



**ALITALIA MD 82 I-DAWH
AT L.B.A. MARCH 2000**

Mr. M. Willingale
17 Banksfield Crescent
Yeadon
Leeds
LS19 7JY

Thursday, March 30, 2000

HARRY DAWSON MORROW
51 OLD OAK DRIVE
WEST PARK
LEEDS LS16 5HA

Dear Mike,

It is with deep regret that I have taken the decision to resign from the committee of Air Yorkshire. Since joining the Air Yorkshire committee I feel the same as many other members that unfortunately the society is on a downhill slide. So what is the point of a committee if it does not meet to discuss what is happening with the society, especially over the recent trials and tribulations of the Aero Club.

Several major factors have driven me to write this letter to you, firstly I am sorry to say that when you told me there would not be another meeting until probably September, I was quite horrified, this sort of decision should be made by the committee and not one individual, especially when there are several places within the airport's local vicinity to hold the monthly meeting, after all Mike your biggest gripe is the workload on yourself.

2

After our recent trip to Toulouse several sections written by seven members of Air Yorkshire, have been put on one side (probably for inclusion in next month's magazine) with no explanation anywhere, even though Mark Teale had been credited inside the front cover.

The authors of the log and several other members were looking forward to seeing what we had put down in ink, also the map of the museum was to be included as stated by myself with a thorough log and detailing on each aircraft in the museum.

Nepotism comes through here when Ken Cofthliff (who only receives a complementary copy of the magazine) received priority treatment, thus snubbing seven Air Yorkshire members, you could argue that it was to balance out between last month and this month's coverage. His section on the museum had several errors, with this and the free advertising he did quite well for himself last month. It sometimes feels like Ken is running the show, also I was told that a recent magazine was held up from being posted while he brought round a advertisement sheet to be inserted into the magazine, I hope the payment for this will show in the year end accounts.

In conclusion, I have to state that I will no longer write any articles, sections or timetables for the

HARRY DAWSON MORROW

CHAIRMAN : MR.M.WILLINGALE

17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY

01943 875137

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PUBLIC RELATIONS: MR. L. COLDBECK

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0113 2676947

COMMITTEE MEMBERS 1999-2000

MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE MRS.N.BARRETT, MR.D.BATES, MR.A.EDWARDS , MR. G.WARD, MR.H.MORROW.

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

CHAIRMAN'S CHAT

AERO CLUB UPDATE -the contracts have finally been exchanged and on Monday 3rd April , the builders moved in. Since then they have removed the wall, floors and the staging. Flying now takes place from the Multiflight complex but I understand it will return to the flying club building once refurbishment is completed. The next stage would be a new hangar unit with offices and conference rooms located on the old Yorkshire Light site. I have as yet to obtain a time-scale for the above, but obviously it will take several months. On the bright side I understand, on good authority, that the drinks licence is to be maintained. A COMMITTEE MEETING will take place on Tuesday, 16th May to discuss the possibility of finding a temporary venue for meetings in July and September etc.

Included with this issue is a copy of a letter received from Harry Morrow. I do not intend to enter into a written slanging match, but there are several inaccuracies made in the letter which need addressing.

1. the Committee of which he complains is the same committee which met and sorted out our relationship with the Airport after Mr. Morrow's disastorous rantings on the internet.

2 As I have stated to any member enquiring about meetings, I can not see any future meeting at our former home taking place for several months. This is NOT A FORMAL DECISION taken by me, but is due entirely to the circumstances we have found ourselves in. Due to the fact that Mr. Morrow is only a postal member, he would not be entitled to attend any meetings at that venue.

3 As you all know, I am forever asking for magazine contributions to be received by the 20th of the month. Following the Toulouse visit the only articles received appertaining to that visit were by Ian Morton and Ken Cothcliffe. As you are aware, both of these were included in the March magazine. With regard to errors, Ken put a rider to that effect at the end of his log. We all make mistakes in contributions , some more influential than others (e.g. the Treasurer's address on the renewal form) and Mr. Morrow is not immune from this , viz frequency listings in the Winter Timetable . The Toulouse articles by Mark Teale and the log by Harry and the other members were not received until early March and were therefore held to be included in the April edition. After holding production of the magazine up until the 28th March, the promised map/layout of Toulouse, the Rumour Board and Summer Timetable ^ arrived .

NEVER

The final part of Harry's letter has little to do with Air Yorkshire, but is probably based on some sort of personal vendetta that Harry has with Ken Cothcliffe which Harry has seen fit to drag Air Yorkshire into. Therefore, some points need addressing.

There is no favouritism to Ken Cothcliffe from Air Yorkshire. Like three or four others Ken was awarded Honorary Membership of the Society several years ago. Before and since then, he has supported the Society in many ways e.g. providing speakers, doing several meetings himself and voluntarily giving many prizes to our numerous raffles over the years. Any inserts in the magazine are provided and paid for by Ken and are included to notify members of occasions which are of mutual interest e.g. Elvington and the Flight Simulator shows. As these and other adverts in the magazine are provided as a service to our membership there is no charge made for their insertions, and thus no reference will be shown in the annual accounts.

Finally, if Harry or anyone else is not satisfied with the way the Society has been organised, he or they have several options.

1. call an Extraordinary General Meeting of the society and bring a vote of no confidence against the Chairman, any Officer or the Committee
2. Wait until the A.G.M. (November) and stand for the vacant position of Chairman.
3. Stand, or volunteer, immediately for the position of Magazine Editor/Producer.
4. Stand immediately for the position of Secretary
5. Take the easy option and take your bat and ball home and resign totally from the Society, leaving someone else to sort out the mess.

Air Yorkshire has existed for over 25 years and during that time we have come to realize that NO ONE IS INDISPENSIBLE. However, apathy from members can lead to a decline which could be hard to reverse in the future. PLEASE CONTRIBUTE AND SUPPORT YOUR SOCIETY.

COMMITTEE MEETING AT DAVID BATES' - 9, LAYTON MOUNT, RAWDON ON TUESDAY 16TH MAY AT 19.30. Ring David (01132502694) or myself (01943875137) .

MEETINGS (starting at 14.30)
ALL SUSPENDED UNTIL FURTHER NOTICE

CREDITS
Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Harry Morrow, Alan Tempest,

ALL PHOTOGRAPHS COURTESY OF L.B.A.

Leeds/Bradford Movements

March 2000

01 Wednesday

G-ZAPM Boeing 737 300	0723 0850	G-UKTI Fokker 50	0748
G-MAJS Airbus 300	0801 1118	N750EC Citation X	0804 0742(03)
N981SW Gulfstream IV	0814 1748(02)	C-FKGX Global Express	0816 1752(02)
EI-FKD Fokker 50	0852 0955	G-JLRW B76 Duchess	0857 1605
G-RJXD EMB 145	0917	G-BVKC Boeing 737 300	0920
G-MAJG Jetstream 41	0924	G-JEDD DHC-8	0928
G-MONE Boeing 757	0930 1108	G-MAJA Jetstream 41	0936
G-GNTD SAAB 340	0941	G-UKTE Fokker 50	1004
EI-CNW Boeing 737	1010	ZE396 BAe 125 CC.3	1028 1141
OO-DJL Avro 146 RJ85	1031	G-BNCP PA-28 Warrior II	1038 1214
G-RJXB EMB 145	1133	G-BODY Cessna 310R	1143 1759
G-OBMR Boeing 737 500	1249	EI-CKP Boeing 737	1334
G-JEDE DHC-8	1438	G-BVKB Boeing 737 500	1449
G-BXPI Vans RV-4	1507 1635	G-BBEF PA-23 Aztec	1626 1651
N220SC PA-31T Cheyenne	1717 0824(03)	G-IIFR Robinson R-22B	1727 0905(04)
G-MAJS Airbus 300	1741 0738(02)	EI-CJI Boeing 737	1757
VP-CSC Citation Ultra	1805 2007	EI-FKE Fokker 50	1859 2003
G-MDHS PA-31 Navajo	1903 2045	SE-LGA Jetstream 31	1914 1949
G-ODAE Airbus 321	2121	OO-DJY Avro 146 RJ85	2257

02 Thursday

G-DJSW Boeing 737 800	0547 0713	G-MONR Airbus 300	0642 0823
G-RJXA EMB 145	0653 0741	G-MPCD Airbus 320	0710 0810
G-FCLF Boeing 757	0733 0840	G-UKTA Fokker 50	0835
G-RJXA EMB 145	0935 1139	G-UKTE Fokker 50	0951
EI-CJH Boeing 737	1011 1040	G-MPCD Airbus 320	1014 1055
OO-DJQ Avro 146 RJ85	1021 1118	G-RJXB EMB 145	1125
G-BVKB Boeing 737 500	1250	EC-HGO Boeing 737 800	1312 1435
G-BYAH Boeing 757	1335	EI-CJG Boeing 737	1352
G-VOLH Airbus 321	1355 1524	CS-DNA Citation II	1401 1618
G-MAJA Jetstream 41	1403	D-IDNE Cheyenne 400LS	1449 1933
G-JEDD DHC-8	1453	F-GSIN King Air 200	1630 1721(03)
G-LVIP Cessna 421C	1643 1800	G-ODSK Boeing 737 300	1859 2022
OO-DJX Avro 146 RJ85	1928 2032	OO-DJL Avro 146 RJ85	2227
G-ZAPM Boeing 737 300	2340 0019(03)		

03 Friday

G-FCLF Boeing 757	0125 0220	G-MAJS Airbus 300	0130 0330
EI-FKE Fokker 50	0845	G-WDHP Cessna 182S	0913 1550(05)
G-RJXD EMB 145	0916	G-JEDD DHC-8	0918
G-MAJG Jetstream 41	0931	G-GNTH SAAB 340	0935
G-MAJA Jetstream 41	0939	G-BODY Cessna 310R	1009 1720
EI-CJH Boeing 737	1038 1110	EC-HGP Boeing 737 800	1141 1309
G-UKTE Fokker 50	1257	G-BYAH Boeing 757	1314
G-UKTI Fokker 50	1324	DE-GAA Citation V	1328 1625

G-RJXB	EMB 145	1330	G-BVKB	Boeing 737 500	1335
EI-CNX	Boeing 737	1338	G-BOHT	PA-38 Tomahawk	1341 1254(09)
G-BYDD	Mooney M20J	1344 1409	G-BVKC	Boeing 737 500	1449
OO-DWH	Avro 146 RJ100	1457 1550	G-IFTE	HS 125 700B	1700 2030
G-BFND	Boeing 727	1933 2037	G-JALC	Boeing 757	2246 2338
OO-DWE	Avro 146 RJ85	2354 0733(04)			
04 Saturday					
G-MAJS	Airbus 300	0045 0210	G-OOAE	Airbus 321	0415 0513
G-UKTI	Fokker 50	0801	EI-FKE	Fokker 50	0845
G-BVKC	Boeing 737 500	0927	G-BXMA	King Air 200	1108
C-FLNP	Cessna 172M	1114 1303	XZ311	Gazelle AH.1	1115 1344
G-BLWY	Robin 2160	1228 1142(05)	G-UKTE	Fokker 50	1426
G-MCEA	Boeing 757	1533 1710	G-JEDE	DHC-8	1534
G-BGVZ	PA-28 Archer	1640 1735	OE-LFJ	Fokker 70	2002 2059
05 Sunday					
G-UKTI	Fokker 50	0816	G-BVKC	Boeing 737 500	0913
G-UKTG	Fokker 50	0955	G-JEDX	DHC-8	0958 1041
G-RALD	Robinson R-22B	1020 1049	G-GNTI	SAAB 340	1125
G-BSLE	PA-28 Warrior II	1255 1540	EI-COB	Boeing 737	1334
G-RDVE	Airbus 320	1503 1627	OO-DJQ	Avro 146 RJ85	1507
G-MAJG	Jetstream 41	1526	G-BSJZ	Cessna 150J	1555 1703
G-RJXC	EMB 145	1623	G-MAJA	Jetstream 41	1711
EI-CKS	Boeing 737	1741	G-OEJA	Citation I	2319
06 Monday					
G-BEVG	PA-34 Seneca	0616 0645	N981SW	Gulfstream IV	0719 1107(10)
G-UKTI	Fokker 50	0719	EI-FKC	Fokker 50	0848
G-BVZG	Boeing 737 500	0914	G-MAJG	Jetstream 41	0924
G-RJXD	EMB 145	0935	G-JEDE	DHC-8	0938
G-GNTI	SAAB 340	0946	G-MAJA	Jetstream 41	0950
G-UKTG	Fokker 50	0957	EI-CNX	Boeing 737	1018
OO-DJS	Avro 146 RJ85	1024	G-RJXC	EMB 145	1059
G-KKES	TB-20 Trinidad	1141 1621(08)	G-LOFT	Citation I	1149 1218
G-UKTI	Fokker 50	1213	G-PIDS	Boeing 757	1243 1411
G-PLAH	Jetstream 31	1306 1333	G-BVZG	Boeing 737 500	1310
G-BOZP	B76 Duchess	1327 1411(10)	EI-CON	Boeing 737	1347
G-GNTI	SAAB 340	1350	G-MAJA	Jetstream 41	1354
G-BAWK	PA-28 Cherokee	1422 1449	OO-DJS	Avro 146 RJ85	1439
G-BYAH	Boeing 757	1441	G-OBMX	Boeing 737 500	1445
G-JEDB	DHC-8	1450	G-BODY	Cessna 310R	1523 1648
G-LSFI	AASA CheetaH	1552 1434(13)	G-GAFA	PA-34 Seneca	1621 1857
G-RJXD	EMB 145	1630	G-RJXC	EMB 145	1634
G-UKTI	Fokker 50	1641	G-MAJG	Jetstream 41	1716
OO-DJR	Avro 146 RJ85	1901 1956	EI-FKE	Fokker 50	1903 2007
OO-DJZ	Avro 146 RJ85	2221			
07 Tuesday					
G-UKTI	Fokker 50	0747	EI-FKF	Fokker 50	0850 0956
G-RJXC	EMB 145	0911	G-BVKC	Boeing 737 500	0914
G-MAJG	Jetstream 41	0932	G-JEDB	DHC-8	0935
G-GNTI	SAAB 340	0937	EI-CKP	Boeing 737	1007 1048
OO-DJX	Avro 146 RJ85	1035 1124	G-UKTG	Fokker 50	1043
G-RJXD	EMB 145	1120	G-BBGB	PA-23 Aztec	1146 1440
G-BVKC	Boeing 737 500	1248	EI-CKS	Boeing 737	1332

