



**AEROLLOYD AIRBUS A321
IN SPECIAL LIVERY AT FRANKFURT**
(Ian Gratton)

VOL. 25 OCTOBER 1999

CHAIRMAN : MR.M.WILLINGALE

17, BANKSFIELD CRESCENT, YEADON, LEEDS LS19 7JY

01943 875137

SECRETARY: MR. M.ELLIOT

6, REDWOOD GROVE, HUDDERSFIELD HD5 9EQ

01484 451205

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 1998-99

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

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

CHAIRMAN'S CHAT

First of all, my apologies to Dave Wooler and Harry Morrow. Their sections last month had to appear as a separate supplement due to copy arriving after the magazine had gone to the printers. Also apologies to Alan Tempest and Ian Morton:- their contributions should have appeared on adjacent pages, but ended up back-to-back. Despite these little set-backs we ended up with a good 37 page magazine. Just a reminder to all contributors- in order to have an article in the magazine I need to have your copy by the 20th of the preceeding month. This also applies to all regular feature producers.

Diary dates - Concorde at L.B.A. Wed/Thur 6th-7th October

Sunday ,24th October Manchester Air Enthusiasts Fair at Manchester Airport Moat House, Altringham Road, Wilmslow (M56 Jnc 6 near airport tunnel) 10.00 -16.00 hrs.

Saturday 5th Feb, 2000 - Airbus factory Day Trip by Airtours B757 from LBA includes factory tour, lunch, guides, old aircraft museum and all taxes. Cost £189.00 Contact Peter Truman of Saltaire Travel on 01274 585545.

More good news as from the 3rd October, 1999. " Air Supply" will be opening 7 days a week. This should enable members to see Ken's full range of products any Sunday or why not pop-in on your way to the society meetings on a Sunday afternoon.

The next two meetings are the A.G.M. and the Christmas function (dates below). Please try and attend the A.G.M. and put forward your views on who should run the society and how they should manage it. After all, it is YOUR society. Now is the time to be sorting out those photos and models for the December competitions. Photos/slides should be handed in at the November (A.G.M.) meeting.

MEETINGS (starting at 14.30)

3rd October David Greenwood (Yorkshire Light Aircraft Engineering)

7th November A.G.M.

5th December Christmas Party

CREDITS

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

**APPROX. 120 COPIES (SOME BOUND) OF AIR FORCE MONTHLY –
OFFERS TO: NEIL BULMER 01943 877485**

**STOP PRESS!!! Morrow Airways computer crashed at Leeds on
Thursday 23.9.99 Sorry no news from Harry this month.**

Leeds/Bradford Movements

August 1999

01 Sunday

G-WIZO PA-34 Seneca	0001	EI-TLF Airbus 320	0702
LZ-MIR Tupolev TU154M	0706	EI-FKE Fokker 50	0848
C-GTDB Airbus 320	0852	EC-HBT Boeing 737 400	0925
G-SMDB Boeing 737 300	0934	N79EL Beechjet 400A	0938
G-UKFR Fokker 100	0953	EI-CON Boeing 737	1016
G-OMNH King Air 200	1038	G-BPWI JetRanger	1102
G-AVCK PA-28 Cherokee	1243	G-SMDB Boeing 737 300	1255
G-BPWI JetRanger	1317	EI-TLF Airbus 320	1359
G-UKFR Fokker 100	1419	OO-DJR Avro 146 RJ85	1458
G-JEDA DHC-8	1501	G-BVTF Fokker 70	1600
G-BPWI JetRanger	1601	G-MIDJ Airbus 321	1609
G-BNDR TB-10 Tobago	1648	C-GTDB Airbus 320	1650
G-SLNE Agusta A109	1704	EI-CNX Boeing 737	1708
G-XRMC BAe 125 800B	1750	G-GNTI SAAB 340	1804
G-JEDA DHC-8	1818	G-BVZG Boeing 737 500	1851
EI-CJH Boeing 737	1903	G-BEFA PA-28 Warrior	1942
EI-FKF Fokker 50	2000	OO-DJW Avro 146 RJ85	2002
G-UKFH Fokker 100	2005	G-RJXC EMB 145	2045
G-MAJG Jetstream 41	2104	G-GNTI SAAB 340	2107
G-BVZG Boeing 737 500	2156	C-GTDB Airbus 320	2341

02 Monday

EI-TLF Airbus 320	0012	C-GTDB Airbus 320	0613
G-MAJE Jetstream 41	0738	G-BAVZ PA-23 Aztec	0816
EI-FKE Fokker 50	0846	G-MAJG Jetstream 41	0928
G-JEDA DHC-8	0932	G-GNTI SAAB 340	0935
G-BVZG Boeing 737 500	0937	TC-AFA Boeing 737 400	0953
G-UKFH Fokker 100	0957	OO-DJF BAe 146 200	1007
EI-CKP Boeing 737	1018	G-BXNS JetRanger	1036
G-MANU BAe ATP	1039	G-RJXC EMB 145	1055
G-MAJE Jetstream 41	1110	G-BJZN T67A Firefly	1111
N132CK Cessna 421A	1122	G-ULAB Robinson R-22B	1223
G-BVZG Boeing 737 500	1253	G-JEAG Friendship	1302
G-KKES TB-20 Trinidad	1342	G-GNTI SAAB 340	1400
G-MAJE Jetstream 41	1403	G-UKFH Fokker 100	1437
OO-DJE BAe 146 200	1448	G-BVCK Boeing 737 500	1502
EI-CKP Boeing 737	1607	G-RJXC EMB 145	1655
G-MAJE Jetstream 41	1702	G-MAJG Jetstream 41	1712
G-GNTI SAAB 340	1725	EI-TLO Airbus 320	1753
G-JEDA DHC-8	1821	G-BVCK Boeing 737 500	1836
EI-CNT Boeing 737	1854	C-GTDB Airbus 320	1906
EI-FKD Fokker 50	1920	OO-DJX Avro 146 RJ85	1923
G-UKFH Fokker 100	1949	G-GNTI SAAB 340	2033
G-RJXC EMB 145	2049	G-JEDA DHC-8	2127
G-MAJG Jetstream 41	2133	G-MAJE Jetstream 41	2202
G-BVCK Boeing 737 500	2205		

03 Tuesday

C-YTDB Airbus 320	0303	EC-FLG Boeing 737 300	0834
EI-FKC Fokker 50	0907	G-NEWR PA-31 Navajo	0914
G-JEDA DHC-8	0933	G-MAJE Jetstream 41	0938
G-BVKC Boeing 737 500	0942	G-GNTI SAAB 340	0945
G-UKFH Fokker 100	0954	OO-DJE BAe 146 200	1002
C-GTSTJ Boeing 757	1011	EI-CKQ Boeing 737	1014
G-MAJG Jetstream 41	1017	G-RJXC EMB 145	1051
9H-ABF Boeing 737	1126	G-JEDA DHC-8	1252
G-BVKC Boeing 737 500	1309	XZ304 Gazelle AH.1	1327
N12NM Citation I	1356	G-GNTI SAAB 340	1359
EI-TLO Airbus 320	1404	G-MAJG Jetstream 41	1412
G-UKFH Fokker 100	1428	G-OBMZ Boeing 737 500	1453
OO-DJW Avro 146 RJ85	1500	EI-CKQ Boeing 737	1618
G-RJXC EMB 145	1624	G-MAJC Jetstream 41	1707
G-BKEP Cessna F172M	1709	G-MAJG Jetstream 41	1717
G-GNTI SAAB 340	1728	C-FTDA Airbus 320	1804
G-OBMZ Boeing 737 500	1824	EI-COX Boeing 737	1856
OO-DJG BAe 146 200	1904	EI-FKE Fokker 50	1918
G-JEDA DHC-8	1825	G-UKFH Fokker 100	1955
G-MAJC Jetstream 41	2012	G-MAJG Jetstream 41	2030
G-GNTI SAAB 340	2032	G-RJXC EMB 145	2035
C-GTDB Airbus 320	2117	G-OBMZ Boeing 737 500	2138
G-JEDA DHC-8	2159	EI-TLO Airbus 320	2203

04 Wednesday

EI-TLO Airbus 320	0538	EI-FKD Fokker 50	0849
G-MAJC Jetstream 41	0918	G-JEDA DHC-8	0931
N501D Citation I	0939	G-OBMZ Boeing 737 500	0943
G-GNTI SAAB 340	0948	G-UKFH Fokker 100	0951
G-MAJG Jetstream 41	0959	EI-CNX Boeing 737	1052
G-RJXC EMB 145	1121	G-PLFE Cessna 182Q	1145
G-JEDA DHC-8	1248	G-OBMZ Boeing 737 500	1251
N459LJ Lear Jet 45	1303	G-GNTI SAAB 340	1356
G-BXLY PA-28 Warrior	1432	OO-DJV Avro 146 RJ85	1446
G-UKFC Fokker 100	1459	G-OBMX Boeing 737 500	1502
ZD283 Lynx AH.7	1507	EI-CNX Boeing 737	1618
G-RJXC EMB 145	1621	G-MAJG Jetstream 41	1634
EI-TLO Airbus 320	1710	G-MAJC Jetstream 41	1715
G-GNTI SAAB 340	1723	G-JEDA DHC-8	1815
EI-CKP Boeing 737	1821	G-OBMX Boeing 737 500	1833
OO-DJR Avro 146 RJ85	1912	EI-FKF Fokker 50	1920
G-UKFL Fokker 100	1952	G-MAJC Jetstream 41	2021
G-GNTI SAAB 340	2024	G-RJXC EMB 145	2027
G-MAJG Jetstream 41	2030	G-JEDA DHC-8	2119
G-OBMX Boeing 737 500	2143	G-GNTJ SAAB 340	2302

05 Thursday

G-OLAH Short 380	0020	EI-TLO Airbus 320	0413
EI-FKC Fokker 50	0904	G-OBMX Boeing 737 500	0932
G-JEDA DHC-8	0935	G-MAJC Jetstream 41	0936
G-GNTJ SAAB 340	0945	G-MAJG Jetstream 41	0948
G-UKFL Fokker 100	0951	EI-CJE Boeing 737	1019
OO-DJG BAe 146 200	1027	N86Y King Air 200	1041
G-RJXC EMB 145	1049	C-GTDB Airbus 320	1154
EI-TLO Airbus 320	1229	G-OBMX Boeing 737 500	1255
G-JEDA DHC-8	1257	G-OOOV Boeing 757	1325
G-BNEN PA-34 Seneca	1336	G-GNTJ SAAB 340	1352
XZ311 Gazelle AH.1	1408	G-MAJG Jetstream 41	1408
G-UKFL Fokker 100	1447	OO-DJL Avro 146 RJ85	1454

G-BVZE Boeing 737 500	1458	EI-CJE Boeing 737	1601
G-RJXC EMB 145	1611	G-MAJI Jetstream 41	1714
G-GNTJ SAAB 340	1719	G-JEDA DHC-8	1824
G-BVZE Boeing 737 500	1826	G-MAJG Jetstream 41	1842
EI-CNT Boeing 737	1851	OO-DJV Avro 146 RJ85	1915
G-UKFL Fokker 100	1947	EI-FKA Fokker 50	1951
G-MAJI Jetstream 41	2014	G-GNTJ SAAB 340	2030
G-RJXC EMB 145	2033	SX-BFX Boeing 737 200	2104 0714(06)
EI-TLO Airbus 320	2122	G-JEDA DHC-8	2131
G-BVZE Boeing 737 500	2134	G-MAJI Jetstream 41	2259
06 Friday			
C-GTDB Airbus 320	0024	EI-FKE Fokker 50	0857
G-MAJI Jetstream 41	0917	G-GNTJ SAAB 340	0933
G-BVZE Boeing 737 500	0936	G-JEDA DHC-8	0949
C-GTDB Airbus 320	0951	G-UKFL Fokker 100	0955
OO-DJF BAe 146 200	0958	G-BYFR PA-32R Saratoga	1003
EI-CNV Boeing 737	1019	G-OBLC B76 Duchess	1021
G-MAJG Jetstream 41	1031	G-FCLD Boeing 757	1127
G-BPXX PA-31 Navajo	1133	G-OSKY Cessna 172M	1137
G-BXEC DHC.1 Chipmunk	1151	G-RJXC EMB 145	1208
G-JEDA DHC-8	1249	G-BVZE Boeing 737 500	1253
G-ULAB Robinson R-22B	1310	G-ATXD Twin Comanche	1345
G-GNTJ SAAB 340	1358	G-MAJG Jetstream 41	1406
EI-TLO Airbus 320	1424	G-UKFL Fokker 100	1451
OO-DJR Avro 146 RJ85	1455	G-BVKC Boeing 737 500	1509
G-TOPC Twin Squirrel	1518	G-HEBE JetRanger	1551
EI-CNV Boeing 737	1610	G-RJXC EMB 145	1639
G-MAJI Jetstream 41	1713	G-MAJG Jetstream 41	1717
G-GNTJ SAAB 340	1725	G-JEDA DHC-8	1809
EI-CNX Boeing 737	1818	G-BVKC Boeing 737 500	1830
G-BXZB Nanchang CJ.6	1851	EI-FKF Fokker 50	1927
OO-DJQ Avro 146 RJ85	1930	G-UKFL Fokker 100	1949
G-MAJI Jetstream 41	2000	G-MAJG Jetstream 41	2036
G-GNTJ SAAB 340	2040	G-JEDA DHC-8	2121
G-RJXC EMB 145	2129	G-BVKC Boeing 737 500	2152
G-BVTF Fokker 70	2156	EC-FZZ Boeing 737 400	2210
G-BXWF Fokker 100	2231	EC-GZE Airbus 320	2238
C-GTDB Airbus 320	2353		
07 Saturday			
G-OLAH Short 360	0009	N91CW Gulfstream 5	0624 1125(08)
C-GTDB Airbus 320	0638	EI-FKD Fokker 50	0849
G-BXWF Fokker 100	0931	G-UKFL Fokker 100	0958
OO-MJE BAe 146 200	1006	G-MAJA Jetstream 41	1008
EI-CKQ Boeing 737	1018	G-BYAB Boeing 767	1039
G-BVTF Fokker 70	1133	G-KKES TB-20 Trinidad	1142
G-BXWF Fokker 100	1233	G-JEDA DHC-8	1316
G-UKTK ATR-72	1347	G-BVJA Fokker 100	1357
C-GTDB Airbus 320	1400	G-BOAD Concorde	1455 1116(08)
G-UKFD Fokker 100	1521	G-BVKB Boeing 737 500	1526
G-BXWF Fokker 100	1708	G-BYAB Boeing 767	1750
EI-CNV Boeing 737	1814	G-JEDA DHC-8	1918
EI-FKA Fokker 50	1932	G-RVRB PA-34 Seneca	1951
G-UKFD Fokker 100	2002	G-BXWF Fokker 100	2006
G-GNTJ SAAB 340	2054	C-GTDB Airbus 320	2135
EC-HFP DC9 83	2138	EI-CNW Boeing 737	2147
G-BVKB Boeing 737 500	2223	EI-TLO Airbus 320	2327
08 Sunday			
G-BGYT Bandeirante	0040	G-BYAB Boeing 767	0206
LZ-MIR Tupolev TU154M	0702	EI-TLO Airbus 320	0715

