



VIRGIN A340 AIRBUS

VOL. 26

MARCH 2000

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TREASURER AND MEMBERSHIP: MR.D.VALENTINE 8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2288143
PUBLIC RELATIONS: MR. L. COLDBECK 207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947

COMMITTEE MEMBERS 1999-2000

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Please note that all membership enquires should be made to the Treasurer

CHAIRMAN'S CHAT

Further to my comments last month ,re. airport movements, with retrospect I realize now that my comments regarding the L.B.A. were unjustifiable, harsh, and I apologize unequivocally. I have now received a letter from the L.B.A. confirming that the new computer has been brought into use and the current position is that programmes are being set up to give the airport all the information it requires. When these programmes are up and running satisfactorily it is very likely that a spotters' list will be produced. In the meanwhile I have received from the airport a list of December movements and also a list of expected movements for the football matches on March 1st -3rd, 8th and 10th. My thanks to Andy Rackham and Andy Barker for this information.

Now for some more "Doom and Gloom" about the south side. At the time of writing this feature in mid-February the exchange and signing of contracts between the Aero Club and Multiflight has not yet taken place, so we have no option but to further suspend any future monthly meetings.

On Saturday, 12th February I learned of the death of Jim Thompson. Jim had been a long-standing member of the society and for several years was our treasurer. The last time he attended an Air Yorkshire function was at the Annual Dinner in October, 1999, when, despite severe illness, was his usual good, happy and cheerful self. The Society and his friends at the airport send their condolences to Trixie to the rest of the family.

Finally, it is likely that at some time in the future a security gate will be placed across the south side access. If this happens , access to "staff only" may well be a possibility, but dependent on our relations with Multiflight , we may be able to negotiate access for members. This is only a RUMOUR at the moment so don't go spreading it about and rumour-mongering until some confirmation is obtained by the Society

MEETINGS (starting at 14.30)

ALL SUSPENDED UNTIL FURTHER NOTICE - SEE ABOVE.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Harry Morrow, Ian Morton, Alan Tempest, Ken Cothcliff, Mark Teal.

Leeds/Bradford Movements

January 2000

01 Saturday

N3036A PA-34 Seneca	1525 1620	G-RJGR Boeing 757	1820 1955
EI-FKE Fokker 50	1918 2002	G-ODAF Airbus 321	2312

02 Sunday

EI-FKC Fokker 50	0839 0946	G-BVKA Boeing 737 500	0903
G-OICE CitationJet	1000 1029	G-UKTD Fokker 50	1013
EI-CKR Boeing 737	1340 1412	G-EPFR Airbus 320	1458 1642
G-ODAF Airbus 321	1612	G-OICE CitationJet	1615 1820
G-JSXX Airbus 321	1742 1832	OO-DJY Avro 146 RJ85	1902 1951
G-CEGR King Air 200	2010 1018(03)	OO-DJN Avro 146 RJ85	2235
ZGB47 Islander AL.1	2314 2325		

03 Monday

EI-FKE Fokker 50	0851 0958	G-UKTF Fokker 50	0951
EI-CJG Boeing 737	1004 1053	G-BYAJ Boeing 757	1009 1123
G-BHRB Cessna F152	1058 1144	G-UKTH Fokker 50	1226
G-JEDE DHC-B	1229 1611	G-OBMR Boeing 737 500	1245
EI-CJD Boeing 737	1334 1414	G-GNTH SAAB 340	1411
G-MAJH Jetstream 41	1440	OO-DJP Avro 146 RJ85	1444 1545
VP-CFI Falcon 50EX	1527 1602	EI-CNT Boeing 737	1741 1818
OO-DJR Avro 146 RJ85	1911 1958	EI-FKD Fokker 50	1913 2017

04 Tuesday

G-BYAY Boeing 757	0613 0742	EI-FKE Fokker 50	0844 1002
VP-CFI Falcon 50EX	1315 1344	N12NM Citation I	1326
EI-CCA Boeing 737	1337 1415	G-UKFI Fokker 100	1427 1527
G-OBMX Boeing 737 500	1452 1550	OO-DJZ Avro 146 RJ85	1458 1546
EI-CKQ Boeing 737	1750 1825	EI-FKD Fokker 50	1856 2005
OO-DJS Avro 146 RJ85	1915 1952	OO-DJP Avro 146 RJ85	2302

05 Wednesday

EI-FKC Fokker 50		G-JEDE DHC-B	
G-MAJI Jetstream 41		G-OBMX Boeing 737 500	
G-GNTD SAAB 340		G-MAJH Jetstream 41	
G-GNTH SAAB 340		G-UKTG Fokker 50	
NB18MJ PA-23 Aztec	1002 1359	N220SC PA-31T Cheyenne	1006 0908(09)
G-BXNS JetRanger	1013 1038	G-UKTF Fokker 50	
G-BXYR PA-28R Arrow IV	1223 1402	EI-CNT Boeing 737	1336 1416
G-BVKA Boeing 737 500	1452 1550	OO-DJQ Avro 146 RJ85	1501 1547
G-RJXA EMB 145	1648 1741	OO-DWF Avro 146 RJ100	2232 0702(06)

06 Thursday

EI-FKD Fokker 50	0845 0954	G-JEDE DHC-B	0913
G-MAJI Jetstream 41	0917	G-BVZE Boeing 737 500	0920
G-GNTD SAAB 340	0922	G-GNTH SAAB 340	0929

G-UKTH Fokker 50	0956	OO-DJN Avro 146 RJ85	1027 1116
G-RJXA EMB 145	1050	G-DOLY Cessna T303	1109 1502
G-JEDD DHC-8	1210 1606	EC-HGP Boeing 737 800	1258 1541
EI-CJD Boeing 737	1352 1428	G-BYAY Boeing 757	1354 1535
G-MAJH Jetstream 41	1405	G-JSJX Airbus 321	1417 1541
G-BRPU B76 Duchess	1443 1617	G-MAIR PA-34 Seneca	1446 1526
G-OBMH Boeing 737 500	1450	OO-DJN Avro 146 RJ85	1455 1549
EI-CNW Boeing 737	1755 1823	OO-DJT Avro 146 RJ85	1904 1951
EI-FKE Fokker 50	1914 2012	G-BYAY Boeing 757	2211
OO-DJQ Avro 146 RJ85	2220		
07 Friday			
G-UKTG Fokker 50	0810	EI-FKE Fokker 50	0847 0953
G-MAJI Jetstream 41	0920	G-OBMR Boeing 737 500	0924
G-GNTD SAAB 340	0944	G-JEDD DHC-8	0946 1025
G-MAJH Jetstream 41	1002	OO-DWD Avro 146 RJ100	1012 1111
G-BJIR Citation II	1038 1130	G-RJXA EMB 145	1108
G-UKTH Fokker 50	1141	EC-HGQ Boeing 737 800	1157 1323
G-BYAH Boeing 757	1312 1419	EI-CJF Boeing 737	1355 1429
OO-DJW Avro 146 RJ85	1443 1540	OO-DJN Avro 146 RJ85	1914 1959
EI-FKF Fokker 50	1923 2010	OO-DJR Avro 146 RJ85	2231
08 Saturday			
G-BYAY Boeing 757	0109 0704	G-DOAF Airbus 321	0436 0529
G-UKTA Fokker 50	0742 0834	EI-FKE Fokker 50	0850 1002
G-OBMX Boeing 737 500	0918 1016	G-BNTS Turbo Arrow IV	0929 1315
OO-DJJ Avro 146 RJ85	1029 1117	G-BAZS Cessna F150L	1100 1120
G-BFXX AASB Tiger	1150	G-UKTA Fokker 50	1214
G-JEDD DHC-8	1222	G-RJXC EMB 145	1308
G-DAKO PA-28 Dakota	1351 1802	G-OBMR Boeing 737 500	1416
G-UKTD Fokker 50	1534	ZH536 Islander AL.1	1536 0840(09)
OE-LFL Fokker 70	1727 1815	EI-CLY BAe 146 300	1904 2007
09 Sunday			
EI-FKD Fokker 50	0859 0956	G-OBMR Boeing 737 500	0918 1017
G-UKTA Fokker 50	1006	G-AXAB PA-28 Cherokee	1131 1202
G-UKTH Fokker 50	1209	EI-CJG Boeing 737	1411 1451
G-UKTA Fokker 50	1416 1516	OO-DJR Avro 146 RJ85	1448 1551
ZH536 Islander AL.1	1501 5129	G-MAJA Jetstream 41	1524 1547
ZH536 Islander AL.1	1855 0840(11)	EI-FKD Fokker 50	1901 2011
OO-DJP Avro 146 RJ85	1921 1955	OO-DJX Avro 146 RJ85	2229
10 Monday			
G-BYAN Boeing 757	0635 0844	EI-FKF Fokker 50	0853 1002
G-BVZH Boeing 737 500	0925	G-GNTD SAAB 340	0927
G-MAJI Jetstream 41	0932	G-JEDD DHC-8	0951
HB-VLF BAe 125 800A	0953 1511	G-UKTA Fokker 50	0955
G-MAJA Jetstream 41	1033	OO-DJN Avro 146 RJ85	1127 1213
G-KONG T67M Firefly	1137 1250	G-DOAF Airbus 321	1156 1334
G-BNSP T67M Firefly	1201 1304	G-AZFI PA-28R Arrow	1234 1314
G-HCSL PA-34 Seneca	1243	EI-COX Boeing 737	1340 1414
G-BMKK PA-28R Arrow	1401 1430	G-WIRE JetRanger	1433 1519
G-BHYF PA-34 Seneca	1448 1554	G-BFLH PA-34 Seneca	1451 1821
G-BVKA Boeing 737 500	1456 1551	OO-DJN Avro 146 RJ85	1515 1557
EI-CKP Boeing 737	1743 1819	EI-FKF Fokker 50	1853 2012
OO-DJN Avro 146 RJ85	1909 2000	OO-DJQ Avro 146 RJ85	2237

11 Tuesday

EI-FKD Fokker 50	0852 0954	G-BVZI Boeing 737 500	0917 1015
G-MAJA Jetstream 41		G-JEDD DHC-8	
G-GNTD SAAB 340		EI-COB Boeing 737	1003 1046
G-UKTA Fokker 50		OO-DJN Avro 146 RJ85	1032 1116
G-OLOW Robinson R-44	1054	N510PS Cessna 310N	1116 1207
G-ORJB Citation I	1124 1447(18)	G-BVTE Fokker 70	1207
G-JEDE DHC-8	1235 1609	G-BDUN PA-34 Seneca	1322 1755
EI-COX Boeing 737	1325 1358	G-RIBV Citation V Ultra	1340 1436
ZH536 Islander AL.1	1418 1426	G-OBMZ Boeing 737 500	1455 1548
N510PS Cessna 310N	1727 1743	XZ675 Lynx AH.7	1729 1911
EI-CNV Boeing 737	1735 1811	EI-FKE Fokker 50	1917 2018
PH-SCZ ATR-42	2019 2115	OO-DJP Avro 146 RJ85	2227

