



MULTI FLIGHTS ROBIN HR2000
G. BXDT MADE AN EMERGENCY LANDING
IN A FIELD TO THE SOUTH WEST
OF RUNWAY 14

VOL. 26

NOVEMBER 2000

CHAIRMAN : MR.M.WILLINGALE	
17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY	01943 875137
SECRETARY: MRS.N.BARRETT	
53, HIGHWOOD AVENUE, LEEDS LS17 6EW	0113 2683114
TREASURER AND MEMBERSHIP: MR.D.VALENTINE	
8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2288143
PUBLIC RELATIONS: MR. L. COLDBECK	
207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947
COMMITTEE MEMBERS 1999-2000	
MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE , MR.D.BATES, MR.A.EDWARDS , MR. G.WARD, .	
Please note that all membership enquires should be made to the Treasurer	

CHAIRMAN'S CHAT

Hopefully, this will be the last magazine in the current format. Following my resignation at the A.G.M. the magazine , as from December, will be produced by Cliff Jayne. All contributions will be scanned and put into disc, from which the magazine will be produced. This will provide a standard font and reproduction. Therefore, in future, all magazine articles, movements etc should be posted or delivered to

Cliff Jayne, Air Supply, 97, High Street, Yeadon, LS19 7TA by the 20th of the month.

Discussions are still ongoing to find a new Chairman. Once nominations have been received, voting will take place, including postal votes. It has been suggested that the society has a Chairman and Vice-Chairman and these to be for a fixed-term of either three or five years.

MEETINGS - Once again we have obtained the use of Gate 20 for the December meeting. I am still trying to confirm a speaker from the Leeds-Bradford Airport; either from A.T.C. or a Terminal Officer. After December we are of no fixed abode (as they say in the courts). We hope we will be able to use the Yeadon tam Activity Centre for our early 2001 meetings.

MOVEMENTS - Due to new systems at the L.B.A. we are still without official lists of movements. Therefore, if any members do have their own listings, will they please pass them on to Terry Sykes, who can then use them to fill in any gaps.

MEETINGS (starting at 14.30)

Sunday, 3rd December at Gate 20 L.B.A. (see above)

Meetings for 2001 t.b.a.

CREDITS

Terry Sykes, , Eric Martin, Dave Wooler, Roger Fozzard.

Leeds/Bradford Movements

September 2000

01 Friday

G-UKTD Fokker 50	0733	G-JECB CL600RJ	0749
G-EMZI Boeing 737 500	0813	G-MAJD Jetstream 41	0916
G-GNTJ SAAB 340	0918	G-GNTG SAAB 340	0940
G-MAJB Jetstream 41	0944	G-JEDZ DHC-8	0946
EI-CKR Boeing 737	0950	EC-HBZ Boeing 737 400	0954 1217
G-EMKA Boeing 737 500	0957	G-UKTA Fokker 50	1005
G-JECB CL600RJ	1030	G-BMYD Beech A36	1041 1056
EC-HKQ Boeing 737 800	1207 1410	G-FCLB Boeing 757	1250 1621
G-JEDZ DHC-8	1254	G-BBFX PA-34 Seneca	1348
G-MAJB Jetstream 41	1404	G-GNTG SAAB 340	1407
EI-CJC Boeing 737	1410	G-BYNC Boeing 800	1415
G-EMKA Boeing 737 500	1427	G-UKTA Fokker 50	1436
OO-DJL Avro 146 RJ85	1454	G-JECB CL600RJ	1639
G-JEDZ DHC-8	1641	G-GNTJ SAAB 340	1647
G-UKTD Fokker 50	1706	G-MAJB Jetstream 41	1718
G-MAJD Jetstream 41	1722	G-GNTG SAAB 340	1733
EI-CNW Boeing 737	1747	VF-CFG Citation I	1845 1143(02)
G-JECB CL600RJ	1918	G-JEDZ DHC-8	2002
G-UKTA Fokker 50	2018	C-GTDB Airbus 320	2033
G-GNTG SAAB 340	2038	G-RJXE EMB 145	2050
EC-GZD Airbus 320	2143 2301	G-BYNC Boeing 737 800	2151
EC-GNU Boeing 737 300	2219 2329	G-BVJA Fokker 100	2257
G-MAJD Jetstream 41	2304		

02 Saturday

EC-HHG Boeing 737 800	0035 0456	G-UKTI Fokker 50	0735
EI-FKF Fokker 50	0848	G-OBFL Bandeirante	0852 2021(03)
G-BVJA Fokker 100	0922	G-MAJA Jetstream 41	0951
G-UKTA Fokker 50	0955	EI-CDB Boeing 737	0958
G-LARE Twin Comanche	1155 1156	G-UKTI Fokker 50	1209
G-RJXE EMB 145	1211	G-BYNC Boeing 737 800	1216
N57WC Cessna 401B	1220 1344	N79EL Beechjet 400A	1511 1538
G-MSKB Boeing 737 500	1521 1623	G-JEDX DHC-8	1526
EC-HGP Boeing 737 800	1534 1639	G-EMHT Turbo Arrow IV	1542 1043(03)
G-GNTJ SAAB 340	1555	G-FDME Airbus 320	1724 1827
G-JECB CL600RJ	1721	G-GYEO GY80 Horizon	1807 N/res
EI-GHP Citation Bravo	1810 1845	G-RJXE EMB 145	1911
EI-FKC Fokker 50	1926	G-JEDX DHC-8	1945
G-UKTA Fokker 50	1951	C-GTDB Airbus 320	2104
G-BYNC Boeing 737 800	2114	EI-CLI BAe 146 300	2223 2256

03 Sunday

EC-GGJ Boeing 767	0026	0254	G-UKTC Fokker 50	0733
C-GTDB Airbus 320	0746		EI-FKE Fokker 50	0856
G-BVJB Fokker 100	1009		G-BVTE Fokker 70	1011
G-UKTA Fokker 50	1032		G-BULH Cessna 172N	1055 1127
G-UKTC Fokker 50	1216		G-BYNC Boeing 737 800	1227
G-JEDX DHC-8	1300		EC-HFB Airbus 310	1353 1534
EI-CNT Boeing 737	1356		G-BWGY DV20 Katana	1434 1551
G-JEDX DHC-8	1643		G-MAJD Jetstream 41	1719
EI-CJC Boeing 737	1800		N37WC Cessna 401B	2044 2109

04 Monday

G-UKTF Fokker 50	0734		OY-GGG Citation VII	0741 0818
G-JECB CL600RJ	0748		G-BVCM CitationJet	0753 0800
EI-FKF Fokker 50	0846		G-BVZE Boeing 737 500	0912
G-MAJH Jetstream 41	0919		G-MAJD Jetstream 41	0940
G-JEDX DHC-8	0948		G-UKTA Fokker 50	0957
EI-CNT Boeing 737	1004		G-GNTI SAAB 340	1009
LY-AMP YAK 52	1028	1744	G-LARE Twin Comanche	1235 1328
G-JEDX DHC-8	1254		G-JECB CL600RJ	1347
EI-CNZ Boeing 737	1359		G-MAJD Jetstream 41	1401
G-COEZ Airbus 320	1412	1551	G-GNTI SAAB 340	1414
G-BVZE Boeing 737 500	1422		OO-DJQ Avro 146 RJ85	1451
G-BNRL Cessna 152	1502	1544	G-RJXE EMB 145	1628
G-JEDX DHC-8	1631		G-UKTA Fokker 50	1634
G-JECB CL600RJ	1640		G-BKTY TB-10 Tobago	1643
G-UKTF Fokker 50	1646		G-GNTG SAAB 340	1652
G-BYNC Boeing 737 800	1705		G-MAJD Jetstream 41	1710
G-MAJH Jetstream 41	1713		G-GNTI SAAB 340	1716
EI-CNT Boeing 737	1804		G-BVKB Boeing 737 500	1838
G-JECB CL600RJ	1925		C-GTDB Airbus 320	1951
G-GNTG SAAB 340	1954		G-MAJH Jetstream 41	1957
G-JEDX DHC-8	2008		G-GNTI SAAB 340	2014
G-RJXE EMB 145	2023		G-MAJD Jetstream 41	2036
G-UKTA Fokker 50	2038			

05 Tuesday

G-JECB CL600RJ	0744		N650FP Citation III	0602 1557
G-GLTX King Air 200	0809	1744	F-GKID Citation I	0809 1631(06)
G-EMHH Twin Squirrel	0859	0927	G-PZIZ PA-31 Navajo	0921 1635
G-GNTI SAAB 340	0924		G-BVKB Boeing 737 500	0926
G-MAJH Jetstream 41	0929		G-GNTJ SAAB 340	0942
G-MAJD Jetstream 41	0944		G-UKTA Fokker 50	1042
EI-CKR Boeing 737	1005		G-BYLM PA-46 Malibu	1008
N4545 Lear Jet 45	1010	1802(06)	G-JEDX DHC-8	1016
OY-HRA Boeing 737 700	1052	1213	G-KSFT PA-23 Aztec	1215 1407
G-JEDX DHC-8	1306		G-BYNC Boeing 737 800	1314
G-GRID Twin Squirrel	1347	1434	G-JECB CL600RJ	1353
G-MAJD Jetstream 41	1401		EI-CNT Boeing 737	1405
G-GNTJ SAAB 340	1411		G-BVZG Boeing 737 500	1416
G-UKTA Fokker 50	1419		C-GTDA Airbus 320	1425
OO-DJV Avro 146 RJ85	1513		OY-GGG Citation VII	1614 1633
G-JECB CL600RJ	1631		G-JEDX DHC-8	1636
G-GNTI SAAB 340	1643		G-MAJD Jetstream 41	1701
G-RJXE EMB 145	1703		G-MAJH Jetstream 41	1716
G-GNTJ SAAB 340	1722		G-BHUJ Cessna 172N	1834 1927
G-JECB CL600RJ	1915		G-GNTI SAAB 340	1943
G-UKTA Fokker 50	2005		G-MAJH Jetstream 41	2008

