEAE Friendship	0944	G-GNTH SAAB 340	0947
EI-CJD Boeing 737	0951	G-MAJK Jetstream 41	0955
G-BHHU Short 360	0958	N9214Z PA-46 Malibu	1015
G-UKFL Fokker 100	1020	PH-SDT DHC-8	1024
XV202 Hercules C.3	1055	G-GNTJ SAAB 340	1147
G-BVZI Boeing 737 500	1232	G-FFRI Twin Squirrel	1250
XX508 HS 125 CC.2	1315	EC-FUT Boeing 737 300	1342
240 King Air 200	1345 1519	G-BXEH ATR-42	1347
G-BYAK Boeing 757	1349	G-MAJK Jetstream 41	1359
G-UKFB Fokker 100	1441	G-JEAF Friendship	1500
VP-CBE Citation V	1516	PH-SDM DHC-8	1518
G-BVZI Boeing 737 500	1522	XV202 Hercules C.3	1639
G-MAJK Jetstream 41	1653	G-MAJB Jetstream 41	1715
EI-FKC Fokker 50	1724	G-BVED ATR-42	1729
G-GNTH SAAB 340	1732	EI-CJD Boeing 737	1743
G-BVZI Boeing 737 500	1815	G-JEAF Friendship	1822
G-BHHU Short 330	1841	00-DJZ Avro 146 RJ85	1915
G-MAJB Jetstream 41	2006	G-MAJK Jetstream 41	2028
G-GNTH SAAB 340	2034	G-BVZI Boeing 737 500	2118
G-GNTJ SAAB 340	2118	G-BVED ATR-42	2120
G-BVZI Boeing 737 500	2123	G-UKFB Fokker 100	2135
G-BYAK Boeing 757	2138	G-JEAI Friendship	2203
16 Friday			
EI-FKF Fokker 50	0830	G-BUEA ATR-42	0906
G-MAJK Jetstream 41	0917	G-GNTH SAAB 340	0929
G-BVZI Boeing 737 500	0935	G-MAJB Jetstream 41	0938
G-JEAE Friendship	0942	G-BHHU Short 330	0950
EI-CNY Boeing 737	0956	PH-SDT DHC-8	1008
G-UKFG Fokker 100	1056	G-GNTJ SAAB 340	1118
G-JEAG Friendship	1145	G-BKIN Alon A2A Aircoupe	1209
G-SHIV GA7 Cougar	1225	G-BVZI Boeing 737 500	1242
G-BYAK Boeing 757	1250	G-BVED ATR-42	1321
G-MAJB Jetstream 41	1400	G-UKFD Fokker 100	1451
G-JEAG Friendship	1500	PH-SDT DHC-8	1504
G-BVZI Boeing 737 500	1520	G-BUNH Turbo Arrow IV	1551
G-MAJB Jetstream 41	1707	G-MAJK Jetstream 41	1712
G-GNTH SAAB 340	1720	EI-FKE Fokker 50	1729
G-BXEH ATR-42	1734	EI-CNY Boeing 737	1753
EC-FEE Boeing 757	1814	G-JEAG Friendship	1822
G-BVZG Boeing 737 500	1830	G-BHHU Short 330	1847
00-DJX Avro 146 RJ85	1918	G-UKFD Fokker 100	1957
G-MAJK Jetstream 41	2002	G-GNTH SAAB 340	2020
G-MAJB Jetstream 41	2027	G-GNTJ SAAB 340	2110
G-JEAG Friendship	2115	G-BVZG Boeing 737 500	2134
G-BXEH ATR-42	2136		
17 Saturday			
G-BYAK Boeing 757	0128	EI-FKF Fokker 50	0806
G-BOAB BAC Concorde	0907	G-BVJD Fokker 100	0925
G-BVZG Boeing 737 500	0927	EI-CJF Boeing 737	1003

G-UKFG Fokker 100	1015	PH-SDU DHC-8	1035
G-GNTJ SAAB 340	1144	N414FZ Cessna 414 RAM	1221 1630(18)
G-BVZG Boeing 737 500	1245	G-JEAF Friendship	1252
G-UKFD Fokker 100	1417	G-JEAE Friendship	1431
G-BVJD Fokker 100	1511	G-JEAF Friendship	1538
G-BXEH ATR-42	1629	EI-FKE Fokker 50	1722
G-BVZE Boeing 737 500	1820	G-UKFD Fokker 100	1947
18 Sunday			
G-BXEH ATR-42	0955	G-BVZE Boeing 737 500	1000
EI-CNX Boeing 737	1005	G-UKFG Fokker 100	1014
G-DBMG Boeing 737 400	1303	OO-DJW Avro 146 RJ85	1449
G-UKFK Fokker 100	1508	G-JEAF Friendship	1511
N220SC PA-31T Cheyenne	1627	OY-SVW Jetstream 41	1703
G-MAJB Jetstream 41	1710	G-DLAH Short 360	1732
EI-FKC Fokker 50	1735	EI-CNY Boeing 737	1802
G-BVZE Boeing 737 500	1823	G-JEAF Friendship	1826
OO-DJK Avro 146 RJ85	1914	G-MAJL Jetstream 41	1936
G-UKFK Fokker 100	1938	G-GNTJ SAAB 340	2023
G-MAJB Jetstream 41	2031	OY-SVW Jetstream 41	2118
G-GNTH SAAB 340	2126	G-JEAF Friendship	2132
G-BVZE Boeing 737 500	2138		
19 Monday			
OO-LFV Lear Jet 35A	0142 0944	G-BYAP Boeing 757	0739
EI-FKA Fokker 50	0828	G-MAJL Jetstream 41	0925
OY-SVW Jetstream 41	0930	G-GNTH SAAB 340	0939
G-JEAF Friendship	0942	G-BVZI Boeing 737 500	0947
G-DLAH Short 360	0957	EI-CJF Boeing 737	1004
PH-SDP DHC-8	1016	G-UKFG Fokker 100	1021
G-GNTJ SAAB 340	1108	G-MAJB Jetstream 41	1119
EC-FKI Boeing 737 300	1229	G-BVZI Boeing 737 500	1239
OY-SVW Jetstream 41	1317	G-MAJB Jetstream 41	1402
G-UKFK Fokker 100	1435	G-BPNT BAe 146 300	1456
G-JEAF Friendship	1458	XX284 BAe Hawk	DIV 1504 1545
PH-SDP DHC-8	1514	G-BVZI Boeing 737 500	1532
N12NM Citation I	1554	OY-SVW Jetstream 41	1701
G-MAJL Jetstream 41	1705	G-MAJB Jetstream 41	1709
G-GNTH SAAB 340	1721	EI-CJF Boeing 737	1749
EI-FKC Fokker 50	1758	G-BPNT BAe 146 300	1834
G-DFHJ Cessna 441	DIV 1838	G-BYAP Boeing 757	1843
G-BVZI Boeing 737 500	1848	G-DLAH Short 360	1856
OO-DJL Avro 146 RJ85	1912	G-BVJA Fokker 100	DIV 1928 2134
G-UKFJ Fokker 100	DIV 1938	EI-FKD Fokker 50	DIV 1941 2023
G-UKFK Fokker 100	1948	OO-DJP Avro 146 RJ85	DIV 1953 2252
G-ORFH ATR-42	DIV 1957	G-BMNW PA-31 Navajo	DIV 2003 2204
G-RMCT Short 360	DIV 2005	G-UKTE Fokker 50	DIV 2009
G-MAJL Jetstream 41	2012	G-MAIR PA-34 Seneca	DIV 2016 2140
G-GNTH SAAB 340	2039	OY-SVW Jetstream 41	2057
G-BPNT BAe 146 300	2115	G-MAJB Jetstream 41	2118
G-GNTJ SAAB 340	2122	G-BVZI Boeing 737 500	2156
G-BVZH Boeing 737	DIV 2239		
20 Tuesday			
G-DLAH Short 360	0627	EI-FKC Fokker 50	0813
N864CE Gulfstream IV	0841	F-GFEA PA-31T Cheyenne	0911
G-MAJB Jetstream 41	0927	OY-SVW Jetstream 41	0928
G-MAJL Jetstream 41	0937	G-GNTJ SAAB 340	0939
G-JEAF Friendship	0944	G-BHOR PA-28 Warrior II	0950
G-ECAS Boeing 737 300	0953	9H-ABF Boeing 737	1007