12 Wednesday

EI-FKE Fokker 50	0849 0957		
G-BRUJ PA-44 Seminole		G-GNTD SAAB 340	
G-GNTI SAAB 340		G-JEDE DHC-8	
G-OBMZ Boeing 737 500		EI-CKQ Boeing 737	1005 1048
D-COSY Lear Jet 35A	1013 2115	G-BVCM CitationJet	1030 1621
G-JEDE DHC-8	1243 1610	EI-CJF Boeing 737	1336 1404
G-MAJA Jetstream 41	1407	G-UKTA Fokker 50	1429
OO-DJR Avro 146 RJ85	1437 1556	G-BVZH Boeing 737 500	1447
EI-CJD Boeing 737	1740 1821	OO-DJV Avro 146 RJ85	1908 1957
G-JEAR BAe 146 200	2219 2301	OO-DJT Avro 146 RJ85	2241

13 Thursday

EI-FKD Fokker 50	0849 0953	G-KIWI Cessna 404	0910 1522
G-MAJI Jetstream 41	0918	G-BVZI Boeing 737 500	0920
G-RSCJ CitationJet	0922 1111	G-GNTD SAAB 340	0925
G-MAND King Air B200	0928 1600	G-MAJA Jetstream 41	0940
G-UKTA Fokker 50	0943	G-GNTI SAAB 340	0946
G-JEAV BAe 146 200	0949 1033	EI-CKQ Boeing 737	1002 1040
OO-DJZ Avro 146 RJ85	1024	G-BNDE PA-28 Warrior II	1047 1231
G-JEAV BAe 146 200	1229 1608	EI-CNM PA-31 Navajo	1248 1325
EC-HGG Boeing 737 800	1306 1421	G-BYAN Boeing 757	1329 1534
EI-CKP Boeing 737	1338 1407	G-OBMR Boeing 737 500	1443
EI-CJF Boeing 737	1744 1827	G-MCEA Boeing 757	1804 1912
EI-FKF Fokker 50	1931 2026	OO-DWH Avro 146 RJ100	2223 0707(14)

14 Friday

EI-FKD Fokker 50	0856 0953	G-GNTI SAAB 340	0916
G-MAJI Jetstream 41	0922	G-BVZH Boeing 737 500	0925
G-MAJA Jetstream 41	0932	G-GNTD SAAB 340	0943
G-JEDE DHC-8	0951	EI-CJD Boeing 737	1010 1040
G-UKTA Fokker 50	1021	OO-DJW Avro 146 RJ85	1112 1200
EC-HGG Boeing 737 800	1146 1259	G-IAGD Robinson R-22	1235
G-BYAH Boeing 757	1305 1400	F-GSLZ Falcon 100	1335 1740
EI-CNV Boeing 737	1339 1420	G-UKTE Fokker 50	1433
G-BVKA Boeing 737 500	1456	G-PUDS Europa DIV	1543 1302(15)
G-BBTY C23 Sundowner	1547 1304(16)	G-RJXB EMB 145	1616
G-UKFJ Fokker 100	1618 1805	G-BSBW JetRanger DIV	1713
EI-CKR Boeing 737	1757 1833	OO-DJS Avro 146 RJ85	1856
EI-FKE Fokker 50	1918 2016	OO-DJL Avro 146 RJ85	2227

15 Saturday

G-BYAN Boeing 757	0003 0600	G-OOAI Airbus 321	0351 0502
EI-FKD Fokker 50	0852 0948	G-BVKC Boeing 737 500	0937
G-UKTE Fokker 50	0946	G-OJPB HS 125 F600B	0954 1221
OO-MJE BAe 146 200	1033 1123	G-BSJZ Cessna 150J	1111 1150
G-RJXB EMB 145	1144	G-EPTR PA-28R Arrow	1158 1018(17)
G-UKTG Fokker 50	1202	G-BBHF PA-23 Aztec	1218 1323
G-IAGD Robinson R-22	1511	G-BNRR Cessna 172P	1539 1016(16)
G-BBHF PA-23 Aztec	1601 1247(16)	G-BNOM PA-28 Warrior II	1826 0910(16)
OE-LFL Fokker 70	1720 1804	G-BUIF PA-28 Warrior II	1722 1809
EI-FKC Fokker 50	1901 2001		

16 Sunday

EI-FKE Fokker 50	0840 0948	G-JEDD DHC-8	
G-BVKC Boeing 737 500	0917	G-UKTG Fokker 50	0935
G-GNTH SAAB 340	1152	G-UKTI Fokker 50	1158
EI-CJD Boeing 737	1340 1409	G-ARJS PA-23 Apache	1415 1515
OO-DJP Avro 146 RJ85	1436 1546	G-ASJY GY-80 Horizon	1516 1604
G-MAJA Jetstream 41	1526	EI-CJF Boeing 737	1752 1824
OO-DJK Avro 146 RJ85	1908 1958	OO-DJD Avro 146 RJ85	2220

17 Monday

G-BYAS Boeing 757	0747 0905	EI-FKD Fokker 50	0851 1004
G-OOAE Airbus 321	0926 1045	G-MAJA Jetstream 41	0937
G-GNTD SAAB 340	0940	G-GNTH SAAB 340	0942
G-MAJI Jetstream 41	0947	G-JEDD DHC-8	0950
G-UKTG Fokker 50	0953	G-BVKC Boeing 737 500	1002
EI-CNX Boeing 737	1007 1040	OO-DJR Avro 146 RJ85	1029 1118
G-BKIA TB-10 Tobago	1052 1354	G-RJXB EMB 145	1105
G-UKTH Fokker 50	1212	EI-CKP Boeing 737	1332 1403
G-GNTH SAAB 340	1353	OO-DJR Avro 146 RJ85	1444 1544
G-BVKD Boeing 737	1509	EI-CNV Boeing 737	1741 1823
OO-DJP Avro 146 RJ85	1913 2006	OO-DJV Avro 146 RJ85	2235

18 Tuesday

G-UKTH Fokker 50	0811	EI-FKE Fokker 50	0837 0950
G-MAJI Jetstream 41	0929	G-GNTD SAAB 340	0932
G-MAJA Jetstream 41	0934	G-OBMZ Boeing 737 500	0939
G-GNTI SAAB 340	0947	G-BFMH Cessna 177B	1002 1015(21)
N459LJ Lear Jet 45	1007 1327(20)	EI-CKR Boeing 737	1013
G-VIPY PA-31 Navajo	1017 1205	G-UKTG Fokker 50	1023
G-BFGH Cessna F337G	1025	OO-DJX Avro 146 RJ85	1058
G-JEDD DHC-8	1107	G-RJXB EMB 145	1145
G-RVRD PA-23 Aztec	1218 1603	VP-CSC Citation Ultra	1304 1853(20)
G-BAVZ PA-23 Aztec	1319 1334	EI-CJF Boeing 737	1330
N47LJ Falcon 50	1343 1114(19)	G-BUIF PA-28 Warrior II	1412 1550
G-BVZG Boeing 737 500	1510	G-BYDD Mooney M20J	1519 1552
SE-DZD EMB 145 DIV	1754 1902	G-FPLB King Air 200	1755 1905
G-EMBM EMB 145 DIV	1817 1929	OO-VLK Fokker 50 DIV	1823 2109
G-BLRA BAe 146 100 DIV	1829 2002	G-GNTB SAAB 340 DIV	1847 2106
G-ICFR BAe 125 800A DIV	1917 0755(19)	EC-GMG SA226TC Metro 3	2313 2352

19 Wednesday

EI-FKF Fokker 50	0847	G-JEDD DHC-8	0917
G-GNTD SAAB 340	0925	G-BVZG Boeing 737 500	0929
G-MAJI Jetstream 41	0935	G-MAJA Jetstream 41	0937

N220SC PA-31T Cheyenne	0940	0903(21)	G-UKTG Fokker 50	0952
EI-CKR Boeing 737	1006		G-BODY Cessna 310R	1020 1100
G-GNTI SAAB 340	1031		OO-DJL Avro 146 RJ85	1038
G-RJXB EMB 145	1134		EI-CNX Boeing 737	1335 1404
G-SMDB Boeing 737 300	1442		N650FP Citation III	1731
N650FP Citation III	1731	1719(20)	XX314 Hawk	1750 T&G
OO-DJQ Avro 146 RJ85	1914	2001	G-UKTG Fokker 50	1951
G-EMBF EMB 145	DIV 2114	1010(20)	G-EMBC EMB 145	DIV 2127 1001(20)
OO-DJX Avro 146 RJ85	2225			
20 Thursday				
EI-FKC Fokker 50	0840	0945	G-GNTD SAAB 340	0919
G-OBMZ Boeing 737 500	0922		G-JEDD DHC-8	0932
G-GNTI SAAB 340	0937		G-MAJA Jetstream 41	0940
G-UKTB Fokker 50	0949		G-PEAT Cessna 421B	0954 1618
EI-CKR Boeing 737	1006	1043	G-MAJI Jetstream 41	1013
OO-DJQ Avro 146 RJ85	1035		G-RJXB EMB 145	1122
G-SFHR PA-23 Aztec	1144	1835	G-BYDF Robinson R-22	1312 1414
G-BYAX Boeing 757	1324	1533	EC-HBN Boeing 737 800	1329 1453
EI-CNX Boeing 737	1358	1429	G-BVZH Boeing 737 500	1449
G-UKTB Fokker 50	1647		EI-CJF Boeing 737	1737 1813
OO-DJN Avro 146 RJ85	1858	2001	OO-DJT Avro 146 RJ85	2231
21 Friday				
G-BYAH Boeing 757	0537	0701	G-FRYI King Air 200	0555 0643
EI-FKF Fokker 50	0851	0957	F-GJYD Citation II	0855 1453
G-MAJI Jetstream 41	0917		G-BVZH Boeing 737 500	0921
G-MAJA Jetstream 41	0936		G-GNTD SAAB 340	0940
G-JEDD DHC-8	0946		G-UKTG Fokker 50	0948
EI-CKS Boeing 737	1007	1044	OO-DJN Avro 146 RJ85	1011 1119
G-GNTI SAAB 340	1022		G-BYNR Jabiru	1054 1138
ZD980 Chinook HC.2	1113	1255	G-RJXB EMB 145	1116
G-IFLP PA-34 Seneca	1138	T&G	CS-DNM Hawker 800XP	1144 1556
G-UKTA Fokker 50	1213		EC-HGP Boeing 737 800	1221 1325
G-LEAF Cessna F406	1235	1336	XZ64B Lynx AH.1	1259 1313
G-MIND Cessna 404	1328	1523	EI-CNX Boeing 737	1333 1412
G-BYDD Mooney M20J	1344	1615	G-OBMR Boeing 737 500	1454
G-BEVS PA-34 Seneca	1519	1559	G-FRYI King Air 200	1537 1553
EI-CKQ Boeing 737	1735	1813	N345JR Citation II	1831 1843
OO-DJK Avro 146 RJ85	1924	2003	OO-DJY Avro 146 RJ85	2251
22 Saturday				
G-BYAI Boeing 757	0014	0655	G-OOAE Airbus 321	0442 0537
G-UKTB Fokker 50	0747		EI-FKE Fokker 50	0850 0955
OO-DJF Avro 146 RJ850	1027	1131	G-KWLI Cessna 421C	1055 1109
N492PA King Air B90	1105	1359	G-RJXB EMB 145	1149
G-BOGO PA-32R Saratoga	1243	1520	G-BJXB T67A Firefly	1417 1438
N61422 PA-31 Navajo	1435	1741	G-UKTD Fokker 50	1529
EI-FKF Fokker 50	1858	2005		
23 Sunday				
OE-LFK Fokker 70	0744	0839	G-OBMR Boeing 737 500	0919
G-UKTA Fokker 50	0939		G-BUUX PA-28 Cherokee	1053 1136
G-UKTG Fokker 50	1201		G-BYHK PA-28 Cherokee	1219
N900CB Cessna 421C	1305		G-BMYR Cessna F172M	1319 1440
EI-CKS Boeing 737	1332	1408	OO-DJV Avro 146 RJ85	1454 1553