G-MAJF Jetstream 41	1350	G-UKTG Fokker 50	1437
OO-DJW Avro 146 RJ85	1443 1548	G-JEDB DHC-8	1447
G-BVZI Boeing 737 500	1451	G-LHPL SA350B Ecureuil	1538
G-RJXC EMB 145	1625	G-RJXD EMB 145	1636
EI-CJI Boeing 737	1741 1818	OO-DJW Avro 146 RJ85	1916 1957
OO-DJS Avro 146 RJ85	2240		
08 Wednesday			
G-RJXD EMB 145	0915 1151	F-GSLZ Falcon 100	0918 0930
G-BVZI Boeing 737 500	0940 1044	G-JEDB DHC-8	0950 1030
G-UKTG Fokker 50	1007	EI-FKF Fokker 50	1014 1114
OO-DJW Avro 146 RJ85	1037 1131	G-BODY Cessna 310R	1100 1228
G-RJXC EMB 145	1108	NB2CW CL604 Challenger	1212 1039(09)
G-TJHI Citation I	1219	G-BVZI Boeing 737 500	1322
G-BBNG JetRanger	1328 1352	G-BVZG Boeing 737 500	1509
G-WIRE Twin Squirrel	1540 1232(09)	I-DAWJ Douglas DC9 82	1701 1817
VP-CFG Citation I	1832 1906	EI-FKE Fokker 50	1908 2008
D-IDNE Cheyenne 400LS	2224 0122(09)	OE-GSC Falcon 10	2303 1218(09)
09 Thursday			
G-OOAE Airbus 321	0712	G-UKTE Fokker 50	0840
G-MAJF Jetstream 41	0858	G-WIRE Twin Squirrel	1232
G-OBMH Boeing 737 500	0925	G-RJXC EMB 145	0929
G-MAJG Jetstream 41	0937	EI-FKE Fokker 50	0949 1030
G-GNTI SAAB 340	0952	N220SC PA-31T Cheyenne	1022 0914(12)
OO-DJO Avro 146 RJ85	1026	G-BXYK Robinson R-22B	1026
G-UKTG Fokker 50	1037	EI-CKP Boeing 737	1046 1121
G-BHOR PA-28 Warrior II	1056 1805	G-OJIM Turbo Arrow III	1128 1607
G-JEDB DHC-8	1155	G-SUZN PA-28 Warrior II	1222 1255
G-BVZI Boeing 737 500	1239	EC-HGO Boeing 737 800	1251 1437
G-BYAL Boeing 757	1317	D-CLBR Falcon 20C	1332 1647
EI-COB Boeing 737	1334 1433	G-BYYG T76M Firefly	1352 1431
N66DD Gulfstream IV	1359 1759	G-MAJA Jetstream 41	1406
G-JSJK Airbus 321	1408 1528	Z884B Islander AL.1	1417 1426
G-RJXD EMB 145	1430	G-UKTG Fokker 50	1441
OO-DJO Avro 146 RJ85	1451	G-BVKA Boeing 737 500	1502
G-RJXC EMB 145	1628	N585D Gulfstream IV	1632 1702
G-MAJG Jetstream 41	1702	G-UKTE Fokker 50	1703
G-MAJA Jetstream 41	1709	G-RJXD EMB 145	1714
G-GNTI SAAB 340	1730	G-OOAE Airbus 321	1735
G-EMH Twin Squirrel	1737 1740	G-CBIL Cessna 182K	1752 1902
G-JEDB DHC-8	1755	EI-CJE Boeing 737	1807 1840
EI-FKE Fokker 50	1908 2018	OO-DJV Avro 146 RJ85	1918 1955
OO-DJK Avro 146 RJ85	2229		
10 Friday			
I-DAWH Douglas DC9 82	0753 0956	G-UKTA Fokker 50	0806
G-MAMD King Air 200	0822 1141(12)	EI-FKF Fokker 50	0845
G-IFTS Robinson R-44	0901 0955	G-BVKA Boeing 737 500	0913
G-RJXD EMB 145	0918	G-MAJG Jetstream 41	0929
G-GNTI SAAB 340	0938	N60NB MU-2 Marquise	0942 1507
G-JEDB DHC-8	0948	G-MAJA Jetstream 41	0951
EI-CJC Boeing 737	1008	G-UKTG Fokker 50	1016
OO-DJT Avro 146 RJ85	1020	G-RJXC EMB 145	1127
EC-HBL Boeing 737 800	1134 1303	G-UKTA Fokker 50	1220
G-BVKA Boeing 737 500	1243	G-IFTS Robinson R-44	1314 1353

G-BYAL	Boeing 757	1316	G-BHGO	Cherokee Six	1340 1445
EI-COB	Boeing 737	1358	G-MAJA	Jetstream 41	1403
G-GNTI	SAAB 340	1423	G-TSGJ	PA-28 Archer II	1432 1914
G-UJTG	Fokker 50	1435	OO-DJT	Avro 146 RJ85	1448
G-BVZE	Boeing 737 500	1455	G-JEDE	DHC-8	1500
G-BVMA	King Air 200	1601 1753	G-RJXD	EMB 145	1635
G-HMMV	CitationJet	1645 1703	G-RJXC	EMB 145	1648
G-UKTA	Fokker 50	1656	G-MAJG	Jetstream 41	1717
EI-CJI	Boeing 737	1737 1818	G-BEVG	PA-34 Seneca	1839 1055(12)
EI-FKC	Fokker 50	1906	OO-DJL	Avro 146 RJ85	1913 2001
OO-DJV	Avro 146 RJ85	2240			

11 Saturday

G-BYAL	Boeing 757	0029 0648	G-OOAE	Airbus 321	0349 0500
G-UKTE	Fokker 50	0806	EI-FKF	Fokker 50	0843
G-ODUB	Bandeirante	0911 0958	G-BVZE	Boeing 737 500	0940
G-BAFU	PA-28 Cherokee	0947 1028	EI-CJH	Boeing 737	1017
OO-DJE	Avro 146 RJ85	1022	G-BDFZ	Cessna F150M	1100 1151
G-RJXC	EMB 145	1129	G-JEDX	DHC-8	1133
ZE37B	Lynx AH.1	1134 1228	XZ20B	Lynx AH.1	1134 1228
VP-CGE	Citation VII	1135 1216	XZ643	Lynx AH.1	1137 1228
XZ171	Lynx AH.1	1138 1230	XZ67B	Lynx AH.1	1138 1230
XX409	Gazelle AH.1	1142 1241	XZ331	Gazelle AH.1	1142 1241
ZB669	Gazelle AH.1	1142 1241	XZ335	Gazelle AH.1	1158 1223
G-BFXX	AASB Tiger	1201 1633	G-UKTE	Fokker 50	1212
G-OBMD	Boeing 737 400	1353	G-MDEA	Boeing 757	1405
XZ177	Lynx AH.1	1440 1523	G-UKTG	Fokker 50	1441
G-JEDE	DHC-8	1541	OE-LFH	Fokker 70	1802 1852
G-BVZE	Boeing 737 500	1814	EI-FKD	Fokker 50	1903 1959

12 Sunday

EI-FKE	Fokker 50	0840	G-BVZE	Boeing 737 500	0913
N79EL	Beechjet 400A	0916 0953	G-UKTA	Fokker 50	0937
G-BAFU	PA-28 Cherokee	0938 1020	G-JEDX	DHC-8	0955
G-UJTG	Fokker 50	1203	XW214	Puma HC.1	1207 1324
G-BVZI	Boeing 737 500	1254	EI-CJC	Boeing 737	1331
N300GB	Beechjet 400A	1416 N/Res	G-UKTA	Fokker 50	1424
OO-DJS	Avro 146 RJ85	1448	G-BYTH	Airbus 320	1500 1615
G-MAJA	Jetstream 41	1525	G-OJIM	Turbo Arrow III	1619 1727(17)
G-NEWR	PA-31 Navajo	1635 1658	G-UKTG	Fokker 50	1641
G-RJXD	EMB 145	1656	G-GNTI	SAAB 340	1702
G-MAJG	Jetstream 41	1716	G-JEDB	DHC-8	1754
EI-CJI	Boeing 737	1758	OO-DJQ	Avro 146 RJ85	1852
G-BEVG	PA-34 Seneca	1901 1447(13)	G-LSFI	AASA Cheetah	2040 1721(13)
OO-DJZ	Avro 146 RJ85	2219			

13 Monday

G-BYAK	Boeing 757	0752	EI-FKD	Fokker 50	0844
G-MRMR	PA-31 Navajo	0848 1034	G-OOAI	Airbus 321	0911
G-JEDB	DHC-8	0923	G-MAJG	Jetstream 41	0934
G-OBMX	Boeing 737 500	0937	G-GNTI	SAAB 340	0954
G-ATHR	PA-28 Cherokee	1003 1326	G-RJXD	EMB 145	1009
G-MAJA	Jetstream 41	1020	OO-DJY	Avro 146 RJ85	1024
G-BXNS	JetRanger	1032 1101	G-BRUI	PA-44 Seminole	1046
EI-CDX	Boeing 737	1049	G-RJXC	EMB 145	1053
G-UKTA	Fokker 50	1205	SE-DYX	Citation Excel	1256 1600(14)

G-OBMX Boeing 737 500	1259	G-JALC Boeing 757	1304 1445
G-UKTG Fokker 50	1306	EI-CJE Boeing 737	1357
G-BUXT Do228	1404 1427	G-MAJA Jetstream 41	1408
XV300 Hercules C.1	1439 1538	OO-DJY Avro 146 RJ85	1442
G-OBMD Boeing 737 400	1459	G-JEDE DHC-8	1558
G-UKTA Fokker 50	1602	G-RJXD EMB 145	1633
G-RJXC EMB 145	1637	G-LUNA Turbo Lance II	1645
G-MAJA Jetstream 41	1708	G-MRMR PA-31 Navajo	1730 1752
G-BYAH Boeing 757	1750 0730(14)	G-BYAK Boeing 757	1852 1952
OO-DJX Avro 146 RJ85	1908	G-CEAE Boeing 737	1912 1956
EI-FKD Fokker 50	1914	G-ODAI Airbus 321	2004 0911(14)
OO-DJW Avro 146 RJ85	2224		

14 Tuesday

G-UKTE Fokker 50	0815	G-BNDY Cessna 425	0817 1626(16)
EI-FKC Fokker 50	0840	G-WWIZ B58 Baron	0845 1307
G-RJXD EMB 145	0915	G-BVKC Boeing 737 500	0920
G-JEDB DHC-8	0925	G-GNTI SAAB 340	0928
G-BKRA Harvard	0930 1638(21)	G-MAJG Jetstream 41	0938
G-MAJA Jetstream 41	0944	G-UKTA Fokker 50	1010
OO-DJX Avro 146 RJ85	1026	N125XX BAe 125 700A	1049 1249
G-BVJB Fokker 100	1102	G-RJXC EMB 145	1117
G-BFAI Rockwell 114	1224 1349	G-BVKD Boeing 737 500	1300
EI-CJC Boeing 737	1329	ZE380 Lynx AH.1	1345 1353
G-MAJA Jetstream 41	1406	G-JEDE DHC-8	1444
G-UKTA Fokker 50	1448	G-BVKB Boeing 737 500	1454
OO-DJX Avro 146 RJ85	1457	ZE700 BAe 146 CC.2	1518 1616
G-RJXD EMB 145	1634	G-RJXC EMB 145	1641
G-UKTH Fokker 50	1655	G-MAJA Jetstream 41	1703
F-GJYD Citation II	1707 1834	G-MAJG Jetstream 41	1711
G-GNTI SAAB 340	1716	G-JEDE DHC-8	1752
EI-CJD Boeing 737	1806	EI-FKE Fokker 50	1907
OO-DJY Avro 146 RJ85	1912	G-ODAI Airbus 321	1915
G-BYAH Boeing 757	2149	OO-DJO Avro 146 RJ85	2243