G-JEDX DHC-8	2011	G-GNTJ SAAB 340	2025
G-MAJD Jetstream 41	2039	G-RJXE EMB 145	2049
G-BYNC Boeing 737 800	2113	N981SW Gulfstream IV	2232 1718(06)
06 Wednesday			
N165JF Gulfstream IV	0601 2108	G-BYFR PA-32R Saratoga	0823 1110
G-JECB CL600RJ	0826	EI-FKF Fokker 50	0853
G-ECAS Boeing 737 300	0917	G-MAJH Jetstream 41	0922
G-GNTJ SAAB 340	0931	G-GNTI SAAB 340	0938
G-MAJD Jetstream 41	0945	G-UKTA Fokker 50	1010
G-JEDX DHC-8	1014	EI-CNX Boeing 737	1018
N220SC PA-31T Cheyenne	1112 1447(08)	G-KKES TB-20 Trinidad	1246 1514
G-BAFU PA-28 Cherokee	1317 1409	VP-CFG Citation I	1405 1756
OO-DJS Avro 146 RJ85	1518	G-BYNC Boeing 737 800	1620
G-JEDX DHC-8	1630	G-JECB CL600RJ	1633
C-FTDA Airbus 320	1724	EI-COA Boeing 737	1752
07 Thursday			
G-BVCM CitationJet	0709 1303	G-JECB CL600RJ	0749
G-UKTF Fokker 50	0758	G-IMVA PA-28 Archer III	0903 1215
G-KWLI Cessna 421C	0920 1546	G-MAJD Jetstream 41	0931
G-GNTI SAAB 340	0941	G-GNTJ SAAB 340	0945
G-JEDX DHC-8	0952	G-MAJH Jetstream 41	0955
EI-CKS Boeing 737	0957	G-UKTA Fokker 50	1015
G-JECB CL600RJ	1026	G-BXLY PA-28 Warrior	1054 1738
OO-DJL Avro 146 RJ85	1058	G-RJXE EMB 145	1105
G-BNEN PA-34 Seneca	1110 1605	N79EL Beechjet 400A	1145 1245
G-UKTF Fokker 50	1242	G-JEDX DHC-8	1305
G-JECB CL600RJ	1349	G-GNTJ SAAB 340	1354
EI-CJC Boeing 737	1357	G-BYNC Boeing 737 800	1400
G-MAJH Jetstream 41	1402	G-BVZE Boeing 737 500	1404
G-TMDP Airbus 320	1408 1543	G-OOOA Boeing 757	1412 1553
OO-DJN Avro 146 RJ85	1449	G-UKTA Fokker 50	1504
N900CB Cessna 421C	1559	G-BVCM CitationJet	1603 1735
G-JEDX DHC-8	1645	G-JECB CL600RJ	1656
G-MAJH Jetstream 41	1706	G-MAJD Jetstream 41	1718
G-GNTJ SAAB 340	1730	G-UKTH Fokker 50	1741
G-BVZE Boeing 737 500	1841	EI-CKS Boeing 737	1850
G-JECB CL600RJ	1939	C-FTDA Airbus 320	1942
08 Friday			
G-UKTH Fokker 50	0748	G-JECB CL600RJ	0751
G-MAJD Jetstream 41	0917	G-BVZH Boeing 737 500	0925
G-GNTJ SAAB 340	0930	G-MAJH Jetstream 41	0935
G-GNTI SAAB 340	0937	EI-COA Boeing 737	0949
G-JEDX DHC-8	0953	G-UKTA Fokker 50	1004
EC-GNZ Boeing 737 400	1009 1202	D-CACB King Air B200T	1038 1530
G-BCRL PA-28 Warrior	1049 1131	G-BOVK PA-28 Warrior II	1134 1659
EC-HJQ Boeing 737 800	1148 1256	G-BODY Cessna 310R	1200 1318
G-UKTH Fokker 50	1233	G-FCLC Boeing 757	1310 1630
G-GNTI SAAB 340	1410	G-UKTA Fokker 50	1420
G-BYNC Boeing 737 800	1424	OO-DJR Avro 146 RJ85	1448
N485A Enstrom 480	1605 1728	G-JECB CL600RJ	1635
G-JEDX DHC-8	1639	G-RJXD EMB 145	1647
G-GNTJ SAAB 340	1649	G-MAJJ Jetstream 41	1705
EI-GHP Citation Bravo	1707 1744	G-BZIN Robinson R-44	1711 1717(09)
G-UKTH Fokker 50	1712	G-MAJD Jetstream 41	1715
G-GNTI SAAB 340	1727	EI-CNX Boeing 737	1748

G-JECB CL600RJ	1917	EI-FKF Fokker 50	1922
OO-DJF BAe 146 200	1924	EC-GZD Airbus 320	2151 2335
EC-FXP Boeing 737 400	2206 2319	EC-HHG Boeing 737 800	2332 0046(09)
09 Saturday			
G-UKTH Fokker 50	0753	EI-FKD Fokker 50	0851
G-BVJA Fokker 100	0922	EI-COB Boeing 737	0954
G-UKTA Fokker 50	1004	G-MAJA Jetstream 41	1010
G-NHRH PA-28 Cherokee	1043 1137	G-JEDX DHC-8	1105
N33CJ CitationJet	1136 1856	G-RJXD EMB 145	1153
G-BYNC Boeing 737 800	1206	G-UKTH Fokker 50	1300
XV306 Hercules C.1	1310 1630	N145DF Citation I	1321 1806
C-FTDA Airbus 320	1328	G-EMHH Twin Squirrel	1331 1358
F-GYOL Falcon 50	1345 1728	EI-CNZ Boeing 737	1350
G-BVTE Fokker 70	1408	G-GNTG SAAB 340	1424
G-UKTA Fokker 50	1434	EC-HBL Boeing 737 800	1437 1608
G-BNOM PA-28 Warrior II	1445	G-BVZE Boeing 737 500	1456
G-MSKD Boeing 737 300	1459 1825	G-JEDX DHC-8	1517
G-BXLY PA-28 Warrior	1531 1239(10)	G-EMHH Twin Squirrel	1622 1832
G-OBWA BAC 1-11 500	1711 1812	G-RDVE Airbus 320	1723 1852
G-JECB CL600RJ	1725	G-BJHB Mooney M20J	1831 1759(10)
G-RJXD EMB 145	1840	G-JEDX DHC-8	1928
G-UKTA Fokker 50	2003	G-BYNC Boeing 737 800	2017
C-FTDA Airbus 320	2115		
10 Sunday			
EC-GQJ Boeing 767	0030 0150	XV221 Hercules C.3	0810 1011
EI-FKF Fokker 50	0849	G-UKTA Fokker 50	1008
G-BVTE Fokker 70	1014	G-CITY PA-31 Navajo	1117 1134
G-BYNC Boeing 737 800	1227	XV221 Hercules C.3	1358 1409
G-CITY PA-31 Navajo	1431 1911		
11 Monday			
G-BXLY PA-28 Warrior	1136 1653	G-UKTA Fokker 50	1211
G-MAJI Jetstream 41	1220	G-GNTI SAAB 340	1224
OO-DJV Avro 146 RJ85	1239	G-JEDX DHC-8	1300
G-RJXD EMB 145	1328	EI-CNY Boeing 737	1407
G-JOEM Airbus 320	1413 1602	G-BVZI Boeing 737 500	1415
N213CT King Air C90	1430 1432(12)	G-JECB CL600RJ	1433
G-MAJD Jetstream 41	1437	OO-DJW Avro 146 RJ85	1521
G-JEDX DHC-8	1632	G-UKTH Fokker 50	1652
G-JECB CL600RJ	1657	G-GNTI SAAB 340	1659
G-GNTG SAAB 340	1707	G-RJXD EMB 145	1718
G-MAJI Jetstream 41	1721	G-UKTA Fokker 50	1724
N79EL Beechjet 400A	1730 1752	G-SPUR Citation II	1843 1927
G-BUKA Metro III	1847 1915	HB-IIN Boeing 737 300	2208
D-ICMF Cessna 425	2236 2311	N165JF Gulfstream IV	2242 2332
12 Tuesday			
G-TTMC Airbus 300	0710 0929	G-RENO TB-10 Tobago	0946 1749
EI-CDG Boeing 737 500	0850	OY-CKT Citation V	0906 1035
G-BONC PA-28R Arrow IV	0911 1656	N220SC PA-31T Cheyenne	0917
G-MAJI Jetstream 41	0920	G-GNTI SAAB 340	0939
G-MAJD Jetstream 41	0952	G-JEDX DHC-8	0957
G-BOFY PA-28 Cherokee	1006 1457	EI-CJG Boeing 737	1012
G-UKTI Fokker 50	1014	OO-DJK Avro 146 RJ85	1041
9H-ADI Boeing 737 300	1047 1223	G-RJXD EMB 145	1109
G-JEDB DHC-8	1123	G-OJAC Mooney M20J	1140 1604

G-BNOM PA-28 Warrior II	1327	1421	G-JEAW BAe 146	200	1636	1721
G-GILT Cessna 421C	1728	0808(13)	G-FIND Cessna F406		2010	2025
N497DM CL604 Challenger	2311					

13 Wednesday

G-JECB CL600RJ	0744		F-GSEA Boeing 737	300	0755	0934
G-UKTH Fokker 50	0814		G-BNNI Boeing 727	200	0821	0942
F-GLXF Boeing 737	200	0825	0927	EI-FKD Fokker 50	0847	
F-GLNA Boeing 747	200	0912	0951	G-MAJI Jetstream 41	0917	
G-BVZE Boeing 737	500	0920		G-GNTG SAAB 340	0946	
G-GNTI SAAB 340	0948			G-JEDX DHC-8	0952	
G-MAJD Jetstream 41	0954			EC-HLM Boeing 737	300	0955
G-UKTI Fokker 50	1000			EI-CJG Boeing 737	1021	
G-JECB CL600RJ	1031			OO-DWK Avro 146	RJ100	1056
G-RJXD EMB 145	1105			ZG846 Islander	AL.1	1109
G-BBTG Cessna F172M	1117	1637		G-UKTH Fokker 50	1245	
G-JEDX DHC-8	1257			EI-CKP Boeing 737	1346	
G-BVZE Boeing 737	500	1348		G-JECB CL600RJ	1351	
G-MAJD Jetstream 41	1402			G-GNTI SAAB 340	1420	
G-UKTI Fokker 50	1425			G-BNRL Cessna 152	1437	1518
OO-DJN Avro 146	RJ85	1445		N2418N Citation X	1525	
G-BYNC Boeing 737	800	1612		G-JEDX DHC-8	1630	
G-JECB CL600RJ	1635			G-RJXD EMB 145	1640	
OY-CKT Citation V	1645	1722		G-UKTH Fokker 50	1651	
G-GNTG SAAB 340	1654			C-GTDB Airbus 320	1704	
G-MAJD Jetstream 41	1707			G-MAJI Jetstream 41	1711	
G-GNTI SAAB 340	1730			G-FRYI King Air 200	1844	1903
G-GILT Cessna 421C	1858			G-WYPA Bolkow 105DBS	2326	

14 Thursday

G-JECB CL600RJ	0743		G-UKTH Fokker 50	0800		
N250TM King Air 200	0823		G-MAJI Jetstream 41	0917		
G-BVZE Boeing 737	500	0923		G-GNTG SAAB 340	0929	
G-GNTI SAAB 340	0945			G-MAJD Jetstream 41	0948	
G-UKTI Fokker 50	1000			G-JEDX DHC-8	1004	
G-JECB CL600RJ	1029			OO-DJK Avro 146	RJ85	1040
G-RJXD EMB 145	1123			G-BYNC Boeing 737	800	1250
G-OOOC Boeing 757	1256			G-JEDX DHC-8	1302	
G-UKTH Fokker 50	1309			G-BVZE Boeing 737	500	1347
EI-CKQ Boeing 737	1349			G-JECB CL600RJ	1352	
G-MAJD Jetstream 41	1357			S5-CEC King Air B200	1402	
G-VCED Airbus 320	1405			G-GNTI SAAB 340	1407	
G-UKTI Fokker 50	1423			OO-DJX Avro 146	RJ85	1458
G-JEDX DHC-8	1626			G-RJXD EMB 145	1629	
G-JECB CL600RJ	1640			G-GNTG SAAB 340	1648	
G-MAJD Jetstream 41	1703			G-MAJI Jetstream 41	1718	
G-GNTI SAAB 340	1721			G-GNTH SAAB 340	1749	
HB-IIN Boeing 737	300	1756		C-GTDB Airbus 320	1902	

