



**AIRBUS A320 E1-TLJ WAS A REGULAR
AT L.B.A. SUMMER 1998**

VOL. 24

NOVEMBER 98

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MR.A.EDWARDS, MR.G.WARD.**CHAIRMAN'S CHAT**

I have just heard that a north-east based aviation society is in difficulty due to the lack of interest by its members.I do not wish to see a similar situation arising with Air Yorkshire. Trips were a prime example of membership apathy. Following members' suggestions several trips were arranged but then had to be cancelled due to lack of support. Unless members support the society's activities such as attending meetings, entering competitions, offering to help with the organisation and running of the society, then the society will slowly decline.

Our next meeting (December 6th) will be our Christmas fuction as usual. I am asking members to support the event by :-

1. entering the photo competitions(print and slide) -entries to the Secretary at least two weeks before the event (entries need not be recent, but should not have been entered before)
- 2 entering the model competition (aircraft, not human !) - entries on the day
3. donate a prize for the raffle
- 4 bringing along on the day food for the buffet.

David Bates has produced a video quiz- so brush up your recognition skills !

The magazine is now being printed rather than photocopied. This, we hope, will improve the quality and reproduction, especially photographs. However, the most important factor is the quality of the original, either print or photographic. Please make sure your originals are as good a quality as possible before you submit them for publication.

Finally, I apologize for the fact that for the past few months my little chat seems to be nothing but grumbles and moans - but I do have the society's best interests at heart and am anxious to see its continuing growth and success.

MEETINGS. (starting at 14.30)

Sunday, 6th December, Christmas Party.

1999

January 10th - subject to be arranged but please note this is the SECOND SUNDAY in order for you to recover from the Christmas and New Year festivities !

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker

Leeds/Bradford Movements

September 1998

01 Tuesday

EI-TLH Airbus 320	0459	EI-FKE Fokker 50	0854
G-MAJC Jetstream 41	0937	G-JEAE Friendship	0948
G-MAJE Jetstream 41	0956	G-OLAH Short 360	1006
G-OBMZ Boeing 737 500	1011	EI-CDB Boeing 737	1023
G-GNTG SAAB 340	1028	C-GTSV Boeing 757	1033
PH-SDU DHC-8	1037	G-BVTE Fokker 70	1048
ZG993 Islander AL.1	1110	G-UKFC Fokker 100	1240
G-OBMZ Boeing 737 500	1321	G-OBLC B76 Duchess	1339
EI-TLH Airbus 320	1400	G-MAJE Jetstream 41	1404
G-JEAE Friendship	1514	G-BVKE Boeing 737 500	1532
PH-SDU DHC-8	1536	G-GNTG SAAB 340	1614
G-BVTE Fokker 70	1640	G-MAJE Jetstream 41	1709
G-UKFC Fokker 100	1717	G-GNTH SAAB 340	1723
G-MAJC Jetstream 41	1728	EI-CDB Boeing 737	1753
G-JEAE Friendship	1827	G-BVKE Boeing 737 500	1830
G-OLAH Short 360	1832	C-GTDC Airbus 320	1840
EI-FKD Fokker 70	1911	DD-DJK Avro 146 RJ85	1924
G-MAJC Jetstream 41	2009	G-GNTH SAAB 340	2030
G-UKFC Fokker 100	2041	G-MAJE Jetstream 41	2044
G-BVTE Fokker 70	2049	EI-TLH Airbus 320	2115
G-JEAE Friendship	2136	G-BVKE Boeing 737 500	2138
00-DJS Avro 146 RJ85	2231		

02 Wednesday

G-OLAH Short 360	0224	G-BVZE Boeing 737 500	1013
EI-FKA Fokker 50	1030	G-UKFC Fokker 100	1032
SB-DBD Airbus 320	1039	N459LJ Lear Jet 45	1043
PH-SDP DHC-8	1050	EI-CJD Boeing 737	1052
PH-VCM Cessna 421C	1055 1522	G-MAJE Jetstream 41	1102
G-OLAH Short 360	1115	G-BVTE Fokker 70	1119
G-IJYS Jetstream 31	1136	VP-CSN Citation V	1139 1730
G-MAJC Jetstream 41	1151	G-GNTH SAAB 340	1204
G-JEAE Friendship	1220	G-BVZE Boeing 737 500	1316
G-NOTE PA-28 Archer III	1348	G-MAJE Jetstream 41	1404
G-UKFC Fokker 100	1431	G-EMRD HS 748	1453
PH-SDP DHC-8	1512	G-JEAE Friendship	1519
G-OBMG Boeing 737 400	1537	ZG847 Islander AL.1	1558
G-GNTH SAAB 340	1604	G-BVTE Fokker 70	1641
G-MAJE Jetstream 41	1702	G-MAJC Jetstream 41	1718
EI-CJH Boeing 737	1744	G-JEAE Friendship	1823
G-EMRD HS 748	1838	G-OBMG Boeing 737 400	1845
G-GNTH SAAB 340	1857	00-DJX Avro 146 RJ85	1912
EI-TLH Airbus 320	1920	EI-FKF Fokker 50	1923
G-UKFC Fokker 100	1956	G-MAJC Jetstream 41	2005
G-MAJE Jetstream 41	2047	G-BVTE Fokker 70	2052
G-JEAE Friendship	2137	G-GNTH SAAB 340	2158
G-BVZE Boeing 737 500	2205	00-DJR Avro 146 RJ85	2225

03 Thursday

G-DLAH Short 360	0231	EI-TLH Airbus 320	0533
N459LJ Lear Jet 45	0810	VP-CSN Citation V	0816
HB-VLR Lear Jet 31A	0840 1645	EI-FKK Fokker 50	0851
G-MAJE Jetstream 41	0924	G-BVZE Boeing 737 500	0926
G-MAJC Jetstream 41	0947	G-UKFC Fokker 100	0950
G-DLAH Short 360	1003	G-ICFR BAe 125 800B	1014
G-GNTH SAAB 340	1022	EI-CJE Boeing 737	1026
PH-SDT DHC-8	1028	G-JEAH Friendship	1043
G-BVTE Fokker 70	1102	G-BVZE Boeing 737 500	1220
EI-TLH Airbus 320	1258	G-JSJK Airbus 321	1322
G-ODOW Boeing 757	1326	D-AELE Friendship 600	1340
EC-FYF Boeing 737 300	1347	G-UKFC Fokker 100	1401
G-MAJC Jetstream 41	1406	G-GNTH SAAB 340	1418
G-ZAPD Short 360	1453	G-JEAH Friendship	1501
DU-111 AS365 Dauphin	1502	PH-SDU DHC-8	1527
G-OBMF Boeing 737 400	1549	EC-GRX Boeing 737 400	1628
G-BVTE Fokker 70	1644	G-MAJC Jetstream 41	1707
G-MAJE Jetstream 41	1719	G-GNTH SAAB 340	1725
EI-CJE Boeing 737	1740	G-IJYS Jetstream 31	1753
G-JEAH Friendship	1836	G-ZAPD Short 360	1847
OD-DJY Avro 146 RJ85	1906	G-OBMZ Boeing 737 500	1913
EI-FKB Fokker 50	1928	G-UKFC Fokker 100	1949
G-MAJE Jetstream 41	2014	G-GNTH SAAB 340	2023
G-MAJC Jetstream 41	2039	G-BVTE Fokker 70	2044
D-CINA King Air 350	2048	EI-TLH Airbus 320	2126
G-JEAH Friendship	2130	G-OBMZ Boeing 737 500	2217
OD-DJD Avro 146 RJ85	2234		

04 Friday

G-JSJK Airbus 321	0149	D-AELE Friendship 600	0204 0311
G-DASI Short 360	0209	EI-TLH Airbus 320	0509
EI-FKB Fokker 50	0851	VP-CKM Citation V	0853
G-MAJE Jetstream 41	0931	G-GNTH SAAB 340	0942
G-JEAH Friendship	0950	ZG993 Islander AL.1	0952
G-OBMZ Boeing 737 500	0958	G-DASI Short 360	1005
G-UKFH Fokker 100	1009	PH-SDT DHC-8	1028
EI-COX Boeing 737	1037	G-MAJC Jetstream 41	1042
G-BVTE Fokker 70	1137	G-JEAH Friendship	1204
G-OBMZ Boeing 737 500	1255	G-BXTA Airbus 321	1307
G-MAJE Jetstream 41	1402	G-GNTH SAAB 340	1408
G-UKFH Fokker 100	1444	EI-TLH Airbus 320	1456
N459LJ Lear Jet 45	1502 1747	G-JEAH Friendship	1515
G-OBMZ Boeing 737 500	1553	PH-SDT DHC-8	1558
EI-CNX Boeing 737	1628	G-BVTE Fokker 70	1644
G-MAJE Jetstream 41	1702	G-MAJC Jetstream 41	1713
G-GNTH SAAB 340	1726	G-OBMJ Boeing 737 300	1825
G-DASI Short 360	1836	G-JEAH Friendship	1840
EI-COX Boeing 737	1843	OD-DJS Avro 146 RJ85	1904
EI-FKE Fokker 50	1936	G-UKFH Fokker 100	1957
G-GNTH SAAB 340	2026	G-MAJE Jetstream 41	2030
G-BVTE Fokker 70	2051	G-MAJC Jetstream 41	2055
G-JSJK Airbus 321	2058	G-JEAH Friendship	2143
G-BVZL Boeing 737 500	2150	EI-TLH Airbus 320	2212
OD-DJZ Avro 146 RJ85	2228	EC-GLT Airbus 320	2243
EC-GUO Boeing 737 400	2358		

05 Saturday

G-BVJB Fokker 100	0032	G-DLAH Short 360	0222
G-JSJK Airbus 321	0420	EI-TLH Airbus 320	0522
OY-NPD SA227AC Metro 3	0745	EI-FKE Fokker 50	0923

G-BXWF	Fokker 100	0947	G-UKFH	Fokker 100	0958
G-MAJL	Jetstream 41	1012	PH-SDT	DHC-8	1016
EI-CKP	Boeing 737	1022	G-BVTE	Fokker 70	1138
G-UKTN	ATR-72	1140	G-JEAE	Friendship	1157
EI-TLF	Airbus 320	1213	G-OBMX	Boeing 737 500	1328
G-JSXX	Airbus 321	1341	G-UKFH	Fokker 100	1409
G-BVTE	Fokker 70	1431	N797HG	PA-46 Malibu	1444
VP-CKM	Citation V	1638	EC-GHH	DC9 83	1714
G-AZFI	PA-28R Arrow	1730	G-OBMX	Boeing 737 500	1749
G-KKES	TB-20 Trinidad	1801	G-BVTE	Fokker 70	1818
G-MAJE	Jetstream 41	1838	EI-FKE	Fokker 50	1914
G-UKFH	Fokker 100	1943	G-JEAE	Friendship	1951
EC-GEQ	Boeing 737 300	1959	G-OBMX	Boeing 737 500	2036
G-JSXX	Airbus 321	2044	G-GNTH	SAAB 340	2052
EI-TLF	Airbus 320	2056			
06 Sunday					
DY-NPD	SA227AC Metro 3	0004 0039	EC-GOB	Boeing 737 400	0032
EI-TLF	Airbus 320	0655	G-JSXX	Airbus 321	0838
G-BVZE	Boeing 737 500	0947	EI-FKF	Fokker 50	1003
G-UKFH	Fokker 100	1008	G-BVTE	Fokker 70	1015
EC-GUG	Boeing 737 400	1045	N709EL	Beechjet 400	1054 1107
G-UKTM	ATR-72	1138	LZ-MIK	Tupolev TU-154M	1218
G-BVZE	Boeing 737 500	1251	EI-COA	Boeing 737	1304
EI-TLF	Airbus 320	1349	G-UKFH	Fokker 100	1404
PH-SDT	DHC-8	1518	G-BVTE	Fokker 70	1530
G-JEAE	Friendship	1536	G-JSXX	Airbus 321	1624
G-MAJL	Jetstream 41	1719	N709EL	Beechjet 400	1722
G-GNTH	SAAB 340	1725	EI-COA	Boeing 737	1821
G-BVZE	Boeing 737 500	1832	G-JEAE	Friendship	1842
OO-DJP	Avro 146 RJ85	1908	EI-FKD	Fokker 50	1930
G-UKFH	Fokker 100	1952	G-MAJL	Jetstream 41	2033
G-BVTE	Fokker 70	2043	G-GNTH	SAAB 340	2050
G-JEAE	Friendship	2148	G-BVZE	Boeing 737 500	2158
EI-CNX	Boeing 737	2215	OO-DJV	Avro 146 RJ85	2227
G-JSXX	Airbus 321	2346			
07 Monday					
EI-TLF	Airbus 320	0103	G-RVRD	PA-23 Aztec	0415
EI-FKB	Fokker 50	0856	G-DAMT	PA-31 Navajo	0904
G-BVZE	Boeing 737 500	0925	G-MAJE	Jetstream 41	0933
G-GNTH	SAAB 340	0942	G-MAJL	Jetstream 41	0952
G-UKFH	Fokker 100	0954	G-JEAE	Friendship	0958
G-OLAH	Short 360	1005	EI-CJH	Boeing 737	1012
PH-SDU	DHC-8	1021	G-LEAR	Lear Jet 35	1042
G-BVTE	Fokker 70	1104	G-BVZE	Boeing 737 500	1238
G-BMUZ	PA-28 Warrior II	1351	G-MAJL	Jetstream 41	1403
G-UKFH	Fokker 100	1409	G-GNTH	SAAB 340	1412
G-BVZE	Boeing 737 500	1521	PH-SDU	DHC-8	1522
G-JEAE	Friendship	1537	G-BOUE	Cessna 172N	1547 N/res
G-BVTE	Fokker 70	1638	F-GKID	Citation I	1650
G-MAJL	Jetstream 41	1655	EI-TLF	Airbus 320	1724
G-GNTH	SAAB 340	1729	EI-CJH	Boeing 737	1737
G-MAJE	Jetstream 41	1747	G-JEAE	Friendship	1822
G-BVZI	Boeing 737 500	1826	G-TICL	Airbus 320	1830
OO-DJD	Avro 146 RJ85	1901	EI-FKD	Fokker 50	1917
9H-ADI	Boeing 737 400	1922	G-MAJE	Jetstream 41	2016
G-GNTH	SAAB 340	2020	G-UKFH	Fokker 100	2023
G-MAJL	Jetstream 41	2041	G-BVTE	Fokker 70	2944
G-BVZI	Boeing 737 500	2125	G-JEAE	Friendship	2142
OO-DJS	Avro 146 RJ85	2249			