15 Wednesday

EI-FKE Fokker 50	0843	G-RJXD EMB 145	0914
G-JEDE DHC-8	0917	G-MAJG Jetstream 41	0922
G-BVKB Boeing 737 500	0927	G-BBGB PA-23 Aztec	0936 1112
G-GNTI SAAB 340	0940	G-BHOR PA-28 Warrior II	0942 1659
G-MAJA Jetstream 41	0946	N220SC PA-31T Cheyenne	0949 1559(16)
EI-CKP Boeing 737	1003	OO-DJK Avro 146 RJ85	1020
G-UKTA Fokker 50	1100	G-BSSE PA-28 Cherokee	1103 1218
G-BNGD T76M Firefly	1110 1236	G-RJXE EMB 145	1115
G-BNDM PA-28 Warrior II	1216 1327	G-BVKB Boeing 737 500	1255
D-IMOK Cessna 414	1259 1448	OK-TVS Boeing 737 400	1328 1458
EI-CKS Boeing 737	1334	G-IIFR Robinson R-22B	1413 1510
G-JEDE DHC-8	1450	G-BVZI Boeing 737 500	1455
G-UKTA Fokker 50	1505	OO-DJZ Avro 146 RJ85	1508
G-BBNJ Cessna F150L	1530 1603	G-RJXD EMB 145	1635
G-RJXC EMB 145	1640	EI-CJD Boeing 737	1740
OO-DJZ Avro 146 RJ85	1921	EI-FKD Fokker 50	1948
G-BYAH Boeing 757	2014	G-ODAI Airbus 321	2057
OO-DJW Avro 146 RJ85	2236		

16 Thursday

G-CBIL Cessna 182K	0700	1610(17)	EI-FKD Fokker 50	0848
G-BVZI Boeing 737 500	0917		G-JEDE DHC-8	0924
G-GNTI SAAB 340	0932		G-RJXC EMB 145	0934
G-LIZZ PA-23 Aztec	0937	1259	G-MAJG Jetstream 41	0941
G-MAJA Jetstream 41	0947		G-UKTA Fokker 50	0959
EI-CJI Boeing 737	1009		OO-DJN Avro 146 RJ85	1019
G-JETU Twin Squirrel	1033	1402	G-BBEF PA-28 Cherokee	1047 1202
G-SOUL Cessna 310R	1058	1539	G-RJXD EMB 145	1116
G-BVKA Boeing 737 500	1246		G-BYAH Boeing 757	1316
EC-HBN Boeing 737 800	1333	1458	EI-CJE Boeing 737	1338
G-JSJX Airbus 321	1402	1522	G-MAJH Jetstream 41	1410
G-UKTA Fokker 50	1416		OO-DJN Avro 146 RJ85	1440
G-BVKC Boeing 737 500	1450		G-JEDD DHC-8	1616
G-RJXC EMB 145	1625		G-UKTG Fokker 50	1635
G-RJXD EMB 145	1641		G-LJET Lear Jet 35A	1659 1735
G-MAJH Jetstream 41	1706		G-MAJG Jetstream 41	1710
G-OOAI Airbus 321	1724		EI-CDN Boeing 737	1755
G-GLUG PA-31 Navajo	1852	2138	EI-FKF Fokker 50	1910
OO-DJR Avro 146 RJ85	1916		G-BYAH Boeing 757	2200

17 Friday

G-BBGB PA-23 Aztec	0734	1233	EI-FKD Fokker 50	0849
G-RJXD EMB 145	0905		DK-TVS Boeing 737 400	0909 1021
G-JEDD DHC-8	0917		G-BVKC Boeing 737 500	0921
G-GNTI SAAB 340	0931		G-UKTA Fokker 50	0956
G-MAJH Jetstream 41	0958		EI-CDN Boeing 737	1012
OO-DJG Avro 146 RJ85	1015		G-BJIR Citation II	1051 1304
D-EGEY Cessna P210N	1118	1502(19)	G-OBLC B76 Duchess	1120
G-RJXC EMB 145	1125		G-UKTH Fokker 50	1209
SE-DYZ Citation V	1211	1443	G-SOUL Cessna 310R	1222 1757
EC-HGG Boeing 737 800	1235	1345	G-BVKC Boeing 737 500	1237
G-BYAH Boeing 757	1304		EI-CJG Boeing 737	1341
G-MAJH Jetstream 41	1406		G-GNTI SAAB 340	1408
G-UKTA Fokker 50	1425		G-JEDE DHC-8	1439
OO-DJG Avro 146 RJ85	1454		G-BVZI Boeing 737 500	1459
G-BPRN PA-28 Warrior II	1614	1312(18)	G-MPRR PA-31 Navajo	1620 1731
G-RJXD EMB 145	1637		G-RJXC EMB 145	1642
G-UKTH Fokker 50	1645		EI-CJE Boeing 737	1738
G-GRK Twin Squirrel	1740	0837(18)	G-TANS TB-20 Trinidad	1806 0911(21)
EI-FKF Fokker 50	1900		OO-DJZ Avro 146 RJ85	1912
OO-DJN Avro 146 RJ85	2224			

18 Saturday

G-BYAH Boeing 757	0140	0652	G-OOAI Airbus 321	0401 0502
G-ORJB Citation I	0729		G-UKTH Fokker 50	0753
EI-FKE Fokker 50	0842		G-BVKA Boeing 737 500	0922
G-UKTA Fokker 50	0943		EI-CKS Boeing 737	1013
OO-DJG Avro 146 RJ85	1015		G-JEDC DHC-8	1125 f/vis
G-RJXD EMB 145	1140		EI-GSM Cessna 182S	1147 1344
G-LCRC Boeing 757	1338	1511	N800MP B.55 Baron	1403 1504
G-DAAA PA-28 Warrior II	1410	1520	G-BXYK Robinson R-22B	1410
G-UKTA Fokker 50	1414		G-DBMH Boeing 737 300	1423
G-KEVB PA-28 Archer III	1514	1650	G-JEDC DHC-8	1541
G-MIND Cessna 404	1632	1946	EI-FKC Fokker 50	1904 2006

19 Sunday

G-UKTA Fokker 50	0759	EI-FKD Fokker 50	0846
G-BVKA Boeing 737 500	0918	G-UKTH Fokker 50	0946
G-JEDX DHC-8	1000	G-ATEW Twin Comanche	1012 1057
OE-LFG Fokker 70	1056 1134	G-UKTA Fokker 50	1202
N79EL Beechjet 400A	1230 1256	G-BVKA Boeing 737 500	1239
EI-CJE Boeing 737	1343	OO-DJN Avro 146 RJ85	1446
N99BM B58 Baron	1504 1625	G-MAJE Jetstream 41	1535
G-KEVB PA-28 Archer III	1609 1703	G-GNTI SAAB 340	1647
G-RJXB EMB 145	1653	G-MAJH Jetstream 41	1727
EI-CJI Boeing 737	1754 1833	G-JEDC DHC-8	1804
G-ODAE Airbus 321	1816	OO-SDL Boeing 737	1856 1955
EI-FKC Fokker 50	1907	G-MRMR PA-31 Navajo	1945 2047
G-DJAR Airbus 320	2018 2126	G-BYAT Boeing 757	2134 0747(20)
OO-DJX Avro 146 RJ85	2228		

20 Monday

G-BYAY Boeing 757	0754 0911	G-UKTD Fokker 50	0835
EI-FKC Fokker 50	0856	G-RJXB EMB 145	0920
G-JEDC DHC-8	0925	G-GNTI SAAB 340	0935
G-MAJH Jetstream 41	0948	G-UKTI Fokker 50	0953
G-BVKD Boeing 737 500	1000	EI-CKS Boeing 737	1007
G-QJIM Turbo Arrow III	1020 1109	G-WIP Cessna 421C	1024 1107
G-BWXG T67M Firefly	1051 1215	G-DIWX Cherokee Six	1114 1829
G-MAJE Jetstream 41	1146	G-PIDS Boeing 757	1237 1421
OO-DJV Avro 146 RJ85	1239	G-UKTD Fokker 50	1241
G-BVKD Boeing 737 500	1306	EI-CJE Boeing 737	1332 1409
G-BUXT Dornier Do228	1340 1403	G-GNTI SAAB 340	1355
G-MAJH Jetstream 41	1400	G-UKTI Fokker 50	1417
OO-DJN Avro 146 RJ85	1442	G-JEDE DHC-8	1447
G-IMGL King Air 200	1451 1842	G-BVZG Boeing 737 500	1455
G-BCKV Cessna FRA150L	1524 1601	G-RJXB EMB 145	1628
G-RJXD EMB 145	1633	G-UKTD Fokker 50	1640
103/YT Xingu	1736 2102	EI-CJI Boeing 737	1752
G-JEDE DHC-8	1755	096/YN Xingu	1804 2057
EI-FKD Fokker 50	1906	G-ATHV Cessna 150F	2110 0757(21)
G-BYAT Boeing 757	2147 0722(21)	OO-DWF Avro 146 RJ100	2242 0755(21)

21 Tuesday

G-UKTA Fokker 50	0751	G-SOUL Cessna 310R	0822 1140
EI-FKD Fokker 50	0844	G-MAJE Jetstream 41	0922
G-GNTI SAAB 340	0930	N220SC PA-31T Cheyenne	0932 1555(22)
G-JEDE DHC-8	0940	G-MAJH Jetstream 41	0947
G-RJXB EMB 145	0950	G-BVKA Boeing 737 500	0954
G-BCCE PA-23 Aztec	1004 1607	EI-CJG Boeing 737	1010
OO-DJZ Avro 146 RJ85	1021	G-UKTI Fokker 50	1029
G-ODUB Bandeirante	1130 1809(22)	G-BBGB PA-23 Aztec	1118 1646
G-BWZG Robin 2160	1253 1432	G-BVKA Boeing 737 500	1320
EI-COB Boeing 737	1346	G-MAJH Jetstream 41	1402
G-UKTI Fokker 50	1430	OO-DJZ Avro 146 RJ85	1435
G-JEDC DHC-8	1454	G-BVKC Boeing 737 500	1507
G-RJXB EMB 145	1631	G-UKTA Fokker 50	1634
G-RJXD EMB 145	1642	EI-CJF Boeing 737	1751
G-ODAE Airbus 321	1832 1151(22)	EI-FKC Fokker 50	1910
OO-DJL Avro 146 RJ85	2004 2038	OO-DJO Avro 146 RJ85	2227
B-BYAT Boeing 757	2230		

22 Wednesday

HB-IIN Boeing 737 300	0740	0905	G-UKTD Fokker 50	0750
EI-FKE Fokker 50	0849		G-DAJC Boeing 767	0901 1013
G-BNOM Citation II	0912	1003	G-RJXD EMB 145	0917
G-JEDC DHC-8	0920		G-MAJE Jetstream 41	0924
G-MAJH Jetstream 41	0943		OO-DJX Avro 146 RJ85	1016
G-UKTI Fokker 50	1022		G-SOUL Cessna 310R	1027 1453
G-ASVN Cessna U206	1031	1218	G-BVKD Boeing 737 500	1040
G-TPTS Robinson R-44	1050		G-BNOM PA-28 Warrior II	1120 1743
EI-CDX Boeing 737	1156		G-BRPU B76 Duchess	1225 1527
G-ZBED Robinson R-22	1244	1513(24)	G-RJXD EMB 145	1326
G-WVIP Cessna 421C	1345	1505	EI-CJH Boeing 737	1350
G-MAJH Jetstream 41	1357		G-BSSE PA-28 Cherokee	1407 1811
G-UKTD Fokker 50	1420		G-JEDC DHC-8	1444
G-OBWN BAC 1-11	1508	0718(23)	G-DAJC Boeing 767	1511 0807(23)
F-WQKF SA365 Dauphin	1512	N/res	G-BVKA Boeing 737 500	1518
OO-DJW Avro 146 RJ85	1522		G-UKTI Fokker 50	1654
G-GNTI SAAB 340	1657		G-MAJH Jetstream 41	1659
G-MAJE Jetstream 41	1718		G-JEDC DHC-8	1755
EI-CKS Boeing 737	1757		G-RJXD EMB 145	1800
EI-FKF Fokker 50	1910		OO-DJK Avro 146 RJ85	1921
G-BYAT Boeing 757	2003		G-ODAE Airbus 321	2058
OO-DJZ Avro 146 RJ85	2225			

23 Thursday

EI-FKF Fokker 50	0918	1012	OO-DJV Avro 146 RJ85	1016 1121
EI-CKS Boeing 737	1036	1106	G-BVKA Boeing 737 500	1042
G-JEDC DHC-8	1055		EC-HBN Boeing 737 800	1305 1427
G-RJXD EMB 145	1309		G-JSJK Airbus 321	1332 1531
EI-OMV Boeing 737	1337	1413	G-BVKD Boeing 737 500	1342
G-BYAT Boeing 757	1350	1543	G-MAJH Jetstream 41	1409
N375SA PA-34 Seneca	1521	0652(24)	EI-CJG Boeing 737	1756 1903
EI-FKE Fokker 50	1909	2024	OO-DJQ Avro 146 RJ85	1931 2018
OO-DJV Avro 146 RJ85	2249			