G-UKFG Fokker 100	1020		PH-SDM DHC-8	1026
G-DLAH Short 360	1050		EI-CKS Boeing 737	1056
G-GNTH SAAB 340	1112		EC-FEE Boeing 757	1152
G-RIAN JetRanger	1238		G-ECAS Boeing 737 300	1249
G-DBLC B76 Duchess	1317		OY-SVW Jetstream 41	1324
G-BOHH Cessna 172N	1345		G-MAJJ Jetstream 41	1358
G-UKFK Fokker 100	1425		G-DLAH Short 360	1456
G-JEAG Friendship	1459		PH-SDU DHC-8	1515
G-ECAS Boeing 737 300	1520		OY-SVW Jetstream 41	1652
G-MAJJ Jetstream 41	1659		G-MAJB Jetstream 41	1713
G-GNTJ SAAB 340	1722		PH-DMO Fokker 50	1731
EI-CKS Boeing 737	1751		G-ECAS Boeing 737 300	1821
G-JEAG Friendship	1823		G-DLAH Short 360	1844
OO-DJY Avro 146 RJ85	1941		G-UKFK Fokker 100	1944
G-MAJB Jetstream 41	2002		G-GNTJ SAAB 340	2023
G-MAJJ Jetstream 41	2034		OY-SVW Jetstream 41	2051
G-GNTH SAAB 340	2111		G-JEAE Friendship	2120
G-BVZE Boeing 737 500	2129		G-BYAP Boeing 757	2317
21 Wednesday				
G-DLAH Short 360	0618		EI-FKC Fokker 50	0815
N560WE Citation V	0820	1805(23)	G-BVZE Boeing 737 500	0922
G-MAJB Jetstream 41	0925		OY-SVW Jetstream 41	0933
G-GNTJ SAAB 340	0939		G-JEAG Friendship	0942
G-MAJJ Jetstream 41	0950		G-DLAH Short 360	0953
G-VIPY PA-31 Navajo	0959		G-UKFG Fokker 100	1002
EI-CJE Boeing 737	1007		PH-SDT DHC-8	1034
G-GNTH SAAB 340	1113		G-BVZE Boeing 737 500	1220
OY-SVW Jetstream 41	1318		G-MAJJ Jetstream 41	1358
G-UKFK Fokker 100	1409		G-JEAF Friendship	1455
PH-SDT DHC-8	1506		G-BVZE Boeing 737 500	1525
N190RM King Air E90	1616		OY-SVW Jetstream 41	1700
G-MAJB Jetstream 41	1713		G-MAJJ Jetstream 41	1715
G-GNTJ SAAB 340	1720		EI-FKE Fokker 50	1727
G-BYAP Boeing 757	1742		EI-CJE Boeing 737	1746
G-BVZE Boeing 737 500	1824		G-JEAF Friendship	1828
G-DLAH Short 360	1842		OO-DJW Avro 146 RJ85	1924
G-UKFK Fokker 100	1952		G-MAJB Jetstream 41	1958
G-GNTJ SAAB 340	2023		G-MAJJ Jetstream 41	2030
OY-SVW Jetstream 41	2057		G-GNTH SAAB 340	2102
G-JEAF Friendship	2125		G-BVZE Boeing 737 500	2128
22 Thursday				
G-DLAH Short 360	0630		EI-FKB Fokker 50	0812
OY-SVW Jetstream 41	0914		G-BVZE Boeing 737 500	0922
G-MAJB Jetstream 41	0928		G-GNTH SAAB 340	0937
G-MAJJ Jetstream 41	0941		G-JEAF Friendship	0949
G-DLAH Short 360	0953		G-UKFG Fokker 100	1000
EI-CKS Boeing 737	1007		PH-SDT DHC-8	1031
G-GNTJ SAAB 340	1130		G-BVZE Boeing 737 500	1227
G-BVZE Boeing 737 500	1518		G-MAJB Jetstream 41	1709
EI-FKF Fokker 50	1723		G-GNTH SAAB 340	1731
EI-CJF Boeing 737	1754		G-MAJJ Jetstream 41	1825
G-BVZE Boeing 737 500	1830		G-JEAE Friendship	1835
G-DLAH Short 360	1854		OO-DJQ Avro 146 RJ85	1913
G-GNTH SAAB 340	2021		G-UKFK Fokker 100	2118
G-JEAE Friendship	2251		OY-SVW Jetstream 41	2344

23 Friday

G-DLAH Short 360	0628
EI-FKF Fokker 50	0825
G-JEAE Friendship	0938
OY-SVW Jetstream 41	0959
G-WBPR BAe 125 B00B	1004
G-DLAH Short 360	1010
G-UKFG Fokker 100	1037
G-JEAF Friendship	1157
G-BVZE Boeing 737 500	1259
G-BMDK PA-34 Seneca	1344
G-UKFK Fokker 100	1427
G-BVYF PA-31 Navajo	1524 1557
G-BYAP Boeing 757	1535
G-MAJJ Jetstream 41	1703
G-GNTJ SAAB 340	1731
G-BVED ATR-42	1745
G-DLAH Short 360	1831
OO-DJS Avro 146 RJ85	1924
G-JEAG Friendship	1954
G-BRLY BAe ATP	2023
G-GNTJ SAAB 340	2035
G-BWTM ATR-72	2127
G-JEAG Friendship	2237

G-BVZE Boeing 737 500	0636
G-GNTJ SAAB 340	0916
G-BVZE Boeing 737 500	0956
G-MAJJ Jetstream 41	1002
EI-CKS Boeing 737	1008
PH-SDU DHC-8	1013
G-GNTH SAAB 340	1136
G-OBLC B76 Duchess	1243
OY-SVW Jetstream 41	1327
G-BRLY BAe ATP	1404
PH-SDU DHC-8	1458
G-OBMX Boeing 737 500	1528
G-JEAG Friendship	1649
G-BRLY BAe ATP	1709
EI-FKC Fokker 50	1735
EC-FEF Boeing 757	1801
G-OBMX Boeing 737 500	1837
G-UKFK Fokker 100	1951
EI-CKS Boeing 737	1957
G-MAJJ Jetstream 41	2033
G-GNTH SAAB 340	2109
G-OBMX Boeing 737 500	2136

24 Saturday

G-BYAP Boeing 757	0230
G-ODSK Boeing 737 300	0931
G-UKFH Fokker 100	0950
PH-SDR DHC-8	1039
G-BVKC Boeing 737 500	1229
G-UKFK Fokker 100	1440
G-BVJD Fokker 100	1516
OY-SVW Jetstream 41	1622
PH-DMD Fokker 50	1734
G-UKFK Fokker 100	1937

PH-DMD Fokker 50	0825
G-BVJD Fokker 100	0934
EI-CJH Boeing 737	1002
G-GNTH SAAB 340	1138
G-AWAJ B5B Baron	1316
G-JEAG Friendship	1502
G-BPMF PA-28 Warrior	1528
G-IFTE BAe 125 700B	1630
G-BVZF Boeing 737 500	1817

25 Sunday

G-BVZF Boeing 737 500	0918
G-UKFJ Fokker 100	0944
G-BNTC Turbo Arrow IV	1220
G-BVZF Boeing 737 500	1228
G-DASI Short 360	1407
G-JEAF Friendship	1507
G-BMSU Cessna 152	1600
G-MAJJ Jetstream 41	1705
EI-CKP Boeing 737	1756
G-OBMZ Boeing 737 500	1832
G-UKFK Fokker 100	1939
G-GNTJ SAAB 340	2022
OY-SVW Jetstream 41	2104
G-JEAF Friendship	2125

OY-SVW Jetstream 41	0922
EI-CKP Boeing 737	1014
G-DAAH Turbo Arrow IV	1221
G-BCKV Cessna FRA150L	1345
G-UKFK Fokker 100	1428
PH-SDT DHC-8	1513
OY-SVW Jetstream 41	1658
EI-FKB Fokker 50	1736
G-JEAF Friendship	1826
OO-DJL Avro 146 RJ85	1909
G-MAJJ Jetstream 41	2019
G-MAJB Jetstream 41	2025
G-GNTH SAAB 340	2110
G-OBMZ Boeing 737 500	2132

26 Monday

G-BYAL Boeing 757	0659
G-EMUZ PA-28 Warrior II	0854
G-MAJB Jetstream 41	0939
G-JEAF Friendship	0951
G-DASI Short 360	0955
OY-BPH SA226AC Metro 3	1002

EI-FKA Fokker 50	0832
G-OBMZ Boeing 737 500	0936
G-MAJJ Jetstream 41	0942
OY-SVW Jetstream 41	0953
G-GNTJ SAAB 340	0958
G-UKFJ Fokker 100	1005

PH-SDP DHC-8	1030	EI-CNY Boeing 737	1036
G-GNTH SAAB 340	1111	N146GA Cessna 425	1216
EC-GMY Boeing 737 300	1219	G-JEAE Friendship	1224
G-OBLC B76 Duchess	1226	G-OBMZ Boeing 737 500	1237
OY-SVW Jetstream 41	1328	G-MAJJ Jetstream 41	1358
G-UKFK Fokker 100	1435	PH-SDP DHC-8	1506
G-JEAE Friendship	1509	G-OBMZ Boeing 737 500	1525
G-BODY Cessna 310R	1536	OY-SVW Jetstream 41	1652
G-MAJB Jetstream 41	1702	G-MAJJ Jetstream 41	1706
G-GNTJ SAAB 340	1724	EI-FKC Fokker 50	1728
G-BRPL PA-28 Cherokee	1758	G-BYAL Boeing 757	1820
EI-CJF Boeing 737	1823	G-DASI Short 360	1829
G-OBMZ Boeing 737 500	1834	G-JEAI Friendship	1847
OO-DJS Avro 146 RJ85	1909	G-MAJB Jetstream 41	1955
G-UKFK Fokker 100	1958	G-GNTJ SAAB 340	2023
G-MAJJ Jetstream 41	2025	OY-SVW Jetstream 41	2057
G-GNTH SAAB 340	2109	G-JEAI Friendship	2132
G-OBMZ Boeing 737 500	2137		
27 Tuesday			
EI-FKB Fokker 50	0816	G-MAJJ Jetstream 41	0917
9H-ABF Boeing 737	0924	G-OBMZ Boeing 737 500	0926
G-GNTH SAAB 340	0934	G-MAJB Jetstream 41	0943
G-JEAE Friendship	0945	G-DASI Short 360	0948
G-UKFJ Fokker 100	0952	OY-SVW Jetstream 41	0956
EI-CJE Boeing 737	0959	G-MALA PA-28 Archer II	1001
PH-SDU DHC-8	1018	VP-CAT Citation I	1059
G-GNTJ SAAB 340	1120	EC-FEF Boeing 757	1137
G-ULAB Robinson R22B	1152	G-BGZW PA-38 Tomahawk	1157
G-OBMZ Boeing 737 500	1230	G-RIAN JetRanger	1232
OY-SVW Jetstream 41	1330	G-MAJB Jetstream 41	1359
G-BMMC Cessna 310Q	1426	G-UKFB Fokker 100	1434
G-JEAF Friendship	1507	PH-SDU DHC-8	1512
G-OBMZ Boeing 737 500	1515	G-LORD PA-34 Seneca	1519
G-BODY Cessna 310R	1552	OY-SVW Jetstream 41	1649
G-MAJB Jetstream 41	1656	G-MAJJ Jetstream 41	1713
G-GNTH SAAB 340	1723	EI-FKF Fokker 50	1728
EI-CJE Boeing 737	1747	G-JEAF Friendship	1824
G-DASI Short 360	1828	G-OBMZ Boeing 737 500	1832
OO-DJR Avro 146 RJ85	1915	G-UKFB Fokker 100	1939
G-MAJJ Jetstream 41	2001	G-RVRB PA-34 Seneca	2025 2324
G-MAJB Jetstream 41	2031	G-GNTJ SAAB 340	2047
G-GNTH SAAB 340	2053	OY-SVW Jetstream 41	2106
G-JEAF Friendship	2121	G-OBMZ Boeing 737 500	2137
G-BYAL Boeing 757	2156		
28 Wednesday			
G-DASI Short 360	0624	EI-FKC Fokker 50	0823
G-MAJJ Jetstream 41	0922	OY-SVW Jetstream 41	0925
G-GNTJ SAAB 340	0936	G-MAJB Jetstream 41	0939
G-JEAF Friendship	0943	G-OBMZ Boeing 737 500	0945
G-DASI Short 360	0950	EI-CJD Boeing 737	0958
G-UKFJ Fokker 100	1003	PH-SDM DHC-8	1014
G-BOZI PA-28 Warrior II	1041	G-GNTH SAAB 340	1105
253 Airtech CN.235	1108	G-OBMZ Boeing 737 500	1231
G-BWZG Robin R.2160	1250	OY-SVW Jetstream 41	1314
OY-BSD Cessna 414	1342	G-MAJB Jetstream 41	1358
G-UKFB Fokker 100	1413	PH-SDT DHC-8	1501
G-JEAE Friendship	1505	G-OBMZ Boeing 737 500	1525