15 Friday

G-JECB CL600RJ	0745		G-UKTH Fokker 50	0750		
G-BVCM CitationJet	0821		F-GULM King Air C90A	0850		
G-MAJI Jetstream 41	0927		G-OPYE Cessna 172S	0932		
G-GNTI SAAB 340	0942		G-MAJD Jetstream 41	0950		
G-GNTG SAAB 340	0952		G-JEDX DHC-8	1002		
G-JECB CL600RJ	1040		G-RJXA EMB 145	1112		
G-XXEA Sikorsky S-76C	1144		G-UKTH Fokker 50	1244		
G-JEDX DHC-8	1303		G-FCLG Boeing 757	1309		

N273TB B58 Baron	1339	G-JECB CL600RJ	1354
EI-CNY Boeing 737	1410	G-GNTG SAAB 340	1420
G-BYNC Boeing 737 800	1423	G-MAJD Jetstream 41	1431
OO-DJQ Avro 146 RJ85	1449	N79EL Beechjet 400A	1535
G-RJXA EMB 145	1635	G-HMMV CitationJet	1640
G-JEDX DHC-8	1852	G-GNTI SAAB 340	1655
G-FPLA King Air 200	1713	G-MAJI Jetstream 41	1719
G-JECB CL600RJ	1728	G-MAJD Jetstream 41	1730
G-GNTG SAAB 340	1739		
16 Saturday			
G-UKTI Fokker 50	9747	EI-FKC Fokker 50	0901
G-MAJA Jetstream 41	0928	G-JEDX DHC-8	1130
N340SC Cessna 340	1140	G-RJXA EMB 145	1144
G-UKTI Fokker 50	1210	G-BYNC Boeing 737 800	1212
G-GCKI Mooney M20K	1218 n/s	G-BBPX PA-34 Seneca	1224 n/s
G-MAJI Jetstream 41	1334	C-GTDB Airbus 320	1346
EI-CNY Boeing 737	1409	G-BVTG Fokker 70	1421
G-BVZG Boeing 737 500	1431	G-MSKD Boeing 737 500	1434
EC-HGQ Boeing 737 800	1455	G-JEDX DHC-8	1530
G-CEGR King Air 200	1708	G-JECB CL600RJ	1758
C-GSHI Boeing 727	1821 n/s	G-MRMR PA-31 Navajo	1829
G-RDVE Airbus 320	1834		
17 Sunday			
C-GTDB Airbus 320	0735	G-UKTC Fokker 50	0739
EI-FKF Fokker 50	0857	N421CA Cessna 421C	0915
G-BVKD Boeing 737 500	0936	G-UKTI Fokker 50	0948
G-BVTG Fokker 70	1018	G-UKTC Fokker 50	1215
G-BYNC Boeing 737 800	1229	ZA705 Chinook HC.2	1235
G-JEDX DHC-8	1301	G-JECB CL600RJ	1350
EI-CJC Boeing 737	1358	G-UKTI Fokker 50	1412
OO-DJK Avro 146 RJ85	1437	G-HMMV CitationJet	1615
G-JECB CL600RJ	1634	C-GTDB Airbus 320	1637
18 Monday			
G-UKTC Fokker 50	0750	G-JECB CL600RJ	0755
EI-FKD Fokker 50	0904	G-BVZH Boeing 737 500	0927
G-GNTG SAAB 340	0944	G-GNTI SAAB 340	0946
G-MAJI Jetstream 41	0950	G-JEDX DHC-8	0956
G-MAJD Jetstream 41	1000	EI-CNW Boeing 737	1006
OO-DJO Avro 146 RJ85	1026	G-JECB CL600RJ	1032
G-UKTI Fokker 50	1055	G-RJXA EMB 145	1110
G-EMAX PA-31 Navajo	1130	G-HAMA King Air 200	1141
G-GILT Cessna 421C	1205	G-UKTC Fokker 50	1250
G-JEDX DHC-8	1301	G-JECB CL600RJ	1345
OO-DJP Avro 146 RJ85	1505	G-UKTI Fokker 50	1556
G-OCFR Lear Jet 35A	1807	EI-CUQ Airbus 320	1618
G-JECB CL600RJ	1620	G-JEDX DHC-8	1631
G-BWV DV20 Katana	1640	F-GTRY CitationJet	1643
G-GNTG SAAB 340	1649	G-BYNC Boeing 737 800	1701
G-RJXA EMB 145	1704	G-MAJD Jetstream 41	1711
G-MAJI Jetstream 41	1714	G-GNTI SAAB 340	1724
EI-COA Boeing 737	1759	G-BVZH Boeing 737 500	1842
VP-CCP Citation Bravo	1907		

19 Tuesday

G-UKTI Fokker 50	0950	G-MAJI Jetstream 41	0957
N4545 Lear Jet 45	1002	G-MAJD Jetstream 41	1033
OY-MRB Boeing 737 700	1106	G-GNTG SAAB 340	1121
G-RJXA EMB 145	1133	EI-CRP Boeing 737 700	1211
G-JECB CL800RJ	1233	G-GNTI SAAB 340	1253
G-JEDX DHC-8	1259	G-BYNC Boeing 737 800	1328
EI-CJD Boeing 737	1347	G-MAJD Jetstream 41	1401
G-BVKA Boeing 737 500	1408	C-FTDA Airbus 320	1413
OO-DJT Avro 146 RJ85		VP-CFG Citation I	
G-GNTG SAAB 340	1606	G-JEDX DHC-8	1647
G-RJXA EMB 145	1658	G-MAJD Jetstream 41	1701
G-MAJI Jetstream 41	1721	G-GNTI SAAB 340	1736

20 Wednesday

D-IOAA Cessna 421C No further report received

21 Thursday

G-MAJI Jetstream 41	0949	G-MAJD Jetstream 41	0951
G-JEDX DHC-8	0954	EI-FKC Fokker 50	0958
G-UKTI Fokker 50	1047	G-RJXA EMB 145	1139
G-JECB CL800RJ	1347	G-MAJD Jetstream 41	1400
EI-CNT Boeing 737	1438	G-BYNC Boeing 737 80	1444
G-GNTG SAAB 340	1529	G-UKTI Fokker 50	1537
G-JETG Lear Jet 35A	1548	G-RJXA EMB 145	1633
G-JEDX DHC-8	1639	G-JECB CL800RJ	1641
G-GNTI SAAB 340	1705	G-MAJD Jetstream 41	1711
G-MAJI Jetstream 41	1727	D-CEWR Lear Jet 45	
CS-DNP Falcon 2000			

22 Friday

G-JECB CL800RJ	0753	EI-FKE Fokker 50	0853
G-MAJI Jetstream 41	0916	G-BVKD Boeing 737 500	0919
G-GNTI SAAB 340	0940	G-JEDX DHC-8	0951
G-MAJD Jetstream 41	0953	EI-COB Boeing 737	0959
G-UKTI Fokker 50	1002	OO-DJY Avro 146 RJ85	1019
G-UKTE Fokker 50	1216	G-JEDX DHC-8	1259
G-FCLB Boeing 757	1304	G-JILL Rockwell 112TC	1314
G-JECB CL800RJ	1354	EI-CJC Boeing 737	1358
G-GNTI SAAB 340	1358	G-BVKD Boeing 737 500	1403
N273TB B58 Baron	1418	G-BYNC Boeing 737 800	1424
G-MAJD Jetstream 41	1426	G-GNTI SAAB 340	1433
G-BONW Cessna 152	1459	N146GA Cessna 425	1509
OO-DJZ Avro 146 RJ85	1514	G-JEDX DHC-8	1631
G-RJXA EMB 145	1634	G-JECB CL800RJ	1645
G-GNTG SAAB 340	1656	G-MAJI Jetstream 41	1712
G-MAJD Jetstream 41	1726	G-GNTI SAAB 340	1728
CS-TEB Tristar	1843		

23 Saturday

EI-FKE Fokker 50	0901	EI-CJD Boeing 737	0949
G-RJXA EMB 145	1153	G-BYNC Boeing 737 800	1207
G-UKTH Fokker 50	1320	C-FTDA Airbus 320	1333
EI-CNY Boeing 737	1415	G-UKTI Fokker 50	1424
G-BVTE Fokker 70	1435	G-MSKE Boeing 737 500	1439
G-JEDX DHC-8	1521		

24 Sunday
No report

25 Monday

G-UKTG Fokker 50	0734	G-JECB CL600RJ	0753
G-MAJI Jetstream 41	0940	G-JEDX DHC-8	0951
G-GNTG SAAB 340	0959	G-ZAPJ ATR 42	1006
EI-CJC Boeing 737	1010	G-MAJD Jetstream 41	1015
G-JECB CL600RJ	1030	OO-DJO Avro 146 RJ85	1145
G-UKTI Fokker 50	1202	G-RJXA EMB 145	1311
N12NM Citation I	1320	G-JECB CL600RJ	1345
G-OBMX Boeing 737 500	1351	TC-JDV Boeing 737 500	1357
G-MAJI Jetstream 41	1401	EI-COB Boeing 737	1417
G-BBEF PA-28 Cherokee	1420	G-GNTG SAAB 340	1441
G-UKTG Fokker 50	1453	G-WELL King Air E90	1507
G-DJAR Airbus 320	1512	G-BCKV Cessna FRA150L	1558
OO-DJW Avro 146 RJ85	1619	G-JECB CL600RJ	1627
G-JEDX DHC-8	1642	G-MAJI Jetstream 41	1706
G-RJXA EMB 145	1709	G-MAJD Jetstream 41	1712
G-GNTG SAAB 340	1733	N220SC PA-31T Cheyenne	1746
G-BYNC Boeing 737 800	1756		

26 Tuesday
No report

27 Wednesday

G-JECB CL600RJ	0745	G-BVMA King Air 200	0900
G-MAJE Jetstream 41	0918	G-GNTI SAAB 340	0932
EI-CNZ Boeing 737	0937	G-GNTJ SAAB 340	0941
G-BVKD Boeing 737 500	0950	G-WHIS Beech 58 Baron	0956
G-JEDX DHC-8	1000	G-UKTH Fokker 50	1024
G-JECB CL600RJ	1028	TC-JDV Boeing 737 500	1034
G-MAJD Jetstream 41	1104	OO-DJP Avro 146 RJ85	1108
G-RJXA EMB 145	1111	G-JEDX DHC-8	1308
G-JECB CL600RJ	1349	G-MAJD Jetstream 41	1357
G-GNTJ SAAB 340	1403	N54PR Gulfstream V	1407
G-BVZH Boeing 737 500	1428	G-UKTH Fokker 50	1433
OO-DJS Avro 146 RJ85	1449	G-JECB CL600RJ	1633
G-BYNC Boeing 737 800	1637	G-RJXA EMB 145	1642
G-GNTI SAAB 340	1656	G-MAJD Jetstream 41	1709
G-JEDX DHC-8	1713	G-MAJE Jetstream 41	1719
G-GNTJ SAAB 340	1724	CS-DNC Citation II	1757