24 Friday

G-DAJC Boeing 767	0105	0224	OY-LEL King Air 350	0847 1708
EI-FKE Fokker 50	0913		G-BVKA Boeing 737 500	0917 1018
G-RJXD EMB 145	0929	1136	G-JEDE DHC-8	0934
G-GNTF SAAB 340	0945		G-MAJH Jetstream 41	0948
N375SA PA-34 Seneca	0952	1031	G-UKTD Fokker 50	0959
OO-DJQ Avro 146 RJ85	1016		EI-COB Boeing 737	1020
G-MAJE Jetstream 41	1024		OY-EBD Fokker 50	1110 1633(25)
G-BAPW PA-28R Arrow	1132		EC-HGO Boeing 737 800	1140 1314
G-UKTI Fokker 50	1205		G-RJXB EMB 145	1231
G-BAML JetRanger	1240	1555	G-BVKA Boeing 737 500	1240
G-BYAT Boeing 757	1307		EI-CJF Boeing 737	1335
G-GNTF SAAB 340	1358		G-MAJH Jetstream 41	1402
OE-GAA Citation V	1409	1654	G-UKTD Fokker 50	1425
OO-DJW Avro 146 RJ85	1513	1601	G-ODAO Boeing 767	1645 1745
G-RJXB EMB 145	1648		G-UKTI Fokker 50	1650
G-BRJV PA-28 Cadet	1657	1753	G-MAJH Jetstream 41	1702
G-BNOM Citation II	1713	1811	N375SA PA-34 Seneca	1738 1752
EI-OMV Boeing 737	1756		HB-IIO Boeing 737 700	1908 0907(25)
EI-FKC Fokker 50	1913	2018	OO-DJL Avro 146 RJ85	1948 2028
G-BFND Boeing 727	2025	2148	OO-DJP Avro 146 RJ85	2228

G-BYAT Boeing 757	2350		
25 Saturday			
G-ODAE Airbus 321	0411 0551	G-UKTI Fokker 50	0742
EI-FKE Fokker 50	0832 1003	G-BVKA Boeing 737 500	0918
G-ODUB Bandeirante	1001 1145	EI-COB Boeing 737	1012 1056
OO-DJE Avro 146 RJ85	1028	G-RJXB EMB 145	1137
G-JEDD DHC-8	1148	G-JEDC DHC-8	1200
G-UKTI Fokker 50	1202	G-MCEA Boeing 757	1345 1505
G-BVKA Boeing 737 500	1402	G-UKTD Fokker 50	1415
G-GNTJ SAAB 340	1536	G-JEDC DHC-8	1538
G-BVKA Boeing 737 500	1817	G-MOHS PA-31 Navajo	1839 0002(26)
EI-FKF Fokker 50	1858 2002		
26 Sunday			
G-UKTH Fokker 50	0734	EI-FKD Fokker 50	0847
G-BVKA Boeing 737 500	0907	G-UKTI Fokker 50	0939
G-JEDX DHC-8	0959	G-BCKV Cessna FRA150L	1105 1147
G-UKTH Fokker 50	1203	G-BVKB Boeing 737 500	1243
EI-CJH Boeing 737	1349	G-BXZB Nanchang CJ6	1352 1505
G-CRPH Airbus 320	1514 1620	G-OJIM Turbo Arrow III	1602 1613
G-UKTH Fokker 50	1638	G-MAJB Jetstream 41	1715
G-GNTG SAAB 340	1748	EI-COX Boeing 737	1801
G-ODAE Airbus 321	1818	HB-IIO Boeing 737 700	1900 1956
OO-DJT Avro 146 RJ85	1910	EI-FKC Fokker 50	1913
OO-DWC Avro 146 RJ100	2231		
27 Monday			
G-BYAK Boeing 757	0742	G-UKTF Fokker 50	0745
EI-FKD Fokker 50	0906	G-BVKC Boeing 737 500	0933
G-MAJH Jetstream 41	0936	G-UKTI Fokker 50	0940
G-GNTJ SAAB 340	0948	G-GNTG SAAB 340	0950
EI-CJE Boeing 737	0955	G-JEDD DHC-8	1006
G-MAJE Jetstream 41	1043	G-BXNS JetRanger	1044 1359
OO-DJZ Avro 146 RJ85	1046	G-RJXB EMB 145	1126
G-KKES TB-20 Trinidad	1223 1431(30)	G-UKTD Fokker 50	1227
G-OBLC B76 Duchess	1237 1445	G-BVKC Boeing 737 500	1349
G-LCRC Boeing 757	1355 1608	G-GNTJ SAAB 340	1359
G-BUXT Dornier Do228	1402 1447	G-MAJA Jetstream 41	1409
G-UKTI Fokker 50	1420	EI-CJC Boeing 737	1428
G-JEDC DHC-8	1456	OO-DJL Avro 146 RJ85	1522
G-BVKB Boeing 737 500	1539	G-GNTG SAAB 340	1648
G-UKTD Fokker 50	1653	VP-CFG Citation I	1656 2006
G-MAJA Jetstream 41	1708	G-GNTJ SAAB 340	1722
G-MAJE Jetstream 41	1727	EI-CJG Boeing 737	1749 1824
G-BYAK Boeing 757	1858 2013	G-BYAL Boeing 757	1902 0728(28)
EI-FKE Fokker 50	1933 2030	G-ODAE Airbus 321	2007
OO-DWH Avro 146 RJ100	2136		
28 Tuesday			
EI-FKD Fokker 50	0909 1002	G-MAJE Jetstream 41	0914
G-GNTG SAAB 340	0937	G-GNTJ SAAB 340	0940
G-MAJA Jetstream 41	0944	G-JEDC DHC-8	0946
G-BPYR PA-31 Navajo	0954 1110	G-BVKA Boeing 737 500	1004
EI-CJC Boeing 737	1007	G-BYME GY80 Horizon	1011 1115
N900CB Cessna 421C	1028 1334(31)	G-UKTI Fokker 50	1035

OO-DJQ	Avro 146 RJ85	1040	
G-BIMZ	B76 Duchess	1148	1352
G-BVZI	Boeing 737 500	1257	
G-MAJA	Jetstream 41	1359	
G-BYME	GY80 Horizon	1408	1520
N250TM	King Air 200	1449	n/s
G-BVKC	Boeing 737 500	1457	
G-LSFI	AASA Cheetah	1506	1528
G-UKTB	Fokker 50	1636	
G-GNTG	SAAB 340	1645	
G-MAJE	Jetstream 41	1716	
N510PS	Cessna 310N	1750	1757
OO-DJJ	Avro 146 RJ85	1924	
G-OOAE	Airbus 321	1935	
OO-DWL	Avro 146 RJ100	2229	

G-RJXB	EMB 145	1105	
G-DMAR	PA-34 Seneca	1254	1453
EI-COX	Boeing 737	1350	
N510PS	Cessna 310N	1400	1410
G-BPYD	PA-28 Archer II	1442	1550
G-JEDD	DHC-8	1451	
OO-DJV	Avro 146 RJ85	1459	
G-UKTE	Fokker 50	1602	
G-RJXB	EMB 145	1638	
G-MAJA	Jetstream 41	1703	
G-GNTJ	SAAB 340	1718	
EI-QNW	Boeing 737	1759	
EI-FKF	Fokker 50	1931	
G-BYAK	Boeing 757	2220	

29 Wednesday

G-UKTH	Fokker 50	0729	
G-MAJE	Jetstream 41	0915	
G-BVKC	Boeing 737 500	0921	
G-JEDD	DHC-8	0936	
G-MAJA	Jetstream 41	0944	
EI-CJI	Boeing 737	0958	
OO-DJZ	Avro 146 RJ85	1052	
G-RJXB	EMB 145	1130	
G-BVKC	Boeing 737 500	1327	
G-GNTJ	SAAB 340	1351	
G-SCOW	Twin Squirrel	1455	1529
G-RJXB	EMB 145	1616	
G-MAJA	Jetstream 41	1656	
OO-DJH	Avro 146 RJ85	1911	1952
G-BYAK	Boeing 757	2022	
OO-DWD	Avro 146 RJ100	2253	

F-GLYC	Citation V	0903	1054
EI-FKE	Fokker 50	0918	
G-GNTG	SAAB 340	0924	
G-UKTE	Fokker 50	0941	
G-GNTJ	SAAB 340	0946	
G-SCOW	Twin Squirrel	1004	1116
G-OBLC	B76 Duchess	1102	1140
G-UKTH	Fokker 50	1204	
EI-QNW	Boeing 737	1345	
Z8848	Islander AL.1	1421	1428
OO-DJX	Avro 146 RJ85	1521	
G-UKTH	Fokker 50	1633	
EI-COX	Boeing 737	1815	1846
EI-FKD	Fokker 50	1941	2040
G-OOAE	Airbus 321	2103	

30 Thursday

D-ILAT	CitationJet	0827	1509
G-SCOW	Twin Squirrel	0908	1015
G-BVKB	Boeing 737 500	0925	
G-GNTG	SAAB 340	0930	
G-JEDC	DHC-8	0948	
EI-CJI	Boeing 737	1012	
G-RJXB	EMB 145	1137	
G-BODY	Cessna 310R	1208	1548
G-CLOS	PA-34 Seneca	1220	1456
G-OBMF	Boeing 737 400	1306	
G-JSJX	Airbus 321	1341	1515
G-MAJH	Jetstream 41	1400	
EI-QNT	Boeing 737	1416	
G-JEDD	DHC-8	1455	
G-BYAK	Boeing 757	1549	
G-UKTH	Fokker 50	1638	
G-GNTG	SAAB 340	1648	
G-MAJE	Jetstream 41	1711	
G-OOAE	Airbus 321	1742	0717(31)
EI-CJI	Boeing 737	1803	
G-BVKB	Boeing 737 500	1848	

G-JLRW	B76 Duchess	0847	1240
G-MAJE	Jetstream 41	0914	
EI-FKD	Fokker 50	0928	
G-GNTJ	SAAB 340	0943	
G-UKTE	Fokker 50	0951	
OO-DWE	Avro 146 RJ85	1029	
G-OPUB	T67M Firefly	1155	1353
G-UKTH	Fokker 50	1217	
G-BCKV	Cessna FRA150L	1229	1339
EC-HGO	Boeing 737 800	1329	1523
G-BSFP	Cessna 152	1351	1454
G-UKTE	Fokker 50	1414	
OO-DJR	Avro 146 RJ85	1452	
G-BVKB	Boeing 737 500	1457	
G-RJXB	EMB 145	1636	
G-IIFR	Robinson R-22B	1640	
G-MAJH	Jetstream 41	1655	
G-GNTJ	SAAB 340	1720	
G-JEDD	DHC-8	1758	
G-HERB	PA-28R Arrow III	1808	1533(31)
EI-FKD	Fokker 50	1925	

00-DJH Avro 146 RJ85 1942 00-DWJ Avro 146 RJ100 2200

31 Friday

G-UKTH Fokker 50	0740	OE-GHS BAe 125 800B	0858 1003
G-MAJE Jetstream 41	0914	G-GNTH SAAB 340	0916
G-BVKB Boeing 737 500	0920	N52245 Bell 407	0922 1003
G-GNTJ SAAB 340	0930	G-MAJH Jetstream 41	0936
EI-FKD Fokker 50	0940	G-JEDD-DHC-B	0947
G-UKTE Fokker 50	0955	EI-CJE Boeing 737	1005
00-DJW Avro 146 RJ85	1018	G-RJXB EMB 145	1127
G-BMKK PA-28R Arrow	1145 1156	EC-HGP Boeing 737 800	1200 1309
G-BLUKA SA227AC Metro 3	1214 1242	G-UKTH Fokker 50	1219
G-BVKB Boeing 737 500	1236	G-BBPX PA-34 Seneca	1247
G-BYAK Boeing 757	1305	G-GNTJ SAAB 340	1354
G-MAJH Jetstream 41	1359	EI-QNT Boeing 737	1415
G-UKTE Fokker 50	1422	00-DJT Avro 146 RJ85	1452
G-JEDC DHC-B	1456	G-BVKB Boeing 737 500	1507
G-RJXB EMB 145	1633	G-GNTH SAAB 340	1643
G-UKTH Fokker 50	1647	G-MAJA Jetstream 41	1656
G-MAJE Jetstream 41	1710	G-GNTJ SAAB 340	1718
EI-CNW Boeing 737	1748	G-JEDC DHC-B	1756
G-BVKB Boeing 737 500	1833	00-DJE Avro 146 RJ85	1915
EI-FKC Fokker 50	1918	G-BBBN PA-28 Cherokee	2132
00-DWD Avro 146 RJ100	2227		