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OY-SVW Jetstream 41	1648	G-MAJB Jetstream 41	1656
G-GNTJ SAAB 340	1727	EI-FKE Fokker 50	1729
EI-CJD Boeing 737	1741	G-BODY Cessna 310R	1750
G-MAJJ Jetstream 41	1754	G-BYAL Boeing 757	1805
G-JEAE Friendship	1823	G-OBMZ Boeing 737 500	1827
G-DASI Short 360	1836	OO-MJE BAe 146 200	1908
N906WK Falcon 900	1932	G-UKFB Fokker 100	1945
D-CARA Beech 1900C	2007	G-MAJI Jetstream 41	2011
G-MAJB Jetstream 41	2024	G-MAJJ Jetstream 41	2027
G-GNTJ SAAB 340	2031	G-GNTH SAAB 340	2052
OY-SVW Jetstream 41	2101	G-JEAE Friendship	2127
G-OBMZ Boeing 737 500	2132		
29 Thursday			
G-DASI Short 360	0619	G-IFTE BAe 125 700B	0650
N560WE Citation V	0800	EI-FKE Fokker 50	0819
G-MAJB Jetstream 41	0931	G-MAJJ Jetstream 41	0935
OY-SVW Jetstream 41	0938	G-OBMY Boeing 737 500	0943
G-JEAE Friendship	0946	G-DASI Short 360	0953
G-UKFJ Fokker 100	0958	G-GNTH SAAB 340	1015
OE-FPA Citation II	1029	EI-CJI Boeing 737	1033
PH-SDT DHC-8	1041	G-BODY Cessna 310R	1105
G-DBLC B76 Duchess	1122	N9793F Cessna 172R	1124 1429
G-GNTJ SAAB 340	1147	G-BUUE T67M Firefly	1217
G-OBMY Boeing 737 500	1239	EC-GMY Boeing 737 300	1306
OY-SVW Jetstream 41	1337	G-DANC PA-28 Warrior II	1340
G-BYAL Boeing 757	1352	G-MAJB Jetstream 41	1357
G-UKFB Fokker 100	1421	G-JEAF Friendship	1506
G-OBMZ Boeing 737 500	1537	G-ROWL AA5B Tiger	1612
OY-SVW Jetstream 41	1648	G-MAJB Jetstream 41	1656
G-MAJJ Jetstream 41	1707	G-GNTH SAAB 340	1724
EI-FKF Fokker 50	1728	EI-CJI Boeing 737	1828
G-OBMZ Boeing 737 500	1835	G-LJET Lear Jet 35A	1842
G-DASI Short 360	1851	G-KKES TB20 Trinidad	1902
G-JEAF Friendship	1909	G-UKFH Fokker 100	1951
G-MAJI Jetstream 41	2001	G-MAJB Jetstream 41	2023
G-GNTH SAAB 340	2026	OO-DJZ Avro 146 RJ85	2032
OY-SVW Jetstream 41	2100	G-GNTJ SAAB 340	2116
G-OBMZ Boeing 737 500	2129	G-JEAI Friendship	2149
G-BYAL Boeing 757	2313		
30 Friday			
G-DASI Short 360	0627	G-BMUZ PA-28 Warrior II	0803
EI-FKA Fokker 50	0828	G-MAJJ Jetstream 41	0908
G-OBMZ Boeing 737 500	0924	G-GNTH SAAB 340	0929
OY-SVW Jetstream 41	0933	N9214Z PA-46 Malibu	0935
G-JEAI Friendship	0945	G-DASI Short 360	0948
G-MAJB Jetstream 41	1000	EI-CKR Boeing 737	1006
G-UKFJ Fokker 100	1012	G-OPUB T67M Firefly	1014
PH-SDR DHC-8	1036	G-GNTJ SAAB 340	1036
G-JEAE Friendship	1151	G-BSDD Cessna 152	1228
G-MAJJ Jetstream 41	1245	G-OBMZ Boeing 737 500	1251
G-BYAL Boeing 757	1308	OY-SVW Jetstream 41	1321
G-EMRD HS748 2B	1355	G-MAJI Jetstream 41	1401
G-UKFH Fokker 100	1436	G-BTWD T61F Venture	1444
PH-SDR DHC-8	1510	G-JEAE Friendship	1531
G-DASI Short 360	1536	G-OBMZ Boeing 737 500	1538
N560WE Citation V	1600	G-MAJI Jetstream 41	1700
OY-SVW Jetstream 41	1704	EI-FKE Fokker 50	1731

OE-FPA Citation II	1735	EC-FEE Boeing 757	1748
EI-CKR Boeing 737	1806	G-OBMZ Boeing 737 500	1833
G-JEAE Friendship	1835	G-MAJJ Jetstream 41	1839
G-DASI Short 360	1841	OO-DJL Avro 146 RJ85	1916
G-UKFH Fokker 100	1949	G-GNTH SAAB 340	2024
G-MAJI Jetstream 41	2031	G-MAJJ Jetstream 41	2109
OY-SVW Jetstream 41	2111	G-GNTJ SAAB 340	2113
G-JEAE Friendship	2120	G-OBMZ Boeing 737 500	2126
31 Saturday			
G-BVAL Boeing 757	0012	EI-FKB Fokker 50	0817
G-BVJD Fokker 100	0919	G-OBMZ Boeing 737 500	0927
G-UKFK Fokker 100	0952	PH-SDM DHC-8	1015
EI-CKR Boeing 737	1051	G-OBMZ Boeing 737 500	1232
G-GNTJ SAAB 340	1235	G-BSDD Cessna 152	1406
G-UKFH Fokker 100	1413	G-JEAF Friendship	1503
G-BVJD Fokker 100	1540	OY-SVW Jetstream 41	1638
EI-FKD Fokker 50	1725	G-OBMZ Boeing 737 500	1820
G-IFTE BAe 125 700B	1936	G-UKFH Fokker 100	1942
G-EMRD HS748 2B	1952		

From & To

02) F-GMRD/F n/s T Orleans: 06) F-GHJV/Annemasse;ZG848/Aldergrove;D-IEHP/Carlisle: 07) D-AELC/Southend: 08) F-GKHL/Le Bourget;N190RM/Norwich;N25UB/F & T Luton;ZG848/Aldergrove;VP-CPR/Guernsey: 11) ZG844/Aldergrove: 13) N560WE/Manchester;PH-BYB/Liverpool: 14) D-CATL/Southampton;XV220/Lyneham;HB-VLT/Luton;N560WE/Northolt: 15) N9214Z/Nantes;XV202/Lyneham & Cranwell;XX508/Northolt;240/Baldonnell-Dublin;VP-CBE/Gloucester: 17) N414FZ/Lydd: 18) N220SC/Biggin Hill: 19) OO-LFV/Rotterdam;XX284/F & T Leeming;N12NM/Newcastle: 20) N864CE/Northolt;F-GFEA/Poutivy: 21) N560WE/F n/s T Jersey;N190RM/Norwich: 26) OY-BPH/Billund;N146GA/Edinburgh: 27) VP-CAT/Elstree: 28) OY-BSD/Biggin Hill;N906WK/Manchester;D-CARA/Frankfurt: 29) N560WE/Jersey;N9793F/Oxford-Welshpool;OE-FPA/Birmingham: 30) N9214Z/Nantes;N560WE/Cambridge;OE-FPA/Salzburg:

Overshoots

05) XX491/CWL79: 06) G-BAXY;XX482/CWL66: 07) XX620/UAX93;G-BWXM/BKH68;G-BODY/Exam 58: 09) ZF206/LOP60: 12) XX496/CWL69: 14) ZV218/Ascot766: 15) XV306/Ascot772: 21) G-BAVZ/Exam 58: 26) XX494/CWL64: 27) XX498/CWL71: 29) ZF140/LOP62:

LBA Movements review, January 1998

Well here we go with another year, the first foreigner (apart from schedules) was on the 2nd when the Baron F-GMRD night stopped from and to Orleans. The Cheyenne F-GHJV on the 6th was from Annemasse in France and joining it was the Cessna 340 D-IEHP. Doing a charter on the 7th was the WDL Fokker Friendship D-AELC arriving from Southend as "WDL360". The Euralair Citation V F-GKHL was from Le Bourget on the 8th and the same day saw the two regulars King Air E90 N190RM from Norwich and Cessna 421C VP-CPR from Guernsey, however the star of the day was a Falcon 50 N25UB (recently re-registered from N25UD) from and to Luton.

Making its first visit of the year on the 13th was the Jersey based Citation V N560WE, it also visited on the 14th, 21st, 29th and 30th. KLM was crew training on the 13th with the Beech Baron PH-BYB using the callsign "KLM9902". Arriving from

Southampton on the 14th as "MTM 021" was the Lear Jet 55 D-CATL whilst arriving from Luton the same day was the BAe 125 800 HB-VLT. PA-46 Malibu N9214Z has been in twice this month, the first time was on the 15th and then again on the 30th, it was from Nantes both times so it may be resident there. Two UK based foreigners were the Cessna 414RAM N414FZ (ex G-AZFZ) from Lydd on the 17th and the Cheyenne N220SC from Biggin Hill on the 18th.