28 Thursday
No report

29 Friday

G-MAJE Jetstream 41	0956	G-GNTJ SAAB 340	1006
G-GNTI SAAB 340	1008	G-UKTH Fokker 50	1013
EC-HME Boeing 737 800	1019	G-JEDX DHC-8	1024
OO-DJK Avro 146 RJ85	1035	G-RJXA EMB 145	1056
G-JECB CL600RJ	1219	EC-HJQ Boeing 737 800	1221
G-FCLC Boeing 757	1315	G-JEDX DHC-8	1331
G-UKTG Fokker 50	1348	G-BXTR DA 20 Katana	1350
G-BVZG Boeing 737 500	1357	G-GNTJ SAAB 340	1422
EI-CJD Boeing 737	1427	G-BYNC Boeing 737 800	1439
OO-DJS Avro 146 RJ85	1441	G-JECB CL600RJ	1448
G-MAJI Jetstream 41	1457	G-UKTH Fokker 50	1507

G-WHIS Beech 58 Baron	1604	G-RJXA EMB 145	1631
G-JEDX DHC-8	1637	G-JECB CL600RJ	1712
G-MAJE Jetstream 41	1715	G-GNTJ SAAB 340	1728
G-MAJI Jetstream 41	1742	OE-GEO	

30 Saturday			
G-RJXA EMB 145	1321	G-JEDY DHC-8	1335
G-BVJD Fokker 100	1341	C-FTDA Airbus 320	1351
EI-CNY Boeing 737	1411	G-UKTH Fokker 50	1442
G-MSKE Boeing 737 500	1531	EC-HBL Boeing 737 800	1554
G-OAPE Cessna T303	1558	G-BORW Cessna 172P	1626
CS-DNK Hawker 800XP			

From & To

01) VP-CFG/F-n/s-T Staverton: 02) N37WC/Blackpool-Karlshrue;N79EL/Naples-EMA:
 03) N37WC/Southampton-Blackpool: 04) LY-AMP/F & T Sherburn;OY-GGG/Sonderburg-
 Aarhus: 05) F-GLTX/F & T Kortrijk;N4545/Jersey-n/s-Jersey;N650FP/F & T Antwerp;
 F-GKID/F & T Chateauroux;N981SW/Bangor-n/s-Dusseldorf;OY-GGG/Kastrup-Sonderburg:
 06) N165JF/Waterbury-Teterboro;N220SC/Waterford-n/s-Waterford;VP-CFG/F & T
 Staverton: 07) N70EL/EMA-Biggin Hill: 08) D-CACB/?;EI-GHP/Amsterdam-Biggin Hill;
 N485A/F & T Tadcaster: 09) F-GYOL/F & T Le Bourget;N145DF/F & T Luton;N39CJ/
 F & T Isle-of-Man: 11) D-ICMF/Dortmund-Aalborg;N213CT/?-n/s-Humberside;HB-IIN/
 Geneva-n/s-Barcelona;N79EL/Gamston-EMA: 12) N497DM/Toronto-n/s-?;OY-CKT/Stansted
 -Sonderburg: 13) F-GLNA/Orly-Barcelona;F-GLXF/Orly-Barcelona;F-GSEA/Orly-
 Barcelona;N2418N/Cardiff-n/s;OY-CKT/Sonderburg-Stansted:16) C-GSHI/"Los Angeles"
 -n/s-Keflavik:

Overshoots

01) XX500/CWL74;ZF375/LOP45: 04) XX492/CWL73: 11) XX494/CWL62: 13) ZH875/Ascot
 510

LBA Movements Review, September 2000

We only have complete movements for half the month this time which is due to the unfortunate health problems of one of our main contributors. Starting the month on the 1st we had the Citation I VP-CFG night stopping from Staverton before it returned there the following day. From and to points unknown on the 2nd was the Citation Bravo EI-GHP whilst the same day saw the Cessna 401B N37WC on a flight from its base at Blackpool to Karlshrue and Beechjet 400 N79EL of Edra Lauren in from Naples and out to EMA. Cessna 401B N37WC was back on the 3rd on its way to Blackpool from Southampton. Unusual on the 4th was the Yak 52 LY-AMP from and to its home at Sherburn and joining it was the Citation VII OY-GGG from Sonderburg to Aarhus/Tirstrup:

Night stopping on the 5th was the Citation I F-GKID from and to Chateauroux with Lear Jet 45 N4545 night stopping from and to Jersey and Gulfstream IV N981SW the third night stopper from Bangor to Dusseldorf. Also noted on the 5th were Beech 200 F-GLTX from and to Kortrijk,Citation III N650FP from and to Antwerp and the Citation VII OY-GGG from Kastrup to Sonderburg. Gulfstream IV N165JF on the 6th arrived from Waterbury, which is believed to be Chicago, and departed to Teterboro which is New Jersey, the same day saw Cheyenne N220SC night stopping from and to Waterford and the Citation I VP-CFG from and to Staverton. On the 7th the Beech 400A N79EL was back from EMA to Biggin Hill. Noted on the 8th was the Beech 200T D-CACB and joining it was Citation Bravo EI-GHP as "Goldair45B" from Amsterdam to Biggin Hill and Enstrom 480 N485A from and to Tadcaster.

On the 9th Falcon 50 F-GYOL was calling "Dassault 032C" on a flight from and to Le Bourget whilst Citation I N145DF was from and to Luton and CitationJet N33CJ was from and to the Isle of Man. Cessna 425 D-ICMF was from Dortmund to Aalborg late on the 11th as "Skyrunner 311", the Beechjet 400A N79EL was from Gamston to EMA and two night stoppers were Boeing 737 300 HB-IIN from Geneva to Barcelona & Corgi Toys King Air C90 N213CT to Humberstone. The Challenger 604 N497DM of CVG Aviation arrived from Toronto on the 12th and night stopped, from Stansted and to Sonderburg the same day was the Citation V OY-CKT. The following day OY-CKT did the return trip Sonderburg to Stansted and Citation X N2418N came from Cardiff and night stopped.

A pair of King Air 200's on the 14th were N250TH ex F-GIND and the B200 S5-CEC recently registered ex N3262P. Another Beechcraft day on the 15th with B58 Baron N273TB, which is based at Welshpool, joining King Air C90A F-GULM and the Beechjet 400A N79EL. The Boeing 727 C-GSHI arrived from the Los Angeles area on the 16th as "Skytour 104" with British survivors of a coach crash in the USA, after a night stop it departed as "Skytour 197" for Keflavik. Also noted on the 16th was the North Weald based Cessna 340 N340SC. Gamston based Cessna 421C N421CA called in on the 17th and on the 18th CitationJet F-GTRY was using call sign "AOL 700". Lear Jet 45 N4545 used the call sign "Stealth 002" when it visited on the 19th, it was joined by Citation I VP-CFG. Cessna 421C D-IOAA was reported on the 20th and Lear Jet 45 D-CEWR plus the Falcon 2000 CS-DNP were both reported on the 21st.

Baron N273TB was back on the 22nd joining the Cessna 425 N146GA of A. Davis. Two regulars on the 25th were Gamston based Citation I N12NM ex OE-FLY and the PA-31T N220SC using call sign "Sark 1". Brand new on the 27th was the Gulfstream V N54PR which has c/n 564 and was only registered on 21 August to the Wilmington Trust Co. also visiting was Executive Jet Europe's Citation II CS-DNC. Finally a Hawker 800XP of Executive Jet Europe visited on the 30th in the shape of CS-DNK. Leeds United's match in Barcelona on the 13th attracted a lot of aircraft taking out the team and supporters, on the 11th Private Air's Boeing 737 300 HB-IIN came in from Geneva and night stopped before taking out the team on the 12th. On the 13th Boeing 747 F-GSEA of Corsair arrived as "Corsair 012" from Orly and went to Barcelona followed by Boeing 747 F-GLNA as "Corsair 014" and Boeing 737 F-GLXF as "Corsair 016". Two others used were the Seven Air Boeing 737 EC-HLM from Palma to Barcelona and Sabre Air Boeing 727 G-BNNI from Gatwick to Barcelona. On the 3rd Britannia used the Air Plus Comet Airbus 320 EC-HFB on the "BAL 146B/A". Noted on the 18th was the Volare Airbus 320 EI-CUQ. Operating the "Europa188" on the 22nd was Tri-star CS-TEB of Air Madeira. Leeds Uniteds Turkish Match on the 26th attracted only the Turkish Airlines Boeing 737 500 TC-JDV on the 25th plus the return flight on the 27th.

Military visitors have been sparse, Hercules XV306 was "Ascot4206" on the 9th and the following day Hercules XV221 was "Ascot 676". Islander ZG846 was "Army 120" on the 13th and finally Chinook ZA705 was "Vortex 556" on the 17th. By the 4th a number of crates had arrived from the USA with the three helicopters which left here for reworking this year, G-TTHC was put together and now lives somewhere not too far from the airport, G-BXUC and G-HIEL were also erected and departed to new bases. Also noted on the 4th was the Bandeirante PH-FVA wearing the new markings G-ONEW for Comed. Diverting in late on the 13th with an engine out and on a PAN call sign was the Police helicopter G-WYPA "Police42". A Cessna 150 made a heavy landing on the 20th taking off the nose wheel and damaging the propeller and the engine, this is so far unidentified. The new resident GY-80 G-GYBO is officially thought to have arrived on the 2nd but it returned to Blackpool for further work at a later date. Rumour has it that Multiflight have finally placed an order for a Boeing Biz Jet which will be delivered green to Switzerland in December 2001, after fitting out it should arrive at the LBA at Easter 2002 - but where will it park?

Military News

Eric Martin.



NEW AIRCREW CATEGORY AND BREVET

The RAF navigator, air electronics operator and signaller specialisations are to be merged in the new category of weapons systems officer/weapons systems operator (WSO). The N, AE and S brevets will no longer be issued and a new brevet, consisting of a single wing and the crowned RAF motif (as in pilot's wings) will be instituted. Aircrew currently serving will have the option of continuing to wear their existing brevet or the new design. The other aircrew brevets, LM (air loadmaster), E (flight engineer), FC (fighter controller) and those for parachute jump instructors, will continue.

The change reflects reduced crew complements, future crew-to-aircraft ratios, advances in technology and changing roles. By 2010, the majority of the RAF's current multi-engined fleet will be replaced by a new generation of aircraft, operated by two pilots and a smaller complement of rear crew.

Credit: RAF News

RAF KOSOVO BOMBS MISSED THEIR TARGETS?