G-MAJI Jetstream 41	1523	G-JEDE DHC-8	1532
G-SFHR PA-23 Aztec	1658 1714	G-MAJA Jetstream 41	1706
EI-CKR Boeing 737	1742 1823	G-JEDE DHC-8	1820 1910
G-BSTZ PA-28 Cherokee	1836 1945	EI-FKC Fokker 50	1908 2026
OO-DJQ Avro 146 RJ85	1913 1954	OO-DJK Avro 146 RJ85	2222
24 Monday			
EI-FKF Fokker 50	0857 1007	G-OOAF Airbus 321	0913 1026
G-MAJI Jetstream 41	0923	G-GNTG SAAB 340	0926
G-UKTA Fokker 50	0940	G-JEDE DHC-B0943	0943
G-MAJA Jetstream 41	0945	G-GNTD SAAB 340	0948
SE-DVZ Citation II	0950 1609(25)	G-BVZE Boeing 737 500	0953
EI-CNX Boeing 737	1013 1046	G-LVIP Cessna 421C	1022 1119
OO-DJN Avro 146 RJ85	1027 1142	G-UKTG Fokker 50	1214
G-RJXB EMB 145	1223	G-MIDA Airbus 321	1244 1344
G-BODY Cessna 310R	1250 1316	EI-CDA Boeing 737	1341 1405
G-BVZH Boeing 737 500	1448	G-BERC Rallye 150ST	1455
G-CTWW PA-34 Seneca	1544 1553	G-UKTI Fokker 50	1552
EI-CKS Boeing 737	1743 1823	OO-DJV Avro 146 RJ85	1905 1949
OO-DJQ Avro 146 RJ85	2229		
25 Tuesday			
G-BVZH Boeing 737 500	0912	G-MAJI Jetstream 41	0919
G-GNTD SAAB 340	0927	G-MAJA Jetstream 41	0937
G-GDEZ BAe 125 1000B	0957 1037	G-BHAY PA-28BRT Arrow IV	1001 1410
G-UKTI Fokker 50	1006	OO-DJV Avro 146 RJ85	1009 1116
EI-FKF Fokker 50	1018 1112	EI-CKR Boeing 737	1025 1051
G-SFHR PA-23 Aztec	1040 1905	G-BMCK PA-28R Arrow	1045 1255
G-GNTJ SAAB 340	1107	G-RJXB EMB 145	1123
G-BODY Cessna 310R	1148 1453	EI-CNX Boeing 737	1434 1510
G-BVZI Boeing 737 500	1444	G-JEDE DHC-8	1452
G-OOAF Airbus 321	1905	OO-DWC Avro 146 RJ100	1908 1957
EI-FKD Fokker 50	2040 2128	OO-DJW Avro 146 RJ85	2222
26 Wednesday			
G-UKTG Fokker 50	0742	SE-DVZ Citation II	0849 0921
EI-FKF Fokker 50	0853 0959	G-BVZI Boeing 737 500	0918
G-GNTJ SAAB 340	0933	G-UKTI Fokker 50	0938
G-MAJA Jetstream 41	0941	G-JEDE DHC-8	0944
G-GNTD SAAB 340	0948	G-MAJI Jetstream 41	1017
OO-DJO Avro 146 RJ85	1028 1116	EI-CDA Boeing 737	1109 1214
G-RJXB EMB 145	1120	G-BKIA TB-10 Tobago	1140 1258
G-BODY Cessna 310R	1243 1754	G-JEDD DHC-8	1253
G-BRPU B76 Duchess	1300	G-BYDD Mooney M20J	1311 1402
G-OBMP Boeing 737 300	1447	G-MAJH Jetstream 41	1517
G-LVIP Cessna 421C	1518 1615	EI-CJF Boeing 737	1552 1649
G-UKTB Fokker 50	1643	SE-DVZ Citation II	1646 1805
OO-DJY Avro 146 RJ85	1910 1954	EI-FKD Fokker 50	2013 2056
G-OOAF Airbus 321	2030	OO-DJX Avro 146 RJ85	2229
27 Thursday			
G-FVRB PA-34 Seneca	0407 0424	EI-FKC Fokker 50	0855 1000
G-OBMX Boeing 737 500	0906	G-JEDD DHC-8	0911
G-MAJH Jetstream 41	0917	G-GNTJ SAAB 340	0921
G-MAJA Jetstream 41	0938	G-GNTD SAAB 340	0947
EI-CKS Boeing 737	1011 1045	G-BDAL Rockwell 5005	1017 1654

G-UKTI Fokker 50	1018	00-DJN Avro 146 RJ85	1023 1157
G-RJXB EMB 145	1118	EC-HBN Boeing 737 800	1240 1355
EI-CDA Boeing 737	1336 1417	G-BYAT Boeing 757	1339
G-BVKC Boeing 737 500	1449	00-DJT Avro 146 RJ85	1454 1544
G-TKPZ Cessna 310R	1526 1620	G-FRYI King Air 200	1750 2147
EI-CJD Boeing 737	1742 1815	00-DJY Avro 146 RJ85	1903 1947
EI-FKD Fokker 50	1906 2007	00-DJV Avro 146 RJ85	2223
28 Friday			
EI-FKE Fokker 50	0853 0956	G-BVKC Boeing 737 500	0920
G-MAJH Jetstream 41	0924	G-JEDD DHC-8	0927
G-GNTJ SAAB 340	0936	G-GNTD SAAB 340	0940
G-MAJA Jetstream 41	0947	G-MAMD King Air 200	0948
G-UKTI Fokker 50	1004	EI-CDA Boeing 737	1012 1045
00-DJP Avro 146 RJ85	1020	G-RJXB EMB 145	1122
G-JETU Twin Squirrel	1132 1110(30)	EC-HBL Boeing 737 800	1139 1318
G-UKTD Fokker 50	1213	G-BYAH Boeing 757	1304 1414
EI-CON Boeing 737	1339 1418	G-OBMM Boeing 737 400	1516
G-BRPU B76 Duchess	1535	EI-CJE Boeing 737	1752 1926
00-DJK Avro 146 RJ85	1917 1959	EI-FKF Fokker 50	1919 2018
00-DJV Avro 146 RJ85	2302	G-OBPL Bandeirante	2331 1608(29)
29 Saturday			
G-BYAT Boeing 757	0037	G-OOAH Airbus 321	0408 0518
G-OJTW Boeing 737 300	0709 1151	EI-COX Boeing 737	1012 1103
DE-LFJ Fokker 70	1811 1910	EI-FKE Fokker 50	1902 2005
30 Sunday			
G-UKTI Fokker 50	0807	EI-FKF Fokker 50	0839 0954
G-BVZE Boeing 737 500	0917	G-UKTB Fokker 50	0958
G-SFHR PA-23 Aztec	1155 1215	EI-CNV Boeing 737	1337 1410
00-DJS Avro 146 RJ85	1449 1600	00-DJZ Avro 146 RJ85	2237
31 Monday			
N981SW Gulfstream IV	0621 1738(01)	G-IFLP PA-34 Seneca	0731 0827
G-UKTA Fokker 50	0753	EI-FKD Fokker 50	0838 1019
G-OOAH Airbus 321	0915 1105	G-MAJH Jetstream 41	0930
G-JEDD DHC-8	0936	G-GNTJ SAAB 340	0943
G-GNTD SAAB 340	0945	G-OBMZ Boeing 737 500	0959
EI-CDA Boeing 737	1010 1046	G-ARFL Cessna 175B	1017
00-DJL Avro 146 RJ85	1034 1122	G-BTHY JetRanger	1043 1108
G-RJXB EMB 145	1116	G-IFLP PA-34 Seneca	1320 1345
EI-CJG Boeing 737	1340 1412	G-BVZE Boeing 737 500	1455
G-MAJL Jetstream 41	1634	EI-CON Boeing 737	1737 1812
G-BYAU Boeing 757	1817	00-DJW Avro 146 RJ85	1922 1954
CS-DNM Hawker 800XP	2027	00-DJQ Avro 146 RJ85	2230

From & To

01) N3036A/F & T Birmingham; 03) VP-CFI/F & T Oxford; 04) VP-CFI/Manchester-Oxford; N12NM/Gamston; 05) N11BMJ/F & T Cranfield; N220SC/Guernsey; 10) HB-VLF/F & T Stuttgart; 11) N510PS/Halfpenny Green-Gamston; 12) D-COSY/Tennerife-Munich; 13) EI-CNV/Knocke-Dublin; 14) F-GSLZ/Stanstead-Teesside; 18) N459LJ/

Jersey;VP-CSC/Humberside n/s Jersey;N47UF/Teesside n/s Munich: 19) N220SC/Biggin Hill n/s Albi;N650FP/Antwerp n/s Antwerp: 21) CS-DNM/Frankfurt-Zurich;N345JR/Amsterdam-Luton;F-GJYD/F & T Le Bourget: 22) N492PA/F & T Filton;N61422/F & T Elstree: 24) SE-DVZ/Gothenberg n/s Gothenberg: 26) SE-DVZ/Gothenberg-Stockholm AND Zurich-Gothenberg: 31) CS-DNM/Luton n/s;N981SW/Bangor n/s Dusseldorf:

Overshoots

04) XX194/LEE61;ZF410/LOP02: 11) XX493/CWL79;ZF137/LOP62;ZF484/LOP85;XX496/CWL75: 12) XX492/CWL62;XV218/Ascot661: 13) ZF341/LOP62Y;ZF445/LOP65;ZF211/LOP62Y(again);ZF445(again)/LOP34Y;XX614/UAG05;ZF295/LOP62: 14) ZF445/LOP65;ZF342/LOP34Y;ZF211/LOP06: 17) ZF207/LOP65;ZF290/LOP34Y;ZF514/LOP74: 18) G-BWXZ;XX448/Army562: 19) ZF211/LOP62;ZF489/LOP32: 20) XX491/CWL68;XX493/CWL64: 24) XX499/CWL71: 26) XX492/CWL19;ZH101/NATO40: 28) XX622/UAX92: 30) G-CLIP:

We have better coverage this month thanks to our friends in Air Traffic Control at LBA and Andy Rackham, hopefully you will not find it too different and please note that we have covered ALL foreigners and visiting UK aircraft.

