



**CHALLENG AIR DC-10 00-JOT
AT MANCHESTER AIRPORT 1996
MARK ELLIOTT**

VOL. 25

MAY 1999

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

I hope you all received your summer timetable with last month's magazine. This was compiled and produced by Harry Morrow whom I think has done a splendid job and deserves our thanks. As the timetable is in a 24 hour format , instead of a daily one, the easiest way to use it is to go vertically down the day-columns and then go horizontally across from the time-column to identify the aircraft concerned.

Many thanks to those who purchased raffle tickets at the last meeting. All prizes were donated so a full clear profit of £61 was raised of which £11 will go into society funds and the remaining £50 will be donated to the Swordfish Appeal to help keep this splendid aircraft, "City of Leeds", flying.

I am sad to report that due to increased work demands Alan Sedgwick has had to relinquish his regular column "Further Afield". Many thanks to Alan for all his contributions in the past and we hope he may still be able to produce the odd article in the future. If anyone thinks they could produce a similar regular section on the theme of global aviation, then please get in touch.

Due to the difficulty of finding a suitable speaker, the Annual Dinner will not be held until late September or early October.

Finally, will all contributors please have their copy to me by the 22nd of the month.

MEETINGS. (starting at 14.30)

2nd May	Andy Barker (L.B.A.) Palma in the 70's and airside ops at L.B.A.
6th June	Terry Sykes and Eric Martin combine to give a programme on New Zealand.
4th July	BA B747 Pilot.
August	NO MEETING
5th September	Lifeboats
3rd October	David Greenwood (Yorkshire Light Aircraft) Aircraft Engineering
7th November	A.G.M.
5th December	Christmas Party

CREDITS Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker, Harry Morrow , Mark Elliot ,

Leeds/Bradford Movements

March 1999

01 Monday

EI-FKB Fokker 50	0852	G-OBMZ Boeing 737 500	0940
G-MAJF Jetstream 41	0943	G-JEAE Friendship	0947
G-MAJH Jetstream 41	0950	G-RMCT Short 360	0955
G-GNTA SAAB 340	0959	EI-CKS Boeing 737	1008
OO-DJX Avro 146 RJ85	1037	G-UKHP BAe 146 300	1104
G-BVTE Fokker 70	1125	EC-GNU Boeing 737 300	1244
G-OBMZ Boeing 737 500	1333	G-MAJH Jetstream 41	1359
D-IAAD Cessna 406	1417	G-GNTA SAAB 340	1423
G-JEAE Friendship	1453	OO-DJX Avro 146 RJ85	1507
G-UKFG Fokker 100	1550	G-MAJF Jetstream 41	1704
G-JBWI Robinson R-22B	1713	G-MAJH Jetstream 41	1718
G-GNTA SAAB 340	1732	EI-FKA Fokker 50	1736
G-JEAE Friendship	1812	G-BYAO Boeing 757	1817
G-RMCT Short 360	1821	G-OBMX Boeing 737 500	1859
OO-DJT Avro 146 RJ85	1922	G-UKFG Fokker 100	2004
G-MAJF Jetstream 41	2010	EI-CKP Boeing 737	2014
G-GNTA SAAB 340	2027	G-BVTE Fokker 70	2037
G-MAJH Jetstream 41	2042	G-JEAE Friendship	2113
G-OBMX Boeing 737 500	2148	OO-DJS Avro 146 RJ85	2231

N/Res ?

02 Tuesday

G-OAAA Airbus 320	0644	EI-FKA Fokker 50	0844
N459LJ Lear Jet 45	0852	G-OBMX Boeing 737 500	0929
G-MAJF Jetstream 41	0939	G-MAJH Jetstream 41	0946
G-JEAE Friendship	0948	G-GNTA SAAB 340	0951
G-RMCT Short 360	0954	EI-CJI Boeing 737	1004
N9214Z PA-46 Malibu	1008	OO-DJX Avro 146 RJ85	1014
G-UKSC BAe 146 300	1019	G-BXNT JetRanger	1050
G-BVTE Fokker 70	1059	G-OBMX Boeing 737 500	1243
VP-CPR Cessna 421C	1427	G-UKFG Fokker 100	1437
OO-DWA Avro 146 RJ100	1443	G-OBMF Boeing 737 400	1457
185 Falcon 10	1503	G-JEAE Friendship	1506
G-MAJF Jetstream 41	1712	EI-FKD Fokker 50	1733
G-GNTA SAAB 340	1736	G-JEAE Friendship	1820
G-OAAA Airbus 320	1827	G-RMCT Short 360	1830
OO-DJL Avro 146 RJ85	1901	G-BVKB Boeing 737 500	1908
EI-CKP Boeing 737	2007	G-UKFG Fokker 100	2024
G-BVTE Fokker 70	2027	G-GNTA SAAB 340	2030
G-BFLH PA-34 Seneca	2042	G-MAJF Jetstream 41	2045
G-JEAE Friendship	2111	G-BYAO Boeing 757	2142
G-BVKB Boeing 737 500	2214	OO-DJR Avro 146 RJ85	2227

03 Wednesday

D-AELF Friendship 600	0005	G-MAJA Jetstream 41	0715
EI-FKD Fokker 50	0840	G-BXNT JetRanger	0910
G-MAJF Jetstream 41	0914	G-JEAE Friendship	0925

G-OBMM	Boeing 737 400	0929	G-RMCT	Short 360	0945
G-GNTA	SAAB 340	0948	G-UKAG	BAe 146 300	1005
OO-DJG	Avro 146 RJ85	1008	EI-COX	Boeing 737	1010
G-MAJA	Jetstream 41	1015	G-BVTE	Fokker 70	1133
G-BVKE	Boeing 737 500	1244	G-MAJA	Jetstream 41	1400
G-UKFG	Fokker 100	1439	G-JEAE	Friendship	1459
OO-DJS	Avro 146 RJ85	1502	G-OBMZ	Boeing 737 500	1507
D-IUTI	B60 Duke	1535	G-MAJA	Jetstream 41	1708
G-MAJF	Jetstream 41	1712	EI-FKF	Fokker 50	1725
G-GNTA	SAAB 340	1735	G-BYAO	Boeing 757	1758
VP-CPR	Cessna 421C	1809	G-JEAE	Friendship	1813
G-OBMZ	Boeing 737 500	1825	G-RMCT	Short 360	1831
OO-DJO	Avro 146 RJ85	1949	EI-CNT	Boeing 737	1958
G-MAJF	Jetstream 41	2000	G-UKFG	Fokker 100	2008
G-GNTA	SAAB 340	2032	G-BVTE	Fokker 70	2035
G-OAAA	Airbus 320	2040	G-MAJA	Jetstream 41	2045
G-JEAE	Friendship	2120	G-OBMZ	Boeing 737 500	2150
OO-DJK	Avro 146 RJ85	2221			
04	Thursday				
G-MAJF	Jetstream 41	0919	G-JEAE	Friendship	0928
G-GNTA	SAAB 340	0936	G-MAJA	Jetstream 41	0943
G-RMCT	Short 360	0952	G-OBMZ	Boeing 737 500	0955
EI-FKF	Fokker 50	0958	OO-DJV	Avro 146 RJ85	1004
G-URRC	BAe 146 300	1006	OE-FPA	Citation II	1016
EI-CNT	Boeing 737	1018	G-BLVI	T67M Firefly	1055
G-BVTE	Fokker 70	1059	G-BONT	T67M Firefly	1104
G-BKVT	PA-23 Aztec	1237	N1069S	King Air 200	1239
G-QJTW	Boeing 737 300	1247	G-BYAO	Boeing 757	1314
G-MAJA	Jetstream 41	1358	G-UKFG	Fokker 100	1443
OO-DJR	Avro 146 RJ85	1446	G-JEAE	Friendship	1515
G-BVKE	Boeing 737 500	1518	G-MAJA	Jetstream 41	1658
G-MAJF	Jetstream 41	1705	G-OAAA	Airbus 320	1710
G-GNTA	SAAB 340	1728	EI-FKF	Fokker 50	1735
D-IAAD	Cessna 406	1821	G-JEAE	Friendship	1824
G-BVKE	Boeing 737 500	1828	G-RMCT	Short 360	1833
OO-DJY	Avro 146 RJ85	1910	G-UKFE	Fokker 100	1957
G-MAJF	Jetstream 41	2016	EI-CJI	Boeing 737	2019
G-MAJA	Jetstream 41	2027	G-GNTA	SAAB 340	2030
G-BVTE	Fokker 70	2037	G-JEAE	Friendship	2137
G-BVKE	Boeing 737 500	2143	G-BYAO	Boeing 757	2212
OO-DJK	Avro 146 RJ85	2228			
05	Friday				
EI-FKF	Fokker 50	0854	G-MAJF	Jetstream 41	0914
G-BVKE	Boeing 737 500	0926	G-GNTA	SAAB 340	0936
G-RMCT	Short 360	0940	G-MAJA	Jetstream 41	0942
G-UKID	BAe 146 300	1003	EI-COA	Boeing 737	1024
OO-DJW	Avro 146 RJ85	1027	G-BVTE	Fokker 70	1057
G-ILTS	Cherokee Six	1143	G-JEAV	BAe 146 200	1211
G-BOIZ	PA-34 Seneca	1228	G-BOJR	Cessna 172P	1234
G-SFHR	PA-23 Aztec	1240	G-BVKE	Boeing 737 500	1253
G-BYAO	Boeing 757	1308	XZ304	Gazelle AH.1	1321
VP-CPR	Cessna 421C	1344	G-PRET	Robinson R-44	1351
G-BRPU	B76 Duchess	1358	G-MAJA	Jetstream 41	1359
G-GNTA	SAAB 340	1421	G-AVMM	BAC 1-11	1436
OO-DJN	Avro 146 RJ85	1445	G-UKFE	Fokker 100	1449

G-OBMZ Boeing 737 500	1503		OE-FPA Citation II	1515
G-AYGC Cessna F150K	1531		G-JEAX BAe 146 200	1628
G-TLME Robinson R-44	1636		G-MAJA Jetstream 41	1659
G-MAJF Jetstream 41	1716		G-GNTA SAAB 340	1733
G-OBMZ Boeing 737 500	1826		G-RMCT Short 360	1829
G-JEAX BAe 146 200	1841		OO-DJX Avro 146 RJ85	1914
EI-FKF Fokker 50	1931		G-MAJF Jetstream 41	2001
EI-CJE Boeing 737	2005		G-GNTA SAAB 340	2030
G-MAJA Jetstream 41	2036		G-BVTE Fokker 70	2102
G-OBMZ Boeing 737 500	2148		G-JEAW BAe 146 200	2215
OO-DJT Avro 146 RJ85	2226		G-RMCT Short 360	2256
G-UKFH Fokker 100	2343			
06 Saturday				
G-BYAO Boeing 757	0002		N1069S King Air 200	0042 1228
G-OAAA Airbus 320	0409		EI-FKA Fokker 50	0900
G-OAKI Jetstream 31	0940		OO-DJO Avro 146 RJ85	0953
EI-CJD Boeing 737	1020		G-UKFR Fokker 100	1131
G-BVTE Fokker 70	1154		G-OBMZ Boeing 737 500	1318
G-PIDS Boeing 757	1450		G-UKFR Fokker 100	1452
G-TLME Robinson R-44	1710		EI-CSL BAe 146 200	1726
OE-LFK Fokker 70	1748		G-JEAE Friendship	1816
G-OBMZ Boeing 737 500	1825		G-UKFH Fokker 100	1937
EC-GEU Boeing 737 300	2135		G-OABL Boeing 737 300	2256
07 Sunday				
G-OAKI Jetstream 31	0001		EI-CJE Boeing 737	0919
G-OBMZ Boeing 737 500	0922		G-GNTH SAAB 340	0932
N79EL Beechjet 400A	0945	1002	G-UKFH Fokker 100	0948
LX-LGG Boeing 737 400	1035		ZA714 Chinook HC.2	1142 1235
ZH776 Chinook HC.2	1142	1235	VP-CSC Citation V	1205 1955(08)
G-OBMZ Boeing 737 500	1301		ZA105 Sea King HAR.3	1429
G-UKFH Fokker 100	1435		OO-DJV Avro 146 RJ85	1449
G-JEAE Friendship	1508		G-RDVE Airbus 320	1512
G-AVMM BAC 1-11	1546		G-GNTH SAAB 340	1652
G-MAJA Jetstream 41	1714		G-MAJK Jetstream 41	1717
EI-FKE Fokker 50	1733		G-JEAE Friendship	1821
G-BVKB Boeing 737 500	1824		OO-DWB Avro 146 RJ100	1913
G-UKFH Fokker 100	2004		EI-COA Boeing 737	2009
G-MAJA Jetstream 41	2025		G-GNTH SAAB 340	2036
G-BVTE Fokker 70	2046		G-OABL Boeing 737 300	2117
G-JEAE Friendship	2122		G-BVKB Boeing 737 500	2153
OO-DJQ Avro 146 RJ85	2227			
08 Monday				
EI-FKB Fokker 50	0849		G-BVKB Boeing 737 500	0934
G-MAJA Jetstream 41	0936		G-JEAE Friendship	0938
G-GNTH SAAB 340	0944		G-MAJK Jetstream 41	0947
G-RMCT Short 360	0949		G-UKFD Fokker 100	0959
OO-DJN Avro 146 RJ85	1007		EI-CKQ Boeing 737	1015
G-OCDB Citation II	1120		ZG845 Islander AL.1	1142
G-BVTE Fokker 70	1159		EC-GHD Boeing 737 300	1229
G-NLEE Cessna 182Q	1237		G-BVKB Boeing 737 500	1247
G-RMCT Short 360	1325		G-ROUT Robinson R-22B	1352
G-MAJA Jetstream 41	1359		G-GNTH SAAB 340	1409
G-UKFH Fokker 100	1446		G-JEAE Friendship	1503
G-BVKD Boeing 737 500	1507		G-MAJA Jetstream 41	1654
G-MAJK Jetstream 41	1704		G-GNTH SAAB 340	1726
EI-FKB Fokker 50	1742		G-BYAO Boeing 757	1813

