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

Further to my comments last month, the following newsletters have emerged from under years of dust (don't let the missis read that bit !) Copies of the following "Yorkshire Air News"/"Air Yorkshire" :- Vols 10, 11 and 12, Nov/Dec, 1974. However, the Air Yorkshire Newsletter Vol1 No1 did not appear until January 1975. So although the newsletter's first issue was not until 1/75 clear reference to Air Yorkshire is made in the Nov/Dec, 1974 publications. So 1999 IS our 25th Anniversary. These words may help some poor soul in 2024, when trying to establish Air Yorkshire's 50th Anniversary !!

We are thinking of reproducing copies of these old issues. Please let us know if you would like one - they will be approx. £1 each.

Our Treasurer reports that 25 members have not yet renewed their subscriptions. Therefore, if you cannot read this issue it is because you have not yet paid your subs !

Last month's issue saw two new contributors' features :- ' Bits and Bolts' by Mark Elliot and 'Rumour Mongers' by Harry Morrow. Both hope to have a regular slot. Harry is also hoping to arrange some visits for 1999, the first of which appears inside the back cover of this issue. Remember - if you want trips you have to support them.

We are still experiencing difficulty in finding speakers for meetings. However, things are looking up with Andy Rackham on Airport Radar in March and Karl Dawson on British Midland Ground Ops in April. Also a "special" in July - a B.A. B747 pilot with some freebies.

MEETINGS. (starting at 14.30)

7th March	Andy Rackham -	Airport Radar
11th April	Karl Dawson -	B.M.A. Ground Operations.
2nd May	t.b.a.	
6th June	t.b.a.	
4th July	BA	B747 Pilot.

CREDITS

The Regulars - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker, Harry Morrow , Mark Elliot , plus this month Alan Tempest and Colin Welford.

Leeds/Bradford Movements

January 1999

01 Friday

G-MONB Boeing 757	0628	EI-FKF Fokker 50	0839
00-DJQ Avro 146 RJ85	0947	G-UKFN Fokker 100	0951
EI-CNW Boeing 737	1002	G-BVZE Boeing 737 500	1233
EC-FJZ Boeing 737 300	1300	G-BYAI Boeing 757	1305
G-UKFJ Fokker 100	1416	G-SACK Robin R.2160	1447
EI-FKA Fokker 50	1734	G-JEAO BAe 146 100	1814
00-DJS Avro 146 RJ85	1858	G-UKFJ Fokker 100	1938
EI-CJG Boeing 737	2000	G-BVTG Fokker 70	2021
G-BVZE Boeing 737 500	2132	G-MONB Boeing 757	2136
00-DJP Avro 146 RJ85	2225	G-BYAI Boeing 757	2336

02 Saturday

G-OOAD Airbus 320	0355	EI-FKA Fokker 50	0837
G-BVZE Boeing 737 500	0905	G-UKFJ Fokker 100	1004
00-DJN Avro 146 RJ85	1009	EI-CNX Boeing 737	1021
G-BVTG Fokker 70	1121	G-BVKB Boeing 737 500	1237
G-JEAE Friendship	1251	G-UKFJ Fokker 100	1424
G-PIDS Boeing 757	1431	G-BVTG Fokker 70	1502
EI-FKC Fokker 50	1731	OE-LFG Fokker 70	1741
G-BPYO PA-28 Archer II	1807	G-JEAE Friendship	1816
G-BVKB Boeing 737 500	1821	G-UKFJ Fokker 100	1945

03 Sunday

EI-CNY Boeing 737	0906	G-BVKB Boeing 737 500	0916
G-UKFJ Fokker 100	0953	EC-GNZ Boeing 737 400	1004
G-JEAE Friendship	1158	G-BVKB Boeing 737 500	1251
G-MAJD Jetstream 41	1418	G-UKFJ Fokker 100	1441
G-JEAE Friendship	1503	00-DJN Avro 146 RJ85	1513
G-TSGJ PA-28 Archer II	1516	G-BVTG Fokker 70	1638
G-HAMA King Air 200	1656	G-MAJK Jetstream 41	1720
G-TMDP Airbus 320	1723	EI-FKD Fokker 50	1733
G-JEAE Friendship	1831	G-OBMX Boeing 737 500	1854
00-DWG Avro 146 RJ100	1925	G-UKFJ Fokker 100	2011
EI-CJI Boeing 737	2014	G-GNTI SAAB 340	2025
G-MAJK Jetstream 41	2034	G-BVTG Fokker 70	2059
G-JEAE Friendship	2150	G-OBMX Boeing 737 500	2210
00-DJX Avro 146 RJ85	2238		

04 Monday

G-BYAE Boeing 757	0637	EI-FKB Fokker 50	0847
G-OBMX Boeing 737 500	0919	G-JEAE Friendship	0936
G-GNTI SAAB 340	0944	G-UKFP Fokker 100	1002
EI-CJI Boeing 737	1015	G-BVTG Fokker 70	1102
G-BVKD Boeing 737 500	1255	G-MAJD Jetstream 41	1357
G-GNTI SAAB 340	1415	00-DJW Avro 146 RJ85	1442
G-UKFJ Fokker 100	1452	G-BVZE Boeing 737 500	1455
G-JEAE Friendship	1503	G-BVJB Fokker 100	1601
G-MAJD Jetstream 41	1707	EI-FKE Fokker 50	1725
G-GNTI SAAB 340	1744	G-BYAE Boeing 757	1803

G-BVZF Boeing 737 500	1816	G-JEAE Friendship	1822
OO-DJS Avro 146 RJ85	1913	G-UKFJ Fokker 100	1957
G-MAJD Jetstream 41	2034	G-BVJB Fokker 100	2047
EI-CNT Boeing 737	2139	G-BVZE Boeing 737 500	2144
EC-GHD Boeing 737 300	2148	OO-DJO Avro 146 RJ85	2224
ZG994 Islander AL.1	2249		
05 Tuesday			
G-RMCT Short 360	0221	G-00AB Airbus 320	0645
EI-FKF Fokker 50	0905	G-BVZE Boeing 737 500	0924
G-MAJK Jetstream 41	0928	G-GNTI SAAB 340	0936
G-JEAE Friendship	0939	G-ORJB Citation I	0947
G-BTHY JetRanger	0948	OO-DJT Avro 146 RJ85	0952
G-MAJB Jetstream 41	1001	G-UKFD Fokker 100	1006
G-RMCT Short 360	1008	EI-CKR Boeing 737	1015
G-BVTE Fokker 70	1109	G-BVZE Boeing 737 500	1237
G-BXMA King Air 200	1246	G-MAJB Jetstream 41	1359
G-UKFJ Fokker 100	1421	OO-DJX Avro 1146 RJ85	1445
G-JEAE Friendship	1458	G-OBMX Boeing 737 500	1511
G-MAJB Jetstream 41	1700	G-MAJK Jetstream 41	1720
EI-FKC Fokker 50	1725	G-GNTI SAAB 340	1727
G-OBMF Cessna 310K	1731	G-RMCT Short 360	1820
G-OBMX Boeing 737 500	1825	G-JEAE Friendship	1840
OO-DJW Avro 146 RJ85	1905	G-UKFJ Fokker 100	1939
EI-CNW Boeing 737	1959	G-MAJK Jetstream 41	2003
G-GNTI SAAB 340	2027	G-MAJB Jetstream 41	2031
G-BVTE Fokker 70	2048	G-00AB Airbus 320	2052
G-BYAE Boeing 757	2126	G-JEAE Friendship	2130
G-OBMX Boeing 737 500	2139	OO-DJY Avro 146 RJ85	2226
06 Wednesday			
G-RMCT Short 360	0156	N221GA Citation II	0825
EI-FKB Fokker 50	0845	G-HOPE F33A Bonanza	0853
G-BJDJ BAe 125 700B	0911	G-MAJK Jetstream 41	0919
G-JEAE Friendship	0923	G-OBMX Boeing 737 500	0934
G-GNTI SAAB 340	0938	G-RMCT Short 360	0944
G-MAJB Jetstream 41	0954	G-UKFB Fokker 100	0956
OO-DJT Avro 146 RJ85	1000	EI-CNY Boeing 737	1023
G-BVTE Fokker 70	1053	G-SACK Robin R.2160	1144
G-OBMX Boeing 737 500	1254	G-MAJB Jetstream 41	1359
G-UKFJ Fokker 100	1424	G-JEAE Friendship	1452
OO-DJZ Avro 146 RJ85	1512	G-OJTW Boeing 737 300	1524
G-MAJB Jetstream 41	1704	G-MAJK Jetstream 41	1719
G-GNTI SAAB 340	1725	EI-FKE Fokker 50	1730
G-BYAE Boeing 757	1750	G-OLDB PA-31 Navajo	1753
G-BVZE Boeing 737 500	1819	G-RMCT Short 360	1823
G-JEAE Friendship	1825	OO-DJX Avro 146 RJ85	1910
G-UKFJ Fokker 100	1951	EI-CNW Boeing 737	2011
G-GNTI SAAB 340	2016	G-MAJK Jetstream 41	2020
G-MAJB Jetstream 41	2028	G-BVTE Fokker 70	2037
G-00AB Airbus 320	2045	G-JEAE Friendship	2110
G-BVZE Boeing 737 500	2144	OO-DJS Avro 146 RJ85	2226
07 Thursday			
G-RIZT Short 360	0210	EI-FKA Fokker 50	0849
G-SOUL Cessna 310R	0903	G-MAJK Jetstream 41	0911
G-JEAE Friendship	0923	G-BVZE Boeing 737 500	0927
G-GNTI SAAB 340	0929	N220SC Cheyenne II	0935 1722(08)
G-BLZT Short 360	0945	G-MAJB Jetstream 41	0948
G-ORJB Citation I	1002	G-UKFP Fokker 100	1005

EI-CKR Boeing 737	1013	OO-DJG Avro 146 RJ85	1018
G-BVTE Fokker 70	1050	G-BNSR T67M Firefly	1133
G-BUDC T61F Venture	1219	G-BVZE Boeing 737 500	1234
G-BYAE Boeing 757	1325	G-MAJI Jetstream 41	1409
G-UKFJ Fokker 100	1438	G-OBMX Boeing 737 500	1453
G-JEAE Friendship	1501	OO-DJW Avro 146 RJ85	1509
G-MAJK Jetstream 41	1709	G-GNTI SAAB 340	1720
EI-FKE Fokker 50	1730	PH-MEX Citation VI	1732 0840(08)
G-JEAE Friendship	1811	G-OBMX Boeing 737 500	1817
G-BLZT Short 360	1828	OO-DJX Avro 146 RJ85	1906
G-UKFJ Fokker 100	1947	EI-CNW Boeing 737	1958
G-GNTI SAAB 340	2022	G-BVTE Fokker 70	2029
G-MAJK Jetstream 41	2039	G-JEAE Friendship	2121
G-OBMX Boeing 737 500	2139	G-BYAE Boeing 757	2208
OO-DJO Avro 146 RJ85	2227	G-OOAH Airbus 321	2307
08 Friday			
EI-FKF Fokker 50	0858	G-MAJK Jetstream 41	0919
G-OBMX Boeing 737 500	0922	G-JEAE Friendship	0932
G-BLZT Short 360	0947	OO-DJS Avro 146 RJ85	0956
G-TSGJ PA-28 Archer II	0958	G-UKFD Fokker 100	1005
EI-CJI Boeing 737	1017	G-PEAK JetRanger	1039
G-BVTE Fokker 70	1054	EC-GGO Boeing 737 300	1139
G-GNTI SAAB 340	1218	G-GNTB SAAB 340	1222
G-OBMX Boeing 737 500	1242	G-BYAE Boeing 757	1340
G-MAJK Jetstream 41	1359	G-ROWN King Air 200	1405
G-OOAB Airbus 320	1412	G-UKFJ Fokker 100	1431
G-BVKC Boeing 737 500	1447	G-BNOE PA-28 Warrior II	1452
OO-DJK Avro 146 RJ85	1457	G-JEAE Friendship	1507
G-GNTB SAAB 340	1614	G-MAJK Jetstream 41	1704
G-GNTI SAAB 340	1719	EI-FKA Fokker 50	1735
G-JEAE Friendship	1812	G-BVKC Boeing 737 500	1826
G-BLZT Short 360	1829	OO-DJW Avro 146 RJ85	1910
G-MAJM Jetstream 41	1915	G-UKFJ Fokker 100	1940
EI-CJG Boeing 737	2006	G-GNTI SAAB 340	2020
G-MAJK Jetstream 41	2025	G-BVTE Fokker 70	2046
G-JEAE Friendship	2118	G-BVKC Boeing 737 500	2137
G-MAJM Jetstream 41	2152	OO-DJS Avro 146 RJ85	2223
09 Saturday			
G-BYAE Boeing 757	0032	G-DASI Short 360	0220
G-OOAB Airbus 320	0352	EI-FKA Fokker 50	0904
G-BVKC Boeing 737 500	0942	G-UKFJ Fokker 100	1004
EI-CJG Boeing 737	1015	OO-DJZ Avro 146 RJ85	1019
G-BVTE Fokker 70	1119	G-KART PA-28 Warrior II	1233
G-BVKC Boeing 737 500	1239	G-UKFJ Fokker 100	1416
EI-FKF Fokker 50	1738	OE-LFJ Fokker 70	1748
G-BVKC Boeing 737 500	1819	G-JEAE Friendship	1822
G-UKFJ Fokker 100	1942	G-BVMA King Air 200	2130
10 Sunday			
G-000J Boeing 757	0721	G-BAVZ PA-23 Aztec	0907
EI-CKR Boeing 737	0909	G-BVKC Boeing 737 500	0921
G-UKFJ Fokker 100	0952	G-BBTK Cessna FRA150L	1208
G-BVKC Boeing 737 500	1241	G-BAVZ PA-23 Aztec	1328
VP-CPR Cessna 421C	1419	G-UKFJ Fokker 100	1424
OO-DJX Avro 146 RJ85	1441	G-BAIW Cessna F172M	1506
G-JEAE Friendship	1508	G-GNTI SAAB 340	1648
G-MAJM Jetstream 41	1707	EI-FKA Fokker 50	1734
G-JEAE Friendship	1830	G-BVKD Boeing 737 500	1834

