



**FUTURA B737 EC-GN2**  
at L.B.A. October 97

**VOL. 23**

**NOVEMBER 97**

**CHAIRMAN: MR.M.WILLINGALE**

17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY

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12,LIME GROVE, RAWDON,LEEDS LS19 6BZ

0113 2505114

**TREASURER: MR.D.VALENTINE**

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**P.R.O.: MR.L.COLDBECK**

207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL

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**VISITS ORGANISER: MR.J.JACKSON**

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**EDITORIAL ASSISTANTS****MRS.D.BLACKWELL**

66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ

**MR.M.SMALL**

13, BEECH AVENUE, HARROGATE. HG2 8DS.

**COMMITTEE**MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MRS.N.BARRETT, MR.P.LEFROY, MR.D.BATES.  
MR.M.ELLIOT, MR.A.EDWARDS, MR.G.WARD**CHAIRMAN'S CHAT**

I was approached by a few members at last month's meeting who pointed out that the licenses issued by LBA for the use of air band radios within the airport terminal were about to expire. **These licenses are still required if you wish to use a radio within the terminal.** Therefore, if you wish to renew your license please forward your name, address and type of radio to me and Air Yorkshire will renew enbloc all licenses and send them out with your magazine. This also applies to new members if you wish to obtain one .

The next meeting of the society is the Annual Christmas Party and once again we ask you to provide, on the day , food for the buffet e.g. sausage rolls, crisps, mince pies etc. Complimentary wine will , as usual, be provided by the society. Also required are items ( aviation or non-aviation related) suitable to give as prizes in the draw. We would also appreciate any help from our lady members ( or members' partners) to prepare and serve the buffet. The event will take the usual form of a fun/educational aviation-related quiz, followed by the prize-giving for the three competitions i.e. quiz, photographic and model. The buffet will then be served followed by the grand raffle. The success of this party in past years has always been due to the excellent response we get from our members, so we look forward again to your generosity and participation.

All members ( both postal and full) are invited to enter the photographic and model competitions. All photographs ( max. entry per member 3 slides and/or 3 prints (max. 6x4) ) should be sent to the Secretary ( address at top of page) by Saturday, 15th November. Please identify each print and slide and please note that the society cannot accept any responsibility for posted items going astray etc.

Model kits or "scratch -built" are to be brought and entered on the afternoon of the party.

Finally, would any members holding trophies from last year please return them before or at the party, so they can be presented to the new winners. Competition cups will also be accompanied by a £5 prize, in addition to further prizes of £3 and £2.

**MEETINGS. ( starting at 14.30)**

2nd November A.G.M and video

7th December Christmas Party

4th Jan '98 Concorde Special

**CREDITS**

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

**AIR YORKSHIRE AVIATION SOCIETY  
BALANCE OF ACCOUNTS  
YEAR TO 31.10.97**

**INCOME**

	<u>NOTE</u>	<u>1997</u>	<u>1996</u>
Subscriptions	1	3713.00	3444.00
Trips		0000.00	309.00
Annual Dinner		619.00	616.00
Raffles		173.00	212.00
Magazine sales	2	260.00	188.00
Merchandise		402.85	192.50
Sundry income		1 8.30	173.35
Bank interest		23.42	12.70
		<u>5209.57</u>	<u>5147.55</u>

**EXPENDITURE**

Yorkshire aero Club		275.00	1240.00
Magazine	2	2500.00	2202.00
Postage	2	3 75.90	322.00
Stationery	2	91.50	102.25
Speakers' Fees		62.75	68.23
Trips		0000.00	300.00
Annual Dinner		723.83	598.00
Merchandise		95.00	220.40
Officials' expenses		65.00	27.00
Raffle prizes		0000.00	32.00
Christmas Party		88.29	106.00
Sundry expenditure		84.50	21.99
		<u>4361.77</u>	<u>5240.37</u>

**Balance brought forward**

**Profit/Loss for the year**

**Balance carried forward**

832.01		924.83
847.80	Profit	92.82
1679.81		832.01

Loss

**Closing Bank Balance**

Petty cash	683.36	814.62
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Yorkshire Aero Club Members	41.45	17.39
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	<u>955.00</u>	
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	<u>1679.81</u>	<u>832.01</u>
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**D.E.Valentine October, 1997**

**Notes**

**Subscriptions**

	<u>1997</u>		<u>1996</u>	
	Member	£	Members	£
Full year	194	2425.00	193	2123.00
Aero Club	123	1230.00	124	1240.00
Family			27	27.00
Part year	7	58.00	9	54.00
Complimentary	8	00.00	8	00.00

**Society Magazine**

**Production costs**

	<u>1997</u>	<u>1996</u>
Printing	2328.00	2192.00
Timetable printing	172.00	10.00
Postage	375.90	322.00
Stationery	91.50	102.25
	<u>2967.40</u>	<u>2626.25</u>

**Income received**

Members' subscriptions	2483.00	2177.00
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Sales to Air Supply	260.00	188.00
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**ANNUAL LOSS**

	224.40	261.25
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# Leeds/Bradford Movements

September 1997

## 01 Monday

G-ORFH ATR-42	0600	G-BYAD Boeing 757	0620
G-BVEC ATR-42	0754	G-DNAV PA-31 Navajo	0813 1850(05)
EI-FKD Fokker 50	0816	HB-POY PA-46 Malibu	0907 1123(02)
G-ORFH ATR-42	0917	G-BVJD Fokker 100	0929
G-MAJG Jetstream 41	0942	G-GNTJ SAAB 340	0945
G-JEAE Friendship	0953	G-BVMX Short 360	1002
EI-CJG Boeing 737	1014	G-UKTG Fokker 50	1020
N12NM Citation I	1023	PH-SDM DHC-8	1048
G-GNTH SAAB 340	1106	G-BAVZ PA-23 Aztec	1139
G-MAJG Jetstream 41	1148	G-JEAF Friendship	1208
G-BVJD Fokker 100	1246	G-BUEA ATR-42	1250
G-GNTJ SAAB 340	1415	G-BVMX Short 360	1424
G-JEAG Friendship	1451	FH-SDR DHC-8	1457
G-UKTG Fokker 50	1513	N12NM Citation I	1523
G-BVJD Fokker 100	1530	G-MAJG Jetstream 41	1708
G-BYAD Boeing 757	1712	G-OJEM HS 748	1718
G-BVEC ATR-42	1721	G-GNTH SAAB 340	1724
G-BBTK Cessna FRA150L	1726	G-ORFH ATR-42	1732
G-JEAG Friendship	1827	G-BVMX Short 360	1835
EI-FKD Fokker 50	1911	G-UKTG Fokker 50	1952
PH-SDP DHC-8	1955	G-BVZG Boeing 737 500	2000
EI-CKR Boeing 737	2004	G-MAJG Jetstream 41	2022
G-OJEM HS 748	2024	G-GNTH SAAB 340	2027
G-BVEC ATR-42	2112	G-JEAG Friendship	2113
G-BUPS ATR-42	2116	G-GNTJ SAAB 340	2118
G-BVJD Fokker 100	2147		

## 02 Tuesday

G-BVMX Short 360	0200	G-BYAD Boeing 757	0232
D-CHPD Lear Jet 35A	0637 0805	G-OJEM HS 748	0702
G-BXEG ATR-42	0802	EI-FKA Fokker 50	0820
G-BJYG Warrior II	0827	G-BHGO Cherokee Six	0831
G-MAJG Jetstream 41	0917	G-BOVK Warrior II	0922
G-BVJD Fokker 100	0928	G-GNTJ SAAB 340	0938
G-JEAG Friendship	0941	G-BVMX Short 360	0951
C-GTSE Boeing 757	0958	EI-CJG Boeing 737	1005
G-UKTG Fokker 50	1015	G-DRKH PA-28 Dakota	1019
G-ODIL JetRanger	1047	G-OJEM HS 748	1051
G-BGMV GA7 Cougar	1058	PH-SDU DHC-8	1100
G-GNTH SAAB 340	1127	G-AZLY Cessna F150L	1138
G-BGZW Tomahawk	1142	G-BVJD Fokker 100	1241
G-BVED ATR-42	1246	G-BSFP Cessna 152	1259
G-OJEM HS 748	1325	G-MAJG Jetstream 41	1405
G-BVMX Short 360	1409	N797HG PA-46 Malibu	1414
G-GNTJ SAAB 340	1417	G-JEAE Friendship	1444
G-BCKV Cessna FRA150L	1512	EC-FZT Boeing 737 400	1525
G-BVJD Fokker 100	1528	G-UKTG Fokker 50	1531

D-GMZE PA-34 Seneca II	1558	1118(03)	G-GNTI SAAB 340	1607
G-ATPT Cessna 182J	1641		D-CGPD Lear Jet 35A	1708 1902
G-MAJD Jetstream 41	1713		G-MAJG Jetstream 41	1715
G-BXEH ATR-42	1959		G-GNTJ SAAB 340	1808
G-JEAE Friendship	1822		C-GTDC Airbus 320	1829
G-BVJD Fokker 100	1839		G-BVMX Short 360	1855
EI-FKA Fokker 50	1911		EI-CJH Boeing 737	1945
G-MAJG Jetstream 41	2006		PH-SDR DHC-8	2012
G-UKTG Fokker 50	2015		G-MAJD Jetstream 41	2025
G-JEAE Friendship	2117		G-BUPS ATR-42	2122
G-BYAD Boeing 757	2128		G-BVJD Fokker 100	2144
G-BWTH ATR-72	2228		G-GNTJ SAAB 340	2345
03 Wednesday				
G-BLZT Short 360	0213		G-BYAD Boeing 757	0637
N600KC Bae 125 800A	0732		G-BUEA ATR-42	0820
EI-FKE Fokker 50	0825		G-MAJD Jetstream 41	0919
G-BVJD Fokker 100	0932		G-MAJG Jetstream 41	0940
G-GNTJ SAAB 340	0943		G-JEAE Friendship	0949
G-BLZT Short 360	0958		EI-CJG Boeing 737	1004
G-UKTG Fokker 50	1027		PH-SDR DHC-8	1044
DD-MLF PA-34 Seneca II	1122		G-GNTI SAAB 340	1136
G-MAJG Jetstream 41	1146		G-BVJD Fokker 100	1236
G-BUEA ATR-42	1251		G-BLZT Short 360	1421
PH-SDM DHC-8	1446		G-JEAI Friendship	1449
G-UKTH Fokker 50	1532		G-BVJD Fokker 100	1557
G-BYAD Boeing 757	1612		C-GTDC Airbus 320	1704
N600KC BAc 125 800A	1711		G-MAJG Jetstream 41	1715
G-MAJI Jetstream 41	1721		G-BXEH ATR-42	1737
G-JEAI Friendship	1811		G-BVJD Fokker 100	1857
G-BLZT Short 360	1903		EI-FKC Fokker 50	1943
G-UKTH Fokker 50	1958		EI-CKR Boeing 737	2003
G-MAJI Jetstream 41	2008		PH-SDR DHC-8	2013
G-GNTI SAAB 340	2030		G-MAJG Jetstream 41	2034
G-BUPS ATR-42	2116		G-GNTJ SAAB 340	2118
G-JEAI Friendship	2120		G-BXEH ATR-42	2122
G-BVJD Fokker 100	2144			
04 Thursday				
G-BVMX Short 360	0200		G-BYAD Boeing 757	0416
G-BXEG ATR-42	0801		EI-FKA Fokker 50	0814
G-EXEC PA-34 Seneca	0818		G-MAJG Jetstream 41	0918
G-BVJD Fokker 100	0927		G-JEAI Friendship	0934
G-GNTJ SAAB 340	0940		G-MAJI Jetstream 41	0942
G-BVMX Short 360	0955		EI-CJI Boeing 737	0959
G-UKTH Fokker 50	1032		PH-SDU DHC-8	1044
G-SUZN Warrior II	1059		G-GNTI SAAB 340	1108
G-MAJI Jetstream 41	1138		G-BGEL Tomahawk	1204
G-BEHV Cessna F172N	1219		G-BVJD Fokker 100	1229
G-BTFX JetRanger	1241		G-BVEC ATR-42	1259
G-TMDP Airbus 320	1328		G-BRPU B76 Duchess	1421
G-GNTJ SAAB 340	1426		PH-SDR DHC-8	1444
G-JEAI Friendship	1514		G-BVJD Fokker 100	1515
G-OOAC Airbus 320	1519		G-UKTH Fokker 50	1522
G-MAJI Jetstream 41	1704		G-MAJG Jetstream 41	1715
G-GNTI SAAB 340	1732		G-BVEF ATR-42	1747
F-GKIS Falcon 20E	1759	1628(05)	G-JEAI Friendship	1817
G-BVJA Fokker 100	1822		G-BVMX Short 360	1828