G-JEAE Friendship	1820	G-RMCT Short 360	1828
G-BVVC Boeing 737 500	1842	OO-DJS Avro 146 RJ85	1904
G-MAJK Jetstream 41	2007	EI-COA Boeing 737	2008
G-MAJA Jetstream 41	2022	G-GNTH SAAB 340	2025
G-BVTE Fokker 70	2038	G-JEAE Friendship	2121
G-BVVC Boeing 737 500	2135	OO-DWC Avro 146 RJ100	2234
09 Tuesday		EI-FKB Fokker 50	0851
G-COAC Airbus 320	0634	G-JEAE Friendship	0937
G-BVVC Boeing 737 500	0930	G-MAJA Jetstream 41	0947
G-MAJK Jetstream 41	0945	PH-ALJ PA-34 Seneca	0956
G-GNTH SAAB 340	0951	G-RMCT Short 360	1000
G-UKHP BAe 146 300	0958	EI-CRR Boeing 737	1009
OO-DJP Avro 146 RJ85	1003	G-BVTE Fokker 70	1125
G-BASL PA-28 Cherokee	1043	G-AWAJ B55 Baron	1213
D-ISHY Cessna 406 DIV	1154	G-BRPU B76 Duchess	1342
G-BVVC Boeing 737 500	1310	G-TABS Bandeirante	1358
G-MAJK Jetstream 41	1356	D-IAAD Cessna 406	1445
G-UKFH Fokker 100	1430	G-JEAE Friendship	1501
G-BVZF Boeing 737 500	1459	G-MAJA Jetstream 41	1702
OO-DJR Avro 146 RJ85	1504	G-GNTH SAAB 340	1728
G-MAJK Jetstream 41	1705	EI-FKF Fokker 50	1738
G-BXXY PA-34 Seneca	1732	G-RMCT Short 360	1824
G-JEAE Friendship	1817	G-COAC Airbus 320	1838
G-OBMZ Boeing 737 500	1829	G-UKFH Fokker 100	1950
OO-DJN Avro 146 RJ85	1921	EI-COX Boeing 737	2006
G-MAJA Jetstream 41	1955	G-GNTH SAAB 340	2028
G-BVTE Fokker 70	2011	G-JEAE Friendship	2128
G-MAJK Jetstream 41	2028	G-BYAO Boeing 757	2142
G-OBMZ Boeing 737 500	2136		
OO-DJL Avro 146 RJ85	2224		
10 Wednesday		EI-FKE Fokker 50	0854
G-BFTT Cessna 421C	0838	G-JEAE Friendship	0930
G-MAJK Jetstream 41	0924	G-GNTH SAAB 340	0939
G-MAJA Jetstream 41	0936	N220SC PA-31T Cheyenne	0949
G-OBMZ Boeing 737 500	0945	G-UKAC BAe 146 300	1006
G-RMCT Short 360	0951	OO-DJS Avro 146 RJ85	1010
EI-COA Boeing 737	1008	G-BVTE Fokker 70	1121
G-RVRB PA-34 Seneca	1020	G-BNOM PA-28 Warrior II	1151
ZA105 Sea King HAR.3	1132	G-OBMZ Boeing 737 500	1300
VP-CFG Citation I	1256	G-UKFH Fokker 100	1424
G-MAJA Jetstream 41	1354	D-INUS Cessna 406	1450
OO-DJY Avro 146 RJ85	1447	G-BVKD Boeing 737 500	1506
G-JEAE Friendship	1500	G-MAJA Jetstream 41	1655
G-BFTT Cessna 421C	1548	EI-FKC Fokker 50	1730
G-MAJK Jetstream 41	1702	G-BVVC Boeing 737 500	1829
OY-NPC Metro III	1809	G-JEAE Friendship	1837
G-RMCT Short 360	1831	OO-DJW Avro 146 RJ85	1952
G-IBFW PA-28R Arrow 3	1945	EI-CRR Boeing 737	1958
G-BYAO Boeing 757	1956	G-MAJK Jetstream 41	2013
G-UKFH Fokker 100	2001	G-MAJA Jetstream 41	2030
G-BVTE Fokker 70	2020	G-GNTF SAAB 340	2125
G-COAC Airbus 320	2059	G-JEAE Friendship	2137
G-ILGW Cessna 404	2129	OO-DJQ Avro 146 RJ85	2235
G-BVVC Boeing 737 500	2150		
11 Thursday		G-BVVC Boeing 737 500	0828
EI-FKC Fokker 50	0844		

G-JEAE	Friendship	0938	G-MAJK	Jetstream 41	0942
G-RMCT	Short 360	0947	G-MAJA	Jetstream 41	0951
OO-DJK	Avro 146 RJ85	1005	EI-CJE	Boeing 737	1009
G-BUHC	BAe 146 300	1014	G-GNTF	SAAB 340	1032
G-BVTE	Fokker 70	1101	G-BVKC	Boeing 737 500	1236
G-OMJB	JetRanger	1320	G-BYAH	Boeing 757	1331
G-BPHL	PA-28 Warrior II	1336	G-MAJK	Jetstream 41	1353
G-UKFH	Fokker 100	1424	G-ASNH	PA-23 Aztec	1435
G-JEAE	Friendship	1459	G-BVKA	Boeing 737 500	1506
OO-DJL	Avro 146 RJ85	1540	XZ309	Gazelle AH.1	1541
G-MAJK	Jetstream 41	1709	G-MAJA	Jetstream 41	1720
EI-FKE	Fokker 50	1728	G-OOAC	Airbus 320	1737
G-RMCT	Short 360	1829	G-BVKA	Boeing 737 500	1832
G-GNTA	SAAB 340	1851	G-UKFH	Fokker 100	1957
EI-CJD	Boeing 737	2006	G-MAJA	Jetstream 41	2021
OO-DWH	Avro 146 RJ100	2025	G-MAJK	Jetstream 41	2030
G-BVTE	Fokker 70	2038	G-JEAE	Friendship	2121
G-BVKA	Boeing 737 500	2147	G-GNTH	SAAB 340	2215
G-BYAH	Boeing 757	2218	OO-DJV	Avro 146 RJ85	2235
12 Friday					
EI-FKE	Fokker 50	0858	G-MAJK	Jetstream 41	0927
G-GNTH	SAAB 340	0938	G-JEAE	Friendship	0941
G-RMCT	Short 360	0947	G-MAJA	Jetstream 41	0952
OO-DJQ	Avro 146 RJ85	1005	EI-CJG	Boeing 737	1015
G-BVKA	Boeing 737 500	1026	G-BSNS	BAe 146 300	1049
G-BVTE	Fokker 70	1101	EC-FKJ	Boeing 737 300	1150
G-CRUZ	Cessna T303	1228	G-OBHF	Boeing 737 400	1256
G-BRPU	B76 Duchess	1350	G-MAJA	Jetstream 41	1409
G-GNTH	SAAB 340	1418	G-UKFH	Fokker 100	1436
G-BYAH	Boeing 757	1447	OO-DJX	Avro 146 RJ85	1458
G-JEAE	Friendship	1503	G-BVZG	Boeing 737 500	1507
F-BXSN	King Air E90	1537	G-MAJA	Jetstream 41	1701
G-MAJK	Jetstream 41	1714	EI-FKC	Fokker 50	1728
G-GNTH	SAAB 340	1732	G-OMNH	King Air 200	1821
G-JEAE	Friendship	1823	G-RMCT	Short 360	1846
G-BVZG	Boeing 737 500	1852	OO-DJP	Avro 146 RJ85	1948
G-MAJK	Jetstream 41	2001	G-UKFH	Fokker 100	2004
EI-CKR	Boeing 737	2008	G-GNTH	SAAB 340	2037
G-BVTE	Fokker 70	2039	G-MAJA	Jetstream 41	2042
G-JEAE	Friendship	2126	G-BVZG	Boeing 737 500	2206
OO-DWG	Avro 146 RJ100	2247			
13 Saturday					
G-BYAH	Boeing 757	0141	G-OOAC	Airbus 320	0409
EI-FKC	Fokker 50	0841	G-BVZG	Boeing 737 500	0908
OO-DJV	Avro 146 RJ85	0954	G-UKFH	Fokker 100	0957
EI-CNT	Boeing 737	1018	G-BVTE	Fokker 70	1127
N797HG	PA-46 Malibu	1132	G-BVZG	Boeing 737 500	1232
VP-CSC	Citation V	1235	XZ335	Gazelle AH.1	1236
G-RJGR	Boeing 757	1446	G-UKFH	Fokker 100	1503
G-BAVZ	PA-23 Aztec	1513	G-BRPU	B76 Duchess	1523
G-BRNC	Cessna 152	1806	EI-FKE	Fokker 50	1725
OE-LFK	Fokker 70	1744	G-JEAE	Friendship	1813
G-BVZG	Boeing 737 500	1820	G-UKFH	Fokker 100	1945
EC-FXQ	Boeing 737 400	2228			
14 Sunday					
G-BAVZ	PA-23 Aztec	0254	VP-CSC	Citation V	0817

EI-CJG	Boeing 737	0859	G-BVZG	Boeing 737 500	0916
G-BJMR	Cessna 310R	0943	G-UKFH	Fokker 100	0954
N79EL	Beechjet 400A	1134	G-BOKA	PA-28 Dakota	1216
G-BBTK	Cessna FRA150L	1217	G-BCKV	Cessna FRA150L	1219
G-BVZG	Boeing 737 500	1235	G-MAJL	Jetstream 41	1314
G-JEFS	Turbo Arrow III	1317	G-AZLY	Cessna F150L	1321
EC-GVB	Boeing 737 400	1404	G-WELL	King Air E90	1407
G-DIGI	Cherokee Six	1413	G-UKFH	Fokker 100	1438
G-RDVE	Airbus 320	1452	OO-DJQ	Avro 146 RJ85	1454
G-JEAE	Friendship	1501	G-BOZP	B76 Duchess	1611
G-BCKV	Cessna FRA150L	1618	G-TJHI	Citation I	1622
G-GNTH	SAAB 340	1652	G-MAJL	Jetstream 41	1711
EI-FKC	Fokker 50	1725	G-JEAE	Friendship	1810
G-BVKC	Boeing 737 500	1835	OO-DWA	Avro 146 RJ100	1911
G-UKFH	Fokker 100	1954	EI-CJD	Boeing 737	2009
G-GNTH	SAAB 340	2018	G-MAJL	Jetstream 41	2033
G-BVTE	Fokker 70	2038	G-JEAE	Friendship	2117
G-BVKC	Boeing 737 500	2140	OO-DJH	BAe 146 200	2231
15 Monday			G-BFLH	PA-34 Seneca	0807
G-BYAG	Boeing 757	0219	G-BSVF	PA-28 Warrior II	0910
EI-FKA	Fokker 50	0837	G-MAJK	Jetstream 41	0934
G-JEAE	Friendship	0932	G-GNTH	SAAB 340	0942
G-BVKC	Boeing 737 500	0940	G-RMCT	Short 360	0948
G-MAJA	Jetstream 41	0944	G-BWOM	Citation II	1010
OO-DJX	Avro 146 RJ85	1008	G-BSNR	BAe 146 300	1017
EI-CJI	Boeing 737	1014	G-BDGM	PA-28 Warrior	1120
G-BXNT	JetRanger	1051	G-BVTE	Fokker 70	1132
G-KKES	TB-20 Trinidad	1126	G-BVKC	Boeing 737 500	1245
G-OBPL	Bandeirante	1142	G-MAJA	Jetstream 41	1354
EC-GHD	Boeing 737 300	1249	G-RMCT	Short 360	1427
G-GNTH	SAAB 340	1415	G-OBMX	Boeing 737 500	1459
G-UKFH	Fokker 100	1441	OO-DJN	Avro 146 RJ85	1518
G-JEAE	Friendship	1503	G-MAJA	Jetstream 41	1703
VP-CSC	Citation V	1544	G-GNTH	SAAB 340	1721
G-MAJK	Jetstream 41	1709	G-TANS	TB-20 Trinidad	1739
EI-FKD	Fokker 50	1726	EC-EGC	Falcon 20	1832 2038
G-JEAE	Friendship	1821	G-OBMX	Boeing 737 500	1845
G-BYAG	Boeing 757	1835	G-MAJK	Jetstream 41	1955
OO-DJR	Avro 146 RJ85	1909	EI-CNW	Boeing 737	2008
G-RMCT	Short 360	1957	G-BVTE	Fokker 70	2036
G-GNTH	SAAB 340	2020	G-JEAE	Friendship	2118
G-UKFE	Fokker 100	2048	G-MAJA	Jetstream 41	2154
G-OBMX	Boeing 737 500	2138			
OO-DJW	Avro 146 RJ85	2237			
16 Tuesday			G-BRPU	B76 Duchess	0808
G-OOAC	Airbus 320	0700	G-BSCF	Robinson R-22B	0858
EI-FKD	Fokker 50	0842	G-HOPE	F33A Bonanza	0920
G-OBMX	Boeing 737 500	0915	G-JEAE	Friendship	0931
G-MAJA	Jetstream 41	0925	G-MAJK	Jetstream 41	0945
G-GNTH	SAAB 340	0942	G-RMCT	Short 360	0951
OO-DJV	Avro 146 RJ85	0950	EI-CJI	Boeing 737	1034
G-BTTP	BAe 146 300	1013	G-BAVZ	PA-28 Aztec	1123
G-BVTE	Fokker 70	1114	G-OBMX	Boeing 737 500	1245
C-GLRS	Lear Jet 60	1136	G-RMCT	Short 360	1406
G-MAJK	Jetstream 41	1357	G-GENN	GA7 Cougar	1439
G-UKFE	Fokker 100	1419			