From & To

01) N2209C/Staverton-n/s-Albi;VP-CSC/F & T Humberside;SE-LGA/Eindhoven-Stanstead;N750EC/Gander-n/s-Lille;N981SW/Little Rock-n/s-Bangor;C-FKGX/Little Rock-n/s-Bangor: 02) CS-DNA/Luton-Heathrow;D-IONE/Reichelsheim-Le Bourget; F-GSIN/F & T Charleroi: 03) OE-GAA/Oporto-Innsbruck: 04) C-FLNP/F & T Denham: 06) N981SW/T & T Bangor: 08) VP-CFG/F & T Staverton;N82CW/Calgary-n/s-Liverpool; D-IONE/Astoria-s-n-Reichelsheim;OE-GSC/Tunis-n/s-Innsbruck;F-GSLZ/Nancy-Teesside: 09) D-CLBR/Teesside-Cardiff;N2209C/Biggin Hill-Guernsey;N66DD/Prague-"KPKW";N585D/Teesside-Cardiff: 10) N60NB/F & T Dublin: 11) VP-CGE/Chester-Leuchars: 12) N300GB/Reykjavik;N79EL/Gamston-Chambery: 13) SE-DYX/F & T Gothenburg: 14) F-GJYD/Le Bourget-Reims;N125XX/Luton-Glasgow: 15) D-IMOK/Le Bourget-Reichelsheim;N2209C/Biggin Hill-n/s-Albi: 17) D-EGEY/F & T Ganderkesee;SE-DYZ/F & T Malmo: 18) EI-GSM/Dublin-Isle of Man;N800VP/F & T Biggin Hill: 19) N79EL/Chambery-EMA: 21) N2209C/Guernsey-Biggin Hill: 22) F-WQKF/Le Touquet: 23) N375SA/Gamston-n/s-Benson: 24) N375SA/Benson-Dublin then Dublin-Gamston;DY-EBD/Manchester-Eindhoven;OE-GAA/Malaga-Innsbruck;DY-LEL/F & T Billund;HB-IIO/Le Bourget-n/s-Fes(Morocco): 26) HB-IIO/Fes-Stanstead: 27) VP-CFG/Coventry-Staverton: 28) N510PS/Walton Wood-Cosford then Halfpenny Green-Walton Wood;N250TM/Cranfield n/s: 29) F-GLYC/Valenciennes-Birmingham: 30) D-ILAT/F & T Friedrichshafen: 31) OE-GHS/F & T Vienna;N52245/F & T Wigan:

Overshoots

02) ZF515/LOP24: 03) XX138/LOP27;XX494/CWL75: 06) XX492/CWL69: 07) XX500/CWL64; ZF169/LOP34: 08) XX240/VYT45: 09) XX500/CWL62: 10) ZH877/ASCOT680: 14) XX491/CWL79;ZF417/LOP50: 17) ZF372/LOP50: 22) ZF350/LOP12: 28) ZF289/LOP36;XX494/CWL19: 30) XX500/CWL64;XX498/CWL79;XX416/Army420: 31) XS712/CWL86;XX494/CWL19; ZD274/Army531:

LBA movements review, March 2000

Quite an exceptional month, lots of good stuff from the airlines and the biz-jet sections. Starting off on the 1st we had PA-31T Cheyenne N220SC from Staverton as "Sark 1" for a n/s before going to Albi on the 3rd, Stadium City's Citation V VP-CSC was from and to Humberstone as "Stadium 01", the Jetstream 31 SE-LGA owned by Euro Exec Express was from Eindhoven to Stanstead as "EXC 012-014". Then there were three night stoppers - Citation X N750EC was from Gander and stayed until the 3rd when it went to Lille, Gulfstream IV N981SW and Global Express C-FKGX were both from Little Rock, Arkansas and both went to Bangor, Maine the following day. On the 2nd Citation II CS-DNA was from Luton to Heathrow and Cheyenne D-IONE was on a medevac flight from Reichelsheim to Le Bourget, King Air 200 F-GSIN is down in the Biz-prop books as being owned by Regourd SA and it used the callsign "NCY 377" when it arrived from Charleroi for a night stop before going back there the following day as "NCY417". On the 3rd the Citation V OE-GAA of Tyrolean Jet Svs was from Oporto to Innsbruck. From and to its base at Denham on the 4th was the Cessna 172M C-FLNP. Back with us from Bangor on the 6th was the Gulf IV N981SW of Wal-Mart Leasing which night stopped until the 10th when it returned to Bangor.

The Avtech Citation I VP-CFG was from and to Staverton on the 8th whilst Falcon 100 F-GSLZ of ATP SA was from Nancy to Teesside, also on the 8th we had the Challenger NB2CW from Caigary for a night stop before departing to Liverpool, the Tyrolean Jet Svs Falcon 10 OE-GSC came from Tunis for a night stop before going to Innsbruck and the Cheyenne D-IONE was back from Asturias for a night stop. On the 9th Falcon 20C D-CLBR was from Teesside to Cardiff as "LBR 1112-1113" and a couple of Gulfstream IV's the same day were N585D of E I Dupont de Nemours which was from Teesside to Cardiff and N66DD of Richard Bruce Duchossois which came in from Prague and went to "KPWK" which is somewhere in the US but does not appear in my "Big boys book of Airfield codes"!

The MU-2 Marquise N60NB on the 10th was from and to Dublin and the books say it belongs to Dogfox Airways Inc. Citation VII VP-CGE on the 11th is c/n 7077, it is the new mount of the Duke of Westminster and it was from Chester to Leuchars. On the 12th the Beechjet N79EL of Edra Lauren Leasing was from Gamston to Chabery and arriving from Reykjavik it to be based was the Beechjet N300GB. The Citation V SE-DYX on the 13th was from Gothenburg for a night stop before returning there. Citation II F-GJYD of Soder Bail SA was from Le Bourget to Reims on the 14th and the same day saw the Surewings BAe 125 700A N125XX from Luton to Glasgow. On the 15th Cessna 414 D-IMOK came from Le Bourget and went to Reichelsheim whilst the PA-31T N220SC arrived from Biggin Hill as "Sark 01" and n/s before going off to Albi. D-EGEY on the 17th turned out to be a Cessna P210N from Ganderkesee and it night stopped until the 19th when it went back there. Also noted on the 17th was the Inter Air Citation V SE-DYZ from and to Malmo as "Interair 404".

Cessna 182S EI-GSM was from Dublin to the Isle of Man on the 18th and there was also a visit from Baron N800VP which was from and to Biggin Hill. The Beech 400A N79EL was back from Chabery on the 19th and departed to East Midlands, coming in from the Isle of Man the same day was Baron N99BM which departed to Roskilde. On the 22nd Dauphin F-WQKF arrived from Le Touquet and moved into the Multiflight hangar where it still resides, it is ex N29EH and c/n 6219. Seneca N375SA arrived from Gamston mid afternoon on the 23rd, the following day it went off to Benson at 0652 and returned at 0952 then went to Dublin at 1031 and returned at 1738 before departing to Gamston at 1752 - quite a busy day. Others noted on the 24th were the Newair Fokker 50 OY-EBD from Manchester as "Newair9170", Tyrolean Jet's Citation V OE-GAA from Malaga to Innsbruck, the Lego Systems King Air 350 OY-LEL from and to Billund and the star of the day Boeing Bizjet HB-IID. The BBJ night stopped before going out to Fes in Morocco on demo to Multiflight, it returned on the 26th from Fes and departed to Stanstead.

From Coventry to Staverton on the 27th was the Citation I VP-CFG of Avtech Ltd and on the 28th Peter Scott's Cessna 310N N510PS was from its base at Walton

Wood to Cosford and then from Halfpenny Green back to Walton Wood, the same day saw King Air 200 N250TM of Richard Lewis Aviation arriving from Cranfield for a night stop. Citation V F-GLYC on the 29th was from Valenciennes and it departed to Birmingham. From and to Friedrichshafen on the 30th was CitationJet D-ILAT. On the 31st there was the Bell 407 N52245 from and to its home in Wigan and BAE 125 900B OE-GHS of Schaffer GmbH from and to Vienna. On the military side the BAe125 CC.3 ZE396 arrived on the 1st as "Rainbow" from Edinburgh and departed as "Ascot 1095" to Northolt. On the 4th Gazelle XZ311 was "Army384", there is no point of origin in the movements but it departed to Ripon. Islander Z6848 was from and to Belfast on the 9th as "Army555". The 11th saw a mini invasion by six Lynx and a further four Gazelles, the Lynx were ZE378/XZ208/XZ643 as "Army769", XZ678/XZ171 as "Army777" and XZ177 as "Army785" all from Wattisham to Leuchars, the Gazelles were XX409/XZ331/ZB669 as "Army779" from Wattisham to Edinburgh and XZ335 "Army 303" from York to Shawbury. On the 12th Puma XW214 was "Vortex393" from Benson to Leuchars and the following day Hercules XV300 was "Ascot624" from and to Lyneham. The 14th saw Lynx ZE380 going from Leeming to Wattisham as "Army 748" and BAe146 CC3 ZE700 from Northolt to Waddington as "Ascot721". A couple of star visitors on the 20th diverted from Church Fenton according to the tower log but I believe they were actually going to Leeming, these were two Xingu's of the French Air Force - 103/YT was "FAF6798" and 096/YN was "FAF6797" and they were from Cognac to Avord. On the 29th the BN2 Islander AL.1 Z6848 was from Belfast to Middle Wallop as "Army338" and finally on the 30th Gazelle XX416 was "Army420" from Manchester to Dishforth.

Lots of airline activity this month associated with the Leeds United soccer team playing in Europe. On the 1st Boeing 737 300 G-ZAPM arrived from Stanstead on a positioning flight as "AWC112Y" to transport the team and officials to Rome with callsign "AWC112A", taking out supporters the same day was Boeing 757 G-MONE from Luton as "Monarch932P" to Rome as "Monarch9990". The Airbus 300 G-MAJS also came in from Gatwick as "Monarch932P", departed to Rome as "Monarch9932" then returned as "Monarch953P" for a night stop before going back to Rome as "Monarch9794" the following day. The 2nd saw A300 G-MONR from Gatwick to Rome as "Monarch928P" and "Monarch9728", A320 G-MPCD from Manchester to Rome as "Monarch994P-9936" and the Boeing 757 G-FCLF from Gatwick to Rome as "Colours020P-9020" whilst G-ZAPM came back at 2340 with the team as "AWC112B" and positioned out to Stanstead at 0019 on the 3rd as "AWC11Y". Finally on the 3rd Airbus 300 G-MAJS was from Rome for a positioning flight back to Gatwick as "Monarch9795-795P", the Boeing 757 G-FCLF was from Rome to Manchester as "Colours9021-021P", Boeing 757 G-JALC was from Rome to Manchester as "Airtours6830-683P" and Boeing 727 G-BPND was from Rome to Gatwick as "Sabre4263-263P".

The return leg the following week was not as busy, the team and officials arrived from Rome on the 8th in MD82 I-DAWJ as "Alitalia8206" and returned there on the 10th in MD82 I-DAWH as "Alitalia8207". On the 15th Leeds were in action again with Boeing 737 300 OK-TVS of Travel Air Service bringing in the opposition from Prague as "TVS020-021" and taking them back again on the 17th with the same call sign. The Return leg brought in the Boeing 737 300 HB-IIN from Geneva to take out the Leeds team and officials on the 22nd and the Boeing 767 G-DAJC for the fans from Manchester to Prague as "Airtours683P-6837", the 767 returned the same day and after a night stop went to Prague as "Airtours6839" with more fans. The return flights on the 24th were done by Boeing 767 G-00AQ from Prague to Gatwick as "Jetset291D-F", Boeing 727 G-BPND from Prague to Gatwick as "Sabre4131-131P" & Boeing 767 G-DAJC from Prague to Manchester as "Airtours6840-840P".

Ecureuil G-LHPL arrived from Sherburn on the 7th and was booked in as a flight by Multiflight, during the month it has made several flights but not landed away and so it may be a new resident. As mentioned above Beechjet N300GB arrived from Reykjavik on the 12th and is now based. The Multiflight take-over of YLA has now been finalised and the YLA sign has been removed from the hangar. The YLA apron has now been re-named the Multiflight west apron. Operating the Jersey European flight "JEA735-6" on the 5th was the DHC-8 G-JEDX making its first visit. On the 19th Sabena used Boeing 737 00-SDL on the scheduled "Sabena701-2".

Military News

Eric Martin.



RAF OPERATIONAL DEPLOYMENTS

Current RAF deployments are:

ENGADINE	Gioia de Colle	Four Harrier GR7 flown by 3 Squadron and a 216 Squadron Tristar, at Ancona, in support of NATO Kosovar
DELIBERATE FORCE	Aviano	Two Sentry AEW1 of 8/23 Squadron, in support of NATO forces in Bosnia and Yugoslavia.
AGRICOLA	Pristina Airport	Two Puma HC1 of 33 Squadron, in support of KFOR forces in Operation 'Joint Guard'.
PALATINE	Split	Three Chinook HC2 of 1310 Flight, in support of SFOR Forces in Bosnia.
BOLTON	Ali Al Salem Al Kharj	Eight Tornado GR1 flown by 14 Squadron crews and a 101 squadron VC-10, in support of Kuwait. Six Tornado F3 of 43 Squadron and a 101 Squadron VC-10 based at Muharraq, in support of Operation 'Southern Watch' in Southern Iraq.
WARDEN	Incirlik	Four Jaguar GR3 of 6 Squadron and two 10 Squadron VC-10 in support of Operation 'Northern Watch', Northern Iraq.
HARWOOD	Mozambique	Four Puma HC1 of 33 Squadron, as part of the international flood rescue operation (see also below).