EI-FKD	Fokker 50	1950	G-UKTH	Fokker 50	1953
G-TMDP	Airbus 320	1954	EI-CJG	Boeing 737	1957
PH-SDM	DHC-8	2001	G-MAJG	Jetstream 41	2005
G-GNTI	SAAB 340	2020	G-BYAD	Boeing 757	2023
G-MAJI	Jetstream 41	2030	G-GNTJ	SAAB 340	2101
G-BUEA	ATR-42	2116	G-JEAI	Friendship	2119
G-BUPS	ATR-42	2124	G-BVJA	Fokker 100	2135
G-VVIP	Cessna 421C	2242	GM-NDP	Let 410UVP	2302
05	Friday				
G-BLZT	Short 360	0201	G-TMDP	Airbus 320	0316
G-BYAD	Boeing 757	0417	G-BVEF	ATR-42	0804
PH-DMO	Fokker 50	0820	G-MAJI	Jetstream 41	0915
G-BVJD	Fokker 100	0927	G-JEAI	Friendship	0935
G-GNTJ	SAAB 340	0938	G-MAJG	Jetstream 41	0942
G-BLZT	Short 360	0950	G-BUUC	T67M Firefly	0952
EI-CKS	Boeing 737	1000	G-UKTH	Fokker 50	1022
PH-SDM	DHC-8	1048	G-GNTI	SAAB 340	1132
G-MAJG	Jetstream 41	1139	G-SHIV	GA7 Cougar	1153
G-BVJD	Fokker 100	1233	G-BXEG	ATR-42	1255
G-BRPJ	B76 Duchess	1301	G-BMHT	Turbo Arrow IV	1417
G-GNTJ	SAAB 340	1429	OE-GSC	Falcon 10	1431 1643
G-JEAG	Friendship	1440	PH-SDP	DHC-8	1452
G-UKTH	Fokker 50	1518	G-BVJD	Fokker 100	1537
G-JEAF	Friendship	1604	G-MAJG	Jetstream 41	1711
G-MAJI	Jetstream 41	1728	G-GNTI	SAAB 340	1733
G-BXEH	ATR-42	1738	G-ODIL	JetRanger	1811
G-JEAG	Friendship	1811	G-BLZT	Short 360	1839
G-BVJC	Fokker 100	1843	EI-FKB	Fokker 50	1915
PH-SDT	DHC-8	1947	G-UKTH	Fokker 50	1950
EI-CJC	Boeing 737	2005	G-MAJI	Jetstream 41	2007
G-GNTI	SAAB 340	2023	G-MAJG	Jetstream 41	2027
G-JEAG	Friendship	2113	G-BUPS	ATR-42	2125
G-GNTJ	SAAB 340	2129	G-COEZ	Airbus 320	2138
G-DVEC	ATR-42	2143	G-BVJC	Fokker 100	2146
G-BYAD	Boeing 757	2205	G-BVTF	Fokker 70	2208
06	Saturday				
G-BVMX	Short 360	0223	G-COEZ	Airbus 320	0450
EI-FKA	Fokker 50	0819	G-BVTF	Fokker 70	0928
G-MAJL	Jetstream 41	0958	EI-CJF	Boeing 737	1009
G-UKTH	Fokker 50	1012	G-UKTD	Fokker 50	1035
PH-SDR	DHC-8	1045	G-BVEF	ATR-42	1050
G-GNTI	SAAB 340	1151	G-BYAD	Boeing 757	1243
G-JEAG	Friendship	1305	G-BVTF	Fokker 70	1313
G-COEZ	Airbus 320	1320	G-CBMG	Boeing 737 400	1325
G-UKTH	Fokker 50	1517	G-CHTA	AASA Cheetah	1618
G-BVTF	Fokker 70	1720	EC-GOM	DC9 83	1801
EC-FXP	Boeing 737 400	1839	EI-FKB	Fokker 50	1921
G-JEAG	Friendship	1932	G-BUEB	ATR-42	1938
G-UKTH	Fokker 50	1959	G-BVTF	Fokker 70	2011
G-GNTJ	SAAB 340	2051	G-COEZ	Airbus 320	2100
07	Sunday				
G-BYAD	Boeing 757	0244	G-COEZ	Airbus 320	0757
EI-FKE	Fokker 50	0822	EI-CKR	Boeing 737	0841
G-HUGG	Lear Jet 35A	0850	EC-FKI	Boeing 737 300	0856
G-BVTF	Fokker 70	0918	G-UKTH	Fokker 50	1029
PH-CFE	Fokker 100	1037	G-UKTF	Fokker 50	1048

N797HG PA-46 Malibu	1208	G-BVTF Fokker 70	1228
G-BOIZ PA-34 Seneca II	1318	C-GTDC Airbus 320	1339
G-BXEH ATR-42	1403	G-BYAD Boeing 757	1455
G-JEAH Friendship	1457	G-UKTH Fokker 50	1508
PH-SDU DHC-8	1516	G-GNTI SAAB 340	1605
G-MAJG Jetstream 41	1712	G-GNTJ SAAB 340	1725
G-JEAH Friendship	1808	G-BVJC Fokker 100	1813
G-BSDO Cessna 152	1815	EI-FKE Fokker 50	1916
G-UKTH Fokker 50	1958	EI-CJD Boeing 737	2000
LZ-BTP Tupolev TU 154	2003	PH-SDP DHC-8	2011
G-MAJD Jetstream 41	2029	G-GNTJ SAAB 340	2050
G-GNTI SAAB 340	2059	G-MAJI Jetstream 41	2102
G-JEAH Friendship	2120	G-BVJC Fokker 100	2128
G-BXEH ATR-42	2159	EI-CJF Boeing 737	2204
G-UKFF Fokker 100	2252	G-COEZ Airbus 320	2319
08 Monday			
G-BYAD Boeing 757	0440	G-BAVZ PA-23 Aztec	0715
G-BUEB ATR-42	0758	EI-FKB Fokker 50	0824
G-MAJG Jetstream 41	0924	G-BVJC Fokker 100	0931
G-GNTJ SAAB 340	0944	G-UKFF Fokker 100	0947
G-JEAH Friendship	0949	G-MAJI Jetstream 41	0955
G-BVMX Short 360	0956	EI-CJH Boeing 737	1013
N30CX Citation II	1057 1843	PH-SDR DHC-8	1100
G-GNTI SAAB 340	1118	G-MAJI Jetstream 41	1154
G-JEAG Friendship	1158	G-BVED ATR-42	1201
G-BVJC Fokker 100	1236	G-GNTJ SAAB 340	1424
G-UKFF Fokker 100	1451	G-JEAI Friendship	1456
N12NM Citation I	1524	G-BVJC Fokker 100	1529
PH-SDM DHC-8	1531	G-BYAD Boeing 757	1657
N388CA Rockwell 114B	1702 1912	G-MAJI Jetstream 41	1709
G-MAJG Jetstream 41	1720	G-GNTI SAAB 340	1722
G-BUEB ATR-42	1748	G-JEAI Friendship	1819
G-BVJA Fokker 100	1829	G-BVMX Short 360	1832
PH-DMC Fokker 50	1914	G-UKFF Fokker 100	1941
EI-CJI Boeing 737	2002	G-MAJG Jetstream 41	2006
PH-SDU DHC-8	2008	G-GNTI SAAB 340	2022
G-MAJI Jetstream 41	2028	G-JEAI Friendship	2113
G-GNTJ SAAB 340	2127	G-BVJA Fokker 100	2130
G-BUEA ATR-42	2138	G-BUPS ATR-42	2142
09 Tuesday			
G-BVMX Short 360	0206	G-BYAD Boeing 757	0347
EI-FKD Fokker 50	0821	G-BVEC ATR-42	0832
G-DSNB Citation II	0900	G-DSID PA-34 Seneca	0907
G-MAJG Jetstream 41	0923	G-MAJI Jetstream 41	0929
G-BVJA Fokker 100	0936	G-DLLY PA-31 Navajo	0937
G-GNTI SAAB 340	0940	G-UKFF Fokker 100	0942
G-JEAI Friendship	0945	C-GTSN Boeing 757	0956
G-BVMX Short 360	0959	EI-CKS Boeing 737	1002
PH-SDP DHC-8	1119	G-MAJI Jetstream 41	1140
G-GNTJ SAAB 340	1145	G-AZLY Cessna F150L	1149
G-BVJA Fokker 100	1226	G-BUEB ATR-42	1233
G-BAXY Cessna F172M	1245	G-BRPU B76 Duchess	1258
G-GNTI SAAB 340	1419	N560WC Citation V	1440
G-JEAH Friendship	1442	G-UKFF Fokker 100	1452
PH-SDT DHC-8	1503	EC-GNZ Boeing 737 400	1521
G-BVJA Fokker 100	1525	G-DSID PA-34 Seneca	1542

G-WYMP	Cessna F150J	1610	G-BFJK	PA-23 Aztec	1616
G-MAJI	Jetstream 41	1710	G-GNTI	SAAB 340	1721
G-MAJG	Jetstream 41	1723	G-BVEC	ATR-42	1733
G-JEAH	Friendship	1813	C-GTDC	Airbus 320	1816
G-BVJA	Fokker 100	1828	G-OLDB	PA-31 Navajo	1830 2300
G-BVMX	Short 360	1837	EI-FKD	Fokker 50	1919
G-UKFF	Fokker 100	1952	G-OSNB	Citation II	1957
EI-CJI	Boeing 737	2000	G-MAJG	Jetstream 41	2008
PH-SDM	DHC-8	2018	G-MAJI	Jetstream 41	2020
G-BUPS	ATR-42	2108	G-BVEC	ATR-42	2111
G-JEAH	Friendship	2115	G-BYAD	Boeing 757	2135
G-BVMX	Short 360	2141	G-BNAJ	Cessna 152	2144
G-GNTJ	SAAB 340	2147	G-BVJA	Fokker 100	2152
G-GNTI	SAAB 340	2154			
10	Wednesday				
G-BVED	ATR-42	0806	G-BYAD	Boeing 757	0811
EI-FKB	Fokker 50	0822	G-BVJA	Fokker 100	0922
G-GNTI	SAAB 340	0933	G-JEAH	Friendship	0939
N709EL	Beechjet 400A	0945	VP-CPR	Cessna 421C	0947
VP-BLV	Citation I	0950	G-BVMX	Short 360	0952
G-UKFF	Fokker 100	0954	G-MAJI	Jetstream 41	0959
EI-CKR	Boeing 737	1003	G-MAJG	Jetstream 41	1025
G-AZFP	Cessna F177RG	1049	PH-SDU	DHC-8	1059
G-DJEM	HS 748	1109	G-GNTJ	SAAB 340	1115
G-MAJI	Jetstream 41	1151	G-BVJA	Fokker 100	1226
G-BXEH	ATR-42	1237	G-BPMF	Warrior	1259
G-GNTI	SAAB 340	1420	G-JEAI	Friendship	1447
G-UKFF	Fokker 100	1449	G-BIBY	F3DA Bonanza	1451
PH-ODR	DHC-8	1506	G-BVJA	Fokker 100	1528
G-BHGD	Cherokee Six	1549	G-BYAD	Boeing 757	1554
G-MAJI	Jetstream 41	1707	C-GTDC	Airbus 320	1713
G-MAJG	Jetstream 41	1716	N709EL	Beechjet 400A	1721
G-GNTJ	SAAB 340	1726	G-SVED	ATR-42	1738
G-BTFP	Tomahawk	1743	G-DHSE	Cessna 172N	1808
G-JEAI	Friendship	1810	G-BVJC	Fokker 100	1831
G-BVMX	Short 360	1833	EI-FKA	Fokker 50	1919
G-UKFC	Fokker 100	1930	EI-CKD	Boeing 737	1957
PH-SDP	DHC-8	2000	G-MAJG	Jetstream 41	2002
G-GNTJ	SAAB 340	2023	G-MAJI	Jetstream 41	2028
G-GNTI	SAAB 340	2115	G-BUPS	ATR-42	2116
G-BVED	ATR-42	2119	G-JEAI	Friendship	2121
G-BVJC	Fokker 100	2136			
11	Thursday				
G-BVMX	Short 360	0200	G-BYAD	Boeing 757	0254
G-BVEC	ATR-42	0804	EI-FKF	Fokker 50	0822
G-MAJI	Jetstream 41	0916	G-BVJC	Fokker 100	0928
G-GNTI	SAAB 340	0933	G-MAJG	Jetstream 41	0941
G-JEAI	Friendship	0944	G-DARR	Cessna 421C	0946
G-BVMX	Short 360	0950	G-UKFC	Fokker 100	0953
G-UMMI	PA-31 Navajo	0956	EI-CKS	Boeing 737	1005
G-BLTT	T67M Firefly	1049	PH-SDM	DHC-8	1054
G-MAJG	Jetstream 41	1130	G-GNTJ	SAAB 340	1133
G-ORJB	Citation I	1137	G-BGXX	Cessna 310R	1206
G-BVJC	Fokker 100	1220	G-BVEC	ATR-42	1241
G-TPTT	Airbus 320	1303	G-GNTI	SAAB 340	1412
G-OSCH	Cessna 421C	1423	G-JEAG	Friendship	1442



G-ISLA BN2A Islander	1447	G-UKFC Fokker 100	1450
PH-SDP DHC-8	1458	G-BVJC Fokker 100	1523
G-ODAD Airbus 320	1529	N560WE Citation V	1555
G-OJEM HS 740	1559	G-VIPP Cessna 421C	1645
N2657N Cessna 421C	1649 1819	G-MAJG Jetstream 41	1711
G-MAJI Jetstream 41	1720	G-GNTJ SAAB 340	1727
G-BUEA ATR-42	1754	G-JEAG Friendship	1819
G-BVJC Fokker 100	1824	G-BVMX Short 360	1836
PH-DMD Fokker 50	1916	G-UKFC Fokker 100	1936
G-TPTT Airbus 320	1941	PH-SDR DHC-8	1956
G-MAJI Jetstream 41	2003	EI-CJD Boeing 737	2012
G-GNTJ SAAB 340	2029	G-BYAD Boeing 757	2031
G-MAJG Jetstream 41	2035	G-BXEG ATR-42	2117
G-JEAG Friendship	2121	G-BVJC Fokker 100	2128
G-BUPS ATR-42	2144	G-GNTI SAAB 340	2158
12 Friday			
G-BVMX Short 360	0218	G-TPTT Airbus 320	0310
G-BYAD Boeing 757	0407	G-BUEA ATR-42	0802
EI-FKA Fokker 50	0816	PH-XPI PA-31 Navajo	0838
G-MAJI Jetstream 41	0917	G-BVJC Fokker 100	0930
G-JEAG Friendship	0941	G-UKFC Fokker 100	0944
G-MAJG Jetstream 41	0948	G-BVMX Short 360	0953
EI-CJE Boeing 737	1008	G-GNTI SAAB 340	1035
PH-SDT DHC-8	1100	G-GNTJ SAAB 340	1120
G-MAJG Jetstream 41	1145	F-GLMD Falcon 20C	1140 1751
G-XCEL Twin Squirrel	1158	G-WBFR BAe 125 800B	1210
N146GA Cessna 425	1211	G-BUEB ATR-42	1227
G-BVJC Fokker 100	1249	G-GNTI SAAB 340	1419
G-JEAI Friendship	1442	C-GKDR Cessna RAM414AW	1507
PH-SDU DHC-8	1508	G-UKFG Fokker 100	1508
G-BVJC Fokker 100	1544	G-JEAG Friendship	1608
G-MAJG Jetstream 41	1707	G-MAJI Jetstream 41	1719
G-GNTJ SAAB 340	1725	G-XCEL Twin Squirrel	1728
G-BVEC ATR-42	1758	G-BVJA Fokker 100	1815
G-BVMX Short 360	1843	EI-FKB Fokker 50	1919
G-JEAI Friendship	1927	G-UKFG Fokker 100	1944
PH-SDU DHC-8	1956	G-BVTF Fokker 70	2000
G-MAJI Jetstream 41	2004	EI-CJI Boeing 737	2013
G-GNTJ SAAB 340	2021	G-MAJG Jetstream 41	2033
G-TPTT Airbus 320	2108	G-GNTI SAAB 340	2111
G-BVJA Fokker 100	2147	G-BUPS ATR 42	2151
G-BVEC ATR-42	2153	G-JEAI Friendship	2221
G-BYAD Boeing 757	2248		
13 Saturday			
G-DASI Short 360	0214	G-TPTT Airbus 320	0450
EI-FKD Fokker 50	0821	G-BVTF Fokker 70	0942
PH-CFE Fokker 100	0944	G-MAJM Jetstream 41	1007
EI-CJF Boeing 737	1016	G-UKFG Fokker 100	1040
G-BMXD Friendship	1046	G-BUEA ATR-42	1054
PH-SDR DHC-8	1058	C-GNTJ SAAB 340	1207
G-BVTF Fokker 70	1252	G-JEAI Friendship	1303
G-BYAD Boeing 757	1321	G-TPTT Airbus 320	1336
G-BHIC Cessna F182D	1337	F-GCLD King Air C90	1408 1900
G-UKFG Fokker 100	1448	G-BVTF Fokker 70	1615
G-FFRI Twin Squirrel	1713	EC-GHH DC9 83	1719
PH-DMD Fokker 50	1915	EC-GAZ Boeing 737 400	1920