A report, alleged to have been leaked from the Ministry of Defence, states that only three out of 122 unguided bombs (so-called 'dumb' bombs) hit their target and less than half of laser-guided bombs ('smart' bombs) hit their target. A commentator suggested that thick cloud over Kosovo badly affected accuracy, coupled with orders to bomb from heights of above 15,000 ft to reduced aircraft losses.

Perhaps there is a need to re-introduce Pathfinder Force?

Credits: Daily Mail
Flight International
Rob Kilbey

JAGUAR TO BE SCRAPPED?

A number of Press reports suggest that the RAF is to scrap one of its jet-aircraft fleets, with the Jaguar as the most likely candidate. For me, the Jaguar has never had a clearly-defined place in the RAF's Order of Battle. It seemed to overlap the slot occupied by the Tornado GR1 (and now GR4), the Harrier GR1 (and now GR7) being in a separate category. As usual, there has been charge and counter-charge from politicians, so we await further developments with interest.

Credits: Daily Mail
Rob Kilbey

C17 INFORMATION

Further details have been released about the four Boeing C17 Globemaster III aircraft which are to be leased by the RAF. The vital statistics are: height - 56ft, length - 174ft, wingspan - 170ft, payload - 80tons. This payload can include 100 fully-equipped paratroops, or a Challenger tank, or three Apache helicopters, or 13 Land Rovers. Two RAF pilots are currently on an exchange programme with the US Air Force; they will instruct RAF colleagues on their return to the UK. The aircraft can be flown by a cockpit crew of two pilots, with one air loadmaster as rear crew. A new squadron will be formed at RAF Brize Norton for the C17s. At this stage, an RAF name does not seem to have been adopted - what about re-cycling "Dakota"? On the other hand, the serials ZZ171-ZZ174 have been allocated.

Credits: Daily Mail
Rob Kilbey
Military Aviation Review

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Military Matters

Elle Martin



KEY DATES IN RAF HISTORY 1918-1998

1936

- 2 Mar Frank Whittle set up 'Power Jets', with a capital of £10,000, to develop a turbojet aircraft engine
- 6 Mar The RAF's first operational monoplane with a retractable undercarriage, the Avro Anson, entered squadron service. The Anson remained in production for seventeen years and became an important twin-engined trainer
- 1 May The first RAF unit badges were approved by the King
- 14 Jul Bomber, Fighter, Coastal and Training Commands came into being
- 20 Jul The King's Flight (now The Royal Squadron) was instituted by King Edward VIII at Hendon
- 30 Jul The formation of the RAF Volunteer Reserve was announced; it was designed to train 800 pilots a year
- 28 Sep The RAF established a world altitude record of 49,944 ft, with a specially-designed Bristol 138A
- 1 Nov The Balloon Barrage scheme was introduced, later becoming Balloon Command

1937

- 1 Mar The Bristol Blenheim entered squadron service
- The Armstrong Whitworth Whitley entered squadron service at RAF Dishforth
- 1 May The Fairey Battle entered squadron service
- 30 Jul The Royal Navy took control of the Fleet Air Arm from the RAF
- 1 Dec The Hawker Hurricane entered squadron service; it was the first eight-gun monoplane fighter

1938

- 20 Apr The RAF placed orders in the USA for the Harvard and the Hudson; the decision to place orders in the USA was heavily criticised, but these two aircraft were intended to fill gaps for an advanced trainer and maritime reconnaissance aircraft, respectively.
- 1 May The Short Sunderland entered squadron service
- 1 Jun The Westland Lysander entered squadron service
- The Supermarine Spitfire entered squadron service
- 23 Jul The Civil Air Guard (CAG) was formed; this was intended to create a pool of civilian-trained pilots. A unit of the CAG was formed at the Yorkshire Aeroplane Club
- 24 Sep The day of the Munich Crisis; on 27 Sep, partial mobilisation took place
- 31 Oct The Vickers Wellington entered squadron service
- 7 Nov Two RAF Vickers Wellesley aircraft set a world distance record of 7,158 miles, by flying from Ismailia, Egypt to Darwin, Australia

1939

- 1 Jul The foundation of the Women's Auxiliary Air Force (WAAF) was announced
- 1 Sep All RAF Reservists were ordered to report for duty, as war clouds gathered
- 2 Sep Two RAF units were formed for duty in France: The Advanced Air Striking Force, with ten squadrons of Fairey Battles and two squadrons of Hawker Hurricanes, and the Air Component of the British Expeditionary Force (BEF), with four squadrons each of Westland Lysanders and Bristol Blenheims and two squadrons each of Gloucester Gladiators and Hawker Hurricanes
- 3 Sep War declared against Germany; the RAF carried out its first operation, with a photo-reconnaissance of the German fleet
- 4 Sep The RAF carried out its first offensive operation, by attacking German warships
- 5 Sep The first attack on a U-boat was carried out by an Avro Anson
- 16 Oct Fighter Command made its first action, by destroying two Heinkel 111s over the Firth of Forth

Credit: Brace by Wire to Fly-by-Wire

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Monday 25th September heralded the arrival of LBA's first scheduled Jet Freight service. Boeing 727, OY-UPT arrived at 2045, some 15 minute's late. However sterling efforts by all involved ensured most of this delay was regained before the aircraft departed back to Cologne. Stand 1 was allocated for this service, and various pieces of kit and containers were kept in this general area. However it soon become obvious the aircraft was a little large for this stand, and when it was parked nose in the rear of the aircraft overhang taxiway Alpha just a tad too much. Therefore from Friday 29th the operation moved to stand 17 area.

Monday 2nd October, saw the illegal immigrant problem come to Leeds/Bradford. A Dutch registered articulated wagon, driven by a German driver arrived at the cargo area. It contained 5 adults and 10 children. In their bid to escape some of the immigrants ran onto the airfield which caused the airfield to be temporarily closed. "Police 42" arrived to carry an infra red search of the airfield to ensure no further immigrants were hiding in the darkness before the airfield was re-opened.

Shock news appeared in the Yorkshire Post on October 2nd, when it announced British European were to drop their LBA to London City service from Friday October 13th. Low loads and yields had combined to accumulate of a loss of £675,000 since the route was launched in May.

Another unconfirmed change by British European is the withdrawal of the Canadair Regional Jet from the Belfast City service, this will revert back to a Dash 8 operated service, with a enhanced weekday frequency.

British Regional announced that they are to withdraw services from Sheffield to Dublin and downgrade the Belfast service from 3 to 2 a day. This ties in with another unconfirmed report that Aer Lingus are to withdraw from the Leeds to Dublin service, following withdrawal of the last Fokker 50 from the airline's fleet. Suggestions are that British Regional will operate the service 4 times a day with Jetstream 41 equipment, possible in some sort of "One World" alliance basis with joint BA and Aer Lingus flight numbers.

Just as we close for press details of Septembers passenger figures have been realised of the airport WEB site. Briefly it's good news with a 10.11% increase in passengers to 163,734, 15,033 more than September 1999.

Highlight is SABENA carrying over 10,000 passengers in a month for the first time. Edinburgh passengers up 55.74% from last September.

AIRPORT NEWS

Passenger Figures for the period 1st January until 30th June have been published. Unfortunately LBA has fallen down the league table to 17th. Details are as follows

Ranking	Airport	Passenger Figure Jan - June 2000.	% + / -
1	Heathrow	30,837,348	+ 4.07

2	Gatwick	14,555,461	+ 3.7
3	Manchester	8,187,318	+ 2.84
4	Stansted	5,129,454	+ 30.3
5	Birmingham	3,408,444	+ 7.01
6	Glasgow	3,160,036	+ 1.56
7	Luton	2,800,332	+ 21.19
8	Edinburgh	2,543,692	+ 9.23
9	Belfast International	1,447,340	+ 8.24
10	Newcastle	1,366,624	+ 3.62
11	Aberdeen	1,162,575	- 2.61
12	East Midlands	970,192	- 2.51
13	Bristol	946,070	+ 6.83
14	Liverpool	916,808	+ 91.2
15	Jersey	745,881	- 4.03
16	London City	745,394	+ 7.56
17	Leeds/Bradford	722,664	+ 7.98
18	Cardiff	630,663	+ 9.48
19	Belfast City	613,322	- 3.33
20	Guernsey	427,364	- 0.37
21	Southampton	396,684	+ 11.6
22	Prestwick	366,193	+ 22.23
23	Isle of Man	347,636	+ 5.55
24	Tees-side	322,834	- 1.24
25	Humberside	201,700	+ 7.79

National Express have announced they are to sell both **Bournemouth** and **East Midlands** airport to concentrate on it's core coach and rail operating business. The sale value is expected to yield National Express £200 million and be completed by the end of the year.

Birmingham has announced it is to freeze it's landing fees for the sixth consecutive year in a bid to attract new business. The plan seems to have worked with Emirates announcing a new daily service to Dubai from December 18th, while SAS begins a three times a day Copenhagen service on November 20th.

East Midlands is to re-submit plans for a runway extension. If plans are approved to extend the runway by 190 meters, to 3,100 meters will give EMA the 6th longest runway in the U.K.

AIRLINE NEWS

Comed Aviation The Blackpool based operator, who's Bandeirante's are maintained by Multiflight, have been granted permission to operate a Newcastle to Isle of Man service.

KLMuk is the official airline for Manchester's biannual gay festival. The airline is running a series of competitions at www.queerupnorth.com

Lufthansa have announced orders for 14 aircraft. A further batch of 10 Canadair Regional Jets have been ordered for delivery between 2002 and 2003. A second hand Airbus A.300-600 has been acquired, bringing the fleet of A.300's to 15. Lufthansa Cargo will receive three MD-11's.

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

RAF Linton-on-Ouse trip.

A wet and windy arrival at RAF Linton-on-Ouse was the start to a very interesting afternoon. After clearing security and having our photos taken, we played follow my leader as we drove through the station to the main car park where we were met by Phillip Iman who was our guide for the tour.

We were directed into one of the offices and upstairs to a meeting room where we were officially welcomed and shown a video of the RAF and then we were told to help ourselves to all sorts of 'freebies' like magazines, large posters, mouse mats, CD,s etc.

For the next part of the trip we were split into 2 groups for a visit to the control tower, yours truly was gasping a bit by the time we got to the top, but it was well worth it. We spent about 15 minutes in the approach room and about 15 minutes in the tower, they were very helpful and I found it extremely interesting. I might add at this point that as you all probably aware, Linton has effectively been grounded, because of a rudder problem on the Tucanos, more of that later, so there was not much activity in the air, but that did not detract from the visit to the tower.