G-AXTJ PA-28 Cherokee	1851	G-BUFH PA-28 Warrior II	1854
OO-DWH Avro 146 RJ100	1908	G-UKFJ Fokker 100	1953
EI-CJD Boeing 737	2004	G-MAJM Jetstream 41	2024
G-GNTI SAAB 340	2030	G-BVTE Fokker 70	2048
G-JEAE Friendship	2129	G-BVKD Boeing 737 500	2142
G-OOOJ Boeing 757	2151	OO-DJT Avro 146 RJ85	2237
11 Monday			
G-BYAF Boeing 757	0710	EI-FKC Fokker 50	0904
G-JEAE Friendship	0920	G-BVKD Boeing 737 500	0922
G-GNTI SAAB 340	0931	G-MAJM Jetstream 41	0940
G-BDKW Rockwell 112	0954	G-DASI Short 360	1000
G-MAJI Jetstream 41	1005	OO-DJV Avro 146 RJ85	1010
EI-COA Boeing 737	1012	G-BIYO PA-31 Navajo	1026
G-BWZG Robin R.2160	1042	G-UKFF Fokker 100	1057
N1069S King Air 200	1100	G-BVTE Fokker 70	1104
N829CB Citation II	1118	G-BBTK Cessna FRA150L	1211
EC-FKI Boeing 737 300	1235	G-BVKD Boeing 737 500	1238
G-OBLC B76 Duchess	1314	G-MAJM Jetstream 41	1358
G-GNTI SAAB 340	1412	OO-DJY Avro 146 RJ85	1445
G-BVKC Boeing 737 500	1451	G-UKFJ Fokker 100	1505
G-JEAE Friendship	1517	G-MAJM Jetstream 41	1706
G-MAJI Jetstream 41	1708	G-GNTI SAAB 340	1727
EI-FKE Fokker 50	1747	G-JEAE Friendship	1819
G-BVKC Boeing 737 500	1824	G-DASI Short 360	1826
G-BYAF Boeing 757	1830	OO-DJQ Avro 146 RJ85	1919
G-MAJI Jetstream 41	1954	G-UKFJ Fokker 100	2000
EI-CJH Boeing 737	2015	G-GNTI SAAB 340	2023
G-MAJM Jetstream 41	2028	G-BVTE Fokker 70	2054
G-JEAE Friendship	2110	G-BVKC Boeing 737 500	2135
OO-DJO Avro 146 RJ85	2226		
12 Tuesday			
G-DASI Short 360	0229	G-OAAA Airbus 320	0635
EI-FKC Fokker 50	0901	G-BVKC Boeing 737 500	0940
G-JEAE Friendship	0946	G-GNTI SAAB 340	0950
N220SC Cheyenne II	1019	G-MAJI Jetstream 41	1023
OO-DJW Avro 146 RJ85	1031	G-DASI Short 360	1035
EI-CKQ Boeing 737	1039	G-BJIR Citation II	1043
G-UKFB Fokker 100	1047	G-UKFR Fokker 100	1110
G-MAJM Jetstream 41	1127	G-BVTE Fokker 70	1230
G-BVKB Boeing 737 500	1323	G-MAJI Jetstream 41	1353
G-UKFJ Fokker 100	1437	OO-DJS Avro 146 RJ85	1452
G-JEAE Friendship	1500	G-BVZF Boeing 737 500	1515
G-DASI Short 360	1520	G-MAJI Jetstream 41	1702
G-MAJM Jetstream 41	1706	EI-FKA Fokker 50	1731
G-GNTI SAAB 340	1733	EC-EHC Falcon 20DC	1739 1934
G-JEAE Friendship	1818	G-BVZF Boeing 737 500	1830
G-DASI Short 360	1833	OO-DJR Avro 146 RJ85	1955
G-MAJM Jetstream 41	2000	G-OAAA Airbus 320	2019
G-GNTI SAAB 340	2023	G-MAJI Jetstream 41	2027
G-JEAE Friendship	2133	G-BVZF Boeing 737 500	2139
EI-CNY Boeing 737	2151	G-UKFG Fokker 100	2158
G-BVTE Fokker 70	2300		
13 Wednesday			
OO-DJY Avro 146 RJ85	0026	G-BYAI Boeing 757	0613
N459LJ Lear Jet 45	0759	EI-FKA Fokker 50	0846
G-MAJI Jetstream 41	0933	G-GNTI SAAB 340	0942
G-JEAE Friendship	0948	G-MAJM Jetstream 41	0951

G-BVZF Boeing 737 500	0955	G-DASI Short 360	0956
EI-CJI Boeing 737	1011	G-UKFA Fokker 100	1016
G-BBTK Cessna FRA150L	1116	OO-DJ7 Avro 146 RJ85	1127
G-BVTE Fokker 70	1134	G-BYAF Boeing 757	1221
G-SOUL Cessna 310R	1225	G-BVZI Boeing 737 500	1310
G-MAJM Jetstream 41	1357	G-UKFG Fokker 100	1445
OO-DWB Avro 146 RJ100	1449	G-BVKC Boeing 737 500	1458
G-JEAE Friendship	1505	G-MAJM Jetstream 41	1706
EI-FKC Fokker 50	1724	G-MAJI Jetstream 41	1727
G-GNTI SAAB 340	1737	G-BYAI Boeing 757	1811
G-BVKC Boeing 737 500	1828	G-DASI Short 360	1831
G-JEAE Friendship	1834	OO-DJN Avro 146 RJ85	1914
G-UKFG Fokker 100	1947	EI-CJD Boeing 737	1953
G-MAJI Jetstream 41	2006	G-MAJM Jetstream 41	2026
G-GNTI SAAB 340	2035	G-OOAA Airbus 320	2048
G-BVTE Fokker 70	2103	G-OACG PA-34 Seneca	2108 1443(14)
G-BVKC Boeing 737 500	2140	G-JEAE Friendship	2144
OO-DJR Avro 146 RJ85	2242		
14 Thursday			
G-BLZT Short 360	0242	EI-FKE Fokker 50	0852
G-MAJM Jetstream 41	0919	G-BVKC Boeing 737 500	0924
G-GNTI SAAB 340	0929	G-JEAE Friendship	0935
G-MAJI Jetstream 41	0938	G-UKFL Fokker 100	1003
EI-COA Boeing 737	1006	OO-DJT Avro 146 RJ85	1010
G-BNSR T67M Firefly	1147	G-BLZT Short 360	1150
G-BVTE Fokker 70	1239	G-BVKC Boeing 737 500	1246
G-BYAI Boeing 757	1322	G-BTKL MBB 105DB-4	1326
G-OBPL Bandeirante	1336 1709	G-MAJI Jetstream 41	1356
G-UKFB Fokker 100	1433	G-JEAE Friendship	1455
G-SFBH Boeing 737 300	1506	OO-DJY Avro 146 RJ85	1512
G-OOAA Airbus 320	1658	G-MAJM Jetstream 41	1708
G-MAJI Jetstream 41	1711	EI-PKB Fokker 50	1726
G-GNTI SAAB 340	1730	G-BLZT Short 360	1851
G-BVZF Boeing 737 500	1900	G-JEAE Friendship	1902
OO-DJO Avro 146 RJ85	1921	G-UKFB Fokker 100	1956
G-MAJM Jetstream 41	2008	G-GNTI SAAB 340	2033
G-MAJI Jetstream 41	2045	G-BVTE Fokker 70	2104
EI-CKS Boeing 737	2107	G-JEAE Friendship	2133
G-BVZF Boeing 737 500	2208	G-BYAI Boeing 757	2234
OO-DJS Avro 146 RJ85	2248		
15 Friday			
G-BLZT Short 360	0228	G-BVZF Boeing 737 500	0912
G-MAJI Jetstream 41	0928	G-JEAE Friendship	0949
G-MAJM Jetstream 41	0952	G-BLZT Short 360	0954
OO-DJL Avro 146 RJ85	0958	EI-CJD Boeing 737	1007
G-UKFF Fokker 100	1010	G-GNTI SAAB 340	1034
G-BVTE Fokker 70	1058	LX-LGG Boeing 737 400	1205
G-BVZF Boeing 737 500	1304	G-BYAI Boeing 757	1346
G-MAJM Jetstream 41	1401	G-UKFB Fokker 100	1448
G-JEAE Friendship	1500	OO-DJK Avro 146 RJ85	1502
G-BVZI Boeing 737 500	1528	G-MAJM Jetstream 41	1708
EI-FKE Fokker 50	1731	G-GNTI SAAB 340	1738
G-MAJI Jetstream 41	1740	G-JEAE Friendship	1816
G-BLZT Short 360	1833	G-BVZI Boeing 737 500	1853
OO-DJS Avro 146 RJ85	1929	G-UKFB Fokker 100	2003
EI-CJI Boeing 737	2010	G-BVTE Fokker 70	2043
G-MAJM Jetstream 41	2044	G-MAJI Jetstream 41	2049