08 Tuesday

EI-TLF Airbus 320	0336
EI-FKD Fokker 50	0847
G-DAMT PA-31 Navajo	0922
G-BVZI Boeing 737 500	0929
C-GTSN Boeing 757	0940
G-JEAE Friendship	0946
G-UKFH Fokker 100	1010
G-BVTE Fokker 70	1102
G-MAJL Jetstream 41	1401
G-GNTH SAAB 340	1414
G-BGXS PA-28 Dakota	1455
PH-SDM DHC-8	1521
G-BVTE Fokker 70	1626
G-MAJL Jetstream 41	1659
G-GNTH SAAB 340	1715
G-BVZI Boeing 737 500	1817
G-JEAE Friendship	1831
00-DJL Avro 146 RJ85	1914
G-UKFH Fokker 100	1957
G-GNTH SAAB 340	2017
G-BVTE Fokker 70	2040
G-JEAE Friendship	2130
00-DJR Avro 146 RJ85	2231

09 Wednesday

G-DLAA Short 360	0226
EI-FKF Fokker 50	0850
G-MAJE Jetstream 41	0933
G-JEAE Friendship	0943
G-DLAA Short 360	0955
N201XJ Mooney M20J	1131
G-BVZI Boeing 737 500	1313
G-GNTH SAAB 340	1409
G-KBAC Short 360	1456
EI-TLF Airbus 320	1600
G-PIAZ PA-31 Navajo	1614
G-BVTE Fokker 70	1627
G-MAJE Jetstream 41	1715
40081 C-21A	1736
G-JEAE Friendship	1829
G-BVZI Boeing 737 500	1917
EI-FKB Fokker 50	1927
G-MAJE Jetstream 41	2014
G-MAJL Jetstream 41	2042
G-JEAE Friendship	2142
00-DJK Avro 146 RJ85	2300

10 Thursday

EI-TLF Airbus 320	0301
G-BMMC Cessna 310Q	0859
G-BVZH Boeing 737 500	0939
G-MAJL Jetstream 41	0947
PH-SDR DHC-8	1019
G-BVTE Fokker 70	1050
G-KNAP PA-28 Warrior II	1111
EI-TLF Airbus 320	1244
G-JSJK Airbus 321	1257
EC-GMY Boeing 737 300	1318
G-UKFR Fokker 100	1402
G-JEAE Friendship	1504

DY-CPW Citation I	0845
EC-FZZ Boeing 737 400	0911
G-MAJE Jetstream 41	0926
G-GNTH SAAB 340	0938
G-MAJL Jetstream 41	0943
EI-CKQ Boeing 737	1007
PH-SDM DHC-8	1030
G-BVZI Boeing 737 500	1251
EI-TLF Airbus 320	1405
G-UKFH Fokker 100	1417
G-JEAE Friendship	1508
G-BVZI Boeing 737 500	1536
VP-CPR Cessna 421C	1645
G-MAJE Jetstream 41	1713
EI-CJH Boeing 737	1808
C-GTDC Airbus 320	1822
G-DLAA Short 360	1836
EI-FKF Fokker 50	1918
G-MAJE Jetstream 41	1958
G-MAJL Jetstream 41	2034
EI-TLF Airbus 320	2121
G-BVZI Boeing 737 500	2133

EI-TLF Airbus 320	0754
G-BVZI Boeing 737 500	0930
G-GNTH SAAB 340	0937
G-MAJL Jetstream 41	0951
PH-SDT DHC-8	1054
G-BVTE Fokker 70	1146
G-MAJL Jetstream 41	1407
G-UKFH Fokker 100	1427
G-JEAE Friendship	1506
PH-SDR DHC-8	1603
G-BVZI Boeing 737 500	1617
G-MAJL Jetstream 41	1700
G-GNTH SAAB 340	1718
EI-CJG Boeing 737	1741
G-KBAC Short 360	1840
00-DJN Avro 146 RJ85	1923
G-UKFH Fokker 100	1949
G-GNTH SAAB 340	2022
G-BVTE Fokker 70	2104
G-BVZH Boeing 737 500	2147

EI-FKB Fokker 50	0840
G-GNTH SAAB 340	0936
G-JEAE Friendship	0944
G-UKFR Fokker 100	1008
EI-CKQ Boeing 737	1021
G-JEAE Friendship	1056
N900SJ Falcon 900	1222
G-BVZH Boeing 737 500	1254
G-ODDW Boeing 757	1310
G-MAJL Jetstream 41	1359
G-GNTH SAAB 340	1411
PH-SDR DHC-8	1514

G-MAJE	Jetstream 41	1522	G-DCEA	Short 360	1531
G-BVZH	Boeing 737 500	1557	EC-GVB	Boeing 737 400	1624
G-BVTE	Fokker 70	1632	G-MAJL	Jetstream 41	1710
G-GNTH	SAAB 340	1723	EI-CKQ	Boeing 737	1744
G-OBMF	Boeing 737 400	1825	G-JEAH	Friendship	1831
G-DCEA	Short 360	1840	OO-DJW	Avro 146 RJ85	1913
EI-FKF	Fokker 50	1925	G-UKFR	Fokker 100	1953
G-MAJE	Jetstream 41	1958	G-GNTH	SAAB 340	2026
G-MAJL	Jetstream 41	2045	EI-TLF	Airbus 320	2049
G-BVTE	Fokker 70	2057	G-DZRH	BAe 146 200	2139
G-JEAH	Friendship	2148	G-BVKK	Boeing 737 500	2150
OO-DJT	Avro 146 RJ85	2232			
11 Friday					
G-JSJX	Airbus 321	0136	G-KBAC	Short 360	0216
EI-TLF	Airbus 320	0436	EI-FKF	Fokker 50	0844
G-MAJE	Jetstream 41	0911	G-BVKK	Boeing 737 500	0930
G-GNTH	SAAB 340	0933	G-JEAH	Friendship	0939
G-MAJL	Jetstream 41	0943	G-KBAC	Short 360	0948
G-UKFR	Fokker 100	0953	EI-CJI	Boeing 737	1020
PH-SDT	DHC-8	1029	G-BVTE	Fokker 70	1053
G-BKTY	TB-10 Tobago	1131	G-JEAE	Friendship	1156
G-BCKV	Cessna FRA150L	1206	G-LOFT	Citation I	1211
G-BVKK	Boeing 737 500	1224	G-ORJB	Citation I	1233
G-BXTA	Airbus 321	1256	G-MAJL	Jetstream 41	1403
G-UKFR	Fokker 70	1407	EI-TLF	Airbus 320	1415
G-GNTH	SAAB 340	1418	G-BAVZ	PA-23 Aztec	1428
G-JEAE	Friendship	1506	G-BVZI	Boeing 737 500	1519
PH-SDM	DHC-8	1537	Z6993	Islander AL.1	1608
G-BVTE	Fokker 100	1620	EI-CJB	Boeing 737	1625
G-MAJE	Jetstream 41	1706	G-MAJL	Jetstream 41	1713
G-GNTH	SAAB 340	1722	EI-CJI	Boeing 737	1805
G-BVZI	Boeing 737 500	1830	G-KBAC	Short 360	1845
OO-DJN	Avro 146 RJ85	1906	G-JEAE	Friendship	1913
EI-FKC	Fokker 50	1932	G-HUBB	P68B Victor	2000 2043
G-UKFR	Fokker 100	2004	G-MAJE	Jetstream 41	2007
G-GNTH	SAAB 340	2023	G-BVTE	Fokker 70	2037
G-MAJL	Jetstream 41	2040	G-JSJX	Airbus 321	2130
G-BVZI	Boeing 737 500	2139	G-BVJB	Fokker 100	2142
EI-TLF	Airbus 320	2150	G-JEAE	Friendship	2210
OO-DJR	Avro 146 RJ85	2244	EC-SLT	Airbus 320	2318
12 Saturday					
EC-GNU	Boeing 737 300	0009	G-DASI	Short 360	0226
G-JSJX	Airbus 321	0444	EI-TLF	Airbus 320	0526
EI-FKC	Fokker 50	0848	G-OBMX	Boeing 737 500	0931
G-BXWE	Fokker 100	0948	G-UKFR	Fokker 100	0953
G-MAJH	Jetstream 41	1009	EI-CNW	Boeing 737	1023
PH-SDT	DHC-8	1026	G-BVTE	Fokker 70	1113
G-BOZP	876 Duchess	1237	N407FD	SIAI SF2600	1237
EI-TLF	Airbus 320	1249	G-OBMX	Boeing 737 500	1251
G-UKFR	Fokker 100	1403	G-JSJX	Airbus 321	1405
G-OBMX	Boeing 737 500	1645	EC-GCV	DC9 82	1741
G-GNTJ	SAAB 340	1801	G-DZRH	BAe 146 200	1911 2037
EC-GFU	Boeing 737 300	1919	EI-FKC	Fokker 50	1922
G-UKFR	Fokker 100	1938	G-JEAE	Friendship	2009
G-BVZF	Boeing 737 500	2049	G-GNTH	SAAB 340	2054
G-JSJX	Airbus 321	2111	G-DOOZ	Twin Squirrel	2229
13 Sunday					
EC-GDB	Boeing 737 400	0038	EI-TLF	Airbus 320	0428
G-JSJX	Airbus 320	0814	EI-FKF	Fokker 50	0848

G-BILU Cessna 177RG	0851	N709EL Beechjet 400	0912 0938
G-BVZF Boeing 737 500	0926	LZ-MIG Tupolev TU-154M	0951
G-UKFR Fokker 100	0954	VP-CED Eurocopter 135T1	1014
G-BVTF Fokker 70	1041	EC-GUG Boeing 737 400	1054
G-AYEF PA-28 Cherokee	1102	G-BAVZ PA-23 Aztec	1159
G-LOVA Jetstream 31	1208	EI-TLF Airbus 320	1215
G-BVZF Boeing 737 500	1246	EI-CJF Boeing 737	1248
G-RVRD PA-23 Aztec	1344	CS-TNA Airbus 320	1358 1503
G-UKFR Fokker 100	1408	G-OBLC B76 Duchess	1430
G-BSDO Cessna 152	1433	G-RVRC PA-23 Aztec	1459
G-JEAE Friendship	1508	PH-SDU DHC-8	1524
G-BVTE Fokker 70	1542	G-BYAS Boeing 757	1601
G-TSGJ PA-28 Archer II	1605	G-JSJK Airbus 321	1627
G-MAJL Jetstream 41	1716	G-GNTJ SAAB 340	1729
EI-CJF Boeing 737	1737	G-JEAE Friendship	1819
G-BVZI Boeing 737 500	1822	G-DAKJ Jetstream 31	1827
G-MAJE Jetstream 41	1900	OO-DJP Avro 146 RJ85	1918
EI-FKB Fokker 50	1920	G-UKFR Fokker 100	1956
G-MAJL Jetstream 41	2028	G-GNTJ SAAB 340	2047
G-BVTE Fokker 70	2059	EI-DKP Boeing 737	2115
G-DASI Short 360	2129	G-JEAE Friendship	2133
G-BVZI Boeing 737 500	2142	G-BYAS Boeing 757	2226
OO-DJW Avro 146 RJ85	2253	G-JSJK Airbus 321	2332
14 Monday			
EI-TLF Airbus 320	0034	EI-FKF Fokker 50	0854
VP-CTF Citation II	0903	G-MAJE Jetstream 41	0923
G-BVZI Boeing 737 500	0934	G-GNTJ SAAB 340	0942
G-JEAE Friendship	0944	G-DASI Short 360	0952
G-MAJL Jetstream 41	0955	G-HMES PA-28 Warrior II	0959
EI-CKQ Boeing 737	1012	G-UKFR Fokker 100	1016
N2209C PA-31T Cheyenne	1021	PH-SDU DHC-8	1029
G-BVTE Fokker 70	1049	G-BIHE Cessna FA152	1246
G-BVZI Boeing 737 500	1257	XZ651 Lynx AH.7	1353
G-MAJL Jetstream 41	1405	G-UKFR Fokker 100	1427
G-BRXZ Robinson R22B	1427	N459LJ Lear Jet 45	1434
G-NSHR Robinson R22B	1436	G-JEAG Friendship	1504
G-BVKC Boeing 737 500	1525	G-LOVA Jetstream 31	1542
G-SACR PA-28 Cadet	1602	PH-SDT DHC-8	1623
G-BVTE Fokker 70	1639	G-MAJL Jetstream 41	1703
G-MAJE Jetstream 41	1707	G-GNTJ SAAB 340	1719
EI-CKQ Boeing 737	1750	G-BVKC Boeing 737 500	1833
G-DASI Short 360	1839	G-COEZ Airbus 320	1855
G-JEAG Friendship	1859	OO-DJX Avro 146 RJ85	1913
EI-FKB Fokker 50	1915	VP-CTF Citation II	1929
EI-TLF Airbus 320	1946	G-MAJE Jetstream 41	1958
G-GNTJ SAAB 340	2018	G-MAJL Jetstream 41	2028
G-BVTE Fokker 70	2042	G-UKFR Fokker 100	2112
G-JEAG Friendship	2140	G-BVJB Boeing 737 500	2202
OO-DJK Avro 146 RJ85	2230		
15 Tuesday			
G-DASI Short 360	0113	EI-TLF Airbus 320	0705
OY-CPW Citation I	0808 1757	N26634 PA-24 Comanche	0825
EI-FKF Fokker 50	0850	G-MAJE Jetstream 41	0927
EC-GHD Boeing 737 300	0931	G-BVKB Boeing 737 500	0933
C-GTSN Boeing 757	0938	G-GNTJ SAAB 340	0942
G-MAJL Jetstream 41	0945	G-JEAG Friendship	0950
G-UKFR Fokker 100	0954	G-DASI Short 360	1003
EI-CNZ Boeing 737	1005	PH-SDT DHC-8	1037
G-BLST Cessna 421C	1046	G-BVTE Fokker 70	1101