C-GTDB Airbus 320	0832	EI-FKA Fokker 50	0853
EC-HBT Boeing 737 400	0905	G-AZFI PA-28R Arrow	0913
G-OBMF Boeing 737 400	0925	G-UKFB Fokker 100	0956
EI-CJE Boeing 737	1029	G-WERY TB-20 Trinidad	1102
G-OBMF Boeing 737 300	1302	G-BOID 7ECA Citabria	1337
G-BPYO PA-28 Archer II	1340	G-BOAD Concorde	1351
EI-TLO Airbus 320	1413	G-UKFB Fokker 100	1419
G-JEDA DHC-8	1430	G-WYPA MBB 105DBS/4	1453
OO-DJQ Avro 146 RJ85	1512	G-MIDJ Airbus 321	1552
G-BXWF Fokker 100	1614	C-GTDB Airbus 320	1618
EI-CNX Boeing 737	1709	G-MAJG Jetstream 41	1712
G-OEJA Citation I	1714	G-JADE DHC-8	1814
G-GNTJ SAAB 340	1823	EI-COA Boeing 737	1825
G-BVZG Boeing 737 500	1858	OO-DJW Avro 146 RJ85	1901
EI-FKE Fokker 50	1947	G-UKFB Fokker 100	1950
G-MAJG Jetstream 41	2024	G-RJXC EMB 145	2051
G-JEDA DHC-8	2127	G-BVZG Boeing 737 500	2148
G-GNTJ SAAB 340	2158	C-GTDB Airbus 320	2328
09 Monday			
EI-TLO Airbus 320	0242	C-GTDB Airbus 320	0604
EI-FKA Fokker 50	0848	G-MAJI Jetstream 41	0929
G-JEDA DHC-8	0936	G-BVZG Boeing 737 500	0939
OO-DJE BAe 146 200	1002	G-UKFB Fokker 100	1008
TC-APG Boeing 737 300	1013	G-MAJG Jetstream 41	1016
EI-CCN Boeing 737	1020	G-GNTJ SAAB 340	1023
G-RJXC EMB 145	1106	G-JEDA DHC-8	1253
G-BVZG Boeing 737 500	1308	G-MAJG Jetstream 41	1409
G-GNTJ SAAB 340	1431	OO-DJT Avro 146 RJ85	1529
G-OBMX Boeing 737 500	1544	EI-CON Boeing 737	1608
G-PZAZ PA-31 Navajo	1613	G-MAMD King Air 200	1625
G-ORJB Citation I	1630	G-RJXC EMB 145	1636
EI-TLO Airbus 320	1703	G-MAJI Jetstream 41	1713
G-MAJG Jetstream 41	1720	G-GNTJ SAAB 340	1727
G-JEDA DHC-8	1814	EI-CKP Boeing 737	1816
OO-DJR Avro 146 RJ85	1913	EI-FKD Fokker 50	1915
C-GTDB Airbus 320	1928	G-UKFF Fokker 100	1959
G-MAJI Jetstream 41	2003	G-GNTJ SAAB 340	2019
G-MAJG Jetstream 41	2037	G-RJXC EMB 145	2042
G-JEDA DHC-8	2123	G-OBNE Cessna 310K	2204
G-BVZG Boeing 737 500	2314		
10 Tuesday			
G-OLAH Short 360	0223	C-GTDB Airbus 320	0310
EC-GGO Boeing 737 300	0840	EI-FKF Fokker 50	0846
G-JEDA DHC-8	0923	G-MAJG Jetstream 41	0927
G-BVZG Boeing 737 500	0931	G-GNTJ SAAB 340	0934
C-GTSN Boeing 757	0939	G-MAJI Jetstream 41	0944
G-UKFF Fokker 100	0954	EI-CKQ Boeing 737	1005
OO-DJG BAe 146 200	1008	G-BRPU B76 Duchess	1014
SE-DVZ Citation II	1044	9H-ADN Boeing 737 300	1100
G-RJXC EMB 145	1103	N132CK Cessna 421A	1208 1529
G-OBWB BAC 1-11 518	1243	G-JEDA DHC-8	1245
G-BVZG Boeing 737 500	1251	G-BNOM PA-28 Warrior II	1319
EI-TLO Airbus 320	1348	G-GNTJ SAAB 340	1357
G-MAJI Jetstream 41	1359	G-RAFF Lear Jet 35A	1424
G-UKFF Fokker 100	1428	HA-ACL Do 28D-2	1432
OO-DJW Avro 146 RJ85	1510	G-OBMX Boeing 737 500	1519
VP-CCT King Air C90	1522	EI-CKQ Boeing 737	1601
G-LUKY Robinson R-44	1626	OE-GAA Citation V	1636
G-RJXC EMB 145	1640	G-ULAB Robinson R-22B	1656

G-MAJI Jetstream 41	1857	G-MAJG Jetstream 41	1707
G-GNTJ SAAB 340	1719	C-FTDA Airbus 320	1804
G-JEDA DHC-8	1812	EI-CNXC Boeing 737	1819
G-BVZE Boeing 737 500	1827	OO-DJV Avro 146 RJ85	1904
EI-FKE Fokker 50	1917	G-UKFF Fokker 100	1948
G-BYLH Robin HR200/120B	1951 N/Res	G-MAJG Jetstream 41	2006
G-GNTJ SAAB 340	2014	G-MAJI Jetstream 41	2036
G-RJXC EMB 145	2039	C-GTDB Airbus 320	2118
G-JEDA DHC-8	2121	G-BVZG Boeing 737 500	2136
EI-TLO Airbus 320	2209		
11 Wednesday			
G-OLAH Short 360	0004	EI-TLO Airbus 320	0550
G-ZAPM Boeing 737 300	0837	EI-FKC Fokker 50	0845
G-WERY TB-20 Trinidad	0910	G-JEDA DHC-8	0918
G-BVZG Boeing 737 500	0925	G-MAJI Jetstream 41	0935
G-GNTJ SAAB 340	0937	G-AZEG PA-28 Cherokee	0940
G-MAJG Jetstream 41	0949	OO-DJF BAe 146 200	1002
EI-CJG Boeing 737	1006	G-UKFF Fokker 100	1014
G-BRPU B76 Duchess	1023	G-RJXC EMB 145	1105
G-BVZG Boeing 737 500	1241	G-JEDA DHC-8	1247
G-MAJI Jetstream 41	1358	G-GNTJ SAAB 340	1403
G-UKFF Fokker 100	1431	OO-DJT Avro 146 RJ85	1503
G-OBMX Boeing 737 500	1508	SE-DVZ Citation II	1519
G-RJXC EMB 145	1637	G-RAFF Lear Jet 35A	1656
G-MAJI Jetstream 41	1715	G-GNTJ SAAB 340	1718
G-MAJG Jetstream 41	1719	EI-TLO Airbus 320	1721
HA-ACL Dornier 28D-2	1726	C-GTDB Airbus 320	1729
G-JEDA DHC-8	1812	G-OBMX Boeing 737 500	1826
EI-COA Boeing 737	1836	EI-FKF Fokker 50	1913
OO-DJO Avro 146 RJ85	1916	G-UKFF Fokker 100	1947
G-MAJG Jetstream 41	2007	G-GNTJ SAAB 340	2022
G-MAJI Jetstream 41	2026	G-RJXC EMB 145	2032
G-JEDA DHC-8	2118	G-OBMX Boeing 737 500	2143
G-ZAPM Boeing 737 300	2358		
12 Thursday			
C-GTDB Airbus 320	0405	EI-TLO Airbus 320	0435
G-JEDA DHC-8	0930	G-OBMX Boeing 737 500	0933
G-GNTJ SAAB 340	0936	G-MAJG Jetstream 41	0939
G-MAJI Jetstream 41	0945	EI-FKA Fokker 50	0948
OO-DJG BAe 146 200	0953	G-UKFF Fokker 100	0956
EI-CNW Boeing 737	1007	G-RJXC EMB 145	1045
N459LJ Lear Jet 45	1054	VP-CRB Lear Jet 80	1214
G-MOAC F33A Bonanza	1230	G-JEDA DHC-8	1242
G-OBMX Boeing 737 500	1246	EI-TLO Airbus 320	1257
G-BYFR PA-32R Saratoga	1305	G-OOOS Boeing 757	1345
G-MAJI Jetstream 41	1359	G-GNTJ SAAB 340	1406
OO-DJV Avro 146 RJ85	1500	G-BVZH Boeing 737 500	1505
G-BOKX PA-28 Warrior II	1532	G-BMHZ Turbo Arrow IV	1604
EI-CKS Boeing 737	1620	G-BODY Cessna 310R	1636
G-RJXC EMB 145	1647	G-MAJI Jetstream 41	1714
G-MAJG Jetstream 41	1720	G-GNTJ SAAB 340	1724
G-JEDA DHC-8	1813	EI-CJH Boeing 737	1828
G-BVZH Boeing 737 500	1841	F-GHLB King Air 200	1920 1612(13)
EI-FKE Fokker 50	1922	OO-DJX Avro 146 RJ85	1926
G-UKFR Fokker 100	2000	G-GNTJ SAAB 340	2023
G-MAJG Jetstream 41	2027	G-RJXC EMB 145	2032
C-GTDB Airbus 320	2035	G-MAJI Jetstream 41	2040
EI-TLO Airbus 320	2121	G-JEDA DHC-8	2125
G-OBMX Boeing 737 500	2159		

13 Friday

G-GTDB Airbus 320	0222	EI-AKF Fokker 50	0848
G-MAJI Jetstream 41	0918	G-OBMX Boeing 737 500	0923
G-JEDA DHC-8	0924	G-MAJG Jetstream 41	0933
G-GNTJ SAAB 340	0935	G-UKFR Fokker 100	0955
OO-DJK Avro 146 RJ85	1005	EI-CKS Boeing 737	1016
G-BRUI PA-44 Seminole	1021	G-RJXC EMB 145	1107
G-FCLC Boeing 757	1129	N146GA Cessna 425	1158
G-SYPA Twin Squirrel	1208	G-OBMX Boeing 737 500	1242
G-JEDA DHC-8	1248	G-GNTJ SAAB 340	1401
G-MAJG Jetstream 41	1403	EI-TLO Airbus 320	1422
G-UKFR Fokker 100	1435	OO-DWJ Avro 146 RJ100	1502
G-BVKB Boeing 737 500	1517	EI-CKS Boeing 737	1559
G-BJIR Citation II	1644	G-RJXC EMB 145	1646
G-BOXY PA-28 Archer II	1649	G-MAJI Jetstream 41	1703
G-MAJG Jetstream 41	1713	G-GNTJ SAAB 340	1720
EI-COA Boeing 737	1817	G-JEDA DHC-8	1821
G-BVKB Boeing 737 500	1826	OO-DJW Avro 146 RJ85	1902
EI-FKD Fokker 50	1924	G-UKFL Fokker 100	1948
G-MAJI Jetstream 41	2010	G-GNTJ SAAB 340	2021
G-MAJG Jetstream 41	2036	G-RJXC EMB 145	2041
C-GTDB Airbus 320	2104	G-JEDA DHC-8	2126
G-BVTF Fokker 70	2147	G-BVKB Boeing 737 500	2157
G-GNTH SAAB 340	2204	G-BVJB Fokker 100	2207
EI-TLO Airbus 320	2210	EC-FXQ Boeing 737 400	2215
EC-GZD Airbus 320	2243		

1133(14)

14 Saturday

G-OLAH Short 360	0212	C-GTDB Airbus 320	0442
EI-TLO Airbus 320	0533	EI-FKA Fokker 50	0854
G-BVJB Fokker 100	0915	OO-DJF BAe 146 200	1002
G-UKFL Fokker 100	1006	G-MAJF Jetstream 41	1009
EI-COA Boeing 737	1107	G-BVTF Fokker 70	1143
G-BVJB Fokker 100	1238	EI-TLO Airbus 320	1245
G-BEFA PA-28 Warrior	1256	G-UKTK ATR-72	1320
G-JEDA DHC-8	1333	G-BVJC Fokker 100	1404
C-GTDB Airbus 320	1410	G-UKFL Fokker 100	1431
G-BVJB Fokker 100	1640	EI-CNV Boeing 737	1732
EI-FKC Fokker 50	1910	G-JEDA DHC-8	1922
G-UKFL Fokker 100	1944	G-BVJB Fokker 100	1955
G-BVTF Fokker 70	2006	EI-TLO Airbus 320	2034
G-GNTH SAAB 340	2120	C-GTDB Airbus 320	2130
EC-GGV DC9 83	2320		