G-ZENO Lear Jet 35A	1451	OO-DWD Avro 148 RJ100	1454
G-JEAE Friendship	1501	G-BVZG Boeing 737 500	1504
G-BULH Cessna 172N	1541	G-MAJA Jetstream 41	1708
G-MAJK Jetstream 41	1710	G-GNTH SAAB 340	1721
EI-FKA Fokker 50	1738	G-BAVZ PA-23 Aztec	1758
G-JEAE Friendship	1812	G-RMCT Short 360	1822
G-BVZG Boeing 737 500	1825	G-OOAC Airbus 320	1850
EC-GMG SA226 Metro 3	1906	OO-DJP Avro 148 RJ85	1922
G-MAJA Jetstream 41	2001	G-UKFM Fokker 100	2004
EI-CJD Boeing 737	2015	G-GNTH SAAB 340	2020
G-MAJK Jetstream 41	2037	G-JEAE Friendship	2110
G-BVTE Fokker 70	2115	G-BVZG Boeing 737 500	2140
OO-DJV Avro 148 RJ85	2219	G-BYAG Boeing 757	2233
17 Wednesday			
EI-FKA Fokker 50	0848	D-ICRK SA226 Metro 2	0920
G-MAJA Jetstream 41	0924	G-BVZG Boeing 737 500	0931
G-JEAE Friendship	0937	G-MAJK Jetstream 41	0943
G-GNTH SAAB 340	0949	G-RMCT Short 360	0957
EI-CJI Boeing 737	1006	G-BUHC BAe 148 300	1010
OO-DJQ Avro 148 RJ85	1014	VP-CSC Citation V	1036
G-BVTE Fokker 100	1140	N2000M Citation V	1157
G-AYPU PA-28R Arrow	1239	G-BVZG Boeing 737 500	1245
G-RVRC PA-23 Aztec	1249	G-MAJK Jetstream 41	1402
G-UKFC Fokker 100	1428	OO-DJR Avro 148 RJ85	1455
G-JEAE Friendship	1458	G-BVKD Boeing 737 500	1502
G-AYMK PA-28 Cherokee	1539	G-MAJK Jetstream 41	1704
G-MAJA Jetstream 41	1709	G-GNTH SAAB 340	1722
EI-FKC Fokker 50	1731	G-BRPU B76 Duchess	1808
G-JEAE Friendship	1814	G-BYAG Boeing 757	1818
G-BVKD Boeing 737 500	1824	OO-DJZ Avro 148 RJ85	1901
G-UKFJ Fokker 100	1956	EI-CKR Boeing 737	2006
G-MAJA Jetstream 41	2007	G-GNTH SAAB 340	2018
G-BVTE Fokker 70	2025	EC-GMG SA226 Metro 3	2032
G-MAJK Jetstream 41	2038	G-JEAE Friendship	2114
G-BVKD Boeing 737 500	2143	G-OOAC Airbus 320	2208
OO-DJK Avro 148 RJ85	2230		
18 Thursday			
G-BYAG Boeing 757	0014	G-OLAH Short 360	0223
N1069S King Air B200	0840	EI-FKC Fokker 50	0844
N459LJ Lear Jet 45	0906	G-BVKD Boeing 737 500	0925
G-JEAE Friendship	0933	G-GNTH SAAB 340	0934
G-MAJK Jetstream 41	0942	G-OLAH Short 360	0954
OO-DJR Avro 148 RJ85	1001	G-BTTP BAe 148 300	1007
EI-CJG Boeing 737	1010	G-MAJA Jetstream 41	1015
G-RVRC PA-23 Aztec	1035	G-BVTE Fokker 70	1125
G-JTCA PA-23 Aztec	1158	G-HMES PA-28 Warrior II	1223
G-BLYE TB10 Tobago	1231	G-BVKD Boeing 737 500	1241
G-BYAG Boeing 757	1338	G-MAJK Jetstream 41	1404
G-UKFJ Fokker 100	1444	OO-DJS Avro 148 RJ85	1451
G-JEAE Friendship	1503	G-BVKC Boeing 737 500	1513
G-ZENO Lear Jet 35A	1647	G-OOAC Airbus 320	1707
G-MAJK Jetstream 41	1711	G-MAJA Jetstream 41	1713
G-GNTH SAAB 340	1721	EI-FKA Fokker 50	1734
G-JEAE Friendship	1823	G-BVKC Boeing 737 500	1832
G-OLAH Short 360	1844	G-BORH PA-34 Seneca	1903
OO-DJQ Avro 148 RJ85	1915	G-MAJA Jetstream 41	2004

EI-CJI Boeing 737	2008	G-UKFJ Fokker 100	2010
G-GNTH SAAB 340	2017	G-MAJK Jetstream 41	2028
G-RVRC PA-23 Aztec	2037	G-BVTE Fokker 70	2103
G-JEAE Friendship	2117	G-BVKC Boeing 737 500	2142
G-BYAG Boeing 757	2204	OO-DJL Avro 146 RJ85	2239
19 Friday			
G-OBLC B76 Duchess	0840	EI-FKF Fokker 50	0848
G-MAJA Jetstream 41	0922	G-BVKC Boeing 737 500	0927
G-JEAE Friendship	0931	G-FPLC Cessna 441	0933
G-MAJK Jetstream 41	0936	G-GNTH SAAB 340	0940
G-OLAH Short 360	0949	OO-DJK Avro 146 RJ85	1001
EI-COA Boeing 737	1013	G-BUHC BAe 146 300	1019
G-BCRL PA-28 Warrior	1044	VP-CPR Cessna 421C	1101
G-BVTE Fokker 70	1104	G-BBPX PA-34 Seneca	1147
EC-FJZ Boeing 737 300	1155	G-BGTT Cessna 310R	1158
G-BVKC Boeing 737 500	1247	G-BYAG Boeing 757	1313
G-KKES TB-20 Trinidad	1323	G-MAJK Jetstream 41	1355
VP-CSC Citation V	1358	G-GNTH SAAB 340	1426
G-UKFJ Fokker 100	1439	N459LJ Lear Jet 45	1452
G-OBMX Boeing 737 500	1459	G-BCRL PA-28 Warrior	1508
OO-DJX Avro 146 RJ85	1511	G-JEAG Friendship	1530
G-OOAH Airbus 321	1555	G-MAJK Jetstream 41	1700
G-MAJA Jetstream 41	1708	G-GNTH SAAB 340	1728
EI-FKC Fokker 50	1736	G-JEAG Friendship	1824
G-OBMX Boeing 737 500	1827	G-OLAH Short 360	1852
OO-DJQ Avro 146 RJ85	1911	G-MAJA Jetstream 41	2000
G-UKFJ Fokker 100	2008	EI-CJI Boeing 737	2010
G-GNTH SAAB 340	2031	G-MAJK Jetstream	2033
G-BVTE Fokker 70	2053	G-JEAG Friendship	2117
G-OBMX Boeing 737 500	2150	OO-DJO Avro 146 RJ85	2229
20 Saturday			
G-BYAG Boeing 757	0105	G-OOAC Airbus 320	0350
EI-FKC Fokker 50	0849	G-OBMX Boeing 737 500	0916
G-UKFJ Fokker 100	0958	OO-DJW Avro 146 RJ85	1000
EI-CJG Boeing 737	1012	G-ZSFT PA-23 Aztec	1105
G-BVTE Fokker 70	1125	G-OLDZ King Air 200	1156
G-BORH PA-34 Seneca	1202	G-OBMX Boeing 737 500	1242
G-UKFJ Fokker 100	1424	G-PIDS Boeing 757	1433
EI-FKF Fokker 50	1727	G-BCED AAS Traveler	1729
OE-LFG Fokker 70	1736	G-JEAG Friendship	1811
G-OBMX Boeing 737 500	1819	G-UKFJ Fokker 100	1945
EC-FXQ Boeing 737 300	2243		
21 Sunday			
EI-CNX Boeing 737	0906	G-OBMX Boeing 737 500	0924
G-UKFJ Fokker 100	0953	EC-HAN Boeing 737 400	1003
XW201 Puma HC.1	1012	XW200 Puma HC.1	1032
F-GNVB Alouette II	1229	G-OBMX Boeing 737 500	1255
G-UKFR Fokker 100	1429	OO-DJQ Avro 146 RJ85	1441
G-JEAG Friendship	1458	G-OLAH Short 360	1510
G-SUEE Airbus 320	1514	G-ZAPI Citation I	1619
G-GNTH SAAB 340	1655	G-MAJK Jetstream 41	1711
EI-FKB Fokker 50	1738	G-JEAG Friendship	1817
G-OBMR Boeing 737 500	1833	G-OOAC Airbus 320	1856
OO-DWA Avro 146 RJ100	1939	G-UKFR Fokker 100	2001
G-GNTH SAAB 340	2018	G-MAJK Jetstream 41	2024
EI-CNZ Boeing 737	2041	G-BVTE Fokker 70	2050

	G-MAJA Jetstream 41	2123		G-JEAG Friendship	2126
	G-OBMR Boeing 737 500	2143		OO-DJX Avro 146 RJ85	2228
22	Monday				
	G-BYAG Boeing 757	0632		G-ATUL PA-28 Cherokee	0812
	EI-FKE Fokker 50	0840		G-BRUI PA-44 Seminole	0859
	G-MAJA Jetstream 41	0930		G-JEAG Friendship	0932
	G-GNTH SAAB 340	0934		G-MAJK Jetstream 41	0940
	G-OLAH Short 360	0942		G-OBMR Boeing 737 500	0944
	G-UVIP Cessna 421C	1006		G-EYRE LongRanger	1006
	OO-DJL Avro 146 RJ85	1012		EI-CNX Boeing 737	1014
	G-UKFP Fokker 100	1016		G-BVTE Fokker 70	1103
	EC-FUT Boeing 737 300	1233		G-OBMR Boeing 737 500	1259
	G-AVGK PA-28 Cherokee	1331		G-ZEIN T67M Firefly	1347
	G-MAJK Jetstream 41	1356		G-GNTH SAAB 340	1428
	G-TANS TB-20 Trinidad	1453		G-OBMX Boeing 737 500	1457
	G-JEAG Friendship	1500		XZ309 Gazelle AH.1	1511
	OO-DJO Avro 146 RJ85	1523		G-UKFF Fokker 100	1549
	G-BFHU Cessna F152	1611		G-MAJA Jetstream 41	1701
	G-MAJK Jetstream 41	1705		G-GNTH SAAB 340	1724
	EI-FKF Fokker 50	1738		G-OBMX Boeing 737 500	1817
	G-JEAG Friendship	1820		G-BYAG Boeing 757	1832
	G-OLAH Short 360	1850		OO-DJN Avro 146 RJ85	1908
	EI-CKS Boeing 737	1956		G-UKFF Fokker 100	1959
	G-MAJA Jetstream 41	2006		G-GNTH SAAB 340	2021
	G-MAJK Jetstream 41	2038		G-BVTE Fokker 70	2041
	G-BVZI Boeing 737 500	2139		G-JEAG Friendship	2146
	OO-DJK Avro 146 RJ85	2219			
23	Tuesday				
	G-BAVZ PA-23 Aztec	0109		G-OLAH Short 360	0219
	G-OOAA Airbus 320	0801		N829CB Citation II	0815
	EI-FKE Fokker 50	0838		G-BVZI Boeing 737 500	0921
	G-MAJA Jetstream 41	0929		G-GNTH SAAB 340	0937
	G-JEAG Friendship	0939		G-MAJK Jetstream 41	0944
	G-OLAH Short 360	0947		N228CX TBM 700	1002
	OO-DJZ Avro 146 RJ85	1010		40160 Beech C-12F	1017
	EI-CJF Boeing 737	1025		G-BRUI PA-44 Seminole	1032
	G-BVTE Fokker 70	1050		G-UKID BAe 146 300	1120
	G-BVZI Boeing 737 500	1232		G-MAJK Jetstream 41	1356
	SX-NAT PA-34 Seneca	1358		G-UKFF Fokker 100	1443
	OO-DJX Avro 146 RJ85	1457		G-JEAG Friendship	1501
	G-OBMF Boeing 737 400	1509		G-OPUB T67M Firefly	1512
	N459LJ Lear Jet 45	1528		XZ309 Gazelle AH.1	1548
	G-MAJK Jetstream 41	1659		G-BVTE Fokker 70	1704
	G-MAJA Jetstream 41	1709		EI-FKB Fokker 50	1730
	N829CB Citation II	1733	1748	G-JEAG Friendship	1812
	G-BVKC Boeing 737 500	1823		G-OLAH Short 360	1830
	G-OOAA Airbus 320	1839		OO-DJZ Avro 146 RJ85	1907
	G-MAJA Jetstream 41	2008		EI-CNX Boeing 737	2014
	G-UKFF Fokker 100	2015		G-MAJK Jetstream 41	2034
	G-GNTH SAAB 340	2039		G-BVTE Fokker 70	2044
	G-JEAG Friendship	2124		EC-GMG SA226 Metro 3	2129
	G-BYAG Boeing 757	2149		G-BVKC Boeing 737 500	2155
	OO-DJV Avro 146 RJ85	2227		G-BGYT Bandeirante	2254
24	Wednesday				
	N807JW IAI Astra SPX	0635		EI-FKB Fokker 50	0844
	G-EVES Falcon 900	0905		G-MAJA Jetstream 41	0924