G-BLTT	T67B Firefly	1244	G-BVKB	Boeing 737 500	1300
EI-TLF	Airbus 320	1341	G-MAJL	Jetstream 41	1358
G-GNTJ	SAAB 340	1425	G-POAH	Sikorsky S-76B	1458
G-JEAE	Friendship	1509	PH-SDR	DHC-8	1514
G-BVZH	Boeing 737 500	1525	G-UKFR	Fokker 100	1532
G-MAJL	Jetstream 41	1700	G-MAJE	Jetstream 41	1716
G-GNTJ	SAAB 340	1724	G-KKES	TB-20 Trinidad	1737
G-BVTE	Fokker 70	1741	EI-CNZ	Boeing 737	1744
G-BVZH	Boeing 737 500	1827	G-DASI	Short 360	1829
G-JEAE	Friendship	1832	OO-DJX	Avro 146 RJ85	1913
EI-FKA	Fokker 50	1917	G-MAJE	Jetstream 41	2006
G-GNTJ	SAAB 340	2009	G-GTDC	Airbus 320	2025
G-MAJL	Jetstream 41	2029	G-BVTE	Fokker 70	2118
EI-TLF	Airbus 320	2133	G-JEAE	Friendship	2138
G-BVZI	Boeing 737 500	2143	OO-DJT	Avro 146 RJ85	2245
CS-TNA	Airbus 320	2258			
16 Wednesday					
G-DASI	Short 360	0209	G-BAVZ	PA-28 Aztec	0825
EI-FKA	Fokker 50	0847	G-BOFE	PA-34 Seneca	0916
EI-TLF	Airbus 320	0930	G-MAJL	Jetstream 41	0935
G-BVZI	Boeing 737 500	0938	G-MAJE	Jetstream 41	0944
G-GNTJ	SAAB 340	0946	G-JEAE	Friendship	0951
G-UKFR	Fokker 100	0959	EI-CJD	Boeing 737	1005
SB-DBB	Airbus 320	1008	G-DASI	Short 360	1011
G-BVTE	Fokker 70	1043	PH-SDR	DHC-8	1049
G-EMRD	HS 748	1058	G-BVZI	Boeing 737 500	1312
D-CBRC	Lear Jet 35A	1357	G-MAJE	Jetstream 41	1401
G-GNTJ	SAAB 340	1432	G-JEAG	Friendship	1503
PH-SDP	DHC-8	1532	G-OBMX	Boeing 737 500	1536
G-UKFL	Fokker 100	1616	EI-TLF	Airbus 320	1626
G-BVTE	Fokker 70	1638	G-MAJE	Jetstream 41	1701
G-MAJL	Jetstream 41	1706	G-GNTJ	SAAB 340	1730
EI-CNT	Boeing 737	1734	G-BVZI	Boeing 737 500	1831
G-DASI	Short 360	1832	VP-CSN	Citation V	1835
G-JEAG	Friendship	1837	EI-FKF	Fokker 50	1920
OO-DJS	Avro 146 RJ85	1922	G-MAJL	Jetstream 41	2011
G-UKFL	Fokker 100	2028	G-GNTJ	SAAB 340	2029
G-MAJE	Jetstream 41	2033	G-BVTE	Fokker 100	2036
G-JEAG	Friendship	2135	G-BVZI	Boeing 737 500	2146
OO-DWA	Avro 146 RJ100	2239			
17 Thursday					
G-KBAC	Short 360	0222	EI-TLF	Airbus 320	0312
N459LJ	Lear Jet 45	0758	EI-FKF	Fokker 50	0852
G-MAJL	Jetstream 41	0916	G-JLRW	B76 Duchess	0921
G-BVZI	Boeing 737 500	0929	G-MAJE	Jetstream 41	0939
G-GNTJ	SAAB 340	0941	G-JEAG	Friendship	0946
G-KBAC	Short 360	0950	G-AVUZ	Cherokee Six	0956
G-UKFL	Fokker 100	1001	EI-CKR	Boeing 737	1010
PH-SDP	DHC-8	1026	G-BVTE	Fokker 70	1038
G-DANC	PA-28 Warrior II	1101	G-AZBE	AESL Airtourer	1121
G-ROWL	AA5B Tiger	1207	G-OABR	AG-5B	1214
G-PENN	AA5B Tiger	1217	G-BVZI	Boeing 737 500	1233
G-KNAP	PA-28 Warrior II	1254	EI-TLF	Airbus 320	1302
G-OOOV	Boeing 757	1313	G-JSJX	Airbus 321	1325
EC-FYF	Boeing 737 300	1346	G-UKFL	Fokker 100	1403
G-MAJM	Jetstream 41	1413	G-GNTJ	SAAB 340	1422
XW219	Puma HC.1	1443	XW207	Puma HC.1	1443
ZA936	Puma HC.1	1443	G-JEAE	Friendship	1511
PH-SDM	DHC-8	1519	G-BVZI	Boeing 737 500	1525

N709EL	Beechjet 400	1602
G-BVTE	Fokker 70	1646
G-BFIG	Cessna FR172K	1705
EI-CKR	Boeing 737	1734
G-BVZI	Boeing 737 500	1825
G-JEAE	Friendship	1938
D-CGRC	Lear Jet 35A	1905
OO-DJY	Avro 146 RJ85	1946
G-GNTJ	SAAB 340	2023
G-MAJL	Jetstream 41	2056
EI-TLF	Airbus 320	2120
G-JEAE	Friendship	2143
OO-DJD	Avro 146 RJ85	2228

18 Friday

G-JSJK	Airbus 321	0143
EI-TLF	Airbus 320	0441
G-BVZI	Boeing 737 500	0928
G-GNTJ	SAAB 340	0950
EI-FKE	Fokker 50	0958
G-UKFL	Fokker 100	1010
PH-SDM	DHC-8	1041
G-DANC	PA-28 Warrior II	1102
G-BVZI	Boeing 737 500	1236
G-KBAC	Short 360	1329
G-MAJL	Jetstream 41	1358
G-YIII	Cessna F150L	1413
EI-TLF	Airbus 320	1435
G-SACR	PA-28 Cadet	1534
PH-SDR	DHC-8	1549
G-BVTE	Fokker 70	1646
G-MAJM	Jetstream 41	1713
G-GNTJ	SAAB 340	1724
G-KBAC	Short 360	1834
G-JEAG	Friendship	1858
OO-DJY	Avro 146 RJ85	1915
G-MAJM	Jetstream 41	2004
G-MAJL	Jetstream 41	2027
G-JSJK	Airbus 321	2042
EI-TLF	Airbus 320	2201
G-BVJA	Fokker 100	2211
EO-GLT	Airbus 320	2255

19 Saturday

EO-GGD	Boeing 737 300	0000
G-JSJK	Airbus 321	0414
EI-FKB	Fokker 50	0917
G-BVZI	Boeing 737 500	0947
PH-SDR	DHC-8	1030
G-MAJM	Jetstream 41	1035
G-JEAG	Friendship	1204
G-UKTK	Fokker 100	1220
G-BNDH	PA-28 Warrior II	1241
G-BVZE	Boeing 737 500	1254
G-KNAP	PA-28 Warrior II	1407
G-BVTE	Fokker 70	1447
G-BPHL	PA-28 Warrior II	1624
G-BKVT	PA-23 Aztec	1702
EO-GOU	DC9 83	1740
EO-GEU	Boeing 737 300	1840
G-BVZE	Boeing 737 500	1937

G-EMRD	HS 748	1610
G-MAJM	Jetstream 41	1659
G-MAJL	Jetstream 41	1712
G-GNTJ	SAAB 340	1736
G-KBAC	Short 360	1830
G-BFIG	Cessna FR172K	1841
EI-FKE	Fokker 50	1911
G-UKFL	Fokker 100	2003
G-MAJM	Jetstream 41	2035
G-BVTE	Fokker 70	2056
G-BVZI	Boeing 737 500	2129
G-RVRD	PA-23 Aztec	2153

G-KBAC	Short 360	0209
G-MAJM	Jetstream 41	0913
G-MAJL	Jetstream 41	0947
G-JEAE	Friendship	0952
G-KBAC	Short 360	1002
EI-COA	Boeing 737	1012
G-BVTE	Fokker 70	1053
VP-CPR	Cessna 421C	1218
G-BXKC	Airbus 320	1312
G-OLDB	PA-31 Navajo	1342
G-UKFL	Fokker 100	1408
G-GNTJ	SAAB 340	1427
G-JEAG	Friendship	1510
G-BVZI	Boeing 737 500	1539
N459LJ	Lear Jet 45	1635
G-MAJL	Jetstream 41	1709
EI-CKP	Boeing 737	1720
EI-COA	Boeing 737	1730
G-BVZI	Boeing 737 500	1841
EI-FKB	Fokker 50	1910
G-UKFL	Fokker 100	1953
G-GNTJ	SAAB 340	2020
G-BVTE	Fokker 70	2029
G-BVKC	Boeing 737 500	2146
G-JEAG	Friendship	2203
OO-DJK	Avro 146 RJ85	2225

G-KBAC	Short 360	0220
EI-TLF	Airbus 320	0522
G-BVTG	Fokker 70	0945
G-UKFL	Fokker 100	0953
G-BGAF	Cessna F182D	1033
G-BVTE	Fokker 70	1121
G-DANC	PA-28 Warrior II	1215
EI-TLF	Airbus 320	1235
EI-CKP	Boeing 737	1248
G-JSJK	Airbus 321	1333
G-UKFL	Fokker 100	1413
G-SBTK	Cessna FRA150L	1512
G-BVZE	Boeing 737 500	1655
G-BNGR	PA-38 Tomahawk	1728
G-TSGJ	PA-28 Archer II	1819
EI-FKB	Fokker 50	1918
G-UKFL	Fokker 100	2010

G-JEAG	Friendship	2019	G-DWCG	Bell 222	2022 2045
G-OJAC	Mooney M20J	2046	EI-TLF	Airbus 320	2054
G-GNTJ	SAAB 340	2057	G-JSJX	Airbus 321	2150
20 Sunday					
EC-GNZ	Boeing 727 400	0102	EI-TLF	Airbus 320	0401
G-BVZI	Boeing 737 500	1008	G-UKFL	Fokker 100	1014
G-BVJB	Fokker 100	1023	EC-GUG	Boeing 737 400	1050
LZ-MIL	Tupolay TU-154M	1159	G-WACJ	B76 Duchess	1226
EI-TLF	Airbus 320	1227	G-ARFL	Cessna 175B	1230
EI-CNY	Boeing 737	1239	G-ORVR	P68B Victor	1245
G-BVZI	Boeing 737 500	1319	G-UKFL	Fokker 100	1401
G-99PX	PA-34 Seneca	1428	G-JEAG	Friendship	1527
G-BVTE	Fokker 70	1532	PH-SDR	DHC-8	1544
VP-CPR	Cessna 421C	1621	G-MAJL	Jetstream 41	1712
G-MAJG	Jetstream 41	1736	G-GNTJ	SAAB 340	1739
EI-CNY	Boeing 737	1741	G-BNPF	Cessna 152	1750
G-BSFN	Alouette II	1758	G-JEAG	Friendship	1827
G-BVZI	Boeing 737 500	1856	OO-DJN	Avro 146 RJ85	1900
G-JSJX	Airbus 321	1908	EI-FKE	Fokker 50	1920
G-UKFL	Fokker 100	1957	G-MAJL	Jetstream 41	2027
G-BVTE	Fokker 70	2040	G-GNTJ	SAAB 340	2053
G-JEAG	Friendship	2142	EI-CNT	Boeing 737	2146
G-BVZI	Boeing 737 500	2151	OO-DJX	Avro 146 RJ85	2239
21 Monday					
EI-TLF	Airbus 320	0026	G-JSJX	Airbus 321	0241
G-BVJP	ATR-42	0634	G-UKFL	Fokker 100	1011
G-BVZI	Boeing 737 500	1021	G-GNTJ	SAAB 340	1023
EI-CKP	Boeing 737	1028	G-VVIP	Cessna 421C	1040
G-BVJP	ATR-42	1117	G-ORJB	Citation I	1133
G-BVTE	Fokker 70	1138	G-MAJL	Jetstream 41	1149
G-MAJG	Jetstream 41	1202	G-BODY	Cessna 310R	1209
G-OBMP	Boeing 737 300	1249	G-DMJB	JetRanger	1300
G-BSLM	PA-28 Cherokee	1311	G-MAJL	Jetstream 41	1405
G-BODY	Cessna 310R	1408	G-UKFL	Fokker 100	1410
G-GNTJ	SAAB 340	1422	G-JEAG	Friendship	1511
PH-SDU	DHC-8	1514	G-BVZI	Boeing 737 500	1602
G-DBLC	B76 Duchess	1632	G-BVTE	Fokker 70	1636
G-DEXY	King Air E90	1639	G-MAJL	Jetstream 41	1659
G-MAJG	Jetstream 41	1719	G-GNTJ	SAAB 340	1728
EI-CKP	Boeing 737	1738	G-ORJB	Citation I	1805
G-JEAG	Friendship	1836	G-BNDJ	PA-28 Warrior II	1840
G-CDEZ	Airbus 320	1846	G-BVZI	Boeing 737 500	1902
OO-DJN	Avro 146 RJ85	1912	EI-FKD	Fokker 50	1919
G-UKFL	Fokker 100	1946	G-MAJG	Jetstream 41	2008
G-MAJL	Jetstream 41	2026	G-GNTJ	SAAB 340	2028
G-BVTE	Fokker 70	2058	G-JEAG	Friendship	2136
EI-TLF	Airbus 320	2152	G-BVZI	Boeing 737 500	2209
OO-DJZ	Avro 146 RJ85	2224	EI-FKB	Fokker 50	2230
22 Tuesday					
G-BFLH	PA-34 Seneca	0822	EC-GGO	Boeing 737 300	0850
C-GTSJ	Boeing 757	0949	G-GNTJ	SAAB 340	1001
G-BVZI	Boeing 737 500	1010	G-UKFL	Fokker 100	1013
PH-SDU	DHC-8	1021	G-MAJG	Jetstream 41	1024
G-JEAG	Friendship	1033	EI-FKC	Fokker 50	1036
G-BVTE	Fokker 70	1047	G-MAJL	Jetstream 41	1246
G-PZAZ	PA-31 Navajo	1307	G-BVZI	Boeing 737 500	1337
EI-CJI	Boeing 737	1341	EI-TLF	Airbus 320	1346
G-UKFL	Fokker 100	1357	G-GNTJ	SAAB 340	1413
G-MAJL	Jetstream 41	1506	G-BLZT	Short 360	1509