15 Sunday

EI-TLO Airbus 320	0406	LZ-MIR Tupolev TU154M	0707
C-GTDB Airbus 320	0749	EI-FKA Fokker 50	0840
EC-GRX Boeing 737 400	0915	G-BVZH Boeing 737 500	0918
G-UKFL Fokker 100	1003	EI-COV Boeing 737	1018
EI-TLO Airbus 320	1203	G-BVZH Boeing 737 500	1236
N132CK Cessna 421A	1237	G-BAHX Cessna 182P	1401
G-UKFL Fokker 100	1435	G-JEDA DHC-8	1438
OO-DWD Avro 146 RJ100	1447	C-GTDB Airbus 320	1548
G-MIDJ Airbus 321	1605	N709EL Beechjet 400	1637
EI-CKR Boeing 737	1713	G-BVTF Fokker 70	1718
G-MAJG Jetstream 41	1723	G-GNTH SAAB 340	1742
G-JEDA DHC-8	1806	G-BVZJ Boeing 737 500	1824
EI-CNV Boeing 737	1830	OO-DJZ Avro 146 RJ85	1906
EI-FKD Fokker 50	1919	G-UKFM Fokker 100	1948
G-RJXC EMB 145	2033	G-MAJG Jetstream 41	2041
G-GNTH SAAB 340	2050	G-JEDA DHC-8	2124

	G-BVZI Boeing 737 500	2148		C-GTDB Airbus 320	2257
16	Monday				
	G-ILGW Cessna 404	0011		C-GTDB Airbus 320	0614
	EI-CNN L-1011 Tri-star	0712		G-ILGW Cessna 404	0747
	EI-FKE Fokker 50	0843		G-MANG BAe ATP	0901
	G-BVZI Boeing 737 500	0925		G-JEDA DHC-8	0929
	G-GNTH SAAB 340	0931		G-MAJG Jetstream 41	0940
	G-BEAC PA-28 Cherokee	0943		G-UKFM Fokker 100	1002
	OO-DJG BAe 146 200	1004		TC-APG Boeing 737 800	1007
	G-JEAI Friendship	1015		EI-CJE Boeing 737	1018
	G-BTGU PA-34 Seneca	1058		G-BTHY JetRanger	1103
	G-RJXC EMB-145	1152		G-MANG BAe ATP	1205
	G-BVZI Boeing 737 500	1251		G-JEAI Friendship	1318
	G-GNTH SAAB 340	1355		G-MANG BAe ATP	1427
	G-UKFM Fokker 100	1429		OO-DWE Avro 146 RJ100	1450
	G-BKTZ T67M Firefly	1457		G-BVZG Boeing 737 500	1526
	EI-CJE Boeing 737	1800		G-RJXC EMB 145	1841
	G-MAJG Jetstream 41	1713		G-GNTH SAAB 340	1719
	G-FFRI Twin Squirrel	1757		G-JEDA DHC-8	1816
	VP-BNJ Falcon 900	1819		PH-HUB TBM 700	1827
	G-BVKB Boeing 737 500	1845		EI-CKS Boeing 737	1855
	HZ-AFY Gulfstream IV	1907	2053	OO-DJX Avro 146 RJ85	1914
	EI-FKA Fokker 50	1925		C-GTDB Airbus 320	1827
	G-BXZB Nanchang CJ6	1933		G-UKFL Fokker 100	1946
	G-MAJG Jetstream 41	2010		EI-CNN L-1011 Tri-star	2026 2155
	G-GNTH SAAB 340	2030		G-RJXC EMB 145	2035
	G-JEDA DHC-8	2122		G-BVKB Boeing 737 500	2135
	G-MAJG Jetstream 41	2304			
17	Tuesday				
	G-SABS King Air 200	0012		EC-HBN Boeing 737 800	0309 DIV
	C-GTDB Airbus 320	0322		G-OLAH Short 360	0343
	EC-GGO Boeing 737 300	0851		EI-FKF Fokker 50	0856
	G-BPPM King Air 200	0916		G-JEDA DHC-8	0922
	G-MAJG Jetstream 41	0925		G-BVKB Boeing 737 500	0927
	G-GNTH SAAB 340	0930		C-GTSE Boeing 757	0936
	G-UKFL Fokker 100	0947		OO-MJE BAe 146 200	1003
	EI-CJD Boeing 737	1005		G-BSSX PA-28 Warrior II	1024
	G-ATXD Twin Comanche	1047		G-RJXC EMB 145	1106
	EI-WGV Gulfstream V	1131	2328	9H-ABS Boeing 737 300	1153
	EI-WDC HS 125 3B	1200		EI-LCH Boeing 727 200	1212
	G-KKES TB-20 Trinidad	1218		G-BVKB Boeing 737 500	1253
	G-JEAG Friendship	1256		EI-TLO Airbus 320	1351
	G-GNTH SAAB 340	1358		G-MAJI Jetstream 41	1403
	G-UKFL Fokker 100	1421		OO-DJS Avro 146 RJ85	1500
	HZ-AFY Gulfstream IV	1509	1911	G-BVZF Boeing 737 500	1523
	EI-CJD Boeing 737	1549		G-RJXC EMB 145	1635
	G-MAJI Jetstream 41	1703		G-MAJG Jetstream 41	1717
	G-GNTH SAAB 340	1723		C-FTDA Airbus 320	1823
	G-JEDA DHC-8	1834		EI-CNX Boeing 737	1837
	G-BVZF Boeing 737 500	1848		OO-DJS Avro 146 RJ85	1902
	EI-FKA Fokker 50	1909		G-UKFL Fokker 100	1952
	G-MAJG Jetstream 41	2003		G-RJXC EMB 145	2030
	N86Y King Air 200	2032		G-GNTH SAAB 340	2037
	G-MAJI Jetstream 41	2040		G-JEDA DHC-8	2128
	C-GTDB Airbus 320	2133		G-BVZF Boeing 737 500	2204
	EI-TLO Airbus 320	2210			
18	Wednesday				
	EI-TLO Airbus 320	0559		G-UKFA Fokker 100	DIV 0652
	EI-FKD Fokker 50	0900		VP-CSN Citation V Ultra	0906

G-JEDA DHC-8	0927	G-MAJG Jetstream 41	0932
G-MAJI Jetstream 41	0941	SX-BFX Boeing 737	0944
G-BVZF Boeing 737 500	0945	G-GNTH SAAB 340	0948
G-UKFL Fokker 100	0951	OO-DWJ Avro 146 RJ100	0958
EI-CJE Boeing 737	1018	F-GGMV King Air 200	1102
G-RJXC EMB 145	1144	G-BAVZ PA-23 Aztec	1155
EI-WDC HS 125 3B	1213	N459LJ Lear Jet 45	1238
G-JEDA DHC-8	1250	G-BVZF Boeing 737 500	1339
G-GNTH SAAB 340	1355	G-MAJI Jetstream 41	1400
G-TNTG BAe 146 300QC	1438	OO-DJX Avro 146 RJ85	1502
G-UKRC BAe 146 300	1515	G-BPPM King Air 200	1545
G-OBMZ Boeing 737 500	1553	EI-CNW Boeing 737	1556
G-BCRP PA-23 Aztec	1809	G-RJXC EMB 145	1841
C-GTDB Airbus 320	1846	G-OLOW Robinson R44	1851
G-BXYK Robinson R22B	1652	G-MAJI Jetstream 41	1703
G-MAJG Jetstream 41	1705	G-BTGU PA-34 Seneca	1710
G-GNTH SAAB 340	1722	EI-TLO Airbus 320	1733
VP-CSC Citation V Ultra	1753	N109TW Agusta A109	1757 2236
G-RAMI JetRanger	1813	EI-CJE Boeing 737	1830
G-OBMZ Boeing 737 500	1854	OO-DJO Avro 146 RJ85	1857
EI-FKA Fokker 50	1917	G-MAJG Jetstream 41	1955
G-RJXC EMB 145	2026	G-GNTH SAAB 340	2029
G-MAJI Jetstream 41	2033	G-BVKB Boeing 737 500	2136
G-JEDA DHC-8	2241		
19 Thursday			
C-GTDB Airbus 320	0357	EI-TLO Airbus 320	0400
EI-FKD Fokker 50	0855	G-MAJI Jetstream 41	0917
G-BVKB Boeing 737 500	0925	G-GNTH SAAB 340	0936
G-MAJG Jetstream 41	0945	G-JEDA DHC-8	0951
G-UKFL Fokker 100	1002	OO-DJG BAe 146 200	1005
EI-CJD Boeing 737	1009	G-RJXC EMB 145	1055
G-ZENO Lear Jet 35A	1205 1842	G-JEDA DHC-8	1243
EI-TLO Airbus 320	1248	G-BVKB Boeing 737 500	1300
G-OOOG Boeing 757	1331	G-GNTH SAAB 340	1404
G-MAJG Jetstream 41	1408	G-UKFL Fokker 100	1419
G-OBMZ Boeing 737 500	1454	OO-DJZ Avro 146 RJ85	1520
EI-CJD Boeing 737	1605	G-BFLH PA-34 Seneca	1612
VP-BNJ Falcon 900	1825 1813	G-RJXC EMB 145	1635
G-MAJI Jetstream 41	1703	G-GNTH SAAB 340	1724
G-MAJG Jetstream 41	1750	EI-CKS Boeing 737	1816
G-JEDA DHC-8	1819	G-OBMZ Boeing 737 500	1821
OO-DJN Avro 146 RJ85	1920	C-GTDB Airbus 320	1924
EI-FKE Fokker 50	1926	G-UKFI Fokker 100	1954
G-MAJI Jetstream 41	2005	G-GNTH SAAB 340	2020
G-RJXC EMB 145	2030	G-MAJG Jetstream 41	2045
EI-TLO Airbus 320	2124	G-JEDA DHC-8	2128
G-OBMZ Boeing 737 500	2143		
20 Friday			
C-GTDB Airbus 320	0200	EI-FKF Fokker 50	0851
G-MAJI Jetstream 41	0914	G-OBMZ Boeing 737 500	0922
G-JEDA DHC-8	0926	G-BBCW PA-23 Aztec	0936
G-GNTH SAAB 340	0939	G-MAJG Jetstream 41	0946
G-UKFM Fokker 100	0955	OO-DJJ BAe 146 200	1007
EI-CKS Boeing 737	1009	G-BTVR PA-28 Cherokee	1023
G-BYFR PA-32R Saratoga	1046	G-BYHK PA-28 Archer III	1053 N/Res
G-FCLK Boeing 757	1110	G-RJXC EMB 145	1117
G-JEDA DHC-8	1247	G-OBMZ Boeing 737 500	1251
G-BOKA PA-28 Dakota	1329	G-MAJG Jetstream 41	1403
G-GNTH SAAB 340	1405	G-UKFM Fokker 100	1430

EI-TLO Airbus 320	1453	G-BVKB Boeing 737 500	1455
OO-DJV Avro 146 RJ85	1517	G-BJMR Cessna 310R	1522
EI-CKS Boeing 737	1555	G-RJXC EMB 145	1631
G-MAJG Jetstream 41	1716	G-MAJK Jetstream 41	1718
G-GNTH SAAB 340	1720	G-MLFF PA-23 Aztec	1742
G-BBCW PA-23 Aztec	1749	G-JEDA DHC-8	1813
G-BVKB Boeing 737 500	1819	EI-CJE Boeing 737	1820
OO-DJQ Avro 146 RJ85	1913	EI-FKD Fokker 50	1918
G-UKFM Fokker 100	1944	G-IFTS Robinson R44	2008
G-MAJK Jetstream 41	2014	G-OBPL Bandeirante	2016
G-GNTH SAAB 340	2017	G-MAJG Jetstream 41	2031
G-GTDB Airbus 320	2034	G-RJXC EMB 145	2036
G-BVTF Fokker 70	2116	G-JEDA DHC-8	2121
G-BVKB Boeing 737 500	2140	G-BVJD Fokker 100	2200
EI-TLO Airbus 320	2210	EC-GZD Airbus 320	2230
EC-FXQ Boeing 737 400	2239		
21 Saturday			
C-GTDB Airbus 320	0407	EI-TLO Airbus 320	0514
G-AYCJ Cessna TP206D	0824 N/Res	EI-FKA Fokker 50	0849
G-BXWF Fokker 100	0945	G-UKFM Fokker 100	0958
OO-DJH BAe 146 200	1006	G-MAJI Jetstream 41	1015
EI-COA Boeing 737	1018	G-ORJB Citation I	1143
G-BXEC DHC1 Chipmunk	1153	EI-TLO Airbus 320	1231
G-BVTF Fokker 70	1235	G-BXWF Fokker 100	1256
G-JEDA DHC-8	1311	G-UKTK ATR-72	1329
G-BXWE Fokker 100	1354	C-FTDA Airbus 320	1414
G-UKFM Fokker 100	1428	G-BXWF Fokker 100	1641
EI-CKS Boeing 737	1743	G-EPTR PA-28R Arrow	1801
G-JEDA DHC-8	1915	EI-FKE Fokker 50	1931
G-UKFA Fokker 100	1943	EC-FXI DC9 83	2006
G-BXWF Fokker 100	2008	G-BVTF Fokker 70	2012
EI-TLO Airbus 320	2021	G-GNTH SAAB 340	2039
C-FTDA Airbus 320	2107		
22 Sunday			
EI-TLO Airbus 320	0403	LZ-MIK Tupolev TU154M	0710
C-FTDA Airbus 320	0731	G-UKFR Fokker 100	0823
EI-FKE Fokker 50	0845	EC-GYK Boeing 737 400	0822
G-OBMF Boeing 737 400	0927	EI-CCN Boeing 737	1024
G-BDGM PA-28 Warrior	1049	EI-TLO Airbus 320	1153
G-OBMH Boeing 737 300	1253	G-WARZ PA-28 Warrior 3	1259
G-BSPG PA-34 Seneca	1333	G-BSBW JetRanger	1344
G-UKFR Fokker 100	1422	G-JEDA DHC-8	1426
G-MAJJ Jetstream 41	1435	OO-DJZ Avro 146 RJ85	1452
G-BVTF Fokker 70	1605	G-BYBI JetRanger	1605
C-FTDA Airbus 320	1618	G-MIDJ Airbus 321	1702
EI-CKQ Boeing 737	1714	G-GNTH SAAB 340	1716
G-MAJG Jetstream 41	1720	G-JEDA DHC-8	1812
G-BVKB Boeing 737 500	1837	OO-DJR Avro 146 RJ85	1859
EI-FKF Fokker 50	1931	G-UKFR Fokker 100	1954
EI-CKR Boeing 737	2003	G-BYBI JetRanger	2039
G-GNTH SAAB 340	2045	G-RJXC EMB 145	2053
G-JEDA DHC-8	2129	G-BVKB Boeing 737 500	2141
EI-TLO Airbus 320	2257	C-FTDA Airbus 320	2301
23 Monday			
C-FTDA Airbus 320	0601	EI-FKE Fokker 50	0901
N501D Citation I	0918	G-BVKB Boeing 737 500	0925
G-MAJJ Jetstream 41	0928	G-JEDA DHC-8	0931
G-GNTH SAAB 340	0934	TC-APG Boeing 737 800	0941
G-MAJG Jetstream 41	0943	G-UVIP Cessna 421C	0949