G-BVTF Fokker 70	1926	G-UKFC Fokker 100	1937
G-JEAI Friendship	1939	G-BXEH ATR-42	2003
G-GNTI SAAB 340	2059	G-TPTT Airbus 320	2111
14 Sunday			
G-BYAO Boeing 757	0300	G-TPTT Airbus 320	0754
EI-FKF Fokker 50	0810	CC-GEU Boeing 737 300	0844
EI-CKS Boeing 737	0851	G-BVZI Boeing 737 500	0939
G-UKFC Fokker 100	0945	PH-CFF Fokker 100	1015
G-BCED AAG Traveler	1017	G-KMCD King Air 200	1030
G-BVTF Fokker 70	1224	XZ175 Lynx AH.7	1309 1407
ZD281 Lynx AH.7	1309 1407	XX403 Gazelle AH.1	1309 1407
ZA737 Gazelle AH.1	1309 1407	XZ334 Gazelle AH.1	1309 1407
XX385 Gazelle AH.1	1309 1407	G-BYAO Boeing 757	1339
G-BVTK ATR-72	1353	G-GTDC Airbus 320	1357
G-JEAG Friendship	1442	G-UKFD Fokker 100	1450
PH-SDP DHC-8	1511	G-GNTI SAAB 340	1604
G-MAJG Jetstream 41	1710	G-GNTJ SAAB 340	1722
G-JEAG Friendship	1823	G-BVJB Fokker 100	1835
EI-FKF Fokker 50	1910	G-UKFD Fokker 100	1945
EI-CJC Boeing 737	2000	G-MAJG Jetstream 41	2015
PH-SDR DHC-8	2028	G-GNTJ SAAB 340	2050
G-GNTI SAAB 340	2115	G-JEAG Friendship	2118
G-MAJA Jetstream 41	2130	G-BVJB Fokker 100	2133
G-BUEA ATR-42	2212	EI-CKG Boeing 737	2228
15 Monday			
G-DJAR Airbus 320	0042	G-BYAO Boeing 757	0423
F-SJXX Citation V	0750 0906	G-BXEG ATR-42	0756
PH-DMO Fokker 50	0823	G-JLRW B75 Duchess	0904
G-MAJA Jetstream 41	0925	G-BVJB Fokker 100	0939
G-GNTI SAAB 340	0943	G-MAJG Jetstream 41	0945
G-JEAG Friendship	0950	G-DASI Short 360	0958
EI-CJD Boeing 737	1000	G-UKFR Fokker 100	1026
PH-SDP DHC-8	1039	G-GNTJ SAAB 340	1123
G-BVJB Fokker 100	1242	G-BVED ATR-42	1305
G-AVNU Cherokee 190C	1323	G-MAJG Jetstream 41	1352
G-GNTI SAAB 340	1414	G-JEAI Friendship	1444
G-UKFR Fokker 100	1446	PH-SDM DHC-8	1501
G-BVJB Fokker 100	1523	G-FRYI King Ai. 200	1630
G-MAJG Jetstream 41	1711	G-BYAO Boeing 757	1718
G-GNTJ SAAB 340	1721	G-MAJA Jetstream 41	1725
G-ISLA BN2 Islander	1730	G-BVEF ATR-42	1733
G-JEAI Friendship	1814	G-BVJB Fokker 100	1820
G-DASI Short 360	1834	EI-FKB Fokker 50	1930
EI-CKR Boeing 737	1953	G-MAJA Jetstream 41	2005
PH-SDU DHC-8	2009	G-UKFR Fokker 100	2020
G-GNTJ SAAB 340	2022	G-MAJG Jetstream 41	2026
G-GNTI SAAB 340	2058	G-BUPG ATR-42	2114
G-JEAI Friendship	2116	G-BVJB Fokker 100	2134
G-BVEF ATR-42	2138		
16 Tuesday			
G-DASI Short 360	0208	G-BYAF Boeing 757	0250
G-PZAZ PA-31 Navajo	0801	EI-FKF Fokker 50	0822
PH-DMB Fokker 50	0824	G-MAJA Jetstream 41	0924
G-BVJB Fokker 100	0928	C-GTSN Boeing 757	0932
G-GNTI SAAB 340	0940	G-UKFG Fokker 100	0947
G-MAJG Jetstream 41	0950	G-JEAI Friendship	0955

G-DASI Short 360	0958	EI-CJD Boeing 737	1004
PH-SDR DHC-8	1053	G-GNTJ SAAB 340	1108
G-ODIL JetRanger	1109	F-GJXX Citation V	1137
G-MAJG Jetstream 41	1142	G-TGAR B58 Baron	1212
G-XRMC BAe 125 800B	1224	G-DALD TB-20 Trinidad	1228
G-BVJB Fokker 100	1230	G-GRJD Twin Squirrel	1238
G-BUEA ATR-42	1245	G-BODU SF-250 Falke	1325
VP-CPR Cessna 421C	1337	G-BARG Cessna E310G	1355
G-GNTI SAAB 340	1412	G-UKFG Fokker 100	1447
PH-SDT DHC-8	1449	G-JEAG Friendship	1458
EC-FZT Boeing 737 400	1519	G-BVJB Fokker 100	1522
G-MAJF Jetstream 41	1520	G-GNTJ SAAB 340	1720
G-MAJA Jetstream 41	1725	G-MAJF Jetstream 41	1732
C-GTDC Airbus 320	1811	G-JEAG Friendship	1820
G-BVJB Fokker 100	1824	G-EEAC PA-31 Navajo	1826
G-DASI Short 360	1832	G-BVTJ ATR-72	1836
EI-FKF Fokker 50	1914	G-UKFG Fokker 100	1937
EI-CJI Boeing 737	1954	PH-SDM DHC-8	1950
G-MAJA Jetstream 41	2013	G-GNTJ SAAB 340	2022
G-MAJF Jetstream 41	2042	G-GNTI SAAB 340	2050
G-BYAF Boeing 757	2104	G-BUPS ATR-42	2113
G-JEAG Friendship	2119	G-BVJB Fokker 100	2123
PH-DMB Fokker 50	2146		
17 Wednesday			
G-DASI Short 360	0221	G-BYAF Boeing 757	0619
G-BXEH ATR-42	0807	PH-DMB Fokker 50	0814
G-ATCE Cessna U20B	0841	G-MAJF Jetstream 41	0932
G-GNTI SAAB 340	0933	G-BVJB Fokker 100	0937
G-JEAG Friendship	0939	G-DASI Short 360	0949
EI-CJC Boeing 737	0959	G-BUUK T67M Firefly	1003
G-UKFR Fokker 100	1007	G-MAJA Jetstream 41	1020
G-BFLH PA-34 Seneca	1033	PH-SDU DHC-8	1057
G-IBFW PA-28R Arrow III	1113	G-GNTJ SAAB 340	1120
G-MAJF Jetstream 41	1140	G-BVJB Fokker 100	1236
G-BXEG ATR-42	1240	G-BUDC T61F Venture	1310
G-EFSM T67M Firefly	1320	G-JEAG Friendship	1444
G-UKFR Fokker 100	1449	PH-SDR DHC-8	1502
G-BSER Cherokee 160B	1510	VP-CHC Sikorsky S76	1514
G-GNTJ SAAB 340	1516	G-BCKV Cessna FRA150L	1518
G-BVJB Fokker 100	1533	G-BYAF Boeing 757	1602
G-MAJF Jetstream 41	1702	G-BOIZ PA-34 Seneca	1711
G-GNTI SAAB 340	1713	C-GTDC Airbus 320	1720
C-MAJA Jetstream 41	1720	G-BXEH ATR-42	1742
G-BBCN Robin HR100/210	1748	G-JEAG Friendship	1822
G-BVJB Fokker 100	1824	G-DASI Short 360	1837
G-DHAY PA-20RT Arrow IV	1907	PH-DMB Fokker 50	1914
G-UKFR Fokker 100	1932	PH-SDT DHC-8	1958
G-MAJA Jetstream 41	1959	EI-CKP Boeing 737	2001
G-GNTI SAAB 340	2018	G-MAJF Jetstream 41	2030
G-GNTJ SAAB 340	2100	G-BUPS ATR-42	2112
G-JEAG Friendship	2121	G-BXEH ATR-42	2130
G-BVJB Fokker 100	2132		
18 Thursday			
G-BYAF Boeing 757	0410	G-BUED ATR-42	0614
EI-FKC Fokker 50	0823	C-DSID PA-34 Seneca	0903
G-MAJA Jetstream 41	0915	N864CC Gulfstream IV	0027 1059

G-BVJD Fokker 100	0938	G-GNTI SAAB 340	0936
G-MAJF Jetstream 41	0941	G-JEAM Friendship	0945
G-DASI Short 360	0959	G-UKFG Fokker 100	1007
ZD703 BAe 125 CC.3	1011	EI-CKR Boeing 737	1014
N340CC Cessna 340	1044	PH-SDM DHC-8	1056
VF-BOK Agusta A109	1111	G-AWFD PA-28R Arrow	1127
G-GNTJ SAAB 340	1137	G-MAJF Jetstream 41	1142
G-BVEF ATR-42	1258	N005JW IAI 1125 Astra	1308 1651
G-JALC Boeing 757	1321	G-KKES TB-20 Trinidad	1344
G-BXMA King Air 200	1348	G-GNTI SAAB 340	1420
G-JEAG Friendship	1441	G-UKFG Fokker 100	1445
G-BVKD Boeing 737 500	1458	PH-SDP DHC-8	1501
G-ODAA Airbus 320	1512	G-DBLC B76 Duchess	1521
G-WYMP Cessna F150J	1524	G-OBMR Boeing 737 500	1534
G-DASI Short 360	1539	G-NICZ PA-46 Malibu	1543
G-DSID PA-34 Seneca	1608	G-MAJF Jetstream 41	1720
G-GNTJ SAAB 340	1721	G-MAJA Jetstream 41	1723
G-AVCE Cessna F172H	1730	G-BUEB ATR-42	1813
G-JEAG Friendship	1830	G-OBMR Boeing 737 500	1836
G-DASI Short 360	1925	PH-DND Fokker 50	1932
G-ZAPL BAe 146	1944	G-JALC Boeing 757	1948
G-UKFG Fokker 100	1952	PH-SDR DHC-8	2011
G-MAJA Jetstream 41	2015	G-TPTT Airbus 320	2026
G-GNTJ SAAB 340	2030	G-MAJF Jetstream 41	2035
EI-CJI Boeing 737	2037	G-BYAF Boeing 757	2040
G-LEAR Lear Jet 35A	2053	G-GNTI SAAB 340	2103
G-JEAG Friendship	2130	G-OBMR Boeing 737 500	2138
G-BUEB ATR-42	2203	G-NAMA King Air 200	2207
G-GIRE Lear Jet 35A	2319		
19 Friday			
G-DASI Short 360	0209	G-TPTT Airbus 320	0337
G-DYAG Boeing 757	0659	G-BXEG ATR-42	0819
EI-FKE Fokker 50	0825	G-MAJA Jetstream 41	0919
G-MAJF Jetstream 41	0931	G-JEAG Friendship	0946
G-GNTI SAAB 340	0951	G-UKFR Fokker 100	0956
EI-CJC Boeing 737	1005	G-OBMR Boeing 737 500	1016
G-DASI Short 360	1019	PH-SDT DHC-8	1054
G-BGBS PA-28 Archer II	1105	G-ERFU B76 Duchess	1107
G-MAJF Jetstream 41	1139	G-GNTJ SAAB 340	1151
G-OBMX Boeing 737 500	1250	G-BBTK Cessna FRA150L	1253
ZC095 BAe 125 CC.3	1257	G-BVEC ATR-42	1301
G-GNTI SAAB 340	1425	G-UKFR Fokker 100	1449
ZC994 Islander AL.1	1457	G-JEAM Friendship	1537
PH-SDM DHC-8	1520	G-BVJD Fokker 100	1532
G-JEAM Friendship	1614	G-SACS PA-28 Cadet	1647
G-BYAF Boeing 757	1701	G-MAJF Jetstream 41	1705
F-BRAH Cessna 182M	1707 1739	G-AZDJ Cherokee Six	1711
G-MAJA Jetstream 41	1717	G-GNTJ SAAB 340	1727
G-BXEG ATR-42	1748	N709EL Beechjet 400	1814
G-JEAM Friendship	1820	G-DASI Short 360	1838
G-BVJD Fokker 100	1854	EI-FKB Fokker 50	1924
G-UKFR Fokker 100	1936	EI-CKP Boeing 737	2002
G-MAJA Jetstream 41	2005	PH-SDU DHC-8	2011
G-MAJF Jetstream 41	2025	G-GNTJ SAAB 340	2028
G-BVTG Fokker 70	2033	G-SUEE Airbus 320	2049
G-GNTI SAAB 340	2102	G-BXEG ATR-42	2122