	G-GNTI SAAB 340	2051		G-JEAE Friendship	2115
	G-BVZI Boeing 737 500	2221		OO-DJK Avro 146 RJ85	2324
16	Saturday				
	G-BYAI Boeing 757	0058		G-OOAD Airbus 320	0350
	G-BAML JetRanger	0734		EI-FKB Fokker 50	0835
	G-BTKL MBB 105DR-4	0902		G-BVZI Boeing 737 500	0916
	G-UKFB Fokker 100	1000		EI-CNW Boeing 737	1002
	OO-DJQ Avro 146 RJ85	1009		G-BPPM King Air 200	1110
	G-BVTE Fokker 70	1128		G-BVZI Boeing 737 500	1244
	G-OLDB PA-31 Navajo	1257		G-UKFB Fokker 100	1430
	G-CSNA Cessna 421C	1531	N/Res?	EI-CLJ Boeing 737	1726
	OE-LFI Fokker 70	1739		G-JEAE Friendship	1815
	G-BVZI Boeing 737 500	1821		G-UKFB Fokker 100	1949
17	Sunday				
	EI-CKS Boeing 737	0857		G-BVZI Boeing 737 500	0911
	G-UKFB Fokker 100	0952		G-BPON PA-34 Seneca	1015
	XZ309 Gazelle AH.1	1237		G-BVZI Boeing 737 500	1241
	OO-DJR Avro 146 RJ85	1454		G-UKFB Fokker 100	1507
	G-JETU Twin Squirrel	1620		G-GNTI SAAB 340	1647
	G-MAJM Jetstream 41	1709		EI-FKE Fokker 50	1730
	G-JEAE Friendship	1822		G-BVZF Boeing 737 500	1840
	OO-DWF Avro 146 RJ100	1902		G-UKFB Fokker 100	1949
	EI-CJE Boeing 737	2000		G-MAJM Jetstream 41	2032
	G-BVTE Fokker 70	2040		G-GNTI SAAB 340	2045
	G-MAJI Jetstream 41	2110		G-JEAE Friendship	2129
	G-NVZF Boeing 737 500	2154		OO-DJS Avro 146 RJ85	2226
18	Monday				
	G-BYAJ Boeing 757	0643		EI-FKD Fokker 50	0846
	G-MAJI Jetstream 41	0934		G-MAJM Jetstream 41	0942
	G-BVZF Boeing 737 500	0946		G-JEAE Friendship	0949
	G-GNTI SAAB 340	0954		G-VVPI Cessna 421C	0955
	OO-DJP Avro 146 RJ85	1004		G-UKFA Fokker 50	1014
	EI-CKP Boeing 737	1019		G-BLZT Short 360	1032
	G-BTHY JetRanger	1037		EC-FKJ Boeing 737 300	1245
	G-BVZF Boeing 737 500	1250		N2669D Cessna 340	1348 1518(20)
	G-BVTE Fokker 70	1410		G-GNTI SAAB 340	1423
	G-UKFB Fokker 100	1439		OO-DJN Avro 146 RJ85	1449
	G-OBMR Boeing 737 500	1454		G-JEAE Friendship	1458
	G-MAJA Jetstream 41	1627		G-MAJM Jetstream 41	1708
	EI-FKF Fokker 50	1724		G-GNTI SAAB 340	1729
	G-JEAE Friendship	1806		G-BYAJ Boeing 757	1816
	G-OBMR Boeing 737 500	1829		N220SC Cheyenne II	1835
	G-BLZT Short 360	1904		OO-DJY Avro 146 RJ85	1913
	G-UKFB Fokker 100	1945		G-MAJM Jetstream 41	2000
	EI-COA Boeing 737	2008		PH-IDA PA-31 Navajo	2023 2144
	G-GNTI SAAB 340	2029		G-MAJA Jetstream 41	2038
	G-BVTE Fokker 70	2056		G-JEAE Friendship	2116
	G-OBMR Boeing 737 500	2156		OO-DJN Avro 146 RJ85	2235
19	Tuesday				
	G-OOAD Airbus 320	0642		N435JL Lear Jet 35	0724
	EI-FKD Fokker 50	0851		G-MAJA Jetstream 41	0924
	G-OBMR Boeing 737 500	0931		G-JEAE Friendship	0937
	G-MAJM Jetstream 41	0949		G-BLZT Short 360	0957
	G-UKFI Fokker 100	1003		EI-CKP Boeing 737	1008
	G-GNTI SAAB 340	1017		OO-DJQ Avro 146 RJ85	1020
	G-BVTE Fokker 70	1046		G-BLTT T67B Firefly	1249
	G-OBMR Boeing 737 500	1251		F-BRNO King Air B90	1303 1632

G-SFTZ T67M Firefly	1305		G-MAJM Jetstream 41	1349
XZ335 Gazelle AH.1	1405		G-UKFB Fokker 100	1425
G-JEAG Friendship	1459		OO-MJE BAE 146 200	1502
G-BLZT Short 360	1505		G-BVZF Boeing 737 500	1509
G-MAJM Jetstream 41	1657		G-MAJA Jetstream 41	1711
EI-FKA Fokker 50	1719		G-GNTI SAAB 340	1724
G-JEAG Friendship	1805		G-BVZF Boeing 737 500	1827
G-BLZT Short 360	1833		G-OOAD Airbus 320	1838
OO-DJK Avro 146 RJ85	1913		G-UKFB Fokker 100	1955
EI-CNV Boeing 737	1959		G-MAJA Jetstream 41	2012
G-GNTI SAAB 340	2019		G-MAJM Jetstream 41	2037
G-BVTE Fokker 70	2046		G-JEAG Friendship	2106
G-BYAH Boeing 757	2139		G-BVZF Boeing 737 500	2142
OO-DJW Avro 146 RJ85	2234			
20 Wednesday				
G-UKFL Fokker 100	DIV 0025		N321GN Citation II	0802 1314(21)
F-BVET King Air 200	0810	1434	G-ETHY JetRanger	0851
EI-FKA Fokker 50	0852		G-BVZF Boeing 737 500	0917
G-MAJA Jetstream 41	0926		G-BUMP PA-28 Archer II	0935
G-BAVZ PA-23 Aztec	0938		G-GNTI SAAB 340	0942
G-JEAG Friendship	0945		G-MAJM Jetstream 41	0948
G-BLZT Short 360	0952		G-UKFR Fokker 100	0957
OO-DJR Avro 146 RJ85	0959		EI-CNW Boeing 737	1007
N54JA Lear Jet 35	1027	1631(21)	G-BWZG Robin R.2160	1056
G-BVTE Fokker 70	1059		G-UVIP Cessna 421C	1241
G-BVZF Boeing 737 500	1245		G-LOFM Maule MX.7 180A	1259 1508
G-WYPA MBB 105DBS/4	1352		G-MAJM Jetstream 41	1353
G-UKFB Fokker 100	1427		OO-DJY Avro 146 RJ85	1442
G-BVZI Boeing 737 500	1444		G-JEAE Friendship	1455
HA-ACL Dornier 28D-2	1511		VP-CFG Citation I	1542
G-ORJB Citation I	1649		G-MAJM Jetstream 41	1704
G-MAJA Jetstream 41	1711		EI-FKF Fokker 50	1722
G-BYAH Boeing 757	1745		F-BRNO King Air B90	1802 1859
G-BVZI Boeing 737 500	1815		G-GNTI SAAB 340	1817
G-BLZT Short 360	1829		VP-CFG Citation I	1835
OO-DJS Avro 146 RJ85	1904		G-CTWW PA-34 Seneca	1938 2034
G-UKFB Fokker 100	1950		G-MAJA Jetstream 41	1959
EI-COA Boeing 737	2007		G-MAJM Jetstream 41	2029
G-OOAD Airbus 320	2039		G-BVTE Fokker 70	2045
G-JEAE Friendship	2127		G-GNTI SAAB 340	2133
G-BVZI Boeing 737 500	2137		G-JEBD BAE 146 300	2150
OO-DJX Avro 146 RJ85	2220			
21 Thursday				
G-OLAH Short 360	0219		EI-FKF Fokker 50	0843
G-MAJA Jetstream 41	0937		G-GNTI SAAB 340	0939
G-BVZI Boeing 737 500	0945		G-OLAH Short 360	0949
G-UKFB Fokker 100	0953		OO-DJO Avro 146 RJ85	0957
EI-COA Boeing 737	1007		G-SOUL Cessna 310R	1033
G-BVTE Fokker 70	1102		G-BNXX TB-20 Trinidad	1129
G-BONT T67M Firefly	1250		G-LFSC PA-28 Cherokee	1255
G-BYAH Boeing 757	1319		G-BNSR T67M Firefly	1326
G-LEEZ LongRanger	1339		G-MAJA Jetstream 41	1359
G-BWZG Robin R.2160	1410		G-OBPL Bandeirante	1431
OO-DJW Avro 146 RJ85	1458		G-SACR PA-28 Cadet	1458
G-JEAE Friendship	1503		G-BVZI Boeing 737 500	1507
G-UKFB Fokker 100	1525		N435JL Lear Jet 35	1600
N95UT Sikorsky S-76	1601		G-AYMK PA-28 Cherokee	1646

G-MAJA	Jetstream 41	1658	G-OOAD	Airbus 320	1714
G-MAJM	Jetstream 41	1716	G-GNTI	SAAB 340	1722
EI-FKA	Fokker 50	1726	HA-ACL	Dornier 28D-2	1759
G-BOUK	PA-34 Seneca	1809	G-JEAE	Friendship	1822
G-OLAH	Short 360	1825	G-BVTE	Fokker 70	1902
OO-DJY	Avro 146 RJ85	1912	G-UKFB	Fokker 100	1954
G-MAJM	Jetstream 41	2001	G-GNTI	SAAB 340	2019
G-MAJA	Jetstream 41	2028	EI-COA	Boeing 737	2031
G-JEAE	Friendship	2115	G-BVZI	Boeing 737 500	2147
G-BYAH	Boeing 757	2200	OO-DJZ	Avro 146 RJ85	2233
G-BVTE	Fokker 70	2247			
22	Friday				
G-OLAH	Short 360	0222	G-BAVZ	PA-23 Aztec	0844
EI-FKA	Fokker 50	0847	G-MAJA	Jetstream 41	0918
G-JEAE	Friendship	0927	G-MAJM	Jetstream 41	0941
G-OLAH	Short 360	0954	OO-DJW	Avro 146 RJ85	0958
EI-CKS	Boeing 737	1014	G-GNTI	SAAB 340	1053
G-BVZI	Boeing 737 500	1056	G-BVTE	Fokker 70	1129
G-BIYO	PA-31 Navajo	1141	EC-GYK	Boeing 737 400	1205
G-BCKV	Cessna FRA150L	1228	G-BYAH	Boeing 757	1254
G-BPYO	PA-28 Archer II	1346	G-MAJM	Jetstream 41	1354
G-BAVZ	PA-23 Aztec	1434	N95UT	Sikorsky S76	1435
G-UKFC	Fokker 100	1451	N459LJ	Lear Jet 45	1508
G-GNTI	SAAB 340	1511	G-JEAE	Friendship	1512
OO-DJY	Avro 146 RJ85	1528	G-BVZH	Boeing 737 500	1552
G-BNOE	PA-28 Warrior II	1624	G-IFLP	PA-34 Seneca	1631
G-MAJM	Jetstream 41	1706	G-MAJA	Jetstream 41	1709
EI-FKD	Fokker 50	1724	G-BGXS	PA-28 Dakota	1738
G-GNTI	SAAB 340	1811	G-JEAE	Friendship	1815
G-CTWW	PA-34 Seneca	1832	G-OLAH	Short 360	1834
OO-DJP	Avro 146 RJ85	1941	EI-CJC	Boeing 737	2006
G-MAJA	Jetstream 41	2014	G-BVTE	Fokker 70	2031
G-MAJM	Jetstream 41	2034	G-GNTC	SAAB 340	2114
G-JEAE	Friendship	2120	G-BBTJ	PA-23 Aztec DIV	2143
G-BVZF	Boeing 737 500	2204	OO-DJY	Avro 146 RJ85	2336
G-BYAH	Boeing 757	2350			
23	Saturday				
G-OOAD	Airbus 320	0437	EI-FKD	Fokker 50	0839
G-BVZF	Boeing 737 500	0912	OO-DJQ	Avro 146 RJ85	0956
EI-CNV	Boeing 737	1015	G-UKFC	Fokker 100	1119
VP-CCT	King Air C90	1133	G-BVTE	Fokker 70	1206
G-KWLI	Cessna 421C	1233	G-BVZF	Boeing 737 500	1239
XZ590	Sea King HAR.3	1430	G-UKFC	Fokker 100	1519
G-RVRD	PA-23 Aztec	1613	G-KKES	TB-20 Trinidad	1625
EI-FKA	Fokker 50	1729	OE-GSC	Falcon 10	1805
G-JEAG	Friendship	1809	G-BVZF	Boeing 737 500	1814
G-CVYG	Airbus 320	1834	G-KWLI	Cessna 421C	1841
G-UKFC	Fokker 100	1936			
24	Sunday				
G-CVYG	Airbus 320	0023	EI-CJC	Boeing 737	0900
G-BVZF	Boeing 737 500	0917	G-UKFC	Fokker 100	0951
G-BVZI	Boeing 737 500	1235	G-ARKJ	V35 Bonanza	1256
G-UKFC	Fokker 100	1421	OO-DJS	Avro 146 RJ85	1508
G-BLZT	Short 360	1548	G-MAJA	Jetstream 41	1601
G-MAJM	Jetstream 41	1708	G-GNTC	SAAB 340	1713
EI-FKD	Fokker 50	1727	G-BVKD	Boeing 737 500	1833
G-JEAG	Friendship	1839	G-BYAD	Boeing 757	1902