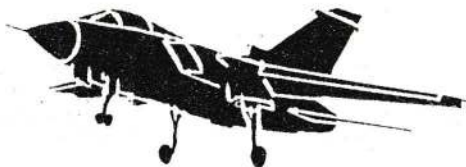
Arriving very early on the morning of the 19th was Abelag's Lear Jet 35A 00-LFV with the callsign "AAB 12V" from Rotterdam whilst later in the day the Citation N12NM came in from Newcastle. Cheyenne F-GFEA was from Poutivy on the 20th with the Coca Cola Gulfstream IV N864CE also visiting from Northolt. King Air N190RM called in again on the 21st from its base at Norwich for checks at Multiflight and departed on the 29th. Another one visiting Multiflight for checks was Cessna 425 N146GA on the 26th and the same day Metro 3 OY-BPH came from Billund calling "Norflying 021" and night stopped. Elstree based Citation VP-CAT visited on the 27th. The Danish Cessna 414 OY-BSD was from Biggin Hill on the 28th whilst Beech 1900C D-CARA came from Frankfurt as "Euroexpress 1281" and Falcon 900 N906WK was from Ringway and night stopped. On the 29th we had our first new Cessna 172R in the shape of N9793F which was from Oxford to Welshpool and was booked in to CSE Aviation. The Citation II OE-FPA used the callsign "Airlink 11" when it visited on the 29th and 30th.

On the military side we started the year with Islander ZG848 as "Army351" on the 6th and then as "Army555" on the 9th. Then on the 11th we had ZG844 for a change as "Army351", all three flights were from Aldergrove. Hercules XV220 was "Ascot 903" on the 14th, on the 15th the same callsign was used by XV202 twice. Calling "Kitty 22" on the 15th was the HS 125 XX508 with the Irish Air Corps using their King Air 200 serial 240 with callsign "Irish 240" from Baldonnell to Dublin. Hawk XX284 diverted in short of fuel on the 19th as "Jester 2" and departed with the callsign "UOM91". A first visit of type on the 28th was the Irish Air Corps new Airtech 235.MPA Persuader serial 253.

On the 5th Sabena used the leased Dash 8 OE-LTE on both the "Sabena 697" and the "Sabena 694". Aer Lingus operated the Fokker 50 PH-DMO as "Shamrock 368" on the 6th and "Shamrock 364" on the 7th. Operating as "Sabena 701" on the 28th was the BAe 146 200 OO-MJE of Air Meuse/D.A.T. The Gatwick schedule currently operated by BA/Cityflyer is to cease at the end of March but from the 18th the ATR-42 was replaced by the Jetstream 41 OY-SVW of Sun-Air still using a Cityflyer callsign. LongRanger G-BWYJ seems to be resident in the Multiflight hangar now and another new one with the Multiflight Flying School is Robin R.2160 G-BWZG which arrived on the 28th. Cessna 172N G-BHBS is confirmed as a new resident in the YLA hangar and Brian Elliot's new Citation V VP-CBE is also now resident with YLA, arriving on the 15th from Gloucester as "Gojet 158".

The Pitts G-BETI has finally completed its repairs in YLA and it departed on the 29th, however Cessna 177 G-BFMH which arrived by road from Newcastle at the end of last year is still being worked on. The HS 748 G-EMRD arrived on the 30th as "Jemstone1476" to transport the Leeds United team to Biggin Hill for a match the following day, it brought them back on the 31st as "Jemstone1478". The diversions on the 19th were due to snow at Newcastle and Tees-side.





Military News

Eric Martin.



FLIGHT SERGEANT JOHN HANNAH VC

I recently spent a night at the home of friends in the village of Birstall, near Leicester. My host (another aviation 'buff') took me to visit the churchyard of the Village Church. Buried there is John Hannah, who was awarded the VC in 1940 at the age of eighteen, which makes him the youngest recipient of a VC for air operations. He was wireless operator/air gunner of a Handley Page Hampden (P1355) which was in a raid on Antwerp on the night of 15/16 September 1940. His grave bears the following inscription:

Flight Sergeant J Hannah VC

Who died in 1947

Courageous duty done in love

He serves his pilot now above

51 awards of the VC have been made for air operations; 19 in WWI, 32 in WWII.

Credits: Ted & Jean Bates

and The Source Book of the RAF

SKOPOS MOTOR MUSEUM

A recent write-up about this museum showed what appeared to be a Bristol Monoplane in the background. I am not one to travel miles to see a plane, but my curiosity recently took me on a visit. The Bristol was no longer there, but in its place was a Luton Minor G-AMAW - the military connection being that it was built by a serving RAF officer based at RAF Dishworth, reputedly the first light aircraft to be built in Britain after the end of World War II.

A more important find, however, is that the Museum is now the base for the Northern Aeroplane Workshops (NAW). Previously based at Mirfield, not far from where I live, I have been searching for their new location for some time. Practical projects of the kind in which they are engaged are a closed book to me but, as a military aviation enthusiast, I cannot fail to applaud their efforts to preserve some of our military aviation heritage.

NAW welcomes visitors. Skopos Motor Museum may be found on the A652 at Batley, Admission £2.50 (£1 off for OAPs!) Refreshments may be purchased at Skopos Mills Village nearby. I hope that we can invite a speaker from NAW in the near future.

RAF 1918-98

The logo for the 80th Anniversary of the RAF is shown at the foot of these notes. A number of special events are planned; details will be given as soon as they are available.

One special event already announced is the RAF as the lead service for the 1998 Royal Tournament to be held at Earls Court from 21 July to 2 August. A presentation will follow the story of flight, with a finale in outer space using lasers and special effects. Perhaps this might be an appropriate occasion for a Society trip? I would have thought that there were sufficient ex-RAF types and others interested in military aviation to fill a coach.

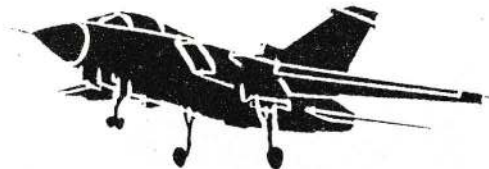
Credit: RAF News



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

Eric Martin.



NORTHERN AEROPLANE WORKSHOPS

The Northern Aeroplane Workshops (NAW) was formed in 1973 to preserve the skills of building wood, wire and linen covered aeroplanes. The founder of NAW, John Langham, believed strongly that amateurs could, with adequate supervision, hand-produce authentic machines from scratch to airworthy standards.

The totally volunteer workforce chose the 1916 Sopwith Triplane fighter as its first construction project. The plane was built to the original drawings, using materials of identical specification. Sir T.O.M. Sopwith himself was so impressed with the project, that he considered it to be a "late production aeroplane" rather than a replica. Accordingly, the makers' plate in the cockpit displays the number 153, as 152 original Triplanes were produced in 1916. Sadly, Sir Tom died in 1989, aged 101, and did not see the NAW-Triplane fly. The Bedfordshire-based Shuttleworth Collection, which donated an original 130hp Clerget rotary engine to the project, took delivery of the completed Triplane in June 1990. It is now part of Europe's largest collection of flying vintage planes, which range from the Bleriot to the Spitfire and Hurricane. The successful first flight of the NAW-built Triplane eventually took place at the Collection's Old Warden Airfield on 10th April 1992, extensive problems with the engine being the cause of the delay. At that time, there was only one other recently-run Clerget engine in the country and that was in a statically preserved plane.

There are only two original Sopwith Triplanes in existence today and both of these are static exhibits. One is in the RAF Museum, Hendon and the other in a museum just outside Moscow. The NAW-built Triplane, named "Dixie II", is the only flying example of the type in Europe. It is painted in the colours of No 8 Squadron, Royal Naval Air Service.

The second project, a Bristol Monoplane (MIC), powered by a 110hp Le Rohne rotary engine commenced in 1980 and was completed in 1992. It is painted in the colours of 72 Squadron, Royal Flying Corps and is currently undergoing trials at the Shuttleworth Collection.

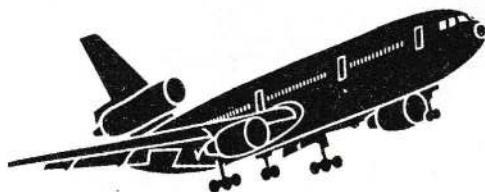
The third project is now underway, a Sopwith Camel of 1917 vintage. Again, this is being built to full airworthy standards from the original Sopwith drawings and will eventually join the other two NAW-built planes at the Shuttleworth Collection.

It will be seen that the NAW works closely with The Shuttleworth Trust. In fact, all materials are funded by the Trust; NAW provides tools and general running costs.

Credit: Robert Richardson of NAW
Most of the above text is taken from
the NAW information leaflet.



AIR YORKSHIRE COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

Just for the day charters will operate as follows in the coming months.

Wednesday 11th March	Prague	Monday 30th March	Rome
Thursday 2nd April	Nice	Thursday 9th April	Budapest

I also forgot to list the dates for visits of Concorde during 1998. So to correct that here they are:-

29th and 30th April	27th and 28th June	29th and 30th August
24th and 25th October.		

October 1997 statistics show a total of 123,055 passengers used the airport that month an increase of 11.1%. The Amsterdam service carried 11,735 passengers, giving an average load of 63. Dublin was again the most popular destination with 15,991 passengers.

Dates for the ECOFIN meeting at York, I reported last month are March 20th to 22nd.

Air U.K. have been re-named KLM uk, by their owners KLM. Aircraft will be re-painted in KLM's blue and white colours with a silver stripe. Plane interiors and passenger lounges will also be revamped in the KLM house colours. The whole exercise will be completed by the end of 1999 and will cost 20 million Dutch guilders.

Britannia will operate, A.320, EI-TLF from LBA this summer, not EI-TLE as I reported last month. The airline has also received an additional Boeing 757, G-BXOL on lease.

Sabena summer timetable will be as follows:-

Departures

0655	SN702 (NOT SUN)	1110	SN698 (NOT SUN)
1540	SN700 (NOT SAT)	1955	SN730 (NOT SAT)

Arrivals

1005	SN697 (NOT SUN)	1455	SN699 (NOT SAT)
1915	SN701 (NOT SAT)	2240	SN729 (NOT SAT)

Good news here is two fold. Firstly all flights will be operated by Regional Jetliner (or updated BAe 146 to most people !). Secondly the increase in services to four a day.