G-JEAB Friendship	2126	G-BRBB PA-23 Aztec	2130
G-BVJB Fokker 100	2213	G-BYAB Boeing 757	2220
20 Saturday			
G-SUEE Airbus 320	0351	EI-FKD Fokker 50	0820
G-BHGP TB-10 Tobago	0823	G-BVTG Fokker 70	0936
EI-CJF Boeing 737	1000	G-MAJE Jetstream 41	1006
G-UKFD Fokker 100	1013	G-WEND PA-28RT Arrow IV	1030
PH-CFE Fokker 100	1039	G-BNCY Friendship	1046
PH-SDP DHC-8	1056	G-BUEA ATR-42	1111
G-GNTI SAAB 340	1200	G-BVTG Fokker 70	1241
G-BBER Cherokee 160B	1300	G-JEAB Friendship	1317
G-BSCN TB 20 Trinidad	1324	G-SUEE Airbus 320	1338
G-UKFN Fokker 100	1458	G-BYAG Boeing 757	1520
G-KMCD King Air 200	1530	G-BVMX Short 360	1600
G-BVTG Fokker 70	1618	G-WEND PA-28RT Arrow IV	1621
G-BTFP PA-38 Tomahawk	1627	EC-GCV DC-2 B2	1716
EC-GPI Boeing 737 400	1850	G-BUCB ATR 42	1856
EI-FKF Fokker 50	1924	G-UKFN Fokker 100	1931
G-BVTG Fokker 70	1934	G-BVMX Short 360	1940
G-SUEE Airbus 320	1057	G-GNTH SAAB 340	2118
21 Sunday			
G-BYAT Boeing 757	0320	G-SUEE Airbus 320	0751
EI-FKF Fokker 50	0817	EI-CKS Boeing 737	0853
EC-GGO Boeing 737 300	0906	G-UKFR Fokker 100	0941
G-BVZE Boeing 737 500	0953	PH-CFE Fokker 100	1011
N797HG PA-46 Malibu	1156 1857	G-BOZP B76 Duchess	1203
G-BVTG Fokker 70	1226	G-BXEG ATR-42	1342
G-KKES TB-20 Trinidad	1355	G-BYAT Boeing 757	1356
PH-SDM DHC-8	1449	G-JEAB Friendship	1457
G-UKFR Fokker 100	1501	C-GTDC Airbus 320	1508
G-GNTI SAAB 340	1552	G-MAJF Jetstream 41	1707
G-GNTH SAAB 340	1716	G-IFTE BAe 125 700B	1756
N425HS Cessna 425	1808 1927	OO-PHI CitationJet	1810 1935
G-JEAB Friendship	1819	G-BVJB Fokker 100	1835
G-BDTV PA-32RT Lance	1906	EI-FKF Fokker 50	1920
G-RACH Robinson R-22B	1930	G-UKFJ Fokker 100	1949
PH-SDR DHC-8	1954	EI-CJH Boeing 737	2009
G-MAJF Jetstream 41	2021	G-GNTH SAAB 340	2055
G-GNTI SAAB 340	2102	G-JEAB Friendship	2137
G-BVJB Fokker 100	2147	EI-CKR Boeing 737	2208
G-BXEH ATR-42	2215	G-SUEE Airbus 320	2311
22 Monday			
G-BYAT Boeing 757	0422	PH-DMC Fokker 50	0818
PH-DMC Fokker 50	0836	G-MAJA Jetstream 41	0922
G-MAJF Jetstream 41	0933	G-BVJB Fokker 100	0937
G-VVIP Cessna 421C	0943	G-UKFR Fokker 100	0940
G-JEAB Friendship	0951	EI-CKP Boeing 737	1031
G-BMSU Cessna 152	1048	PH-SDT DHC-8	1050
G-DASI Short 360	1050	G-DRPU B76 Duchess	1058
C-BCHV Cessna F172N	1102	G-GNTI SAAB 340	1108
G-GNTH SAAB 340	1130	G-MAJF Jetstream 41	1140
G-DDLC B76 Duchess	1158	G-BVJB Fokker 100	1240
PH-DMC Fokker 50	1314	G-JEAB Friendship	1445
PH-SDU DHC-8	1449	G-UKFL Fokker 100	1459
G-GNTI SAAB 340	1501	G-BVJB Fokker 100	1528
G-MAJF Jetstream 41	1706	G-BYAT Boeing 757	1713

G-MAJA Jetstream 41	1715	G-GNTH SAAB 340	1721
G-PTRE TB-20 Trinidad	1724	G-BUEB ATR-42	1802
G-JEAF Friendship	1826	G-BVJB Fokker 100	1833
G-DASI Short 360	1843	PH-DMC Fokker 50	1933
G-UKFL Fokker 100	1936	G-MAJA Jetstream 41	1956
PH-SDM DHC-8	1959	EI-OKP Boeing 737	2007
G-GNTH SAAB 340	2017	G-MAJF Jetstream 41	2021
G-GNTI SAAB 340	2049	G-BUPS ATR-42	2114
G-BVJB Fokker 100	2120	G-JEAF Friendship	2125
G-BUED ATR-42	2132		
23 Tuesday			
G-DASI Short 360	0211	G-BYAT Boeing 757	0305
PH-DMD Fokker 50	0835	D-ILCA PA-31 Navajo C/R	0838 1135
PH-DMC Fokker 50	0857	G-BVJB Fokker 100	0922
G-MAJA Jetstream 41	0925	SE-DEZ Citation I	0929 1618
G-EXEC PA-34 Seneca	0931	G-BRND Cessna 152	0932
G-MAJF Jetstream 41	0938	G-GNTH SAAB 340	0940
G-JEAF Friendship	0952	G-DASI Short 360	1009
G-AXIE B121 Pup 2	1012	EI-CKK Boeing 737	1016
G-UKFA Fokker 100	1018	G-GTSJ Boeing 757	1049
G-GNTI SAAB 340	1100	PH-CDR DHC 8	1123
G-BRPU B76 Duchess	1127	G-BODY Cessna 310R	1134
G-MAJF Jetstream 41	1153	G-OBLC B76 Duchess	1216
G-BVJB Fokker 100	1238	G-BXEH ATR-42	1304
MS60WE Citation V	1335	G-GNTH SAAB 340	1413
G-JEAF Friendship	1448	PH-SDP DHC-8	1453
G-UKFA Fokker 100	1500	G-BVJB Fokker 100	1524
EC-GGA Boeing 737 400	1540	D-ILOH King Air 200	1627 1904
G-JEAF Friendship	1638	G-MAJF Jetstream 41	1708
G-MAJA Jetstream 41	1712	G-GNTI SAAB 340	1722
G-OTDC Airbus 320	1750	PH-DMC Fokker 50	1800
G-JEAF Friendship	1822	G-DASI Short 360	1837
G-BVJB Fokker 100	1840	EI-FKA Fokker 50	1922
PH-SDU DHC-8	1940	G-UKFA Fokker 100	1946
EI-CNW Boeing 737	1954	G-MAJA Jetstream 41	2001
G-MAJF Jetstream 41	2021	G-GNTI SAAB 340	2023
G-BUPS ATR-42	2051	G-GNTH SAAB 340	2054
G-BYAT Boeing 757	2122	G-JEAF Friendship	2125
G-BVED ATR-42	2132	G-BVJB Fokker 100	2136
24 Wednesday			
G-DASI Short 360	0223	G-BYAT Boeing 757	0822
EI-FKA Fokker 50	0228	G-BUPS ATR-42	0851
G-BVEF ATR-42	0858	G-MAJA Jetstream 41	0910
G-BVJB Fokker 100	0932	PH-XPI PA-31 Navajo	0937 1052
PH-AST PA-31 Navajo	0941 1044	G-UKFL Fokker 100	0943
G-MAJF Jetstream 41	0947	G-JEAF Friendship	0955
EI-CJG Boeing 737	1009	G-DASI Short 360	1021
G-BRPU B76 Duchess	1038	G-OBLC B76 Duchess	1047
G-GNTI SAAB 340	1053	D-EVPA PA-46 Malibu	1059
PH-SDM DHC-8	1102	G-GNTH SAAB 340	1116
G-TRIN TB-20 Trinidad	1118	G-BGBB PA-28 Archer II	1121
N25UD Falcon 50	1125 1644	G-MAJF Jetstream 41	1143
G-BICP Robin DR 360	1148	G-LOYA Cessna FR172J	1158
G-BVJB Fokker 100	1238	G-BVEC ATR-42	1247
G-NEWR PA 31 Navajo	1313	40110 C-21A	1334
G-BUIJ PA-28 Warrior II	1414	G-GNTI SAAB 340	1437

G-JEAF Friendship	1440	PH-SDT DHC-8	1454
G-DRVR P68B Victor	1520	G-BVJB Fokker 100	1520
G-BYAT Boeing 757	1540	G-GTDC Airbus 320	1702
G-MAJF Jetstream 41	1707	G-GNTH SAAB 340	1720
G-MAJA Jetstream 41	1723	G-BUEB ATR-42	1745
OO-PHI CitationJet	1800	N425HS Cessna 425	1812
G-BVJB Fokker 100	1810	G-JEAF Friendship	1822
G-DASI Short 360	1040	EI-FKB Fokker 50	1027
G-UKFL Fokker 100	1031	PH-GDP DHC-8	1954
G-MAJA Jetstream 41	2000	EI-CJI Boeing 737	2000
G-GNTH SAAB 340	2024	G-MAJF Jetstream 41	2028
G-GNTI SAAB 340	2112	G-JEAF Friendship	2121
G-ZAPJ ATR-42	2125	G-BXEH ATR-42	2127
G-BVJB Fokker 100	2133	OE-GBB Dornier 328 110	2136 2202
G-SLNE Agusta A109A	2322	G-BUPB ATR-42	2336
25 Thursday			
G-BYAT Boeing 757	0002	G-BLZT Short 360	0307
N83196 PA-28RT Arrow IV	0752	G-BVTK ATR-72	0817
EI-FKB Fokker 50	0828	G-MAJA Jetstream 41	0914
G-BVJB Fokker 100	0931	G-MAJF Jetstream 41	0941
G-UKFR Fokker 100	0948	G-JEAF Friendship	1005
EI-CJB Boeing 737	1006	G-BLZT Short 360	1012
G-GNTH SAAB 340	1104	G-MAJF Jetstream 41	1142
PH-GDP DHC-8	1147	G-GNTI SAAB 340	1208
G-HCTL PA-31 Navajo	1219	G-FABI Robinson R-44	1220
G-BVJB Fokker 100	1229	G-DVTJ ATR-72	1301
G-CAFF PA-31 Navajo	1330	G-DJAR Airbus 320	1048
G-HONG T67M Firefly	1350	G-UKFR Fokker 100	1440
G-DOAC Airbus 320	1445	G-JEAF Friendship	1448
G-GNTH SAAB 340	1509	G-BVJB Fokker 100	1527
PH-SDT DHC-8	1534	G-MAJF Jetstream 41	1709
G-MAJA Jetstream 41	1719	G-GNTI SAAB 340	1722
G-BMDK PA-34 Seneca	1741 2154	PH-DMC Fokker 50	1742
G-JEAF Friendship	1822	G-BVJB Fokker 100	1828
G-BLZT Short 360	1836	G-GNTB SAAB 340	1920
EI-FKB Fokker 50	1924	EI-CKP Boeing 737	1956
PH-SDT DHC-8	2002	G-MAJA Jetstream 41	2004
G-DJAR Airbus 320	2007	G-MAJF Jetstream 41	2025
G-BYAT Boeing 757	2052	G-BFTC Turbo Arrow III	2100
G-UKFI Fokker 100	2118	G-JEAF Friendship	2126
G-ZAPJ ATR-42	2129	G-BXEH ATR-42	2134
G-BVJB Fokker 100	2137	G-GNTI SAAB 340	2157
G-GNTB SAAB 340	2221		
26 Friday			
G-DJAR Airbus 320	0320	G-BYAT Boeing 757	0401
PH-CFE Fokker 100	0710	G-BVEF ATR-42	0834
PH-DMO Fokker 50	0842	G-MAJA Jetstream 41	0908
G-MAJF Jetstream 41	0930	G-GNTI SAAB 340	0944
G-UKFL Fokker 100	0947	G-JEAF Friendship	0951
EI-CJC Boeing 737	1008	G-BLZT Short 360	1014
G-BODY Cessna 3100R	1020	PH-CFE Fokker 100	1026
PH-GDM DHC-8	1042	G-MAJF Jetstream 41	1140
G-GNTB SAAB 340	1210	G-BHGD Cherokee Six	1217
G-BODU SF-250 Falke	1300	G-DXDT Robin HR200/120B	1309 N/Res
G-BVJB Fokker 100	1311	PH-IDA PA-31 Navajo	1314 1651
G-BVCC ATR-42	1324	G-PZAZ PA-31 Navajo	1351

G-GNTI SAAB 340	1420	G-UKFL Fokker 100	1440
PH-GDP DHC-8	1455	G-JEAF Friendship	1506
G-WIPI Bae 125 800B	1556	G-JEAI Friendship	1600
G-BVJB Fokker 100	1612	G-GNTH SAAB 340	1721
G-MAJA Jetstream 41	1729	G-MAJF Jetstream 41	1729
G-DWHF PA-31 Navajo	1743	G-JCAF Friendship	1813
G-BXLR PA-46 Malibu	1820	PH-DMD Fokker 50	1826
G-BVJD Fokker 100	1835	G-BLZI Short 360	1839
EI-FKA Fokker 50	1916	G-PZAZ PA-31 Navajo	1925
G-UKFL Fokker 100	1938	G-BVTF Fokker 70	1952
PH-SDR DHC-8	1959	G-MAJA Jetstream 41	2014
EI-CJC Boeing 737	2016	G-GNTH SAAB 340	2028
G-MAJF Jetstream 41	2033	G-DJAR Airbus 320	2044
G-GNTI SAAB 340	2102	G-BUPC ATR-42	2117
NDAY Cessna 421C	2129	G-JEAF Friendship	2128
G-DUED ATR-42	2145	G-BVJD Fokker 100	2152
G-BYAT Boeing 757	2206		
27 Saturday			
G-DJAR Airbus 320	0401	EI-FKA Fokker 50	0928
G-BVTF Fokker 70	0928	G-UKFG Fokker 100	0949
G-MAJL Jetstream 41	1005	EI-CJI Boeing 737	1008
G-BODY Cessna 310R	1031	G-BVED ATR-42	1109
G-GNTH SAAB 340	1202	G-BYAT Boeing 757	1240
G-BVTF Fokker 70	1250	XV217 Hercules C.3	1254 1403
XV199 Hercules C.3	1254 1403	XV304 Hercules C.3	1254 1403
G-BSSX PA-28 Warrior II	1303	G-JEAF Friendship	1314
G-DJAR Airbus 320	1323	G-UKFG Fokker 100	1454
PH-SDT DHC-8	1503	G-BVTF Fokker 70	1614
EC-FSY DC9-83	1700	EI-FKE Fokker 50	1925
G-JEAF Friendship	1930	G-BXEH ATR-42	1934
G-UKFG Fokker 100	1938	G-BVTF Fokker 70	2007
CC-FXP Boeing 737 400	2032	G-DJAR Airbus 320	2049
G-GNTJ SAAB 340	2129		
28 Sunday			
G-BYAT Boeing 757	0244	G-DJAR Airbus 320	0731
EI-FKB Fokker 50	0825	EC-FYF Boeing 737 300	0844
EI-CKS Boeing 737	0850	G-BVTF Fokker 70	0928
G-UKFN Fokker 100	0953	PH-CFT Fokker 100	1009
G-BSER Cherokee 180B	1120	G-BVTF Fokker 70	1234
G-DBLC B76 Duchess	1242	N560WE Citation V	1327
G-BYAT Boeing 757	1337	G-STDC Airbus 320	1340
G-BSCN TB 20 Trinidad	1427	G-BWIM ATR-72	1434
G-JEAF Friendship	1449	PH-GDP DHC-8	1450
G-UKFN Fokker 100	1505	G-GNTJ SAAB 340	1612
G-BAVZ PA-28 Aztec	1621	G-MAJF Jetstream 41	1710
G-GNTH SAAB 340	1716	G-JEAF Friendship	1818
G-BVJD Fokker 100	1826	PH-DMD Fokker 50	1917
EI-CJC Boeing 737	1951	PH-SDM DHC-8	2005
G-MAJF Jetstream 41	2029	G-GNTH SAAB 340	2052
G-JEAF Friendship	2121	G-UKFN Fokker 100	2124
G-GNTJ SAAB 340	2127	G-RVJD Fokker 100	2148
EI-CKR Boeing 737	2209	G-BVEF ATR-42	2213
G-DJAR Airbus 320	2321		
29 Monday			
G-BYAT Boeing 757	0621	G-BUPC ATR 42	0708
G-BRCM B76 Duchess	0812	EI-FKB Fokker 50	0819