Credit: Military Aviation Review

PUMAS IN RELIEF EFFORTS

As noted above, four Puma HC1 of 33 squadron from RAF Benson, were sent to Mozambique for relief work in connection with the flood disasters. Britain was heavily criticised in some quarters, for being somewhat tardy in providing helicopters. Whatever the rights and wrongs of this criticism, in their first 15 days the Pumas achieved over 363 flying hours, transported 725 people and carried over 435 tonnes of food and medical supplies. The personnel flew out by a Tristar of 216 Squadron from RAF Brize Norton and the first batch have been 'rotated', also returning to Brize by Tristar.

This was the first operation by the new Joint Helicopter Command.

Credit: RAF News

HELLENIC AIR FORCES TO BUY EUROFIGHTER TYPHOONS

Greece has placed an order for sixty Eurofighter Typhoons, in a deal worth £3.2billion. This order will bring relief to the defence Ministries of Britain, France, Italy and Germany, as it will marginally lower the cost of Typhoons to them, as development costs are spread. It is hoped that Norway, South Korea and Singapore will also place orders. Britain has ordered 232 of the initial run of 620, making it the main user.

Credit: Lesley Kilbey
Daily Mail

ARROWS BACK TO SCAMPTON !

The Red Arrows are returning to their previous base, at RAF Scampton, from their current base at RAF Cranwell. Their line up for the 2000 season is:

Hawk T1: XX237 XX292 XX294 XX308 XX156
Hawk T1A: XX227 XX235 XX260 XX264 XX266 XX306

Credits: BBC 'Look North'

Military Aviation Review

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Military Matters

Eric Martin.



FLEET AIR ARM: SQUADRONS, BASES AND AIRCRAFT

Sq			
700	RNAS Culdrose	Merlin HM1	
702	RNAS Yeovilton	Lynx HAS	
705	RAF Shawbury	Squirrel HT1	Part of DHFS
750	RNAS Culdrose	Jetstream T2	
771	RNAS Culdrose	Sea King HAS5U	
800	RNAS Yeovilton	Sea Harrier F/A2	
801	RNAS Yeovilton	Sea Harrier F/A2	
810	RNAS Culdrose	Sea King HAS6	
814	RNAS Culdrose	Sea King HAS6	
815	RNAS Yeovilton	Lynx HAS3/HMA8 etc	Provides Lynx to all Ships' Flights
819	RNAS Prestwick	Sea King HAS6	
820	RNAS Culdrose	Sea King HAS6	
825	RNAS Yeovilton	Sea King HC4	
846	RNAS Yeovilton	Sea King HC4	
847	RNAS Yeovilton	Gazelle AH1 & Lynx AH7	
848	RNAS Yeovilton	Sea King HC4	
849	RNAS Culdrose	Sea King AEW2	
899	RNAS Yeovilton	Harrier T8 & Sea Harrier F/A2	

The Fleet Requirements and Direction Unit (FRADU) operates Hawk T1 & T1A from RNAS Culdrose and the Royal Navy Flying Grading Flight operates Grob G-115 Heron from Roborough, near Dartmouth. Also operated from Roborough, are two Dauphin helicopters for the use of Flag Officer Sea Training.

The Royal Navy currently has two operational aircraft carriers: HMS Illustrious and HMS Invincible; HMS Ark Royal is under refit. Similarly, it has two operational Naval Air Stations: RNAS Culdrose and RNAS Yeovilton.

Royal Navy Aircrew brevets



Pilot



Observer



Aircrewman

Abbreviations:

RNAS = Royal Naval Air Station

DHFS = Defence Helicopter Flying School

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Further to last months section, Air Europa have changed the Boeing 757 I mentioned back to a Boeing 737-400. At the moment the Boeing 767 remains in the timetable.

The other highlight of the Summer programme, the Saturday night Monastir has been axed except for July 20th to August 31st, but don't hold your breath !!

Other bad news concerns the cancellation of the Bourgas service operated by Air VIA, due to low bookings.

Finally recent tragic events in Turkey, must have an adverse affect on the future of Turkish flights from LBA, at least in the short to medium term.

The CAA finally issued the November Domestic passenger figures for LBA which are as follows:-

Destination	Nov '99 pax fig	+/-%	11 month Pax fig.	+/- %
Heathrow	16,945	+2.6	175,222	-1.9
Aberdeen	1,659	-7.1	17,206	-16.2
Belfast City	6,492	-8.8	69,029	-11.1
Bristol	597	-	1,627	-
Edinburgh	2,288	+58.9	15,251	-5.8
Glasgow	2,937	-4.1	31,881	+3.4
Guernsey	0	-	1,881	-47.3
Isle of Man	808	-9.4	10,018	-10.7
Jersey	521	-18.3	22,640	-5.5
Southampton	1,786	-1.9	19,717	+6.5
Other	1,707	+16.4	18,780	+1.6
TOTAL	35,740	+2.9	382,752	-6.6

Moving more up to date the LBA Web site gave the following announcement about passenger figures:-

March saw a record total of 118,138 passengers, for that month, using Leeds/Bradford International Airport. The figure was just short of 10,000 more than in March 1999 an increase of 9.14%.

A strong advertising campaign highlighted the benefits of using LBA and not the M62 motorway in winter, and a growing number of complaints regarding the rail connections between West Yorkshire and Manchester Airport, are believed to have persuaded more passengers to appreciate the convenience of using LBA.

Significantly, the largest rise in passengers in March was in the inclusive tours sector, where the total rose by 34.48% to 39,524 against 29,191 last year.

The increasing selection of inclusive tour flights out of LBA, and what are seen as better facilities all round at the Airport as work progresses on terminal redevelopment, are bring favourable comments from holidaymakers, said Managing Director, Ed Anderson.

The number of passenger using domestic schedule services rose by 3.75% in March, the best performer been British Midlands Heathrow shuttle which climbed by 5.81% to 19,533, itself a record for March. It put Heathrow back into top destination position with LBA's passengers, regaining the spot from Dublin which attracted a March combined total of 17,502

(12,235 on Ryanair and 5,267 on Aer Lingus; the latter figure showing an increase of 5.4% over the airline's March 1999 total)

The three hub airports served by direct flights from LBA (Amsterdam, Brussels and Paris Charles de Gaulle), attracted 24,197 passengers in one month, many of them on outbound flights connecting with ongoing European and overseas flights serving over 100 destinations.

The obvious comment here is why are the three European hubs suddenly grouped together. My guess is this is to conceal a loss of passengers on the Amsterdam service.

Multiflight officially took over Yorkshire Light Aircraft on March 28th. Commenting on the acquisition Steve Borrowdale, Managing Director of Multiflight said "The purchase of Y.L.A., with its routes in light aircraft engineering ideally compliments the skill's of Multiflight's engineering division which specialises in executive jets and helicopter engineering, associated parts sales, fuelling and hangarage services. This acquisition is part of a development programme to improve facilities for all users of light aircraft, helicopters and corporate jet aircraft at Leeds/Bradford airport's South Side."

The new arrivals area was used for the first time in early April. Work has now commenced on the passage between the new arrivals area and the airbridge. This involves boarding up a lot of the windows in the café area.

Britannia should have by now received two British registered Boeing 737-800's. G-BYNC was due on April 5th and G-BYNB on April 7th. Services from LBA begin with the aircraft at the beginning of May.

Jersey European announced at the end of March they are to commence a new service from Leeds/Bradford to London City. In addition the Belfast City service will be upgraded to Canadair Regional Jet equipment and the weekday frequency increased to 5 flights a day.

The press release is as follows:-

Jersey European Airways has announced the introduction of new services, new aircraft and additional frequencies from Leeds/Bradford Airport, totalling an investment of more than £20 million.

The developments include, the first ever link between Leeds/Bradford and London City Airport, which is located just six miles from London's financial centre, closer than any other London airport. Jersey European will operate four daily services in each direction from May 8th, using its latest generation Bombardier Dash 8 Q200 aircraft.

A summer weekend service to Guernsey will commence on 6th May. Jersey European will operate a non-stop service to the island, also using a Dash 8 aircraft.

The introduction of its new regional jet, The Bomardair CRJ, on it's Leeds/Bradford – Belfast City service, from 12th June. With faster cruising speeds, the 50 seat CRJ also enables Jersey European to increase the daily frequencies to five from June 12th.

"Today's announcement also reflects the substantial growth of Leeds and the surrounding areas over the last few years and recognises the city's position as the second largest financial and legal centre outside London" said Jonathan Breedon, Jersey Europeans Sales and Marketing Director. "We believe our London City service offers particular advantages for travellers from Yorkshire with the exceptionally fast and arrival and departure times and quick transfers to the heart of the capital's financial and tourist areas, possible only from London City. Passengers can be out of the airport within 5 minutes from touch-down, and the size and specialise nature of London City provides extremely fast arrival time for inbound aircraft.

"This means that while passengers flying into other London airports are taxing to the aircraft stand, our passengers are taxing to their offices," Mr Breedon added. "This is why we are undertaking a major expansion at the airport, from where we now link more financial centres in the U.K. and Ireland than any other airline. We hope travellers will be able to take advantage of this and our other new services and look forward to developing further opportunities from Leeds/Bradford in the future".

The provisional timetable is

Leeds/Bradford to London City

Depart	Arrive	Days
0710	0815	Mon to Fri
0845	0950	Sat Only
1035	1140	Mon to Fri
1400	1505	Mon to Fri + Sun
1710	1815	Mon to Fri + Sun

London City to Leeds/Bradford

0900	1005	Mon to Fri
1015	1120	Sat Only
1205	1310	Mon to Fri
1530	1635	Mon to Fri + Sun
1840	1945	Mon to Fri + Sun

AIRPORT NEWS

Passenger figures for 1999 for U.K. airports are as follows

Rank	Airport	1999 passenger Figure	% Increase or decrease
1	Heathrow	62,268,292	+2.61%
2	Gatwick	30,563,620	+4.77%
3	Manchester	17,577,773	+1.31%
4	Stansted	9,448,348	+37.68%
5	Birmingham	7,013,776	+4.54%
6	Glasgow	6,813,932	+3.76%
7	Luton	5,284,812	+27.87%
8	Edinburgh	5,119,258	+11.57%
9	Belfast International	3,035,801	+13.62%
10	Newcastle	2,994,051	+0.31%
11	Aberdeen	2,467,514	-7.34%
12	East Midlands	2,229,536	+4.09%
13	Bristol	1,993,331	+8.44%
14	Jersey	1,720,161	-1.63%
15	Leeds/Bradford	1,462,497	+3.95%
16	London City	1,385,976	+1.9%
17	Cardiff	1,330,277	+5.31%
18	Liverpool	1,304,831	+58.08%
19	Belfast City	1,284,185	-2.48%
20	Guernsey	926,082	-3.9%
21	Southampton	755,432	+2.44%
22	Tees-side	736,822	+12.45%
23	Prestwick	710,229	+25.93%
24	Isle of Man	700,592	-3.71%
25	Humberside	427,867	+23.78%
26	Inverness	348,679	+2.33%
27	Norwich	348,103	+9.28%
28	Bournemouth	277,781	-11.97%

December figures for Leeds/Bradford's neighbours are now available and are Manchester 959,405 (-2.22%), East Midlands 103,652 (-8%), Tees-side 40,626 (+6.62%), Humberside 24,303 (+14.47%), Sheffield 3,861 (+13.99%).

Also of note is the December figure for Liverpool, which was 123,930 an increase of 141.99% !!

The World's top airports during 1999, in terms of passenger figures are as follows

1. Atlanta (77,939,536)
2. Chicago (72,568,076)

- | | |
|-----------------------------------|--|
| 3. Los Angeles (63,876,561) | 4. Heathrow (62,263,710) |
| 5. Dallas Fort Worth (60,000,125) | 6. Tokyo - Haden (54,338,216) |
| 7. Frankfurt (45,858,315) | 8. Paris-Charles-de-Gaulle(43,596,943) |
| 9. San Fransisco (40,387,422) | 10. Denver (38,034,231) |
| 11. Amsterdam (36,781,015) | 12. Minneapolis (34,216,331) |

AIRLINE NEWS

British Midland have taken delivery of an A.321 which features the logos of all 13 Star Alliance members. The Heathrow based aircraft will be used on European services as B.M. prepares for Star Alliance membership this year.

British Regional have dropped their Sheffield to London City service, blaming a strong advertising campaign from Midland Mainline trains for the poor load factors on the service.

Delta have signed an order for up to 500 Canadair Regional Jets for operation by it's Connection carriers. The deal was announced on the 30th March , with a letter of intent covering firm orders for 94 aircraft and options on a further 406. The order covers both CRJ-200 and CRJ-700 models and deliveries will take place between 2001 and 2010.