G-UKFR Fokker 100	0955	OO-DJG BAe 146 200	1002
EI-CKQ Boeing 737	1022	G-KEVB PA-28 Archer III	1026
G-BNDY Cessna 425	1040	G-RJXC EMB 145	1119
G-GDER Robin R1180TD	1124	N2669D Cessna 340	1130
N900CB Cessna 421C RAM	1209	G-SOHI Agusta A109E	1218
G-BVKC Boeing 737 500	1241	G-BMDK PA-34 Seneca	1244
G-JEDA DHC-8	1252	D-ESAE Cessna 172	1345
G-BLFZ PA-31 Navajo	1349	G-GNTH SAAB 340	1354
G-MAJG Jetstream 41	1403	G-WELL King Air E90	1433
G-UKFR Fokker 100	1451	OO-DJL Avro 146 RJ85	1458
G-OBMX Boeing 737 500	1503	G-FJET Citation II	1537
G-BCEO AA5 Traveler	1600	EI-CKQ Boeing 737	1605
G-JCFR Citation II	1609	G-RJXC EMB 145	1640
G-BXUC Robinson R22B	1645	G-MAJJ Jetstream 41	1702
EI-TLO Airbus 320	1705	G-MAJG Jetstream 41	1707
G-GNTH SAAB 340	1717	EI-CKR Boeing 737	1819
G-BVZF Boeing 737 500	1838	G-JEDA DHC-8	1844
OO-DJW Avro 146 RJ85	1902	EI-FKC Fokker 50	1921
C-FTDA Airbus 320	1925	G-UKFR Fokker 100	1950
G-MAJJ Jetstream 41	2011	G-GNTH SAAB 340	2018
G-MAJG Jetstream 41	2031	G-RJXC EMB 145	2043
G-JEDA DHC-8	2116	G-BVZF Boeing 737 500	2149
24 Tuesday			
SX-BFX Boeing 737	0010	C-FTDA Airbus 320	0301
EI-TLO Airbus 320	0735	D-ILLF King Air 200	0823
EC-GMY Boeing 737 300	0850	EI-FKF Fokker 50	0907
G-MAJJ Jetstream 41	0919	G-JEDA DHC-8	0922
G-BVZF Boeing 737 500	0927	G-GNTH SAAB 340	0936
G-MAJG Jetstream 41	0947	C-GTSE Boeing 757	0949
G-UKFR Fokker 100	0957	EI-CNW Boeing 737	1009
G-BICP Robin DR360	1024	G-RJXC EMB 145	1105
N145DF Citation I	1118	9H-ADN Boeing 737 300	1152
G-SACS PA-28 Cadet	1152	G-JEDA DHC-8	1250
G-BVZF Boeing 737 500	1258	G-FPLA King Air 200	1300
G-MAJL Jetstream 41	1304	G-DASI Short 360	1307
G-MAJG Jetstream 41	1403	G-GNTH SAAB 340	1407
EI-TLO Airbus 320	1419	G-UKFR Fokker 100	1433
OO-DJE BAe 146 200	1459	G-BVZE Boeing 737 500	1512
EI-CNW Boeing 737	1605	G-RJXC EMB 145	1643
G-MAJJ Jetstream 41	1710	G-MAJG Jetstream 41	1715
G-GNTH SAAB 340	1729	EI-CNX Boeing 737	1808
C-GTDB Airbus 320	1814	G-JEDA DHC-8	1815
G-OBMR Boeing 737 500	1835	EI-FKC Fokker 50	1925
OO-DJP Avro 146 RJ85	1928	G-UKFR Fokker 100	1956
G-MAJJ Jetstream 41	2004	G-GNTH SAAB 340	2021
G-MAJG Jetstream 41	2028	G-RJXC EMB 145	2041
G-JEDA DHC-8	2121	C-FTDA Airbus 320	2125
G-OBMR Boeing 737 500	2156	EI-TLO Airbus 320	2201
25 Wednesday			
EI-TLO Airbus 320	0541	G-COEZ Airbus 320	0618
G-UKFR Fokker 100	0957	OO-DJE BAe 146 200	1003
G-BVZE Boeing 737 500	1246	G-UKFR Fokker 100	1437
OO-DJY Avro 146 RJ85	1455	G-BVZG Boeing 737 500	1458
G-MAJG Jetstream 41	1509	G-OBPL Bandeirante	1533
G-JEDA DHC-8	1546	EI-CJF Boeing 737	1610
G-GNTI SAAB 340	1642	G-COEZ Airbus 320	1711
G-MAJL Jetstream 41	1737	5Y-JJZ King Air 200	1804
G-MAJG Jetstream 41	1807	G-BVZG Boeing 737 500	1820
G-JEAG Friendship	1824	G-GNTH SAAB 340	1831

EI-TLO Airbus 320	1842	G-RJXC EMB 145	1846
EI-CKR Boeing 737	1848	OO-DJY Avro 146 RJ85	1854
EI-FKA Fokker 50	1917	G-GNTI SAAB 340	1945
G-UKFO Fokker 100	1943	G-MAJL Jetstream 41	2024
G-MAJG Jetstream 41	2131	G-BVZG Boeing 737 500	2136
26 Thursday			
G-COEZ Airbus 320	0348	EI-TLO Airbus 320	0548
G-GNTI SAAB 340	0744	N96UT Falcon 50	0819
EI-FKF Fokker 50	0846	C-GTDB Airbus 320	0911
G-MAJL Jetstream 41	0915	G-BVZG Boeing 737 500	0920
G-JEDA DHC-8	0927	G-MAJG Jetstream 41	0947
OO-DJH BAe 146 200	0958	G-UKFO Fokker 100	1002
EI-CKP Boeing 737	1013	G-BKTY TB-10 Tobago	1041
N459LJ Lear Jet 45	1057	G-DOLY Cessna T303	1106
G-GNTI SAAB 340	1125	G-RJXA EMB 145	1129
G-BDTX Cessna F150M	1235	G-BVZG Boeing 737 500	1249
G-JEAE Friendship	1251	EI-TLO Airbus 320	1303
G-MAJG Jetstream 41	1405	G-COOV Boeing 757	1413
G-UKFO Fokker 100	1434	G-BOKA PA-28 Dakota	1452
G-BVZI Boeing 737 500	1458	OO-DJY Avro 146 RJ85	1458
G-FABM B55 Baron	1505	G-BYBI JetRanger	1534
G-GNTI SAAB 340	1536	EI-CKP Boeing 737	1556
G-RJXA EMB 145	1644	G-MAJG Jetstream 41	1710
G-MAJF Jetstream 41	1714	EI-CKG Boeing 737	1811
G-JEDA DHC-8	1815	G-BVZG Boeing 737 500	1827
G-GNTI SAAB 340	1829	G-LINE Twin Squirrel	1905
OO-DJL Avro 146 RJ85	1917	EI-FKF Fokker 50	1919
C-GTDB Airbus 320	1924	G-UKFE Fokker 100	1946
G-MAJF Jetstream 41	2011	G-MAJG Jetstream 41	2029
G-RJXA EMB 145	2051	EI-TLO Airbus 320	2058
G-GNTI SAAB 340	2122	G-JEDA DHC-8	2129
G-BVZI Boeing 737 500	2132		
27 Friday			
C-GTDB Airbus 320	0229	EI-FKA Fokker 50	0847
G-MAJF Jetstream 41	0915	G-BVZI Boeing 737 500	0917
G-GNTI SAAB 340	0929	G-JEDA DHC-8	0933
G-UKFE Fokker 100	0950	OO-DJN Avro 146 RJ85	1000
G-TANS TB-20 Trinidad	1011	EI-CJE Boeing 737	1021
G-MAJG Jetstream 41	1054	G-RJXA EMB 145	1058
EI-BCL Cessna 182P	1108	G-SBAS King Air 200	1110
G-FCLB Boeing 757	1122	G-BVZI Boeing 737 500	1239
G-JEDA DHC-8	1241	G-SONA TB-10 Tobago	1247
G-MAJG Jetstream 41	1359	G-GNTI SAAB 340	1404
EI-TLO Airbus 320	1437	G-UKFE Fokker 100	1438
OO-DJX Avro 146 RJ85	1453	G-BVKD Boeing 737 500	1500
N459LJ Lear Jet 45	1545	EI-CJE Boeing 737	1558
G-KKES TB-20 Trinidad	1611	G-RJXA EMB 145	1626
G-MAJF Jetstream 41	1720	G-GNTI SAAB 340	1723
G-MAJG Jetstream 41	1737	G-BFDI PA-28 Archer II	1811
G-JEDA DHC-8	1817	EI-CNV Boeing 737	1819
G-BVKD Boeing 737 500	1832	G-BOKA PA-28 Dakota	1858
OO-DJK BAe 146 200	1912	EI-FKC Fokker 50	1925
G-UKFE Fokker 100	1944	G-MAJF Jetstream 41	2002
G-GNTI SAAB 340	2022	G-RJXA EMB 145	2032
C-GTDB Airbus 320	2103	G-MAJG Jetstream 41	2111
G-BVJB Fokker 100	2139	EI-TLO Airbus 320	2143
G-BVTF Fokker 70	2148	G-BVKD Boeing 737 500	2156
EC-FXQ Boeing 737 400	2224	G-JEDA DHC-8	2229
EC-GZD Airbus 320	2234		

28 Saturday					
C-GTDB	Airbus 320	0415	EI-TLO	Airbus 320	0505
EI-FKF	Fokker 50	0854	G-MAMD	King Air 200	0938
G-BVJB	Fokker 100	0938	G-UKFE	Fokker 100	1001
OO-DJH	BAe 146 200	1012	EI-CNX	Boeing 737	1016
G-EMBG	EMB 145	1018	G-JANT	PA-28 Archer II	1041
EI-TLO	Airbus 320	1210	G-BVJB	Fokker 100	1251
G-JEDA	DHC-8	1312	G-UKTJ	ATR-72	1337
G-BVTF	Fokker 70	1339	C-GTDB	Airbus 320	1424
G-BUKA	SA227AC Metro 3	1429	G-UKFE	Fokker 100	1432
G-BXWE	Fokker 100	1447	G-BOKA	PA-28 Dakota	1503
G-DRJB	Citation I	1508	G-BVJB	Fokker 100	1654
G-BJYD	Cessna F152	1712	EI-CNV	Boeing 737	1729
G-JEDA	DHC-8	1910	EI-FKE	Fokker 50	1925
G-UKFE	Fokker 100	1946	G-BVJB	Fokker 100	1952
EI-TLO	Airbus 320	2022	EC-FXA	DC9 83	2109
G-GNTI	SAAB 340	2117	G-BVTF	Fokker 70	2120
C-GTDB	Airbus 320	2204	XV102	VC-10 C.IK	2211
29 Sunday					
EI-TLO	Airbus 320	0402	LZ-MIG	Tupolev TU154M	0709
C-GTDB	Airbus 320	0743	EI-FKD	Fokker 50	0852
G-BVJB	Fokker 100	0920	EC-HBZ	Boeing 737 400	0926
G-UKFE	Fokker 100	0953	EI-CON	Boeing 737	1021
G-BSDO	Cessna 152	1156	EI-TLO	Airbus 320	1207
G-BVJB	Fokker 100	1233	G-MAMD	King Air 200	1340
G-JEDA	DHC-8	1435	OO-DJX	Avro 146 RJ85	1438
G-OBLC	B76 Duchess	1442	G-UKFE	Fokker 100	1503
G-MIDJ	Airbus 321	1544	C-GTDB	Airbus 320	1601
G-BVTF	Fokker 70	1616	EI-CKQ	Boeing 737	1705
G-MAJG	Jetstream 41	1715	G-GNTI	SAAB 340	1718
G-JEDA	DHC-8	1804	G-BXUY	Cessna 310Q	1810
G-BYBI	JetRanger	1816	G-BVKD	Boeing 737 500	1821
G-SACR	PA-28 Cadet	1824	EI-CNV	Boeing 737	1826
OO-DJQ	Avro 146 RJ85	1858	EI-FKA	Fokker 50	1910
G-UKFL	Fokker 100	1951	G-MAJG	Jetstream 41	2020
G-RJXA	EMB 145	2036	OO-DJX	Avro 146 RJ85	2228
C-GTDB	Airbus 320	2301			
30 Monday					
EI-TLO	Airbus 320	0101	C-GTDB	Airbus 320	0605
EI-FKE	Fokker 50	0847	G-BVKD	Boeing 737 500	0920
TC-AFJ	Boeing 737 400	0953	G-UKFL	Fokker 100	0957
OO-DJJ	BAe 146 200	1000	EI-CNX	Boeing 737	1044
G-GNTF	SAAB 340	1224	G-BVKD	Boeing 737 500	1243
G-JEDA	DHC-8	1247	G-AVMM	BAC 1-11 510	1307
G-MAJG	Jetstream 41	1403	G-BPYL	Hughes 369D	1408
G-UKFL	Fokker 100	1430	OO-DJN	Avro 146 RJ85	1519
EI-CNX	Boeing 737	1622	G-RJXA	EMB 145	1637
G-MAJF	Jetstream 41	1713	EI-TLO	Airbus 320	1720
EI-CKP	Boeing 737	1812	G-JEDA	DHC-8	1817
G-BVZI	Boeing 737 500	1819	G-GNTF	SAAB 340	1852
C-GTDB	Airbus 320	1903	PH-BPS	Falcon 20F	1906
OO-DJN	Avro 146 RJ85	1910	G-EIBM	Robinson R-22B	1911
EI-FKE	Fokker 50	1918	G-UKFL	Fokker 100	1959
G-MAJF	Jetstream 41	2003	G-RJXA	EMB 145	2045
G-GNTG	SAAB 340	2108	G-JEDA	DHC-8	2123
G-BVZI	Boeing 737 500	2138	OO-DJO	Avro 146 RJ85	2230
31 Tuesday					
C-GTDB	Airbus 320	0301	EC-FHR	Boeing 737 300	0846
EI-FKC	Fokker 50	0850	G-MAJG	Jetstream 41	0919