LBA Movements review, January 2000

Not the busiest of months to start the new year, however there are one or two on their first visits. Starting the year off on the 1st was the Seneca N3036A from and to its base at Birmingham. New on the 3rd was the Falcon 50EX VP-CFI calling "Grand Prix 01" on a flight from and to Oxford, the following day it returned on the same callsign from Manchester to Oxford whilst the Citation I N12NM arrived from its base at Gamston and night stopped. From and to Cranfield on the 5th was the PA-23 Aztec N818MJ which was previously G-ASNH and joining it was the PA-31T Cheyenne N220SC from Gamston as "Sark 01". HB-VLF was from and to Stuttgart on the 10th and it is a BAe 125 800A. Visiting twice on the 11th was the Cessna 310 N510PS of Peter Scott which is based at Walton Wood, it was from Walton Wood on a flight to Halfpenny Green then it returned from H-G to Gamston.

The Lear Jet 35A D-COSY arrived from Tenerife on an ambulance flight on the 12th and departed to Munich as "Ambulance 9044" later in the day. From Knocke to Dublin on the 13th we had the PA-31 Navajo Chieftain EI-CNM using the callsign "RDK 333-444". The Falcon 10 F-6SLZ on the 14th was from Stanstead to Teesside. Only one visit from the Lear Jet 45 N459LJ this month, it arrived from Jersey with callsign "Stealth 2" on the 18th and went back there on the 20th as "Stealth 1". The Citation Ultra VP-CSC of Stadium City was from Humberside on the 18th using callsign "Stadium 2" and it returned there on the 20th.

Another visitor on the 18th was the Falcon 50 N47UF of Unifly which arrived from Teesside and after a night stop it departed to Manchester. Cheyenne N220SC came back on the 19th as "Sark 1" from Biggin Hill and departed to Albi on the 21st, also noted on the 19th was Citation III N650FP which came from Antwerp and after a night stop returned there. The Hawker 800XP CS-DNM was from Frankfurt and out to Zurich on the 21st whilst the same day saw two Citation II's visiting, F-GJYD from and to Le Bourget and N345JR from Amsterdam to Luton. On the 22nd King Air B90 N492PA was from and to Filton although it is thought to be based at Biggin, the same day saw the Navajo Panther conversion N61422 from and to its base down at Elstree.

Citation II SE-DVZ called in on the 24th from and to Gothenberg then it was back on the 26th twice, from Gothenberg to Stockholm then from Zurich to Gothenberg. A couple of night stoppers ended the month on the 31st, Hawker BOOXP CS-DNM called in from Luton and the Gulfstream IV N981SW arrived at 0621 from Bangor. Not much in the military line this month, on the 1st Islander ZG847 was "Army 349" when it was from and to Belfast. Islander AL.1 ZH536 arrived from Leeming on the 8th as "Ascot 7997" and after a night stop went back there, it then returned later in the day from Leeming to Northolt and came back from Northolt for a night stop. On the 10th it did a detail off the circuit for two and a half hours before landing for another night stop. On the 11th it went to Leeming then returned from Leeming to Northolt. Also on the 11th the Lynx XZ675 was "Army 030" from Dishforth to Middle Wallop. Chinook ZD980 on the 21st was from Valley to Odiham as "SHF 391" and the same day Lynx XZ648 was "army 527" when it was from and to Dishforth.

A number of UK registered aircraft were noted with callsigns, on the 2nd King Air 200 G-CEGR arrived from Alicante as "Cega 853" and on the 5th the PA-28 Arrow IV G-BXYR was from and to Oxford as "Oxford37". Also on the 5th JetRanger G-BXNS as "Pipeline 12" was from near Humberside to Breighton. From and to Bristol on the 6th as "Clifton 2" was the Seneca G-MAIR whilst on the 7th Citation 2 G-BJIR was "Beauport 871-872" from and to Jersey. Two T67 Firefly's on the 10th were G-BNSP as "CWL 080" and G-KONG as "CWL 081", and Seneca G-BFLH was "Airmed 057" from and to Denham. On the 11th "Airmed 057" was back from and to Lyneham but this time a different Seneca, G-BDUN, did the flight. Operating as "Roman 01B-01C" on the 11th was the Citation V Ultra G-RIBV from Farnborough to Luton. Cessna 404 G-KIWI was "Beauport531-532" from and to Jersey on the 13th and the BAe 125 G-QJPB operated as "Goldair 48B-C" on the 15th. Two of Air Atlantiques aircraft on the 21st were Cessna F406 G-LEAF as "AAG441-2" from Coventry to Skovde and Cessna 404 G-MIND as "AAG401" from and to Coventry. On the 31st the Seneca G-IFLP visited a couple of times as "Skyvue201-202" from Hawarden to Norwich and as "Skyvue203-204" back again.

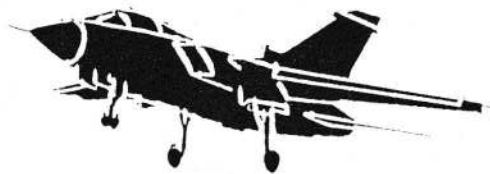
On the 20th a large empty container arrived outside Multiflight and it was soon loaded with the dismantled Robinson R-22's G-HIEL, G-TTHC and G-BXUC before being removed on the 22nd, an address on the outside of the container was somewhere in California. The two Irish R-22's EI-CMI and EI-JWM which had been in Multiflight for maintenance departed in formation on the 9th for Liverpool on their way back to Ireland. Hughes 369HE G-HSDD which had been in Multiflight since October did an air test on 13th and the King Air NB6Y was repainted as G-QWAX and was on air test on the 26th.

Among the visitors this month we had a first visit of type, on the 21st G-BYNR is a Jabiroo homebuilt from Australia, it was from and to Rufforth. A first visit of type on the ILS was also noted when the E3D Sentry ZH101 was "NATO 40" from and to Waddington on the 26th.

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Military News

Eric Martin.



ROYAL AIR FORCE 2000

The RAF will undergo major command changes in April, when Strike Command changes its Group structure to take into account changing roles (these changes were reported in last month's 'Military News'). Joint Helicopter Command was established in 1999, which combines the support helicopters of all three forces under one command. The RAF and RN Harrier forces will be the next to be combined into one centrally controlled force, based at Cottesmore and Wittering.

This year will also see:

- the introduction of the Merlin HC3 into service at Benson
- continued conversion of the University Air Squadrons from the Bulldog T1 to the Grob Tutor (with Church Fenton to receive in October)
- further deliveries of the Hercules C-130J to the Lyneham Transport Wing
- the Hawk T1 fuselage replacement programme getting into full swing (nine currently on the line).

The Summer will see 1 Squadron move from Wittering to Cottesmore and 16(R) Squadron from Lossiemouth to Coltishall.

ARMY AIR CORPS 2000

2000 will see the introduction of the WAH-64D Apache into service, with the first five to be delivered to Middle Wallop for operational evaluation and conversion. 9 regiment at Dishforth (!!!) will be the first front-line unit to receive the Apache, with the first one scheduled for October – can't wait!

657 Squadron is due to move to RAF Odiham in the Spring, with its Lynx AH.7s, to allow it to work with the Chinooks of 7 Squadron; they are both tasked to special forces.

FLEET AIR ARM 2000

Last year saw the delivery of the Navy's new anti-submarine warfare helicopter, the Merlin HM.1, to training units. This year will see the introduction of the type to the first front-line squadron, when 824 Squadron commissions in June. As a result of the introduction of the Merlin, the Sea King is being phased out from the Spring.

Royal Naval Air Station Portland (HMS Osprey) finally completed closure during 1999, with the departure of the Drone unit.

Up-dated listings of RAF, AAC and FAA squadrons, bases and aircraft will be included in the next three issues of 'Military Matters'.

Credit: Military Aviation Review

RAF/FRENCH AIR FORCE OFFICER EXCHANGES

In pursuance of closer co-operation between UK and French Forces, five RAF officers are serving in France and five French officers serving in the UK. The operational aircrew from each country have exchanged their Tornados for Mirage 2000s and vice versa, but this does not appear to have presented any problems. Similarly, French pilots communicate in English, apparently, so there have not been any major language problems.

Credit: RAF News

RIAT 2000 TO BE AT COTTESMORE

After a long period of doubt, it has been announced that the Royal International Air Tattoo 2000 is to be staged at RAF Cottesmore, Rutland, while Fairford's runway undergoes major resurfacing work, due to begin in May. This makes the Tattoo more accessible to us; details from Harry.

Credit: RAF News

Please send any information for inclusion on this page to:

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Military Matters

Eric Mattin.



THE 'OTHER' ROYAL AIR FORCES

(A mini-series about the Royal Air Forces of Australia, Canada, India, New Zealand and Rhodesia)

V THE ROYAL INDIAN AIR FORCE

Although a large number of Indian pilots served with the Royal Flying Corps in World War I, it was not until 1930 that some form of military air service was founded. An air arm was founded as part of the Indian Army; the pilots being trained at the RAF College. The Indian Air Force was formed shortly afterwards, on 8 October 1932. For many years the IAF was equipped with obsolete aircraft, such as the Westland Wapiti, which remained in service until the early days of World War II. The first active operations for the new Force were on the troubled North West Frontier, particularly in Waziristan. From the outset, the IAF operated alongside the RAF squadrons based in India. Consequently, the IAF expanded to provide home defence cover and, by the end of 1939, five Coastal Defence Flights had been recruited, trained and equipped. The equipment still consisted of obsolete aircraft: Harts, Audaxes, Rapids and Wapitis. The situation was not to change until the entry of Japan into the War in late 1941. Even so, the first 'modern' aircraft to be supplied was the Lysander! As the Burma campaign developed, however, ten squadrons were formed, including some of Spitfires and Hurricanes. IAF pilots also gave distinguished service flying Dakotas in the troop-transport and supply roles. In addition to serving with IAF units, large numbers of IAF personnel served with RAF squadrons; it is estimated that over one million Indian personnel served with IAF and RAF units. In recognition of this, the IAF was granted the 'Royal' prefix on 12 March 1945, becoming the Royal Indian Air Force (RIAF). The new title was short-lived, however – the Force became the IAF again in 1950, when India became a Republic, following independence in 1947.

INDIAN AIR FORCE: SQUADRONS, BASES AND AIRCRAFT

1 Sqn	Gwalior	Mirage 2000	25 Sqn	Chandigarh	IL-76
2	Hindan	MiG-27ML	26	Chandigarh	MiG-21bis
3	Pathankot	MiG-21bis	27	Gorakhpur	Jaguar
4	Jaisalmer	MiG-21bis	28	Pune	MiG-29
5	Ambala	Jaguar	29	Jorhat	MiG-21FL
6	Pune	Jaguar	30	Tezpur	MiG-21FL
		Canberra B12	31	Halwara	MiG-23BN
7	Gwalior	Mirage 2000	32	Jaisalmer	MiG-21M
8	Bagdogra	MiG-21FL	33	Gauhati	An-32
9	Hindan	MiG-27ML	35	Bakshi	Canberra, MiG-21 (ECM)
10	Jodhpur	MiG-27ML	36	Bakshi	MiG-21bis
11	Gwalior	BAe 748	37	Bakshi	MiG-21bis
12	Agra	An-12	41	Palam	Do 228
14	Ambala	Jaguar	43	Jorhat	An-32
15	Chandigarh	MiG-21bis	44	Agra	IL-76
16	Gorakhpur	Jaguar	45	Agra	MiG-21FL
17	Gorakhpur	MiG-21M	47	Pune	MiG-29
18	Hindan	MiG-27ML	48	Chandigarh	An-32
19	Tambaram	An-32	49	Jorhat	An-32
20	Kalaikunda	MiG-27ML	51	Jamnagar	MiG-21M, MiG-27ML
21	Chandigarh	MiG-21bis	52	Jamnagar	MiG-21bis
22	Hashimara	MiG-27ML	59	Gauhati	Do 228
23	Ambala	MiG-21bis	101	Adampur	MiG-21M
24	Ambala	Su-30	102	Bakshi	MiG-25R

This is NOT a complete listing, but is representative of locations and aircraft.