Easyjet have confirmed an order for 17 Boeing 737-700's for delivery from 2001. The order will bring the total number of Boeing 737's operated by Easyjet up to 40.

JMC have become the first U.K. airline to order the new generation Boeing 757-300. The order is for two aircraft and delivery is scheduled for Spring 2001. The aircraft will be configured in a 280 seater layout, JMC claims this brings seat rates down by 8% compared to the 757-200.

Japan Airlines have announced their intention to become the first customer for the Boring 777-300X when it placed an order for eight of the aircraft.

AIRLINER NEWS

The German Air Force is to purchase a total of seventy Antonov An-70 freighter aircraft. Deliveries will take place over the next 8 years. DASA Aviation Corporation will fit the planes out with up to date avionics.

OTHER NEWS

An Antonov AN-124, operated by Volga-Doper, badly damaged in an accident in Canada in 1999, has returned to Ulyanovsk after an unprecedented flight across the Atlantic.

The aircraft crashed while landing on an ice-covered runway at Gander, and had been undergoing repair, but had not been out back into operation.

In view of this, it was decided to ferry the aircraft back to its home base by strapping extended landing gear to it's undercarriage. The An-124 landed in Ulyanovsk after a 9.5 hour flight. Additional fuel was needed for the flight to offset the drag of the extended landing gear and a total of 150 tonnes of fuel was used.

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CREDITS Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters E-mail site, LBA E-mail site, (and all their contributors), IFW, Screaming.net news, Teletext, TTG, Lawrie Coldbeck, Phil Linley, Marcus Mitchell, Harry Morrow, Pete Smith, Pam Wieremiej

“COMEDY OF ERRORS”

By ALAN TEMPEST

High winds and showers of sleet and snow greeted us on a bleak, early winter's Sunday morning drive South on the M1 to Birmingham Airport.

With time on my side and the weather conditions not conducive to speed, I settled back to a steady 60-65 m.p.h. After an hour of having the motorway virtually to myself, roadworks loomed ahead. Slowing steadily, I was startled by an almighty flash on my offside — to be caught on camera “speeding” at 58 m.p.h., in a ‘50’ zone at 5.15 a.m., on a gloomy, Sunday morning, with not another vehicle in sight — was not altogether the way to a harmonious start to our holiday to the Caribbean, but more adverse events were to materialise during the next 20 hours.

We circumnavigated Birmingham twice, I believe, before finding our pre-booked long-stay car park. “Hello sir. Have you been lost?” a security guard remarked, in his rich Brummy tones. I didn’t need this after the last few hours. I went to reception.

‘Good morning, sir, you don’t look well.’ the receptionist commented. “I’m alright,” was my reply. “Where’s the toilet, please?” I asked.

“If you don’t mind me saying, sir, you look ill.” I retorted with asking for a drink of water. “Sit down for a minute, sir,” she pressured. “I’m absolutely fine, but I think I will visit the loo again”.

Having just settled down, there was a thunderous banging on the toilet door, “Are you O.K., sir?” I unlocked the door, to be greeted by two security guards, inquiring about my health, then the receptionist was wanting to know if she should dial 999. Before I could answer I heard my wife screaming. “Has he had a heart attack, is he dying?” I forlornly shuffled out of the office as the early dawn clouds made things look more miserable, on this cold, windswept morning. As I entered the coach and ran the gauntlet, I heard people asking about my health. “He doesn’t look well,” one Nora Batty-type whispered, others nodded. I sat down, still wondering how all this had started, and turned to my wife, “I only wanted a good “tom tit!”

Birmingham Airport was very quiet as we shuffled into departures. Because of inclement weather our Britannia 767 was late arriving by an hour. When we did board the captain informed us that because of horrendous mid-Atlantic winds he would have to put down at the other side of the ‘pond’ to re-fuel, so that meant new flight plans which would delay the aircraft another hour (moans throughout the cabin).

With the two Pratt and Whitney engines struggling to make 400 m.p.h., the 767 was very late to the Eastern seaboard area. Our cheery captain, on the Tannoy, again, informed the Britannia flight that he was to descend into Bangor (Main) to refuel.

The aircraft was at an altitude where we could see cars moving when, the throttles were suddenly pulled back and the nose lifted dramatically and we screamed into the pale blue yonder.

“Sorry about that,” our now sombre captain announced, “but unfortunately the aircraft in front of us has just crashed on landing, so we have been told to go somewhere else to refuel!” As the 767 ambled along the cabin passengers appeared jittery until “Captain cheerful” announced that Boston had accepted our plea to land and refuel. Taxi-ing around the perimeter track at Boston, it was an amazing sight to see huge piles of snow everywhere (12in. had fallen only hours before). After the bowzers moved away it was another 30 minutes before our captain was apologising again for the lateness of our departure from the “stand” (it was not quite a stand but some ground at the back of the airfield maintenance shed amongst two old DC-9s and what appeared to be hundreds of snow-shifting tractors).

The captain was distinctly unhappy with the port engine as he ‘slammed’ it a few times, and then returned back towards the maintenance shed again. Engines stopped, doors opened to a -9C icy draft. “Sorry again, folks, but we have a problem with our port engine.” That started us all complaining and moaning, then, “Hello again, everyone, it just happens that we have on board a Britannia engine fitter who is going to try to fix a sticking valve.’ Cheers all round when a gentleman in short sleeves left the aircraft.

“Why don’t you go out and help?” asks my wife with a dig in the ribs, “I was an airframe fitter looking after the hydraulics, flaps, undercarriage, wings etc., there are also armourer (guns), armourer (bombs), radar and wireless mechanics and that bloke outside, doing an excellent job on his own, is an engine basher,” I answered sharply, ‘O.K., O.K., I was only suggesting. I don’t want a detailed account of the R.A.F.’s aircraft maintenance procedures,” She turned away.

Would I have ventured outside in icy conditions of 9C below to clamber up trestles and walk on mainplanes, unscrewing panels and crawling into hatches — I think not.

Ted, as we later found out, was the name of the hero of the hour, returned back into the cabin, looking rather “blue”. The air hostesses wrapped everything they could find around him and out he went again. Minutes later the starboard cabin door was opened and from a

hydraulic ramp came a young man, smiling and waving to the passengers, carrying boxes of "cookies" (a little treat for us all, the captain had said). After dropping his load, for some reason he then went out the port-side door and handed Ted something. (The mystery has never been solved, but what could a "Upper Boston Cake Company" delivery boy have in common with an engine fitter working on a "duff" 767 motor?)

After 20 minutes Ted came to speak to the pilot and then returned (thumbs up) to the cabin. And so started a tumultuous ovation from the passengers, which went on and on. He sat down, smiling and blushing, and read the Daily Express. Was this his fifteen minutes of life's fame?

Was this also a first for a British charter aircraft stuck at a United State's airport? How many times has anyone flown having their own personal mechanic to repair a Pratt and Whitney engine?

The winter sun was starting to get a little watery and drab as our aircraft was pushed out for the second time. With complete silence in the cabin the Boeing 767 made its way slowly to the end of the runway. Time stood still as all waited nervously. One lady, nearby, her head bent, lips moving, clearly praying, gripped the arm rests, knuckles white with tension — Ted carried on reading his Daily Express.

We lurched forward at some unbelievable 'G' force, with what appeared more than the 48,000lb. of thrust the Pratt and Whitney's could give (and would have given an F-16 a challenge for sheer pace). It was an amazing experience, which I am sure many of the passengers pulses were "stampeding" as our Boeing burst down the runway. Everyone was willing the 767 to take off — "Give it some wellie", "Go for it", etc., etc. And so very quickly we rotated and were airborne, banking to port and so giving anxious passengers total relief.

Climbing away, the sinking, red sun picked out many magnificent buildings, the whole of Boston's vast airport and also the snow-capped countryside everyone was happily leaving behind.

As Captain "Jolly" told us later, during the next few hours we would be flying down the American Eastern Seaboard, over the hump, around the southern end of the Dominican Republic and into Santo Domingo airport, stewardesses came round with our treat — genuine American cookies — Ted, I noticed, was still reading his paper.

Obviously starting our descent, the captain spoke to us again, "I would like to mention that the runway we are about to land on is very rough, and I don't want anyone thinking the 767 has a tyre problem. Third World runways are not up to European standards, but if there are any Tarmac specialists on board, today, I am sure there is a good chance for a little business!!" The passengers laughed and enjoyed the patter.

Our cheerful captain had everyone in a good mood for our holiday on this Caribbean island as we landed and taxied — when suddenly the brakes were applied harshly and a worried buzz went around the cabin again. "Sorry, once more, everyone," our captain announced, "but as you can see by looking out of the aircraft, the airport has a grave problem." His voice was filled with emotion, and after a few minutes he continued, "It appears that the airport authorities have been told there is a bomb on an aircraft, so they are asking us, and two other aircraft up our rear, to hold."

The amazing scene outside was uncannily reminiscent of a Hollywood disaster movie, police, ambulances, security vehicles and anything else with a fitted red and white flashing unit, were rushing around doing what, I have no idea — the only thing that was missing watching this frightening, bizarre spectacle, was Bruce Willis or Sylvester Stallone.

The captain advised all passengers not to loiter but get into the arrivals hall quickly. The scene of fear and concern was all around. The vast sea of red and white flashing lights were evidence enough for people to panic. I, in my wisdom, stopped to look around the confusing airport scene, the only other plane I could see was a French Corsair Jumbo, covered in lights and moving people. Surely this wasn't the suspect aircraft, I thought, as I was carried along in the frenzy of bodies?

If the 747 had exploded it would kill many, and the thought of bits of Jumbo flying about was enough to make most passengers scrambled into the cool arrivals hall. This area was of complete contrast with officials working slowly and at complete ease — they have a word for it — *manana*.

Arriving at our coach, problems had arisen again with our group, when it was announced that two old dears were missing. Sue, our rep. for only a week, was very flustered. Not knowing what to do when she was told our two ladies (apparently never venturing out of Wales before) had accepted a lift in a black Merc with tinted windows and driver of dubious appearance — some wag said to "white slavery!!"

Sue came to the front of the coach, still perplexed, and told us she didn't know what to do. To a man (person), the mass voices of the coach shouted, "Leave 'em." We all had had enough — for nearly 20 hours a group of people had gone from diversity to diversity.

As our captain wished us all well, he had said it had been a "comedy of errors" and not a good day at the office! How right he had been.

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 2000

INBOUND DIVERSIONS

05	BRT126A	SZD	LCY	G-MAJK	JS41	LCY	BRT126B
07	SAB2204	SZD	BRU	PH-SDT	DH8	BRU	SAB2204
16	JEA818A	BHX	GLA	G-JEDA	DH8	BHX	JEA032W
16	AMM071	PFO	MAN	G-OOOA	B757	MAN	AMM071/17

REGULAR FLIGHTS

AEA226	TFS	05/EC-HBN	12/EC-HBN	19/EC-HBN	26/EC-HGP	
AEA276	ACE	03/EC-HGQ	10/EC-HGO	17/EC-HGQ	24/EC-HGO	
AIH351	AGP	06/G-DJAR	20/G-BYTH	27/G-TMDP		
AIH353	AGP	10/DivMAN	17/G-JSFX	24/G-JSFX		
AIH375	PMI	14/G-MCEA	21/G-JALC	28/G-PIDS		
AIH387	ALC	05/G-BYTH	12/G-JALC	19/G-MCEA	26/G-MCEA	
AMM601C	LPA	07/G-OOAI	14/G-OOAI	21/G-OOAI	28/G-OOAE	
AMM602C	TFS	01/G-OOAH	08/G-OOAI	15/G-OOAI	22/G-OOAI	29/G-OOAE
AMM603C	FUE	02/G-OOAH	09/G-OOAI	16/G-OOAI	23/G-OOAI	
AMM604C	ACE	03/G-OOAH	10/G-OOAI	17/G-OOAI	24/G-OOAI	
AMM605C	TFS	04/G-OOAH	11/G-OOAI	18/G-OOAI	25/G-OOAI	
BAL045A	ACE	02/G-BYAU	09/G-BYAY	16/G-BYAH	23/G-BYAY	
BAL341A	PMI	05/G-BYAX	12/G-BYAX	19/G-BYAW	26/G-BYAW	
BAL341B	NCL	05/G-BYAX	12/G-BYAX	19/G-BYAW	26/G-BYAW	
BAL411A	TFS	05/G-BYAU	12/G-BYAY	19/G-BYAH	26/G-BYAY	
BAL431A	AGP	03/G-BYAU	10/G-BYAY	17/G-BYAH	24/G-BYAY	
BAL443A	ALC	01/G-BYAU	08/G-BYAY	15/G-BYAH	22/G-BYAI	29/G-BYAH
BAL466A	ALC	03/G-BYAU	10/G-BYAY	17/G-BYAH	24/G-BYAY	
BAL491A	LPA	07/G-BYAN	14/G-BYAR	21/G-BYAN	28/G-BYAO	
BAL491B	GLA	07/G-BYAO	14/G-BYAR	21/G-BYAN	28/G-BYAO	
MON9668	AGP	13/G-MONE				
TYR906C	INN	05/OE-LFI	12/OE-LFL	19/OE-LFK	26/OE-LFL	