F-GFGA	TB-20	Trinidad	0845	G-MAJF	Jetstream 41	0918
G-GNTJ	SAAB 340		0935	G-BVJD	Fokker 100	0930
G-JEAF	Friendship		0943	G-BLZT	Short 360	0954
EI-CKR	Boeing 737		1003	G-UKFG	Fokker 100	1010
G-BODY	Cessna 310R		1021	G-BUPS	ATR-42	1027
PH-SDU	DHC-8		1051	G-DRPU	876 Duchess	1140
G-GNTH	SAAB 340		1140	G-BMSU	Cessna 152	1204
G-BUPS	ATR-42		1226	G-BVJD	Fokker 100	1245
PH-DMC	Fokker 50		1354	G-GNTJ	SAAB 340	1420
G-OJEM	HS 748		1442	G-JEAF	Friendship	1444
G-UKFG	Fokker 100		1450	PH-BDT	DHC-8	1511
G-DYMA	King Air 200		1517	G-BVJC	Fokker 100	1524
G-GNTG	SAAB 340		1650	G-OJEM	HS 748	1709
G-MAJH	Jetstream 41		1716	G-BYAT	Boeing 757	1719
G-KKES	TB-20	Trinidad	1720	G-GNTH	SAAB 340	1728
G-MIND	Cessna 404		1739	G-JEAG	Friendship	1817
G-BVJC	Fokker 100		1822	G-ZAPJ	ATR-42	1827
G-BLZT	Short 360		1833	G-HAMA	King Air 200	1840
EI-FKB	Fokker 50		1909	G-JBAC	Bandeirante	1924
G-UKFI	Fokker 100		1933	EI-CKD	Boeing 737	2001
PH-SDP	DHC-8		2007	G-MAJH	Jetstream 41	2011
G-GNTH	SAAB 340		2025	G-OJEM	HS 748	2033
G-JEAG	Friendship		2110	G-BUEB	ATR-42	2121
G-BUPS	ATR-42		2120	G-GNTG	SAAB 340	2128
G-BVKB	Boeing 737 500		2135			
30	Tuesday					
G-BLZT	Short 360		0155	G-BYAT	Boeing 757	0304
G-BODY	Cessna 310R		0747	EI-FKE	Fokker 50	0809
G-ZAPL	Bae 146		0833	G-ZAPJ	ATR-42	0850
G-GTSE	Boeing 757		0921	G-BVKB	Boeing 737 500	0923
G-GNTJ	SAAB 340		0933	G-BLZT	Short 360	0949
EI-CKG	Boeing 737		0959	G-BFLH	PA-24 Seneca	1002
G-UKFN	Fokker 100		1011	G-JEAF	Friendship	1020
G-ODIL	JetRanger		1037	PH-GDM	DHC-8	1042
G-GNTH	SAAB 340		1130	G-MAJK	Jetstream 41	1154
G-BVKB	Boeing 737 500		1231	PH-DMS	Fokker 50	1258
G-BLZT	Short 360		1325	G-MAJA	Jetstream 41	1326
G-JEAF	Friendship		1402	G-UKFN	Fokker 100	1455
PH-SDR	DHC 8		1510	EC-GDA	Boeing 737 400	1522
G-MAJA	Jetstream 41		1525	G-BVJC	Fokker 100	1533
G-MAJA	Jetstream 41		1717	G-ZAPL	Bae 146	1720
G-GNTH	SAAB 340		1724	G-GTDC	Airbus 320	1810
G-JEAF	Friendship		1818	G-MAJH	Jetstream 41	1822
G-BVJC	Fokker 100		1826	D-EBMY	Mooney M20K	1830
G-BLZT	Short 360		1837	G-UKFN	Fokker 100	1949
EI-CKR	Boeing 737		1956	PH-BDT	DHC-8	2000
EI-FKF	Fokker 50		2015	G-GNTH	SAAB 340	2021
G-MAJA	Jetstream 41		2025	G-BYAT	Boeing 757	2046
G-MAJH	Jetstream 41		2104	G-GNTJ	SAAB 340	2107
G-JEAF	Friendship		2121	G-BVJC	Fokker 100	2125
G-BVED	ATR-42		2139	G-ZAPJ	ATR-42	2347

### From & To

01) HB-POY/Altenrhen;N12NM/Gamston-Biggin and return: 02) D-CHPD/Dusseldorf-Munich;D-CGPD/Munich-Dusseldorf;N797HG/Guernsey;D-GMZE/Birmingham-n/s-Biggin: 03) N600KC/Oxford-Nurnburg and return;OO MLF/Antwerp: 04) F-GKIS/Nurnburg-n/s-Biggin;OM-NDP/F & T Cologne: 05) OE-GSC/Alicante-Innsbruck: 07) N797HG/Guernsey: 08) N30CX/Manchester-Le Bourget;N12NM/EMA;N388CA/White Waltham: 09) N560WE/Bristol: 10) N709EL/EMA-Dublin and return;VP-CPR/Guernsey;VP-BLV/Zurich: 11) N560WE/Hannover;N2657N/Southend: 12) C-GKDR/Teesside n/s;PH-XPI/Rotterdam;F-GLMD/Nice-Dublin;N146GA/Sheffield City: 13) F-GCLD/F & T Bordeaux: 14) "Blue Eagles"/Leuchars: 15) F-GJXX/F & T Toussus le Noble: 16) F-GJXX/Birmingham;VP-CPR/Guernsey: 17) VP-CHC/Oxford: 18) N864CE/EMA-Northolt;N340SC/North Weald;ZD703/Lyneham;VP-BQK/Derby;N805JW/Stanstead-Farnboro;C-GIRE/Keflavic n/s: 19) ZE395/Northolt;ZG994/Aldergrove;F-BRAH/Manston;N709EL/Avignon: 21) N797HG/F & T Guernsey;N425HS/F & T Antwerp;OO-PHI/F & T Antwerp: 23) D-ILCA/Bielefeld;SE-DEZ/Stockholm;N560WE/Birmingham;D-ILOH/Eindhoven-Luton: 24) PH-XPI/F & T Rotterdam;PH-AST/F & T Rotterdam;D-EVPA/F & T Koblenz;N25UD/Luton;OO-PHI/F & T Antwerp;N425HS/F & T Antwerp;40110/Mildenhall;OE-GBB/Linz: 25) N83196/Cardiff: 26) PH-IDA/F & T Rotterdam;N9AY/Edinburgh: 27) XV219-199-304/F & T Lyneham: 28) N560WE/Jersey: 29) F-GFQA/F & T Nantes: 30) D-EBMY/Ludwigsburg:

### Overshoots

01) ZF372/LOP66;XX498/CWL65: 02) ZF341/LOP14: 09) ZF143/LOP21: 10) G-SHIV: 11) XZ585/SRG128;G-BUXB/Hanson 02: 15) ZF200/LOP31: 21) G-KNAP;G-BAVZ/Raven89T: 23) XZ597/SRG128;XX482/CWL71: 24) XZ585/SRG129: 27) G-SHIV: 28) G-OPJD;G-SSSHIV: 29) G-OPJD;G-SHIV:

### LBA Movements review, September 1997

September and still a lot happening, on the 1st we had the Swiss Malibu HB-POY on a night stop and the Gamston based Citation N12NM was visiting Multiflight. Two Lear Jet 35A's on the 2nd were D-CHPD, callsign "Snoopy 022", doing a flight from Dusseldorf to Munich early in the morning and D-CGPD, callsign "Snoopy 021", doing the return flight in the evening, according to the register they both belong to a Peter Dreidoppel which seems to tie in with the registration letters. Also noted on the 2nd were another German in the shape of Seneca D-GMZE which night stopped and the Guernsey based Malibu N797HG. Visiting twice on the 3rd was the Kimberly Clark Corp's BAe 125 800A N600KC and coming in from Antwerp we had the Seneca II OO-MLF.

The 4th brought in the star of the month which very few people actually saw when at 2302 the Let 410UVP OM-NDP of Slov-Air Transport arrived from Cologne calling "OIR 605" to pick up some freight, this completely overshadowed the Falcon 20E F-GKIS which night stopped on a flight from Nurnburg to Biggin. The Tyrolean Jet Service Falcon 10 OE-GSC was from Alicante to Innsbruck on the 5th and the PA 46 Malibu N797HG was back again on the 7th. Citation N30CX on the 8th is registered to G.P. Aeronautics Inc and it was from Ringway to Le Bourget whilst the Citation N12NM of Neil Morgan arrived from East Midlands and Rockwell 114B N388CA logged in from White Waltham, although it is said to be based at Denham. The Citation V N560WE has made four visits this month, the first was on the 9th the others were on the 1th, 23rd and 28th.

Making its first visit to the LBA on the 10th was Citation I VP-BLV and joining it were two regulars, Beechjet 400 N709EL of Edra Lauren Leasing and Cessna 421C VP-CPR of Chris Rycroft. Arriving from Southend on the 11th was the Cessna 421C N2657N which was at one time C-TELL. Calling in with oil problems on the 12th we

had the highly modified Cessna 414A C-GKDR, it has winglets and engine mods which means it now calls its-self a RAM 414AW Srs III. It was apparently on its way to the first World Air Games in Turkey but ended up stuck here until October 7th, it has the c/n 414A-0064. Others noted on the 12th were Cessna 425 N146GA arriving from Sheffield City, Falcon 20 F-GLMD from Nice to Dublin as "Heli-Jet 123" and a Dutch Navajo PH-XPI as "Rijnmond 843". On the 13th the King Air C90 F-GCLD did a flight from and to Bordeaux as "Aquetania 131".

On the 15th Citation V F-GJXX of J.C.Decaux was from and to Toussus le Noble but on the following day it arrived from Birmingham, also noted visiting on the 16th was the Cessna 421C VP-CPR. Sikorsky S76C VP-CHC on the 17th belongs to Williams Grand Prix Engineering and it was here to fix up a deal with Multiflight for the charter of their Falcon 900 G-MLTI to carry the Williams officials to the Grand Prix meeting in Japan. Lots of different things on the 18th, Gulfstream IV N864CE of Coca-Cola was from EMA to Northolt, General Electric's Astra N805JW came from Stanstead and went to Farnborough, the Cessna 340 N340SC arrived from its base at North Weald, the new Agusta A109A VP-BQK arrived from Derby and the Canadian Lear Jet 35 C-GIRE arrived from Keflavic for a night stop. The Cessna 182M F-BRAH was not too sure of his position when he joined from Manston on the 19th and his ATC procedure was not too good, causing some confusion.

The Cessna 425 N425HS and CitationJet 00-PHI were both from and to Antwerp when they visited on the 21st and they were joined by Malibu N797HG. Navajo D-ILCA on the 23rd diverted in from Sheffield City and went to Filton. The same day found Citation SE-DEZ arriving from Stockholm and the King Air 200 D-ILCH arriving as "GZA 521" on a flight from Eindhoven to Luton. Navajo PH-XPI was back with us on 24th as "Rijnmond 840" and it was joined by compatriot PA-AST as "Rijnmond 842", both were from and to Rotterdam. Another pair on the same day were the two first noted on the 21st N425HS and 00-PHI from and to Antwerp again, also seen that day PA-46 D-EVPA from and to Koblenz, Falcon 50 N25UD from Luton and the Tyrolean Jet Services Dornier 328 OE-GBB on a medevac flight from Linz. Cardiff based PA-28R Arrow N83196 visited on the 25th. Calling here from and to Rotterdam on the 26th was the Navajo PH-IDA and the Cessna 421C N9AY came from Edinburgh. SOCATA TB-20 Trinidad F-GFQA was from and to Nantes on the 29th and the last foreigner of the month was Mooney M20K D-EBMY which arrived from Ludwigsburg.

Military was scarce this month and seemed to come in lumps. The first lump being on the 14th when the Army Blue Eagles team arrived as "Blue Eagles" (original!), they consisted of Lynx's XZ175 and ZD281 along with Gazelle's XX403/ZA737/XZ334 and XX385 and they were on a fuel stop. On the 18th BAe 125 ZD703 was "Kitty28" and the following day BAe 125 ZB395 was "Kitty28" also. On the 19th the Islander AL.1 ZG994 was "Army 351" on a flight from its base at Aldergrove. The USAF sent us the C-21A 40110 as "Spar 86" from Mildenhall on the 24th. The second big lump was on the 27th when the three Hercules XV219/XV199 and XV304 came from Lyneham and did a stream landing to pick up local TA members for a para-drop before they did a stream take-off, they were using the callsign "Griffin formation".

Air UK positioned in the Fokker 100 G-UKFF as "UK 9010" on the 7th ready to take over the Amsterdam route from the Fokker 50's the following day. A new resident at Multiflight is the Robin HR200 G-BXDT which arrived on the 26th, another Robin is expected soon and they will replace the two leased Cessna 172's G-BOIY/G-BEUX with the flying club. A brand new Cessna 172R is due from the US to be based in the YLA hangar in US marks. Citation G-OCPI which has been on maintenance in the Multiflight hangar was painted as N62BR and departed on delivery to the US early (0642) on the morning of the 24th. The Pitts G-BETI remains awaiting parts with YLA after its mishap earlier this year.