The airport now has it's own official Web-Site at WWW//HTTP.lbia/lbia/co.uk. Don't forget the excellent enthusiasts web site giving details of past and future movements, residents, airfield frequencies etc. etc. at [HTTP//members.aol.com/LBASPOTTER](http://members.aol.com/LBASPOTTER)

AIRPORT NEWS

Anglia International Airport is the new name for the former RAF Bentwaters, located near to Ipswich in Suffolk. A recently released brochure states that A.I.A. intends to start its general aviation activities in Spring 1998 subject to finalisation of local planning and CAA approvals. Scheduled flights are planned to start in the summer of 1998.

Manchester changes of equipment for this summer include Cathay Pacific who will use A.340's on their Hong Kong service on Fridays and Sundays. Boeing 747-400's will continue to operate the service on other days. Emirates will launch a daily Dubai to Manchester service using Boeing 777's from March.

Air India are also increasing the number of services to four a week with A.310 equipment. Services will operate Monday, Wednesday, Friday and Saturday.

Ostend is one of the few airports in Europe where the Boeing 707 and DC-8 could still be seen. However the airport placed a ban on all non Stage 3 '707's and DC-8's over 28 years old.

Sandtoft. This airfield has not appeared in this section before, but as it's local, I thought I would mention a new arrival here in the shape of DC-3, N3455. The aircraft arrived by road, and when I visited on February 14th, the outer wings, engines, and tail still had to be mated to the fuselage. The aircraft has the titles of "Star Airways Inc", and I was told was to be preserved here in a non-flying condition.

Sheffield was also visited by yours truly on February 14th. Present was Fokker 50, G-UKTD, of KLM uk, which operated Sheffield's first ever scheduled flight, which was operated the next day to Amsterdam.

AIRLINE NEWS

Aeroflot is to lease two Boeing 777's from ILFC. The aircraft will be delivered in April and October and used on long haul routes such as Moscow to New York and Moscow to Tokyo. Aeroflot plans to add 18 aircraft to its fleet this year, which will be a mixture of Russian and Western types.

Air 2000 are to lease two Boeing 767-300's for use on flights to Florida, the Caribbean and Mexico behalf of their owners, First Choice. The first example will be delivered in 1999.

Air Europa is leasing to lease 11 aircraft to **Iberia** from April. Air Europa cannot obtain the slot's it requires at Madrid and Barcelona to increase its flights. A spokesman said "What's happened is that we've increased our fleet by 30 percent but our expansion has stopped because we haven't got the slots." The 11 aircraft will consist of two B.767's, six B.757's and three B.737's.

Airtours has applied to lease A.320 C-GTDC again this summer. The airline also seeks permission to lease Boeing 767 OO-VAS until 31st October to cover for planned maintenance and additional capacity at peak travel periods. The airline is to lease two Airbus A.330's in 1999.

The Airtours radio callsign also changed on 26th February from "Tourjet" back to its original callsign of "Kestrel".

Air Transat are to lease two Airbus A.330's for five years to supplement and later replace their Tristars.

British Airways new low cost airline is to be known as "Go"

Business Air is to be merged into British Midland by the end of March. Remaining Business Air aircraft will be painted in British Midland colours.

Easyjet have made a hostile takeover bid for **Air Holland**. Easyjet have offered \$12 million for the 69% stake in Air Holland owned by the Derksen family.

European Aviation the British BAC 1-11 operator, has signed a \$6 million deal with British Airways to purchase two of their Boeing 747-100's. The airline is reported to be also talking to Air France regarding the purchase of six Airbus A.300's.

KLM are considering using Stansted as a hub, if Amsterdam slots become restricted as planned from 1st April this year.

LTU have fired three senior managers because of "absolutely unacceptable" maintenance incidents at it's Munich based sister airline LTU Sud. Three cases all involved the airlines Boeing 767 aircraft. One was allowed to fly with cracks in an engine pylon, another with cracks in the forward fuselage structure, despite maintenance supervisors knowing of the defects. Another aircraft was allowed to fly into Windhoek, Namibia, which is 6,500 feet above sea level, without the special tyres that operations from here require.

Sabena are reported to be about to place an order for up to 39 Airbus, single aisle types. The order is expected to consist of 26 x A.319, 5 x A.320's and 3 x A.321's, which will replace the airlines Boeing 737 fleet.

Virgin have become the first carrier to sign an order for the A.340-600. Eight have been ordered, with options on a further 8. The first aircraft will be delivered in 2002.

AIRLINER NEWS

The Antonov AN-124 has been banned from operating in French Airspace following the crash of one at Irkutsk on December 6th.

The Boeing 737-600 made its maiden flight on 22nd January. The '737-600 is the new generation equivalent of the '737-500 and provides seating for 110 to 132 passengers depending on layout. The aircraft has a larger wing, higher cruise speed and new engines with improvements to noise, fuel burn and thrust.

OTHER NEWS

The European Community and European Parliament are in conflict whether or not an exemption has been granted for seven older jets of Saudi sheikhs to operate into the EEC despite the fact they do not meet current noise regulations. The Parliament states that the exemptions in the noise regulation scheme should only apply to poor third world countries that cannot afford modern aircraft. Neil Kinnock, EC Commissioner for Transport says "True, but according to the relevant United Nations list Saudi Arabia is still qualified as a third world country". So the Saudi sheikhs cannot be excluded for using their old B.707's and BAC 1-11's for the odd shopping trip to London or Paris

My new E-mail address at home is Dwooler@aol.com

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

Further afield.....



Global topics by
alan sedgwick

THE 'BUG' - the one that will affect the functioning of some computers as 1999 comes to its end, should by now not have escaped the notice of anyone excepting perhaps a few of the more remote tribes of the world.

Reports range from, all the aircraft will fall from the sky, to they will not be able to operate for weeks anyway. Back in the land of the living however much is being done and the people that insure the aviation industry are playing their part to safeguard themselves understandably, to make sure it is. Long before we arrive at the stage where software programmes decide that they may or may not recognise the last two digits of '2000' (some will switch to 1900 when they see the two noughts at the end!) computer programmes can and are being checked. To add weight to the urgency of this task the Aviation Insurers are saying that they require proof that the airlines systems are 'free' of the 'millennium bug'. A checklist of action taken has to be submitted by operators and if it is not deemed sufficient, they could lose their cover.

GALWAY AIRPORT on Irelands West coast is set to expand with a cash injection of over four million Irish Punts, of which over IR£3M is coming from the Irish Government and the rest from the airport. The area is still expanding its tourist potential and those with a liking for the famous Galway Bay Oysters etc can currently fly in via the AER LINGUS Fokker 50 from Dublin. To help develop the region the Government is also backing three daily air services from the capital by offering support to carriers under a programme titled Essential Air Services. The facilities at the airport which lies near the village of Carnmore, just over 5 miles East of the city are to be upgraded and the runway 09/27, (4,429 feet in length, elevation 90 ft) is to be extended and made wider. With the renovations completed the airport will at last be able to receive jet aircraft offering direct services from the U.K. and Europe.

AIRLINER DEVELOPMENT has been in the news recently with AIRBUS INDUSTRIE announcing that the launch into service of its A3XX will be delayed by around 9 months. This means that the 555 seat aircraft should now have a date towards the end of 2004, as design refinements seek to achieve the goals of promised specifications plus savings in maintenance, weight and fuel consumption etc. Meanwhile BOEING have revealed that amongst its studies are a longer 747/400 with a bigger wingspan, known as the -400Y Stretch. There would be similarities to the 400IGW version (increased gross weight) which is on offer to customers now, but will have

9.4m more fuselage and a wingspan of 69m. The increased wing/fuel capacity should deliver 500 passengers a distance of up to 7,500 nm. A planned long range variant, the -400ERY has been dropped but further plans include looking at a 400Z Stretch and -400LRX. The latter would have a capacity of 375 seats and combine the structure and wings of the '400F' freighter with the fuselage and technology of the 200 series. BOMBARDIER DE HAVILLAND have actually got ideas into the sky though and they undertook the maiden flight of the Dash 8-400 on Jan 13. During a 3 hour flight from their field in Downsview, Toronto, the 70 seat 'high speed' version reached 200 knots at an altitude of 7,500 feet.

In Brief..... New charter airline LOTUS AIR of Egypt have taken delivery of an ex-ONUR AIR A320 from Gulf Aircraft Maintenance in Dubai, the 'reggie' being= SU-LBA !!

*QANTAS are looking at the possibility of playing a major role in running troubled AIR NIUGINI.

*Eighty Citation biz-jets were delivered by CESSNA in 1997 (58 up on 1996), production also included 78 Cessna Caravan's plus 360 single piston aircraft.

*Boeing 727 fans lost another example across the Atlantic when STERLING's OY-SBI headed for CHAMPION AIR of Minnesota.

*WIDEROE of Norway are selling 63 % of its operation to SAS.

*AIR TRACK of Madrid have had their three ATR 42's re-possessed and ceased main operations.

*Cologne based RATIOFLUG have been grounded by the German Civil Aviation Authority (LBA) due to financial problems.

*KLM who are currently spreading their wings over the UK and most of our media have bought the Dutch Charter airline MARTINAIR.

*IBERIA are to add up to 75 AIRBUS A320's to their short haul fleet and make its aircraft an all - AIRBUS INDUSTRIE line up eventually, whilst taking a further 16 Boeing 757 as a stop gap!. The 26 DC9's of subsidiary AVIACO will be phased out and replaced by IBERIAS's 24 MD 87's. The Spanish flag carriers economic recovery continued last year with a doubling of its pre-tax profit and a 5% increase in posteriors on seats!!

*Colorado Springs based airline WESTERN PACIFIC ceased operations on February 4th and UNITED AIRLINES stepped-in with offers of help to WestPac ticket holders, FRONTIER AIRLINES of Denver also offered help but were said to be pursuing the aircraft leases of some of the 15 Boeing 737/300's.

*US AIRWAYS are to launch a low cost airline called METROJET on June first. utilising 5 Boeing 737/200's. The service will start from Baltimore Maryland, to cities in the Eastern States to compete with SOUTHWEST and DELTA EXPRESS.

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

Christmas in Canada 1997.

Christmas in Canada sounded like a good idea – I'm sure I've heard it somewhere before – but nevertheless we went ahead and booked it.

There was a severe snow warning on Dec 16th and I confess I didn't sleep very well that night but the weather was clear next day so I needn't have worried – or need I. We checked in at LBA in plenty of time for UK753 but were advised there would be a slight delay. The departure lounge was very cold and we were thankful when we finally boarded Fokker 100 G-UKFC (a first flight in type) with a take-off from runway 14 at 12.06. We landed at Amsterdam at 13.59 local but as our connecting flight to Toronto had departed on time at 13.50, we had a problem.

