



REFLECTIONS? NO TWO CORSAIR
B747 F-GSEA F-GLNA AT L.B.A.
WEDNESDAY 13TH SEPTEMBER

VOL. 26

OCTOBER 2000

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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

At this time of year things begin to wind-down. The Summer charters are coming to the end of their season although ski and winter sun holidays are more popular than ever , and they do brighten up the winter months.

One bright spot, however, is Leeds United F.C. Their continued success in European competition has either aircraft taking the team and fans out to European destinations or aircraft bringing in foreign opponents and their fans. On Wednesday, 13th September at approx. 7.15a.m. many enthusiasts were on Plane Tree Hill, Yeadon to witness the arrival of Sabre B727, Air International B737 and, the stars of the day, two Corsair B747s. The only other time I can remember two B747s on the apron together was the first BA 747 "Spirit of Yorkshire" which coincided with a Wardair machine. That event was on Sunday, 4th November, 1984 1 Passengers for the BA flight had to check-in at Yeadon Town Hall and were then transported up to the airport for their flight. This shows how much the LBA has developed in the last sixteen years. Wednesday, 13th September saw the airport deal with the two 747s, a B727 , one B737 in addition to an Airtours A320 plus all the normal scheduled arrivals and departures. Well done, LBA!!

I hope next months magazine will contain a report of the A.G.M. and an outline of the future of Air Yorkshire. If necessary you will be notified of the next meeting by letter.

The RAF Linton-on-Ouse trip is on Tuesday, 10th October. The tour takes place between 13.45 -16.30 so meet adjacent to the Main Entrance at 13.30 .Please note that Aldwark Toll Bridge is closed and to get to Linton you must either go via Boroughbridge or York. IF YOU ARE GOING ON THIS VISIT PLEASE CONFIRM EITHER AT THE A.G.M. OR BY TELEPHONE TO THE SECRETARY, MRS.N.BARRETT (0113 2683114) NO LATER THAN THURSDAY, 5TH OCTOBER. Please, where possible, try and share transport to keep the number of vehicles low. Visitors are limited to 20, so the first 20 to confirm will be accepted for the visit.

MEETINGS (starting at 14.30)

Sunday, 1st October- ANNUAL GENERAL MEETING - GATE 20 LBA - MEET AT 14.15 TO THE LEFT OF THE REVOLVING DOORS.

CREDITS

Terry Sykes, , Eric Martin, Andy Barker, , John Booth, Dave Wooler, Ian Morton

Leeds/Bradford Movements

August 2000

01 Tuesday

G-BNOM PA-28 Warrior II	0343	1608	PH-FVA Bandeirante	0355
G-URTI Fokker 50	0739		G-JECB CL600RJ	0750
G-RENO TB-10 Tobago	0903	1530	G-MAJC Jetstream 41	0920
G-GNTI SAAB 340	0933		G-BVZE Boeing 737 500	0936
G-BAVZ PA-23 Aztec	0939		VP-CCP Citation II	0942 1805
G-GNTJ SAAB 340	0944		G-UKTH Fokker 50	0947
G-MAJA Jetstream 41	0951		G-JEDZ DHC-8	0954
EI-CJI Boeing 737	1000		OO-DJS Avro 146 RJ85	1028
G-JECB CL600RJ	1034		OY-MRB Boeing 737 700	1040 1225
G-OLOW Robinson R-44	1048	1054	G-GFCB PA-28 Cadet	1051 1858
G-RJXC EMB 145	1104		G-SOUL Cessna 310R	1149 1821
N4545 Lear Jet 45	1421	1528(03)	OO-DJV Avro 146 RJ85	1456
G-BSDL TB-10 Tobago	1525	1553	G-RJXC EMB 145	1628
G-JECB CL600RJ	1631		G-JEDZ DHC-8	1634
G-AZLY Cessna F150L	1636	1719	G-UKTI Fokker 50	1645
G-GNTI SAAB 340	1657		G-MAJA Jetstream 41	1701
G-BFWE PA-23 Aztec	1712	1018(02)	G-GNTJ SAAB 340	1718
G-MAJC Jetstream 41	1724		EI-CJI Boeing 737	1757
G-BBEV PA-28 Cherokee	1822	1913	G-EMHH Twin Squirrel	1848 2017
G-JECB CL600RJ	1931		G-JEDZ DHC-8	1859
G-MAJC Jetstream 41	2005		G-UKTH Fokker 50	2007
G-MAJA Jetstream 41	2032		G-RJXC EMB 145	2035
G-BYNC Boeing 737 800	2046		G-EMHH Twin Squirrel	2234 2258