G-BVZI Boeing 737 500	0926	I-JEDA DHC-8	0934
G-UKFL Fokker 100	0951	C-TTSE Boeing 757	0954
OO-DJH BAe 146 200	1007	EI-CKP Boeing 737	1012
G-BXNS JetRanger	1047	N155FT B36 Bonanza	1101
GH-ADN Boeing 737 300	1118	G-RJXA EMB 145	1234
G-BVZI Boeing 737 500	1236	I-JEDA DHC-8	1254
G-HSCO Hughes 369HE	1329	EI-TLO Airbus 320	1400
G-MAJF Jetstream 41	1405	I-IANG JetRanger	1436
G-BVKC Boeing 737 500	1458	I-UKFJ Fokker 100	1505
G-BOWO Cessna R182	1510	OO-DJS Avro 146 RJ85	1519
G-GNTJ SAAB 340	1531	EI-CKP Boeing 737	1557
G-ZAFD Short 360	1617	G-RJXA EMB 145	1635
G-MAJF Jetstream 41	1704	I-MAJG Jetstream 41	1710
G-GNTG SAAB 340	1811	EI-CNX Boeing 737	1815
G-BVKC Boeing 737 500	1819	C-FTDA Airbus 320	1821
G-JEDA EMB 146	1824	OO-DJS Avro 146 RJ85	1903
EI-FKF Fokker 50	1915	G-TUSK JetRanger	1928
G-UKFR Fokker 100	1952	I-MAJG Jetstream 41	2004
G-MAJF Jetstream 41	2040	G-GNTJ SAAB 340	2051
G-JEDA DHC-8	2125	I-BVKC Boeing 737 500	2136
C-GTDB Airbus 320	2146	EI-TLO Airbus 320	2213
G-NEWR PA-31 Navajo	2218	OO-DJY Avro 146 RJ85	2225

From & To

01) N79EL/Gamston: 02) N132CK/Weston: 03) XZ304/York;N12NM/Gamston: 04) N501D/Guernsey;N459LJ/Jersey;ZD283/Llanbedr: 05) N86Y/Locarno;XZ311/Shawbury: 07) N91CW/"KPNE"-Luton: 10) SE-DVZ/Gothenburg-Bournemouth;N132CK/Weston;HA-ACL/Hibbaldstow;VP-CCT/Humberside;OE-GAA/Linz: 11) SE-DVZ/Bournemouth;HA-ACL/Bristol: 12) N459LJ/Jersey;VP-CRB/Glasgow;F-GHLB/Stanstead-Basle: 13) N146GA/Edinburgh: 15) N132CK/Weston;N709EL/Cannes: 16) VP-BNJ/Waterford;PH-HUB/Weert;HZ-AFY/F & T Malaga: 17) EI-WGV/Luton-Shannon;EI-WDC/F & T Shannon;HZ-AFY/Farnboro-Shannon;N86Y/Farnboro: 18) VP-CSN/Edinburgh;F-GGMV/Le Bourget;EI-WDC/F & T Shannon;N459LJ/Jersey;VP-CSC/Humberside;N109TW/F & T Oxford: 19) VP-BNJ/Farnboro-Jersey: 23) N501D/Guernsey;N2669D/Friedrichshafen;N900CB/Guernsey;D-ESAE/Oxford: 24) D-ILLE/"EDTL";N145DF/Luton: 25) 5Y-JJZ/Elstree: 26) N96UT/Luton;N459LJ/Jersey: 27) N459LJ/Malaga: 28) XV102/Osnabruck: 30) PH-BPS/Stanstead;N155FT/Stadtlohn:

Overshoots

10) XX492/CWL71: 12) ZD274/Army358: 16) XX498/CWL54: 17) B-11/OTALK(BN2A Belgian Army): 19) XX492/CWL71;XZ308/Army541: 23) G-EMBE: 27) XX495/CWL06;XW664/Falcon51 (Nimrod):

LBA movements review, August 1999

Foreigners are well down this month with only a couple of outstanding ones. The new Edra Lauren Beechjet N79EL started off the month on the 1st when it visited from Gamston, its stablemate Beechjet N709EL visited on the 15th from Cannes. New on the 2nd was the Cessna 421A N132CK, this is ex EI-TCK and it is based over in Ireland at Weston from where it visited on this occasion and on the 10th and the 15th. From its base at Gamston on the 3rd we had the Citation I N12NM. Using the callsign "JIM 01" on the 4th was the Citation I N501D from Guernsey and joining it was the Lear Jet 45 N459LJ from Jersey as "Stealth 02". N459LJ made four more visits during the month, on the 12th, 18th, 28th and 27th each time as "Stealth 02" except for the last time when it was "Stealth 08". N501D made one more visit as "JIM 01" on the 23rd.

Another foreigner to make a couple of visits was the Dell Park Marketing Beech King Air 200 N86Y which was noted on the 5th from Locarno and on the 17th from a little nearer home at Farnboro. Gulfstream V N91CW arrived from somewhere in the USA with the ICAO code KPNE on the 7th and departed to Luton. Visiting us on the 10th we had the Citation II SE-DVZ from Gothenburg to Bournemouth, the Citation V OE-GAA from Linz, Corgi's King Air C90 VP-CCT from Humberside and the Hibbaldstow based Dornier 28 HA-ACL of the parachute club. SE-DVZ and HA-ACL were both back again on the following day. Lear Jet 60 VP-CRB of Lisanne Ltd came from Glasgow on the 12th as "JIM 02" and was joined by the Beech 200 F-GHLB which was calling "Bretagne 21CS" on a flight from Stanstead to Basle.

Cessna 425 N146GA came from its base at Edinburgh for regular maintenance with Multiflight on the 13th. The Triair (Bermuda) Ltd. Falcon 900B VP-BNJ came from Waterford on the 18th and was joined by the TBM700 PH-HUB from Weert but both of them were outclassed by the Gulfstream IV HZ-AFY from and to Malaga as "Saudia 7215". The G-IV was back on the 17th along with two Irish biz-jets in the shapes of Gulfstream V EI-WGV as "Emerald 005" and the BAe 125 EI-WDC as "Emerald 025". Scottish and Newcastle Breweries base their Citation V VP-CSN at Edinburgh from where it arrived on the 18th, also visiting was the Beech 200 F-GGMV from Paris. Le Bourget as "LEA 035V" and Stadium City's Citation V VP-CSC as "Stadium 02" in from Humberside. Agusta A109C N109TW was from and to Oxford on the 18th. Falcon 300 VP-BNJ was back on the 19th from Farnboro to Jersey.

Only one visit this month from the Cessna 421C RAM N900CB when it arrived on the 23rd from Guernsey, the same day saw Cessna 340 N2869D from Friedrichshafen plus the Cessna 172 D-ESAE from Oxford. King Air 200B D-ILLF on the 24th is owned by Fischer Flug GmbH and the Citation I N145DF on the same day belongs to Star Avtn Ltd. Rarity of the month was the King Air 200 5Y-JJZ on the 25th which was from Elstree and which went into Multiflight for checks, it turned out to be the once regular G-BMNF of Bernard Mathews. Visiting from Luton on the 26th was Falcon 50 N96UT recently re-registered from N96LT, on the 30th Falcon 20F PH-BPS came from Stanstead as "MPH 3469" and to end the month there was Beech 36 Bonanza N155FT from Stadtlohn in Germany.

Not much on the military side to record, on the 3rd Gazelle XZ304 came from York as "Army 368", on the 4th Lynx ED283 was from Llanbedr as "Army 208" and visited Multiflight. From Shawbury on the 5th we had the Gazelle XZ311 as "Army 368" and from Osnabruck on the 28th we had a visit from VC-10 XV102 as "JGN 24" which is a Kosovo call sign.

Departures have been the Cessna 335 G-FITZ and the Cessna 172 G-RSWO. Going the other way we have three new residents, Robin HR200 G-BYLH arrived for Multiflight on the 10th, PA-28 Archer G-BYHK arrived at YLA on the 20th and Cessna 335 G-FITZ was replaced by Cessna TP206D G-ATCJ which arrived on the 21st. Boeing 737-200 SX-BFX of Princess Air arrived on the 5th to do a flight to Kosovo returning the refugee's, it came in as "Princess013" and departed the following morning at 0714 as "Kosovo 3040" to Pristina. Britannia were noted using the Tri-star EI-CNN on the "BAL 476B" on the 16th due to aircraft shortages. Cessna 150 EI-BAT was airtested by YLA on the 27th and departed back to Ireland after its protracted stay with them. The resident Cessna 172 G-LICK has been re-registered in the USA and now flies as N172AG, it is still with Adrian Glick and still resident.

 * -|- *
 * --o-o-- *

Military News

Eric Martin.



MILITARY MATTERS: CREDITS

I must acknowledge, with heartfelt thanks, the very helpful assistance of Colonel K R Sorfleet, Air Force Adviser, Canadian Defence Liaison Staff, London, who kindly sent me 34 pages of information and two posters. The posters were displayed at this month's Society meeting and will be passed on to 868 (Mirfield) Squadron, Air Training Corps. The other information is available to Society members, for anyone wanting additional information on the RCAF. I must also acknowledge the excellent summary of the history of the RCAF by Philip Congdon in his excellent book "Per Ardua ad Astra: A Handbook of the Royal Air Force", Airlife Publishing, 1987.

ELVINGTON AIR SPECTACULAR 1999

The Spectacular extended over three days, but Sunday was the best day for me with The Red Arrows display a highlight. The flying display included: Canberra, Mustang, Sea Fury, Transall (a first for a British Air display), Lancaster, Spitfire, Swordfish, Stearman, Tornado, Victor (taxi only), Harrier, Vampire, Thunderbolt, Kittyhawk, Fokker Triplane (replica), Sopwith Triplane (replica), Bell 47, Harvard. Aircraft on the static line were too numerous to mention. The event goes from strength-to-strength; if you weren't there, you should have been!

ATA PILOT GRANDMOTHER VISITS ARMY AIR CORPS PILOT GRANDDAUGHTER

Daphne Robinson, aged 83, a war-time Air Transport Auxiliary pilot, who flew Spitfires and other operational aircraft from factories to RAF airfields, recently visited her granddaughter, Captain Tanya Dennison, a helicopter pilot with 1 Regiment, Army Air Corps, based at Gutersloh. Mrs Robinson has logged over 1000 flying hours – it will be some time before Captain Dennison catches up with grandma, who is hoping for a flight in a Gazelle. The news release does not indicate whether she hopes to take the controls, but what's the betting, given the chance?

Credit: The Times

HUNTER TO FLY IN NEW ZEALAND

A Hawker Hunter, retired from the Singapore Air Force, has been reassembled by RNZAF engineers at Ardmore, Auckland. It will initially be flown by New Zealand-born ex-Air Marshal Sir Kenneth Hayr, who flew 1600 hours in Hunters during his RAF service. The Hunter was purchased by an Auckland airline pilot, who will fly it on the NZ 'Warbirds Circuit' after Sir Kenneth has completed the necessary test flights.

Credit: Ken Sander (our Auckland correspondent)

ROTARY NEWS

The first WAH-64 Apache to arrive in the UK (ZJ168) was delivered to GKN Westland Helicopters at its Yeovil factory a month ahead of schedule. Sixty-seven have been ordered for the Army Air Corps – the first eight are being built by Boeing at its Mesa, Arizona factory, the remainder by Westland at Yeovil.

Credit: Soldier

Other good Westland news is that the first six (of 22 ordered) EH101 Merlin helicopters are now either flying or in production. The first two have now flown over 100 hours.

Credit: RAF News

Bad news for the Chinook, however. All Chinooks world-wide have now been grounded, as problems have been discovered with the gearing.

Credit: The Times

ALTERNATIVE STRATEGIC AIRLIFT AIRCRAFT SOUGHT

Five bids for the short-term RAF strategic airlift aircraft requirement have been rejected and alternatives are being sought. The aircraft in the bids were the Beluga, an Airbus freighter, Antonov 124 and Boeing C17. It could be that one of these aircraft might be included in a future acceptable bid, but none of the rejected bids offered an acceptable solution at an affordable cost.

Credit: RAF News

Please send any information for inclusion on this page to:

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

Military Matters

Eric Martin.