	00-DWA Avro 146 RJ100	1931		G-UKFC Fokker 100	2003
	EI-CKP Boeing 737	2006		G-MAJM Jetstream 41	2034
	G-GNTI SAAB 340	2037		G-BVTE Fokker 70	2041
	G-BVKD Boeing 737 500	2148		G-JEAG Friendship	2226
	00-DJW Avro 146 RJ85	2230			
25	Monday				
	EI-FKB Fokker 50	0844		G-MAJM Jetstream 41	0939
	G-JEAG Friendship	0943		G-GNTI SAAB 340	0958
	G-BLZT Short 360	1000		G-BVKD Boeing 737 500	1004
	00-DJK Avro 146 RJ85	1005		G-MAJA Jetstream 41	1011
	EI-CJD Boeing 737	1016		G-BVTE Fokker 70	1110
	G-BSNR BAe 146 300	1136		G-BVKD Boeing 737 500	1323
	ZJ259 Squirrel HT.1	1358	1534	G-MAJA Jetstream 41	1359
	G-GNTI SAAB 340	1433		G-JEAG Friendship	1455
	00-DJP Avro 146 RJ85	1503		G-BVZI Boeing 737 500	1533
	G-UKFC Fokker 100	1545		G-MAJA Jetstream 41	1707
	G-MAJM Jetstream 41	1718		G-GNTI SAAB 340	1728
	EI-FKE Fokker 50	1736		G-BULH Cessna 172N	1738
	G-BYAD Boeing 757	1755		G-OBPL Bandeirante	1825
	G-BVZI Boeing 737 500	1829		G-BLZT Short 360	1837
	G-JEAG Friendship	1911		00-DJN Avro 146 RJ85	1918
	G-UKFC Fokker 100	1945		EI-CKP Boeing 737	1958
	G-MAJM Jetstream 41	2001		G-MAJA Jetstream 41	2013
	G-GNTI SAAB 340	2032		G-BVTE Fokker 70	2049
	G-BVZI Boeing 737 500	2137		G-JEAG Friendship	2159
	00-DJW Avro 146 RJ85	2238			
26	Tuesday				
	G-BYAO Boeing 757	0206		G-OOAC Airbus 320	0657
	N459LJ Lear Jet 45	0754		EI-FKE Fokker 50	0851
	G-MAJM Jetstream 41	0922		G-BVZI Boeing 737 500	0924
	G-JEAG Friendship	0927		G-MAJA Jetstream 41	0938
	G-GNTI SAAB 340	0944		G-BLZT Short 360	0947
	EI-CJG Boeing 737	1001		G-UKAG BAe 146 300	1006
	00-DJT Avro 146 RJ85	1009		G-BWOM Citation II	1045
	G-BVTE Fokker 70	1051		G-BVZI Boeing 737 500	1234
	XZ311 Gazelle AH.1	1303		G-MAJA Jetstream 41	1407
	G-UKFC Fokker 100	1421		00-DJK Avro 146 RJ85	1454
	G-BVZE Boeing 737 500	1456		G-JEAG Friendship	1502
	G-MAJM Jetstream 41	1710		N220SC PA-31T Cheyenne	1713
	G-MAJA Jetstream 41	1727		G-GNTI SAAB 340	1733
	EI-FKC Fokker 50	1744		G-JEAG Friendship	1815
	G-BVZE Boeing 737 500	1831		G-BLZT Short 360	1838
	00-DJO Avro 146 RJ85	1907		G-OOAC Airbus 320	1910
	G-UKFC Fokker 100	1941		EI-CNV Boeing 737	1955
	G-MAJM Jetstream 41	1959		G-MAJA Jetstream 41	2024
	G-BVTE Fokker 70	2041		G-JEAG Friendship	2119
	G-GNTI SAAB 340	2155		G-BYAD Boeing 757	2201
	G-BVZE Boeing 737 500	2205		00-DJQ Avro 146 RJ85	2230
27	Wednesday				
	EI-FKC Fokker 50	0849		G-JEAG Friendship	0925
	G-BVZE Boeing 737 500	0930		G-MAJM Jetstream 41	0939
	G-BLZT Short 360	0940		G-MAJA Jetstream 41	0946
	N624BP Gulfstream III	0952	1318	G-GNTI SAAB 340	0954
	G-BSNR BAe 146 300	1001		00-DJS Avro 146 RJ85	1013
	G-BVTE Fokker 70	1050		EI-CKP Boeing 737	1132
	XS728 Dominie T.2	1204	1339	G-OCTU PA-28 Cadet	1232
	G-BVZE Boeing 737 500	1248		A6-ESH Boeing 737	1314 1342

G-MAJA Jetstream 41	1352	G-BVKD Boeing 737 500	1452
G-JEAG Friendship	1502	OO-DJY Avro 146 RJ85	1512
G-MAJA Jetstream 41	1702	G-MAJM Jetstream 41	1707
EI-FKF Fokker 50	1727	G-GNTI SAAB 340	1741
G-BYAD Boeing 757	1744	G-JEAG Friendship	1818
G-BVKD Boeing 737 500	1841	G-BLZT Short 360	1845
OO-DJS Avro 146 RJ85	1920	EI-CNV Boeing 737	2007
G-MAJM Jetstream 41	2010	G-MAJA Jetstream 41	2034
G-GNTI SAAB 340	2046	G-BVTE Fokker 70	2058
G-UKFG Fokker 100	2101	G-JEAG Friendship	2112
G-OOAC Airbus 320	2128	G-BVKD Boeing 737 500	2201
OO-DJZ Avro 146 RJ85	2226		
28 Thursday			
EI-FKF Fokker 50	0850	G-BVKD Boeing 737 500	0930
G-JEAG Friendship	0934	G-MAJA Jetstream 41	0936
G-MAJM Jetstream 41	0940	G-BLZT Short 360	0943
N309FX CL604 Challenger	0953 1909	G-GNTI SAAB 340	0956
OO-DJS Avro 146 RJ85	1008	EI-CNX Boeing 737	1012
G-BSNR BAe 146 300	1016	G-BVTE Fokker 70	1131
G-BULH Cessna 172N	1156	G-TOYZ JetRanger	1219
G-BVKD Boeing 737 500	1301	G-OBAY JetRanger	1303
G-BYAD Boeing 757	1335	G-BIHE Cessna FA152	1337
G-OBPL Bandeirante	1337	G-MAJA Jetstream 41	1354
G-UKFK Fokker 100	1432	G-BRPU B76 Duchess	1446
G-OJTW Boeing 737 300	1459	OO-DJY Avro 146 RJ85	1514
G-JEAG Friendship	1541	G-MAJM Jetstream 41	1704
G-MAJA Jetstream 41	1710	G-OOAC Airbus 320	1719
G-GNTI SAAB 340	1727	EI-FKC Fokker 50	1735
G-OAKJ Jetstream 31	1833	G-JEAG Friendship	1835
G-BLZT Short 360	1837	G-BVZE Boeing 737 500	1841
OO-DJR Avro 146 RJ85	1935	EI-CJD Boeing 737	2003
G-MAJM Jetstream 41	2013	G-UKFB Fokker 100	2015
G-GNTI SAAB 340	2022	G-MAJA Jetstream 41	2030
G-BVTE Fokker 70	2036	G-JEAG Friendship	2120
G-BVZE Boeing 737 500	2147	G-BYAD Boeing 757	2159
OO-DJX Avro 146 RJ85	2235		
29 Friday			
G-BLZT Short 360	0250	G-BRPU B76 Duchess	0832
EI-FKB Fokker 50	0848	G-BVZE Boeing 737 500	0918
G-MAJA Jetstream 41	0924	G-JEAG Friendship	0927
G-MAJM Jetstream 41	0942	G-GNTI SAAB 340	0946
G-UKSC BAe 146 300	0954	G-BLZT Short 360	0958
OO-DJO Avro 146 RJ85	1012	EI-CJD Boeing 737	1014
G-BVTE Fokker 70	1115	EC-GRX Boeing 737 400	1220
G-BVZE Boeing 737 500	1245	G-BYAD Boeing 757	1337
G-MAJM Jetstream 41	1407	G-UKFH Fokker 100	1435
G-GNTI SAAB 340	1443	OO-DJZ Avro 146 RJ85	1501
G-SMDB Boeing 737 300	1503	G-JEAG Friendship	1511
G-MAJA Jetstream 41	1703	EI-FKF Fokker 50	1731
G-SKYL Cessna 182S	1735	G-MAJM Jetstream 41	1742
OO-DJT Avro 146 RJ85	1906	G-UKFH Fokker 100	1948
EI-CNV Boeing 737	2016	G-BVTE Fokker 70	2047
G-MAJM Jetstream 41	2054	OO-DJR Avro 146 RJ85	2231
G-SMDB Boeing 737 300	2239		
30 Saturday			
G-BYAD Boeing 757	0020	G-ZAPK BAe 146 200QC	0654
EI-FKF Fokker 50	0847	G-SMDB Boeing 737 300	0914

00-DJN Avro 146 RJ85	1001	G-OAKJ Jetstream 31	1017
EI-CNV Boeing 737	1020	G-ZAPK Bae 146 200QC	1046
G-CNTI SAAB 340	1106	N797HG PA-46 Malibu	1123 1826(31)
G-BVTE Fokker 70	1143	G-JEAG Friendship	1148
G-BVZE Boeing 737 500	1236	G-NOIR Bell 222	1402
G-UKFH Fokker 100	1417	G-BLZT Short 360	1427
EI-FKA Fokker 50	1727	G-BVZE Boeing 737 500	1813
G-JEAG Friendship	1817	OE-LFI Fokker 70	1848
G-UKFH Fokker 100	1938		
31 Sunday			
EI-CJD Boeing 737	0903	G-BVZE Boeing 737 500	0911
G-UKFH Fokker 100	0952	G-BVZE Boeing 737 500	1238
G-UKFH Fokker 100	1421	00-DJV Avro 146 RJ85	1439
G-JEAG Friendship	1502	G-GNTI SAAB 340	1712
G-MAJM Jetstream 41	1717	G-TSGJ PA-28 Archer II	1733
EI-FKB Fokker 50	1742	G-JEAG Friendship	1821
G-BVZE Boeing 737 500	1824	00-DWG Avro 146 RJ100	1855
G-UKFH Fokker 100	1945	EI-CJC Boeing 737	1957
G-MAJM Jetstream 41	2025	G-GNTI SAAB 340	2030
G-BVTE Fokker 70	2046	G-MAJA Jetstream 41	2111
G-JEAG Friendship	2127	G-BVZE Boeing 737 500	2144
00-DJS Avro 146 RJ85	2214		