G-JEAG Friendship	0933	G-BVVC Boeing 737 500	0937
G-OLAH Short 360	0942	G-MAJK Jetstream 41	0945
G-GNTH SAAB 340	0947	OO-DJQ Avro 146 RJ85	0958
G-BTTP BAe 146 300	1002	EI-CNT Boeing 737	1008
G-BVTE Fokker 70	1052	G-MAJK Jetstream 41	1156
G-BVVC Boeing 737 500	1318	G-MAJK Jetstream 41	1410
OO-DJX Avro 146 RJ85	1449	G-JEAG Friendship	1506
G-OUTW Boeing 737 300	1530	G-BUJI TB1F Venture	1604
G-UKFF Fokker 100	1606	XZ309 Gazelle AH.1	1651
G-MAJK Jetstream 41	1703	G-GNTH SAAB 340	1732
EI-FKB Fokker 50	1735	G-MAJA Jetstream 41	1742
G-JEAG Friendship	1821	G-BVZI Boeing 737 500	1827
G-OLAH Short 360	1830	G-BYAG Boeing 757	1844
OO-DJS Avro 146 RJ85	1913	G-EVES Falcon 900 DIV	1933
EI-CJD Boeing 737	2017	G-MAJA Jetstream 41	2034
G-MAJK Jetstream 41	2038	G-GNTH SAAB 340	2040
G-BVTE Fokker 70	2044	G-OAAA Airbus 320	2053
G-JEAG Friendship	2123	G-BVZI Boeing 737 500	2137
EC-GMG SA226 Metro 3	2141	OO-DJL Avro 146 RJ85	2221
G-UKFM Fokker 100	2303		
25 Thursday			
D-IAKK King Air 200	0822	EI-FKC Fokker 50	0847
G-MAJA Jetstream 41	0915	N220SC PA-31T Cheyenne	0917
G-JEAG Friendship	0936	G-GNTH SAAB 340	0939
G-MAJK Jetstream 41	0942	G-BVZI Boeing 737 500	0947
G-LOFT Citation I	0950	G-OLAH Short 360	0953
G-BSNR BAe 146 300	1002	OO-DJR Avro 146 RJ85	1005
EI-COA Boeing 737	1010	G-BVTE Fokker 70	1051
G-BODY Cessna 310R	1229	G-BVZI Boeing 737 500	1250
G-BYAG Boeing 757	1340	G-MAJK Jetstream 41	1358
G-UKFM Fokker 100	1442	G-JEAG Friendship	1459
OO-DJV Avro 146 RJ85	1511	G-BVZE Boeing 737 500	1525
G-OBLC B76 Duchess	1627	G-MAJK Jetstream 41	1658
G-MAJA Jetstream 41	1729	G-LOFT Citation I	1732
EI-FKF Fokker 50	1735	G-GNTH SAAB 340	1738
SE-DVZ Citation II	1807	G-JEAG Friendship	1820
G-BVZE Boeing 737 500	1841	G-OLAH Short 360	1845
OO-DJN Avro 146 RJ85	1910	G-OAAA Airbus 320	1924
G-UKFM Fokker 100	1953	G-MAJA Jetstream 41	2016
EI-COA Boeing 737	2020	G-MAJK Jetstream 41	2035
G-GNTH SAAB 340	2037	G-BVTE Fokker 70	2041
G-JEAG Friendship	2123	G-BVZE Boeing 737 500	2140
G-BYAG Boeing 757	2228	OO-DJY Avro 146 RJ85	2229
G-LIZZ PA-23 Aztec	2300		
26 Friday			
G-BAVZ PA-23 Aztec	0827	EI-FKF Fokker 50	0843
G-BVZE Boeing 737 500	0922	G-JEAG Friendship	0924
G-GNTH SAAB 340	0926	G-MAJA Jetstream 41	0929
G-MAJK Jetstream 41	0935	G-OLAH Short 360	0945
OO-DJO Avro 146 RJ85	0959	G-BGSV Cessna F172N	1005
EI-CNT Boeing 737	1011	G-BHAY PA-28R Arrow IV	1027
G-ILTS Cherokee Six	1034	G-UKFD Fokker 100	1044
G-OBLC B76 Duchess	1051	G-BVTE Fokker 70	1100
G-SOUL Cessna 310R	1106	VP-CSC Citation V	1108
F-GJHH King Air 300	1134	EC-GHD Boeing 737 300	1212
G-OBM2 Boeing 737 500	1338	G-MAJK Jetstream 41	1400

G-BWGO T67M Firefly	1412	G-GNTH SAAB 340	1417
G-UKFM Fokker 100	1448	N459LJ Lear Jet 45	1454
OO-DJZ Avro 146 RJ85	1505	G-JEAG Friendship	1507
ZH541 Sea King HAR.3A	1540	G-BVRC Boeing 737 500	1547
G-BXBV ATR-42	1550	G-BYAG Boeing 757	1604
G-MAJK Jetstream 41	1708	G-MAJA Jetstream 41	1726
EI-FKA Fokker 50	1738	G-GNTG SAAB 340	1742
G-JEAG Friendship	1816	G-ILTS Cherokee Six	1819
G-BXBV ATR-42	1824	G-BVZH Boeing 737 500	1851
OO-DJZ Avro 146 RJ85	1908	G-UKFM Fokker 100	2006
G-MAJA Jetstream 41	2017	EI-CJH Boeing 737	2021
G-MAJK Jetstream 41	2030	G-BVTE Fokker 70	2035
G-GNTG SAAB 340	2039	G-JEAG Friendship	2122
G-BVZH Boeing 737 500	2210	OO-DJT Avro 146 RJ85	2236
27 Saturday			
G-BYAG Boeing 757	0250	G-OAAA Airbus 320	0635
EI-FKB Fokker 50	0849	G-BVRC Boeing 737 500	0931
G-UKFM Fokker 100	1002	OO-DJK Avro 146 RJ85	1007
EI-CJH Boeing 737	1019	N12NM Citation I	1108
SE-DVZ Citation II	1144	G-BVTE Fokker 70	1149
G-BKAR PA-38 Tomahawk	1152	G-BXEC DHC.1 Chipmunk	1219
G-BVRC Boeing 737 500	1245	G-RJGR Boeing 757	1421
G-UKFM Fokker 100	1442	G-BLZT Short 360	1623
EI-FKA Fokker 50	1731	ZG993 Islander AL.1	1754
G-JEAG Friendship	1813	G-BVRC Boeing 737 500	1822
G-UKFM Fokker 100	1944	EC-FXQ Boeing 737 400	2236
28 Sunday			
PH-ABD PA-31Navajo	0316	EI-FKA Fokker 50	0840
EI-CJD Boeing 737	0901	G-BVRC Boeing 737 500	0940
G-BUHC BAe 146 300	1010	EC-HBT Boeing 737 400	1106
G-OPWS Mooney M20K	1149	G-BVRC Boeing 737 500	1240
G-JEAG Friendship	1425	G-SURV BN2T Defender	1433
G-UKFM Fokker 100	1440	OO-DJR Avro 146 RJ85	1501
G-BFTF AA5B Tiger	1523	G-BPYO PA-28 Archer II	1530
VP-CPR Cessna 421C	1605	G-TICL Airbus 320	1624
G-GNTG SAAB 340	1703	G-MAJK Jetstream 41	1718
G-JEAG Friendship	1812	OO-DJZ Avro 146 RJ85	1912
G-OBMH Boeing 737 300	1928	EI-FKD Fokker 50	1944
OY-APM Challenger 3R	1959	G-UKFM Fokker 100	2009
EI-CKQ Boeing 737	2021	G-MAJK Jetstream 41	2031
G-BVTE Fokker 70	2035	G-BRUI PA-44 Seminole	2040
G-GNTG SAAB 340	2055	G-MAJB Jetstream 41	2125
G-JEAG Friendship	2128	G-OBMH Boeing 737 300	2221
OO-DJK Avro 146 RJ85	2226		
29 Monday			
G-BYAU Boeing 757	0643	D-CTAN Citation V	0730 0904
G-OEJA Citation I	0830	EI-FKD Fokker 50	0851
G-MAJB Jetstream 41	0936	G-OBMH Boeing 737 300	0941
G-MAJK Jetstream 41	0944	G-GNTG SAAB 340	0947
G-BLZT Short 360	0959	G-UKFD Fokker 100	1001
EI-COA Boeing 737	1013	G-JEAG Friendship	1019
OO-DJE BAe 146 200	1039	G-BVTE Fokker 70	1134
EC-FKI Boeing 737 300	1213	G-SEHR PA-23 Aztec	1228
G-OBMH Boeing 737 300	1251	G-BLZT Short 360	1318
G-JEAG Friendship	1332	G-MAJK Jetstream 41	1353
G-GNTG SAAB 340	1405	G-UKFM Fokker 100	1428

OO-DJT Avro 146 RJ85	1452	G-BVKB Boeing 737 500	1455
G-BVTE Fokker 70	1621	G-MAJK Jetstream 41	1658
G-BNOJ PA-28 Warrior II	1710	G-MAJB Jetstream 41	1715
G-GNTG SAAB 340	1729	G-JEAG Friendship	1814
G-BVKB Boeing 737 500	1819	D-CTAN Citation V	1824 1840
G-BYAU Boeing 757	1828	G-BLZT Short 360	1828
OO-DJW Avro 146 RJ85	1902	EI-FKE Fokker 50	1931
EI-CJD Boeing 737	2007	G-UKFM Fokker 100	2009
G-MAJB Jetstream 41	2024	G-MAJK Jetstream 41	2032
G-GNTG SAAB 340	2035	G-BVTE Fokker 70	2044
G-JEAG Friendship	2123	G-BVKB Boeing 737 500	2144
OO-DJT Avro 146 RJ85	2221		
30 Tuesday			
G-BLZT Short 360	0313	G-OAAA Airbus 320	0718
EI-FKA Fokker 50	0841	N459LJ Lear Jet 45	0916
G-BVKB Boeing 737 500	0924	G-GNTG SAAB 340	0934
G-JEAG Friendship	0935	G-MAJK Jetstream 41	0942
G-MAJB Jetstream 41	0945	G-BLZT Short 360	0954
OO-DJF BAe 146 200	0956	G-UKFA Fokker 100	1010
EI-CJI Boeing 737	1016	G-BDOW Cessna FRA150	1032
G-BNYD JetRanger	1044	G-BVTE Fokker 70	1119
G-BVKB Boeing 737 500	1241	G-JEAG Friendship	1245
G-SFHR PA-23 Aztec	1253	G-MAJK Jetstream 41	1352
G-UKFM Fokker 100	1442	OO-DJN Avro 146 RJ85	1444
G-SFBH Boeing 737 400	1447	G-BVTE Fokker 70	1624
G-OBLC B76 Duchess	1657	G-MAJK Jetstream 41	1702
G-MAJB Jetstream 41	1715	G-GNTH SAAB 340	1729
G-BXDF B55 Baron	1747	G-JEAG Friendship	1810
G-BVKA Boeing 737 500	1818	G-BLZT Short 360	1834
OO-DJV Avro 146 RJ85	1900	G-OAAA Airbus 320	1905
EI-FKE Fokker 50	1927	G-UKFM Fokker 100	1955
EI-CNX Boeing 737	2001	G-MAJB Jetstream 41	2010
G-GNTH SAAB 340	2018	G-MAJK Jetstream 41	2026
G-BVTE Fokker 70	2029	G-JEAG Friendship	2125
G-BVKA Boeing 737 500	2151	G-BYAU Boeing 757	2212
OO-DJN Avro 146 RJ85	2230		
31 Wednesday			
G-BLZT Short 360	0244	G-OCDB Citation II	0708
EI-FKB Fokker 50	0850	G-MAJK Jetstream 41	0920
G-JEAG Friendship	0924	G-GNTH SAAB 340	0929
G-BVKA Boeing 737 500	0935	G-MAJB Jetstream 41	0942
G-BLZT Short 360	0949	G-PUDL PA-18 Super Cub	0958
EI-CJQ Boeing 737	1005	OO-DJE BAe 146 200	1008
G-UKFP Fokker 100	1032	G-OMAC Cessna FR172E	1034
G-BVTE Fokker 70	1045	G-BLVI T67M Firefly	1107
G-BNSO T67M Firefly	1142	G-BBXL Cessna 310Q	1144
G-BVKA Boeing 737 500	1236	G-JEAG Friendship	1252
G-BXXV Eurocopter 135T1	1351 N/Res	G-GNTH SAAB 340	1353
G-MAJB Jetstream 41	1357	G-UKFM Fokker 100	1440
G-OBMZ Boeing 737 500	1453	OO-DJL Avro 146 RJ85	1455
G-BVTE Fokker 70	1634	G-MAJB Jetstream 41	1702
G-MAJK Jetstream 41	1710	G-GNTH SAAB 340	1726
G-BYAU Boeing 757	1729	G-OAKI Jetstream 31	1753
G-JEAG Friendship	1829	G-BLZT Short 360	1832
G-OBMZ Boeing 737 500	1835	G-BXRY JetRanger	1904
OO-DJS Avro 146 RJ85	1912	EI-FKE Fokker 50	1922

EI-CJH Boeing 737	1959	G-MAJK Jetstream 41	2003
G-UKFM Fokker 100	2005	G-BVTE Fokker 70	2020
G-GNTH SAAB 340	2027	G-OAAA Airbus 320	2031
G-MAJB Jetstream 41	2036	G-JEAG Friendship	2132
G-OBMZ Boeing 737 500	2143	EC-GMG SA226TC Metro 3	2208
OO-DJP Avro 146 RJ85	2238		