THE 'OTHER' ROYAL AIR FORCES

A mini-series about The Royal Air Forces of Australia, Canada, India, New Zealand and Rhodesia

II THE ROYAL CANADIAN AIR FORCE (RCAF) Part i

Canadian military aviation was 'born' on 16 September 1914, when the Canadian Aviation Corps was formed in response to the outbreak of World War I. (Canada had the distinction of the first successful heavier-than-air flight by a British subject anywhere in the British Empire). The Corps despatched two officers, one NCO and one aircraft to England, but the aircraft was left in the open on Salisbury Plain and allowed to deteriorate! Meanwhile, many volunteers from the Canadian Expeditionary Force enlisted directly into the Royal Flying Corps (RFC) and Royal Naval Air Service (RNAS).

Many Canadians served with distinction in the RFC, the most notable of these being Major W A ("Billy") Bishop VC DSO* MC DFC, whose total of 72 victories was unequalled in the British air services. Billy Bishop was not the only successful Canadian fighter pilot, however – of the top 27 leading 'aces' in the RFC, ten were Canadians.

Alongside the success of Canadian pilots, was the success of Canada as a training location, a precursor to the success of the British Commonwealth Air Training Plan in World War II, of which more later. In 1917, the RFC set up its own training organisation in Canada, in parallel to a Canadian school of aviation. Close ties were established with the US Army and large numbers of Canadians underwent flying training in Texas. Meanwhile, the enormity of the Canadian air effort in Britain led to the formation of the Canadian Air Force in August 1918. Two Canadian Air Force squadrons were formed from Canadian RAF squadrons, but the end of the war led to a virtual disbandment of the Force, although there were some limited developments in the early 1920s. These developments brought about the formal founding of the Royal Canadian Air Force on 1 April 1924, but initially it was responsible to the Canadian Army General Staff; it did not become a totally independent force until 19 December 1938.

The main thrust of the RCAF at home in World War II was in the part it played in the British Commonwealth Air Training Plan (also known as the "Empire Air Training Scheme). Limited space here does not permit a full account of Canada's enormous contribution (I am still collecting material for a full article on the Plan, a process of many years!); suffice it to say that in the period 1939-45, 131,553 aircrew were trained. This contribution led Roosevelt to label Canada as "the aerodrome of democracy". The RCAF home contribution was not confined to training, however - air defence and maritime capabilities on the Atlantic seaboard were strengthened, especially for Atlantic convoy protection; similar operations on the Pacific coastline were also strengthened, after Pearl Harbour.

The main contribution by the RCAF to active operations, however, was in Europe. In Yorkshire, we mainly remember the RCAF contribution to Bomber Command, especially of 6(RCAF) Group RAF which flew 40,822 sorties in two and a half years, dropped 126,122 tons of bombs and gained over 8000 decorations for bravery. Visit Elvington, Skipton-on-Swale and many other venues in Yorkshire for memorials to these brave Canadians. The RCAF effort in Europe was not confined to bombers – it also included twenty fighter squadrons, five Coastal Command squadrons and one Transport Command squadron. By the end of the War, the RCAF was the fourth largest Allied air force. Despite an obvious post-war reduction, the RCAF continued to be a major force into the Cold War era and a major contributor to NATO from its inception. In September 1986, however, the RCAF was disbanded, when all three Canadian services were combined into one as "The Canadian Armed Forces" (CAF). The RCAF uniform disappeared, as did its ranks, to be replaced by a dark green uniform with gold rank braid utilising Army ranks. More recently, though, the CAF Air Command have reverted to a uniform of light blue. The current organisation, including details of squadrons, bases and aircraft, will be included in part ii, next month.



AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

At the end of August, Air 2000 announced they were to upgrade their based aircraft for this winter. Instead of a based 180 seater Airbus A.320, LBA will have a 225 seater A.321.

More good news is that Air Europa will operate a couple of extra flights this winter. Details are below, however of particular interest is the fact both flights are scheduled to be operated by Boeing 737 Srs 800. The Thursday flight is addition to a Lanzarote flight operated on by the based Air 2000, A.321.

Thursday	Lanzarote	AEA 225	Arrive 1200	AEA 226	Depart 1250
Friday	Tenerife	AEA275	Arrive 1315	AEA 276	Depart 1415

Next summers I.T. flight situation is very "fluid" at the moment, with the industry consolidating take-overs and making the normal adjustments to their flight programmes. A new operator for LBA this summer will be British World, with Boeing 737-300's operating to Palma on a Saturday arriving LBA at 1615, on behalf of Cosmos holidays.

However, as always seems the case at LBA these days, you cannot have all this good news, without bad. The worst of which is that Globespan have axed their Leeds to Toronto flight programme next summer, leaving LBA with no trans atlantic service I am sure it is not coincidence that their Manchester service has been upgraded to an A.330.

Other interesting bad news (if you can have such a thing) is that while Airtours/First Choice expand their winter Lanzarote flights, Thompson have actually announced their weekly winter programme flight will now operate as a split flight via Cardiff due to poor bookings !!!

An article in *Aircraft Illustrated* seems to add meat to the rumours regarding Air France commencing a Leeds to Paris service. The article reads "Air France is planning services to Paris Charles de Gaulle from several UK regional airports including Bristol, Leeds/Bradford, East Midlands and Aberdeen using it's two UK partners Jersey European and Gill Airways."

Progress continues well on the new terminal extension. By mid September, structural steelwork was been erected, giving an indication to the final profile and size of the building.

June's passenger figures have been published and show an encouraging 3.69% increase. 145,335 passengers passed through the airport against 140,169 during June 1998

The breakdown, as usual, provided by Marcus Mitchell is as follows:-

Destination	June '99 Figure		12 months to June '99	
Domestic	37,374	-5.7%	418,907	-10.4%
Brussels	8,174	+18.3%	80,677	+34.2%
Paris	6,041	+26.8%	60,072	+85.8%

Corfu	1,393	+3.2%	8,352	+31.6%
Salonika	0	n/a	1,385	-83%
Dublin	19,267	+18.3%	196,9f-6	+9.5%
Amsterdam	11,250	+7.2%	137,3f7	+14.3%
Faro	3,216	-19%	21,32	+13.5%
Alicante	4,920	+11.2%	64,499	+17.8%
Gerona	3,146	+1.4%	18,143	-3.2%
Ibiza	4,144	-8.7%	27,185	-0.6%
Mahon	4,577	-4.2%	28,229	+24.3%
Malaga	4,316	-2.4%	52,887	+9.4%
Palma	14,259	-12.4%	106,773	+3.9%
Reus	1,418	+2.5%	8,878	-12.6%
Arrecife	3,089	+28.8%	36,299	+109%
Las Palmas	2,833	-18.4%	37,538	-2.6%
Tenerife	4,617	-2.5%	62,225	+14.7%
Dalaman	782	-41.5%	782	-67.4%
Bodrum	2,944	+65.8%	5,226	+82.5%
Transit / Other	7,575	+142.9%	55,551	+83.3%
Total	145,335	+3.7%	1,429,263	+7%

June produced a reasonable month in terms of passenger using the airport. 8,174 on the Brussels route is the highest recorded month to date, although the LBA route still lagged behind Bristol (9,272) and Newcastle (11,241).

Amsterdam at 11,250 was 7.2% higher than last year and continued to outperform Belfast (11,068), Teeside (11,068) and Humberside (9,592).

June was the first month of Ryanairs expanded operation on the Dublin route and passenger figures responded accordingly with a rise of over 18% to 19,267 the highest month to date. Liverpool handled a similar amount of passengers (19,400) and between us this equated to some 9,500 extra passengers, compared to June 1998. Perhaps, not coincidentally, Manchester was 10,000 passengers down on its Dublin route !!

June was also the first month meaningful comparisons with the previous year could be made on the Paris Charles de Gaulle route. A rise of almost 27% again raises questions about British Midlands decision to introduce the EMB-145 onto this service.

Charter traffic stumbled along, with Palma in particular showing the effects of losing the Saturday Air Europa and Futura services. In addition the introduction of the smaller A.320 by Airtours has affected not only Palma but most routes to which only 1 flight a week is operated.

It should be remembered that the overall total for June was no doubt boosted by the Kosovan refugee flights, which may have contributed around 3,000 passengers to the "Other" total.

Aer Lingus have now disposed of two of its Fokker 50's to Danish carrier Newair. In a statement the airline has said there is no immediate intention to phase the type out of the airlines fleet. This may end much of the "interesting speculation" heard in the last few months regarding what would replace the type on the Leeds to Dublin service.

KL Muk, times are now available for the revamped Amsterdam service, which become effective on October 31st

Departures from LBA

<u>Time</u>	<u>Flight No.</u>
0610	UK2162
0830	UK2164
1040	UK2166
1300	UK2168
1510	UK2170
1805	UK2172

Arrivals at LBA

<u>Time</u>	<u>Flight No.</u>
0755	UK2161
1005	UK2163
1225	UK2165
1435	UK2167
1655	UK2169
2010	UK2171

All flights are operated by Fokker 50. On weekends flights UK2171 & 2172 will NOT operate.

AIRPORT NEWS

Heathrow is to benefit from a new £170 million rail connection. The project, called Airtrack, involves BAA, Railtrack and British Airways. The connections would be from Staines, Reading, Guildford, Woking, Clapham Junction and Waterloo or Victoria. Airtrack is also expected to open up the possibility of running Eurostar trains from Waterloo to Heathrow and onwards to The North of England.

Manchester will see a direct link to Philadelphia next year. U.S. Airways have announced a new daily Manchester to Philadelphia service with Boeing 767-200's will commence on May 25th 2000.

Passenger figures for other local airports for June are as follows. Humberside 43,804, 20.01% up against June 1998. Tees-side 77,886, 11.08% up against June 1998. Manchester 1,836,754, 2.22% up against June 1998.

June was the first full month of Air France's Teeside - Humberside - Paris operation (Operated by Gill Air ATR-42). Passenger loads of 803 at Tees-side and 1,396 at Humberside suggest there is some way to go before each airport gets it's own dedicated aircraft.

June was also an important month for Sheffield, as June 14th heralded the start of the services to Dublin and Belfast, by British Regional with Jetstream 41's. Flight's to Dublin carried 635 passengers, whilst 1,313 passengers travelled to and from Belfast. Amsterdam passenger amounted to 4,924.

AIRLINE NEWS

Air Lanka has changed it's name to **Sri Lankan Airlines**.

BAC Express is to acquire three Fokker Friendships from Jersey European. The aircraft will be converted into cargo configuration.

British Airways is to spend £14 million in upgrading the interior of it's Concorde fleet. A new lounge is also planned at Heathrow, and glass piers at Heathrow and J.F.K to give passengers a view of the aircraft as they board.

The airline has failed to find a buyer for it's 16 Boeing 747-200's powered by RB211 engines. The airline is now reported to be considering retaining the aircraft until they are 30 years old, and disposing of up to 8 Boeing 747-400's, which could more easily be disposed of.

British Midland is studying a Fokker 70 / 100 replacement although it admits there is not yet a pressing need. The airline is considering the Boeing 717-200 and Airbus A.318.

The airline is considering a name change as part of its plans to commence Transatlantic services next year. The airline considers the name British Midland may infer to U.S. passengers that they would not be landing at Heathrow.

British Midland also has had many of the larger European airlines approaching it, with bid offers. Those named in a *Sunday Times* report included Lufthansa, Virgin, Air France and K.L.M approaching with bids worth up to £1 billion. S.A.S own 40% of British Midland and is a key player in the talks. S.A.S. has the right to buy any of the remaining 60% at the same price as that bid by other prospective purchasers, and S.A.S. has also indicated it may lift its 40% holding.

Brymon Airways have announced an order for seven Embraer EMB-145's

European Aviation has taken delivery of it's first Boeing 737-200, (G-CEAC) one of 12 it has acquired from SABENA.

J.A.T. suspended all flights on 24th March when NATO bombing of Yugoslavia commenced. Some international flights began on June 25th, and by 9th July services to Cyprus, Czech Republic, Tunisia and China had been reinstated. Most of Europe remains closed to J.A.T. under continuing economic sanctions.

Jersey European is taking on several new routes from London City. The carriers first route from LCY commenced on September 1st, when it will code share with Cityjet on the LCY to Dublin route. J.E.A. will also take over the route to Edinburgh, which is been dropped by KLMuk.

J.M.C., which most of you will have seen advertised on the television, over the last few weeks, is the new brand name for Thomas Cook, and as of 1/1/99 (the day of the announcement), JMC holidays, the high street travel side of the business is operational.

As far as the airline side goes, J.M.C. is the former Caledonian and Flying Colours. The last Tristar flight will take place on 31/10/99. The two Caledonian DC-10's will be retained in the J.M.C. fleet. Two brand new Boeing 757's will be acquired, along with two "pre-owned" examples which are currently been sourced.

Flying Colours A.320's and one former Caledonian A.320 will go on lease for the winter. The remaining ex Caledonian A.320's will operate along side the ex Flying Colours 757's for this winter. Repainting of the fleet will commence in November, and the entire fleet will be repainted by the start of the summer season. Finally the aircraft will all be re-registered in the sequence G-JMCA to G-JMCZ

AIRLINER NEWS

Boeing rolled out it's newest airliner on the 26th August, in the form of the Boeing 767-400. The aircraft will begin test flying in Autumn, with the first aircraft due to be delivered to Delta in May 2000.

OTHER NEWS

Lake Tahoe Airport in California has a coyote problem. The bold animals chase taxing planes, chew tyres and even have been seen blocking the runway while indulging in their reproductive urges. The FAA have told the airport to find a solution. Sounds like a job for Road Runner to me !!

A man weighing 375 lbs has filed a complaint against Air France after the airline told him he was too big to sit in one seat and had to pay for two. Air France said passenger Jean-Paul Touze required two seats on a flight to China because of his size, adding that Touze declined an offer to buy the second seat at half price. Touze has taken his case to the Human Rights League in Paris.