# Sheffield City Movements

September 1997

03	Wednesday			
	G-LOPT Citation I	1949 2006		Stanstead - Coventry
04	Thursday			
	G-FEBE Cessna 340	1049 1453		F & T Shoreham
	G-ORMB Robinson R-22B	1506 1523		Near Derby - High Greer
	G-DYNE Cessna 414	1637 1725		F & T Nottingham
05	Friday			
	XZ335 Gazelle AH.1	1057 1139		Catterick - Netheravon
	G-ICCL Robinson R-22B	1259 1738		F & T Gamston
09	Tuesday			
	G-ROLA PA-34 Seneca	0935 1052		Gamston - Liverpool
	G-OLDA PA-31 Navajo	1134 1609		Manchester - Halfpenny Green
	G-ICCL Robinson R-22B	1234 1502		F & T Gamston
	G-ROLA PA-34 Seneca	1607 1634		Liverpool - Gamston
10	Wednesday			
	G-FTAX Cessna 421C	0948 1305		Newcastle - Manchester
	VP-BLV Citation I	1056 1532		LBA - Leipzig
11	Thursday			
	G-SAGA Grob 109B	1120 1604		F & T Booker
	G-ORMB Robinson R-22B	1507 1523		Near Derby - Near Edinburgh
	XW911 Gazelle AH.1	1508 1534		Catterick - Netheravon
12	Friday			
	N146GA Cessna 425	0927 1157		Prestwick - LBA
	G-ROLA PA-34 Seneca	0946 1222		F & T Gamston
	G-JERS Robinson R-22B	00H 0849		Leeds - EMA
	G-JERS Robinson R-22B	0854		QRF
13	Saturday			
	N70VB Aerostar 600A	1648 1710		Bournemouth - White Waltham
15	Monday			
	G-JETZ Hughes 369E	0819 1154		F & T Banbury
	N709EL Beechjet 400	1237 1305		EMA - Blackbushe
	G-ICCL Robinson R-22B	1523 1647		F & T Gamston
17	Wednesday			
	G-FWRP Cessna 421C	0802 0820		Sturgate - Southampton
	G-BFTT Cessna 421C	0816 1726		F & T Manston
	G-FWRP Cessna 421C	1256 1341		Southampton - Sturgate
	G-BKXG Cessna T303	1513 1606		F & T Woodford

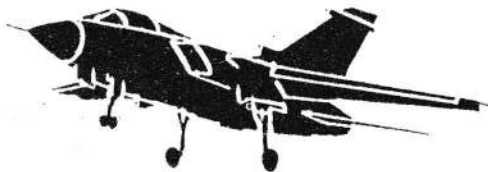
18	Thursday			
	G-CZAR Citation V	0918 0942	Dusseldorf - Humberside	
	G-ORMB Robinson R-22B	1521 1541	Near Derby - Near Edinburgh	
22	Monday			
	G-GOTC GA-7 Cougar	1041 1549	F & T Elstree	
23	Tuesday			
	G-BFLH PA-34 Seneca	1221 1250	Cardiff - Oxford	
	D-ILCA PA-31 Navajo	1754 1336(24)	Filton - Bielefeld	
24	Wednesday			
	G-BLHR GA-7 Cougar	1155 1440	F & T Nottingham	
25	Thursday			
	N1280A Citationjet	1001 1050	Luton - Birmingham	
	G-CAFZ PA-31 Navajo	1100 1314	Biggin Hill - LBA	
	G-BSGK PA-34 Seneca	1339 1503	F & T Manston	
	G-ORMB Robinson R-22B	1532 1553	Near Derby - Near Edinburgh	
	G-CAFZ PA-31 Navajo	1607 1707	LBA - Biggin Hill	
26	Friday			
	N747SY Mitsubishi MU2	0920 1313	F & T Liverpool	
29	Monday			
	G-ORMB Robinson R-22B	1152 1227	Near Sheffield - Near Derby	

Sheffield City movements review, September 1997

This month we are able to supply times of arrival and departure along with the movements and thanks go once again to Mike Dixon. On the 3rd the Air Atlantique Citation was using the callsign "Atlantic 597" and on the 5th the Army's Gazelle XZ335 was "Army 331". Goldair International's Navajo Chieftain G-OLDA was using the callsign "Goldair091" when it visited on the 9th. Citation I VP-BLV noted on the 10th was booked in to Zingg Aviation in the log and the same day saw Cessna 421C G-FTAX of Hawkair using the callsign "HAW 774A". On the 11th Gazelle XW911 was "Army 415", unusual on the same day was the Grob G109 G-SAGA - I understood a single engine aircraft was not permitted to land here? According to the log the Robinson R-22 G-JERS diverted in "OOH" which I assume means out of hours (i.e. a time when the airport was closed). It departed for EMA at 0849 but diverted back five minutes later (ORF is the code for "return to field") and finally departed on a trailer for repairs. The Hughes 369 G-JETZ on the 15th is newly registered and is based at Banbury. Cessna 421C G-BFTT on the 17th was "Thanet 01" whilst a day later on the 18th Citation V G-CZAR of Stadium City is shown in the log with the callsign "STC 02-03". Air Medicals Seneca G-BFLH on the 23rd operated as the "Airmed 061" and on the same day PA-31 D-ILCA was night stopping. Visiting from Luton to Birmingham on the 25th was the Citationjet N1280A of Kestrel Aviation and on the same day Navajo G-CAFZ visited twice, as "AWX 03" and "AWX 02".

# Military News

Eric Martin.



## MILITARY MATTERS ABBREVIATIONS

AFB	Air Force Base
ARS	Air Refuelling Squadron
AS	Air Squadron
FS	Fighter Squadron
FTS	Flying Training Squadron
SOS	Special Operations Squadron
USAFA	USAF Academy

## RAF RESERVISTS TO FLY TORNADOS

Royal Auxiliary Air Force (RAuxAF) pilots and navigators are to train to fly Tornados. Reservists already fly Hercules and Pumas, but have not flown front-line fighters since the immediate post-war period. Unlike the pre-war and post-war auxiliary flyers, Tornado aircrew will not be organised into squadrons, but will be held in cadres.

Credit: RAF News

## UNMANNED HELICOPTER ON TRIAL

A miniature unmanned version of the Bell Boeing V-22 Osprey tilt-rotor helicopter to be known as "Eagle Eye" is currently on trial with the US Navy. The Eagle Eye requires a human operator, using simulator screens and a video camera on the aircraft, but a highly-automated complex version, "Remote Bold Eagle", which does not need a human operator, is being developed.

Credit: Sunday Times

## GAZELLE BOWS OUT

After twenty-four years service, the Gazelle is being withdrawn from service with the UK Armed Forces. The Central Flying School (Helicopter) element at RAF Shawbury was the last RAF unit to fly Gazelles, but CFS(H) now shares 26 Eurocopter Squirrels, operated by civilian contractors, with the Defence Helicopter Flying School at Shawbury. The first helicopter pilot course recently commenced flying at DHFS, after a three-week ground school phase. The ten students came from all three services; one of the RAF students was an NCO, the national gliding champion, Cpl Derren Francis. He will have to transfer to the Army Air Corps if he completes the helicopter pilot course, as the RAF (like the Royal Navy) now only employs officer-pilots.

An article on the Defence Helicopter Flying School will appear in the near future under "Military Matters".

Credits: RAF News; Soldier

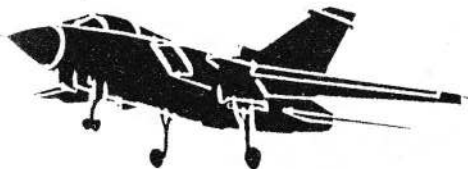
## TORNADO PILOT BEATS LAND SPEED RECORD

Tornado pilot Squadron Leader Andy Green broke the World Land Speed record by driving a virtual-aircraft at an average speed of 714.1mph. The car, Thrust SSC, is powered by two Rolls-Royce Spey engines which previously powered the Phantom. Andy has a double-first in maths from Oxford and had to undergo a rigorous selection process before being allowed to drive Thrust. Andy's girlfriend is also an Oxford graduate (in physics) and a Squadron Leader!

Credits: The Times; RAF News

Please send any information for inclusion on this page to:

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# Military Matters

Eric Martin.



## USAF AIR EDUCATION AND TRAINING COMMAND

The final article in the RAF/USAF 'commemoration' series. The Navy and the Army will now receive some attention for a few articles. In view of my particular interest in training aircraft and training, this article details the units of the USAF Air Education and Training Command. This constitutes the Nineteenth Air Force, with its Headquarters at Randolph, Texas. The Command is responsible for all USAF training functions, except the USAF Academy at Colorado Springs and legal & chaplain training.

### **12th Flying Training Wing, Randolph AFB, Texas**

3rd FTS	Hondo Municipal Airport, Texas	T-3A
99th FTS		T-1A
557th FTS	USAFA, Colorado Springs, Col.	T-3A
559th FTS		T-37B
560th FTS		T-38A & AT-38B
562nd FTS		T-43A

### **14th Flying Training Wing, Columbus AFB, Mississippi**

37th FTS		T-37B
48th FTS		T-1A
49th FTS		AT-38B
50th FTS		T-38A

### **47th Flying Training Wing, Laughlin AFB, Texas**

85th FTS		T-37B
86th FTS		T-1A
87th FTS		T-38A

### **56th Fighter Wing, Luke AFB, Arizona**

21st FS		F-16C/D
61st, 62nd, 63rd, 308th, 310th, 311th FS		F-16C/D
425th FS		F-16A/B

### **58th Special Operations Wing, Kirtland AFB, New Mexico**

512th SOS		MH-60G & UH-1N
550th SOS		MC-130H/P
551st SOS		TH-53A & MH-53J

### **71st Flying Training Wing, Vance AFB, Oklahoma**

8th FTS		T-37B
25th FTS		T-38A
32nd FTS		T-1A

### **80th Flying Training Wing, Sheppard AFB, Texas**

88th FTS		T-37B, T-38A & AT-38B
89th FTS		T-37B
90th FTS		T-38A & AT-38B

### **97th Air Mobility Wing, Altus AFB, Oklahoma**

55th ARS		KC-135R
56th AS		C-5A
57th AS		C-141B
58th AS		C-17A

### **314th Airlift Wing, Little Rock AFB, Arizona**

50th AS		C-130H
53rd, 61st & 62nd AS		C-130E

### **325th Fighter Wing, Tyndall AFB, Florida**

1st, 2nd & 95th FS		F-15C/D
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### **336th Training Group, Fairchild AFB, Washington**

36th FTS		UH-1N
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Credits:  
Combat Aircraft  
USAFA Yearbook 1997

For abbreviations, see  
'Military News'

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

August proved the best month ever for airport passenger figures. More than 132,000 passengers passed through the airport a 16.5% increase on the previous August. Airport Managing Director Ed Anderson commented "These figures show us that the Yorkshire public are fully supporting the airlines and tour operators running both schedule and charter flights from the airport. We carried more than one million passengers last year and are on course to reach 1.25 million passengers by the end of the current year."

The reason for the Air U.K. Fokker 100 parking "nose in" has being revealed. During week commencing 13th October construction began around the Stand 8 area. An air bridge is to be built to serve this stand.

The airport has revealed controversial plans to build a new car park on green belt land. The car park, which will take up seven acres of land is currently owned by Leeds City Council is situated next to White House Lane and Yeadon Moor Road. If the plan goes ahead a public footpath would have to be diverted and approval received from 5 local authorities.

A leaked report to the airport Development committee states that a new passenger terminal would be needed in order to cope with projected passenger figures in 15 years time. A new terminal, which could be linked or separate to the existing terminal would be required for the three to five million passengers who would be using the airport.

The report states that the most likely location would be on the existing short stay car park. Airport Managing Director Mr Ed Anderson stated that "It would be wise to plan for growth in passenger throughput to levels of three million and even five million per annum over the next 15 years". "The immediate requirements for the increased capacity can be met by developments which can be concluded during the coming year. Planning should now commence for the longer development of the airport." "In the immediate future we are planning on extending the existing terminal which will cost roughly £2 million from airport funding."

Two buildings are under proposal. These will be built on the eastern side of the terminal adjacent to the white rose cafe. The plan consists of a three story extension which will provide a new departure lounge, two fire escapes and new toilet facilities.



Some dates have been received for some more "Just for a Day" charters organised by Transun Holidays.

10th November	Reykjavik	18th November	Prague
19th November	Venice	7th December	"Lapland"

Which airline or aircraft type will be used is not known at this time. However a "Just for the day" charter on October 22nd was operated by a Monarch A.321. It is assumed all will be early morning departures with mid to late evening arrival back at L.B.A.

**Air U.K.** are continually reported to be about to undergo a name and livery change before the end of 1997, following their take-over buy K.L.M. One report states the company may adopt K.L.M. colours and become Air U.K. CityHopper.

Passenger loads on the newly introduced Fokker 100 seem encouraging with 89 being reported on board one Sunday evening in October.

**Britannia** noted at LBA have been the airlines Boeing 757's applied with the slogan "Keep duty free" to the fuselage. Next summers flights will be operated by A.320's painted in Britannia colours. The airline is to lease three examples from Trans Aer. One will be based at LBA, while the other two will operate from Bristol and Cardiff.

**Jersey European** has appointed an independent company to evaluate replacement regional jets to replace its five Fokker Friendships. The Friendships used on the Leeds to Belfast City route normally operate at high load factors, and would seem ideal to replace with a jet of larger seating capacity. This has followed another successful year for J.E.A. with announced profits of £3.4 million.

**Sabena** are now to commence using BAe 146 aircraft on November 2nd. However only the early morning departure and evening arrival will be operated by the type. The mid day flights will still be operated by Dash 8 aircraft.

## AIRLINE NEWS

**British Airways** has sold its 14 remaining Boeing 747-100's to Illinois based AAR Corporation. Retirement will be spread over 2 years, with the majority of the '747's being broken up for spares.

The airline has un-veiled a further new colour scheme "Water Dreaming". A further 11 will be unveiled over the coming year. B.A. had a stand at the Conservative Conference in Blackpool during October. One visitor to the stand was ex-Prime Minister Baroness Thatcher, who, in full view of the media, made her feelings about B.A. losing its flagged tail known to all by placing a tissue over the model of a '747 in the new colours.

**British Midlands** order for Airbuses which I reported in Mays AYCANA has been split into 11 A.320's and 8 A.321's with an option on a ninth. This is the largest single order for Airbuses from a U.K. airline.