From and to

01) D-IAAD/Mannheim: 02) N459LJ/Jersey;N9214Z/Nantes;VP-CPR/Guernsey;FYDTG/Prestwick: 03) D-AELF/Koln;D-IUTI/Osnabruck;VP-CPR/Cardiff: 04) OE-FPA/Luton; N1069S/Gamston;D-IAAD/Mannheim: 05) XZ304/Haverfordwest;VP-CPR/Gloucestershire; OE-FPA/Osnabruck: 06) N1069S/Villafranca: 07) N79EL/Gamston;ZA714/Odiham;ZH776/Odiham;VP-CSC/Humberside;ZA105/Leconfield: 08) ZGB45/Middle Wallop: 09) PH-AIJ/Hoeven;D-ISHY/Liverpool;D-IAAD/Mannheim: 10) N220SC/Guernsey;ZA105/Ladybower Reservoir;VP-CFG/Coventry;D-INUS/Koln;OY-NPC/Aalborg: 11) XZ309/Shawbury: 12) F-BXSN/Amiens-Rouen and return: 13) N797HG/Southampton;VP-CSC/Humberside; XZ335/Catterick: 14) VP-CSC/Humberside;N79EL/Chambery: 15) VP-CSC/Humberside; EC-GMG/Turin: 16) C-GLRS/Brussels;EC-GMG/Barcelona: 17) D-ICRK/Erfurt;VP-CSC/Humberside;N2000M/Sheffield City;EC-GMG/Barcelona: 18) N1069S/Gamston;N459LJ/Jersey: 19) VP-CPR/Luton;VP-CSC/Vannes;N459LJ/Luton: 21) XW200/Benson;XW201/Benson;F-GNVB/Coney Park: 22) XZ309/Tees-side: 23) N829CB/Blackpool;N228CX/Southend;40160/Heidelberg;SX-NAT/Wellesbourne Mountford-Wick;N459LJ/Coventry; XZ309/Shawbury;EC-GMG/Barcelona: 24) N807JW/Iqaluit(Canada);XZ309/York;EC-GMG/Barcelona: 25) D-IAKK/Monchengladbach;N220SC/Guernsey;SE-DVZ/Frankfurt: 26) VP-CSC/Humberside;F-GJHH/Edinburgh;N459LJ/Nurnburg;ZH541/St.James Hospital: 27) N12NH/Gamston;SE-DVZ/Hurn;ZG993/Belfast(Aldergrove): 28) PH-ABD/Rotterdam; VP-CPR/Guernsey;OY-APM/F & T Tirstrup: 29) D-CTAN/Koln (twice): 30) N459LJ/Jersey: 31) EC-GMG/Barcelona:

Overshoots

02) ZF350/LOP20;ZF449/LOP36: 03) ZF418/LOP20: 04) ZF342/LOP25: 05) ZF449/LOP29; XX498/CWL62: 08) ZF379/LOP52;ZF446/LOP33: 10) XX496/CWL19;G-BGYT/JFK01T: 11) XX495/CWL19;XX491/CWL76;XX496/CWL62: 12) XX492/CWL78: 18) XX482/CWL71: 19) G-BRPU: 20) G-OBLC: 22) G-BAVZ/Raven89T: 24) ZF203/LOP24 & LOP23: 29) XX499/CWL63;XX500/CWL69: 30) XX492/CWL69;FYDTD(No32)/FNY54C4;ZF163/LOP28: 31) G-OBLC; G-BXLY:

LBA movements review, March 1999

Lots of small freight flights this month, starting on the 1st with the Cosmos Air Cessna F406 D-IAAD from Mannheim as "AZE031". It visited us again using the same callsign on the 4th and the 7th. Jersey based Lear Jet 45 N459LJ has been noted on a number of occasions during the month using its callsign of "Stealth" with a variety of numbers. PA-46 Malibu N9214Z came from Nantes on the 2nd and joining it was the Cessna 421C VP-CPR which was back on the 3rd, 5th, 19th and 28th. WDL's Friendship D-AELF arrived from Koln just after midnight on the 3rd calling "WDL 278" and later on the same day the highly modified Beech Duke D-IUTI came from Osnabruck. Citation II OE-FPA was using callsign "Airlink 11" on the 4th when it was from Luton and the Gamston based King Air 200 N1069S came from its home.

On the 5th OE-FPA was back with the same callsign from Salzburg while N1069S was from Villafranca. The new Beechjet N79EL from East Midlands was noted on the 7th and the same day saw Citation V VP-CSC of Stadium City from Humberside using the callsign "Stadium 02", the Citation was back on the 13th, 14th, 15th, 17th, 19th and

26th. Coming from Hoeven in Holland on the 9th was Seneca PH-AIJ whilst from Liverpool we had the Cessna F406 D-ISHY diverting in as "FFG461" to do a freight flight. Only two visits from Cheyenne N220SC this month, on the 10th and 25th.

Two more freight flights noted on the 10th were Cessna F406 D-INUS as "FFG461" from Koln and North Flying's Metro OY-NPC as "Northflying 123E" Aalborg. Passing through from Amiens to Rouen on the 12th was King Air 90 F-BXSN as "MRG100" with PA-46 N797HG coming from Southampton on the 13th and the Beechjet 400 N79EL back on the 14th from Chambery. From Turin on the 15th was the Falcon 20 EC-EGC using the callsign "ADI 531". The Lear Jet 60 C-GLRS was from Brussels on the 18th and it was joined by the Metro 3 EC-CMG of Intermediacion Aerea from Barcelona doing a freight flight. The Metro was back again on the 17th, 23rd, 24th and 31st.

Yet another Metro was D-ICRK which came from Erfurt on the 17th whilst coming in from Sheffield City on the same day was Citation V N2000M. The Alouette 2 F-GNVB lives at Skelton Grange and can be frequently heard flying around the local area but it seldom visits the LBA, on the 21st it came from in Coney Park to refuel at Multiflight. The Blackpool based Citation II N829CB was noted twice on the 23rd and the Southend based TBM700 N228CX also visited, however the star of the day was Seneca SX-NAT which came from Wellesbourne and departed to Wick presumably sold in the States. Astra SPX N807JW on the 24th was from Iqaluit which is on Baffin Island in the Northwest Territories. King Air 200 D-IAKK on the 25th arrived at breakfast-time from Monchengladbach whilst the Citation II SE-DVZ of IFS AB came from Frankfurt at tea-time the same day.

King Air 300 F-GJHH on the 26th was from Edinburgh and the following day saw the Citation I N12NM arriving from its base at Gamston and Citation II SE-DVZ coming from Bournemouth/Hurn. The Navajo PH-ABD was a very early arrival on the 28th as "Tulip 2A" from Rotterdam and the Challenger OY-APM was calling "Danish 8282" on arrival from Tirstrup. Citation V D-CTAN visited twice on the 29th, both times it was from Koln. New with Futura this month were 2 Boeing 737 400's EC-HAN on the 21st and EC-HBT on the 28th. Sabena has started using BAe 146 200's on the early morning Brussels flights. Operating out of Multiflight at the start of the month was R-22B G-JBWI but it is not known if this is a new resident. However the ex Swiss Citation N221GA which arrived from Reykjavik on the 13th is a new resident and it has taken up residence in the Multiflight hangar. The Eurocopter EC-135T1 G-BXXV finally arrived on the 31st and is now resident.

Finally the military for the month which is mainly army helicopters. The Gazelle XZ304 was "Army 331" on the 5th. On the 7th we had two Chinooks from Odiham, they were ZA714 "Tropic2" and ZH776 "Tropic1", whilst from Leonfield on the same day was the Sea King HAR.3 ZA105 as "SRG128". On the 8th Islander ZG845 was from its base at Middle Wallop as "Army120". Returning on the 10th was ZA105 as "SRG128" again and on the 11th Gazelle XZ309 was "Army371". Gazelle XZ335 was "Army378" when it called in from Catterick on the 13th. Two Puma HC.1's on the 21st were XW201/"SHF399" and XW200/"SHF343" from Benson. Gazelle XZ309 called in as "Army 371" on the 22nd, 23rd and 24th. Using the callsign "SRG169" on the 26th was the Sea King HAR.3A ZH541 from Saint James Hospital. Islander AL.1 ZG993 arrived as "Army 909" from Aldergrove on the 27th. Foreign military were the French Navy's Falcon 10 No185 which was "FNYS5C4"/FYDTG on the 2nd and Beech C12F 40160 of the US Army as "Clue92" on the 23rd from Heidleburg.

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Military News

Eric Martin.



OPERATION ALLIED FORCE

Whilst there is no value in duplicating the information to be found in every television and radio news bulletin and on every newspaper's front page, not to mention this massive air action would seem absurd. I have therefore simply listed below the allied air hardware introduced at the various 'Phases' of the operation:

Phase 1:

RAF Harrier GR7s [based in Italy]; French Mirages; US F15s, 16s, 117 Stealth and B-52s [based at RAF Fairford] - 'delivering' Tomahawks!

Phase 2:

RAF Tornados; US B2 Stealth, A10 Thunderbolts & F/A 18s

Phase 3:

US B-1B Lancers

Credit: Daily Mail

MORE ON REPLACEMENT FOR BULLDOG

As I noted previously, the Grob 115E will replace the Bulldog for service with University Air Squadrons and Air Experience Flights. The Grob, to be named 'Tutor' in RAF service, will be operated by civilian contractors Bombardier. The precedent of civilian-operated Grobs came in a similar role with the Royal Navy Flying Grading Flight at Roborough, near the Royal Britannia Naval College at Dartmouth.

According to the MOD, the Tutor will provide a quieter, more efficient, cheaper to run, aircraft than the Bulldog, giving savings of over £30million over ten years.

Bombardier [formerly Shorts] will also provide a range of other services at University Air Squadron bases, including air traffic control, catering, emergency services and transport. Flying instruction will continue to be carried out by RAF personnel and this aspect will not be civilianised.

There will now be two aircraft types providing elementary flying training for potential RAF pilots: the Slingsby Firefly at the Joint Elementary Flying Training School and the Grob Tutor at University Air Squadrons. A third variety of such training is provided [in various types of aircraft] by means of RAF Flying Scholarships at civilian flying clubs.

The use of the name 'Tutor' is the re-use of another earlier name, the Avro Tutor was a popular pre-war elementary trainer, which followed the 504. We should be seeing the new Tutor soon at RAF Church Fenton.

Credit: RAF News

HAVE YOU ANY CREDITS?

Under this title, I appealed some time ago for any suitable news items from your daily or Sunday newspaper or your particular aviation magazine. I continue to subscribe to Aircraft Illustrated (in very slight preference to Aeroplane Monthly) and also receive Air Cadet, Military Aviation Review and RAF News. If you receive any other aviation magazines, would you please look out for appropriate items? I try to look at AirForces Monthly, Flypast and Aeroplane Monthly, but can't always get near at Smith's for the other casual readers!

Similarly, I stopped taking a regular daily some time ago, as I never seemed to have time to read it, although I have been taking the Times occasionally of late. Again, may I ask for any appropriate items from your daily or Sunday? Any material used will be acknowledged. This is a suitable occasion to acknowledge items from David Tennant (Daily and Sunday Telegraph), Karl Matthews (The Times and Talking Tangmere), Lesley Kilbey (Daily Mail), Ken Sander (New Zealand Herald) and Ted Bates.

DO YOU KNOW ANY ARMY PILOTS?

Following the success of the RAF memoirs mini-series, I am planning a similar series entitled 'Military Aviation Memoirs', to include memoirs of Naval Aviation and Army Aviation veterans, not to exclude any further RAF memoirs. I have already tentatively lined up an ex-Fleet Air Arm pilot and a Leading Air Mechanic (Engines) and possibly an Army Aircraft Technician, but could do with memoirs from an Army pilot (glider, Air OP, helicopter, any variety); if you know of one who would be willing to be 'interviewed', would you put me in touch with him? Might even include myself in the next series, in that I wore both navy blue and khaki 1944-48 - watch this space!

Please send any information for inclusion on this page to:

Eric Martin 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274-873336)

Military Matters

Eric Martin.



FLEET AIR ARM UNITS, BASES, SHIPS AND AIRCRAFT

<u>Unit</u>	<u>Base</u>	<u>Aircraft</u>	<u>Notes</u>
702 Squadron	Yeovilton	Lynx HAS3S	Recently transferred from Portland Part of Defence Helicopter Flying School
705 Squadron	Shawbury	Squirrel HT1	
750 Squadron	Culdrose	Jetstream T2	
771 Squadron	Culdrose	Sea King HAR5 & HAS5U	
800 Squadron	Yeovilton	Sea Harrier F/A2	
801 Squadron	Yeovilton	Sea Harrier F/A2	
810 Squadron	Culdrose	Sea King HAS6 & HAS5U	
814 Squadron	Culdrose	Sea King HAS 5/6	
815 Squadron	Yeovilton	Lynx (various marks)	Embarked as Ship's flights on frigates
819 Squadron	Prestwick	Sea King HAS6	
820 Squadron	Culdrose	Sea King HAS6	
845 Squadron	Yeovilton	Sea King HC4	
846 Squadron	Yeovilton	Sea King HC4	
847 Squadron	Yeovilton	Gazelle AH1; Lynx AH7	
848 Squadron	Yeovilton	Sea King HC4	
849 Squadron	Culdrose	Sea King AEW2 & HU5	
899 Squadron	Yeovilton	Sea Harrier F/A2 & T8	
FRADU	Culdrose	Hawk T1 & T1A	Fleet Requirements & Development Unit
RNHF	Yeovilton	See below	Royal Navy Historic Flight

Royal Navy Historic Flight:

- Chipmunk T10; Firefly AS5; Sea Fury FB11; Sea Hawk FGA6; Swordfish II

The following classes of ships carry aircraft:

- Invincible Class Aircraft Carriers ("Invincible"; "Illustrious"; "Ark Royal")
- Sheffield Class Destroyers (twelve ships, each carrying one Lynx HAS3)
- Brownsword Class and Duke Class Frigates (each carrying two Lynx HAS3 or Sea King HAS6)
- Ice Patrol Ship "Endurance" (two Lynx HAS3)

There is one Helicopter Carrier ("Ocean") and one Helicopter Support Ship ("Argus").