The KLM transfer desk people were very helpful and arranged for us to stay at the Golden Tulip Hotel at their expense and re-booked us for the following day. However, as the KLM flight was fully booked, we were put on Northwest to Detroit instead. So, next morning, we duly checked in for flight NW65 and on arrival at the gate found it to be Boeing 747-451 N662US, (another type first). There was nothing exciting amongst the many aircraft at Schipol but incoming TU-134, RA65770 was good to see.

Take-off was 11.37 and the flight was very turbulent, so much so that the cabin crew were unable to serve drinks and remained in their seats until serving lunch around 13.00 hours. The remainder of the flight passed quickly enough and we landed at Detroit 7 hours and 21 minutes after leaving Amsterdam

We had a four hour wait for our onward connection so, after clearing U.S. Immigration, we boarded the shuttle bus to our domestic pier and settled down to watch the procession of Northwest aircraft, mainly DC-9 with 727, 747, 757 and A320 plus Saab 340 and Dash 8 of Mesaba Airlines. As I found when we taxied out, there are numerous runways so I must have missed seeing dozens of aircraft. There were four un-loggable Fedex aircraft parked up and a Spirit Airlines and two Southwest 737s added some glamour to what otherwise was a rather mundane spotting session.

Finally, time to board NW483 to Toronto arrived and this turned out to be Boeing 757-251 N548US. I had hoped for an A320 but it wasn't to be. Push back was at 5.13 and we taxied miles, or so it appeared, before taking off at 5.31 from runway 21C. The shore of Lake Michigan was just visible in the twilight and it was not long before we passed over Hamilton and the edge of Lake Ontario to turn over the City of Toronto with the famous CN Tower and the Skydome just below before approaching the airport from the East. Touchdown was at 6.18 and

because there were only about 60 passengers, we were soon through Immigration and Customs and heading for our Daughter's house.

Christmas came and went as it does and a trip to Brampton Airport was made the following Saturday. It didn't produce anything of any merit, just the usual small Cessna and Pipers with Ce.172R C-GNUE painted up with "First in Canada" titles.

New Year's Eve was bitterly cold with a temperature of -16C so we celebrated indoors (baby-sitting). On New Year's Day, I went to Pearson Airport and again it was very cold but by parking in an East facing bay in Terminal One Car Park, I was able to see much of the action even if I couldn't log everything. There were four Convair 580s plus much of the Air Canada fleet. Dash 8s abounded and PP-SOZ, an MD-11 of Vasp was a bonus. Two surprise aircraft were C-GBIW/X of Air Transat with orange fuselages and white tails carrying the logo. Most of the Canadian fleet, American Airlines and business aircraft use Runway 06R and consequently do not come within range of Terminal One which in Winter with icy winds and summer with heat shimmer make them unloggable.

Departure homeward should have been 17.50 local but we didn't take off until 18.48 and our aircraft was Boeing 747-306 PH-BUU which had us in Amsterdam some 6 hours and 18 minutes later.

After visiting Duty-Free and a couple of hours spotting, during which dawn broke, we were ready for UK754 to take us to LBA. The incoming aircraft, Fokker 100 G-UKFK was late arriving but take off was at 10.24 local. Final approach to 14 was extremely bumpy and just as I caught a glimpse of Yeadon Tarn, full power was applied. The Captain apologised and explained that he had seen the runway lights immediately after the go round decision had been made and that we were to make a second approach. This time, nothing was seen and up we went again. Once again, apologies from the Captain who told us that there was an 80 knot wind and that we would fly the holding pattern until the heavy weather had passed through. When we broke cloud on the third approach, we could see for miles and a perfect landing brought spontaneous applause from those passengers who didn't have their heads in sick-bags. So, what is normally a 50+ minute flight lasted I hour 35 minutes and were we pleased to be safely in the Terminal Building.

As ever, a very enjoyable holiday with the family and some quite interesting flying thrown in for good measure.

I.D.Morton.

DUEL IN THE SUN

'Right, chaps', shouted the R.A.F. Regiment officer, 'you know the drill'. We did. This was Aden in 1955 and our R.A.F. party had just completed the shooting competitions to end our two-day refresher course. The R.A.F. Regiment led small groups through these exercises every six months or so in an attempt to lick us back into shape as a fighting force. The officer was reminding us of the need to collect all the spent cartridge cases ant to sieve the sand behind our targets to reclaim the bullets. If we failed to do this the Arabs would come in the cloak of night and do it for us. The spent ammunition would be smuggled North, re-primed and crimped, and probably used against our forces there.

Aden, to save you getting out an Atlas, stands on a volcanic outcrop at the Southernmost tip of the Arabian peninsular. During my time there life in the town seemed industrious and orderly, but a trip outside the town limits was almost like travelling in time. I ventured outside only once. It was not easy because there were no roads. A party of us struggled across desert and scrub in a 4-wheel drive truck to visit an Arab township. There were few friendly faces here, and the menfolk added significantly to the threatening atmosphere. They all carried rifles. Some of these were obviously elderly pieces, hinting at a greater danger to their owners than to their targets, but there were modern weapons, too. Some more affluent Arabs had a pistol tucked into their waist sashes. Ancient Mausers, unmistakable with a broom-handle grip and with the magazine in front of the trigger-guard, seemed a popular weapon, their sheer size, doubtless, affording some status. This proliferation of arms on Aden's doorstep, coupled with the general impoverished finances of their owners, gave rise to the ordnance smuggling activities which we were at pains to prevent.

Our Air Force accommodation was guarded continuously, but un-successfully, to prevent thefts. When these defences were breached, oddly enough, the targets were the brass caps on the countless fire-extinguishers. Again, this material could be recycled as weapons. A more serious incursion saw a successful raid on a major ordnance storage facility. This was situated inside an old fort. Within its stout walls ammunition was stored in caves blasted into the volcanic hill-side. The cave entrances were protected by prison type gates, made of steel bars and secured with king-size padlocks. Despite being individually checked every two hours through the night one morning's inspection revealed that a lock had been changed. When entry was obtained, word had it, that over two million rounds were missing! If that were not serious enough, many months later we learned that an A-bomb was probably stored at the fort at the time of the theft.

All the time I was at Aden I was aware that there was trouble 'up country'. I was not clued in as to the nature of the hostilities and to this day I am not sure what the fighting was about, unless it was Communist incursions we were resisting. North of Aden was the country of Yemen, closed tighter than a tin of sardines. The Yemeni lived to fight. Their society seemed medieval, locked in a time warp. Even their money was ancient. In the absence of a currency of their own they used Maria Theresa silver dollars.

A bullion ship had foundered off the coast hundreds of years earlier and the salvaged coinage had been used ever since. Their judicial system was outmoded, too. Photographs that filtered down from Yemen carried evidence of its barbarity. These showed punitive decapitations, with heads then displayed on poles to deter other wrong-doers. The widespread ownership of firearms and the inherent aggression of the people made Yemeni life as precarious as that in the wild-west of 75 years earlier. There were many flare-ups. One of note concerned two brothers who each brought their flock of goats to the stream to drink. Though there was no shortage of water each insisted that his animals should drink first. In the ensuing quarrel they shot and killed each other! It was against this warlike back-ground that our troops tried to keep the peace.

From time to time Aden based Army Intelligence officers would decide to reconnoitre the situation 'up country'. My involvement in this activity was simply to prepare a Land Rover for the expedition. The vehicle was fitted with communications gear, extra fuel carrying capacity and given a camouflage paint job. The officers were language graduates with not much sense except for a sense of adventure. Blacked-up and in Arab dress they would set off on solo trips to Yemen. I never knew one to take a gun on his expedition. Beer - yes, but gun - no. Strange that, for in my experience a rifle and cartridge bandolier seemed to be part on the Yemen national costume. Perhaps the officers' planned not to be confronted but some certainly were. One or two Land Rovers, when they were returned, had bullet holes in them.

Because there were no roads the only way North was to travel up the beach. When the officer figured he had gone far enough he would turn off and struggle inland to his area of interest. Here, he would hide the Land Rover in whatever cover he could find, to keep it from the prying eyes of any passing nomad, then carry out his intelligence gathering mission on foot. One chap hid his Land Rover so well that even he could not find it again. He had to make his own way back down the beach as best he could.

On one occasion my involvement with the Intelligence community extended beyond vehicle preparation. The powers that be had decided on a show of strength up country and had determined that a ground attack by our Vampire jets fitted the bill. Concern was raised at top level that, owing to the proximity of our troops, they needed protection from attack by friendly fire. Some ground markers, readily visible from the air, became an immediate priority. Nothing suitable was available in the R.A.F. stores. Then a M.C.P. of a brigadier, whose wife had recently had a baby, remembered the cheerful curtains in the Maternity ward at the military hospital. I was despatched to commandeer these, and stripped the ward of the bright chintzy screens which provided privacy around each of the twenty or so beds. 114 Maintenance Unit at Steamer Point boasted a fabric machining section in its workshops so the curtains were soon transformed into chains of saw-tooth markers and packed off to the 'front'. No doubt they served the purpose but I often wondered what impression they made on the Vampire pilots. They must have thought they were flying over a Selfridges remnant sale.

At another time in the campaign it was decided to mount a punitive strike against a village where some trouble had centred. But being British, of course, it was not considered sporting simply to send the Vampires and flatten the village in a surprise raid. Someone might get hurt. So leaflets were printed, advising the villagers of the date and time that our representatives would be calling, so that they might escape the Armageddon that was coming their way. The leaflets drops were carried out by Lincoln bomber which lumbered its way North and hopefully dropped its missives on the pre-selected village. Then, later, as the appointed hour approached, the villagers would clear out to a safe distance from where they could observe their homes being pulverised. When the dust had settled they would return to the village and start making bricks again.

The Yemeni did not appreciate the merciful role played out by the Lincolns and every rifleman took advantage of the low-level the bombers were obliged to fly to ensure the accuracy of the drop. I do not think ground rifle fire has downed an aircraft since the 50/50 possibility that Richtofen was shot from our trenches. However, on one leaflet drop, a lucky shot passed through a Lincoln's mid-section seat and gave the Navigator a very painful surprise. His hospital chart subsequently gave the location of his wound as 'Where the sun never shines'.