Credits: Carroll, I: World Airforces Directory 1998-99 Mach III Plus
Congdon, Philip: Per Ardua Ad Astra Airfile

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Things are now becoming much clearer for this Summers I.T. flights. Mark Teale has kindly collated the information and commented as follows.

Britannia will commence operations with a based Boeing 737-800 The programme is virtually unchanged bar the loss of Dalaman (which was a combined flight last year) and an additional Tenerife on Wednesdays. It is assumed flight numbers will stay the same as last summer. "Tech time" was achieved on Monday evening last summer, with a aircraft rotation with Luton or Manchester as necessary. This will happen on Sunday or Tuesday this year.

Airtours as we close for press are planning to operate a based A320 again. We will see an extra Reus "W rotation" on Mondays, while our based ship is in Cyprus. The Tuesday Tenerife, which for the last two Summers has been operated by a Tees-side based machine has been brought into the Leeds based aircraft's programme. Other than this the programme is relatively unchanged, bar some "W legs" into LBA from Malaga (Thursdays) and Alicante (Saturdays)

Pegasus are back again on Monday, and Air Malta on Tuesdays. Futura are to operate of behalf of JMC, replacing Flying Colours to Mahon and Iberworld to Tenerife, watch out as they may use their Boeing 737-800's. Another flight of interest is the Spanair Saturday evening Palma, likely to be an A 320.

New operators include Nouvelair Tunisie, with A.320's for the die hard enthusiast who is prepared to sit it out until the wee small hours of Sunday mornings. Another 1st is Maersk with a Boeing 737-500. The aircraft will be from the Birmingham based B.A Franchise rather than the home Danish airline.

Not a bad programme, though the Toronto loss is still a blow. We still suffer from no Florida, Italy and a very weak Greek operation. 1 rumour suggests Summer 2001 will see a third airliner based at LBA for I.T. flights. Time will tell !!!!

MONDAY

Depart	Arrive	Destination/Origin	Flt. No	Type
0035	0655	Palma	AIH395	A320
0730	1715	Las Palmas	BY295A/B	B738
0900	1955	Larnaca	AIH371	A320
1050	0950	Bodrum	PGT471/2	B738
1550	1450?	Reus	AIH	A320
1845	(0050)	Palma	BY	B738
2130	(0420)	Palma	AIH359/60	A320

TUESDAY

0750	1425	Alicante	AIH373/4	A320
0825	1400	Gerona	BY506A/B	B738
1030	0930	Palma	FUA	B734
1215	1130	Malta	KMC52/2/3	B733

1540	2205	Alicante	BY268B/A	B738
1540	(0120)	Tenerife	AIH378/7	A320
WEDNESDAY				
0755	1715	Arreciffe	BY423A/B	B738
0800	1720	Fuerteventura	AIH369/70	A320
1845	(0430)	Tenerife	BY	B738
1845	(0425)	Bodrum	AIH367/8	A320
THURSDAY				
0645	1250	Palma	BY277A/B	B738
1000	1935	Arrecife	AIH365/6	A320
1420	1320	Faro	AMM595D/C	B757
1425	2105	Malaga	BY368A/B	B738
1515	????	Malaga	AIH	A320
2100	(0240)	Gerona	AIH363/4	A320
FRIDAY				
0625	2105	Mahon	AIH391/2	A320
0625	1420	Corfu	BY089A/B	B738
1150	1050	Mahon	FUA	B734
1400	1300	Malaga	AEA	B.73?
1545	2205	Ibiza	BY488A/B	B738
2325	2225	Tenerife	FUA	B734
2315	2225	Palma	AEA214/5	B733
2230	(0450)	Ibiza	AIH389/90	A320
2330	(0535)	Palma	BY397A/B	B738
SATURDAY				
0650	1230	Reus	BY468A/B	B738
0700	1335	Alicante	AIH387/388	A320
1400	2005	Mahon	BY076B/A	B738
1435	????	Alicante	AIH???	A320
1445	2105	Palma	AIH385/6	A320
1535	????	Faro	Maersk	B735
1725	1625	Palma	FUA	B734
2115	2015	Palma	JKK	A320
2140	(0410)	Ibiza	BY146A/B	B738
2230	(0800)	Las Palmas	AIH383/4	A320
SUNDAY				
0120	xxxx	Monastir	LBT???	A320
0600	1205	Palma	BY365A/B	B738
0815	0715	Varana	VIM723/4	T154
0910	1535	Malaga	AIH381/2	A320
1010	0920	Malaga	FUA248/9	B734
1335	2330	Tenerife	BY476A/B	B738
1645	2320	Faro	AIH379/80	A320

The CAA have issued their latest statistics which cover October of 1999. Leeds/Bradford handled 145,980 passengers in the month, a 4% improvement.

Coupled with a fairly detailed press releases, a couple of trends are worthy of mention.

As mentioned under "Airport News" Liverpool has now moved past LBA in terms of monthly passenger totals. Over 166,000 passengers used the Merseyside airport in October. The latest jump in Liverpool's total was created by Easyjet's new service to Luton, which started in

early October. Indeed much of the difference between LBA and Liverpool can be explained by the domestic passenger figure. Liverpool handled 63,000 domestic passengers in October, compared to 39,000 at LBA. We have many more routes, however the nature of Liverpool to Isle of Man, Belfast and Luton means they carry many more passengers.

The second observation made relates to the performance of Leeds/Bradford to Amsterdam route. The publication of the October stats. Allow us to evaluate the performance of the route in the 10 months to October, i.e the period the service was flown by Fokker 100.

The 10 months of 1999 to October the route attracted 116,706 passengers, an increase of 6.1% over the same period in 1998.

Because LBA issued a press release with the full year total for the Amsterdam route, we can deduct that the number of passengers handled after the route was moved to a Fokker 50. Total for the year was 136,644 – the 116,706 till end of October, gives us 19,938 passengers handled in the last 3 months. This figure is 9.8% LOWER than the comparable period in 1998 and suggests that the introduction of the Fokker 50 has caused an upward trend into a downward trend, the overall result been a sing of over 15%. (Peter Snow and your swingometer – eat your heart out!!!)

Finally October was the last month of the Summer Inclusive Tour Flight programme, and presents an opportunity to look at the performance of the main charter routes over the period May to October. The comparison below shows performance against May to October 1998.

Corfu	7,717	-10%	Poor Performance
Faro	20,137	-9%	Airtours A.320 v A.321 in 1998
Alicante	27,123	-9%	As Above
Gerona	16,779	-8%	As Above
Ibiza	25,718	-9%	As Above
Mahon	28,419	-1%	As Above, mitigated by FCA B.757 on Fri
Malaga	34,308	+21%	BMA A.321 flight into. On Sun.
Palma	83,656	-12%	Airtours A.320 v A.321 in 1998 and fewer flights on Fri. & Sat)
Reus	8,840	0%	
Arrecife	17,568	+10%	Airtours A.320 v Air Europa B.737 in '98
Las Palmas	18,567	-7%	Airtours A.320 v A.321 in 1998)
Tenerife	33,175	+24%	Extra Britannia A.320 flight from July

I think what the above shows, is how much the performance of routes depends on the choice of aircraft. Unfortunately at the moment Airtours still plan to operate the A.320 next summer. Marginally better news is that Britannia plan to operate their new Boeing 737-800 thru LBA with a seating capacity of 189, they offer an extra 9 seats per flight over the A.320.

Multiflight has a new Managing Director by the name of Steve Borrowdale. He joins the company during it's period of rapid expansion. Mr Borrowdale joins Multiflight from Lynton, part of Air Hanson.

AIRPORT NEWS

Passenger figures for October for our neighbouring airports are as follows. Manchester 1,735,206 an increase of 1.86%, East Midlands 233, 907 up 3.65%, Tees-side 80,692 up 17.4%, Humberside 45,525 up 30.51% and Sheffield 8,637 up 66.74%. LBA is now rated 16th busiest airport after Liverpool rocketed up the "league table" to 14th position after it declared a 94.1% increase in passengers to 166,772.

BAA airport's handled 116.9 million passengers in 1999 up 5.7%, and actual aircraft movements rose by 4.1%.

Lyon airport in France will change it's name on the 29th June to Lyon-Saint Exupery. The new name commemorates local aviator and author Antoine de Saint Exupery

Sheffield. Details of the SAF-BRITA flights into SZD have now been received

Depart 0830	SN2206	Arrive 1255	SN2201
Depart 1410	SN2202	Arrive 1740	SN2203
Depart 1800	SN2204	Arrive 2230	SN2205

All are Dash 8 operated, and commenced on January 30th.

AIRLINE NEWS

Air Atlanta Iceland have leased an ex Varig Airlines Boeing 747-300

British Airways are to base 10 Boeing 737-500's at Manchester. Deliveries will take place between April and November this year. The aircraft are registered G-GFFA to G-GFFJ

British Regional have acquired two BAe146's. A series 300 from Ansett Australia and a srs 200 which is ex Debonair. They plan to double their jet fleet by May 2002, with a firm order for 10 more EMB-145's, plus two options.

Buzz, KLMuk's low cost carrier, have announced three new "Summer Sun" weekend routes, which will operated from Stansted for the summer months only. The destinations are Jerez, Montpelier and Toulouse, services commence on March 26th.

Gill Air have purchased three ATR-72's from KLMuk.

AIRLINER NEWS

Boeing has began final assembly of the first Cargo Boeing 737-700. The aircraft is destined for the U.S. Navy, where it will be known as a C-40A. Delivery is due early 2001.

The Boeing 747 "Jumbo" celebrated the 30th anniversary of the 1st commercial flight, during January. 1238 '747's have been delivered more than any other wide bodied airliner.

However Boeings sales are now been challenged by Airbus, and it will be a very interesting situation if Airbus goes ahead with plans for its "Super Jumbo". Should the project go ahead the aircraft will eclipse the '747 in terms of size.

John Roundhill, Boeing Vice President of Strategy and Development said "There is a bright future for the '747 and it will remain the primary solution to the airlines requirement for the 400 seater and larger aircraft for many years to come."

Russia has plans to sell it's Tu-144 "Konkordski" aircraft. Two of them are marked to go Western Aviation museums, and the third airworthy aircraft will be available for possible further supersonic research.