G-JEAM	Friendship	1512	G-30DY	Cessna 310R	1530
PH-SDP	DHC-8	1532	40112	C-21A	1540
40087	C-21A	1542	G-BVZI	Boeing 737 500	1620
G-BVTE	Fokker 70	1639	G-BODY	Cessna 310R	1701
G-MAJG	Jetstream 41	1726	G-GNTD	SAAB 340	1731
N220SC	PA-31Y Cheyenne	1735	G-MAJL	Jetstream 41	1804
C-BTDC	Airbus 320	1823	G-DBMJ	Boeing 737 300	1843
G-BLZT	Short 360	1848	VP-CHE	Falcon 50	1852
OO-DJD	Avro 146 RJ85	1913	EI-CNT	Boeing 737	1936
EI-FKE	Fokker 50	1945	G-JEAM	Friendship	1949
G-UKFL	Fokker 100	1955	G-MAJG	Jetstream 41	2008
G-GNTD	SAAB 340	2040	G-BVTE	Fokker 70	2043
G-BRUI	PA-44 Seminole	2059	G-MAJL	Jetstream 41	2108
EI-TLF	Airbus 320	2117	G-BVZI	Boeing 737 500	2141
OO-DJS	Avro 146 RJ85	2232	G-JEAM	Friendship	2236
23 Wednesday					
EI-TLF	Airbus 320	0808	EI-FKD	Fokker 50	0856
G-MAJG	Jetstream 41	0920	G-BVZI	Boeing 737 500	0927
G-MAJL	Jetstream 41	0942	G-JEAM	Friendship	0949
G-UKFL	Fokker 100	0955	G-BLZT	Short 360	1002
G-GNTD	SAAB 340	1011	PH-SDP	DHC-8	1014
EI-CKD	Boeing 737	1023	G-BVTE	Fokker 70	1037
G-BODY	Cessna 310R	1159	N459LJ	Lear Jet 45	1203
G-OBLC	B76 Duchess	1231	G-BVZI	Boeing 737 500	1246
G-EJDC	AS250 Ecureuil	1359	G-MAJL	Jetstream 41	1408
G-BLZT	Short 360	1418	G-GNTD	SAAB 340	1442
G-BCRP	PA-23 Aztec	1451	G-BVZI	Boeing 737 500	1525
G-JEAM	Friendship	1540	G-USTB	Agusta A109B	1555
PH-SDT	DHC-8	1602	EI-TLF	Airbus 320	1606
G-BVTE	Fokker 70	1626	G-MAJG	Jetstream 41	1714
G-GNTD	SAAB 340	1737	EI-CNT	Boeing 737	1746
G-MAJL	Jetstream 41	1759	G-JEAM	Friendship	1847
G-BLZT	Short 360	1851	G-BVZI	Boeing 737 500	1855
OO-DJK	Avro 146 RJ85	1912	G-UKFL	Fokker 100	1959
G-MAJG	Jetstream 41	2017	EI-FKE	Fokker 50	2024
G-GNTD	SAAB 340	2032	G-BVTE	Fokker 70	2036
G-MAJL	Jetstream 41	2050	G-JEAM	Friendship	2143
G-NVZI	Boeing 737 500	2146	OO-DJS	Avro 146 RJ85	2241
24 Thursday					
G-KBAC	Short 360	0213	EI-TLF	Airbus 320	0301
N320M	Lear Jet 35A	0458	G-BWDM	Citation II	0833
EI-FKA	Fokker 50	0849	CS-DNG	Citation III	0907
G-MAJG	Jetstream 41	0919	G-BVZI	Boeing 737 500	0936
G-MAJL	Jetstream 41	0940	G-GNTD	SAAB 340	0942
G-KBAC	Short 360	0953	G-JEAM	Friendship	0959
VP-CDW	Citation VII	1003	G-UKFL	Fokker 100	1015
PH-SDT	DHC-8	1019	EI-CNZ	Boeing 737	1022
G-BVTE	Fokker 70	1041	G-PASU	BN2T Islander	1109
G-BATX	PA-23 Aztec	1144	G-BHOR	PA-28 Warrior II	1158
HB-LOB	PA-34 Seneca	1236	G-BVZI	Boeing 737 500	1253
EI-TLF	Airbus 320	1311	EC-GHD	Boeing 737 300	1319
G-IRIS	AA5B Tiger	1324	G-ODDW	Boeing 737	1329
G-JSJK	Airbus 321	1340	G-DMGE	BAe 125 300B	1405
G-MAJL	Jetstream 41	1410	G-GNTD	SAAB 340	1421
G-UKFL	Fokker 100	1426	PH-SDM	DHC-8	1458
G-JEAM	Friendship	1513	G-BXWA	B76 Duchess	1521
G-BVZI	Boeing 737 500	1557	G-BVTE	Fokker 70	1628
G-MAJL	Jetstream 41	1707	G-MAJG	Jetstream 41	1709
G-GNTJ	SAAB 340	1731	EI-CNZ	Boeing 737	1739

G-JEAB	Friendship	1831	G-OBMI	Boeing 737 500	1834
CS-DNG	Citation III	1841	G-KBAC	Short 360	1845
EI-FKD	Fokker 50	1937	G-UKFL	Fokker 100	1950
G-MAJG	Jetstream 41	1953	G-BVTE	Fokker 70	2022
G-GNTJ	SAAB 340	2028	G-MAJL	Jetstream 41	2033
EI-TLF	Airbus 320	2108	G-JEAB	Friendship	2133
G-BVZG	Boeing 737 500	2144	OO-DWC	Avro 146 RJ100	2229
25 Friday					
G-JSJK	Airbus 321	0157	G-OLAH	Short 360	0217
EI-TLF	Airbus 320	0442	EI-FKD	Fokker 50	0856
G-MAJG	Jetstream 41	0926	G-OLAH	Short 360	0944
G-JEAB	Friendship	0952	G-MAJL	Jetstream 41	0959
G-UKFL	Fokker 100	1003	G-BVZI	Boeing 737 500	1006
PH-SDM	DHC-8	1012	EI-CNZ	Boeing 737	1021
G-BVTE	Fokker 70	1038	G-GNTJ	SAAB 340	1050
G-BVZI	Boeing 737 500	1020	G-BXKD	Airbus 320	1333
G-MAJL	Jetstream 41	1401	EI-TLF	Airbus 320	1412
G-UKFL	Fokker 100	1415	G-GNTJ	SAAB 340	1454
PH-SDP	DHC-8	1519	G-JEAG	Friendship	1520
NGAY	Cessna 421C	1527	G-BDFZ	Cessna F150M	1534
G-DASI	Short 360	1609	G-BVTE	Boeing 737 500	1619
EI-COB	Boeing 737	1625	G-BVTE	Fokker 70	1650
G-MAJL	Jetstream 41	1659	G-MAJG	Jetstream 41	1712
NS10PS	Cessna 310N	1728	G-GNTJ	SAAB 340	1753
EI-CNZ	Boeing 737	1819	G-JEAG	Friendship	1847
G-DASI	Short 360	1905	N797HG	PA-46 Malibu	1909 1907(27)
OO-DJQ	Avro 146 RJ85	1919	EI-FKF	Fokker 50	1931
G-BVZE	Boeing 737 500	1933	G-BVJA	Fokker 100	1946
G-UKFL	Fokker 100	1957	G-MAJG	Jetstream 41	2007
G-BVTE	Fokker 70	2031	G-MAJL	Jetstream 41	2037
G-GNTJ	SAAB 340	2039	G-JSJK	Airbus 321	2055
G-JEAG	Friendship	2148	EI-TLF	Airbus 320	2153
OO-DJR	Avro 146 RJ85	2233	EC-GUR	Airbus 320	2249
G-OBMX	Boeing 737 500	2300	EC-GMY	Boeing 737 300	2353
26 Saturday					
G-DASI	Short 360	0233	G-JSJK	Airbus 321	0415
EI-TLF	Airbus 320	0554	G-OBMR	Boeing 737 500	0934
PH-SDU	DHC-8	1043	EI-COB	Boeing 737	1100
G-BVTE	Fokker 70	1159	G-JEAG	Friendship	1240
EI-TLF	Airbus 320	1246	G-HANB	BAe ATP	1251
G-OBMR	Boeing 737 500	1307	G-JSJK	Airbus 321	1345
G-OBMR	Boeing 737 500	1655	G-UKFL	Fokker 100	1702
G-CEGR	King Air 200	1746	EC-GNY	DC9 83	1750
EC-GLD	Boeing 737 400	1841	EI-FKC	Fokker 50	1927
G-OBMR	Boeing 737 500	2008	G-LOFT	Citation I	2012
G-JEAG	Friendship	2032	G-GNTJ	SAAB 340	2037
EI-TLF	Airbus 320	2038	G-UKFL	Fokker 100	2100
G-JSJK	Airbus 321	2128			
27 Sunday					
EI-TLF	Airbus 320	0403	G-JSJK	Airbus 321	0754
G-OBMR	Boeing 737 500	0953	G-BVJB	Fokker 100	1015
G-UKFL	Fokker 100	1024	EI-TLF	Airbus 320	1213
EI-CJI	Boeing 737	1225	LZ-MIK	Tupolev TU-154M	1237
G-OBMR	Boeing 737 500	1301	G-UKFL	Fokker 100	1404
EC-GRX	Boeing 737 400	1430	G-JEAG	Friendship	1515
PH-SDT	DHC-8	1519	G-BVTE	Fokker 70	1542
G-JSJK	Airbus 321	1603	G-MAJL	Jetstream 41	1710
G-GNTJ	SAAB 340	1724	EI-CJI	Boeing 737	1730
G-OBMR	Boeing 737 500	1833	G-JEAG	Friendship	1842

00-DJX Avro 146 RJ85	1000	EI-FKD Fokker 50	1916
G-18FL Fokker 100	1049	G-MAJL Jetstream 41	2020
G-BVTE Fokker 70	2100	G-GNTJ SAAB 340	2102
G-MAJH Jetstream 41	2119	EI-CKP Boeing 737	2141
G-JEAG Friendship	2144	G-OBMR Boeing 737 500	2154
00-DJT Avro 146 RJ85	2220	G-JSJK Airbus 321	2338
EI-TLF Airbus 320	2341		

28 Monday

XA-RLM Boeing 737	0718 0910	EI-FKD Fokker 50	0848
G-MAJL Jetstream 41	0917	G-OBMR Boeing 737 500	0940
G-GNTJ SAAB 340	0943	G-JEAG Friendship	0950
G-MAJH Jetstream 41	0952	G-UKFN Fokker 100	0955
G-DASI Short 360	1000	EI-CKP Boeing 737	1016
PH-GDT DHC-8	1102	G-BVTE Fokker 70	1107
G-OBMR Boeing 737 500	1236	G-MAJH Jetstream 41	1407
G-GNTJ SAAB 340	1412	G-UKFN Fokker 100	1428
G-JEAG Friendship	1504	PH-SDU DHC-8	1513
G-DCEA Short 360	1518	G-BVKA Boeing 737 500	1536
G-ORJB Citation I	1604	G-BVTE Fokker 70	1626
G-BDFZ Cessna F150M	1648	G-MAJH Jetstream 41	1701
G-MAJA Jetstream 41	1710	EI-TLF Airbus 320	1722
EI-CKP Boeing 737	1755	G-BVKA Boeing 737 500	1815
G-JEAG Friendship	1839	G-DCEA Short 360	1840
G-TICL Airbus 320	1847	00-DJR Avro 146 RJ85	1907
EI-FKA Boeing 737 500	1923	G-UKFN Fokker 100	1951
G-MAJA Jetstream 41	1957	G-GNTJ SAAB 340	2032
G-MAJH Jetstream 41	2036	G-BVTE Fokker 70	2048
G-JEAG Friendship	2127	G-BVZG Boeing 737 500	2216
00-DJL Avro 146 RJ85	2222		

29 Tuesday

G-DASI Short 360	0221	EI-TLF Airbus 320	0400
EI-FKA Fokker 50	0848	00-FJL Boeing 737 300	0905
G-MAJA Jetstream 41	0917	G-BVZG Boeing 737 500	0928
G-MAJH Jetstream 41	0939	G-BPMF PA-28 Warrior	0951
G-AYPV PA-29 Cherokee	0956	G-DASI Short 360	1004
EI-CJI Boeing 737	1007	G-UKFN Fokker 100	1009
G-BVTE Fokker 70	1043	PH-SDU DHC-8	1049
G-JEAG Friendship	1051	G-GNTJ SAAB 340	1212
G-BVZG Boeing 737 500	1228	G-BJYD Cessna 152	1239
G-GTSM Boeing 757	1303	G-BGPJ PA-28 Warrior II	1308
G-ARFL Cessna 175B	1329	G-MAJH Jetstream 41	1359
G-UKFN Fokker 100	1408	G-DASI Short 360	1418
EI-TLF Airbus 320	1435	PH-SDR DHC-8	1458
G-JEAG Friendship	1513	G-BVZG Boeing 737 500	1526
G-DBLC B76 Duchess	1614	G-BVTE Fokker 70	1624
G-MAJH Jetstream 41	1657	G-MAJA Jetstream 41	1715
G-GNTJ SAAB 340	1725	EI-CKP Boeing 737	1741
G-GTDC Airbus 320	1817	G-BVZG Boeing 737 500	1819
G-JEAG Friendship	1833	G-DASI Short 360	1837
00-DJG Avro 146 RJ85	1902	EI-FKB Fokker 50	1918
G-UKFN Fokker 100	1948	G-MAJA Jetstream 41	2001
G-BRUI PA-44 Seminole	2027	G-BVTE Fokker 70	2029
G-GNTJ SAAB 340	2031	G-MAJH Jetstream 41	2033
G-BVZG Boeing 737 500	2128	G-JEAG Friendship	2130
EI-TLF Airbus 320	2144	00-DJY Avro 146 RJ85	2227