Film star John Travolta is causing problems at his local airport. Travolta is one of many famous stars who base their executive jets at Van Nuys Airport, California. However Travolta's choice of aircraft is an executive Boeing 707, who's noise levels have particularly upset the locals. They are now asking L.A. council for a no-fly zone.

E-mail Dwooler@EGNM.screaming.net

Credits: ABN, Aircraft Illustrated, AV-Web, The Sunday Times, TTG, Civil Spotters & LBA WEB sites (and all their contributors), Lawrie Coldbeck, M. Mitchell, P. Smith, P. Tomlin



Leeds LS19 7TU • Telephone: Leeds (0113) 250 9696 • Fax: (0113) 250 5426 • Telex: 557868
Direct Telephone No:
<http://www.lbia.co.uk>

22 September 1999

PRESS RELEASE

RAIL LINK TO AIRPORT – FEASIBILITY STUDY

A **preliminary study** is currently being carried out to determine the feasibility of providing improved opportunities for rail access to Leeds Bradford International Airport.

In line with Government Policy on Integrated Transport, the study will investigate the potential for linking the airport to the national rail network and thereby encouraging passengers to travel to and from the airport by public transport.

The study is being undertaken by Transport Consultants, Babbie Group, on behalf of the Airport Company in partnership with Leeds City Council, Bradford Metropolitan District Council, the West Yorkshire Passenger Transport Executive and Railtrack.

Councillor Tony Cairns, Chair of the Leeds Bradford International Airport Board, said

We are currently developing a Surface Access Strategy for Leeds Bradford Airport, and are looking very seriously at ways of increasing the proportion of journeys to the airport made by public transport. Making it easier to reach the airport via the rail network would be a huge boost to this aspiration.

If, as is hoped, the feasibility study, due for completion in early November, identifies a number of practical options then it is hoped to investigate those in more detail as part of a further stage of the study looking at viability and the potential for implementation.

A BAC 1-11 Experience

My first one was with Laker Airways to Majorca, the second was to Tenerife with Dan-Air and my third was a round trip from LBA with BA which was 'Bailiwick of Jersey'. So here I am walking to the check-in desk for my fourth, on 11 August.

After following the Chairman Mike, I handed my letter to the desk and was given my boarding ticket, seat number 13A. I thought, "blimey No 13!", thinking I was likely to be over the wing, on boarding the 1-11, I found my seat, sat in and buckled up. Looking out of the window I was by the leading edge of the port wing, facing to the rear. The stewardess said, "You can sit facing forward if you want", so I sat in 14A, but I had to lean forward to see out of the window and decided to move back to 13A. After a few minutes, I heard "up front" calling out seat numbers, they got to 19, seat empty, then 15, also empty, next was 13A, the stewardess said "its you", I replied, "what's this?", "you're up front for departure". I could not believe my ears, so was lead to the flight deck and was duly seated behind the Captain and First Officer, with a view of all the controls in front of me.

I was buckled up and handed headphones to listen to take off procedure, the First Officer writing down all the details. After they both pulled, turned and switched various knobs etc, above them and in front of me, we were pushed away from the ramp to face the taxi-way for R14 for departure. We let British Midland B737 pass us and then we followed. I watched the 737 depart and the First Officer started his stop watch as we moved on to the runway, round the loop and on line and accelerated, up with the nose and away. I watched the altimeter start rotating, there is one both sides on the panel, this is a clock with 1 to 0 and also a digital read-out, as we climbed I saw the needle rotate and the digits indicated out height, at 4,000 feet I looked out at the view down below.

We gradually climbed to 32,000 feet and levelled off. The First Officer doing all calls and answers as we switched from 123.75 to 126.65 and headed for Pole Hill. They both gave me the 'thumbs up' which I acknowledged. We duly moved across towards East Midlands. The Captain and First Officer have a switch on the right hand side of the control column which they use to talk to each other and all dials etc are duplicated on the First Officer's side. I looked at the stop watch and saw 20 minutes had passed, I also noticed a little digital read-out on the panel at eye-level which the First Officer adjusted as we were given climbing levels, first a 4,000, next at 20,000 then the final a 32,000 feet.

The stewardess came in and asked if I would like a drink, I asked for tea and very quickly she gave me a tray with three wrapped up biscuits, one for each of us, then came the tea. We started our descent down to 20,000 feet and I had half finished my tea when the stewardess took it out of my hand, the Second Officer took off my headphones and started to unbuckle my belt, realising my time was up, I stood behind the Captain while they slid the seat sideways behind the First Officer and came out and back to my seat ready for landing, which was a good touch-down and taxi to Stanstead Terminal.

Needless to say, it was fantastic and will live in my mind for a long time.

Bill Wildeman

LEEDS BRADFORD AIRLINE REPORT - JULY 1999

INBOUND DIVERSIONS

08	EIN623	CPH	DUB	EI-CDG	B735	DUB	EIN2365/09
31	GIL173P	BRS	NCL	G-BVJP	AT42	NCL	GIL333T

REGULAR FLIGHTS

AEA215	PMI	02/EC-GUO	09/EC-FZZ	16/EC-FZZ	23/EC-FXP	30/EC-FXP
AEA295	PMI	06/EC-GHD	13/EC-FLG	20/EC-FUT	27/EC-GMY	
AIH359	PMI	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH363	GRO	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH365	ACE	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH367	BJV	07/G-DJAR	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH369	FUE	07/G-DJAR	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH371	LCA	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH373	ALC	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH377	TFS	06/C-GTDA	13/C-GTDA	20/C-GTDA	27/C-GTDA	
AIH379	FAO	04/C-GTDB	11/OprMAN	18/C-GTDB	25/C-GTDB	
AIH381	AGP	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH383	LPA	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH385	PMI	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH387	ALC	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH389	IBZ	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH391	MAH	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH395	PMI	05/C-GTDB	12/OprMAN	19/C-GTDB	26/C-GTDB	
AMC5203	MLA	06/9H-ABF	13/9H-ABF	20/9H-ABE	27/9H-ABF	
AMM595C	FAO	01/G-OOOG	08/G-OOOI	15/G-OOOU	22/G-OOOV	29/G-OOOV
BAL076A	MAH	03/EI-TLO	10/EI-TLO	17/EI-TLO	24/EI-TLF	31/EI-TLF
BAL089A	CFU	02/EI-TLO	09/EI-TLO	16/EI-TLO	23/EI-TLO	30/EI-TLF
BAL094A	TFS	07/EI-TLO	14/EI-TLO	21/EI-TLO	28/EI-TLF	
BAL146A	IBZ	03/EI-TLO	10/EI-TLO	17/EI-TLO	24/EI-TLF	31/EI-TLF
BAL268A	ALC	06/EI-TLO	13/EI-TLO	20/EI-TLO	27/G-SWJW	
BAL277A	PMI	01/EI-TLO	08/EI-TLO	15/EI-TLO	22/EI-TLO	29/EI-TLF
BAL295A	LPA	05/EI-TLO	12/EI-TLO	19/EI-TLO	26/G-BNYS	
BAL365A	PMI	04/EI-TLO	11/EI-TLO	18/EI-TLO	25/EI-TLF	
BAL368A	AGP	01/EI-TLO	08/EI-TLO	15/EI-TLO	22/EI-TLO	29/EI-TLF
BAL397A	PMI	02/EI-TLO	09/EI-TLO	16/EI-TLO	23/EI-TLO	30/EI-TLF
BAL423A	ACE	07/EI-TLO	14/EI-TLO	21/EI-TLO	28/EI-TLF	
BAL429A	PMI	06/EI-TLO	13/EI-TLO	20/EI-TLO	27/G-BYAN	
BAL468A	REU	03/EI-TLO	10/DivMAN	17/EI-TLO	24/EI-TLO	31/EI-TLF
BAL476A	TFS	04/EI-TLO	11/EI-TLO	18/EI-TLO	25/EI-TLF	
BAL488A	IBZ	02/EI-TLO	09/EI-TLO	16/EI-TLO	23/EI-TLO	30/EI-TLF
BAL506A	GRO	06/EI-TLO	13/EI-TLO	20/EI-TLO	27/G-BNYS	
BMA4077	AGP	04/G-MIDH	11/G-MIDH	18/G-MIDJ	25/G-MIDJ	
FCL598	MAH	02/G-FCLD	09/G-FCLH	16/G-FCLD	23/G-FCLB	30/G-FCLC
FUA249	AGP	04/EC-GXR	11/EC-HCP	18/EC-GVB	25/EC-GVB	
IWD3336	TFS	02/EC-GZD	09/EC-GZD	16/EC-GZD	23/EC-GZD	30/EC-GZE
JKK3368	PMI	03/EC-GQG	10/EC-GQG	17/EC-FTS	24/EC-FTS	31/EC-GAT
PGT472	BJV	05/TC-APG	12/TC-APG	19/TC-APG	26/TC-APG	

TSC205	YYZ	06/C-GTSV	13/C-GTSV	20/C-GTSN	27/C-GTSF
VIM724	BOJ	04/LZ-MIR	11/LZ-MIG	18/LZ-MIK	25/LZ-MIK

OTHER FLIGHTS

02	G-BGYT	E110	JFK784P/784	Liverpool – Luton	Passenger Charter
02	G-BGYT	E110	JFK785A/785P	Luton – Liverpool	Passenger Charter
02	OY-NPD	SW4	NFA115/115E	Newcastle - Aalborg	Passenger Charter
05	OY-NPE	SW4	NFA101	f/t Billund	Passenger Charter
06	<u>G-JEDA</u>	DH8	JEA031P/744	Exeter –n/s- Belfast City	-
08	G-GNTH	SF34	BMA493/494	v/f Paris Cdg	Lieu E145
08	EI-CDB	B735	EIN2624/623	f/t Dublin	Collect EI-CDG pax
11	OO-DWC	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
13	OO-DWE	RJ10	SAB697/698	f/t Brussels	Lieu RJ85
15	G-BXYV	AT72	GIL622P/622E	Newcastle – Edinburgh	Lieu SH36
15	G-BXYV	AT72	GIL623E/628E	f/t Edinburgh	Lieu SH36
16	OO-DWD	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
20	OY-JRV	B190	DTR803P/803	Esbjerg – Vojens	Freight Charter
20	<u>G-RJXB</u>	E145	BMA9001/493	East Midlands –n/s- Paris Cdg	-
22	G-BWDB	AT72	GIL622P/622E	Newcastle – Edinburgh	Lieu SH36
22	G-BWDB	AT72	GIL623E/623P	Edinburgh – Newcastle	Lieu SH36
22	G-VBAC	SH36	GIL628P/628E	Norwich – Edinburgh	Lieu GIL SH36
22	G-VBAC	SH36	GIL629E/629P	Edinburgh – Norwich	Lieu GIL SH36
25	<u>G-RJXC</u>	E145	BMA9001/497	East Midlands – Paris Cdg	-
25	G-BNYS	B762	BAL991F/295A	Gatwick –n/s- Las Palmas	Lieu TLA A320
26	<u>Z3-ARF</u>	B733	KSV3871	f/t Skopje	Refugee Charter
27	<u>G-SWJW</u>	A300	BAL998F/268A	Manchester – Alicante	Lieu TLA A320
31	G-RJXB	E145	BMA9661/4LJ	East Midlands - Heathrow	Lieu FK10
31	G-RJXB	E145	BMA7JL/9662	Heathrow – East Midlands	Lieu FK10

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - AUGUST 1999

INBOUND DIVERSIONS

17	AEA256	LPA	HUY	<u>EC-HBN</u>	B738	LPA	AEA257
18	UKA56E	BFS	AMS	G-UKFA	FK10	AMS	UKA2156

REGULAR FLIGHTS

AEA215	PMI	06/EC-FZZ	13/EC-FXQ	20/EC-FXQ	27/EC-FXQ	
AEA295	PMI	03/EC-FLG	10/EC-GGO	17/EC-GGO	24/EC-GMY	31/EC-FHR
AIH359	PMI	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-FTDA	30/C-GTDB
AIH363	GRO	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH365	ACE	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH367	BJV	04/OprMAN	11/C-GTDB	18/C-GTDB	25/G-COEZ	
AIH369	FUE	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/G-COEZ	
AIH371	LCA	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-FTDA	30/C-GTDB
AIH373	ALC	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-FTDA	31/C-GTDB
AIH377	TFS	03/C-GTDA	10/C-GTDB	17/C-GTDA	24/C-FTDB	31/C-GTDA
AIH379	FAO	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-FTDA	29/C-GTDB
AIH381	AGP	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-FTDA	29/C-GTDB
AIH383	LPA	07/C-GTDB	14/C-GTDB	21/C-GTDA	28/C-GTDB	
AIH385	PMI	07/C-GTDB	14/C-GTDB	21/C-GTDA	28/C-GTDB	
AIH387	ALC	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH389	IBZ	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH391	MAH	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH395	PMI	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-FTDA	30/C-GTDB
AMC5203	MLA	03/9H-ABF	10/9H-ADN	17/9H-ABS	24/9H-ADN	31/9H-ADN
AMM595C	FAO	05/G-OOOV	12/G-OOOS	19/G-OOOG	26/G-OOOV	
BAL076A	MAH	07/G-BYAB	14/EI-TLO	21/EI-TLO	28/EI-TLO	
BAL089A	CFU	06/EI-TLO	13/EI-TLO	20/EI-TLO	27/EI-TLO	
BAL094A	TFS	04/EI-TLO	11/EI-TLO	18/EI-TLO	25/EI-TLO	
BAL146A	IBZ	07/EI-TLO	14/EI-TLO	21/EI-TLO	28/EI-TLO	
BAL268A	ALC	03/EI-TLO	10/EI-TLO	17/EI-TLO	24/EI-TLO	31/EI-TLO
BAL277A	PMI	05/EI-TLO	12/EI-TLO	19/EI-TLO	26/EI-TLO	
BAL295A	LPA	02/EI-TLF	09/EI-TLO	16/EI-CNN	23/EI-TLO	30/EI-TLO
BAL365A	PMI	01/EI-TLF	08/EI-TLO	15/EI-TLO	22/EI-TLO	29/EI-TLO
BAL368A	AGP	05/EI-TLO	12/EI-TLO	19/EI-TLO	26/EI-TLO	
BAL397A	PMI	06/OprMAN	13/EI-TLO	20/EI-TLO	27/EI-TLO	
BAL423A	ACE	04/EI-TLO	11/EI-TLO	18/EI-TLO	25/EI-TLO	
BAL429A	PMI	03/EI-TLO	10/EI-TLO	17/EI-TLO	24/EI-TLO	31/EI-TLO
BAL468A	REU	07/G-BYAB	14/EI-TLO	21/EI-TLO	28/EI-TLO	
BAL476A	TFS	01/EI-TLF	08/EI-TLO	15/OprMAN	22/EI-TLO	29/EI-TLO
BAL488A	IBZ	06/EI-TLO	13/EI-TLO	20/EI-TLO	27/EI-TLO	
BAL506A	GRO	03/EI-TLO	10/EI-TLO	17/EI-TLO	24/EI-TLO	31/EI-TLO
BMA4077	AGP	01/G-MIDJ	08/G-MIDJ	15/G-MIDJ	22/G-MIDJ	29/G-MIDJ
FCL598	MAH	06/G-FCLD	13/G-FCLC	20/G-FCLK	27/G-FCLB	
FUA249	AGP	01/EC-HBT	08/EC-HBT	15/EC-GRX	22/EC-GYK	29/EC-HBZ
IWD3336	TFS	06/EC-GZE	13/EC-GZD	20/EC-GZD	27/EC-GZD	
JKK3368	PMI	07/EC-HFP	14/EC-GGV	21/EC-FXI	28/EC-FXA	
PGT472	BJV	02/TC-AFA	09/TC-APG	16/TC-APG	23/TC-APG	30/TC-AFJ