OTHER NEWS

As Aviation Enthusiasts most of us realise what a problem it is to find a space in the airport car park, but not as big a problem as one in New Zealand proved to be. A Japanese tourist drove onto the runway at Auckland airport, New Zealand, causing a Qantas Boeing 767 to overshoot, when the Captain saw the cars headlights on the runway.

The 50 year old car driver, Makoto Takahashi appeared in a district court to face charges. His lawyer claimed that Takahashi, who speaks no English, was looking for a place to park. The airport promised to tighten up security after the incident.

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CREDITS Air Britain News, Aircraft Illustrated, ATW, AV Flash, Civil Spotters E-mail site. LBA E-mail site, (and all their contributors), IFW, Screaming.net news, Teletext, TTG, Lawrie Coldbeck, Ian Farquharson, Phil Linley, Marcus Mitchell, Pete Smith, Richard Wozniak

HITLER'S REVENGE—THE BALLISTIC MISSILE

By Alan Tempest

As I meandered through the pretty lanes and tranquil byways around La Coupole, on a warm sunny day, I wondered what life's pattern and duration must have been in the dark days of 1944, in this area in Northern France, because this small hamlet near St. Omer had been one of Hitler "hell holes" of butchery and brutality, that the Nazis inflicted upon the poor concentration camp unfortunate inmates from Poland and Russia to manufacture and launch V-1 (Doodlebugs) and V-2 rockets.

Through the huge thick concrete portals, one could still see where massive iron gates had been, we entered the main gallery of one of Hitler's infamous rocket assembly sites of World War Two, If this vast area, with its labyrinth of galleries, had not been abandoned in July, 1944, the launching rate would have reached 50 V-2s a day, plus the production of many V-1s.

Many years before the start of World War 2, Hitler had encouraged the development of a ballistic rocket programme. The first death weapon was codenamed V-1 (Vengeance) and looked like a small aircraft packed with high explosives (one was once flown, successfully, by Hitler's favourite pilot, a woman, Anna Reich). The V-2 was a vastly different weapon, standing 46ft. high, and weighing many tons, its potential was devastating.

The chosen place, in the early thirties, for the secret development of ballistic weaponry was a remote island on the Baltic coast called Peenemunde, which in the early war years the British Government knew little about.

Headed by a German Army General, Walter Dornberger and the future head of Nasa, Werner Von Braun, these two men were eager to succeed. To please Hitler, Von Braun became a Nazi party member and a SS officer, but after the war he was not prosecuted but "shipped" secretly to America to help with the ballistic rocket programme.

One problem they had for many years was inter-service rivalry between the Army, Luftwaffe and civilian personnel at Peedamunde. One man who helped considerably to defuse the increasing discontent was Major Wolfram Von Richthoven (cousin of the famous "Baron" of World War 1 fame). He became a key figure in forging an inter-service working alliance. One such occasion was when a heavily modified pulsejet became a Luftwaffe development (after Von Richthoven's amazing intervention), with the title V-1 (this cruise missile later became the infamous V-1 "doodlebug" or "buzzbomb").

Hitler was pleased with his decision to encourage progress on a rocket programme, which he thought, in his muddled mind was successful (he would change direction drastically on many important aspects throughout his tyranny), but in reality little was achieved by what he called his "vengeance weapons." He told the German people they now were able to devastate England as the Royal Air Force and American bomber squadrons were achieving on German cities.

One very significant statistic was that incredibly more poorly, beaten and starved Dora and Mittelwerk concentration camp prisoners died than British lives were lost through the V-1 programme. Over a thousand V-2 rockets alone were launched at London but despite the cost in human sacrifice and the millions of marks spent in development, very little was achieved, and they had little affect on the war.

With the completion of La Coupole, Hitler had a huge concrete structure, which to his thinking, would, with the help of many mobile sites, eventually obliterate England.

The concrete dome construction at La Coupole, which is 5-metres thick, protected the largest underground V-2 rocket launch pad ever built was completed with the brutality and murder of thousands of prisoners of war from the hated Dora and Mittelwerk concentration camps, Amazingly, this gigantic bunker with its numerous galleries, dug into chalk by the prisoners, is still intact, today,

Most of the area of this "mass murder site" is to be seen with the help of audio guide units and video displays, but I must warn those who do not like war and the Nazi brutality, that this citadel of Germany's inhumanity is felt in every step of the tour, because we were told the gruesome truth, that as starved, beaten prisoners died, they were just pushed into the concrete which became their everlasting graves.

A footnote to my article is the story that, after the war, I became very interested in Germany's rocket programme and Peenamunde, especially, when at the time, my wingman (occasionally), when I played rugby union in the R.A.F., was the World War Two bomber ace, Sqd Leader (later A/Group-Captain) John Searby.

At rare times, he talked about the first bombing of the rocket establishment at Peenamunde. As a young airman, I remember hearing of this daring raid and his leadership of hundreds of heavily-laden bombers (in Lancaster "OL-W"), trying to destroy this ballistic missile establishment. Over the years, I have never forgotten the exploits of this truly great airman.



My sketch of the interior of one of the galleries at La Coupole, where concentration camp prisoners wait for another "vengeance weapon" to appear on the track. Below appears a "Doodlebug" which was the first of Hitler's ballistic weapons,

OBITUARY
HECTOR JAMES THOMPSON
DIED 12th FEBRUARY, 2000

Last Saturday was, for Linda and myself, a day we wish has not taken place. It all started off quite busy and lively, after all we had to go to school to help run our Winter Fayre. On arrival back home there was a message on the answer machine from Trixie asking us to ring her back as soon as possible. We both had an instinctive feeling what Trixie wanted to tell us. And we were right. Not only that, but unknown to us on Saturday afternoon, and about the same time that Jim passed peacefully away, a 16 year old girl, a former pupil of ours, also died of leukaemia. As I said to the students at school in Tuesday morning's assembly, death is difficult to accept, whether it is someone as young as Salma or as ripe-in-years as Jim was.

Jim was a special person, and a special person to me. We joined Air Yorkshire on exactly the same Sunday - we had both just found out about it and had gone along to see what happened and whether it was what we individually wanted. By the end of our first meeting, which happened to be an A.G.M (!), I was Secretary of Air Yorkshire and Jim was the new Treasurer ! I don't think either of us really wanted our respective jobs and neither of us had a clue what was expected.

Jim was a meticulous Treasurer, but he worried about it ! He wasn't an experienced accountant, but being Jim he stuck into it with gusto, and with a lot of behind-the-scenes help from Trixie, made a hell of a good job of it. At one A.G.M. I remember him telling me that he had spent hours the previous week finding a mislaid one penny from the balance sheet to present to the meeting. It was such concern about detail and being right that made Jim, Jim. My fondest memories of Jim, and Trixie, will be many happy hours spent over many years at our annual pilgrimage to Church Fenton Air Show. Jim was always an enthusiastic stall-holder and would try and sell the proverbial fridge to any passing Eskimoe. Whether rain or blistering sun, Jim would always have us smiling and would always have a story to tell to keep our flagging spirits up.

He was, of course, a devoted supporter of Air Yorkshire for many years, and like a lot of us, felt guilty when for some reason he couldn't be at a meeting. Equally as supportive was, of course, his wife Trixie, a fantastic lady as well as a fantastic wife to Jim for a great number of years. If Jim and Trix weren't at a meeting - well, it just didn't seem right. Obviously over the past few years, due to illness and when Jim had to stop driving, their appearances got fewer although good friends like Mike Willingale were always ready to go to Bramhope and give them a lift.

Jim was a terrific man. He was a family man to the core and loved his immediate family dearly. He loved his aeroplanes and he loved the 'south side' . Many times you could find Jim and Trixie just sitting in the car any day of the week watching the planes. He loved Air Yorkshire and many of us will feel it a privilege, that through Air Yorkshire, we were fortunate enough to know and love Jim.

Our thoughts and prayers go to Trixie, their sons, daughters and grandchildren at this time of great loss and sadness.

Our loss is heavens gain. Rest in peace, Jim.

Adrian Heeley, ex-Secretary, Air Yorkshire

UEFA Cup AS Roma v Leeds United - Thursday 02 March Leeds United v AS Roma - Thursday 09 March

UEFA Cup AS Roma v Leeds United - Thursday 02 March

ARR	FROM	FLT No	A/C	DEP	TO	FLT No
Wednesday 01 March						
0600	LGW	SBE260P	B738	0700	CIA	SBE4260
0700	STN	AWC112Y	B733	0830	CIA	AWC112A
0900	BRU	BXI835P	A321	1000	CIA	BXI835
0750	LGW	MON932P	A300	1100	CIA	MON9932
1900	LGW	SBE262P	B722	(Night Stop to Thu02Mar)		
2250	ARN	MON343P	A300	(Night Stop to Thu02Mar)		
Thursday 02 March						
(Night Stop from Wed01Mar)						
(Night Stop from Wed01Mar)						
0630	LGW	MON728P	A300	0700	CIA	MON9794
0715	LTN	MON936P	A320	0730	CIA	MON9728
0745	MAN	FCL020P	B752	0800	CIA	MON9936
2320	CIA	AWC112B	B733	0830	CIA	FCL9020
2330	CIA	MON9795	A300	0020	STN	AWC11Y
2330	CIA	MON9729	A300	0030	LGW	MON729P
2330	CIA	MON9795	A300	0030	LGW	MON795P
2330	CIA	MON9937	A320	0030	LTN	MON937P
2340	CIA	FCL9021	B752	0010	MAN	FCL021P
2350	CIA	SBE4261	B738	0050	LGW	SBE261P
Friday 03 March						
1755	CIA	BXI838	A321	1855	BRU	BXI838P
1920	CIA	SBE4263	B722	2020	LGW	SBE263P
2315	CIA	MON9933	A300	0015	LGW	MON933P
Wednesday 08 March						
1705	FCO	AZ8206	M80	1800	FCO	AZ8207
Friday 10 March						
0810	FCO	AZ8206	M80	0900	FCO	AZ8207

A DAY TRIP TO TOULOUSE

Having been starved of a good 'spot' recently, the anticipation of a full day out was quite exciting and seeing a number of friendly faces at the LBA check-in added to the pleasure. However there were a few dark mutterings when it was learned that our aircraft would be late arriving from Edinburgh but the mood quickly changed when Airtours Boeing 757 G-MCEA appeared and we were soon on board.

Take-off was from 32 at 08.51 (according to my Macdonald's £3.50 watch) and an uneventful flight had us touching down in Toulouse at 11.28 local. An on board raffle for jump seat landings and take-offs was not won by any of "our gang" but raised some £440 for charity. Approach to TLS afforded some magnificent views of the snow-covered Pyrenees.

After clearing customs, we made our way to our respective buses to commence our tour. I was allocated to bus 3 and off we went to the museum where a varied collection of mainly Military aircraft were on view. Fortunately, we had a beautiful day and were able to wander at will. Our worthy chairman told me not to miss the Super Guppy F-BPPA and so, having spent a few moments in the driver's seat, I stepped through the small door at the rear of the flightdeck and that was where the "wow" factor came into play. To look at that vast interior really was a jaw-dropping experience.

After the museum, we retraced our steps to the Airport where lunch was served. The restaurant had good views over the apron and so logging between mouthfuls was achieved.