Meeting at the bottom of the tower and back into a full group we were taken on tour to each hangar where we were allowed to move freely, (providing we stayed between the white lines). It was in one of the hangars that we were introduced to a fairly senior engineer, who without any prompting decided to fill us in with all the information about the reason for the grounding of the aircraft. I'll try and explain, but don't blame me if it all sounds double Dutch, that's a joke because the Tucano is built in Belfast under licence to Embraer which I believe is a Brazilian company and used mainly in the UK. The fault is a very small bolt that has a nut screwed onto it, it in turn holds a short pipe like assembly about 20 inches long to the floor and to the underneath of the 'bulkhead' of the cockpit. It is vertical and between the pilot's feet, it has the pedals attached to it that control the rudder, brakes and steering (I think). After a period of time with the constant pressure of pilots feet pressing on the pedals, the bolt holding the top of whole assembly in place could snap causing, all sorts of problems, particularly if the aircraft is in the sky with a young pilot at the controls at the time. Why not just tap out the hole, re-thread and fit a new bolt, I can hear you all asking, well life's not that simple is it? Back to the manufacturers, who are responsible for the aircraft, they now have to redesign the assembly and then manufacture it. This could take some time, meanwhile I understand that there was only a few spares for this piece of equipment which have already been used, leaving most of the aircraft grounded. The irony to this is that now the pilots have to be sent to such places as Canada and Australia to complete their training, but maybe they won't mind that. I know I wouldn't.

Whilst on the tour we were able to take photos and I was able to get the registrations of all the aircraft that were there, if any one would like them, contact me. The tour finished about 4-30pm. I must thank everybody concerned with our trip, I enjoyed it very much and found the people at Linton extremely helpful and a big thank you to Noreen for sorting it out for us.

Finally, RAF Linton are holding an Autumn Fayre on Sat 4th Nov, when they will be having a sort of open day with static aircraft, I think there will be a few visiting aircraft as well, and in the evening a bonfire and fireworks display. It starts about lunch time and goes on to the evening. At about £2-00 per head for charity, it will be well worth the visit, but please bear in mind the small toll bridge is closed so you will have to go the long way round, for more info ring our tour guide on 01347-848261 ex 7477.

Once again thanks a lot to all concerned.

John Jackson.

Ps hope I have not said anything I should not have.

REPORT ON THE A.G.M. – SUNDAY 1st OCTOBER 2000

The meeting commenced with the Chairman's welcome. It was nice to see just over 50 members in attendance, but this represents only about 26% of the membership entitled to attend. The meeting then commenced following the usual agenda i.e. apologies, minutes of last A.G.M, matters arising, Chairman's Report, Sec. Report, P.R.O. Report, Treasurers Report and adoption of accounts, Subscriptions, Magazine, Election of Committee and Officers.

1. No apologies received.
2. Due to the disappearance of our Secretary no minutes of the last A.G.M. were available, so working from memory. It was unanimously decided that nothing was outstanding from the 1999 A.G.M.

Chairman's Report

It was stated that the year had been the worst in the Society's existence. First we lost our long term Secretary Adrian Healy, then the Flying Club – our home for 25 years and then the deaths of Jim Thompson and Ewan Griffiths. Relationships with the L.B.A. improved although they reported more comments of at least two internet sites concerning Multi-Flight. It was suggested that we write to Multi-Flight to confirm that we have no control over any items appearing on the internet. During the year we have had one visit and only three meetings. Only two likely venues seem available -

- (a) The new conference/Boardroom at the L.B.A.
- (b) The activity centre at Yeadon Tarn.

Both venues will be investigated with regard to availability and cost.

Sec. Report

Having only been Secretary for two months, Noreen had little to report except arrangements were now finalised for the trip to R.A.F. Linton on Ouse.

Treasurers Report

The Society was reported to be well placed financially. (See official Accounts in Magazine). The Society is holding the Year 2000 Full Membership Fees. These with the exception of subsidy for parking. The remaining balance can either be refunded or carried forward to pay rental on any new venue. Copies of the accounts were circulated and unanimously adopted. Subscriptions are to continue at the current rate for 2001.

Magazine

Once again we have had a reduction in contributors, but nevertheless the magazine has carried on. Additional input is vital if this is to continue. Thanks were expressed to all the usual contributors without which we would have no magazine at all. The one usual complaint about the quality was made. This is due to the magazine being reduced from A4 to A5 direct from the contributors' copy. Hence all the different typefaces. It was suggested that the Society purchases or gain access to a computer to improve the magazine. It was confirmed that this would be investigated.

Elections

The present committee were re-elected as was the Treasurer Dave Valentine and Secretary Noreen Barrett. However, having been Chairman for nearly fourteen years I will not be standing as Chairman for 2001.

Since the A.G.M. the following has taken place:-

The December Meeting (Sunday 3rd) will be held once again at Gate 20 – Courtesy of L.B.A.

Chairman – Two Members are considering standing as Chairman, and it is suggested that the Society should have a Chairman and Vice-Chairman.

Magazine Editor/Producer – Again two people have offered their services together with their computers. This will be decided by the committee.

Meetings – Costings are still being investigated and once a venue has been arranged we need speakers. If you know anyone who will come and talk to us (1.5 hours) on any Aviation related topic please let us know.

AIR YORKSHIRE AVIATION SOCIETY

INCOME AND EXPENDITURE – YEAR TO 31 OCTOBER 2000

INCOME	1999	2000
Society Subscriptions	2555.50 (196)	2302.00 (172)
Full Member Subscriptions	1061.50 (123)	970.00 (97)
Annual Dinner	892.00	
Christmas Raffle	99.00	85.00
Magazine Sales	270.00	300.00
Timetable Sales	35.00	16.00
Donation	150.00	
Sundry Income	73.00	52.75
Bank Interest	7.83	13.74
	<hr/>	<hr/>
	5143.83	3739.49
	<hr/>	<hr/>
 EXPENDITURE		
Yorkshire Aero Club	1170.00	
Magazine	2469.00	2163.00
Postage	362.15	403.80
Stationery	69.01	86.13
Annual Dinner	914.35	
Full Member Car Parking		98.00
Speakers Fees	33.49	15.00
Christmas Party	71.18	75.00
Cambridge Trip	6.50	
Sundry Expenditure	70.80	41.00
	<hr/>	<hr/>
	5166.48	2881.93
	<hr/>	<hr/>
 TRADING LOSS	 22.65	 14.44

BALANCE SHEET

	1999	2000
Balance brought forward	863.13	840.48
Profit/Loss for year	22.65 loss	857.56 profit
Balance carried forward	840.48	1698.04
Closing Bank Balance		
Petty Cash	761.52	743.13
Full Member Subscriptions	78.96	82.91
		872.00
	<hr/>	<hr/>
	840.48	1698.04
	<hr/>	<hr/>

D.E. VALENTINE
OCTOBER 2000

SOCIETY MAGAZINE**1999****2000****PRODUCTION COSTS**

Magazine Printing	2253.00	1938.00
Timetable Printing	216.00	225.00
Postage	362.15	403.80
Stationery	69.01	86.13
	<hr/>	<hr/>
	2900.16	2652.93
	<hr/>	<hr/>

INCOME RECEIVED

Members Subscriptions	2555.50	2302.00
Sales to Air Supply	270.00	300.00
Timetable Sales	35.00	16.00
	<hr/>	<hr/>
	2860.50	2618.00
	<hr/>	<hr/>
Loss	39.66	34.93

WOW!! What a fantastic way to spend a vacation

Now that I have managed to log the aircraft seen, I thought it was time to put pen to paper (or fingers to keyboard) to let my fellow enthusiasts read about my latest trip.

A lot of people have a lifelong ambition to travel around the world and I was no different except that I was going to take pictures of commercial aircraft. Would it be an organised trip? or could I get someone to go with me. There was a trip advertised for February 2000 but that was only for fourteen days and I wanted to go for a little longer. I couldn't get anyone to go with me, so I booked a BA/QF/AA ticket that took me from London to Bangkok, Sydney, Auckland, Los Angeles, Toronto and Washington before heading back to London. Departure date was to be May 6th with a return to home on the 26th. Accommodation was to be in Youth Hostels (don't laugh but older people are allowed to use them!) and this was booked early. Not to do things by halves, I decided to fly down to Heathrow by British Midland.

When going on these trips it always pays off to do your homework before you go and to this extent I wrote to all the airports for permission to take photographs airside. With the exception of the letter to Bangkok, I included my e-mail address at work and they all replied to me via this method of communication. Bangkok Airport decided to ring me at 1.30am to ask me for a fax number, which I didn't have. They said that they would write, but I never received it. I had positive replies from Sydney, Los Angeles, and Washington National and Dulles. Auckland declined, which is not surprising since recently a motorist had driven on to the runway as a Boeing 767 was on approach. Toronto quoted "security reasons" but Ian Morton has never said that he has been on the apron there either.

The first flight from Heathrow was Speedbird 009 departing at 22.15 on the Saturday evening. It was ideal to catch the 17.30 Midland 417 to give me some time with my wife for the last time for three weeks. After I had booked the flight Midland decided to reduce the Heathrow service by one flight a day and it was to be this one. The earlier flight left at 10.55 giving me a full 10 hours at Heathrow before flying on, so bang went my last loving moments with my wife (I had to put that in). The only other difficult departure was from Los Angeles at 06.20 but all the other flights were conveniently timed.

It goes without saying that May 6th eventually arrived and Adam drove me to LBA for the Midland 413, it was a non eventful flight and I arrived at Heathrow to find landing and take-off was on 09. It had been my intention to check in with my luggage and then walk to the end of 27L. It is too far to walk to 09R from Terminal 4, so I found myself a convenient viewing spot and watched the aircraft. Highlights were: Air Jamaica A340; EVA Air Cargo MD11; Airfreight Express B747; Kuwait A/W B777; Transaero B737; Royal Nepal A/L B757; The flight to Bangkok was in B747.400 with seat back videos and I managed to get a spare seat at the side of me. The in flight service was excellent and I managed to get a few hours sleep before we landed at

Bangkok the following day at 16.00 local, only 15 minutes late. One thing that surprised me was that there was a golf course between the two parallel runways. First point of contact was the Airport authorities but it being Sunday there was no one at work! Never mind, plenty of time later, so it was into Bangkok to find the accommodation. I had a lot of assistance from the Airport bus supervisor who gave me instructions (in Thai) on how to get to the hostel. This I managed to do just as it got dark and upgraded my room to one with private facilities – very useful with the climate there.

The following morning I was up bright and early and managed to get to the Airport without too much difficulty. Also I managed to find the Airport Operations Department and yes, they were expecting me and didn't I get their letter? Then they showed me the letter they had written. I was taken aback. They wanted the equivalent of £60 for three hours airside and then £20 per hour there after. I explained that my trip was not a commercial venture and I could not afford this amount of money and other airports had offered me access at no cost at all. I obviously didn't plead with them enough (or they didn't like my face) but they would not allow me access without payment. I could observe from the viewing deck but no photographs!