From & To

04) ZG994/Alder Grove; 06) N221GA/Cranfield; 07) N220SC/F & T Guernsey; PH-MEX/EMA-Cardiff; 10) VP-CPR/Guernsey; 11) N1069S/Blackpool; N829CB/Prestwick-Blackpool; 12) N220SC/Guernsey; EC-EHC/Barcelona-Valencia; 13) N459LJ/F & T Jersey; 17) XX309/Shawbury; 18) N2669D/Friedrichshaven-Lille; N220SC/Biggin Hill; PH-IDA/F & T Rotterdam; 19) N435JL/Keflavik-Venice; F-BRNO/Valenciennes-Strasbourg; XZ335/York; 20) N321GN/Jersey; F-BVET/Poutivy; N54JA/Gander-Shannon; HA-ACL/Hibbaldstowe; VP-CFG/Oxford-Blackpool & return; F-BRNO/Strasbourg; 21) N435LJ/Venice; N95UT/Teesside; HA-ACL/Biggin Hill; 22) N95UT/Rochester-Edinburgh; N459LJ/Southampton; 23) VP-CCT/Bournemouth; XZ590/Leconfield; OE-GSC/Oporto; 25) ZJ259/F & T Shawbury; 26) N459LJ/Jersey; XZ311/York; N220SC/Biggin; 27) N624BP/Limoges-Barcelona; XS728/F & T Cranwell; A6-ESH/Exeter-Gatwick; 28) N309FX/F & T Dublin; 30) N797HG/Luxembourg;

Overshoots

05) XX434/CWL67; 06) ZF203/LOP20; 11) ZF207/LOP40; ZF136/LOP21; 13) ZF413/LOP46; ZF147/LOP52; ZF512/LOP47; 14) G-BNOH; 16) G-SFHR; 19) XX494/CWL77; 20) XX247/LEE79; XX543/UAX97; 21) G-BRGN; 22) XX496/CWL45; 24) G-SJAB; 27) XX499/CWL04; XZ298/Army467; 28) G-SFHR; 29) ZA704/SHP392;

LBA movements review, January 1999

We had to wait until the 6th for our first non airliner foreigner of the year, it turned out to be Citation II N221GA which arrived from Cranfield. Making its first visit of the year on the 7th was the Guernsey based Cheyenne N220SC, it was also noted on the 12th, 18th and 26th using the call sign "Sark 01". The Martinair Citation VI PH-MEX was "Martinair 4897" on the 7th when it was from East Midland Airport to Cardiff. Cessna 421C VP-CPR has only made one visit this month, on the

10th it came from its base at Guernsey. King Air 200 N1069S arrived on the 11th from Blackpool where it has been in storage for some time, it went straight into the Multiflight hangar where it is reported to be due for VP- registration as a temporary replacement for the crashed Citation VP-CKM at Gamston. The crew ferry for the flight was Citation II N829CB which was from Prestwick to Blackpool.

A rare Spanish biz-jet on the 12th was Falcon 20DC EC-EHC of Audeli SA which was from Barcelona to Valencia as "Audeli 533-534". Lear Jet 45 N459LJ made no less than four visits during the month, on the 13th, 19th, 22nd and 26th using its call-sign "Stealth" with various numbers. The American registered Cessna 340 N2669D on the 18th was from Friedrichshaven to Lille so it could be based anywhere. The same day saw Navajo PH-IDA from and to Rotterdam as "Tulip 4A-B". King Air B-90 F-BRNO visited from Valenciennes to Strasbourg on the 19th then returned on the 20th from Strasbourg, the 19th also saw Lear Jet 35 N435JL arriving from the USA via Keflavik and departing to Venice. Citation II N321GN on the 20th must have been on loan when it visited from Jersey as "Stealth 551", another Citation that day was VP-CFG on a flight from Oxford to Blackpool and return whilst Lear Jet 35 N54JA came from Gander to Shannon, King Air 200 F-BVET was from Poutivy and the Winq Glider Do28D HA-ACL arrived from its base at Hibaldstowe for a night stop before going down to Biggin.

Lear Jet N435JL came back from Venice on the 21st and was noted night stopping with Multiflight for some maintenance. Sikorsky S-76 N950T was calling "JCB 5" when it visited on the 21st and the following day it was "JCB 3". The Corgi Toys King Air C90 VP-CCT was from Bournemouth on the 23rd whilst the Tyrolean Jet Svs Falcon 20 OE-GSC came from Oporto. Two nice ones on the 27th were the Gulfstream III N624BP of Ziff Aircraft Svs which was from Limoges to Barcelona and private Boeing 737 200 A6-ESH from Exeter to Gatwick as "Sharjah 1". From and to Dublin on the 28th was Canadair CL604 Challenger N309FX and the last foreigner to visit in January was our regular PA-46 Malibu N797HG which arrived from Luxembourg.

Not much to inspire us in the military this month, the Islander AL.1 ZG994 is one of the Belfast based ones and it came from there as "Army 452" on the 4th. Three Gazelles were XZ309 as "Army 329" on the 17th, XZ335 as "Army 368" on the 19th and XZ311 as "Army 325" on the 26th. Sea King XZ590 was "SRG 128" from Leconfield on the 23rd. ZJ259 was one of the new Squirrel HT.1's on the 25th, calling "SYS 42" when it was from and to Shawbury. For some reason the Dominie T.2 XS728 actually landed on the 27th when it came from Cranwell as "CWL 88".

Positioning in on the 7th as "AMM 616P" was the newest Air 2000 Airbus 321 which is G-OAAH. Luxair's Boeing 737 400 LX-LGG operated the "AEA 225" for Air Europa on the 15th. On the 19th we had a rare visit from the DAT BAe 146 200 OO-MJE on the "Sabena 699" from Brussels. Tyrolean were running so late on the 23rd that they had to borrow the new Airbus 320 G-CVYG from Caledonian, it positioned in as "Tyrolean 6916" from Dublin to do the outbound flight first then returned just after midnight as "Tyrolean 6905". Nothing new on the residents front although the Duchess G-OADY has been away at Humberside for part of the month on loan to Auxiliary. Cessna 421 G-CSNA has been operating from the Multiflight apron since the 16th using call-sign "FMC 01" but the significance of this is not clear.

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Military News

Eric Martin



BRITISH AEROSPACE-MARCONI MERGER

Military Aviation news of the month, indeed, of the decade, is the merger between British Aerospace and Marconi Electronic Systems, previously part of GEC. The merger, with the resulting company to be known as New British Aerospace, is complementary in many ways, as BAe is the main assembler and manufacturer of the major part of the superstructure of the Eurofighter Typhoon and Marconi provides the radar and flight control systems. BAe is also the main contractor to convert Tornado GR1s to GR4s and Marconi manufactures the weapons guidance systems for smart bombs. Non-aviation complementary products include Artillery, Trident submarines and frigates.

Some reports suggest that the French attempted to scupper the deal and that the Germans are not best pleased, as they were hoping for a BAe-Dasa (Daimler Chrysler Aerospace) link-up. Current European link-ups are BAe / Dasa (Germany) / Casa (Spain) / Finmeccanica (Italy) for the Eurofighter 2000 and BAe / Dasa / Casa / Aerospatiale (France) for Airbus.

New British Aerospace will be the world's third largest defence company, the world's top ten being: 1 Boeing; 2 Lockheed Martin; 3 New BAe; 4 Raytheon (USA); 5 Aerospatiale; 6 Northrop Grumman (USA); 7 Finmeccanica; 8 Dasa; 9 Thomson CSF (France); 10 Dassault Aviation (France). A total British/French/German link-up from these would not equal Boeing!

Credits: The Times
Daily Mail
Lesley Kilbey

TORNADO-CESSNA COLLISION

The saddest military aviation news for a long time was the low-level mid-air collision between a Tornado GR1 from the Trinational Tornado Training Establishment (TTTE) at RAF Cottesmore and a Cessna from Gamston, over North Nottinghamshire. The Tornado was on a low-level training sortie with a crew composed of a South African-born instructor and an Italian trainee. The Italian 'banged-out', presumably on the orders of the instructor, but both were killed, as were the pilot and passenger of the Cessna. As I write this, details are meagre, but I felt that this issue should not pass without a mention of the disaster.

Credits: BBC Look North
The Times

BRITANNIA ROYAL NAVAL COLLEGE

The end-of-year graduation from Britannia Royal Naval College, Dartmouth, included fourteen potential pilots, five potential observers and one potential air traffic controller. They will all proceed to complete their specialised training, before taking up their appointments with the Fleet Air Arm. Of the twenty, fourteen are University graduates.

Credit: The Times

FALKLAND ISLANDS AIR WING

The Falkland Islands continue to be a regular posting for RAF personnel. Most tours are of four months in length and they are 'unaccompanied' - ie: there are no family postings. Units and aircraft which form part of the Wing include two Sea Kings and a Chinook of 78 Squadron, Tornado F3s of 1435 Flight and a VC10 tanker and Hercules of 1312 Flight. Tristars are regular visitors on troopung duties.

Credit: RAF News

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

Eric Martin.



MILITARY AVIATION MUSEUMS BRAVO V ROYAL AIR FORCE MUSEUM, HENDON

In effect, the RAF Museum consists of three museums: the RAF Museum itself, the Bomber Command Museum and the Battle of Britain Experience. It is based on the site of the RAF Station, Hendon, the venue of the famous pre-war Hendon Air Display.

The extensive exhibits represent one of the best collections of military aircraft in the world. Even if your primary interest is in civil aircraft, you should visit Hendon at the earliest opportunity. If, like me, the thought of driving to the end of the M1 fills you with horror, the simplest means of travelling there by public transport is to take a National Express coach to London. Alight at Golders Green Coach Station, from there take the Northern Line Underground to Colindale (three stops) and a short walk takes you to the Museum.

There are about eighty aircraft: a complete listing would be laborious, so I have selected my 'favourite five' from each of the three museums. I should add, however, that my choices tomorrow might be different – there is such an embarrassment of riches. In addition to the aircraft exhibits, there are a number of gallery displays, including a model Waffery; if you never managed to get near one during your service, now is your chance! Of these displays, as a modest collector of medals, I would give pride of place to the displays of medals and decorations. There is also a full-scale replica of 11 Group's Operations Room, set up for a day during the Battle of Britain. A well-stocked Museum shop, a licensed restaurant and picnic areas supplement the displays and there are regular frequent film shows.

Admission is good value at £6, with the usual concessions, but pick up a leaflet from a Tourist Information Centre and you will have a 20% discount!

Now, for that 'select fifteen' (I have a more-or-less complete listing; if you would like a copy, give me a ring):

Main Aircraft Hall:

Bristol Beaufighter	TF.X
Hawker Hind	BAPC-82
Sopwith F.1 Camel	F6314
Supermarine Southampton I	N9899
Supermarine Spitfire 1A	K9942

Battle of Britain Experience:

Bristol Blenheim IV	L8756
DH 82A Tiger Moth	T6296
Hawker Hurricane I	P2617
Short Sunderland V	ML824
Westland Lysander	R9125

Bomber Command Museum:

Avro Anson I	W2068
Avro Lancaster B1	R5868
DH98 Mosquito B.35	TJ138
Handley Page Halifax	W1048
N.American P51-D Mustang	44-13573



Tiger Moth



Mosquito



Mustang

A glossy brochure is available but, as usual, no listing of aircraft "due to the ever changing exhibits"- in this age of easily updated databases? However, the RAF Museum is a MUST for ALL aviation enthusiasts!

Credit: Aeroplane Monthly

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Once again Marcus Mitchell has provided more CAA passenger figures, this time for the month of October 1998, which have just been realised.

Destination	Pax Oct '98	% Change On Oct. 97	Pax, year to Oct '98	% Change, year to Oct '98
Domestic	39,137	-11%	442,691	-6%
Brussels	7,274	+59%	67,885	+42%
Paris	5,801	+115%	43,215	+59%
Dusseldorf	7	-75%	108	-82%
Corfu	1,512	+149%	8,591	+67%
Dublin	18,030	+13%	185,248	+5%
Amsterdam	12,234	+4%	129,931	+49%
Faro	3,608	+31%	22,063	+25%
Alicante	5,644	+57%	60,519	+18%
Gerona	2,834	-6%	18,279	-8%
Ibiza	4,770	+44%	28,483	+1%
Mahon	4,467	+49%	28,818	+52%
Malaga	4,811	+32%	50,578	+15%
Palma	14,197	+3%	109,031	+9%
Reus	1,514	+1%	8,860	-19%
Lanzarote	2,676	N/A	28,235	N/A
Las Palmas	3,116	+6%	38,676	+45%
Tenerife	3,948	+75%	61,644	+31%
Malta	0	N/A	6,196	+1%
Transit	4,782	+161%	48,161	+8%
Total	140,362	+14%	1,387,182	+13%

October proved to be another encouraging month, with 140,000 passengers passing through the airport. Passenger figures on both the Paris and Amsterdam have been the highest reported, since Marcus started reviewing the reports back in June 1996.