This injury to one of their fellows lent an added impetus to the follow-up air strike. On the way back from this mission one pilot came across a camel and rider making their way North. Doubtless, the rider had a rifle but he was severely out-gunned in this confrontation. The Vampire had four 20mm cannon, and a rocket that had been surplus to requirements at the village shindig. The Vampire circled back, drifted down to 50 feet or so, then buzzed the rider. The camel took off as though all the devils from Hell were in pursuit, and soon pitched its rider into the sand. The pilot's adrenalin was now in full flow. He banked round again and took up station some way astern of the retreating beast. Camels are stupid creatures; this one hadn't the sense to jink. It maintained its course and speed in an un-wavering straight line. The Vampire, nicely balanced now with full flap extended and wheels down to cut the speed, began to reel-in the camel. With the de Havilland Goblin engine throttled back to a murmur and the stick shaking between his knees as the Vampire hovered on the point of stalling, the pilot again adjusted his height before loosing off his remaining rocket.

Later, in the mess, he claimed a bullseye. In words more explicit than I may use here he maintained that his shot had achieved precise retribution for the embarrassing injury to the Lincoln's navigator. The pilot had made a further pass over the site but the camel must have been virtually vapourised. It had vanished without trace. His story must have been believed. Next day his ground-crew had painted a black silhouette of a camel under the Vampire's cockpit framing to signify his one and only kill. Me, I often wonder what happened to the camel's rider, and if walking North up the beach he ever came across one of the Intelligence officers walking South.



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4th February 1998

AIRPORT'S ANNUAL PASSENGER TOTAL HITS
RECORD OF 1,246,939
18% INCREASE OVER 1996 AND STILL CLIMBING

"Just under one and a quarter million people enjoyed the services and facilities of "Yorkshire's Own Airport" last year as passenger totals reached 1,246,939 for 1997" said Mr. Ed. Anderson, Managing Director of Leeds Bradford International Airport, when he announced the airport's record annual total passengers handled.

"More services, more convenience, less hassle and faster connections with international hub airports offering a world-wide range of flights are convincing increasing numbers of people, literally by the week, that Leeds Bradford can serve them better," he claimed.

The figures in the year's record total represented an increase of 18% on 1996, and early indications are that an even higher throughput will be achieved this year. Among others, over 700,000 business passengers now use the airport every year.

Competition between Aer Lingus and Ryanair on the busy Dublin route saw overall annual passenger traffic grow from 123,626 in 1996 to 175,818 last year - an increase of 42.2%.

PRESS RELEASE

December's total of 80,866 passengers was up 26% on the same month of the previous year. Domestic passengers totalled 31,937 (up 11%), with services to Southampton (up 55%) and Aberdeen (up 30%) doing particularly well. International Scheduled Service passengers totalled 27,093 (up 29%), and International Holiday Charter flight passengers reached 21,836 during the month, an increase of 48%.

All the airport's international scheduled routes showed very healthy passenger increases. KLM/AirUK's Amsterdam service, now jet-equipped, attracted 70% more passengers. Sabena's Brussels service, now using mainly jets, was up 35% and British Midland had 24% more passengers on its Paris service.

Passenger figures for scheduled flights during December included 17,795 who flew with British Midland; 9,387 with KLM/AirUK, 7,737 with Ryanair and 6,711 with Jersey European. The overall total of scheduled passengers in the month was just short of 60,000.

LEEDS BRADFORD AIRLINE REPORT - OCTOBER 1997

INBOUND DIVERSIONS

11	(Ex LBA Flt)	MAN	G-MAJA	BA41	ORK	BRT800
19	BAL063B	PMI	HUY	G-BYAH	B757	PMI BAL063A

REGULAR FLIGHTS

AEA231	AGP	05/EC-GGO	12/EC-GEO	19/DivNCL	26/EC-FJZ	
AEA611	PMI	04/EC-GPI	11/EC-GAZ	18/EC-FXQ	25/EC-FXQ	
AIH351	GRO	02/G-YJBM	09/G-SUEE	16/G-SUEE	23/G-YJBM	30/G-CRPH
AIH353	PMI	02/G-YJBM	09/G-SUEE	16/G-SUEE	23/G-YJBM	30/G-CRPH
AIH355	MAH	03/G-YJBM	10/G-SUEE	17/G-TMDP	24/G-TMDP	31/G-CRPH
AIH357	IBZ	03/G-YJBM	10/G-SUEE	17/G-TMDP	24/G-TMDP	
AIH359	ALC	04/G-YJBM	11/G-SUEE	18/G-TMDP	25/G-TMDP	
AIH361	PMI	04/G-YJBM	11/G-SUEE	18/G-TMDP	25/G-TMDP	
AIH363	LPA	04/G-YJBM	11/G-SUEE	18/G-TMDP	25/G-TMDP	
AIH365	AGP	05/G-YJBM	12/G-SUEE	19/G-TMDP	26/G-TMDP	
AIH367	PMI	05/G-YJBM	12/G-SUEE	19/G-TMDP	26/G-TMDP	
AIH371	FAO	05/C-GTDC	12/C-GTDC	19/DivMAN	26/C-GTDC	
AIH373	TFS	07/C-GTDC	14/G-SUEE	21/C-GTDC	28/C-GTDC	
AIH377	ADB	01/C-GTDC	08/C-GTDC	15/G-SUEE	22/C-GTDC	29/C-GTDC
AMM1148	PMI	21/G-OOAC	28/G-OOAA			
AMM1478	FAO	02/G-OOAA	09/G-OOAA	16/G-OOAD	23/G-OOAD	30/G-OOAB
BAL034A	GRO	04/G-BYAT	11/G-BYAW	18/G-BYAU		
BAL077A	PMI	05/G-BYAO	12/G-BYAW	19/G-BYAH	26/G-BYAR	
BAL089A	IBZ	03/G-BYAT	10/G-BYAW	17/G-BYAU	24/G-BYAH	31/G-BYAM
BAL148A	LPA	06/G-BYAO	13/G-BYAO	20/G-BYAH	27/G-BYAR	
BAL174A	REU	04/G-BYAT	11/G-BYAW	18/G-BYAU	25/G-BYAH	
BAL199A	RHO	09/G-BYAO	23/G-BYAH			
BAL217A	AGP	05/G-BYAT	12/G-BYAW	19/G-BYAO	26/G-BYAR	
BAL241A	PFO	01/G-BYAT	15/DivMAN	29/G-BYAR		
BAL260A	SKG	13/G-BYAO				
BAL268A	TFS	07/G-BYAO	21/G-BYAH			
BAL331A	CFU	14/G-BYAO	28/G-BYAR			
BAL423A	MAH	01/G-BYAT	08/G-BYAO	15/DivMAN	22/G-BYAH	
BAL491A	HER	06/G-BYAO	20/G-BYAH			
BAL506A	ALC	07/G-BYAO	14/G-BYAO	21/G-BYAH	28/G-BYAR	
BAL551A	PMI	09/G-BYAW	16/G-BYAL	23/G-BYAH	30/G-BYAM	
BAL571A	PMI	09/DivEMA	16/DivMAN	23/G-BYAH	30/G-BYAR	
FUA119	PMI	07/EC-FXP	14/EC-GNC			
SPP3194	PMI	04/EC-GKS	11/EC-GQG	18/EC-GNY	25/EC-GQG	
TSC205	YYZ	07/C-GTSN	14/C-GTSF	21/C-GTSE		

OTHER FLIGHTS

01	G-ZAPL	BA46	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
01	PH-DMB	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
01	G-ZAPL	BA46	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
01	G-OBMD	B733	BMA7JL/5LJ	f/t Heathrow	Lieu FK10

02	G-ZAPJ	AT42	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
02	PH-DMB	FK50	DNM8134/8135	f/t Gatwick	Lieu CFE AT42
02	G-ZAPJ	AT42	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
03	PH-DMB	FK50	DNM8134/8135	f/t Gatwick	Lieu CFE AT42
05	G-BVKD	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
05	G-BVKD	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
06	G-BVKD	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
06	G-BVKD	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
07	G-BWTL	AT72	CFE32LA/91LB	f/t Gatwick	Lieu AT42
07	G-BHHU	SH33	GIL222T/628E	Newcastle - Edinburgh	Lieu SH36
07	G-BHHU	SH33	GIL629E/271P	Edinburgh - Newcastle	Lieu SH36
08	G-APSA	DC6	AAG653/654	Coventry - Shannon	Cargo Charter
09	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
09	G-BVZE	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
10	PH-DMB	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
13	G-BTTP	BA46	UKA757/9503	f/t Amsterdam	Lieu FK10
15	G-BVZH	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
15	G-BVZH	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
15	G-BVZH	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
15	G-UKFE	FK10	UKA755/756	f/t Amsterdam	-
15	G-BVZE	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
15	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
16	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
16	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
16	PH-DMB	FK50	DNM8134/8135	f/t Gatwick	Lieu CFE AT42
20	G-BVTJ	AT72	CFE34LA/35LB	f/t Gatwick	Lieu AT42
20	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
20	G-BLZT	SH36	AWC25L	t Liverpool	Lieu AWC AT42
21	G-BWTL	AT72	CFE32LA/91LB	f/t Gatwick	Lieu AT42
21	PH-DMB	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
21	G-ATMJ	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
22	<u>G-OZBC</u>	EA32	MON134P/8134	Birmingham - Rome Ciampino	Passenger Charter
22	G-BVTK	AT72	CFE32LA/91LB	f/t Gatwick	Lieu AT42
22	PH-DMB	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
22	G-OZBC	EA32	MON8135/135P	Rome Ciampino - Birmingham	Passenger Charter
23	PH-DMC	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
24	<u>EJ-CNX</u>	B737	RYR152/153	f/t Dublin	-
24	PH-DMC	FK50	DNM34LA/35LB	f/t Gatwick	Lieu CFE AT42
24	G-ZAPJ	AT42	AWC939P/939A	Stansted - Biggin Hill	Leeds United FC
25	G-ZAPJ	AT42	AWC939B/939P	Biggin Hill - Stansted	Leeds United FC
26	<u>OO-DJW</u>	BA46	SAB701/702	f/t Brussels n/s	-
27	<u>OO-DJR</u>	BA46	SAB701/702	f/t Brussels n/s	-
27	G-BIUV	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
28	G-BIUV	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
29	G-AMPZ	DC3	AAG393/394	Coventry - Gothenburg Save	Freight Charter
29	<u>OO-DJS</u>	BA46	SAB701/702	f/t Brussels n/a	-
29	G-AYIM	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
31	G-OAKJ	BA31	AKL07/CFE21LB	Manchester - Gatwick	Lieu CFE AT42