The three remaining Royal Naval Air Stations are: Culdrose (HMS Sea Hawk), Prestwick (HMS Gannet) and Yeovilton (HMS Heron).

The Air Engineering and Survival School is based at HMS Sulton in Gosport.

As noted in this issue of 'Military News', The Royal Navy Flying Grading Flight is based at Roborough, near Dartmouth, flying Grob 115D2s operated by Airwork Ltd.



Sea King



Harrier



Lynx

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Inclusive Tour bookings to Turkey are been cancelled in large numbers as the situation in the Balkans worsens. Latest situation is that Pegasus have axed their Monday Dalaman service, which is very disappointing, as this was to be one of the highlights of this Summers I.T. programme.

Corfu is also starting to decline in popularity, as the island lies only 3 miles from Albanian waters.

British Midland just as we close for press an announced on the internet advised British Midland are to commence a 4 times a day Edinburgh service using SAAB 340 equipment, from the 24th May. The report states the service will apparently be flown in competition against Gill Air, who currently fly the route twice daily. An obvious comment that there is just not enough business to sustain this frequency of flights. Full details will hopefully appear next month.

British Regional have at last started to paint their Jetstream 41's in new British Airways colours complete with the so called "Ethnic Tails". G-MAJK was the first to appear at LBA in "Wings of the City" colours by a Danish artist. This was disappointing as one of the Sun-Air Jetstreams operating for City Flyer last year had this scheme applied. However we did not have long to wait before G-MAJB appeared in "Ndebele" colours, this time from South Africa. G-MAJL is due to be painted in "Chelsea Rose" colours, but was noted in mid April still in old colours.

Jersey European have confirmed orders for 11 Dash 8's, the first of which will be delivered in October. As an interim two aircraft will be leased in from Bombardier arriving in June and July. When the Friendship at LBA is to be replaced has yet to be announced.

Ryanair finally made up their mind on the Summer Schedule from LBA after publishing many different times on their WEB site. Details are as follows.

MON to FRI	FR152/3	Arrives 1020	Departs 1045
	FR156/7	1600	1625
	FR154/5	1820	1845
SAT	FR152/3	1020	1045
	FR156/7	1715	1740
SUN	FR152/3	1020	1045
	FR154/5	1820	1845

The service changes came into effect on the 5th May. The reason for the strange start up date is the awaited arrival on the second Boeing 737-800, which frees up a series 200 to operate extra services including the "extras" to LBA.

Forthcoming charters are 2 British World BAC 1-11's on August 11th operating Total Eclipse flights.

The annual charter to Lourdes has been confirmed as to be operated by two British World BAC 1-11's

The saga of the expected Airfreight Express Boeing 747 continues. An Article in *International Freighting Weekly* states "New Transatlantic all-cargo carrier Airfreight Express has postponed its inaugural flight date to May so it can carry out last-minute maintenance work on it's Boeing 747F. The airline will be the only transatlantic carrier offering scheduled main-deck cargo capacity out of London Heathrow to New York JFK. It plans flights for every Saturday and Sunday with a 2.5 hour turnaround at JFK".

AIRPORT NEWS

BAA have stated that planning for a new runway must begin in the South-East of England soon, as demand for air travel in the region will outstrip the regions airports by 2010.

Belfast City have announced a £30 million development plan. In the first phase a new two story terminal would be built about 1km from the existing terminal. Passenger figures at Belfast City have grown from 85,000 in 1983, when the airport opened to passenger services to 1.3 million in 1998, catering for 45% of all scheduled flights between Britain and Northern Island.

Finningleys new owners Peel Holdings have released a press statement saying they hope to attract 2.4 million passengers by 2014. Peel Holdings plan a phased development of the former RAF base, and intend to carry significant passengers from early in its operation. By 2004 it aims to handle 1.1 million passengers, rising to 1.9 million by 2009.

Heathrow remained Europe's busiest airport in 1998 handling 60.5 million passengers. The public enquiry into the £1,800 million pound terminal 5 was completed on the 17th March. It is expected to be a further two years before the inspector, Roy Vandermeer QC, completes his report. This could be followed by another 6 months government and parliamentary debate, before work could begin. BAA has pledged it would not build another runway should the application succeed.

Luton is the U.K.'s fastest growing airport, with a 27.8% rise in passenger figures to 4.1 million in 1998.

Sheffield announced on the 24th March it is to celebrate the launch of six new flights by British Airways, which would be operated on a franchise basis by British Regional using Jetstream 41's. Starting on June 14th flights will serve Belfast three times a day and Dublin daily. Later in the year services will commence to London City, Paris, Glasgow and Edinburgh.

AIRLINE NEWS

Air 2000 has completed the integration of Leisure International Airways into it's fleet, following the merger of the parent companies last year. Two Boeing 767's destined for Leisure have joined the Air 2000 fleet. Agreement has been reached with Airbus to defer orders for two A.330's ordered by Leisure.

Aruigny have applied to operate a Guernsey to Stansted route following KLMuk's abandonment of the service. A lease on a SAAB 340 has been agreed, subject to Aruigny gaining route approval.

British Airways says it has now painted over 200 of its 350 strong fleet with the ethnic tails introduced in June 1997.

British Midland have gained licences for Heathrow to New York, Washington, Boston and Miami routes. However the current bilateral agreement only allows four carriers to operate between Heathrow and USA, these been B.A., Virgin, United and American. John Prescott is currently trying to expand the agreement to six carriers.

First Choice is set to merge with Swiss tour operator **Kuoni**. As a result there may be some integration between **Air 2000** and Swiss carrier **Edelweiss Air** which is 33% owned by Kuoni.

Flying Colours is now likely to absorb **Caledonian Airways** into its fleet, following approval for the merger of Thomas Cook Group with Carlson Leisure. Full integration is planned to take place during 2000.

Jersey European, have delayed its proposed flotation of the stock market for the second time. The reason is cited as fare wars have had a detrimental effect on the share price of recently floated airlines such as AB Airlines and British Regional. However if the float is delayed until next year J.E.A. could find itself floating against Easyjet.

Sabena have received their first A.321 in early March. It is the Belgium flag carriers first narrowbody Airbus product.

Suckling Airways commenced a London City to Dundee service during April, using a Dornier Do.328.

AIRLINER NEWS

The **Boeing BBJ** (Boeing Business Jet), a Boeing 737-7000 fitted with winglets began test flights on 20th February. The new wing will be designed for use on all BBJ production wings from 2000 onwards.

OTHER NEWS

What's new this summer ?

Below is a list on new British Airliners due to be delivered this year

Airline	Registration	Type	C/n	Due/Notes
Airtours	G-BYDA	DC-10	46990	4/99 ex OY-CNP
	G-MDBD	A.330-243	0266	6/99
	G-NLJL	A.330-243	0254	6/99
	G-????	A.320-231	0230	ex A40-MA
	G-????	A.330-231	0301	8/99
Air 2000	G-????	A.330-231	0309	11/99
	G-OOAL	B.767-38AER	26917	3/99
	G-OOAM	B.767-38AER		4/99
	G-????	A.321-213		4/99
Britannia	G-????	A.321-213		4/99
	G-BYAX	B.757-204	28834	3/99
	G-BYAY	B.757-204	28836	4/99 (Delivered 14/4/99)
British Airways	G-????	B.767-304	28884	
	G-EUPA	A.319-131	1115	10/99
	G-EUPB	A.319-131	1116	10/99
	G-VIIR	B.777-236	29322	3/99
	G-VIIS	B.777-236		4/99
	G-VIIT	B.777-236		5/99
	G-VIIU	B.777-236		5/99
	G-VIIV	B.777-236		6/99
	G-VIIW	B.777-236		7/99
	G-VIIX	B.777-236		8/99
British Midland	G-VIIY	B.777-236		9/99
	G-MIDI	A.321-231	0974	3/99
	G-MIDJ	A.321-231	1045	7/99
	G-MIDX	A.320-232		11/99
	G-MIDY	A.320-232	1014	6/99
	G-????	EMB-145 x 3		5/99

British Regional	G-EMBI	EMB-145		3/99	
	G-EMBJ	EMB-145		5/99	
	G-EMBK	EMB-145		8/99	
	G-EMBL	EMB-145		9/99	
	G-EMBM	EMB-145		11/99	
British World	G-????	B.737-300		5/99	
	Cityflyer	G-????	RJ 100	E-3354	6/99
Easyjet	G-????	RJ100		E-3345	6/99
	G-EZYL	B.737-33V	29336		3/99
	G-EZYM	B.737-33V	29337		4/99
Flying Colours	G-EZYN	B.737-33V	29338		5/99
	G-FCLH	B.757-2Q8	26274		4/99
	G-????	B.757-2Q8	26275		4/99
	G-FCLK	B.757-2Q8	26160		4/99
GB Airways	G-????	B.757-2Q8	26161		4/99
	Go Fly	G-????	B.737-33A	24460	4/99
Go Fly	G-IGOK	B.737-36N	28594		4/99
	G-IGOL	B.737-36N	28596		6/99
	G-IGOM	B.737-36N	28599		7/99
	G-IGOP	B.737-36N	28602		8/99
	G-IGOR	B.737-36N	28606		10/99
	Monarch	G-EOMA	A.330-242	0265	
Suckling	G-MARA	A.321-231	0983		3/99
	G-OJEG	A.321-231	1015		4/99
	G-SMAN	A.330-242	0261		6/99
	G-BYHF	Do.328-110	3050		3/99
Virgin	G-BYHG	Do.328-110	3098		3/99
	G-VBEE	B.747-219B	22722		3/99
	G-VIBE	B.747-219B	22791		10/99
Virgin Sun	G-VMED	A.320-214	0978		4/99
	G-VTAN	A.320-214	0764		4/99

ex N751LF
ex N651LF
ex N160GE
ex N161GE
ex G-OBM8

Rumours galore abound round the airport concerning both British Midlands and British Regional operating their EMB-145's through Leeds. Time will tell. The new Virgin Sun A.320, G-VTAN was a regular visitor last year at LBA when it was operated by Airworld as G-BXTA.

Look out for Airtours new A.320's and Britannia's new '757's operating through LBA. However you will now have to wait until October to see the Brit 757's now.

Adventuresome New Zealanders invented bungee jumping in the 1980's, when they started leaping off bridges with nothing more than a strong elastic band strapped to their ankles. The fad soon spread to people jumping off everything from towers to balloons. But now the Kiwi's have taken the "sport" a step further by introducing bungee jumping from aeroplanes. The jumpers use a De Havilland Caribou.

Nigel Sampson, President of Crazy Kiwi Karibu Adventures explained how the system works. "Once the jumper is pushed off the back ramp, the 300 meter bungee allows for an exhilarating sling slot ride, similar to water skiing through the air, only backwards. After ten minute's of falling about in tethered flight the customer is winched back on board, usually fully conscious, to receive the high fives of waiting friends, family and clergy". Jumpers may choose from several extra cost options, including a skid turn which reportedly offers a tremendous "crack the whip" effect.

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CREDITS Air Britain News, Aircraft Illustrated, ATW, AV Flash, Civil Spotters E-mail site, IFW, LBA E-mail site, (and all their contributors), Telegraph & Argus, Teletext, Marcus Mitchell, Pete Smith



AMSTERDAM ADVENTURE

My wife and I were lucky enough to have a weekend break in Amsterdam in late March. So on March 19th we checked in at LBA for flight UK2118. We waited in an almost deserted departure lounge. The inbound Fokker 100 turned out to be G-UKFJ in the old colours, and rapidly deplaned its 58 inbound passengers.

Our flight was called and we made our way into the forward holding lounge for the air bridge. I was disappointed to find the glass looking out towards the apron is very heavily frosted. However we were soon on board looking for our allocated seats 14E and F. The seating on the Fokker 100 is two seats on the port side and three on the starboard. There are no seat "B"s. I.E. The port seats are A and C. I thought it strange when there was just 2 of us travelling we had been allocated seats on the starboard side. It became apparent we had been allocated seats next to the rear crash doors, with lots of leg room. The aisle seat was a crew seat for use by one of the Air Hostesses on take-off. I have since had the thought, that when an aircraft is full and a passenger has to use the jump seat, the Captain normally request's that passenger is a pretty girl. Therefore the hostess should request a young handsome hunk for the seat next to her.O.K. maybe not !!!

Captain Adams announced our flight time to Amsterdam would be 55 minutes and we would be flying at 29,000 feet. The First Officer would be flying the sector. For a full aircraft the rate of climb seemed very impressive and we were soon level at Flight Level 290.

Captain Adams made a further announcement saying we had an 125 knot tailwind, giving us a ground speed of about 550 knots, and subject to ATC delays our flight time would reduce to about 50 minutes. I must say the flight was extremely smooth, my only disappointment was the filling of the sandwich was Egg Mayonnaise, which I detest, still the extra buttie kept 'Er Indoors munching, a G & T and we started our descent. Just as tea and coffee was starting to be served, Captain Adams announced we were passing 12,000 feet and had been given a straight in approach, and cabin crew 10 minutes. Serving of tea and coffee was promptly abandoned and the cabin made secure.