I found the observation deck and this looked onto part of the apron and over to the two parallel runways running from left to right. Practically all the Thai fleet of Airbus A300/ A330, Boeing 737/747/777, and ATR 72 were seen over the three days as well as Bangkok A/W ATR 42/72. There were a number of movements to China including Air China B747/767; China Southern A320/B737; China Southwest B757; China Yunnan B737/767; Angel B757; Cathay B747/777; China A/L B737/747/MD11; EVA B747/MD11; Other Far Eastern operators included JAL B747; ANA B767/747; Malaysian B737/747/777; Singapore B747/777; Laos Aviation ATR 72; Air Vietnam A320; PB Air F28; Kampuchea A/L L1011; Druk Air BAe146; and Royal Thai Air Force B737/A310. There were other airlines using aircraft not seen in the UK including PIA A310; Indian A/L A320; Alitalia B767; Air France A340; Turkish A340; and Bangladesh A310. Not to be out done, I surreptitiously took some photographs on the afternoon I flew out. When I arrived home I saw a photograph, in a magazine, of an Angel A/L B757 on the taxiway taken from the viewing area.

The onward flight to Sydney, via Melbourne, was on a Qantas B747.300 and I managed to get a full row of four seats to myself which was useful, as it was another overnight flight. The flight was uneventful, some sleep managed, and we landed at Melbourne at 05.00 in the dark and an empty terminal. There wasn't much to see and only 33 passengers re boarded for the 60 minute flight to Sydney. We then had a fantastic take off. The pilot put the brakes on, revved to full engine power and then let it go. We were airborne in less than 3000ft and climbed away like a fighter – great!

On landing at Sydney, we quickly cleared Customs and Immigration and I headed for the Airport Admin block to arrange my promised airside tour. I managed to get in touch with my contact but he had five people off sick and couldn't arrange anything definite at that time and to ring back at 3pm. It was

at this point that I realised it was only 8am and that I had entered the admin block before it was open to the public! My apologies were accepted and I decided to stay at the airport until 3pm and then check in at the Hostel.

It was a nice sunny day so I decided to walk to the end of the landing runway, backpack included, to take some photographs. The runway was also used for some take-offs as well and I happily clicked away for a couple of hours until they changed runways and my position was useless. During this time I saw examples of most aircraft in the Qantas fleet – Boeing 737/767/747 and 146/DH8 of South Australia A/L. Not to be outdone, S340 of Kendell A/L and DH6 of Aeropelican supplemented the Ansett fleet – B737/767/747/A320. The other large commuter airline was Hazelton A/S who operated S340 and Metro. The only other domestic operators seen were an East West Fokker 100 and Impulse Beech 1900D.

Long haul operators were Cathay Pacific, Air New Zealand, Air Fiji, JAL, Air China, China A/L, Thai and Malaysian B747, together with Korean B777, Asiana, Vietnam A/L B767 and Aerolineas Argentina A340. The short haul international visitors were Air Calin, Air Vanuatu, Freedom Air, Air New Zealand and Solomon B737. I had moved back to the International Terminal and found the best observation point which was difficult, as they were carrying a lot of alterations in preparation for the Olympics. The view was looking south and I thought that this would make photography difficult when the sun moved round. It was practically 3pm before I remembered that we were in the Southern Hemisphere and the sun moved round through the North! Anyway, at 3pm I rang my contact to be told he had not managed to arrange a guide for me but would do it there and then. I was given a name and contact point for the following morning at 10.45am so I set off into Sydney a "happy chappy".

I was up early the following morning (a pattern developed during the trip, early to bed, early to rise) and arrived at the Domestic Terminal just after 9am. You could observe most of the movements but photography was out of the question. Fortunately I found out (just before the airside tour) that you could go through Security and go right to the departure gates where all domestic traffic taxied in front of you and you could see all the International movements. I spent about four hours here after my airside tour. It would have been longer but it started getting dark at 5pm.

The time had arrived for me to go to Security Gate 4 which was only a two minute walk from the Domestic Terminal and as I announced my arrival I was greeted with a G'day and informed that I was expected and my 'chauffeur' was on his way. A few minutes later and Mick, an Essex lad who married a Sheila, arrived and asked me where I would like to go and his next appointment was another film party at 1.30pm. Mick worked for Airfield Operations and regularly took people out to take "piccies", it was very obvious that he enjoyed his job riding round the airport all day and getting paid for it.

The logical thing to do is to move around the airport in a clockwise direction calling at places of interest rather darting from 'point to point'. The

first point of call was at the base of Impulse Airlines who operate a small fleet of Beech 1990D including one with a special outback colour scheme. They had just gone 'up market' and leased two brand new DC9's, sorry Boeing 717's. They were being fitted out so Mick arranged a conducted tour of one of the aircraft, very nice to see an 'unused' airliner. There were several Metro's parked up of Hazelton and Jetcraft which were used for small parcel and freight operations and several biz-jets. On then to the Domestic Terminal apron, standard lens shots of the commuter airliners were taken, before Mick said, "I have got something to show you that will make your day" and drove to the Qantas maintenance area. Now all sorts of things were going through my mind but as we turned around the corner of a hangar, lo and behold a Connie was parked up. It was painted in post war Qantas colour scheme and registered VH-EAG, a Constellation registration but not this particular aircraft. I have not been able to trace its real identity yet, (any help?). Now I know I said I had done my homework, but I didn't know it was there. It belongs to a group of Qantas employers and they run the engines every month and fly it twice a year. We had to move on to the main biz jet area where Kerry Packer's executive DC8 was parked along with Gulfstreams, Falcons and Learjets. As we were the leaving the Australian Prime Minister turned up in the Government's Falcon 900. On to the International Terminal but by this time there wasn't much traffic there so it was out to the end of the runway that goes out into Botany Bay. It was very peaceful to sit for 10 minutes, in the sun, and watch the movements of an International Airport. We moved into the centre of the airport so I could take some photos of aircraft on rotation before we had to return to Security Gate 4. I hadn't realised the time and it was 1.15pm and Mick's next party were due at 1.30. After thanking Mick with great enthusiasm, I returned to the Domestic Terminal to make note of what I had photographed.

After having a wonderful day, I gave myself a day off the following day (Saturday) and went around Sydney Harbour, as I had always wanted to see the bridge. On the Sunday I had to be at the Airport for my flight to Auckland at 10.00 which was aboard a Qantas Boeing 747.400. After a flight, which took approx. 2.5 hours, we arrived at Auckland where it was overcast and a little cooler than Sydney. There was not a great deal of aviation activity so I planed to stay for two days. There are separate Domestic and International Terminals and I went to the observation deck where you could see the whole airport layout. As I travelled into Auckland we went via the Domestic Terminal and the maintenance area where there were two Convair 580's parked up in the sunshine. I thought, never mind they will probably be there tomorrow.

The following day again was overcast and cool but it was late autumn for them. I disembarked at the Domestic Terminal and walked to the Maintenance area where the Convair 580's were in the hangar. Never mind there were Air Post New Zealand F.27 and Metro including a Metro painted in a scheme depicting a children's charity. Obviously Air New Zealand featured predominantly with Boeing 737/767/747 and Eagle A/W and Air Nelson with S340, Metro and Bandeirante operated the commuter services as Air New Zealand Link. I nearly forgot, Mount Cook A/L operated ATR72 under the Air New Zealand Link banner. A point of interest was the first sight of a B737 with

hush kits, which are required to enable them to use Christchurch Airport. Some of these aircraft had been seen before when operating charter flights for Britannia A/W. The competition to Air New Zealand on the domestic services was provided by Ansett New Zealand operating BAe 146.300. There were also commuter services that were operated by Air National with J31 and Bandeirante alongside Origin Pacific A/W Metro's.

The international scene was mainly long distance United, Qantas, Singapore B747, Malaysian & Korean B777 and Cathay A340. The only other international carrier I saw was Air Pacific with B737 and an Australian registered B727 operating for DHL. Auckland is not a very busy airport and there was a fair amount of General Aviation traffic especially out to the small islands which used Aztec, Navajo and Islander on frequent services. Another sight that will stay in my memory for a long time was an Air New Zealand B747 trundling down the taxiway and bearing down on a Cessna 172. The rate at which it was travelling suggested he was on a tight slot and fortunately ATC managed to get the Cessna to 'pullover' before it was flattened.

Having seen most of the above traffic in one day, I was eagerly waiting for them to roll out the Convair 580 of Air Freight NZ. The light was fading and I thought I was going to be out of luck but one was pulled out and I managed to get a reasonable shot whilst the other came out later when it was too dark.

The following day I allowed myself a couple of hours to look round Auckland before returning to the airport for my 17.30 flight on Qantas B747.400 to Los Angeles. I again stopped off at the Domestic Terminal but it was mainly the same aircraft seen the day before with the maintenance area also the same. I checked in early to be told there was a delay, (the first I had suffered) but we eventually departed just over an hour late. The flight was full, so not much room and over 11 hours later we arrived at Los Angeles at 10.30am, the same day! I think it is something to do with the date line. It took us over two hours to clear immigration but I managed to get into the terminal and make contact with the Film Office to arrange my airside tour. Now, I thought LA would be the highlight of the trip and I wasn't disappointed.

I was staying in Santa Monica, which is nearer to the airport, than LA. I caught the local bus to the hostel and it cost me a staggering 50 cents! Santa Monica is actually on the coast and is a superb base for LA. Anyway, I had come to go to the airport so after arriving, I contacted the Film Office and Ben, Operations Supervisor, said he would pick me up in 10 minutes. I was getting concerned after 30 minutes and he hadn't arrived so I rang the Film Office again and they assured me he was on his way. He duly arrived 10 minutes later, apologised, blamed the amount of traffic and we set off for the Cargo and maintenance areas. **We entered airside at 10.45 and left at 17.25 after a fantastic day riding around.** Airfield Operations are allowed to go anywhere on the airport and I was taking photographs of aircraft with the wingtip of a B747.400 only 20 yards away, parked in between the two parallel southern runways and standing on most of the aprons and maintenance areas.

American with B737/757/767/777/MD80 and United with B737/747/757/767/777/A319/320 dominate scheduled operations. To a lesser extent, although there were still a large operation, was Southwest B737; Alaska B737, MD80; America West B737/757/A320; US AWW B737/757/A319/320; Delta B727/757/767/L1011; Northwest B747/757; DC9/10, A320; TWA B757/767, MD80; Frontier B737; National B757; North American B737; Legend DC9; Continental B737, DC10; Hawaiian DC10; Midwest Express DC9.

The commuter operations were handled by American Eagle (S340), Skywest (EM2) and United Express (EM2). Charter operations were limited to Sun Country B727, Skyservice DC10 and American Trans Air B757/L1011. American Continent visitors included Air Canada A320, Canadian B737, Canada 3000 A320, LAN Chile B767, VARIG MD11, TACA A320, Mexicana B727/757 & A320, Aeromexico MD80 and Aero California DC9. Fed EX A300/310 & B727; UPS B757; TRADEWINDS A300; Evergreen, Atlas Air, Polar Air Cargo B747; BAX Global, ATI, MAS Air DC8; Airborne Express DC8/9 & Boeing 767 operated the cargo operations;

I had originally requested a tour of a couple of hours and Ben was most obliging in positioning the car exactly where I wanted it so that I only had to stand outside of the door. He took me onto the ramp of a FBO to take a photograph of a Privatair B737 and a DC9 bizjet when a ramp marshaller came out saying that we should not be taking photographs but Ben quickly 'sorted him out'. He had to return to the Film Office for 13.30 and on the way back he asked me if I would like to go out again if he could clear it with the afternoon supervisor. I was fed coffee and chocolate and introduced to the rest of the team and Harry who I spent the rest of the afternoon with. We patrolled the airside; the main task was to get the ground maintenance crew to sweep up after building a ramp on one of the roadways. In between we motored between the runways taking photographs. All I had to do was to tell him where I wanted to go – great!