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 1997

INBOUND DIVERSIONS

01	UKA789	AMS	HUY	G-UKTE	FK50	HUY	UKA9701
07	RYR442	DUB	LPL	EI-CNW	B737	LPL	RYR442A
15	(Ex LBA Fh)		MAN	G-MAJE	BA41	SNN	BRT860
27	UKA791	AMS	HUY	G-UKTG	FK50	AMS	UKA792A

REGULAR FLIGHTS

AEA226	TFS	07/EC-GMY	14/EC-FUT	21/EC-FEE	28/EC-FFK
AEA251	TFS	04/G-BXAW	11/EC-GLT	18/EC-GBX	25/EC-FFK
AEA253	ACE	06/EC-GGO	13/EC-FKI	20/EC-GNU	27/EC-FJZ
AEA259	LPA	03/EC-GFU	10/EC-FKI	17/EC-FJZ	24/EC-GNU
AIH359	ALC	01/G-RJGR	08/G-CSVS	15/G-CSVS	22/DivMAN
AIH365	AGP	02/G-DJAR	09/G-DJAR	16/G-DJAR	23/G-DJAR
AMC4209	MLA	04/9H-ABF	11/9H-ABF	18/9H-ABE	25/9H-ABF
BAL045A	ACE	05/G-BYAR	12/G-BYAR	19/G-BYAG	26/DivMAN
BAL068A	PMI	07/G-BYAR	14/G-BYAI	21/G-BYAG	28/G-BYAG
BAL232A	LPA	03/G-BYAR	10/G-BYAO	17/G-BYAG	24/DivMAN
BAL411A	TFS	07/G-BYAR	14/G-BYAI	21/G-BYAG	28/G-BYAG
BAL431A	ALC	06/G-BYAR	13/G-BYAR	20/G-BYAG	27/G-BYAG
BAL443A	ALC	04/G-BYAR	11/G-BYAO	18/G-BYAG	25/G-BYAG
BAL466A	AGP	06/G-BYAR	13/G-BYAR	20/G-BYAG	27/G-BYAG
FUA117	PMI	04/EC-FXQ	11/LX-LGG	18/EC-GOB	25/EC-FZT
VIV1609	AGP	02/EC-GGE	09/EC-GGE	16/EC-FFN	23/DivMAN

OTHER FLIGHTS

02	G-APEY	VC8	QAB-EY	Humberside - Local	Passenger Charter
02	G-APEY	VC8	QAB-EY	Local - Newcastle	Passenger Charter
02	G-APEY	VC8	QAB-EY	Newcastle -n/s06- Jersey	Passenger Charter
02	G-BWTM	AT72	CFE8138/21LB	Biggin Hill -n/s- Gatwick	Lieu AT42
03	<u>OO-DJX</u>	RJ85	SAB701/702	f/t Brussels	-
04	EC-GNU	B733	AEA249/296	Tenerife - Aberdeen	-
04	<u>OO-DJP</u>	RJ85	SAB701/702	f/t Brussels	-
05	<u>G-BPNT</u>	BA46	JEA734E/032E	f/t Bournemouth	Lieu JEA FK27
05	D-AELH	FK27	WDL308/909	Koln/Bonn - Merville	Freight Charter
05	G-JBAC	E110	DCT667	Norwich - Koln/Bonn	Freight Charter
06	G-APEY	VC8	QAB-EY	Jersey -n/s08- Glasgow	Passenger
06	G-ATMJ	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
09	<u>G-UKFO</u>	FK10	UKA753/754	f/t Amsterdam	-
09	<u>OO-DJL</u>	RJ85	SAB701/702	f/t Brussels	-
10	G-OOOA	B757	AMM242P/9242	Glasgow - Keflavik	Passenger Charter
10	G-BEJD	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
10	G-OOOA	B757	AMM9243/243P	Keflavik - Manchester	Passenger Charter
11	G-BIUV	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
12	G-OAKI	BA31	AKL09/92	Manchester - Rouen	Passenger Charter
12	G-BIUV	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
13	G-OAKI	BA31	AKL93/09	Rouen - Manchester	Passenger Charter

13	G-AYIM	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
14	G-BEJD	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
14	EC-GMY	B733	AEA242	Gatwick - Tenerife	Extra Schedule
16	G-VCED	EA32	AIH3792/792P	Dublin - Manchester	All Blacks RUFC
16	<u>OO-DJO</u>	RJ85	SAB701/702	f/t Brussels n/s	-
17	G-BUPS	AT42	BRT701P/116	Stansted - Aberdeen	Lieu BRT BA41
17	<u>F-GLGG</u>	EA32	ACF676	Glasgow - Malaga	Passenger Charter
17	G-BUPS	AT42	BRT117/MNX410	Aberdeen - Isle of Man	Lieu BRT BA41
17	G-OZBA	EA32	MON206P/9206	Manchester -n/s- Prague	Passenger Charter
17	G-BPDA	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
18	F-GLGG	EA32	ACF677	Malaga - Glasgow	Passenger Charter
18	<u>OO-DJY</u>	RJ85	SAB701/702	f/t Brussels n/s	-
18	G-OZBA	EA32	MON9207/9208	Prague -n/s- Venice	Passenger Charter
18	G-ATMJ	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
19	G-OZBA	EA32	MON9209/209P	Venice - Gatwick	Passenger Charter
19	G-ATMJ	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
20	G-BPDA	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
21	F-GLGG	EA32	ACF056/682	Birmingham -n/s- Malaga	Passenger Charter
21	G-BEJD	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
23	F-GLGG	EA32	ACF683/057D	Malaga - Stansted	Passenger Charter
23	<u>QQ-DIQ</u>	RJ85	SAB701/702	f/t Brussels n/s	-
24	G-BPNT	BA46	JEA031E/740	Bournemouth - Belfast City	Lieu JEA FK27
24	G-ISLE	SH36	BRT104/114	f/t Aberdeen	Lieu BA41
24	G-BPNT	BA46	JEA743/032E	Belfast City - Bournemouth	Lieu JEA FK27
24	G-BPDA	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
25	G-OBWB	BA11	BWL7709/7710	f/t Stansted	Passenger Charter
25	<u>QQ-DJT</u>	RJ85	SAB701/702	f/t Brussels n/s	-
25	G-ATMI	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
26	G-BPDA	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
27	G-ISLE	SH36	BRT106/114	Glasgow - Aberdeen	Lieu BA41
27	G-OSOE	HS74	AWC25P/25L	f/t Liverpool	Lieu AWC AT42
28	G-OOOB	B757	AMM926P/9266	Birmingham -n/s- Pisa	Passenger Charter
28	G-OSOE	HS74	AWC25P/25L	f/t Liverpool	Last mail operation
29	G-OOOB	B757	AMM9267/167P	Pisa - Liverpool	Passenger Charter

Aircraft making first visits are underlined.

THEY NOW REST IN PEACE

There were no pipers to play the Flowers of the Forest at Stonefall Commonwealth War cemetery, nor would a regimental band perform Elgar's Nimrod at the sombre setting which provides a last resting place for over 200 airmen who took off from Yorkshire's airfields for their last missions over occupied Europe in 1944.

At 11 a.m. I was a lone figure standing in silence by the grave of Sergeant J. R. Pollon, a 17-year-old air gunner who had travelled from his home in Canada to fight against Hitler and the Nazis in May, of that terrible year for thousands of young aircrew members, who flew into battle in Lancasters, Stirlings and Halifaxes.

Where was his base? Brief details of the teenager on his headstone fail to inform visitors. Had he flown from Topcliffe after spending the last night of his young life in the Busby Stoop pub, just down the road from the wartime Royal Air Force station. Or, had he shared a damp, cold Nissen hut with comrades at Marston Moor, or Skipton-on-Swale, or had he enjoyed the delights of Great Ouseburn's nightlife from his temporary home at Linton-on-Ouse?

And what of life's pleasures and experiences had Squadron Leader B E Wilmott, noted in his diary when at the age of 21 years, already a senior officer and pilot, he had taken a crew of six aviators across the sea and Northern Europe to drop high explosive and incendiary bombs on to people he did not know and would never know?

Aircraftmen Martin, aged 19, and P.C. Marshall both from Jamaica, were not aircrew and carried the lowliest of ranks, yet they, too, perished.

Why were they flying? Was their trip a joy ride that went tragically wrong? Were they testing an aircraft on which they had been working? Had they 'smuggled' themselves aboard, with friendly skipper turning a blind eye so that they could make an unofficial trip to see what a bombing raid was all about?

Wing Commander C.E.H.C. Macpherson has lain at rest in Stonefall since 1944. He was 53 years of age, far, far too old to be involved in active flying. How had he died -- was he, too, taking a trip to show that he could match the stamina of the brave young men he commanded?

Argentina had sent Sergeant Rodger to fight. He had left his home and wife Mary in Buenos Aires to fly as a gunner in a heavy bomber -- he was aged 29 years.

The headstone tells us that Pilot Officer Gerry Fitzsimmons was an air gunner in a Halifax from 158 squadron. His family still think of him, in Canada and in the United States

Who, we wonder, is 'Miss E.M. Storebank?' Her card, in a plastic cover, says that she has memories of Officer-Pilote Bertrand of the Royal Canadian Air Force -- he was 19 years old.

As I left Stonefall, a well-groomed memory to brave young men, a party from the British Legion descended upon the carefully mowed lawns, they had come to pay respects to the fallen after taking part in the Harrogate ceremony. With them was a member dressed in traditional Scottish kilt and sporrán-- did he have the pipes? Would the dead be honoured by the Flowers of the Forest?

Alan Tempest



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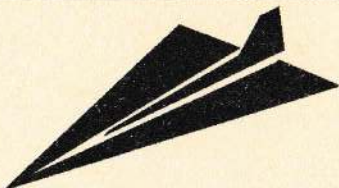
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