The hostess strapped her self in next to me, just as we turned from left base on to finals for Runway 01 Right at Schiphol. Just before we touched down I noticed the hostess had very tightly closed her eyes. I asked her what the problem was, to which she replied "Because the co-pilot is making the landing!!". Very encouraging!!, and the landing, while not a "greaser" was fine, the flight time was a mere 45 minutes. During our landing roll I noticed taxiing for take off, a China Asia Boeing 747. We had to hold short of our Stand D29 because apparently we were that early the airbridge had not been set up.

It is a long walk from this Stand to baggage reclaim, made even longer when you are trying to read everything off. Among the hoards of KLM '737's and KLMuk Fokker 100's noted were LN-RPA, New Generation '737 of SAS, PH-MCU MD-11 of Martinair, PH-AFE Boeing 747-400 of KLM, PH-BZL Boeing 767 of KLM which was a new delivery, and G-UKFO Fokker 100 (my last one !!!). Our loitering nearby cost us dear, as everybody else had collected their bags, and the Leeds flight had disappeared from the screens telling you which carousel the bags were on. Fortunately I spotted our brightly coloured ruck sacks.

We returned to the airport on Sunday lunch time, but were not due to fly until to 1900, on the UK2117 back to Leeds. I had checked the Schiphol Spotters WEB site and noted two vantage points in the terminal area, the outside viewing area, and a 3rd floor café where the locals go. We headed for the café and found while it was O.K. for "spotting", you were too far back from the action for photography. We spent a couple of hours here, during which time we noted the following highlights.

VP-BAI Boeing 737	Aeroflot	LN-BRS	Boeing 737	Braathens
OD-AGO Boeing 707	TMA	B-16461	Boeing 747	Eva
TC-GTA A.300	Anatolia	4X-EKA	Boeing 737	El Al

At 2 O'clock we made our way into departures and checked in a mere 5 hours before our departure time. We requested seats 14E and F again, and said goodbye to our bags. We then went to search out the outside viewing area. This offered slightly better photo opportunity, but you missed most of the action as you could not see either the landing or take off runways, and very little taxied past. Add to this the fact it was raining and our coats were now somewhere in the baggage hall, we soon abandoned this spot. While neither of the two spots offered a satisfactory place to both spot and photograph, you must bear in mind there is lots of construction work going on at Schiphol, and the facilities, I guess will be much improved when all this is completed during this summer. If you have a car during your visit there appears to be good vantage points around the perimeter. The spotters WEB site shows these, and shows a picture of cars parked at a road side, with a Tristar on the runway, and no fence between you, just the obligatory Dutch Canal !!!

We passed through onto airside, and made our way to the allocated G20. I became very suspicious of this gate number, when this section of the terminal was long haul. Things became even more confused when the screens showed 5 flights departing from Gate G20 in as many minutes. We I decided to make our way to the end of "D" pier, a spot recommended by Frits van Hout, who runs the LBA Spotters WEB site and a frequent traveller through Schiphol. I guess this is a good 1/2 mile walk, most of which was backtracking from the way we had just come. 'Er Indoors took this particularly well, especially considering she was going to spend the next 5 hours watching aircraft !!

I think we found the best spot here, but of course you need to be a passenger to gain access. We could see all the departures and most things taxied in past the end of the pier. A 50mm lens is all that is necessary for shots of a Boeing 737 size aircraft on the inner taxiway and a 135mm for the same size aircraft using the "outer". Of course the shots have to be taken through glass, and I'm not quite sure where the sun was as it was an overcast day. I would guess it would be O.K. from mid morning going by where runway 24 ran in relation to our position. Looking across the airfield you could see the aprons for both KLM and Martinair, and associated MD-11's and Boeing 747's. It was sad to see the former Fokker factory with a large red notice "To Let".

Some of the highlights seen from here were:-

N174DN	Boeing 767	Deita	D-CDAE	Dornier 328	A/S
OY-APN	Boeing 737	Maersk	N181SK	DC-8	Kuwait Airways
9G-BAN	DC-8		G-HLAC	A.300	Heavylift
OD-AGS	Boeing 707	TMA	G-MSKN	EMB-145	B.A./Maersk
OE-LTF	Dash 8	Tyreloean	D-AKNG	A.319	Eurowings
D-AWDL	Bae 146	WDL	PK-GSH	Boeing 747	Garuda

Obviously one of the reasons to go to Amsterdam is to see the KLM widebodies which do not normally visit U.K. We were certainly not disappointed, with 10 KLM Boeing 747's and 5 MD-11's been logged. KLM also produced rarer types such as Brasilia's and Fokker 50's and 70's as well as the more common Boeing 737's and 767's. Numerous locally based Transavia Boeing 737 and 757's were seen along with Martinair Boeing 767's and MD-11's and Air Holland '737's and '757's. The thing that surprised me was the number of Eurowings ATR-42's and ATR-72's that were present. They seemed sometimes to almost rival KLM. They also operated a couple of flights by BAe 146 as well as the A.319 mentioned above. Of course Air U.K./KLMuk Fokker 100's were present big time.

During our stop here we saw several amusing incidents. Certainly the Easyjet flight back to Luton certainly seemed to attract more than it's fair share of shall we say "characters". After the Easyjet departed an Aer Lingus '737 came on to stand. An announcement was made that the flight was overbooked by 4 people. A big sigh was heard from the gathered masses. A bribe of 150 guilders cash was made, for anybody prepared to wait 5 hours for the next flight. A couple volunteered and a large cheer went up !! I think the Danish awaiting the departure of their Maersk flight from the waiting area we were in, were a little amused by my antics. Trying to juggle between wideangle zoom and telephoto zoom lens as well as keep a log of the departures and taxiing aircraft seemed to cause occasional comment in Danish and associated giggle.

All too soon it was becoming dark, making photography impossible, and indicating it was time for us to make our way back to gate G20. When we arrived at this gate we found the reason so many

flights were leaving from one gate. This is the gate for departures from remote parking stands. At Schiphol, security screening is actually carried out at the gate, and with only one out of three X-ray machines working the queue was rather long. Once through the gate, you then have to find out which door your bus is leaving from. The doors are A to N, A been the nearest to the gate. Yes you guessed it.....Leeds/Bradford, Door N !!

We boarded the bus which took us to a row of 5, KLMuk Fokker 100's. Our mount turned out to be G-UKFR, on stand E74. Our Captain introduced himself, and once again it was Captain Adams. He apologised for the long queue for security processing and explained that once the building work was complete the problem would disappear as there should be enough airbridges for all. He went on to say we expected a small Air Traffic delay and then we would be on our way. The flight would be flown by the First Officer (does this man ever fly a sector !!), who would make every attempt to make up for our delayed departure. I was surprised this particular flight was not full, and I estimated about 80 passengers were on board.

Unfortunately my cunning plan to get a seat next to the hostess did not work out. This aircraft has a slightly different seating layout and row 14 is next to the front crash door, so we still got the leg room, but the hostess was on Seat 15D. However I did overhear her saying it always seem the Leeds flight always seems to be the first to be bumped to a remote stand, which means this flight is always late away. However from listening on the radio it never strikes me as been a flight which is late into LBA.

We launched off runway 24 at Schiphol and got a great view of the lights on the straight Dutch roads until we crossed the coast and disappeared into cloud. Food was served, oh no, Tuna sandwiches another of my dislikes !! We levelled off at 28,000 but soon came down to 26,000 to get out of some light chop and take advantage of a reduced headwind. Another G & T and we were in the left turn over Otteringham, Hull been clearly visible as we started on the drop into LBA. Captain Adams had obviously listening to VOLMET North, and told us much to his amazement it had stopped raining at LBA, but at Teesside and Newcastle it was still raining. He said we were landing on the North West runway at Leeds and the wind was North Westerly at less than 15 knots. Sure enough a right turn and we were established on the 32 ILS. Just as we passed over Headingley the Captain made another announcement. My heart sank, something must be wrong when an announcement is made this late in the approach. "Captain Adams here, just for you sat on the left side of the aircraft, there appears to be a firework display going on over there." Don't do that !!!

Considering the wind was straight down 32 our landing seemed fast, and I thought we were a little high on approach. Anyway the landing was firm but not a bouncer, and not late, but we still overshoot Alpha 2 turning round in the first exit of the loop, so I guess my conclusion about a fast approach was probably correct. Perhaps he was trying to make up time right down to touchdown!! Total flight time was again just 49 minutes.

We docked on stand 8, and had the farce of having to walk to arrivals, when the airbridge was there for all to see. Perhaps an announcement that it will be available to arrivals in the near future and the reasons why may help, particularly when people are having to walk in some of the adverse weather Yeaddon "enjoys". However the walk did enable me to make the Sabena RJ-85, OO-DWA, another one I've been chasing. I am sure things will be much better after the new arrivals area is finished, but the LBA baggage handlers are to be congratulated on the speed that the bags made it onto the carousel.

The cabin crew on the flight came across as being caring and professional (even if they had to close their eyes during the landing !!!). All in all no complaints what so ever with KLMuk, other than the choice of sandwich fillings !!! Row 14 is the row to request if you are flying on a Fokker 100. At 5ft 10" could stretch my legs full length, I'm sure it will be a different story on the Britannia A.320 in September!

The holiday was booked through Cresta Holidays, and even though we stayed at a modest Hotel, at well over £400 on a B & B basis for the both of us, plus spending money it cannot be called, by any stretch of the imagination a cheap weekend. Particularly when you are used to caravan rallying, when an expensive weekend is £10 !! Of course by making your own arrangements for Hotel accommodation, and flying with say Easyjet from Liverpool a big saving could be made.

David Wooler



Soaring High.

Welcome to another new section headed by yours truly.

I Think I can say that the 'Bit's n Bolts went with a success so I have no doubts but to carry on producing 'items' for this growing publication.

In these next 12 months I will be covering the whole process of what I am preparing myself for in my future career span! This is hopefully what has been a long term ambition for myself and many other friends and colleagues.

Learning to fly is a very big decision it doesn't happen in a 'dream' it is a major commitment and the question is "where do we start". The answer to this will be explained from my own experience and current experiences!!

Most people will visit the Local Airfield or Airport and get a 'Buzz' as to how aircraft fly, most then turn themselves into enthusiasts - 'no not sad people as most think' but most people don't think twice to the reasons of being an enthusiast. I had my first visit when I was about 8 years old and at 23 I'm still coming back for more!!

I knew when I boarded the Air 2000 737-300 (GKKUH) Back in 1989 one of my first of many holiday flights that It was going to be my career, and after many more flights the feeling was constant up until I joined the Air Training Corp in 1990 to enjoy the 'Cadet Life' for 3 years flying in Chipmunks from good old Finningley and the odd Lynx and Glider flight from Linton-on-ouse.

I left the Air Training Corp - 'not sacked' and persued employment, my only mistake was that I didn't do more flying as it was free training by the MOD!!! I then saved up and began my first trial flying lesson from Sherburn-in-Elmet in a C150 (GBBNJ)

Before I knew it I was having a lesson a month and kept a constant 'eye' on the finances so shopping was out instantly!!! among other expenditure. I did 6 hours at Sherburn mostly in C150/2 aircraft being instructed by a few 'characters' these being QFI's and I had 7 in all which is quite alot as most people stay with the same instructor throughout. I bought myself a log book before I had my trial lesson which was in March 1997 in (GBBNJ) the weather was ideal and myself and Andy my instructor walked out and I was briefed on the exercise.

I Admit that when you are sat with your seatbelt on inside the Aircraft you think "am I really sure this is for me?" and once the engine is fired there's no 'bailing out' it would be very embarrassing to look your instructor in the eye and declare "Im sorry Sir!!

So having survived we were off down the Grass runway at about 80 Knots and Andy pulled us up climbing to 2,000 ft heading towards Ferrybridge and I could see the whole area in a nice sunset. Andy was brilliant He asked me if I wanted control and I said without ado 'Not Half' I kept the C150 at 2,000 and made a few turns and climbed and descended the aircraft, having flown with the ATC it was no problem as In the Air Cadets you only flew for about 15 minutes. Half an Hour flew past and Andy took us back into Sherburn for a smooth landing and 'applause' from me. I ran into the clubhouse and immediately booked another lesson it was then I knew I was addicted!! I carried on at Sherburn covering other subjects including straight & level and climbing & descending turns, an instructor I will always remeber called 'Spooner' an ex RAF type very experienced gave me a briefing before flight he came into the room with a 'flat cap' on and raincoat and shouted in 'military fashion' "Is it Mark" i replied in a quiet tone, and he said well climb to 3,000 ft and any 'Trouble' you bale out!! I think I was more amused than nervous so I will always remember 'Spooner' he was brilliant and is well known.

I decided to leave Sherburn to come to Multiflight here at Leeds to continue my training.
See you next month.

Regards Mark Elliott.