Lunch over, it was back on the bus which took us to the other side of the airport to the Aerospatiale reception where our tour guide joined us. Cameras are not permitted for, I suppose, quite obvious reasons and when these had been handed in, the tour commenced. Firstly, we drove slowly round the exterior of the many buildings and were able to log the aircraft that were parked outside. Whilst some were in basic primer, others were part painted whilst even more were in full Airline colours, some with their new registrations instead of construction numbers. I appear to have logged 8xA320, 4xA300/310, 6xA330, 9xA340 and 9xATR42/72 although I am open to correction. Then we were taken into the assembly hall where an A330 and 2xA340's were viewed from a gantry above the floor. I am sure we would all dearly have loved to have had a walk round the paint shop but this was not permitted. Naturally, there were bits of new aircraft in various locations, but of course, only complete aircraft are acceptable to serious loggers. And so the tour ended back at reception where we all trooped into the souvenir shop to examine and perhaps purchase some of the many goodies on sale.

From the factory, the coach was going into Toulouse for an hour to enable us to have a look round the town. However, 7 die-hards decided to return to the Terminal until departure time arrived. Visible across the field were the four Belugas parked in sequence order and dotted about were 4 Caravelles plus Concorde F-WTSB. Beluga No.5 was apparently under construction but we didn't see it. At the terminal side were some 7 ex Air France F-27s (stored) and an AN-26 LZ-NHA. A first for many of us, if not all was an Embraer EMB135ER F-GRGP of Regional Airlines.

Finally, it was back through passport control to await embarkation for our flight home. There had been a threat of poor weather for our return to LBA, but as we made our approach, all was calm. The screens were showing a height of 800ft with 15 minutes to landing when there was a thud and we were down, bang on the dot of 21.00.

I had a very enjoyable day and if Saltaire Travel/Cox22 organise a similar trip, I shall certainly endeavour to be on it.

IAN MORTON

Ailes Anciennes de Toulouse.

Following the recent successful trip to Toulouse, Mike has asked me to put together a list of the aircraft at the Museum site. Apart from the Prototype Concorde at the factory site, the most significant was the experimental one-off Deltaviex Jet, designed to find out how far swept back wings could be. Like our Short SB5, (now at Cosford), it had variable sweep, but fixed before each flight. The cockpit was only small so the pilot had to be no taller than about 5'3"!

For ease of reference I've show the locations of the aircraft as Main airfield (A), Museum compound(C), and factory site (F). They are not in any particular order.

Aircraft	No.	Formerly	Location	Comments
MiG 21SP	770	ex N. Vietnam AF	A	
MiG 21SP	22-86	ex E. German AF	A	
F104G Starfighter	2191	ex WGAF	A	
F84F Thunderstreak	52-6789	ex Greek AF	A	From Ramstein
F84F Thunderstreak	FU125	ex Belgian AF	A	53-6760, Red Tail
F84G Thunderstreak	unmarked		C	51-9572
Hunter F58	J-4065	ex Swiss AF	A	
Morane MS733	F-BMMT		A	
F101B Voodoo	58-0282	ex USAFE	A	
Super Mystere	12-UA,48	ex 21-BT	A	
Mystere IVA	44		A	
Lockheed T-33A	58-0468	ex 51-4230	A	
CM-170 Magister	168		A	ex Chateaudun
CM-170 Magister	178		A	
Vautour 2B	640		A	ex Musee deL'Air
Boeing 377A	F-BPPA	ex N212AS	A	
Boeing C97A	unknown	ex USAF	A	Nose only
MD315 Flamant	227		A	
H-34A Choctaw	116RB	SA116	A	ex 58-002/GR
H-19D	unmarked	52-7603	C	shell only
SM30 Glider	unmarked	F-CCHN	C	nose only
N1300 Gliders (2off)	F-CROE/CRQH		A	in shed
SE210 Caravelle	F-GHMU	HB-IKD	A	
SE210 Caravelle	F-GELP	I-GISO	F	
Mirage IIIC	10-LE	86	A	Desert Camouflage
Mirage IIIC		90	A	Silver
DH Vampire T11	XE950	ex RAF	A	
Nord 1101 Norecrin	BZ	88	A	
Mystere IVA	1		C	Aeronavale
Douglas B26 Invader	unknown	ex FAF	C	ex Musee deL'Air
C47A Dakota	G-ALWC	F-GBOL	A	Fuselage on trolley
NA F100 Super Sabre	54-2239	ex FAF	A	ex RAF KG723
N2501 Noratlas	191		A	ex USAF Bitburg
Gloster NF11-8 Meteor	BG	ex FAF	A	
F84E Thunderjet	unknown		A	under restoration
MiG 17	unknown	ex CzAF	C	recent arrival
Br765 Sahara	504		C	under restoration
AS350 Ecureil	F-WZJL		C	
H21-C Workhorse	52-7603		C	ex Aeronavale
Deltaviex	F-WBHA		C	Fuselage/Mainplanes
T6-G Harvard	OJ,928		A	poss. 50-8092

MH 1521 Broussard
Concorde

F-BJLR
F-WTSB

A
F

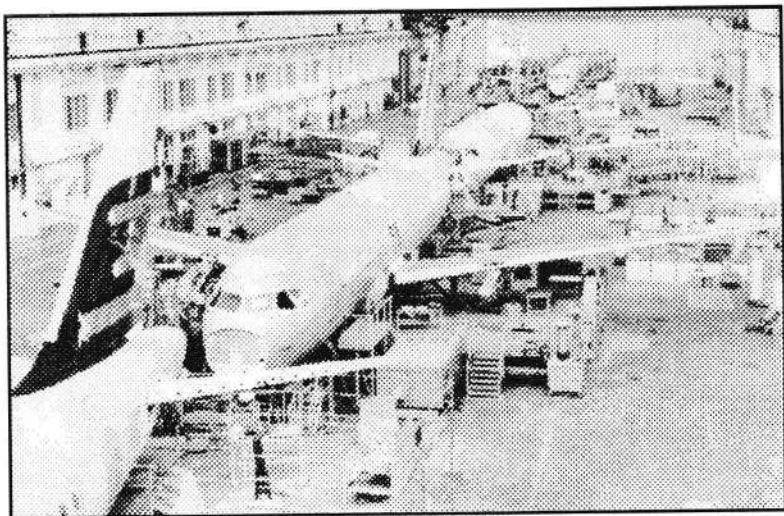
in Airfield Shed
001

In addition to the above, around the working compound where the restoration work was being carried out, there were several other airframes, and noses, unable to be identified by me during my brief time on site. However, I list them below in case any of you got the chance to look around. Also there were two more Caravelles and an Antonov An2 on the far side of the airfield, again unknown identities.

Beech C45	F-ZJAD	C	
Nord 3400	130	C	
Fournier RF3	23	C	Poss. in Airfield shed
SO1221	FR101	C	
SO 6025 Espadon	01	C	under restoration
Caudron 282	F-AMXT	C	
Piper J3 Cub	F-BETX	C	ex D-EBOR
MS893A	F-BPMF	C	10761

I hope this helps some of you, if I am wrong on anything forgive me for being a 'non-spotter', and let me know so I can correct my records. Next Museum trip - Brussels? Any takers let me know!

Ken Cothliff, Air Supply.



AIRBUS A320 UNDER CONSTRUCTION

RUMOUR BOARD

BY HARRY MORROW

LEEDS/BRADFORD

BIZ JETS VP-CMD is now based at Leeds, which should replace VP-CMO; also in a recent aircraft sales magazine G-HERS Citation X is up for sale.

BORING BORING BORING Mid February saw some test drilling on the south side of the airport, a conversation with the workmen it was established that what they were looking for was solid rock which was only 4 meters from the surface, this was for ground preparation work for the possibility of two new hangers with the current Yorkshire Light hanger eventually being demolished.

BRITISH MIDLAND Are to keep the EMB145 on the Paris CDG route due to Star Alliance partner Lufthansa not wishing them to upgrade larger than an Express aircraft.

BRITISH MIDLAND Are to replace the Saab 340 on the Edinburgh route with EMB145 as a temporary measure, due to maintenance on the Saab 340's.

BRITISH MIDLAND The Glasgow route will receive the EMB145 on a permanent basis in the very near future.

BRITISH REGIONAL Have now cancelled slots for a three times daily Leeds/Bradford - Stanstead route, they will now use the slot to fly Southampton - Belfast.

BRITANNIA AIRWAYS MAINTENANCE BASE Britannia are looking for a northern maintenance hub for they're new fleet of Boeing 737-800 aircraft LBA is rumored to be on the short list.

CANADIAN POLICY ON UK/GERMANY FLIGHTS Came across a Transport Canada press release Seems there is a new policy in effect to try and limit Air Monopoly, Air Canada's grasp of the Canadian market for Trans-Atlantic services. They have decided to let Air Transat and Canada 3000 offer scheduled Trans-Pond service. Apparently, there are only routes to Germany and the UK involved at this point. No specifics; but, here are the service proposals: Air Transat to UK year-round between "points in Canada" and Gatwick, Manchester, Glasgow seasonal service to Birmingham, Edinburgh, Belfast, LEEDS, Exeter, Newcastle, Stansted, Aberdeen. This may help to regain our Toronto service which was terminated at Leeds due to Air Transat not operating from smaller regional airports, I have since found a schedule that shows Air Transat doing a summer flight between Birmingham and Toronto via Exeter (well enough said) again sadly Manchester may have been the winner here there Air Transat service has been upgraded to Airbus A330 equipment.

FINNINGLEY Latest news on Finningley is that Leeds City Council has officially lodged an objection to the proposal. They join Sheffield, Rotherham and North Lincolnshire councils, as well as Leeds/Bradford, Humberside and Sheffield City airports in calling for a public inquiry. Leeds City Council claimed that Finningley "...could potentially have a disastrous impact on the viability of Leeds/Bradford airport".

PAKISTAN INTERNATIONAL AIRWAYS After some recent speculation it now seems that PIA will not now operate a service to LBA. With British Airways pulling out of Manchester on the Pakistan flights, Manchester is hoping to secure a daily flight from Pakistan International. Pakistan International are believed to have also signed an agreement with MAN to transfer all the routes they operate to the US via Shannon to route via MAN instead with 5th freedom rights.

RYANAIR Have announced eight new routes but sadly none are from Leeds, 7 are from Stanstead and also one from Preswick to Hahn which is about 60 miles from Frankfurt which was rumored to be a future LBA service.

RUMOUR BOARD CONTINUED

SUMMER 2000 @ LBA

AIR EUROPA One of the highlights of the week will be a Boeing 767 of Air Europa this is an upgrade of aircraft due to excellent sales. Flight no. AEA173/4 on a Sat arr. @ 21:05 dep. @ 21:55. Also flight no. AEA258/9 is upgraded from Boeing 737-800 to a Boeing 757-200.

AIRTOURS May use a Airbus A330 on one of the oversubscribed Palma flights.

BRITANNIA AIRWAYS According to the travel booking systems Britannia Airways will be basing a Boeing 737-800 at LBA for the summer season.

FUTURA INTERNATIONAL AIRWAYS Will upgrade to a Boeing 737-800 on all flight's into LBA this summer. Futura have also added another flight to the IT plan.