30 Wednesday

G-ZAPJ ATR-42	0000 0042	EI-TLF Airbus 320	0821
EI-FKB Fokker 50	0917	F-6968 PA-46 Malibu	0927 0756(01)
G-MAJH Jetstream 41	0931	G-MAJA Jetstream 41	0943

G-GNTJ SAAB 340	0948	G-JEAG Friendship	0953
G-BVZG Boeing 737 500	0956	SB-DBB Airbus 320	1014
EI-CKQ Boeing 737	1018	G-BVMA King Air 200	1023
PH-SDR DHC-8	1026	G-UKFN Fokker 100	1040
G-BVTE Fokker 70	1124	N208MK Cessna 208	1141 1449
G-DASI Short 360	1223	G-BVZG Boeing 737 500	1301
G-MAJA Jetstream 41	1404	G-UKFN Fokker 100	1408
G-GNTJ SAAB 340	1412	PH-SDT DHC-8	1507
G-JEAG Friendship	1512	XA-RLM Boeing 757	1517
EI-TLF Airbus 320	1605	G-BVZG Boeing 737 500	1612
G-OJSY Short 360	1616	G-BVTE Fokker 70	1630
G-MAJA Jetstream 41	1702	G-MAJH Jetstream 41	1722
G-GNTJ SAAB 340	1727	EI-CKQ Boeing 737	1800
G-BVZE Boeing 737 500	1929	G-JEAG Friendship	1932
OO-BJL Avro 146 RJ85	1914	EI-FKF Fokker 50	1925
G-OJSY Short 360	1945	G-UKFK Fokker 100	2006
G-GNTJ SAAB 340	2022	G-MAJH Jetstream 41	2025
G-BVTE Fokker 70	2030	G-MAJA Jetstream 41	2041
G-BVZE Boeing 737 500	2141	G-JEAG Friendship	2144
OO-DJW Avro 146 RJ85	2239		

From & To

01) ZG993/Aldergrove: 02) N459LJ/Aldergrove;PH-VCM/F & T Lelystad;VP-CSN/Edinburgh;ZG847/Aldergrove: 03) N459LJ/Jersey;VP-CSN/Edinburgh;HB-VLR/Geneva;D-AELE/Cologne;D-CINA/Southend: 04) D-AELE/Cologne;VP-CKM/Gamston;N459LJ/Oxford-Jersey;ZG993/Aldergrove: 05) OY-NPD/Aalborg-Stockholm & return;N797HG/Guernsey;VP-CKM/Gamston: 06) N709EL/EMA-Brize Norton & return: 07) F-GKID/Biggin Hill: 08) OY-CPW/Tirstrup;VP-CPR/Guernsey: 09) N201XJ/Rotterdam;40081/Northolt: 10) N900SJ/Aberdeen: 11) ZG993/Dishforth: 12) N407FD/Newcastle: 13) N709EL/EMA-Blackbush;VP-CEO/Horsham: 14) VP-CTF/Hawarden-Glasgow & return;N220SC/Biggin;XZ651/Dishforth;N459LJ/Farnboro: 15) OY-CPW/F & T Tirstrup;N26634/F & T Isle of Man: 16) D-CGRC/Frankfurt;VP-CSN/Edinburgh: 17) N459LJ/Jersey;XW219/Otterburn;XW207/Otterburn;ZA936/Otterburn;N709EL/Le Bourget;D-CGRC/Karup: 18) VP-CPR/Guernsey;N459LJ/Jersey: 20) VP-CPR/Antwerp: 22) 40112 & 40087/Echterdingen;N220SC/Wellesbourne Mountford;VP-CHG/Tempelhof: 23) N459LJ/Palma: 24) M320M/Keflavik;CS-DNG/Northolt, then from Birmingham;VP-CDW/Hawarden;HB-LOG/Stansted: 25) N9AY/Elstree;N510PS/Walton Wood;N797HG/Luxembourg n/s Guernsey: 30) F-GSGS/F & T Basle;N208MK/Aberdeen:

Overshoots

03) ZF168/LOP19: 07) XX497/CWL65;XX500/CWL64: 08) XX493/CWL77;XX494/CWL67: 11) XZ326/Army321: 14) ZF168/LOP41: 15) ZF161/LOP84;XZ326/Army562: 18) ZF286/LOP39: 21) ZF137/LOP37: 23) XV231/WAD06: 24) ZF379/LOP20;G-OBLC;ZF513/LOP40: 29) ZF413/LOP37;ZF127/LOP59;ZF320/LOP59(again);ZF350/LOP56:

LBA Movements review, September 1998

The numbers of foreign visitors are now dropping off as the year moves towards a long cold winter, however we still have a lot of regulars showing up. The Lear 45 N459LJ is still operating out of Jersey and was noted on the 2nd, 3rd, 4th, 14th, 17th, 18th and 23rd using the callsign "Stealth" followed by a number which has been variously 002, 004, 020 and 045. Cessna 421C PH-VCM was from and to Lelystad when visiting on the 2nd and the Citation V VP-CSN of Scottish & Newcastle breweries was from its base at Edinburgh on the 2nd and 3rd. Lear Jet 31A HB-VLR came from Geneva as "Aerolcoasing 040" on the 3rd and the same day saw Friendship D-AELE of WDL from Cologne as "WDL410" and King Air 350 D-CINA from Southend.

Friendship D-AELE was back on the 4th as "WDL430" and also visiting was Citation V Ultra VP-CKM of K.McDonald which is from Gamston. VP-CKM returned on the 5th & moved into the Multiflight hangar for maintenance where it stayed until the 12th

before returning to Ganston, however it has been reported that it was written off in a landing accident at Fair Oaks later in the month. Swearingen Metro OY-NPD of Northflying was from Aalborg to Stockholm and return on the 5th as "Northflying 116" and the PA-46 N797HG arrived from its base at Guernsey the same day. Based at East Midlands is the Beechjet 400 N709EL which visited us on the 6th, 13th and 17th this month. The Sinaly Citation (F-GKID was from Biggin Hill on the 7th.

Citation I OY-CPW was calling "Danstrans 539" when it came from Tirstrup on the 8th and the same day saw Cessna 421C VP-CDR coming from its base at Guernsey for the first of its three visits this month, the others were on the 18th and 20th. A possible resident in Europe is the Mooney M20J N201XJ which came from Rotterdam when it visited on the 9th. Coming from Aberdeen on the 10th was the Falcon 900 N900SJ of SRB Holdings. The STAI SF260B N407FD arrived from its Newcastle base on the 12th and moved into the Multiflight hangar for maintenance where it still was at the end of the month. A brand new Eurocopter 135 was noted on the 13th, it was VP-CEO which booked in from Horsham, also visiting on the same day was Airbus 320 CS-TNA of TAP as "TAP 9084" carrying the Portuguese football team in from Funchal to play Leeds United.

Another new registration was the Citation 2 VP-CTF which was noted twice on the 14th when it was from Hawarden in the morning and Glasgow in the evening. Making the first of only two visits this month on the 14th was the Cheyenne N220SC using callsign "Sark 01", its other visit was on the 22nd. Citation I OY-CPW returned on the 15th as "Danstrans 5401" from and to Tirstrup and joining it was the Isle of Man based Comanche N26634. From Edinburgh again on the 16th was the Scottish and Newcastle Citation V VP-CSN whilst the Lear Jet 35A D-CGRG called in on the same day as "TAQ251" and again on the 17th as "TAQ241". New on the 22nd was the Falcon 50 VP-CHG which was using the callsign "AFS202" on a flight from Berlin (Tempelhof).

Arriving from Reykjavik very early in the morning of the 24th was Lear Jet 35A N320M on a medical flight to southern Europe, it was reported as using callsign "Lifeline 320M" inbound. Later on the 24th we had the Duke of Westminster's newly registered Citation VII VP-CDW from Hawarden, the Citation III CS-DNG (twice) and the Swiss Seneca HB-LOG from Stansted. Elstree based Cessna 421C N9AY visited on the 25th and was joined by Walton Wood based Cessna 310N N510PS of Peter Scott, also noted was the PA-46 N797HG which arrived from Luxembourg and night stopped until the 27th when it departed to its base at Guernsey. To play the second leg of their football match Leeds United used the Air Luxor Boeing 757 XA-RLM on the 28th to transport them to Funchal, returning on the 30th. Ending the month on the 30th were two big singles, PA-46 Malibu F-GSGS of G.Sireix was from and to Basle (Mulhouse) where it is based and the Cessna 208 N208MK was from Aberdeen.

On the military side we had Islander ZG993 visiting three times, on the 1st using callsign "Army351" and then on the 4th as "Army370" and the 11th as "Army452". A second Islander was ZG847 as "Army349" on the 2nd. Lynx X2651 was "Army530" when it arrived from Dishforth on the 14th. Three Puma's arrived under the callsign "Blackadder" on the 17th, these were XW219/XW207 and ZA936; they departed one at a time under "SHF" callsigns. The USAF provided three C21A's in the shape of 40081 on the 9th as "CLUE41" from Northolt and then 40087 "SPAR90" and 40112 "SPAR88" on the 22nd from Echterdingen. On the 3rd we had the AS365 Dauphin DU-111 which is Dubai military of some sort.

The Fairlines Bandeirante PH-FVB which has been in Multiflight for some time set off for Groningen on the 22nd at 1750hrs but returned for some reason before it set off again at 1850hrs as "Fairline 703". Now resident with the Yorkshire Aero Club is the Cessna 172 G-BOUE which arrived on the 7th and which has been noted flying as "Yorkair 6". Falcon 900 G-MLTI has had some new paintwork added to the colour scheme including the Multiflight logo on the tail. Aztec G-TAXI which has been on maintenance at Barton is now back in service and was noted on the 28th.



Military News

Eric Martin.



PROBLEM WITH APACHE?

A report from the USA suggests that the British version of the Apache – the Longbow Apache A-H64D – is too heavy to dodge enemy fire. The report states that the extra radar and missile equipment has rendered the British version too heavy to ensure “acceptable levels of manoeuvrability and agility to successfully operate in combat”. Counter-comments have been made by the Pentagon and Whitehall, but with a £2.5million order for 67 Apaches in the pipeline, we await the outcome of further investigations with interest.

Credits: Bob Kilbey
Daily Mail

“EUROFIGHTER” BECOMES “TYPHOON”

Despite German objections, “Typhoon” has been adopted as the name for the Eurofighter. It could have been worse: “Spitfire” was suggested as a possible name at one stage! “Typhoon” was the name of the British ground-attack fighter which devastated German tanks, trains, railway installations and artillery positions in Northern France in the period before D-Day and after. It was the first RAF fighter which could fly over 400mph and carried a formidable armament of four 20mm cannon, two 1000lb bombs and eight 60lb rockets. The Germans were unhappy with “Typhoon”, despite the fact that they also had an aircraft with the same name (actually “Taifun”) in the 1940s, the Messerschmitt Me108. “Tempest” was another name considered, but this was also the name for another Hawker fighter which did not see RAF squadron service until the end of 1945. Incidentally, “Tornado” was the name of a precursor to the 1940s Typhoon, but it never reached the stage of full production.

Credits: Bob Kilbey
Daily Mail
The Times
Aircraft of the RAF
since 1918 (Thetford)

RUSKIS OVER WANAKA (N.Z.)

Four World war II Russian Polykarpov fighters flew in a War Birds display over Wanaka, near Otago, South Island, New Zealand. The Polykarpov display was led by Mark Hanna, well known for his display flying in the UK. The other pilots were three New Zealanders, two of them being Air New Zealand 767 pilots!

Credit: Ken Sander
(our Auckland correspondent!)

NATO AIRCRAFT ON STANDBY IN ITALY

As this page was being written, four RAF Harriers were on their way to Italy to stand by for possible NATO action in Kosovo. The Harriers supplement seven Tornados already in theatre. Ten other NATO members are also contributing aircraft to the 82-strong aircraft force. The carrier USS Dwight D Eisenhower is also available, along with ten other ships of the US Sixth Fleet.

Credit: The Times
The Sunday Times

Please send any information for inclusion on this page to:

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

AIR YORKSHIRE AVIATION SOCIETY
ANNUAL STATEMENT OF ACCOUNTS TO BE PRESENTED TO THE A.G.M.
INCOME AND EXPENDITURE -YEAR TO 31ST OCTOBER,1998

<u>INCOME</u>	<u>1998</u>	<u>1997</u>
Subscriptions	2544.50 (196)	2483.00 (209)
Yorkshire Aero Club	412.00 (121)	1230.00 (123)
Annual Dinner	727.00	619.00
Raffles	159.00	173.00
Magazine sales	245.00	260.00
Merchandise	00.00	402.85
Sundry Income	48.00	18.30
Bank Interest	25.14	23.42
	-----	-----
	4160.64	5209.57
	-----	-----

EXPENDITURE

Yorkshire Aero Club	1210.00	275.00
Magazine	2374.00	2500.00
Postage	378.80	375.90
Stationery	82.00	91.50
Speakers' fees	47.07	62.75
Annual Dinner	756.45	723.83
Merchandise	000.00	95.00
Officials' Expenses	900.00	65.00
Raffle prizes	6.00	00.00
Christmas Party	77.82	88.29
Sundry expenses	45.18	84.50
	-----	-----
	4977.32	4361.77
	-----	-----
Trading loss	18.68	107.20

/cont

Balance brought forward	1679.81	832.01
Profit/loss for the year	816.68 loss	847.80 profit
Balance carried forward	863.13	1678.81
Closing bank balance	631.20	683.36
Petty cash	74.93	41.45
Yorkshire Aero Club members	157.00	955.00
	-----	-----
	863.13	1679.81

SOCIETY MAGAZINE

Production costs

Magazine printing	2202.00	2328.00
Timetable printing	172.00	172.00
Postage	378.80	375.90
Stationery	82.00	91.50
	-----	-----
	2834.80	2967.40

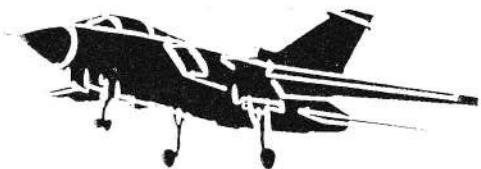
INCOME RECEIVED

Members' subscriptions	2544.50	2483.00
Sales to Air Supply	245.00	260.00
	-----	-----
	2789.50	2743.00
Loss	45.30	224.40

David Valentine
Treasurer, Air Yorkshire
October, 1998

Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS BRAVO I IMPERIAL WAR MUSEUM, LAMBETH

This is the second series on Military Aviation Museums to appear in *Military Matters*, hence 'Bravo'. It will include at least five museums which I have not reviewed before, plus a current update on the RAF Museum complex, as I feel that Hendon merits an annual review.