LEEDS BRADFORD INTERNATIONAL AIRPORT

HOLIDAY FLIGHTS - SUMMER 1999

ARR	FROM	FLT No-	A/C	CAP	DEP	TO	FLT No-	REMARKS	TOUR OP
Monday									
-	-	-	A320	Y180	0730	LPA	BY295A	03/05-25/10	TH
0655	PMI	AIH396	A320	Y180	0900	LCA	AIH371	03/05-25/10	AT
1000	BJV	PGT471	737-400	Y170	1100	BJV	PGT472	03/05-25/10	FC/SW
1715	LPA	BY295B	A320	Y180	1800	LTN	BY992F	03/05-25/10	TH
1955	LCA	AIH372	A320	Y180	2130	PMI	AIH359	03/05-25/10	AT
Tuesday									
0345	PMI	AIH360	A320	Y180	0750	ALC	AIH373	04/05-26/10	AT
0715	LTN	BY996F	A320	Y180	0825	GRO	BY506A	04/05-26/10	TH
0850	PMI	AEA294	737-300	Y148	0940	PMI	AEA295	04/05-26/10	FC/SW
0955	YYZ	TS204	757-200	Y228	1050	BHX/YYZ	TS205	18/05-19/10	GS
1130	MLA	KM5202	737-200	Y129	1215	MLA	KM5203	04/05-26/10	AT
1400	GRO	BY506B	A320	Y180	1540	ALC	BY268A	04/05-26/10	TH
1835	TFS	AIH378	A320	Y180	1955	TFS	AIH377	04/05-26/10	AT/CS/FC
2140	ALC	AIH374	A320	Y180	-	-	-	04/05-26/10	AT
2225	ALC	BY268B	A320	Y180	2355	PMI	BY429A	04/05-26/10	TH
Wednesday									
0600	PMI	BY429B	A320	Y180	0755	ACE	BY423A	05/05-27/10	TH
-	-	-	A320	Y180	0800	FUE	AIH369	05/05-27/10	AT
1715	ACE	BY423B	A320	Y180	1845	DLM	BY241A	02/06-27/10	TH
1720	FUE	AIH370	A320	Y180	1845	BJV	AIH367	05/05-27/10	AT
Thursday									
0430	DLM	BY241B	A320	Y180	0645	PMI	BY277A	06/05-28/10	TH
0425	BJV	AIH368	A320	Y180	1000	ACE	AIH365	06/05-28/10	AT/CS/SW
1250	PMI	BY277B	A320	Y180	1425	AGP	BY368A	06/05-28/10	TH
1320	FAO	AMM595D	757-200	Y233	1420	FAO	AMM595C	06/05-28/10	FC/SW/UJ
1935	ACE	AIH366	A320	Y180	2100	GRO	AIH363	06/05-28/10	AT
2105	AGP	BY368B	A320	Y180	-	-	-	06/05-28/10	TH
Friday									
0240	GRO	AIH364	A320	Y180	0625	MAH	AIH391	07/05-29/10	AT/CS
-	-	-	A320	Y180	0625	CFU	BY089A	07/05-29/10	TH
1150	MAH	FCL599	757-200	Y235	1250	MAH	FCL598	07/05-29/10	FC/SW/UJ
1420	CFU	BY089B	A320	Y180	1545	IBZ	BY488A	07/05-29/10	TH
2105	MAH	AIH392	A320	Y180	2230	IBZ	AIH389	07/05-29/10	AT
2205	IBZ	BY488B	A320	Y180	2330	PMI	BY397A	07/05-29/10	TH
2225	PMI	AEA214	737-300	Y148	2315	PMI	AEA215	07/05-29/10	AT
2225	TFS	IWD3335	A320	Y180	2325	TFS	IWD3336	07/05-29/10	FC/SW/UJ
Saturday									
0450	IBZ	AIH390	A320	Y180	0700	ALC	AIH387	01/05-30/10	AT/FC/SW/AV
0535	PMI	BY397B	A320	Y180	0650	REU	BY468A	01/05-30/10	TH
1230	REU	BY468B	A320	Y180	1400	MAH	BY076A	01/05-30/10	TH
1335	ALC	AIH388	A320	Y180	1445	PMI	AIH385	01/05-30/10	AT/FC
2020	PMI	JKK3367	MD83	Y170	2115	PMI	JKK3368	01/05-30/10	CS/SW
2005	MAH	BY076B	A320	Y180	2140	IBZ	BY146A	01/05-30/10	TH
2105	PMI	AIH386	A320	Y180	2230	LPA	AIH383	01/05-30/10	AT
Sunday									
0410	IBZ	BY146B	A320	Y180	0600	PMI	BY365A	02/05-31/10	TH
0715	BOJ	VIM723	TU154	Y151	0815	BOJ	VIM724	23/05-26/09	BK
0800	LPA	AIH384	A320	Y180	0910	AGP	AIH381	02/05-31/10	AT/CS/FC/AV
0920	AGP	FUA248	737-400	Y170	1010	AGP	FUA249	02/05-31/10	AV
1205	PMI	BY365B	A320	Y180	1335	TFS	BY476A	02/05-31/10	TH
1455	AGP	BD4078	A321	Y215	1555	AGP	BD4077	27/06-31/10	AT
1535	AGP	AIH382	A320	Y180	1645	FAO	AIH379	02/05-31/10	AT/CS/SW
2320	FAO	AIH380	A320	Y180	0035	PMI	AIH395	02/05-31/10	AT
2330	TFS	BY476B	A320	Y180	-	-	-	02/05-31/10	TH

Destination Codes			Airline Codes			Tour Operator Codes	
ACE - Arrecife	FUE - Fuerteventura	MAH - Mahon	AEA - Air Europa	IWD - Iberworld	AT - Airtoours	GS - Globespan	
AGP - Malaga	GRO - Girona	PMI - Palma	AIH - Airtoours	JKK - Spairuz	AV - Avro	SW - Sunworld	
ALC - Alicante	HAJ - Hannover	REU - Reus	AMM - Air 2000	KM - Air Malta	BK - Balkan	TH - Thomson	
BV - Bodrum	IBZ - Ibiza	TFS - Tenerife	BD - British Midland	PGT - Pegasus	CS - Cosmos	UJ - Unijet	
CFU - Corfu	LCA - Larnaca		BY - Britannia	TS - Air Trnava	FC - First Choice		
DLM - Dalaman	LTN - Luton		FCL - Flying Colours	VIM - Air Via			
FAO - Faro	LPA - Las Palmas		FUA - Futura				

Nineteenth Edition -12/04/99

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INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA204	PMI	06/EC-GEU	13/EC-FXQ	20/EC-FXQ	27/EC-FXQ	
AEA226	TFS	05/EC-GZE	12/EC-FKJ	19/EC-FJZ	26/EC-GHD	
AEA259	LPA	01/EC-GNU	08/EC-GHD	15/EC-GHD	22/EC-FUT	29/EC-FKI
AIH351	AGP	07/G-RDVE	14/G-RDVE	21/G-SUEE	28/G-TICL	
AIH387	ALC	06/G-PIDS	13/G-RJGR	20/G-PIDS	27/G-RJGR	
AMM848	ACE	04/G-OOAA	11/G-OOAC	18/G-OOAC	25/G-OOAA	
AMM900	TFS	02/G-OOAA	09/G-OOAC	16/G-OOAC	23/G-OOAA	30/G-OOAA
AMM902	FUE	03/G-OOAA	10/G-OOAC	17/G-OOAC	24/G-OOAA	31/G-OOAA
AMM904	TFS	05/G-OOAA	12/G-OOAC	19/G-OOAC	26/G-OOAA	
BAL045A	ACE	03/G-BYAO	10/G-BYAO	17/G-BYAG	24/G-BYAG	31/G-BYAU
BAL068A	PMI	05/G-BYAO	12/G-BYAH	19/G-BYAG	26/G-BYAG	
BAL232A	LPA	01/G-BYAO	08/G-BYAO	15/G-BYAG	22/G-BYAG	29/G-BYAU
BAL411A	TFS	05/G-BYAO	12/G-BYAH	19/G-BYAG	26/G-BYAG	
BAL431A	AGP	04/G-BYAO	11/G-BYAH	18/G-BYAG	25/G-BYAG	
BAL443A	ALC	02/G-BYAO	09/G-BYAO	16/G-BYAG	23/G-BYAG	30/G-BYAU
BAL466A	ALC	04/G-BYAO	11/G-BYAO	18/G-BYAG	25/G-BYAG	
FUA175	AGP	07/LX-LGG	14/EC-GVB	21/EC-HAN	28/EC-HBT	
TYR906C	INN	06/OE-LFK	13/OE-LFK	20/OE-LFG		

OTHER FLIGHTS

02	OO-DWA	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
03	D-AELF	FK27	WDL278/277	Koln/Bonn - Valencia	Freight Charter
05	G-JEAV	BA46	JEA733/734	f/t Belfast City	Lieu FK27
05	G-AVMM	BA11	RYR1556/1557	f/t Dublin	Extra Schedule
05	G-JEAX	BA46	JEA032F/744	Birmingham - Belfast City	Lieu FK27
05	G-JEAX	BA46	JEA743/033F	Belfast City - Birmingham	Lieu FK27
05	G-JEAW	BA46	JEA747/744	f/t Belfast City	Lieu FK27
06	G-OAKI	BA31	AKL06/61	Manchester - Dublin	Passenger Charter
06	EL-CSL	BA46	EIN368/369	f/t Dublin	Lieu FK50
06	G-OABL	B733	DEB114P/5115	TeesSide -n/s- Pisa	Passenger Charter
07	G-OAKI	BA46	AKL62/06	Dublin - Manchester	Passenger Charter
07	G-AVMM	BA11	RYR1556/1557	f/t Dublin	Extra Schedule
07	OO-DWB	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
07	G-OABL	B733	DEB5116/116P	Pisa - Luton	Passenger Charter
08	OO-DWC	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
09	G-TABS	E110	DFT859	Norwich -n/s- Maastricht	Freight Charter
10	OY-NPC	SW4	NFA123E/123	Alborg - Berlin Schonefeld	Freight Charter
11	OO-DWH	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
12	OO-DWG	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
14	OO-DWA	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
16	OO-DWD	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
16	EC-GMG	SW2	-	Barcelona - Valencia	Freight Charter

17	D-ICRK	SW3	-	Erfurt - Turku	Freight Charter
17	G-BYAG	B757	BAL855A	t/f Local	Stargazer Charter
17	EC-GMG	SW2	-	Barcelona - Valencia	Freight Charter
19	G-OOAH	A321	AMM9959	Edinburgh - Gatwick	Passenger Charter
21	G-OOAC	A320	AMM9960	Gatwick - Edinburgh	Passenger Charter
21	OO-DWA	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
23	EC-GMG	SW2	-	Barcelona -n/s- Valencia	Freight Charter
24	EC-GMG	SW2	-	Barcelona -n/s- Valencia	Freight Charter
26	<u>G-BXBV</u>	AT42	GIL628P/628E	Newcastle - Edinburgh	Lieu SH36
26	G-BXBV	AT42	GIL629E/629P	Edinburgh - Newcastle	Lieu SH36
31	EC-GMG	SW2	-	Barcelona -n/s- Valencia	Freight Charter

Aircraft making first visits are underlined.



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TRIPS & VISITS



MARSHALL AEROSPACE CAMBRIDGE

&

NEWARK AIR MUSEUM

SUNDAY 16TH May 1999

DEPART AT 08:45 am (PROMPT) / RETURN AT 19:15 (APPROX)

Meet at 08:30am by the gates of the entrance to the South Side of Leeds Bradford also entrance to the Aero Club we will be departing at 08:45am PROMPT. We have a 35-seat coach booked with TV/Video, Toilet & drinks facilities. First part of the trip will be around the hangers of Marshall Aerospace Cambridge Airport, we will be escorted by an employee of Marshall's who is allowed to escort societies around in his free time and also he is a fellow aviation enthusiast called Colin Hothersall, this should take about 2 hours. Then its back northbound to Newark Air Museum arriving approx. 03:45pm for a look around at your leisure. On this day of our visit to the museum they are having a special Canberra anniversary, we will be leaving the Museum at 06:00pm this is also when it closes and return to Leeds / Bradford.

The visitors to Marshall Aerospace must adhere to the following: - A list with full names of all included in the party will be sent to Marshall's two weeks prior to our visit. Photographing is allowed only outside the hangers ALSO no Biz Jets are to be photographed. Please do not break the above stipulations so then other societies can also continue visiting this establishment. If you need further help please telephone myself Harry Morrow on 0113 2269391.

There are only 25 places on this trip book now to avoid disappointment do not forget this trip is open to all members of the society, If enough members do not come forward for this trip it will be offered to others to fill the gaps don't let this happen support your society come along on a interesting day out. Cost that includes all coach journeys and entrance into Newark Air museum will be.

£ 16

THE COMMITTEE.

Please fill in the slip below the dotted line and send it to Harry Morrow 51 Old Oak Drive, West Park, Leeds LS16 5HA and enclose a deposit of £ 5.00 Make any cheques payable to Air Yorkshire.

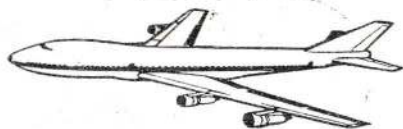
NAME _____

ADDRESS _____

TEL: _____

DEPOSIT ENCLOSED £ _____ SIGNED _____

TRIPS & VISITS



DUXFORD FLYING LEGENDS AIR DISPLAY

SUNDAY 11TH July 1999

DEPART AT 07:30 am (PROMPT) / RETURN AT 20:15 (APPROX)

Meet at 07:15am by the gates of the entrance to the South Side of Leeds Bradford also entrance to the Aero Club we will be departing at 07:30am PROMPT. We have a 35-seat coach booked with TV/Video, Toilet & drinks facilities.

The Annual Flying Legends Display at Duxford is a excellent day out you can watch the old war birds strut their stuff or wander around the static aircraft on display for the show or marvel at the aircraft on a very static display with the museum. More details to follow next month

If you need further help please telephone myself Harry Morrow on 0113 2269391.

There are only 35 places on this trip book now to avoid disappointment do not forget this trip is open to all members of the society, If enough members do not come forward for this trip it will be offered to others to fill the gaps don't let this happen support your society come along on a interesting day out. Cost that includes all coach journeys and entrance into Duxford Flying Legends Air Display will be.

£ 18 (approx.)

THE COMMITTEE.

Please fill in the slip below the dotted line and send it to Harry Morrow 51 Old Oak Drive, West Park, Leeds LS16 5HA and enclose a deposit of £ 5.00 Make any cheques payable to Air Yorkshire.

.....

NAME _____

ADDRESS _____

TEL: _____

DEPOSIT ENCLOSED £ _____ SIGNED _____



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