Amsterdam in particular continues to show growth despite increased competition from new or improved services at other local airports, and the increased competition from Sabena at LBA.

A recent KLMuk press release stated that the mix of travellers on the Leeds to Amsterdam route was 65% using onward connecting flights and 35% who were travelling point to point. Relating to the figures above it would seem that almost 50,000 passengers a year simply travel between Leeds and Amsterdam.....food for thought for any airline considering the potential of flights from LBA to some of the bigger European business centres.

Figures on the British Midland Paris service are also very encouraging. We can only hope that the growth this route has achieved during the Summer will lead British Midland to re-instate the third daily flight this summer. See third page of this section

Brussels and Dublin were also growth destinations, beaten only by the figures for September 1998. The growth on Dublin services is very healthy, despite the fact very little has changed in terms of aircraft size or flight frequency. Considering the current schedule has a gap of almost

8 hours between the morning and evening departures for Dublin, the introduction of an afternoon service by either Aer Lingus or Ryanair seems a logical step. Octobers figure of 18,000 passengers represents 77% of the total seats available.

Brussels loads continue to head in the right direction, and compare favourably with the loads that were carried on the Bristol and Newcastle routes when they were at this stage in their development.

Recent press releases by the airport have shown that November was a good month, particularly for Dublin, Brussels and Amsterdam routes and by virtue of the fact that 1.4 million passengers were carried in 1998, December must also have been a reasonable month for passenger growth.

More stats are available, this time showing the variation in passengers carried on I.T. flights between Summer 1997 and Summer 1998.

Destination	May-Oct '97	May-Oct '98	Variation
Alicante	21,028	29,691	41%
Arrecife	Not Available	16,023	-
Corfu	5,153	8,591	67%
Faro	17,687	22,063	25%
Gerona	19,776	18,279	-8%
Ibiza	28,204	28,300	0%
Las Palmas	19,623	19,987	2%
Mahon	18,961	28,818	52%
Malaga	25,683	28,339	10%
Palma	85,799	94,719	10%
Reus	10,998	8,860	-19%
Salonika	9,061	2,876	-68%
Tenerife	14,638	26,732	83%
TOTAL	276,611	333,278	20%
Others + Transit	23,507	35,661	52%

Others includes Bodrum, Bourgas, Crete, Dalaman, Paphos and Toronto

As can be seen above most routes did well. In general the upgrade of the Airtours A.320 to an A.321 cancelled out the negative impact of Britannia using an A.320 instead of a Boeing 757. It is no surprise therefore that the only routes to show a marked decrease are Reus and Salonika as those are Britannia flights only. The biggest growth came on flights to Tenerife, which benefited from the introduction of the Iberworld service and the fact that Britannia switched from a fortnightly to a weekly service. It is encouraging to note that the Lanzarote (Arrecife) service did so well in its first summer season. Lets hope this encourages a few more destinations to be added from LBA.

Airline ticket pricing will soon be slit to reveal the amount airlines pay the airport for "Passenger Service Charge" or PSC. This is a charge the airports levy on a per passenger basis and is over and above the normal landing / handling charges. For some reason American Airlines, Delta, Aer Lingus, Ryanair and AB Airlines are exempt. (If you know why, please share it with the rest of us !!)

Leeds/Bradford will be charging £9.50 for international flights and £4.10 for domestic. This charge appears to be "middle of the road" The Scottish Islands and Highlands airports seem most expensive charging £16.20 for International and £6.40 for domestic. Guernsey seems most competitive at £2.80 across the board.

Profits at LBA have increased by 124%. The airports financial report to local authorities showed an increase in turnover of 17% to £13.9 million and an increase in profits before tax of 85% to £3.1 million. After tax profits rose by 124% to £2.1 million

The report states that for every extra 1000 passengers carried one extra job is created, and hundreds more jobs are in the pipeline as passenger numbers continue to climb.

Despite massive profits this year, there will be no payout to shareholders, because every penny is being pumped back in investment. Expansion at the airport continues apace

including extra flights to Paris and Lourdes (?), and new flights to Malta (since cancelled!!). Jet movements leapt by 48.3%, though this is attributed to an upgrading of aircraft used by Air UK for regular services to Amsterdam. Total aircraft movements are up by 13%.

Over the last year the airport has completed major improvements of its departure lounge facilities costing £3.5 million. Work is to start on the development of the airports arrivals area at a cost of £6.7 million.

The report mentions the long term plan for a rail link with Leeds. Leeds/Bradford is one of four local authority owned airports who will benefit from relaxed rules on borrowing, giving airport managers access to millions of pounds for future development.

On the negative side, the airport is bracing itself for the loss of its duty free income when the European Union abolishes tax free concessions for international travellers from July this year. The airport also faces opposition to controversial plans to take over more green land for hundreds of extra parking spaces.

During week commencing 11th January, large portacabins appeared near the fire station. These are temporary crew rooms and Admin offices in connection with the forthcoming developments to the arrivals area.

One report suggests the airport hotel mentioned last month will be run by the Stakis chain.

More "just for the day" charters are as follows:-

7 th March	Florence / Pisa	24 th March	Rome
30 th April	Bergen		

For most of you reading this the 7th March will have past, however for those who picked up their magazine at the meeting the flight will be operated by AB Airlines Boeing 737 on behalf of Debonair. The aircraft returns at 2120 from Pisa and departs to Luton at 2205.

The Friday Air Europa flight to Tenerife (12:15 arrival) suffered delays and sub charter to Spanair and Futura during January. It has been reported this flight would be operated by Iberworld to the end of the winter season, however at the moment both Futura and Iberworld appear to be filling in the shortfall.

British Midland will operate an extra Malaga flight on behalf of Airtours this summer, using an A.321. The service will run on Sundays commencing on 27th June. Arriving as BD4078 at 1455, and returning to Malaga at 1555 as BD4077. This is an extra flight, and follows a press notice from Airtours stating summer '99 sales are 17% up on 1998 at LBA. A different tale from that we are been told by Thompson.

British Midland used their brand new A.320, G-MIDZ from LBA on the evening Paris flight on Monday 8th February. The aircraft positioned in from Filton, and somebody appeared to have been very busy polishing the paintwork !! The same week British Midland used a Fokker 100 in place of the scheduled Fokker 70. The Sunday evening return flight had 102 passengers on board which is very encouraging. Initial information suggests that the Paris flight will be uprated to 3 again from April.

AIRPORT NEWS

Manchester. British Midland appear to be having a hard time on their Heathrow service. Load factors peaked at 47% but have now dropped back to 32%. The problem appears to be, since British Midland started the service in competition with B.A. no extra passengers have actually been generated. Passengers are simply flitting between airlines, so both airlines are losing out.

The Emirates flights which I have previously reported, start this month. These should be operated by A.330 A6-EKQ. Later this will be joined by A6-EKR. Flights will now be non-stop both ways and not via Zurich as previously reported.

Delta should have uprated flights from Boeing 767's to MD-11's from 16th March. Resident Jetstream operator Air Kilroe has been taken over by Eastern Airways of Humberstone. The new owner immediately axed the Manchester to Galway service. See Harry Morrings section for a list of expected charters.

Airport operator BAA has reported a 7.3% increase in its passenger numbers to 7.6 million in January. The company managed to shrug off a slow down in business that has dogged airlines such as B.A. and KLM.

BAA said its key markets continued to grow with a 149% increase in Irish route traffic and 9% increases in North Atlantic and long haul traffic. European routes rose 8% with Stansted Airport leading the pack by posting a 49% jump in passenger traffic.

Airline passengers will face extra charges this year to help operators make up losses through duty free sales. BAA said it expected passengers to pay an extra 70p each on every flight. BAA said it expected to net around £55 million a year. But the amount will not replace the £123million to loss it stands to lose if duty free sales are abolished on EU flights.

AIRLINE NEWS

Airtours first A.330 (which due to finger trouble I reported as an A.300 last month) will not now enter service until mid June. The reason for the delay (as with Monarch A.330's) is the "business class" seats, which the manufacturer is unable to deliver on time. Airtours is charging between £50 and £150 above the normal holiday price for punters to experience a better class of service in flight including business class type seating.

American Airlines first Boeing 777 was scheduled to enter service on March 2nd. The first route will be between Dallas and London Gatwick. The 18 first Class seats are built by Rumbold in the U.K., and will feature electric recline to flat sleeping position, with stylised privacy divider and added personal storage space. The seats have an adjustable leather headrest, electric lumbar support, leg rest and foot rest, power ports, flexible reading lights, personal entertainment system and A.T. & T. phones linking international satellite network.....I wonder if they do ones to fit a Ford Mondeo !!!!

Arrival time at Gatwick is 0910 with departure scheduled for 1225.

Celtic Airways have announced plans to commence services between Southern Ireland and **Sheffield City and Tees-side**. Commercial director Alan Painter refused to reveal exact start up dates, frequencies, or exact routes. However he did admit Cork will feature in his plans. He said 50 seater Dash 8's, Fokkers 50's and ATR-42's were under consideration.

Cityflyer Express is been bought by British Airways for £75 million, subject to approval by the secretary of State for Trade and Industry. The airline will retain its operators certificate and continue to fly BA regional services

Delta have scrapped snack sandwiches on 140 flights and replaced them with crackers and cheese or carrots and dip in coach class. First Class passengers will only get snacks on 80 flights where previously they had enjoyed a full meal, and only drinks on 160 flights that had once served snacks. A cost cutting measure by Delta, after all their 1998 profit was barely \$1 billion !!

Easyjet announced on the 28th January they are to seek a listing, despite the statement to the contrary (see last months AYCAN). The family will retain a majority shareholding. The float will take place next year, by which time the company should have established a financial track record and criteria set by the companies financial advisors.

The airline reported that in the second week of January 15.7% of bookings were made via the internet, the companies target is 30%.

Easyjet is to drop its complaint to Brussels about GO's fares on the Stansted to Edinburgh service. Stelliou said "It has not affected Easyjets profitability and we believe GO are flying some very empty aircraft. How can I complain to Brussels that I need protection from BA when they are making a mess of things all by themselves".

Gill Air by the time you read this Gill Air should have received two out of the three Fokker 100's they have on order. Both were due to be delivered to Newcastle on the 15th February. They will spend a month crew training before entering service. Unfortunately they will be fairly

rare birds as they are to be used on Air France flights from Helsinki and Gothenburg to Paris Charles de Gaulle. The third example is due in April which will enter service on the Newcastle to Paris service in May. The three aircraft are registered G-BYDN, G-BYDO and G-BYDP. All three will be painted in Air France colours with Air France by Gill Airways titles.

Jersey European where thought to be ordering ATR-42/72's to replace the F-27's. However latest reports indicate the carrier may now sign a deal with Bombardier of Canada for a package which includes Dash 8 Series 300 and 400's and Canadair Regional Jet's.

Ryanair announced six new routes from London Stansted to the continent. The routes are to Frankfurt, Genoa, Turin, Acona, Biarritz and Dinard. The routes bring Ryanair's net work to 33 routes. IATA figures confirm that Ryanair is now the second largest international scheduled airline operating to and from Britain, behind B.A. Speaking at the London launch Ryanair's Chief Executive, Michael O'Leary said "Unlike British Airways, Ryanair is an airline which "puts people first" by offering them low fares, and efficient services to and from the UK. For too long now British Airways and other flag carriers have been charging "rip-off" air fares and hindering traffic growth. In the last two years, Ryanair has successfully entered markets from London to Sweden, Norway, France and Italy. In all cases fares have been slashed, traffic and tourism have grown dramatically, and hundreds of thousands of new passengers have flown with Ryanair". "These six routes will not be the end of Ryanair's expansion in 1999. Negotiations are ongoing with a number of additional airports, and as soon as we have confirmation of the delivery dates of new aircraft 4 and 5 from Boeing this summer, we will announce at least two more destinations from London."