Strictly, the Imperial War Museum is not an Aviation museum; it is a repository for items from all aspects of warfare: tanks, military vehicles, decorations, etc. Most of the Imperial War Museum's aircraft are at Duxford [see footnote] but the exhibition area at the main site at Lambeth includes the following:

Fieseler Fi 103 V1	477663
Focke-wulf Fw190A-8	733682
Heinkel He 162A-1	120235
North American P-51D Mustang	44-73979
Royal Aircraft Factory BE2c	2699
Sopwith 2F-1 Camel	N6812
Supermarine Spitfire I	R6915
Avro Lancaster B1 (nose section only)	DV372
Handley Page Halifax VII (nose section only)	PN3232
Mitsubishi A6M Zero-Sen (cockpit only)	----

The exhibition area is a triple-height hall and the aircraft may be viewed from several levels and view-points. I was interested to be close to a V1, having been on the 'receiving end' in 1944 when I was based at the Royal Navy Training Unit at Chelsea Polytechnic, on a pre-pilot's course.

The Museum is best reached via Lambeth North Underground station; a short walk, well signed, leads to the site. If, like me, you have not been for some time, it is well worth a re-visit, as it has been considerably renovated and redeveloped. There is an excellent shop and a reasonably-priced café, catering for most tastes from scones to boeuf-en-croute!

DUXFORD

Articles on the Duxford Museum and the American Air Museum, both on the Duxford Airfield site, but worthy of separate reviews, will appear in successive issues.

FRIENDS OF THE IMPERIAL WAR MUSEUM

If you intend to visit the Lambeth and Duxford sites within a twelve-month period, membership of the 'Friends' is good value – details from me, or The Friends Office, Imperial War Museum, Lambeth Road, London SE1 2HZ. Membership confers free admission to Lambeth, Duxford, HMS Belfast (near Tower Bridge) and The Cabinet War Rooms in Whitehall. Treat yourself and your spouse to a few days in London next Spring and take in three of these venues?



AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Goods news from the CAA is that LBA did not win the award for the 'UK airport with the most number of aircraft diverting away in 1997'. The honour went to Gatwick with 251 diversions, however LBA came second with 227, and Bristol was hot on our heels with 225. The worst month for LBA was January with 67 diversions.

Passenger figures for June have been received and are as follows, as always grateful thanks to Marcus Mitchell for supplying the data.

<u>Destination</u>	<u>June 98 total</u>	<u>12 months to June 1998</u>
Domestic	39,620	467,333
Brussels	6,912	60,102
Paris	4,763	32,323
Cologne	NIL	9
Dusseldorf	NIL	270
Corfu	1,350	2,746
Salonika	1,004	8,126
Dublin	16,291	179,879
Amsterdam	10,493	120,193
Faro	3,972	18,780
Alicante	4,426	54,763
Gerona	3,102	18,748
Ibiza	4,541	27,356
Mahon	4,778	22,703
Malaga	4,422	48,360
Palma	16,273	102,791
Reus	1,383	2,846
Arecefie	2,399	17,366
Las Palmas	3,473	38,530
Tenerife	4,736	54,263
Malta	NIL	5,948
Other	5,232	43,695
Sub Total	139,152	1,327,130
Transit Pax	1,017	8,585
TOTAL	140,169	1,335,715

Passengers handled on services to Brussels, Paris, Palma and Mahon are the highest monthly figures recorded over the last 18 months by Marcus. Paris figures were however

disappointing, considering the introduction of Fokker 70 equipment. This equates to an average load factor of 43%. British Midland have indicated they intend to continue to operate a full service over the winter, so it is assumed the loads in the last few months have climbed to an acceptable level. The Amsterdam service figures have begun to show signs of slowing, perhaps due to increased competition from Sabena, perhaps due to increased competition from Humberside and Sheffield. June is the third month the passenger figures have dropped on the Amsterdam route from 11,500 in April to 10,500 in June.

Futura seemed to have cut short their planned programme for their scheduled Palma flight. The last flight operated on September 10th. The airline have just announced both flights for next Summer have been cancelled. Once again Marcus Mitchell has dived into the CAA website and calculated that the average load factor on the airlines flights in July was 38.3 pax per flight...not the most economical use of a 170 seater Boeing 737-400..

Sabena have failed to replace their Dash 8s with Bae Regional Jets on the midday flights as they promised. The airline has given a revised date of December 6th, due to late delivery of aircraft.

AIRPORT NEWS

DHL have announced plans to invest £30 million at **East Midlands**, which will create over 300 new jobs. Presumably the investment will lead to many more DHL freight flights.

Notholt Aerodrome should be developed as an extra terminal for **Heathrow**, an House of Commons Transport committee has announced. The military airfield is under used with only an average of 25 movements per day. Stagecoach have stated they would be willing to investigate £40 million in facility there, but BAA have stated that there could be airspace problems due to the proximity of Heathrow. The committee also announced that **Redhill** Airfield should be developed as an extra terminal for **Gatwick** The committee said transport links between Heathrow and Gatwick should be improved, including a helicopter shuttle. Older members may well remember before the M25 a helicopter shuttle existed using S-61. G-LINK.

Stansted has just announced plans for a £15 million expansion, which will create 5000 new jobs. As well as seeking planning permission they have asked for parliamentary permission to increase the number of flights. Plans involve extending the existing terminal to provide more check-in desks and a bigger baggage reclaim area. The satellite buildings, where aircraft gates are located will be doubled to four. There will be more aircraft parking spaces, taxiways and entry and exit links to the runway.

AIRLINE NEWS

A.B. Airlines have announced plans to commence trans atlantic services in March 1999. The airlines has applied for slots at Gatwick for a twice daily service to New York JFK using Boeing 767 equipment.

American Airlines and British Airways have announced that with Canadian Airlines, Qantas and Cathay Pacific they are to form a marketing partnership to rival the Star Alliance, formed by lead airlines United and Lufthansa. The alliance will be called One World. As to be expected Virgin Atlantic chief Richard Branson was immediately critical of the new alliance. He criticised One World as 'one company, one monopoly and millions of ripped off customers'

Classic Airways, the Stansted based Tristar operator has applied for administrative receivership, while it seeks a fresh financing deal. You may remember the airline operated

several flights at the beginning of this year into Leeds on behalf of Airtours with their Tristar 100, G-IOII.

Debonair were due to start operations from Gatwick on 25th October. The initial service was to Barcelona, a destination they already serve from their Luton base.

Easyjet have placed orders for 15 Boeing 737-700s, with options on a further 15. Deliveries will take place between October 00 and February 03.

Gill Air is reportedly close to finalising a lease of 3 Fokker 100s. Two of the aircraft are due for delivery in February and May next year, for use on Air France franchise flights.

Philippine Airlines announced it was shutting down operations on September 23rd after 57 years of operations. The airlines closure has been bought about because of the Asian currency crisis, a crippling pilot strike, and failure of negotiations between management and ground staff.

Virgin America is the name announced by Richard Branson for an airline he intends to set up in America. He wishes the airline to be under his direct control, but 75% of the voting rights must be owned by a U.S. citizen.

AIRLINER NEWS

Airbus Industrie announced the sale of its 3,000th aircraft during the Farnborough Air Show. The announcement followed orders by Emirates and ILFC for a total of 22 A.340 and A.320 aircraft. The first order Airbus ever received was in November 1971 for 6 A.300 aircraft.

The Boeing 757-300 made its maiden flight on the 2nd August. A second example was due to join the test programme in October. 1st delivery to launch customer, German charter airline, Condor Flugdienst is scheduled for January 1999.

OTHER NEWS

Again more interesting CAA passenger figure statistics from Marcus Mitchell, The top 20 charter destinations for U.K. is as follows.

1/	Palma	2/	Tenerife	3/	Malaga
4/	Alicante	5/	Faro	6/	Las Palmas
7/	Arrecife	8/	Ibiza	9/	Dalaman
10/	Mahon	11/	Sanford	12/	Malta
13/	Corfu	14/	Larnaca	15/	Toronto
16/	Izmir	17/	Fuerteventura	18/	Rhodes
19/	Heraklion	20/	Phapos		

It is interesting to compare this with the current charter flight programme available from LBA. In the 1998 Thomson summer brochure will not be serving 8 of these destinations from LBA (excluding Toronto, which is not a Thomson destination). Thompson however serve all the destinations from both Newcastle and East Midlands.

On the other hand Manchester of course serves all these destinations, and is indeed the top departure airport to 9 of them, even outperforming the mighty Gatwick! Manchester despatched 6.1 million passengers to these destinations. If you assume that only 5% of these came from LBAs catchment area we lost 300,000 passengers !!

CREDITS Aircraft Illustrated, ATW, Mach 3 E-mail site (and all it's contributors), Telegraph & Argus, Marcus Mitchell, Harry Morrow, Pete Smith

further **AFIELD** | **TOPICS**

singapore airlines are once again riding high at the top of the luxury

table following their £173m re-fit to cabin interiors. A 14 inch entertainment screen, plus Gourmet meals as requested, use of a mobile phone for a week in Singapore and Givenchy amenity bags are all offered to passengers in First. In Raffles class which is the business level, new seats offering a pitch of 52 inches with footrest and lumbar support are possibly the longest anywhere in an improved service similar to First class. Small 'privacy' screens, noise reduction headsets and individual reading lamps also feature. Economy is not overlooked either with more comfortable seats which include head rests and leg rests plus free snacks and Champagne whilst watching the films. The lower of the three classes will also qualify for frequent flyer points when the airline introduce a scheme in February. This scheme will become more attractive when SIA reaches its goal of becoming a full member of the Star Alliance. The Krisworld entertainment system which was introduced two years ago has 22 video channels, 12 audio channels and nintendo games.

Philippine Airlines were due to re-start an increased service last month (October) with firstly Domestic and then International flights following a halt in operation on September 23rd. The Government have stated that the airline had been promised just under half of the \$205m required to move forward by an individual shareholder and it appears that Cathay Pacific and Northwest were viewed as possible investors. From operating a fleet of 54 back in June, one plan is to utilise 23 aircraft, park what is not needed to start with in Australia, and return some leased machines and off-load others. The Manila based outfit which is 57 years old this year served once more 17 domestic destinations from Oct 7th which brought to a halt the operation of Cathay Pacific and Dragonair's internal charter services.

Since mentioning the September Swissair accident in last months article I noticed that details of massive insurance claims were expected due to its payload. A spiral of cross-continent claims, in some cases over £625 million, are anticipated. Some of the Swiss businessmen are thought to have been personally insured for over \$3m. It has been reported that the legendary boxer Jake LaMotta (portrayed in the Raging Bull film) who lost his son was considering legal action against the airline and Manufacturer, amounting to \$50m worth. Also on board was Dr J Mann who as Director of the World Health Organisation was in at the start of the campaign to fight the spread

of the Aids disease. Amongst the contents of the hold were 110lb of banknotes gems and jewellery plus a Picasso painting worth over \$1m.

Lufthansa charter operation - Condor are to fit intranet type systems to all of its 8 Airbus A320's as a forerunner to eventual use by the parent airline. Rockwell Collins are fitting the equipment to link the flight deck with admin and operational offices on the ground at four airports. The aircraft will have a network server, interface unit and transceiver for a 2.4GHz LAN, so with a data link range of 900m data exchange will begin well before arriving at the gate. A Windows NT operating system will allow third party software and trials include E-mails to the Pilots Lap-top computer and uploading flight management databases and maintenance diagnostics. Honeywell are having similar trials with a Swissair A321 based in Zurich where these trials will involve an interface to the aircraft satellite communications system and passenger entertainment tools during flight.

The Norwegian march on Sweden seems to have been halted as SAS and a partner have moved to acquire two domestic airlines in the country. Braathens purchased Malmo Aviation and before that Transwede, but now Skyways who are 25% owned by SAS have moved in on Gothenburg start up= CityAirline before it actually took to the air and Norrkoping based Air Express who serve 3 other Scandinavian countries.

Luxembourg do not get that many headlines but they do have a new airline in Solid' air. With hopes of a December start up the airline is expected to utilise two Translux A310's On scheduled services to Florida and the Caribbean then New York followed by Mexico. The end of Icelandair's presence at Findel next January has created this opportunity to which further long haul destinations may be added.

The future will be perhaps more orange than we thought as Stelios Haji- ioannou - the chairman of UK low cost carrier easyjet announced that a British chain of Cybercafes called easycafe are to be launched. Up to £10m will be invested in the opening of 20 such establishments in London in the next 2 years an if successful the chain could grow throughout the U.K. Of course as more people will be able to access the Internet, they will also have chance to find out how to book a flight on it!!

October 8th heralded a new era of air travel from and to the Norwegian capital of Oslo when the new \$1.7billion Gardermoen airport was opened following an overnight move. Located 30 miles from the City it has a capacity to handle seventeen million passengers - four more than the airport it replaces at Fornebu and has been taking some charter traffic already during the summer months. Fornebu has previously farmed out transatlantic services to its replacement with the sea lying on three sides restricting any increase in runway length. After opening in June 1939 this feature also proved an asset with seaplane traffic utilising the airport as well as the nearby base at Grassholmen which the then national carrier DNL served.

further afield by alan sedgwick with

thanks to ;~ flight international,

l. coldbeck, the times, t.t.g, +winged words.

LOST WIMPY'S 'REINCARNATION'

By Alan Tempest

It was early afternoon, with no sun to brighten up the Scottish countryside, and an unreal mist hanging over the Loch, as our coach party listened to stories of myths and far-fetched tales our courier related about monsters and other controversial happenings in Loch Ness over the years.