TSC205	YYZ	03/C-GTSJ	10/C-GTSN	17/C-GTSF	24/C-GTSE	31/C-GTSE
VIM724	BOJ	01/LZ-MIR	08/LZ-MIR	15/LZ-MIR	22/LZ-MIK	29/LZ-MIG

OTHER FLIGHTS

02	G-MANU	BATP	MXN415/416	f/t Isle of Man	Lieu Sun BA41
05	<u>SX-BFX</u>	B732	PER013/KSV3040	Thessaloniki -n/s- Pristina	Refugee Charter
07	G-BYAB	B767	BAL397B/468A	Palma - Reus	Lieu TLA A320
07	G-BOAD	CONC	BAW94C/95C	Heathrow -n/s- Local	Passenger Charter
08	G-BOAD	CONC	BAW95C/97C	Local - Heathrow	Passenger Charter
10	G-OBWB	BA11	BWL987P/7292	Molde -n/s- Local	Eclipse Charter
11	G-ZAPM	B733	AWC862Y/862A	Stansted - Southampton	Leeds United FC
11	G-OBWB	BA11	BWL7292/292	Local - Stansted	Eclipse Charter
11	G-ZAPM	B733	AWC862B/86Y	Southampton -n/s- Stansted	Leeds United FC
13	<u>OO-DWJ</u>	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
15	<u>OO-DWD</u>	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
16	EI-CNN	L101	BAL476B/295A	Tenerife - Las Palmas	Lieu TLA A320
16	G-MANG	BATP	BRT-NG/101	Isle of Man - Southampton	Lieu BA41
16	G-MANG	BATP	BRT102/MNX410	Southampton - Isle of Man	Lieu BA41
16	G-MANG	BATP	MNX411/BRT-NG	f/t Isle of Man	Lieu BA41
16	<u>OO-DWE</u>	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
17	EI-LCH	B727	BCS6701/671P	f/t Shannon	Horse Charter
18	<u>SX-BFX</u>	B732	PER3001/KSV3020	Athens - Pristina	Refugee Charter
18	<u>OO-DWJ</u>	RJ10	SAB697/698	f/t Brussels	Lieu RJ85
18	G-TNTG	BA46	NTR643	f/t Shannon	Horse Charter
18	G-UKRC	BA46	UKA15E/16E	f/t Amsterdam	Lieu FK10
28	<u>G-EMBG</u>	E145	MXN413/414	f/t Isle of Man	Lieu BA41
28	G-BUKA	SW3	AAG181/182	Liege - Maastricht	Passenger Charter
28	XV102	VC10	JGN24	Munster - Brize Norton	Medivac
30	G-AVMM	BA11	RYR1556/1557	f/t Dublin	Extra Schedule

Aircraft making first visits are underlined.



**VASP MD-11 PP-SFA
AT FRANKFURT**

(Ian Gratton)

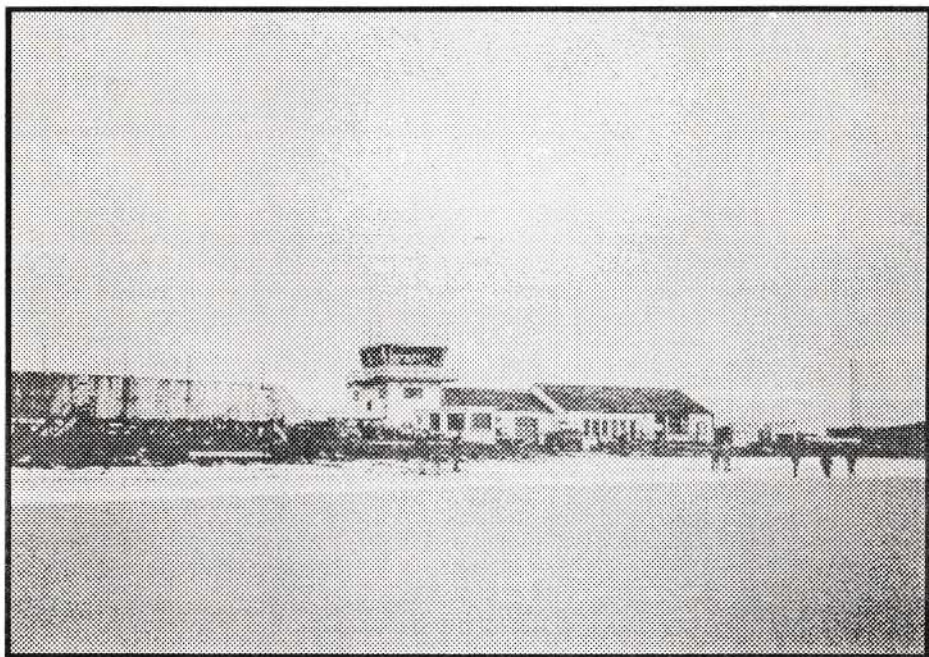
Isle of Barra

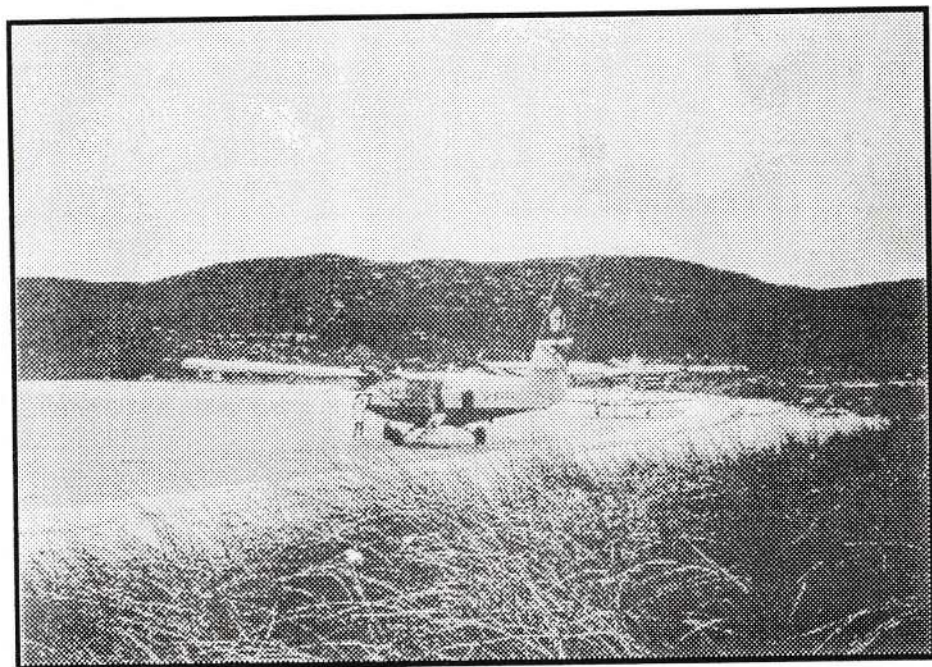
My wife and myself during our visit to this small Outer Hebridean Island paid a visit to the unique Cockle Strand Barra Airport. On this famous sandy beach the timetable is governed by the tides and the beautiful shell beach makes this one of the most romantic landings possible. The airport is operated by Highlands & Islands Airports. Services started in 1936 and at present one scheduled daily flight is operated from Glasgow by British Airways Express/Loganair. This runs through the year except Sunday, Christmas Day, Boxing Day and New Years Day. A DHC 6 Twin Otter is used for the day of our visit on 15 June (G-BVVK), this service then goes on to Benbecula. Another service that day was Cessna 310 (G-BWYH) the pilot was having a private visit. His daily work involves doing traffic reports in the Clyde Valley for Radio Clyde. The staff were very helpful and said they do get quite a few private flyers in plus, when needed, an air ambulance plane.

Barra's neighbour Benbecula has direct services to Barra, it also has services to Glasgow using ATP's and Stornoway using Shorts 360, it also has connecting links to Belfast (International), Birmingham, Bristol, Inverness, London (Heathrow) and Manchester. This airport developed during the island's role as a rocket testing station.

For any bird watchers amongst us, lapwings, snipe and corncrake plus many seabirds especially oystercatchers were well in evidence.

ps The flight captain carried the luggage off the plane for an elderly passenger at Barra!





Technical Info

This is the second - part of this section concerning the 'technical' sides of aviation, in the first part I described the basic airframe layout. In this episode I have chosen 'propulsion' and appropriately titled 'three hours on one engine' with safety standards set high I will discuss the procedures for oceanic flights to be split into two sections.

There was a time when you would expect to be jetted away in a jumbo across the waters for 9 or more hours, but with the increase of technological equipped aircraft this is somewhat 'dated' these days as more and more operators are adopting to using the most efficient ways of transportation - generally known as 'ETOPS' extended twin operations.

Extended twin operations have proved and are still proving both reliability and safety, with mostly charter carriers employing this. As an example I will technically describe the 757 which is one of the first types to attempt upto 3 hours on one engine, even the 757 is getting on compared to the latest A330/A340 777's in action.

The 757 was first developed in the 1980's with a big order book just as good as it's older brother the 737, It accomodates 230 + with upto 7 cabin crew and a 2 flight - deck.

It is powered by 2 Rolls Royce RB2-11 powerplants, which consume on take off around 150 gal per minute per engine, this depending on 'EPR' engine pressure ratio which selects the acceleration working with the 'N' speed known as speed of the front fans on the engine intake.

A typical start on a stand will begin with the 'GPU' - ground power unit disconnected, the 'TUG' applied if required it usually is!!! and the 'APU' started before the pushback.

In the event of the 'APU' not starting an engine will be started on the stand with the 'chocks' still in place in case of a roll forwards. Even with the parking brake on it could still shift a bit??? When the engine 'fires up' the fuelflow is measured alongside the 'EGT' Exhaust gas temperature which signifies the temperature of the rear of the exhaust and this shows on the front panel. This will increase and decrease slightly depending on throttle movements controlled by the pilot, if this increases too great it could destroy 1 million pounds worth of kit!!! so this is monitored by both pilots. The crew will know what the maximum temperature is required and that engine would be 'shutdown' and fuel cut-off.

It is interesting to know that aircraft can consume large amounts of fuel on taxiing to the runway - some operators will taxi at 'idle' power until take-off commences.

Before an airline can be certified to fly on 'ETOPS' it has to do a route proving exercise, if you remember Leisure Int with the 767's and you saw the Orlando video, you will remember the captain explaining the full procedures by his airline from departure to arrival. It is the safe procedure to be 180 minutes away from a diversion airfield, as the Leisure 767 plotted Shannon, Reykjavik, and Tampa in the event of a loss of an engine for the Orlando flight.

The difference in an 'ETOPS' aircraft compared to a 4 engined aircraft is the thrust increase demanded from the remaining engine, common cause for a failure could be a maintenance error or even design errors. Other problems associated with fuel-contamination or weather have been identified as not a specific 'ETOPS' problem.

Obviously the operators will operate additional maintenance requirements, including stringent major checks and replacements. To qualify for the 180 minute clearance the engines must prove a shutdown rate of less than 0.02 per 1,000 flights or near before granted permission by the CAA or FAA.

Mark Elliott.



AIR SUPPLY

supporting Air Yorkshire Aviation Society
For the complete service for the enthusiast

FROM 3 OCTOBER OPEN 7 DAYS A WEEK

OPEN HOURS:- SUNDAY 10am - 4pm.;
MONDAY TO WEDNESDAY 10am - 5pm.;
THURSDAY TO SATURDAY 9.30am- 5pm.

WEB:www.airsupply.co.uk E-mail:ken@airsupply.co.uk

97 HIGH STREET, YEADON, LS19 7TA

PHONE Ken : 0113 250 9581 or Fax. 0113 250 0119



Suppliers of
Hand-Made Greetings Cards,
Blank Cards &
Coloured Envelopes

6 PARK GATE CRESCENT, GUISELEY, WEST YORKSHIRE LS20 8AT

TEL/FAX: 01943 878514