**CityFlyer Express** is to drop the word "Express" from its title to become simply "CityFlyer". At the year end the airlines fleet will total 15 aircraft, including a third RJ-100 due for delivery in December.

**Euroscot** finally took to the air on September 22nd. Its inaugural service was from Bournemouth to Glasgow using a BAC One-Eleven leased from European Aviation. The airline is also operating a Bournemouth to Edinburgh service. Fares start at £39 one-way, and the airline hopes to strike a deal with coach operator Scottish City Link which will allow passengers to travel onwards from the Scottish airport to anywhere in Scotland for £5.

**Northwest** airlines launched a new Minneapolis St. Paul to Hong Kong service on October 2nd. The flight has a duration of 15 hours 30 minutes, making it the longest scheduled flight operated on an all year round basis.

### AIRCRAFT NEWS

**Embrarer** have launched the EMB-135, a shorter 35 seater version of the EMB-145. The company is also studying the EMB-170, a 70 seater stretched version of the EMB-145.

The U.S. Navy have chosen the Boeing 737-700 to replace its DC-9's (or C-9's). Firm orders have been placed for just two aircraft, but a further 25 could be bought to replace the 27 DC-9's the U.S. navy has in service. The only other contender was the McDonnell-Douglas MD-90, which is of course now part of Boeing.

### AIRPORT NEWS

An extension to **Paris, Charles de Gaulle** airport has being given the go-ahead and will include two new 8,900 feet runways. Each runway will be built to run parallel to an existing runway.

Despite losing U.K. charter business to nearby Stanford, **Orlando International** is to build a forth international terminal at a cost of \$965 million.

### OTHER NEWS

A group of Boeing employees decided it would be a good idea to go rafting. However they had one problem, no raft. One of the group came up with the idea of "borrowing" a '747 emergency liferaft for their expedition. So the group set out and launched their newly acquired liferaft on the Stilliquamish River. They were amazed when after a short period of time a U.S. Coast Guard helicopter joined them in their adventure. However they were not so enthusiastic when they realised by inflating the raft they had activated the automatic distress systems including the emergency locator beacon. Needless to say the group are now ex-Boeing employees!!!

For those of you who have been desperately trying to contact me by E-mail, I made a slight error in my address last month. (this obviously explains why I have not been overrun with incoming mail !). Please note the correct address is [Dwooler@denso-marston.co.uk](mailto:Dwooler@denso-marston.co.uk).

**CREDITS** H. Morrow, P. Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

*Further afield.....*



*Global topics by  
alan sedgwick*

*My sympathies go out to- any readers that returned from FARO airport this summer on a Thursday morning!! From the outside the building looks similar to other European resort airports, one long bright modern structure, that is if you can get in. Towards the end of September my transfer coach from the resort waited for the courier to return with the check-in desk number and was greeted with " You really do not want to go in there!". Indeed for ten minutes we could not get inside and it was not until 90 minutes later that we actually made it to the desk. Do other readers agree that in this age of blistering advances in problem solving technology, to shuffle along with suitcases for one and a half hours is just not Cricket!. It does not help when airlines elect to send 360 seat aircraft to the same airport at roughly the same time, which means your queue will be almost three times longer than it was a few years ago. Perhaps we could check-in cases in the resort, or at least be issued with a boarding card prior to the airport melee, after all a good percentage of the seats on a charter flight are taken well in advance!!, I wonder what other readers think?. It obviously needs a lot of planning to continually increase the size of airport buildings, but it does not help when between 9.40 am and 11.40 am (approx) on the morning in question there are 17 departures to the U.K. which included at least three Airbus A300-600s and a Tri-star. I almost forgot, also noted at the airport were a Russian Tu 154 and an ANTONOV An 72 with a large 'E' on the tail fin which at a guess belongs to A/S Enimex of Tallinn, Estonia.*

**FAIRCHILD DORNIER** - the American/German aircraft building partnership are to roll out their Dornier 328 jet on December 6th, the machine that is powered by Pratt and Whitney PW306B engines will accommodate 32 passengers and is a progression of their Dornier 328 Turboprop. The plans for a 50 seat (528 JET) may be shelved in favour of the next market up. The view is that the Bombardier Canadair Regional Jet and the Embraer EMB 125 lead in that field, but a 4 or 5 abreast 70 seat jet market looks more attractive!.

**WESTERN PACIFIC AIRLINES** of Colorado Springs, are yet another USA low cost operator to fail as they filed for Chapter 11 bankruptcy protection on October 6, just weeks after the South Carolina based AIR SOUTH 'bit the dust'. With employees of 1,3000, the set up that started services in April 1995 and includes a subsidiary called MOUNTAIN AIR EXPRESS has a fleet of 19 Boeing 737/300's serving 17 cities. The airline that plans to re-emerge from Bankruptcy almost bought FRONTIER

AIRLINES of Denver in September, the airport which WEST PAC plans to move its flight to.

**UNITED AIRLINES** are to spend in excess of \$700m over the next 24 month re-fitting aircraft, re-training staff in customer service and promoting a new global image. First and Business class seats in the 23 Boeing 767/300's will get an individual satellite 'phone, personal computer power point and entertainment system, First will also get video screens. The 26 'Triple Seven' aircraft will have similar new features and interiors, with an extra flight attendant on Transatlantic crossings. Electronic ticketing was due to be introduced by UNITED to direct U.K bookers this month. A colleague flew between Heathrow and the U.S. West coast in October on their Boeing 777's and was very happy with the service received. The Hemisphere flight magazine for last month incidentally featured beautifully reproduced old UNITED advertising posters, similar to the old British Railway holiday posters to be found on preserved steam railways or at York Railway Museum.

**IN BRIEF.....** AMERICAN EAGLE are to fit its regional aircraft with EGPWS (enhanced ground proximity warning system) commencing with the first of 42 EMB 145's and later its ATR 42/72 and SAAB 340 fleets..... November 1st saw all the IBERIA subsidiaries take on the parents flight code including AVIACO who are now 100% owned by the Spanish flag carrier..... France has seen Embraer aircraft changing hands a lot recently with 3 Brasilias of AIR LITTORAL going into store and 3 moving to FLANDRE AIR of Lille, REGIONAL AIRLINES took delivery of an EMB 145 in July and the two 'Bandits' of AIR TOULOUSE have gone to the 'States..... work has commenced on the \$143m extension of the B.A. terminal at New York's JFK airport..... AEROFLOT will next year lease two 777's from ILS to cover the expected delayed delivery of the first of their 17 Ilyushin Il-96M's..... ISRAIR of Tel Aviv are looking for two BAe 146 jets to add to their fleet of 3 ATR 42's..... FARN AIR EUROPE has been formed jointly by TULIP AIR of Holland, the Swiss and Hungarian parts of Farner Air Transport and an Italian operator. Existing F27's will be joined by three ex-U.S. registered A300B4-100F's in Rotterdam..... In the next 2 years SABENA will off-load their 737/200's. in favour of RJ100'S AND A319's?.

**PENTLANDS TRAVELS TWO - part three (cont. from August)...**  
Andrew called in at Managua in Nicaragua on Feb. 26th where there was no good viewing spot except for a hill near the approach. Amongst several Military helicopters were IBERIA's -DC9=BQV, Citations= XA-CEQ + YN-BYA, Shorts 360= HP-1380APP and Boeing 727= YN-CBT of NICA (scrap). To Honduras next on March 1st and yet another poor view from the end of a runway at Tegucigalpa. The aeroclub club staff gave Andrew a tour but got the impression that he wanted to buy it all!!!. Amongst 75 registrations were a Shrike commander of SETCO, three C47's of the same company, Lockheed Electra= HR-EMA, plus a Bandit and ATR 42 of Isla de Inversiones SA, registered in La Ceiba. Over on the military side there was a small outdoor museum to which the guards present happily allowed access. Amongst the

exhibits were a Beech 18, Trojan, C47, Super Mystere, F44 Corsair, King Cobra and F86 Sabre. Beyond this area was a military apron with approx. with two dozen machines which included 7= C47's and 3=C130's. The main runway itself 'butted' right up to the MAIN ROAD here with no barriers to stop vehicles during landings/take-offs!! The following day meant a trip to the beautiful new terminal building at San Pedro Sula in the north west of Honduras. Here there was a good view from the restaurant - with one slight problem = there was no apron and the piers led out to a grass field which meant that passengers had to be taken to/from the old terminal 2 km away. There is NO access to the old terminal where the aircraft are parked and with the aeroclub closed, not a lot was seen apart from two LET 410's of CARIBBEAN AIR and AEROLINEAS SOSA, plus two Shorts 360's of ISLAENA D. I.. A few days later brought Guatemala City and friendly guards at the G.A. hangars plus helpful staff at the aeroclub club resulting in 174 aircraft being logged. Examples of the resident airline AVIATECA included 3 -737/200'S PLUS DC6A= TG-WOP. Antonov 24B (LZ-MNF) an earlier lone machine of SERVICIOS AEREOS INTEGRADOS was said to be impounded by the Authorities. Possibly the full fleet of AVCOM were present in the form of Twin Otters and a Dash 7, one of MAYAN WORLD AIRLINES ATR 42's and a Nord 262 of AEROVIAS = an airline which recently retired the former U.K. registered Herald- BAYJ + BCWE plus ex-BVFP (for scrap). A company called TIKAL JETS have an interesting fleet with a Shorts 330, 3 Let 410's and two BAC 1-11's. On the Military side Mexican Air Force Sabre MTX-01 visited and was parked up amongst an F27, C47'S, PC7's and an Aravia. A mustang 336 is the gate guardian. The newest of the TIKAL JETS 1-11's (TG-TJK) was then boarded for the 30 minute flight to Tikal, in the North of Guatemala. Arrival here was at the small field of Santa Elena which has tourist flights and some military activity. Noted were Belize based stationair of ISLANDAIR and a Cessna Caravan of TROPIC AIR, along with Mexicans= FH227 of AERO CARIBE and a Let410 of AERO FERINCO. Three days later it was time to move on to the Municipal airport of Belize which is a small but busy strip serving the Cayes islands -off the Barrier Reef. Most of the fleets of ISLAND AIR, MAYO AIRWAYS and TROPIC AIR - Islanders and 'Caravans' were noted here. The following day saw Belize International airport which has a good viewing terrace to see the many and varied movements. Gate guardian for the British Army base is Harrier ZD 669 and Gazelles ZA734/767 were seen active. The U.S. Army had 4- Iraquois, a chartered ATA 757 and a C141 brought troops in later in the day. Other aircraft besides the 737's of TACA and CONTINENTAL, and an An 24 of CUBANA, included U.S. registered Falcon 50- (MIDWEST=Omaha), Learjet, Cheyenne, a Citation 2 and an ex-US Navy C47.

(continued - next month....)

Credits: Laurie Coldbeck, FLIGHT Int', Andrew Pentland, Winged Words, T.T.G.

## LE PETIT SANTOS

Alberto Santos-Dumont was born in Brazil; which isn't surprising with a name like that. However, he settled in Europe, and France is where he became famous.

Aviation was in its infancy when, on September 20th, 1898, he ascended in his airship no. 1. The flight ended in a crash. This was the year in which the Aéro-club de France was founded; the object being to represent French aviators, although it didn't come into being until October 7th.

It wasn't no. 1 but airship no. 4, that Parisians gazed up at on September 22nd, 1900, when Santos-Dumont flew it over the Tuileries Palace as the mayors of France were enjoying a dinner. The dirigible was powered by a simple 7hp engine located on a long pole below, and parallel with, the gas bag. There was no comfort for the pilot (who was also the inventor). He sat on a bicycle seat which was mounted on the pole.

That flight proceeded as planned, which is more than can be said about the one he undertook in July the following year. Hoping to win the Deutsch Prize of 100,000 francs, he soared aloft in dirigible no. 5. A rudder control cord broke, but he managed to land safely in Paris's Trocadéro Gardens. He borrowed a ladder, climbed up and repaired the damage. Then airship no. 5 returned to the sky. But needless to say, he didn't win the prize.

His second attempt failed, too. The airship reached the Eiffel Tower, around which it had to fly, when gas began to leak, causing the bag to deflate. Crowds of people watched as the stricken airship drifted towards the Trocadéro Hotel. Part of the ripped fabric caught on the roof. The rest of it hung down the side of the building; and the hapless pilot was left dangling upside down above the street. On the cover of "Le Petit Journal" issued in August, 1901, there was a picture of him reaching for a rope that rescuers had thrown down from the roof. The report states that he scrambled up it, to the relief of the onlookers.

Some men would have given up. But not Alberto Santos-Dumont.

A few weeks later he tried again; this time in airship no. 6. The course was from Saint Cloud, round the Eiffel Tower and back to Saint Cloud. It had to be completed in less than half an hour. This Santos-Dumont did. However, the officials refused to hand over the 100,000 francs because, they claimed, the guide rope hadn't been secured before the time limit had expired.

There was an uproar from the newspapers and members of the public. Eventually, two weeks after the event, the committee relented. They handed over the money, which Santos-Dumont didn't keep. He donated three quarters of it to the poor people of Paris, and the rest to the men who had built the airship.

Nowadays, when we travel by air, we're used to having our luggage weighed. But we'd be surprised if we were asked to step onto the scales. Yet in January, 1903, Alberto Santos-Dumont stated that passengers on his airship no. 10, which was then being built, would be charged according to their weight.

On July 23rd, 1906, he unveiled an aeroplane which bore the number 14 bis. Because of its strange appearance people nicknamed it "Canard" (duck). Unfortunately it suffered damage during transit to the airfield, so the test flight was postponed.

On September 13th it took off. After a run of about 489 feet the machine lifted just two feet into the air, and flew for almost 24 feet. Then it crashed! However, no. 14 bis redeemed itself. On October 23rd, Santos-Dumont again flew it. He covered a distance of 197 feet, which was enough to win him a 3,000 francs prize.

No. 14 bis was a biplane powered by a rear mounted 24hp Antoinette engine. The frame was made of pine, covered with fabric. It wasn't pilot friendly. The poor chap had to stand in a wicker basket!

Less than a month later, No. 14 bis, which had had additional hexagonal flaps added to the wings, was in the news again. Several short flights were made; the longest being 325 feet.

But the main achievement in November, 1906 was when "le petit Santos", as he was known in France, attempted to win a 1,500 francs prize offered by the Aéro-club de France to the first pilot to fly 100 metres (328 feet). He flew just under 722 feet, having reached a height of 20 feet, and was carried shoulder high when he emerged from the plane. Aged 33, this Brazilian-born airman was now a household name in France. He was only 5 feet tall, and often wore a soft Panama hat and a high, stiff collar. Then as now, famous people set the fashions; so similar hats became popular in Paris.