We kept stopping and she would give us "honest" and "God-fearing" information about the mythical history of the Loch Ness Monster. In my mind it was excellent trivia to excite a certain few to believe in the monster's (or monsters') existence and wonderful propaganda for the Scottish Tourist Board . . . but I did "sit-up" when she asked us to look out at a certain point on the Loch, to where, during the Second World War a Wellington bomber got into trouble and crashed-landed and then sank into the murky depths, in late December, 1940.

It was during squally showers on the afternoon of December 31, 1940, that 'R for Robert', a Mk. 1A Wellington (N2980) took off on a cross-country exercise heading on a south-west course from its R.A.F. base at Lossiemouth, with a mostly trainee crew.

After flying for about 20 minutes the starboard engine misfired and then stopped. After losing height rapidly the chief pilot ordered all the crew, except for the co-pilot to bale out. Of the six that jumped, five landed safely but unfortunately the rear-gunner's parachute failed to open.

As the pilot struggled to keep the Wellington airborne, he spotted through the clouds, a stretch of water below, and with the help of the co-pilot he managed to ditch the struggling plane on the calm waters of Loch Ness.

Somehow the two pilots got themselves out of the cockpit, and then scrambled into a dinghy and paddled ashore, watching their crippled aircraft sink slowly into the black uninviting depths of the Loch.

And there it remained untroubled for more than three decades.

The inclement weather that our coach had been travelling through, changed dramatically and the sun started to shine for the first time on the magnificent and dramatic scenery of this beautiful part of Scotland.

Looking back to the first time I came into contact with this superb World War 2 aircraft, the Wellington. It was the first bomber I had anything to do with in my early aircraft engineering days, and certainly very different with its exceptionally strong and robust aluminium alloy geodetic construction and an airframe that had always to be covered with Irish linen (which was the standard requirement for this aircraft).

With a bomb load of 4,500lbs, it could fly a maximum range of 2,200 miles at around 245 m.p.h. and which I expect the two Bristol Pegasus engines were at "screaming pitch."

The coach did a sharp right turn and commenced to climb away from Loch Ness giving us panoramic views and a awe-inspired vista of the partially snow-covered tops of the Highlands.

I sat back and started to think of my early RAF days and I vividly remember being told the humane story of the loss of the Lossiemouth Wellington, by a

World War 2 bomber pilot who had been a friend of one of the surviving 'R for Robert' crew members.

Outside No. 2 hangar at R.A.F. Hemswell, was a great place to discuss and listen, while having a "Naffi break", to the pros and cons of military aircraft of the period, during the performing of "major" services on the magnificent De Haviland Mosquitoe.

My storyteller was by now an "old man" (maybe 36!!!) who had flown the early war years in Wellingtons. He said many times he and his fellow fliers, owed their lives to the exceptionally, sturdy construction of the Wellington bomber.

(I have always been fascinated with wartime stories of acts of bravery and heroism, and in my mind, still, anyone who flew an aeroplane into action against the enemy—George Bush flying Corsairs off carriers in the Pacific—was a hero.

And so, during 1976, that I vaguely remember reading in the Press about a group of Americans exploring the depths of Loch Ness with sonar equipment looking primarily for "monster" sightings, (but finding what they believed to be was a World War 2 Catalina flying boat), however the "mass" was identified as a Wellington bomber (N2980).

(During war production of the Wellington, more than 11,000 were built. The Loch Ness Wellington was one of over 2,500 made at Vickers-Armstrong's, Weybridge factory).

Much was done over the next few years. A Loch Ness Wellington Association was formed to organise the recovery of N2980, which at the time wasn't given much more than a 50/50 chance of success, but as Derek Balcombe says, N2980 was later to have a home to exhibit the reincarnation of this aircraft, which was fortunately in very good condition after being in the black depths of Loch Ness for over 45 years.

And so it was, many years later, during September, 1985, that a dedicated group of professionals assembled at Loch Ness. Bad weather and equipment failure delayed the first "lift", but with modified lifting gear the successful raising of the fuselage, with wings and engines, came to the surface; and the next day the rear gun turret and tail section were recovered, the front gun turret was found to be buried in the mud, and later this was successfully recovered by an expert team of Royal Navy divers.

Over the next few days during September, all the parts were returned to Brooklands Museum on the site that 'R for Robert' was built 46 years earlier, and there preceded the start of a magnificent rebuild of Wellington bomber N2980.

The next two years were spent assiduously stripping and identifying the thousands of parts by a dedicated group of volunteers which included many ex R.A.F. groundcrew and flying personnel. The association was also fortunate to get hold of a substantial number of drawings and microfilm which helped considerably in the identification of parts and for the future re-build of N2980.

During 1988 all the restoration work projects were completed and taken to the Museum's World War 2 hangar, where the final building work was to start.

And so during 1997, after many years of dedicated and passionate work, the Wellington Restoration Project was finally completed to the exhibition standards set by the Museum.

FOR SALE

MONOGRAM	B29 SUPER FORTRESS	1/48
HELLER	NORD 2501 NORATLAS	1/72
NOVO	D.H. COMET 4	1/96
REVEL	CESSNA 150/A1 50L	1/48
AIRFIX	CONCORDE Srs 6	1/144
MATCHBOX JAGUAR T.MK2		1/72
MATCHBOX P.47D THUNDERBOLT		1/72

BEST OFFER SECURES

TIMETABLES - 1962/63 EXCLUDING B-CAL:

AER LINGUS INTERNATIONAL
AER LINGUS UK & INTERNATIONAL
AIR FRANCE WORLD
B-CAL
BEA & OLYMPIC
BEA & CHANNEL ISLANDS
BEA UK & INTERNATIONAL
BOAC UK - AFRICA
BRITISH UNITED UK 7 CONTINENTAL
CUNARD EAGLE INTERNATIONAL
ICELANDAIR
KLM DC.8 GLASGOW INTERNATIONAL
LUFTHANSA
NIGERIA AIRWAYS
PAN AM
SWISSAIR
TRANS CANADA

BEST OFFER SECURES

OR EXCHANGE ALL FOR AIRBAND HF RECEIVER

MARTIN 01423 871803

A Tale of Two Cities (or rather, Visitor Centres)

The cities referred to in the title are Manchester and London, the Visitor Centres being at Manchester International and London Heathrow.

Now, to answer the question, "Where would you expect to get the best deal?" experience would probably tempt you to answer "Manchester". Over the years Manchester has made a fair effort to cater for the needs of the aviation enthusiast, whereas LHR has always been a bit hit- and -miss, impossible round the periphery and views from the Queen's Building were always limited and photography well - nigh impossible.

A couple of weeks ago, on a Saturday, my partner and I were returning from visiting a relative in Stafford General Hospital. It was nearly 7pm and thus starting to get fairly gloomy when, passing MIA on the M56 we decided to spend the final half-hour of daylight watching some aircraft. I knew the old observation area was closed down to make way for the new runway and I didn't have a clue where the new one was, if indeed there was a replacement. So following the signs we ended up virtually going back west on the M56 until we found it behind the Monarch Hangar. Great !! We approach a little hut - remember it is nearly dark and the sign says it closes at 7.30 pm - great ! that's all the time we want. I am about to drive past the little hut when this "thing" jumps out in a aeroplane mottoed sweat-shirt and baseball cap and demands £3 and leaves us in no doubt that the gates are locked in half an hour !! I politely point out to him that this is a bit extortionate - is there a sliding scale of charges ? perhaps 50p ? The answer is in the negative. Quickly looking around the area is not surfaced very well and there seems to be a distinct lack of facilities for our £3. Baseball-hat man helpfully points out that if we'd have arrived at 8.30 in the morning we could have had eleven hours spotting for the same price ! By this time I am getting a wee bit irritated and suggest other alternatives, the final one being to turn the car round and drive straight off. On the notice board I observe that the area is in the ownership of a District Council (sadly I can't remember which one). Whether baseball-cap man is an employee of the said Council, I can't say.

Two weeks earlier we happened to be near Heathrow. It's ages since I've been there so when we see signs saying "Visitor Centre", eyes light up. Fairly easy to find on the perimeter road, at the start of Runway 27R. Well, the parking is free - yes, free (I couldn't believe that at LHR) The new Centre building is superb with a good exhibition and a reasonably priced cafe. The viewing is inside through big plate-glass windows, and there is no elevated stading outside in the car park, so photography is still naff - and you're looking due south into the sun (the what ?) But, well done Heathrow. Oh, the Visitor Centre is free admission too. You're uncomfortably near to the aircraft when they're taking-off on 27R, especially Concorde

Come on Manchester !!

Adrian Heeley

LEEDS BRADFORD AIRLINE REPORT - AUGUST 1998

INBOUND DIVERSIONS

Nil

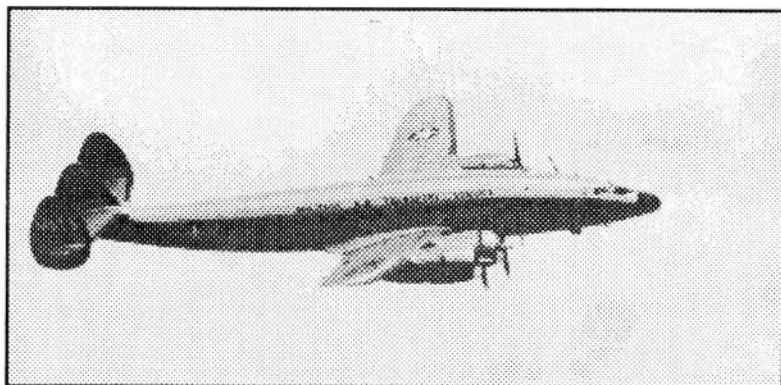
REGULAR FLIGHTS

AEA215	PMI	01/EC-FZZ	08/EC-FZZ	15/EC-FKI	22/EC-GUO	29/EC-GNU
AEA286	ACE	06/EC-GMY	13/EC-FJZ	20/EC-FYF	27/EC-GMY	
AEA295	PMI	04/EC-GHD	11/EC-FKI	18/EC-GMY	25/EC-FJZ	
AEA611	PMI	01/EC-GEU	08/EC-GEU	15/EC-GEQ	22/EC-GEU	29/EC-GEU
AIH371	TFS	04/C-GTDC	11/C-GTDC	18/C-GTDC	25/C-GTDC	
AIH373	BJV	03/G-DJAR	10/G-SUEE	17/G-COEZ	24/G-TMDP	31/G-TICL
AIH377	GRO	06/G-JSXX	13/G-VOLH	20/OprMAN	27/G-VOLH	
AIH379	FAO	02/G-JSXX	09/G-JSXX	16/G-VOLH	23/G-VOLH	30/G-JSXX
AIH381	AGP	02/G-JSXX	09/G-JSXX	16/G-VOLH	23/G-VOLH	30/G-JSXX
AIH383	LPA	01/G-JSXX	08/G-JSXX	15/G-VOLH	22/G-VOLH	29/G-JSXX
AIH385	PMI	01/G-JSXX	08/G-JSXX	15/G-VOLH	22/G-VOLH	29/G-JSXX
AIH387	ALC	01/G-JSXX	08/G-JSXX	15/G-VOLH	22/G-VOLH	29/G-VOLH
AIH389	IBZ	07/G-JSXX	14/G-VOLH	21/G-VOLH	28/G-VOLH	
AIH391	MAH	07/G-JSXX	14/G-VOLH	21/G-VOLH	28/G-VOLH	
AIH395	PMI	03/G-JSXX	10/G-JSXX	17/G-VOLH	24/G-VOLH	31/G-JSXX
AMM1478	FAO	06/G-OOOU	13/G-OOOI	20/G-OOOI	27/G-OOOX	
AWD654	MAH	07/G-BXKD	14/G-BXTA	21/G-BXTA	28/G-BXTA	
BAL039A	ALC	06/EI-TLJ	13/OprMAN	20/EI-TLF	27/EI-TLF	
BAL050A	SKG	10/EI-TLJ	24/EI-TLF			
BAL071A	HER	03/EI-TLJ	17/EI-TLJ	31/EI-TLH		
BAL076A	ALC	01/EI-TLJ	08/EI-TLJ	15/EI-TLJ	22/EI-TLF	29/EI-TLH
BAL089A	CFU	07/EI-TLJ	14/EI-TLJ	21/EI-TLF	28/EI-TLF	
BAL146A	IBZ	01/EI-TLJ	08/EI-TLJ	16/EI-TLJ	22/EI-TLF	29/EI-TLH
BAL241A	DLM	05/EI-TLJ	12/EI-TLJ	19/EI-TLF	26/EI-TLF	
BAL268A	TFS	04/EI-TLJ	11/EI-TLJ	18/EI-TLF	25/EI-TLF	
BAL277A	PMI	06/EI-TLJ	13/EI-TLJ	20/EI-TLF	27/EI-TLF	
BAL295A	LPA	03/EI-TLJ	10/EI-TLJ	17/EI-TLJ	24/EI-TLF	31/EI-TLH
BAL365A	PMI	02/EI-TLJ	09/EI-TLJ	16/G-BYAI	23/EI-TLF	30/EI-TLH
BAL368A	AGP	06/EI-TLJ	13/EI-TLJ	20/EI-TLF	27/EI-TLF	
BAL397A	PMI	07/EI-TLJ	14/EI-TLJ	21/EI-TLF	28/EI-TLF	
BAL423A	MAH	05/EI-TLJ	12/EI-TLJ	19/EI-TLF	26/EI-TLF	
BAL429A	PMI	04/EI-TLJ	11/EI-TLJ	18/EI-TLJ	25/EI-TLF	
BAL468A	REU	01/EI-TLJ	08/EI-TLJ	15/G-VOLH	22/EI-TLF	29/EI-TLF
BAL476A	ACE	02/EI-TLJ	09/EI-TLJ	16/TF-ABD	23/EI-TLF	30/EI-TLH
BAL488A	IBZ	07/EI-TLJ	14/EI-TLJ	21/EI-TLF	28/EI-TLF	
BAL506A	GRO	04/EI-TLJ	11/EI-TLJ	18/EI-TLF	25/EI-TLF	
ECA821	PFO	05/5B-DBB	19/5B-DBB			
FUA197	PMI	02/EC-GUI	09/EC-GNC	16/EC-GNZ	23/EC-GNC	30/EC-GRX
FUA249	AGP	02/EC-GUG	09/EC-GVB	16/EC-GVB	23/EC-GXR	30/EC-GVB
FUA1104	PMI	06/EC-GRX	13/EC-GVB	20/EC-GVG	27/EC-GRX	
IWD336	TFS	07/EC-GLT	14/EC-GUR	21/EC-GUR	28/EC-GLT	
JKK3194	PMI	01/EC-GQG	08/EC-FXI	15/EC-GOM	22/EC-GOM	29/EC-FZC
TSC205	YYZ	04/C-GTSJ	11/C-GTSJ	18/C-GTSF	25/C-GTSE	
VIM724	BOJ	02/LZ-MIL	09/LZ-MIL	16/LZ-MIS	23/LZ-MIS	30/LZ-MIL