Sabena have begun to introduce a modified colour scheme on their aircraft. A darker blue is used and the title, still in lower case, is larger and in the darker colour. The stylised "S" remains on the tail but again using the darker colour.

AIRLINER NEWS

Boeing 747-400 operators are assessing the possible effects on long range schedules following an FAA emergency directive which cuts usable fuel. The directive requires that fuel pumps are switched off before tanks are empty and bans the use of horizontal stabiliser fuel tanks.

OTHER NEWS

Flight VU could be watching you. Threats of tying passengers to their seats and injecting them with tranquillisers doesn't seem to deter "Flight Rage". "Policeman behaving badly" on flights from Sanford to Manchester, and a Caribbean flight having to divert to eject 12 trouble makers are in the news, the week I type this. AD Aerospace has developed a system of "covert" cameras and a recording system they are calling Flight VU Witness. The security system can be fitted throughout the passenger cabin to keep an eye on potential rowdies. AD Aerospace says Flight VU will help deter flight rage and help get convictions.

Low cost airlines such as Easyjet are starting to win the battle to attract business travellers a survey has shown. Luton based Easyjet was seen as more reliable than scheduled carriers British Airways and British Midland more than a ¼ of executives questioned said they had flown on a no frills carrier in the last 1 / 2 months according to the survey from Barclaycard.

Finally please note another change of my E-mail address.
I can now be contacted at D.Wooler@LBIA.freemove.co.uk

CREDITS Aircraft Illustrated, ATW, AV Flash, Civil Spotters E-mail site, LBA E-mail site, (and all their contributors), Telegraph & Argus, Teletext, Mike Barth, Greg Holland, Chris Mellon, Marcus Mitchell, Pete Smith

further global AFIELD TOPICS

Irish news has been of interest recently with ROYAL JORDANIAN AIRLINES announcing a first ever direct service between Ireland and the Middle East. The Amman based carrier is initially operating two return flights per week to Chicago via Shannon, with a planned increase to 3. There are also said to be plans to route a five times per week New York JFK service by the state owned airline from Jordan, via Shannon. The news is of course very welcome for the Irish airport management in the light of a reduction in Aeroflot business. ROYAL JORDANIAN are now the fourth operator to offer scheduled services from Shannon to the 'States and the only one that flies direct to Chicago, bearing in mind that AER LINGUS calls first at Dublin. The Irish flag carrier were first however in the votes for Irelands Airline of the Year from a survey carried out by the Chamber of commerce of Irelands Air Transport Users Council. Meanwhile the countries planning appeals board have overturned objections that the development of the airport at Dublin would affect the character of the terminals listed building. Having received the 'green light' AER RIANTA will now push ahead with plans to develop a pier that will house a new lounge, shops, transfer and waiting area's - linked to the old terminal.

Members planning a holiday to Cyprus after this year could see a new airline there after independent charter operator CAPITAL L AIRLINES was given the go ahead to commence services between the Island and European destinations, commencing next January. Owned by Louis Tours who are already in the business of passenger handling and airline representation, the carrier will look at leasing Boeing 737/757's or A320's.

The Franco - Italian manufacturer ATR are lined up to create an aircraft parts and assembly plant at Hindustan Aeronautics in India. The signing of initial agreements by the French and Indian Governments following the rejection of bids by Bombardier and Saab. To start with ATR 42 aircraft will be fitted out and customised for the Indian market prior to assembling kits supplied. An assembly line could follow with a potential market said to be at around 100 orders over the next ten years.

The skies over Greece this summer could be a lot less congested than expected with the air traffic controllers and the CAA clinching a new employment agreement. Topping the list of European ATC problem areas last summer, the countries four major airports were also the worst for delays. More good news is that after 12 months virtually unused, a brand new ATC centre near Athens is now coming on stream.

by alan edgwick + thanks to - flight international + l. coldbeck.

LEEDS BRADFORD AIRLINE REPORT - JANUARY 1999

INBOUND DIVERSIONS

20	UKA31M	MXP	MAN	G-UKFL	FK10	MAN	UKA751
21	BRT101	LBA	SOU	G-MAJM	BA41	ABZ	BRT103

REGULAR FLIGHTS

AEA226	TFS	01/EC-FJZ	08/EC-GGO	15/LX-LGG	22/EC-GYK	29/EC-GRX
AEA259	LPA	04/EC-GHD	11/EC-FKI	18/EC-FKJ	25/OprBHX	
AIH351	AGP	03/G-TMDP				
AIH387	ALC	02/G-PIDS				
AMM848	ACE	07/G-OOAB	14/G-OOAA	21/G-OOAD	28/G-OOAC	
AMM900	TFS	05/G-OOAB	12/G-OOAA	19/G-OOAD	26/G-OOAC	
AMM902	FUE	06/G-OOAB	13/G-OOAA	20/G-OOAD	27/G-OOAC	
AMM904	TFS	01/G-OOAD	08/G-OOAH	15/G-OOAA	22/G-OOAD	29/G-OOAC
BAL045A	ACE	06/G-BYAE	13/G-BYAI	20/G-BYAH	27/G-BYAD	
BAL068A	PMI	01/G-BYAI	08/G-BYAE	15/G-BYAI	22/G-BYAH	29/G-BYAD
BAL232A	LPA	04/G-BYAE	11/G-BYAF	18/G-BYAJ	25/G-BYAD	
BAL411A	TFS	01/G-BYAI	08/G-BYAE	15/G-BYAI	22/G-BYAH	29/G-BYAD
BAL431A	AGP	07/G-BYAE	14/G-BYAI	21/G-BYAH	28/G-BYAD	
BAL443A	ALC	05/G-BYAE	12/G-BYAF	19/G-BYAJ	26/G-BYAD	
BAL466A	ALC	07/G-BYAE	14/G-BYAI	21/G-BYAH	28/G-BYAD	
FUA175	AGP	03/EC-GNZ				
TYR906C	INN	02/OE-LFG	09/OE-LFJ	16/OE-LFI	23/G-CVYG	30/OE-LFI

OTHER FLIGHTS

01	G-MONB	B757	MON268P/9268	Manchester - Venice	Passenger Charter
01	G-JEAO	BA46	JEA743/033F	Belfast City - Birmingham	Lieu FK27
01	G-MONB	B757	MON9269/269P	Venice - Manchester	Passenger Charter
03	<u>OO-DWG</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
10	G-OOOJ	B757	AMM920P/9202	Bristol - Keflavik	Passenger Charter
10	OO-DWH	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
10	G-OOOJ	B757	AMM9203/534P	Keflavik -n/s- Glasgow	Passenger Charter
13	<u>OO-DWB</u>	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
16	EI-CLJ	BA46	EIN368/369	f/t Dublin	Lieu FK50
17	OO-DWF	RJ10	SAB701/702	f/t Dublin	Lieu RJ85
19	OO-MJE	BA46	SAB699/700	f/t Brussels	Lieu RJ85
20	<u>G-JEBD</u>	BA46	JEA747/744	f/t Belfast City	Lieu FK27
23	<u>G-CVYG</u>	EA32	TYR6916/6916	Dublin - Munich	Lieu TYR FK70
24	G-CVYG	EA32	TYR6905/9905	Munich - Gatwick	Lieu TYR FK70
24	OO-DWA	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
26	G-BYAO	B757	AEA258/BAL999F	Las Palmas - Birmingham	Lieu AEA B733
27	A6-ESH	B737	SHJ01	Exeter - Gatwick	Executive
28	G-OAKJ	BA31	AKL06/65	Stansted -n/s- Wick	Passenger Charter
30	G-ZAPK	BA46	UKA754/14E	Stansted - Amsterdam	Lieu UKA FK10
30	G-OAKJ	BA31	AKL66/06	Wick - Manchester	Passenger Charter
30	G-ZAPK	BA46	UKA13E/755	Amsterdam - Stansted	Lieu UKA FK10
31	OO-DWG	RJ10	SAB701/702	f/t Brussels	Lieu RJ85

Aircraft making first visits are underlined.



Hello everyone I hope my first section went with 'thumbs up' last month, so I am continuing on with the show.

In last month's article I kicked off with the basic procedures for a takeoff by an average jetliner, I hope I explained it in a good fashion to those people who may not be technically minded!

Continuing on into part two I am going to take you into the aircraft climb and cruise - sorry I haven't room to discuss the 'mile high club' at the moment, and the instruments used to monitor safety and performance.

We departed last month leaving on takeoff e.g. Lba at full power with the 'gear up', the tower will hand the departure over to the approach controller who then climbs him/her to a certain altitude and speed. 'Tower good afternoon Jetset 1478's climbing 3,000 on a standard instrumental departure - 'SID' is a planned track on a usual route which is probably over 'Lacan's back yard, something to worry abouteh?

The aircraft's engines are brought back with the power and the flap up full for cruising mode at this point the after take off checks are completed, then we are 'flying by wire' with the autopilot set as 'on' and the pilot's as snooze!

It is quite a quiet place once the autopilot mode is 'on' with both of the crew in their hammocks by now, a Britannia captain once told me that they usually work 'nine days a week' instead of seven and all he seemed to do was sleep - no time for the women!

Most of today's aircraft are fitted with TCAS which means traffic collision avoidance system, this is a vital toy which will detect other aircraft up to 50 miles away. This shows every flying object in the area scanned and if it detects a possible collision it sounds a large horn and it flashes you right in the face so it is a good alarm clock!

Another major instrument is EICAS engine indicating/alerting system this notifies us of any engines that have 'packed in' in flight, again another vital part as there was a lot of concern from people when twin engine jets started crossing the oceans.

The aircraft fly's on the level, speed, and headings as programmed into the autopilot which is the FMC flight management computer, so the pilots have to monitor this at every waypoint on the route on a regular basis. To preserve the engines the power is maintained in the cruise, and also to save fuel burn which is measured in tons.

We are just at the top of our descent by now at 32,000 and the aircraft is at the stage to descend from the cruise, with the approach control contacted - 'Lisbon hello Jetset 1478's with you at 32,000 and ready for descent into Faro, control descend us to 15,000 and ask for a speed reduction, at this point the workload gets high for a two man crew with checks on speed, heading, levels, and 'over drunk tourists' in the cabin. Both engines are set back to idle power for a quick descent to 7,000 as given by approach and then we're handed to the arrival airports approach frequency.

Jetset 1478 identified at 7,000 speed's good cleared on a 'NDB' non directional beacon for a vectoring towards arrival runway. Non directional beacon is a point where the aircraft is located on the airport's radar system, this is similar to a ground instrument called 'DME' distance measurement equipment which co-ordinates the aircraft with the distance to the runway.

At every major airport there are holding patterns set up - similar to traffic lights but you can't spot them, e.g. Heathrow has 4 points to hold the traffic at different altitudes. We are passing 7,000 and now cleared 2,500 and it's now time for the approach and landing checklist to be 'dusted down'!

See you next month.....

Regards 'Mr Secretary'



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11th January 1999

Passenger numbers DOUBLED In just 6 years!

In 1992 Leeds Bradford Airport handled 700,000 passengers and now just 6 years later the passenger numbers have doubled to 1.4 million in 1998.

This incredible record has been achieved by larger, quieter aircraft on the mainstream routes such as London Heathrow (operated by British Midland) and Amsterdam (KLMuk) along with new routes such as Brussels (Sabena) and Paris (British Midland). Other routes have also grown significantly over this period particularly Aberdeen and Southampton operated by British Regional Airlines on behalf of British Airways, Belfast with Jersey European and Dublin with both Aer Lingus and Ryanair.

However, the number of complaints received due to noise have not followed this upward trend and in fact have reduced from 215 complaints in 1992 to just 52 in 1998 despite the first true night flights being allowed to operate from May 1995 onwards.