By March 27th, 1907, Santos-Dumont was ready to make a flight in his latest machine, no.15, at Saint-Cyr. Its engine was above the pilot's head, with the rudder behind the engine. The aircraft began to taxi; but before take-off speed was reached, a wing scraped the ground and broke.

Eight days later, again at Saint-Cyr, Santos-Dumont attempted another flight, but this time in his old aeroplane, no.14 bis. The result disappointed him. He achieved a distance of 164 feet in contrast to Charles Voisin's flight of 197 feet a few days previously.

On November 16th, 1907, the Brazilian flew his latest machine, the Demoiselle no. 19 at Bagatelle, France. This was a plane with a difference. Not only was it claimed to be the lightest aeroplane ever to fly, but it was also reported to be the smallest. Complete with the airman on board, the monoplane weighed only 234 pounds. Bamboo and silk were liberally used in its construction, and it had a 20hp engine. The plane reached a height of 20 feet, and the distance flown was 656 feet.

On April 30th, 1910, it was announced that Santos-Dumont had retired from flying because he was suffering from multiple sclerosis.

In 1928 he returned to his native Brazil by ship; and six high society Brazilians flew out to meet the liner before it reached harbour. Then tragedy struck. The triple-engined Junkers G24 in which they were flying, banked, and caught a wing tip in the sea. The plane disintegrated, killing the reception party. All celebrations were cancelled at Santos-Dumont's request.

The ending to his life story is also sad. In July, 1932, ill with multiple sclerosis and defeated by depression, this brilliant inventor, engineer and aviator committed suicide by hanging.

Leslie Scheftsik

# A WINTER HOLIDAY TO EXPERIENCE THE TREASURES OF ANCIENT EGYPT AND THE NILE

By Alan Tempest

Egypt has always had an awesome fascination for me. From my days at school when we read tattered old books which told us of its ancient history, and about those thousands of years before the dawn of a European civilisation, remembering that Egypt had developed the arithmetic and the engineers to build the Pyramids, Sphinx etc., and also to erect huge monuments to its ancient kings and queens.

But with our winter sunshine holiday with Hayes and Jarvis, we were to see all of this and much more in a country of many contrasts of noise, smells, heat and dust but above all the opposites of old and new.

So it was, last February, when snow and ice were a problem for all in the U.K., we boarded a Monarch Airline's 757 very early morning flight (M-MONC) at Manchester, for a fortnight of awe and bewilderment.

Our holiday booking itinerary was altered and our flight became a "shuttle". We arrived at Gatwick to be told that a change of plan meant we had to board another Monarch flight direct to Hurghada (our Egyptian holiday resort on the Red Sea).

Because of congestion at Gatwick both in the air and on the ground, we went into the "stack" and circled the field for fifteen minutes. As the 757 started making its approach the surrounding countryside looked to be a white blanket and we landed in very icy conditions. Aircraft were nose-to-tail and the airport appeared to be in confusion, consequently we had to walk on sheet ice to the "arrivals".

Our departure was delayed from Gatwick as "riggers" sprayed the mainplanes with de-icer. (It reminded me of the time I helped out on the de-icing of a Halifax bomber. Sliding and groping around on trestles and steps in arctic conditions with the aircrew telling us to "get a move on", was not a job I enjoyed. And I remember grumbling, and some wag stating it had been easier on a Meteor!!).

Once a small fishing village, Hurghada, is situated on the western bank of the Red Sea. Desert sandy beaches are lapped by what appeared one of the cleanest and most unpolluted seas I have ever seen, and around are jagged mountains rising from the vast sandy plateau.

A good place to relax and soak up the sun, we were told, of this fast developing resort, but not a lot to do outside of the town.

But with Hurghada's position half-way between Luxor and Cairo it gave us the opportunity to see these most fascinating cities and to see for ourselves all the wonders I had read about, all those many years ago in tatty old school books.

The Red Sea is astonishingly "blue" and warm and is known as one of the best areas in the world for diving. Its unbelievable clear coral waters, attract thousands of tourists to its many scuba schools which abound the area of Hurghada, but to relax and watch the small fishing boats and the millionaires' vast, sumptuous crafts, drifting around, with nubile, skimpy-clad women of all colours and race, walking about these big boats laughing and joking with their companions, having what appeared to be endless parties, was to be our fascination and solace (and envy), as we sat and relaxed for the first few days.



Our first excursion was to Luxor, and for £56 must have represented the best 2-day holiday break value ever. But, the problem with any excursion in Egypt, as we found out, is the very early starts. So at 5.30 a.m. we departed on our 6-hour drive across a very barren desert landscape. Burnt out vehicles and the odd "Check-point Charlies", were our only sights as we made our way slowly through the desert sands towards a bleak-looking mountain range. Even in our partially air-conditioned bus, we were beginning to suffer from the heat. The driver kept apologising and promised us better things to come.

Talk of the dangerous "Fundamental Extremists" and the like, didn't help as the coach left the mountain road to follow a railway line for many miles. The coach temperature was uncomfortable and someone got excited at a mirage ahead which appeared to be a watering-hole. Cheers from the exhausted party; we stopped at an "oasis" for a welcome break.

And this was really our first shock at the contrasting ways of life of the local peasant folk. Coffee and tea was to be had in a modern building, with clean toilets and excellent English-speaking staff, but not 25-yards away, children played at the roadside in bare feet, abounded by flth, with camels, donkeys and wild dogs everywhere.

As one viewed the scene of these nomadic people, dressed as they would have been at the time of Christ, in their obligatory "galabiyas" and white turbans, it was our first insight into the Egyptian cultural contrast of life.

We later entered Luxor and the modern world started to appear. The donkey and ass, laden high with their owner's worldly goods, gave way to the lorry and motor-car. Our arduous drive had ended, we weary travellers departed the bus at the sumptuous Luxor Hilton to be greeted by a red carpet and musicians, marble hallways, air-conditioning and a room overlooking the timeless Nile in all its glory.

Literature abounded, telling the traveller of Luxor's history and its part of the ancient capital of Thebes and the focal point of Egypt's major historical sites including the Valley of the Kings and the very impressive Karnak Temple, in all its splendour and mystery.

We sat and relaxed and watched the busy 4,000 mile river, with the many cruise boats coming and going, and the shuffling "Faluccas" (wooden river crafts with a single, curling sail of white coarse cotton), plying their trade. After a "wash and brush-up" we were out into the heat and taken by a Cairo University professor for a "city" tour and then to the Karnak Temple.

How one tries to describe these monoliths of ancient stone, is, I'm afraid beyond my amateur writing capabilities. Huge columns and pillars with monstrous blocks straddling the tops, rows and rows of intricately carved stone edifices are everywhere for the bemused, innocent tourist. How did they build them?

Later, as we showered in opulent surroundings, and later dined to the sound of a 4-piece group playing "Western" music, one could not help wondering about that expression, "the haves and have-nots."

Early the following morning, before the sun appeared over the mountains, we set off for what someone said is the world's richest graveyard. From our Luxor hotel we crossed, with hundreds of other tourists, in "dodgy" buses, which looked and sounded as if they had been around at the time of the ancient pharaohs, to explore just two of Egypt's 62 tombs in the Valley of the Kings. The fascinating deep galleries of colourful reliefs and hieroglyphics, but where the gold and

jewels were plundered many years ago, tell the stories of the gods and pharaohs of early times.

It was getting very, very hot as we walked the Mars-like vastness of the tombs. My lasting memory of all this was to be able to touch hieroglyphics placed in a tomb "5,000 YEARS BEFORE CHRIST!!!!!"

Our lunch on this day was to be taken on a "Falucca" as we sailed the fast-flowing waters of the Nile. The Hilton Hotel chefs brought the food on board and as they barbecued our steaks and organised the dinner, the "captain" started the engine and we sailed a few miles upstream. And then as we finished the meal with fresh fruit and "ice-cream" the engine was cut and we floated down a busy Nile with only a rough white-cotton sail and an oar for a rudder. A captivating experience.

A 5 pm round-up in the palatial marble foyer of the Hilton, and then we were aboard our "bus" for another crossing of deserts and mountains, this time in a convoy with police escort. Whispers and counter-whispers abounded as the multi-national tourists wanted to know why. Extremists! Extremists! a policeman said waving his arms. And then we were off at speeds these buses were not made for. As the convoy slowed down from time to time for flocks of goats and donkeys, the wailing from the mosques could be heard as dusk was starting to fall. The return journey to Hurghada was uneventful and we were back very late that night.

After spending a few more days relaxing in the warm Hurghada sun, the local rep said it was decision time if we wanted to visit Cairo . . . the coastal road to Cairo was much better with many small settlements and hotels which reminded me of the coastlines of Spain or Tenerife of thirty years ago. Watching the countless ships negotiating the busy Suez Canal was interesting. . . then a loud bang had everyone jumping. "Extremists," someone shouted. . . but the bus driver seemed unperturbed as he pointed to a blasting gang making a new road. Phew!!

The hot and swarming capital of Cairo was to be another "eye-opener". It is a city where East meets West; and a sightseer's delight. The warm and teeming streets and bazaars are more fascinating than any film or book could tell. There are hundreds of mosques with wonderful Islamic architecture. We were to visit the Cairo Citadel and the Mosque of Sultan Hassan, also viewing the City of the Dead, where because of overcrowding, masses of people live in and around a huge cemetery!!

Before our tour continued we were taken to the Forte Grand, another opulent hotel, for our two-day stay. Being just outside of the city, we were very near the imposing Sphinx and the magnificent Pyramids of Giza.

To enter one of the Pyramids with all its stench and crampedness will be a lasting memory (no wonder early archeologists died in their explorations) and also the now sandstone Pyramids that were once covered in alabaster and marble, but since removed by kings and sultans for the building of mosques and palaces. The early evening sun became a magical-colourful back-drop for our last call----to see the now decaying Sphinx.

Next day we visited the Cairo Museum and to wonder at the amazing treasures of "Boy King" Tutankhamun and treasure of thousands of years of Egyptian civilisation. After a meal taken at the side of the murky Nile we finished our Cairo visit in a bazaar surrounded by wailing minarets and "over-eager" stallholders.

The end of a visit to a city of unbelievable enchantment culminated as we headed out of Cairo in darkness into a desert that was black and very uninviting. Checks were more numerous by the military on this journey, but the late arrival at tranquil Hurghada was a relief!

# LEEDS BRADFORD INTERNATIONAL AIRPORT

## HOLIDAY FLIGHTS - WINTER 1997/8

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
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### Monday

0635	SDQ	BY469B	767-200	Y274	0745	LGW	BY990F	23/03	TH
0740	STN	AIH4161P	A320	Y180	0825	LCA	AIH4161	08/12-22/12	AT
0700	MAN	BY991F	757-200	Y235	0830	LPA	BY232A	03/11-27/04	TH
1215	LPA	AEA260	737-300	Y144	1305	LPA	AEA259	03/11-27/04	AT/FC/SW
1810	LPA	BY232B	757-200	Y235	-	-	-	03/11/27/04	TH
1920	LCA	AIH4162	A320	Y180	2005	STN	AIH4162P	15/12-29/12	AT

### Tuesday

-	-	-	757-200	Y235	0715	ALC	BY443A	04/11-28/04	TH
0920	PMI	FUA116	737-400	Y170	1020	PMI	FUA117	04/11-25/11 & 07/04-28/04	FC
0955	MLA	KM4208	737-200	Y129	1040	MLA	KM4209	04/11-28/04	TH
1200	TFS	AEA250	757-200	Y219	1250	TFS	AEA251	04/11-28/04	AT/CS/FC
2145	ALC	BY443B	757-200	Y235	-	-	-	04/11/28/04	TH

### Wednesday

-	-	-	757-200	Y235	0815	ACE	BY045A	05/11-29/04	TH
1745	ACE	BY045B	757-200	Y235	-	-	-	05/11-29/04	TH

### Thursday

-	-	-	757-200	Y235	0700	AGP	BY466A	06/11-30/04	TH
1310	ACE	AEA252	737-300	Y144	1400	ACE	AEA253	06/11-30/04	AT/CS/FC/SW
1340	AGP	BY466B	757-200	Y235	1510	ALC	BY431A	06/11-30/04	TH
2130	ALC	BY431B	757-200	Y235	-	-	-	06/11-30/04	TH

### Friday

-	-	-	757-200	Y235	0645	PMI	BY068A	07/11-24/04	TH
1250	PMI	BY068B	757-200	Y235	1400	TFS	BY411A	07/11-24/04	TH
1500	TFS	AEA225	737-300	Y148	1600	TFS	AEA226	07/11-24/04	AT/CS/FC/SW
2340	TFS	BY411B	757-200	Y235	-	-	-	07/11-24/04	TH

### Saturday

-	-	-	757-200	Y235	0630	MAN	BY991F	08/11-25/04	-
1400	SZG	BD7064	F100	Y106	1530	SZG	BD7063	20/12-21/03	CR
1420	ALC	AIH360	757-200	Y233	1535	ALC	AIH359	01/11-22/11, 20/12-03/01, & 07/02-25/04	AT/CS
1435	PMI	AEA243	737-300	Y144	1525	PMI	AEA244	21/03-25/04	AT

### Sunday

0715	LGW	BY990F	767-200	Y273	0845	SNN SDQ	BY469A	08/03	TH
1100	AGP	FV1608	737-300	Y148	1145	AGP	FV1609	02/11-23/11, 21/12-04/01, & 15/02-26/04	AV
1420	AGP	AIH366	A320	Y180	1530	AGP	AIH365	02/11-23/11, 21/12-04/01, & 15/02-26/04	AT/CS/FC/SW

#### Destination Codes

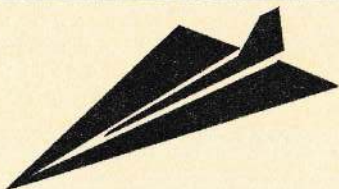
ACE - Arrecife	SDQ - Santa Domingo
AGP - Malaga	SNN - Shannon
ALC - Alicante	STN - Stansted
LCA - Larnaca	SZG - Salzburg
LPA - Las Palmas	TFS - Tenerife
MLA - Malta	
PMI - Palma	

#### Airline Codes

AEA - Air Europa
AIH - Airtours
BD - British Midland
BY - Britannia
FUA - Futura
KM - Air Malta

#### Tour Operator Codes

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CS - Cosmos
FC - First Choice
SW - Sunworld
TH - Thomson



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