OTHER FLIGHTS

01	G-BWDA	AT42	JEA735/736	f/t Belfast City	Lieu JEA FK27
03	G-MANB	BATP	MNX411/410	f/t Isle of Man	Lieu BA41
03	G-OLAH	SH36	JEA744/747	t/f Belfast City	Lieu JEA FK27
05	<u>G-BXXA</u>	AT72	GIL623E/072P	Edinburgh - Newcastle	Lieu SH36
07	EI-CLG	BA46	EIN364/365	f/t Dublin	Lieu FK50
08	<u>G-OBWM</u>	BATP	JEA033C/732	Southend - Belfast City	Lieu JEA FK27
08	G-OBWM	BATP	JEA735/034C	Belfast City - Southend	Lieu JEA FK27
08	G-OBWC	BA11	BWL125P/8125	Stansted - Hannover	Leeds United FC
09	G-OBWC	BA11	BWL8126/126P	Hannover - Stansted	Leeds United FC
11	<u>EL-CSK</u>	BA46	EIN368/369	f/t Dublin	Lieu FK50
13	G-BXXA	AT72	GIL301P/628E	Manchester - Edinburgh	Lieu SH36
13	G-OBWM	BATP	JEA034F/740	Southend - Belfast City	Lieu JEA FK27
13	G-BUPS	AT42	BRT113/106	f/t Southampton	Lieu BRT BA41
13	G-BXXA	AT72	GIL629E/180P	Edinburgh - Bournemouth	Lieu SH36
13	G-OBWM	BATP	JEA743/744	f/t Belfast City	Lieu JEA FK27
13	G-OBWM	BATP	JEA747/736	f/t Belfast City	Lieu JEA FK27
14	<u>TF-ABD</u>	L101	BAL039B/994F	Alicante - Manchester	Lieu TLA EA32
14	G-OBWM	BATP	JEA739/036F	Belfast City - Southend	Lieu JEA FK27
17	<u>EI-LCH</u>	B727	ABR348	Beauvais - Dublin	Horse Charter
18	<u>OO-DLB</u>	B727	BCS670D/671P	Shannon - Heathrow	Horse Charter
18	G-BVZW	FK27	RPX01T/JEA28T	Edinburgh - Local	Training
18	<u>G-OILA</u>	AT72	JEA034F/740	Aberdeen - Belfast City	Lieu JEA FK27
18	<u>G-BVZW</u>	FK27	RPX28T/RPX02T	Local - Edinburgh	Training
18	G-BGYT	E110	JEA036F/744	Liverpool - Belfast City	Lieu JEA FK27
18	G-OILA	AT72	JEA743/035F	Belfast City - Aberdeen	Lieu JEA FK27
18	G-BGYT	E110	JEA747/037F	Belfast City - Liverpool	Lieu JEA FK27
19	OO-DLB	B727	BCS6702/6703	Shannon - Beauvais	Horse Charter
21	<u>G-FCLB</u>	B757	AIH378/378P	Gerona - Manchester	Lieu AIH A321
23	<u>EI-CON</u>	B737	RYR152/153	f/t Dublin	-
29	G-BOAD	CONC	BAW92C/93C	Bristol Filton -n/s- Local	Passenger Charter
30	G-BOAD	CONC	BAW93C/94C	Local - Heathrow	Passenger Charter
31	G-BRLY	BATP	MNX411/412	f/t Isle of Man	Lieu BA41
31	9H-ABS	B733	AMC6251	Belfast International - Malta	Passenger Charter

Aircraft making first visits are underlined.



THE CONNIE, STAR OF THE '98 AIR SHOW CIRCUIT

LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 1998

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA215	PMI	05/EC-GUO	12/EC-GNU	19/EC-GGO	26/EC-GMY	
AEA286	ACE	03/EC-FYF	10/EC-GMY	17/EC-FYF	24/EC-GHD	
AEA295	PMI	01/DivMAN	08/EC-FZZ	15/EC-GHD	22/EC-GGO	29/EC-FJZ
AEA611	PMI	05/EC-GEQ	12/EC-GFU	19/EC-GEU	26/EC-GUO	
AIH371	TFS	01/C-GTDC	08/C-GTDC	15/C-GTDC	22/C-GTDC	29/C-GTDC
AIH373	BJV	07/G-TICL	14/G-COEZ	21/G-COEZ	28/G-TICL	
AIH377	GRO	03/G-JSXX	10/G-JSXX	17/G-JSXX	24/G-JSXX	
AIH379	FAO	06/G-JSXX	13/G-JSXX	20/G-JSXX	27/G-JSXX	
AIH381	AGP	06/G-JSXX	13/G-JSXX	20/DivMAN	27/G-JSXX	
AIH383	LPA	05/G-JSXX	12/G-JSXX	19/G-JSXX	26/G-JSXX	
AIH385	PMI	05/G-JSXX	12/G-JSXX	19/G-JSXX	26/G-JSXX	
AIH387	ALC	05/G-JSXX	12/G-JSXX	19/G-JSXX	26/G-JSXX	
AIH389	IBZ	04/G-JSXX	11/G-JSXX	18/G-JSXX	25/G-JSXX	
AIH391	MAH	04/G-JSXX	11/G-JSXX	18/G-JSXX	25/G-JSXX	
AIH395	PMI	07/G-JSXX	14/G-JSXX	21/G-JSXX	28/G-JSXX	
AMM1478	FAO	03/G-OOOW	10/G-OOOW	17/G-OOOW	24/G-OOOW	
AWD654	MAH	04/G-BXTA	11/G-BXTA	18/G-BXKC	25/G-BXKD	
BAL039A	ALC	03/EI-TLH	10/EI-TLF	17/EI-TLF	24/EI-TLF	
BAL050A	SKG	07/EI-TLF				
BAL071A	HER	14/EI-TLF	28/EI-TLF			
BAL076A	ALC	05/EI-TLF	12/EI-TLF	19/EI-TLF	26/EI-TLF	
BAL089A	CFU	04/EI-TLH	11/EI-TLF	18/EI-TLF	25/EI-TLF	
BAL146A	IBZ	05/EI-TLH	13/G-BYAS	19/EI-TLF	26/EI-TLF	
BAL241A	DLM	02/EI-TLH	09/EI-TLF	16/EI-TLF	23/EI-TLF	30/EI-TLF
BAL268A	TFS	01/EI-TLH	08/EI-TLF	15/EI-TLF	22/EI-TLF	29/EI-TLF
BAL277A	PMI	03/EI-TLH	10/EI-TLF	17/EI-TLF	24/EI-TLF	
BAL295A	LPA	07/EI-TLF	14/EI-TLF	21/EI-TLF	28/EI-TLF	
BAL365A	PMI	06/EI-TLF	13/EI-TLF	20/EI-TLF	27/EI-TLF	
BAL368A	AGP	03/EI-TLH	10/EI-TLF	17/EI-TLF	24/EI-TLF	
BAL397A	PMI	04/EI-TLH	11/EI-TLF	18/EI-TLF	25/EI-TLF	
BAL423A	MAH	02/DivMAN	09/EI-TLF	16/EI-TLF	23/EI-TLF	30/EI-TLF
BAL429A	PMI	01/EI-TLH	08/EI-TLF	15/EI-TLF	22/EI-TLF	29/EI-TLF
BAL468A	REU	05/EI-TLH	12/EI-TLF	19/EI-TLF	26/EI-TLF	
BAL476A	ACE	06/EI-TLF	13/EI-TLF	20/EI-TLF	27/EI-TLF	
BAL488A	IBZ	04/EI-TLH	11/EI-TLF	18/EI-TLF	25/EI-TLF	
BAL506A	GRO	01/EI-TLH	08/EI-TLF	15/EI-TLF	22/EI-TLF	29/EI-TLF
ECA821	PFO	02/5B-DBD	16/5B-DBB	30/5B-DBB		
FUA197	PMI	06/EC-GOB	13/EC-GOB	20/EC-GNZ	27/DivMAN	
FUA249	AGP	06/EC-GUG	13/EC-GUG	20/EC-GUG	27/EC-GRX	
FUA1104	PMI	03/EC-GRX	10/EC-GVB			
IWD336	TFS	04/EC-GLT	11/EC-GLT	18/EC-GLT	25/EC-GUR	
JKK3194	PMI	05/EC-GHH	12/EC-GCV	19/EC-GOU	26/EC-GNY	
TSC205	YYZ	01/C-GTSV	08/C-GTSN	15/C-GTSN	22/C-GTSJ	29/C-GTSN
VIM724	BOJ	06/LZ-MIK	13/LZ-MIG	20/LZ-MIL	27/LZ-MIK	

OTHER FLIGHTS

02	G-IJYS	BA31	AKL06/61	Blackpool - Nantes	Passenger Charter
02	G-EMRD	HS74	GIL628P/628E	Liverpool - Edinburgh	Lieu GIL SH36
02	G-EMRD	HS74	GIL629E/629P	Edinburgh - Liverpool	Lieu GIL SH36
03	<u>D-AELE</u>	FK27	WDL410/411	Koln/Bonn - Braunschweig	Freight Charter
03	G-ZAPD	SH36	GIL628P/628E	Stansted - Edinburgh	Lieu GIL SH36
03	G-IJYS	BA31	AKL62/06	Asturias - Manchester	Passenger Charter
03	G-ZAPD	SH36	GIL629E/629P	Edinburgh - Stansted	Lieu GIL SH36
04	D-AELE	HS74	WDL430/431	Koln/Bonn - Braunschweig	Freight Charter
05	<u>G-BXWF</u>	FK10	BMA1604/1614	f/t Jersey	-
07	<u>9H-ADI</u>	B733	AMC6250/6251	Malta - Birmingham	Passenger Charter
10	G-OCEA	SH36	GIL628P/628E	Norwich - Edinburgh	Lieu GIL SH36
10	G-OCEA	SH36	GIL629E/629P	Edinburgh - Norwich	Lieu GIL SH36
10	G-OZRH	BA46	FLT91A/9110	Luton -n/s- Inverness	Passenger Charter
12	<u>G-BXWE</u>	FK10	BMA1604/1614	f/t Jersey	-
12	G-OZRH	BA46	FLT9122/912P	Inverness - Marseille	Passenger Charter
13	<u>G-LOVA</u>	BA31	LOV828P/828	Biggin Hill - Edinburgh	Passenger Charter
13	<u>CS-TNA</u>	EA32	TAP9084/462P	Oporto - Lisbon	Football Charter
13	G-OAKJ	BA31	AKL01	Manchester - Isle of Man	Passenger Charter
14	G-LOVA	BA31	LOV828P/828P	Edinburgh - Caen	Passenger Charter
16	CS-TNA	EA32	TAP463P/9085	Lisbon - Funchal	Football Charter
16	G-EMRD	HS74	JEM1526/1527	Liverpool - Ostend	Passenger Charter
16	OO-DWA	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
17	G-EMRD	HS74	JEM1528/1529	Ostend - Liverpool	Passenger Charter
21	G-BVJP	AT42	JEA032C/730	Newcastle - Belfast City	Lieu JEA FK27
21	G-BVJP	AT42	JEA733/734	f/t Belfast City	Lieu JEA FK27
24	OO-DWC	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
28	<u>XA-RLM</u>	B757	LXR632P/6312	Manchester - Funchal	Leeds United FC
30	G-ZAPJ	AT42	AWC900P/900A	Stansted - Koln/Bonn	Freight Charter
30	XA-RLM	B757	LXR6331/635P	f/t Funchal	Leeds United FC
30	G-OJSY	SH36	GIL628P/628E	Exeter - Edinburgh	Lieu GIL SH36
30	G-OJSY	SH36	GIL629E/629P	Edinburgh - Cardiff	Lieu GIL SH36

Aircraft making first visits are underlined.



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21st October 1998

AIRPORT PASSENGER FIGURES UP FOR THIRTIETH MONTH RUNNING

The financial success of Leeds Bradford International Airport (LBA), revealed in the recent annual statement, is echoed by the total number of passengers using the airport in September when there was an increase for the thirtieth month in succession

Terminal passengers in the month totalled 142,631 - an increase of 8% over the 131,484 in September 1997. Cumulative figures for the year thus far reached 1,077,281 - an increase of 12% over the 962,453 for the same period last year.

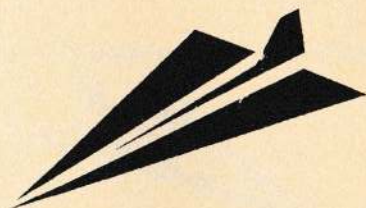
The largest passenger percentage increase on international scheduled flights was on the LBA-Paris Charles de Gaulle route which jumped by 106% (to 5,510). Brussels was next with a 48% increase (to 7,639).

But the September total of 16,719 passengers on the LBA-Dublin route remained the highest on the scheduled international flights list

Passengers on holiday charter flights also helped swell the monthly figures, with 60,185 carried in September against 49,137 a year ago, up 19%.

On these services, Palma continued to attract the most passengers (15,230) in the month, with Tenerife (4,703) in second place and Mahon (4,626) in third.

PRESS RELEASE



AIR SUPPLY

CHRISTMAS SHOPPING OPENING HOURS

**FROM 15 NOVEMBER SUNDAY
OPENING FROM 11AM TO 3PM.**

21 TO 23 December 10AM TO 5.30PM.

24 December 10AM TO 4PM.

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27 & 28 December CLOSED

29 TO 31 December 10AM TO 5PM.

1 January 1999 CLOSED



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