The Airport Chair, Councillor Denise Atkinson said, "Both the Airport and our Airlines believe that our neighbours should not be inconvenienced by the passenger growth at Leeds Bradford Airport and this fact is taken into consideration in all of our forward planning. We intend to continue our growth with the support of our business partners to give the Yorkshire public a first class service with an ever increasing range of destinations for both the business and leisure traveller"

Work on a new £6.7 million arrivals facility starts in April which will give the Airport a capacity of around 2.5 million passengers per year by the Summer of the year 2000. The Airport Managing Director Ed Anderson said, "The Board of Directors have recently passed plans for this project which will bring the arrivals facilities up to the same standard as the superb International Departure Lounge which has received great acclaim from passengers. The Board have also asked us to start planning up to the year 2016 to ensure that future growth can be handled without affecting passenger comfort and convenience."

UPDATE

MY 747 FLIGHT-DECK EXPERIENCE IN ITS 30TH BIRTHDAY YEAR

By Alan Tempest

It was nearly midnight, all the lights had been turned down, and the window shades closed, this made the rear cabin area of Qantas Airways Boeing 747 (VH-OJH) Flight 01, Sydney to London Heathrow via Bangkok, somber and unreal.

Arms and legs lay contorted as passengers of all nationalities tried to rest, for this long flight over the vastness of Australia, on our way to the magical splendour of Bangkok.

It was at this point that I was tapped on the shoulder by a friendly air steward and motioned to follow him. We struggled to make our way over bags, blankets and appendages to the steps which take you to the first-class cabin on a Jumbo. As I reached the top and into this privileged area, I was met by a very beautiful flight attendant with a hand-shake and a most welcoming smile.

Later, as she opened the flight-deck door, to be greeted by a friendly and smiling captain, my first impression was of amazement at the vast number of lights and twinkling switches which gave a Christmas feel to the proceedings. They certainly stood out against the black Australian sky.

The captain started to explain the many forms of instrumentation on the 747 as we flew at nearly 600 m.p.h. at 35,000 feet. The computer avionics screen between the two crew seats was showing that we were off course on our flight path for north-west Australia. I asked why. Not receiving an answer I watched as the "big bird" turned itself slightly to port and minutes later the aircraft was on the correct track again - - - fascinating.

At this stage the first officer turned to me, introduced himself, after declaring, "That's sorted bloody Darwin out," in strong Ozzie tones. We flew on into the very dark Australian night.

To a question about the auto pilot, I was informed that we had been on computer control 14 minutes after leaving Sydney's main runway (which stretches out into Botany Bay). What I didn't know was that I was about to be given a demonstration of the auto safety mechanism of a Boeing 747.

The flight-deck atmosphere was subdued and quiet, except for a slight drone of the four massive engines, as I casually watched the first-officer move No. 4 engine throttle lever very, very slightly forwards - - - at that I nearly shot out of my seat as the whole flight-deck exploded into a cacophany of sound and the many coloured lights flashed profusely - - - he then casually returned the lever to normal.

I have had many "aviation firsts" over my years of being around aeroplanes, but never one quite like that.

"That's something to talk about," my pleasant captain remarked with a big smile on his face, as I sat back reeling from my experience.

For the next forty minutes I made inroads to leave, but was asked to stay on each occasion. In that time I learned much to do with the electronics, engineering and hydraulics (all flight controls on any 747 feel exactly the same while flying) of this beautiful aeroplane which I was informed was 30 years old this year (1998).

On returning to my seat I sat and pondered as to what I had just experienced, and was recording some notes for a future article, when my beautiful stewardess appeared, bending low, smelling of some wild exotic perfume and exposing a huge cleavage for me to wonder at, she offered me, with compliments of the captain, two glasses of Qantas's finest first-class champagne with chocolate truffles and special biscuits!!

And so, thirty-years ago this year (1998), the United States Patent Office granted a patent (212,564) for an application listed only as "airplane." This "airplane" which was very big, had been rolled out of Boeing's Washington factory, during November of 1968.

A few months later this ungainly looking monster took to the skies for its first flight. This aircraft would revolutionise international travel and add a new name to the annals of aviation - - - the Jumbo Jet.

It was sometime after its maiden commercial flight before I first saw this awesome aeroplane (in Pan Am colours) apparently just hovering, as it made its final approach. I remember well thinking how did this huge aircraft fly?

With the success of the 707, Boeing and Pan Am were keen to develop an aircraft which could fly faster and have a bigger payload of at least 500 seats on international flights.

Other big American aircraft builders have tried to imitate - - - the not so popular DC10 and the Lockheed TriStar - - - but over the last 30 years the 747 has remained supreme.

With its 231ft long, wide-bodied fuselage (two aisles instead of one), a wing span of nearly 196ft., it was huge; but could also fly further and faster than previous commercial aircraft.

The 747 effectively shrank the world. Cutting Journey times and making flights far less stressful (with such wonders as wide-screen in-flight movies).

Boeing decided to abandon its pursuit of supersonic flight, but that's another story . . .

One hears of aircraft of the future being 1,000-seaters and flying at incredible speeds. Another idea is to make them double-decker, but I think we are a long way from "pensioning" off the 747.

Whatever revolutionary aeroplanes are planned for the future, nothing will compare with the innovation which was started 30 years ago in the United States.



Cyprus - October 1993 - (90° & counting!)

On Wednesday 30th September at 4.30am we climbed into our transport and headed for Birmingham Airport for our 10.00am flight with Air 2000 to Paphos.

With check-in already open we were soon through and enjoying an early morning breakfast.

Our very enjoyable and 'roomy' flight was only 20 mins. late taking off and we were soon on our way arriving at Paphos at 4.30pm local time.

A crowded terminal saw us fighting for our luggage (not taking any next time!) but we were soon outside into the hot sunshine and into a taxi for a short ride to our apartment in Paphos.

On leaving the airport we were amazed to see the 2 Avro Shackleton Reconnaissance Planes parked up on the side of the airport road, looking abandoned. These planes were previously at the end of a runway when we last visited Cyprus 6 years ago and had been bought at auction by a local business man and have now been moved next to the passenger terminal.

Later in our holiday we returned to the airport and took the enclosed photos. On the cockpit of each plane you could clearly see the name and number of the pilots:-

WL 747 Sq. Ldr. K.C. Mead

WL 757 Sq. Ldr. Booth

The Police authority were not pleased with us for taking the photos. 'It's not allowed' we were informed but with a bit of gentle persuasion and our fingers crossed they allowed us to keep the film.

When you holiday in Cyprus (highly recommended) you must visit 'Lady's Mile Beach'. You will find it at the side of Akrotiri Air Base and one day we were treated to an impromptue 'Air Display' with.....

2 Wessex Helicopters keeping watch

3 Tornados doing abort landings, touch & goes & rolls

2 Fat Alberts and the

Lockheed U2 American Spy Plane !!!

Unfortunately we dare not take any photos.

AIRPORT PAPER

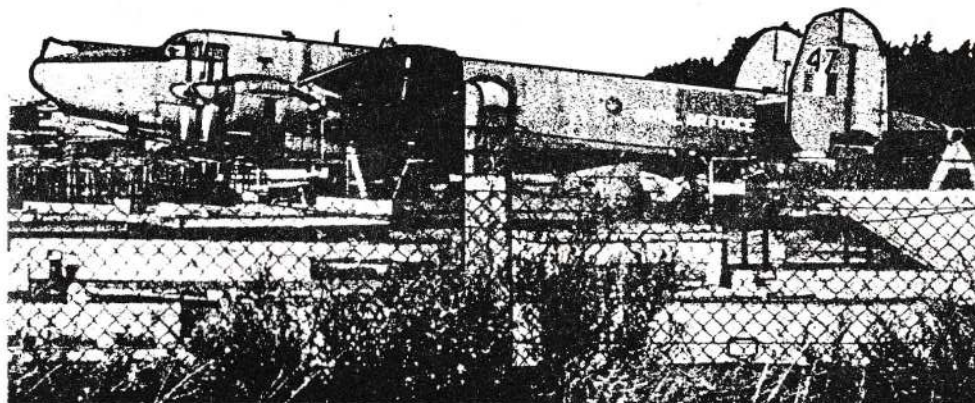
In a newspaper 2 days later we read a letter which informed us that Akrotari was used by the U2's for surveillance over the Sudan after the bombing of the Embassy.

All too soon our 2 weeks was over and we were back at the Cattle Market - sorry - terminal for our return flight home.

Although very crowded there is plenty of windows overlooking the runway and parking bays, so if you can get near there is plenty to see.

Can't wait for next time!!

Colin Welford



RUMOUR MUNGERS

BY HARRY MORROW

LEEDS/BRADFORD

Not a lot happening this month but one charter has just been added to this coming summer timetable BMA4078/7 arr 14:55 dep 15:55 from and to Malaga this will be operated by a Airbus A321 and will commence on 27th June and finish 31st Oct.

MANCHESTER

Concorde A British Airways example will be operating a supersonic flight on Mothering Sunday 14th March departing at 12:30.

Emirates will now operate the Airbus A330 into Manchester from the end of March.

Malaysian Airlines have brought forward the start date of their Boeing 777 service to Kuala Lumpur it will now start Tuesday March 30th.

Pakistan Airlines are considering operating 3 x Istanbul and 3 x Karachi services this summer.

Regional Airlines will not now be taking up their option to operate twice daily flights to Le Harve.

Virgin Sun have confirmed their A320 programme (12 per week) this summer.

6th March Royal Jordanian A310 arr 10:40 dep 11:40 - Saudia 747 arr 13:00 dep 15:00

7th March Saudia 747 arr 14:00 dep 16:00

8th March Egyptair A300 arr 12:15 dep 13:15

9th March Egyptair 747 arr 12:15 dep 13:15

11th March Iberworld A320 arr 06:00 dep 23:55 (FLS)

14th March Saudia 747 arr 14:00 dep 16:00 - Sudan Airways A300 arr 19:05 dep 20:05

15th March Egyptair A300 arr 12:15 dep 13:15

16th March Oman Air A320 A40-MB (FLS for Aero Lloyd) - Egyptair A300 arr 12:15 dep 13:15

19th March Sudan Airways A300 arr 19:05 dep 20:05

RAF WADDINGTON

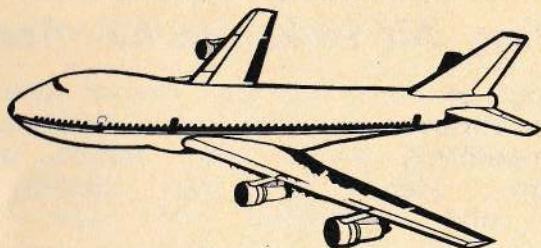
ACMI Detachment - 10 x FAF Mirage 2000 / 10 x FAB F-16 22nd March to 2nd April. Exercise NATIADS 99 (ELINT EXERCISE) 6th to 8th April. ACMI Detachment 6 x RAF Jaguar's 12th to 16th April. 8 x 652 sqn Helicopters 16th to 19th April

RAF LINTON-ON-OUSE

Graduation Day 26th March

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise

TRIPS & VISITS



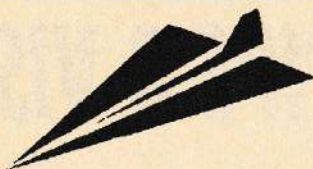
MARSHALL AEROSPACE CAMBRIDGE

A trip around the hangers of Marshall Aerospace which will now take place in May, we will be escorted by a employee of Marshall's who is allowed to escort society's around in his free time (one stipulation a donation must be made to charity) date will be finalised in next month's magazine but it will be a Saturday afternoon and will include another visit before lunch (arrangements to be finalised). There are only 25 places this trip is open to all members (including postal) so support your Aviation Society and book your place a non-returnable deposit will be required of 5.00 (FIVE POUNDS).

DUXFORD FLYING LEGENDS AIR DISPLAY

Saturday 10th July 1999 An early start direct to Duxford and return direct to Leeds after the Flying has finished it is hoped to put on a large coach for this trip, so members and friends are all welcome on this trip full details will be available in next month's magazine or contact a committee member.

THE COMMITTEE.



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