IBERWORLD Have added two more flight's for this summer both will operate on Thursday to Arrecife.

JMC HOLIDAYS Sales having been doing very well with upgrades of aircraft and extra flights our weekly IT flight program now stands at 51 (hopefully increasing).

SOME FUTURE MOVEMENTS

Eurofly SPA

8/3/00 from FCO AZ8206 @ 17:05 MD80 - Roma Football Team
8/3/00 to FCO AZ8207 @ 18:00 MD80 - Aircraft Positioning Flight
10/3/00 from FCO AZ8206 @ 08:10 MD80 - Aircraft Positioning Flight
10/3/00 to FCO AZ8207 @ 09:00 MD80 - Roma Football Team (Defeated)

European Aircharter BAC 1-11

6/4 0800 fm BOH 0900 to BRS
7/4 1750 fm BRS 1835 to BOH

European Aircharter Boeing 737-200

26/5 1500/1600 from BOH to Groningen
4/6 1815/1900 returns from GRQ to BOH

MANCHESTER

AIR ALFA Have now reduced their Dalaman service for the summer to just 2 flights per week using Airbus A320 aircraft.

AIR FRANCE Are expected to commence a new daily Lyon service using CRJ equipment in April 2000.

AIR MALDIVES Have postponed the start date for their 2 X weekly scheduled A310 services to Male until they have taken delivery of a second Airbus A310.

ALITALIA Have requested slots for a summer 2000 CRJ service to Milan.

BRITISH MIDLAND Have been granted license applications for services from MAN to Chicago & Washington. Subsequently they have applied for NY, Boston & LA (from CAA website). May also have approached the CAA for a codesharing agreement and they will be flying their own aircraft. In the perverse way of doing things, it is believed that they have cancelled the slots.

RUMOUR BOARD CONTINUED

- CROSSAIR** Will change aircraft type to EMB 145 on their scheduled services to Basle from April 2000.
- DELTA AIR LINES** Are understood to be considering several new routes from Man including services to Philadelphia and Cincinnati.
- GALAXY** Will operate a number of Boeing 737-400 charter flights to Greece in the summer 2000.
- LUFTHANSA** Have applied to operate an additional weekday service to Hamburg for the summer 2000. Using CRJ aircraft arrives 12:20 departs 12:50.
- MAERSK AIR** Will be operating 2 charter flights to Geneva with Boeing 737-500 aircraft on Sat 8th & 15th April. Arrives 12:35 departs 13:35
- MALAYSIAN AIR LINES** Are proposing to fly direct to Kuala Lumpur from March 2000 and change aircraft type to Boeing 747-400 equipment from June.
- OLYMPIC AIRWAYS** Should start operating Athens-MAN-Boston service (with 5th freedom rights from MAN to Boston) this summer. This service is believed to be commencing 19 June. Also still negotiating for Athens-MAN-Toronto.
- ROSE AIR** Will operate up to 3 charter services a week to Antalya with Boeing 737-300 equipment from May.
- ROYAL JORDANIAN** Will be operating a series of flights with A310's from MAN on Hadji flights.
- MARCH THU 2nd Arr. 1630 Dep. 1730
MARCH WED 8th Arr. 0540 Dep. 0655
MARCH WED 22nd Arr. 0850 Dep. 0950
MARCH FRI 24th Arr. 0850 Dep. 0950
- SAUDIA ARABIAN** Will also be operating a series of Hadji flights with Boeing 747-400 and Airbus A300's.
- MARCH SAT 4th (A300) Arr. 0530 Dep. 0700
MARCH MON 6th (747) Arr. 0930 Dep. 1100
MARCH MON 27th (747) Arr. 0430 Dep. 0600
MARCH WED 29th (747) Arr. 1030 Dep. 1200
APRIL SAT 1st (A300) Arr. 0430 Dep. 0555
APRIL SAT 1st (747) Arr. 0630 Dep. 0800
- SAS** Have now reduced their Oslo SAS1533/4 service to 4 X weekly.
- TAROM** Have applied for a twice-weekly Boeing 737-300 service to Bucharest.
- TRANS ARABIAN AIR LINES** Will be re-commencing their twice-weekly Boeing 707 freight service.
- US AIR** New Boeing 767 scheduled service to Philadelphia will commence on 26th May.

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise (This information cannot be posted on any notice boards without the authors permission this section is provided to inform aviation enthusiasts and is not here for the commercial gain of others. If this happens again then this section will disappear).

CREDITS TO THE FOLLOWING : LBA SPOTTERS / TAS / LEEMING AVIATION GROUP / AVIATION DATABASES 99 / S.DOBSON / GEOFF / VARIOUS WEB PAGES / CIVIL SPOTTERS INTERNET SITE / MICK WARD / Marcus Mitchell

NEW FLIGHT NUMBERS

Hello All,

Thanks to member Phil Linley for noticing that Sabena have changed the LBA-BRU flight numbers as from the start of the summer flight program, you can check out these flight numbers by visiting the Amadeus Web Site. Also by visiting the Swissair Web page : (<http://www.swissair.com/SRADISstart.nav>) Fill in the details and you can see which registration mark a Sabena flight will carry for the same day and the following day.

MON-FRI

<u>OLD</u>	<u>NEW</u>		<u>DEP</u>		<u>ARR</u>	<u>TYPE</u>
SN730	SN2090	LBA	0650	BRU	0915	AR1
SN697	SN2083	BRU	1000	LBA	1025	AR8
SN698	SN2084	LBA	1110	BRU	1330	AR8
SN699	SN2085	BRU	1430	LBA	1455	AR8
SN700	SN2086	LBA	1540	BRU	1800	AR8
SN701	SN2087	BRU	1850	LBA	1915	AR8
SN702	SN2088	LBA	1955	BRU	2215	AR1
SN729	SN2089	BRU	2220	LBA	2240	AR1

SAT

SN2090 Dep as above SN2083/4 as above except Bae146 equipment

SUN

SN2085/6/7/8/9 As above

Of note is the scheduling of the Bae RJ100 on the night-stopper. No extra weekend flights. The new flight number changes should eliminate the need for alpha-numeric callsigns (eg SN72Yankee).

CHEERS

Harry Morrow (Planecrazyimages@notionwideisp.net)

CREDITS : PHIL LINLEY.

LEEDS BRADFORD AIRLINE REPORT - JANUARY 2000

REGULAR FLIGHTS

AEA226	TFS	<u>07/EC-HGQ</u>	14/EC-HGO	21/EC-HGP	28/EC-HBL	
AEA276	ACE	06/EC-HGP	13/EC-HCQ	20/EC-HBN	27/EC-HBN	
AIH351	AGP	02/G-JSJX				
AIH353	AGP	06/G-JSJX	13/G-MCEA			
AIH387	ALC	01/G-RJGR				
AMM601C	LPA	03/G-OOAF	10/G-OOAF	17/G-OOAE	24/G-OOAF	31/G-OOAH
AMM602C	TFS	04/G-OOAF	11/G-OOAF	18/G-OOAE	25/G-OOAF	
AMM603C	FUE	05/G-OOAF	<u>12/G-OOAI</u>	19/G-OOAE	26/G-OOAF	
AMM604C	ACE	06/G-OOAF	13/G-OOAI	20/G-OOAE	27/G-OOAF	
AMM605C	TFS	07/G-OOAF	14/G-OOAI	21/G-OOAE	28/G-OOAF	
AMM606C	ALC	01/G-OOAF				
BAL045A	ACE	05/G-BYAY	12/G-BYAN	19/G-BYAX	26/G-BYAT	
BAL232A	LPA	03/G-BYAJ	10/G-BYAN			
BAL341A	PMI	07/G-BYAH	14/G-BYAH	21/G-BYAH	28/G-BYAH	
BAL341B	NCL	07/G-BYAH	14/G-BYAH	21/G-BYAH	28/G-BYAH	
BAL411A	TFS	07/G-BYAY	14/G-BYAN	21/G-BYAX	28/G-BYAT	
BAL431A	AGP	06/G-BYAY	13/G-BYAN	20/G-BYAX	27/G-BYAT	
BAL443A	ALC	04/G-BYAY	11/G-BYAN	18/G-BYAX	25/G-BYAT	
BAL466A	ALC	06/G-BYAY	13/G-BYAN	20/G-BYAX	27/G-BYAT	
BAL491A	LPA	17/G-BYAS	24/G-BYAO	31/G-BYAS		
BAL491B	GLA	17/DivMAN	24/G-BYAO	31/G-BYAS		
TYR906C	INN	08/OE-LFL	15/OE-LFL	23/OE-LFK	29/OE-LFJ	

INBOUND DIVERSIONS

01	AMM606D	ALC	BLK	G-OOAF	A321	LGW	AMM377F/02
18	SKX1965	ARN	MAN	<u>SE-DZD</u>	E145	ARN	SKX9202
18	BRT846	TXL	MAN	G-EMBM	E145	BFS	BRT-BM
18	VLM707	RTM	MAN	<u>OO-VLK</u>	FK50	RTM	VLM708A
18	WTN52	MUC	WTN	<u>G-BLRA</u>	BA46	MUC	WTN-RA
18	BMA3763	ABZ	MAN	G-GNTB	SF34	ABZ	BMA377A
19	BRT907	BFS	MAN	G-EMBF	E145	OSL	BAW1696/20
19	BAW1697	OSL	MAN	G-EMBC	E145	ORK	BRT819/20

OTHER FLIGHTS

01	G-GNTH	SF34	BMA493/494	t/f Paris Cdg	Lieu E145
04	G-UKFI	FK10	UKA15V/45V	f/t Amsterdam	Lieu FK50
05	OO-DWF	RJ10	SAB729/730	f/t Brussels n/s	Lieu RJ85
07	OO-DWD	RJ10	SAB697/698	f/t Brussels	Lieu RJ85
08	EI-CLY	BA46	EIN368/369	f/t Dublin	Lieu FK50
11	G-BVTE	FK70	BMA9621/495	East Midlands - Paris Cdg	Lieu E145
11	G-BVTE	FK70	BMA496/497	f/t Paris Cdg	Lieu E145
11	<u>PH-SCZ</u>	AT72	SAB701/702	f/t Brussels	Lieu SAB RJ85
11	G-BVTE	FK70	BMA498/493	f/t Paris Cdg n/s	Lieu E145
12	G-BVTE	FK70	BMA494/9632	Paris Cdg - East Midlands	Lieu E145
12	G-JEAR	BA46	JEA749D/746D	f/t Belfast City	Lieu DH8
13	G-JEAV	BA46	JEA031D/734	Birmingham - Belfast City	Lieu DH8
13	G-JEAV	BA46	JEA737/742	f/t Belfast City	Lieu DH8
13	<u>G-JEDB</u>	DH8	JEA745/746	f/t Belfast City	-
13	OO-DWH	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
14	G-UKFJ	FK10	UKA37Y/67Y	f/t Amsterdam	Lieu FK50
24	<u>G-MIDA</u>	A321	BMA4JL/5LJ	f/t Heathrow	Lieu B735
25	OO-DWC	RJ10	SAB701/702	f/t Brussels	Lieu RJ85

Aircraft making first visits are underlined.

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