Going back to the airliners, Pacific operators were Japan A/L, All Nippon, China A/L, Asiana, Korean A/L, Singapore, Air Pacific, Qantas, Air New Zealand, Malaysian, Cathay, EVA Air B747; Phillipines A340, China Eastern MD11; and Japan A/L DC10. Oh, I nearly forgot the Korean Air Cargo MD11. The European airlines were well represented by British AWW, Virgin Atlantic, Lufthansa, KLM & Air France B747; Swissair and Alitalia MD11; LTU B767. I left the apron to be chauffeured back to Santa Monica to 'chill out' for the rest of the evening. The following day was spent in the viewing deck of the International Terminal taking note of the movements and taking photographs.

I was due to leave LA at 06.20 on the Saturday and decided it would be safer to stay the night at the airport rather than risk getting up at 4.30am and take a taxi to the airport. On Friday, I decided to go to the Douglas Museum of flying at Santa Monica Airport before going to LAX in the afternoon. Here again, it only cost me 50cents to catch the bus, which dropped me off 100yards from the Museum. A simple building with a very good use of space for the exhibits. I am not a 'historical' enthusiast but I spent a couple of hours

here looking at various exhibits and watching the movements. They have a viewing deck where you can observe the movements (general aviation) and listen in to ATC with the earphones provided. The museum was shown on the BBC program for the 60th anniversary of the BoB because it houses the sole remaining Messerschmitt 109 that took part in the BoB. Other exhibits included Curtiss Robin & Jenny; Supermarine S.6B; Swordfish; Yakovlev 3; Spitfire XIV; Hurricane XII; Bearcat; Skyraider; Stearman; Douglas World Cruiser and at last, the first one seen on the trip, a DC3. You could actually go inside the Dak, although it was fitted out for freight, it reminded me of the steepness of a 'taidragger'. Not to be outdone, just as I was about to leave, a Mustang landed and taxied up to the museum.

When I arrived at LAX it was misty, actually hazy sunshine, and it was difficult seeing everything going off as it really is a large area. Most of the aircraft that passed me by, I had already photographed so I tried to make myself comfortable for the night. Not the best night's sleep I have had but I checked in for my flight at 5.30 when it was still dark outside. I have not mentioned before but my flight to Toronto was via Chicago. Not bad I thought, but I was planned to be there for only 45 minutes! We flew from LAX in a brand new B737.800 with minimal cabin service even though it was such an early start. The landing at O'Hare was on time but my connecting flight was delayed for 1 hour. Waiting in the American A/L terminal gave a reasonable view of the movements although photography was limited. However, 136 aircraft were logged in just under two hours. Well, it is supposed to be the busiest airport in the world! The onward flight to Toronto took just over an hour in a rather worn looking B757. It was late afternoon by now, so I headed for downtown Toronto and the Hostel.

I had planned to go and visit Niagara Falls whilst in Toronto but I didn't fancy the two hour bus drive and I was in need of spiritual refreshment so I decided to go to church the following morning. The Cathedral was just across the road to the hostel and they had bells, well that's another story. I hadn't realised that it was a Bank Holiday weekend and I decide to join the locals and spend some time on Toronto Islands. They also have an airport on the Islands which caters mainly general aviation but there was an Air Canada Dash 8 parked on the apron. All the rest were the usual Cessna's, Piper's and twins. It was very quiet on the Monday morning when I set out for the airport but it was very busy and after hanging around the Air Canada terminal I managed to find the car park that Ian Morton had told me about.

Obviously Air Canada dominated with A319/320/330, B747/767 DC9 & CRJ; Canadian were using B737/767, A320 and some were painted with the Air Canada tail. Commuter services for Air Canada by Air Ontario with Dash 8 and by Canadian Regional also with Dash 8 and Fokker F28. Air Alliance and Air Georgian operated services with Beech 1900D's. Most of the Canadian charter carriers can be seen in the UK including Air Transat A330, B757 & L1011; Royal A310 & B757 and Canada 3000 A320 & B757. All the 'mainstream' US airlines were present, the highlights being Continental Express EMB145, Delta Connection CRJ and US AWW Saab 340. The usual European airlines were in attendance with BA B747/777; Air France B767;

Alitalia B767; Olympic A340 and Air Ukraine IL62. The car park was a good vantagepoint as aircraft taxied past you either on arrival or departure. A mist developed just before teatime and it turned quite cool and the sun moved into my face. Nothing 'new' was arriving so it was back into Toronto for a treat, a meal in a 'proper' restaurant.

The following morning was wet and dismal and it was to the airport for my 9am flight, via Chicago, to Washington National – sorry, I mean Ronald Reagan National Airport. The only different aircraft at Lester B Pearson was a Skyservice A320 – not an Airtours one. The flight to Chicago was on an MD80 and we arrived in Chicago on time to make the connecting (MD80) flight to arrive in Washington just after lunchtime.

I managed to find my way to the Airport Operations department to meet Terry Liercke, my guide for the ramp tour. They are in the process of restoring the old 1930's terminal building and the work carried out was superb. National is not a very large (area) airport and it only took just over an hour to tour the ramp. The main operators were Delta and US A/W with their hourly competing shuttles to Boston and New York using B727 and B737/A320 respectively. Delta also served the Eastern Seaboard with B757 and MD88. US A/W was represented by all variants of B737 (except 500) B727, Fokker 100, DC9 and A319/320. America West had ventured this far east with one flight operated by A319. I was getting blasé about the domestic carriers by this time and Northwest A320/DC9; United B727/737; TWA DC9; American B727/MD80/ Fokker 100; Continental B737 were getting very 'boring'. The interesting ones were Midway CRJ, Midwest Express DC9 and Miami Air B727 operating a charter flight for George Bush the presidential candidate. I was on the apron at the time his entourage came out – 9 limo's, approx. 30 people so there should have been plenty of room on board and my host was surprised when I said I wasn't interested in him. The Commuters were mainly US A/W with DHC8/CRJ/Do328/Beech 1900D but Delta and TWA used Jetstream 41's. There were quite a lot of biz jets including Citations, Learjets, Gulfstreams and even a Sabre plus a few King Airs.

A visit to Washington is not complete without a visit to the White House (or so I am told) but they wouldn't let me in so I walked across to the Washington Monument and on to Capitol Hill. I called in at the National Air and Space Museum, which is supposed to be the most popular attraction in the world. It was heaving and I didn't stop long as the light was poor and too many people near the exhibits. I did manage to get a picture of a DC3 though.

I am afraid that all good things come to an end and I had to make my way the following day to Washington Dulles for my British A/W B777 flight to Heathrow. I had arranged an airside tour via Airport Operations and this time my guide was the lovely Heidi. We went round the Commuter Terminal first with United CRJ/J32/J41; US A/W S340/CRJ/B1900D/DHC8; Comair CRJ; The only 'new' aircraft on the domestic front was Metrojet (US A/W cheap flights) B737 and Delta B737.800. All the other aircraft had been seen before and United dominated with B727/737/747/757/767/777. The interesting part was the visit to the maintenance area where there were 3 Do328 jets of Delta Connection, a Do328 demonstrator, executive B737 and a Bombardier Global

Explorer along with several biz jets. On the way back we passed the cargo area dominated by Fed Ex with A300/310, B727 and DC10, UPS B757 and United States Postal Service B727. The international traffic was limited to TACA and Mexicana A320, Korean and Saudia B747.

It was soon time to check in for the flight home and by this time the European long haul had arrived in the shape of Sabena and Swissair A330, Lufthansa A340 and KLM B747. I had a horrendous fright, as I was about to board the aircraft, I couldn't find my notebook. Three weeks of photo details etc, lost! Trying to think straight was difficult, but I worked out that I must have left it in the Duty Free Shop. I said a prayer as I dashed back and it must have been heard because they were keeping it safe for me!

It was nice to fly BA again, as the service was very good. It was the first flight on a B777 – nice and roomy. We landed at Heathrow on time at 06.30 and transferred to Terminal One. I tried to get the earlier flight to LBA but it was fully booked (common problem, they were offering £50 to fly to Edinburgh later in the day). I decide to do some spotting but it started to rain so I returned to the terminal for a 'kip'. The Midland 414 landed me at LBA just before 2pm where my son was waiting to pick me up.

I hope I get the opportunity to show my slides, to the group, in the future if a venue can be found. I didn't think it would take so long to write or take up so much space. I would like to conclude with a few statistics:

Distance travelled	26025 miles
Number of flights	12
Total flying time	49 hours
Aircraft flown in	8
Airports visited	12

One final poser, I was away for 20 nights, booked 17 nights accommodation and flew overnight 4 times. Now, to me, that doesn't add up!

Roger Fozzard



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26th September 00

PROSPECTS GOOD AS AIRPORT JOINS CARGO BOOM

A new, five nights a week all-cargo service which has been launched at Leeds Bradford International Airport, could spearhead developments of enormous value to manufactures, shippers and a wide range of other companies across the airport's extensive catchment area.

With the air cargo business booming worldwide, up to 100 aircraft distribute more than 2000 tonnes of packages five nights a week across Europe alone. The start of an LBA-Cologne all-cargo service by UPS (United Parcel Service), one of the world's "big two" express package carriers, could also herald a cargo boom for Leeds Bradford International.

"It is generally assumed that wherever UPS goes in the air cargo business, others will soon follow," said a leading figure in the cargo business in the North of England.

The new service gets into LBA at 8:30pm each evening from Cologne, returning there at 9:30pm. It complements UPS airlift already provided out of a number of air hubs across the UK.

Significantly, October and November see the introduction of the first B-757 aircraft in Europe, flying daily between Cologne and Madrid and Cologne-Barcelona-Valencia. From this month, the UPS transatlantic air fleet has been enhanced by the introduction of an additional B-767 flying out of Cologne directly to Newark, New Jersey.

This move will ensure continued reliability for European customers using the UPS next day, early morning (08:00/10:30) delivery services to the USA. Recent expansions to the company's Cologne air hub sorting facility have also increased the volume handling capacity from 30,000 packages per hour to 60,000.

The LBA-Cologne leg will be operated with Boeing 727/100 jets featuring Rolls Royce Tay engines, which bring them well within the latest chapter III noise regulations.

Rated as an airline, UPS is the 11th largest in the world, with 231 heavy jet aircraft in service or on firm order. In addition, the company charters approximately 300 aircraft every day.

Headquartered in Atlanta, USA, the company has 344,000 employees throughout the world and in 1999 had revenues exceeding US\$27 billion on a total global package volume averaging 13.2 million pieces a day.

This month, a Fortune magazine survey ranked UPS as "The World's Most Admired Company" in the mail, package and freight industry for the third consecutive year.

PRESS RELEASE



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