OTHER FLIGHTS

05	G-OOOV	B757	AMM638F/638C	Oslo - Bristol	Passenger Charter
05	G-MCEA	B757	AIH725P/6725	Edinburgh - Toulouse	Passenger Charter
05	G-PIDS	B757	AIH388/441P	Alicante - Gatwick	-
05	<u>G-BYTH</u>	A320	AIH387	Newcastle - Alicante	Lieu B757
05	<u>G-ZAPN</u>	BA46	AIH01P/9001	Stansted - Alicante	Extra AIH387 pax
05	G-MCEA	B757	AIH6726/6727	Toulouse -n/s- Tromso	Passenger Charter
06	G-OOOV	B757	AMM638D/640F	Bristol -n/s- Glasgow	Passenger Charter
07	G-MCEA	B757	AIH6728/961P	Tromso - Manchester	Passenger Charter
07	G-OOOV	B757	AMM640C	Glasgow - Seville	Passenger Charter
07	<u>OO-DWL</u>	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
10	EI-BXC	B734	EIN368/369	f/t Dublin	Lieu FK50
10	OO-DWF	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
11	<u>G-OBWP</u>	BATP	JEA737/032D	Belfast City - Southend	Lieu JEA DH8
11	OO-DWC	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
13	G-BYAH	B757	BAL991F/841A	East Midlands -n/s- Venice	Passenger Charter

14	G-BYAH	B757	BAL841B/443A	Venice -n/s- Alicante	Passenger Charter
14	OO-DWA	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
16	EI-CDG	B735	EIN368/369	f/t Dublin	Lieu FK50
18	G-AVMZ	BA11	RYR158/159	f/t Dublin	Lieu RYR B737
18	G-ODUB	E110	CDE09T/08T	f/t Blackpool n/s	Engineering
20	<u>G-RJXD</u>	E145	BMA9001/403	East Midlands -n/s- Edinburgh	Lieu SF34
23	G-OOOI	B757	AMM723F/723C	Gatwick - Keflavik	Passenger Charter
23	G-OOOI	B757	AMM723D/723F	Keflavik -n/s- Cardiff	Passenger Charter
24	G-AVMZ	BA11	EAF207P/8216	Cork -n/s- Paris Cdg	Passenger Charter
24	G-AVMY	BA11	EAF9895/9896	f/t Bournemouth	Training
27	G-AVMZ	BA11	EAF8127/217P	Paris Cdg - Bournemouth	Passenger Charter
29	G-BUKA	SW3	AAG133/134	f/t Northolt	Passenger Charter
29	OO-DWJ	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85

Aircraft making first visits are underlined.



FOOTBALL CHARTER B737 OK.TVS

LEEDS BRADFORD AIRLINE REPORT - MARCH 2000

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA226	TFS	03/EC-HGP	10/EC-HBL	17/EC-HGQ	24/EC-HGO	31/EC-HGP
AEA276	ACE	02/EC-HGO	09/EC-HGO	16/EC-HBN	23/EC-HBN	30/EC-HGO
AIH351	AGP	05/G-RDVE	12/G-BYTH	19/G-DJAR	26/G-CRPH	
AIH353	AGP	02/G-VOLH	09/G-JSJX	16/G-JSJX	23/G-JSJX	30/G-JSJX
AIH375	PMI	06/G-PIDS	13/G-JALC	20/G-PIDS	27/G-LCRC	
AIH387	ALC	04/G-MCEA	11/G-MCEA	18/G-LCRC	25/G-MCEA	
AMM601C	LPA	06/G-OOAE	13/G-OOAI	20/G-OOAE	27/G-OOAE	
AMM602C	TFS	07/G-OOAE	14/G-OOAI	21/G-OOAE	28/G-OOAE	
AMM603C	FUE	01/G-OOAE	08/G-OOAE	15/G-OOAI	22/G-OOAE	29/G-OOAE
AMM604C	ACE	02/G-OOAE	09/G-OOAE	16/G-OOAI	23/G-OOAE	30/G-OOAE
AMM605C	TFS	03/G-OOAE	10/G-OOAE	17/G-OOAI	24/G-OOAE	31/G-OOAE
BAL045A	ACE	01/G-BYAH	08/G-BYAH	15/G-BYAH	22/G-BYAT	29/G-BYAK
BAL068A	PMI	03/G-BYAH	10/G-BYAL	17/G-BYAH	24/G-BYAT	31/G-BYAK
BAL411A	TFS	03/G-BYAH	10/G-BYAL	17/G-BYAH	24/G-BYAT	31/G-BYAK
BAL431A	AGP	02/G-BYAH	09/G-BYAL	16/G-BYAH	23/G-BYAT	30/G-BYAK
BAL443A	ALC	07/G-BYAH	14/G-BYAH	21/G-BYAT	28/G-BYAL	
BAL466A	ALC	02/G-BYAH	09/DivMAN	16/G-BYAH	23/G-BYAT	30/G-BYAK
BAL491A	LPA	06/G-BYAR	13/G-BYAK	20/G-BYAY	27/G-BYAK	
BAL491B	GLA	06/G-BYAR	13/G-BYAK	20/G-BYAY	27/G-BYAK	
TYR906	INN	04/OE-LFJ	11/OE-LFH	18/OE-LFG		

OTHER FLIGHTS

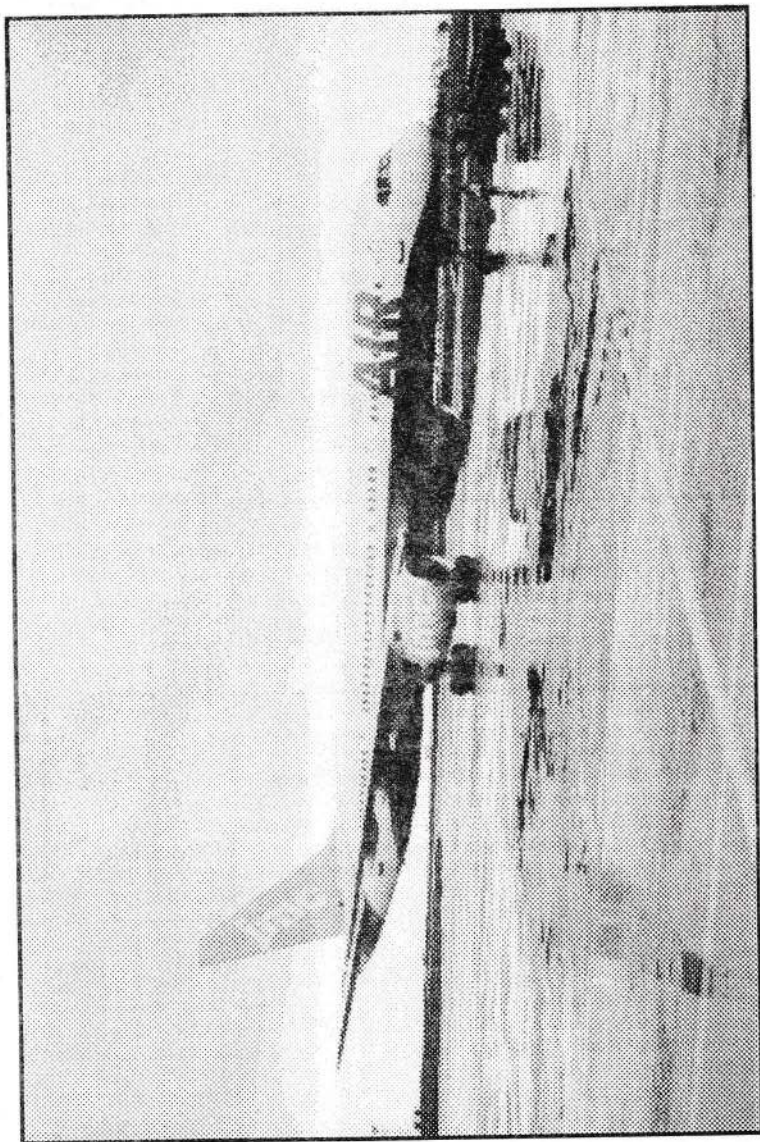
01	G-OJSW	B738	SBE260P/4260	Gatwick - Rome Ciampino	Football Charter
01	G-ZAPM	B733	AWC112Y/112A	Stansted - Rome Ciampino	Leeds United FC
01	G-MAJS	A300	MON932P/9932	Gatwick - Rome Ciampino	Football Charter
01	G-MONE	B752	MON990P/9990	Luton - Rome Ciampino	Football Charter
01	G-MAJS	A300	MON933P/9794	f/t Rome Ciampino n/s	Football Charter
02	G-OJSW	B738	SBE262P/4262	Gatwick - Rome Ciampino	Football Charter
02	G-MONR	A300	MON728P/9728	Gatwick - Rome Ciampino	Football Charter
02	G-MPCD	A320	MON936P/993P	Luton - Manchester	Technical Defect
02	G-FCLF	B752	FCL020P/9020	Gatwick - Rome Ciampino	Football Charter
02	G-MPCD	A320	MON994P/9936	Manchester - Rome Ciampino	Football Charter
02	G-ZAPM	B733	AWC112B/11Y	Rome Ciampino -n/s- Stansted	Leeds United FC
03	G-FCLF	B752	FCL9021/021P	Rome Ciampino - Manchester	Football Charter
03	G-MAJS	A300	MON9795/795P	Rome Ciampino - Gatwick	Football Charter
03	G-OJSW	B738	SBE4261/261P	Rome Ciampino - Gatwick	Football Charter
03	OO-DWH	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
03	G-BPND	B722	SBE4263/263P	Rome Ciampino - Gatwick	Football Charter
03	G-JALC	B752	AIH6380/380P	Rome Ciampino - Manchester	Football Charter
03	OO-DWE	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
04	G-MAJS	A300	MON9933/933P	Rome Ciampino - Gatwick	Football Charter
05	G-JEDX	DH8	JEA735/736	f/t Belfast City	-

06	<u>G-PLAH</u>	JS31	LOV671/672	f/t Gatwick	AIH crew change
08	<u>I-DAWJ</u>	MD82	AZA8206/8207	f/t Rome Fiumicino	Football Charter
10	<u>I-DAWH</u>	MD82	AZA8206/8207	f/t Rome Fiumicino	Football Charter
13	<u>G-BUXT</u>	D228	SAY371/372	f/t Gatwick	AIH crew change
13	<u>G-CEAE</u>	B732	RYR158/159	f/t Dublin	Lieu RYR B732
15	<u>OK-TVS</u>	B734	TVS020/021	f/t Prague	Football Charter
15	OK-TVS	B734	TVS020/021	f/t Prague	Football Charter
18	<u>G-JEDC</u>	DH8	JEA737/738	f/t Belfast City	-
19	OO-SDL	B732	SAB699/700	f/t Brussels	Lieu RJ85
20	G-BYAT	B752	BAL820A/B	t/f Nice	Passenger Charter
20	G-BUXT	D228	SAY371/372	f/t Gatwick	AIH crew change
20	OO-DWF	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
22	<u>HB-INN</u>	B733	PTI-NN	Geneva - Prague	Leeds United FC
22	<u>G-DAJC</u>	B763	AIH683P/6837	Manchester - Prague	Football Charter
22	<u>G-OBWN</u>	BATP	BWL171P/3171	Aberdeen -n/s- Hanover	Passenger Charter
22	G-DAJC	B763	AIH838P/6839	f/t Prague n/s	Football Charter
23	G-OBWN	BATP	BWL3172/172P	Hanover - Stansted	Passenger Charter
24	G-DAJC	B763	AIH6840/840P	Prague - Manchester	Football Charter
24	<u>OY-EBD</u>	FK50	NAW9170/2770	Manchester -n/s- Eindhoven	Passenger Charter
24	<u>G-OOAO</u>	B763	AMM291D/291F	Prague - Gatwick	Football Charter
24	<u>HB-IIO</u>	B737	PTI-IO	Paris Lbg -n/s- Fes	Executive Charter
24	G-BPND	B722	SBE4131/131P	Prague - Gatwick	Football Charter
26	HB-IIO	B737	PTI-IO	Fes - Stansted	Executive Charter
27	G-BUXT	D228	SAY371/372	f/t Gatwick	AIH crew change
31	G-BUKA	SW3	AAG264/265	Coventry - Köln/Bonn	Freight Charter

Aircraft making first visits are underlined.



FOOTBALL CHARTER A300-600 ER



FOOTBALL CHARTER B757 - 200

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Here is the de-coded word list:

DOVE HERON VISCOUNT COMET VANGUARD CONSTELLATION DAKOTA SKYMASTER CONCORDE
CARAVELLE HERMES ARGONAUT AMBASSADOR JETSTREAM HERALD FRIENDSHIP YORK
STRATOCRUISER BRITANNIA VIKING PRINCE BANDEIRANTE BRASILIA FELLOWSHIP TRIDENT
TRISTAR ARGOSY CARVAIR CORONADO ELECTRA ISLANDER STRATOLINER PROVENCE CONSUL
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