02 Wednesday

G-UKTI Fokker 50	0738		G-JECB CL600RJ	0745
EI-FKE Fokker 50	0846		CS-DNM Hawker 800XP	0848 1757
G-MAJC Jetstream 41	0919		CS-DNK Hawker 800XP	0937 1702
G-BVZE Boeing 737 500	0940		G-JEDZ DHC-8	0945
G-MRSN Robinson R-22	0946		G-MAJA Jetstream 41	0947
EI-CJI Boeing 737	0950		G-UKTH Fokker 50	0952
G-RKES TB-20 Tinidad	1105	1302	N9122N PA-46 Malibu	1234 1822
G-UKTI Fokker 50	1248		G-BFLH PA-34 Seneca	1250 2120
G-JEDZ DHC-8	1259		EI-CNW Boeing 737	1344
G-MAJA Jetstream 41	1358		G-UKTH Fokker 50	1428
G-GNTJ SAAB 340	1442		OO-DJV Avro 146 RJ85	1502
G-BYNC Boeing 737 800	1612		G-JEDZ DHC-8	1631
G-JECB CL600RJ	1633		G-UKTI Fokker 50	1643
G-RJXC EMB 145	1649		G-GNTI SAAB 340	1654
G-MAJA Jetstream 41	1703		C-GTDB Airbus 320	1708
G-MAJC Jetstream 41	1724		G-GNTJ SAAB 340	1728
EI-COA Boeing 737	1741		G-JECB CL600RJ	1833
G-JEDZ DHC-8	1952		G-GNTI SAAB 340	1955
G-UKTH Fokker 50	2014		N180GC Lear Jet 36	2023 2036(03)
G-MAJA Jetstream 41	2025		G-GNTJ SAAB 340	2029
G-MAJC Jetstream 41	2047		G-RJXC EMB 145	2142

03 Thursday

G-UKTI Fokker 50	0733		G-JECB CL600RJ	0751	
G-BSVG PA-28 Warrior II	0835	1328	EI-FKD Fokker 50	0847	
G-GNTJ SAAB 340	0919		G-BVZH Boeing 737 500	0935	
G-MAJC Jetstream 41	0939		G-MAJA Jetstream 41	0942	
G-CNTJ SAAB 340	0945		G-UKTH Fokker 50	0950	
G-JEDZ DHC-8	0955		EI-CNV Boeing 737	0958	
OO-DJQ Avro 146 RJ85	1024		D-CBMW Hawker 800XP	1024	1428
OO-KWT Cessna 172N	1230	1417	G-BYNC Boeing 737 800	1250	
G-OBLC B76 Duchess	1253		G-JEDZ DHC-8	1300	
G-MAJA Jetstream 41	1401		G-BVZH Boeing 737 500	1405	
G-UKTH Fokker 50	1412		EI-CKR Boeing 737	1415	
G-OOOB Boeing 757	1419	1554	G-RDVE Airbus 320	1421	1617
OO-DJV Avro 146 RJ85	1445		G-GNTJ SAAB 340	1449	
G-FRYI King Air 200	1622	1659	G-JEDZ DHC-8	1631	
G-UKTI Fokker 50	1636		G-JECB CL600RJ	1639	
G-WELL King Air E90	1642	2247	G-GNTI SAAB 340	1655	
G-MAJA Jetstream 41	1701		G-BFWE PA-23 Azrec	1706	0923(05)
EI-CJC Boeing 737	1738		G-GNTJ SAAB 340	1746	
G-BVZH Boeing 737 500	1900		C-GTDB Airbus 320	1911	
G-JECB CL600RJ	1920		G-GNTI SAAB 340	1947	
G-UKTH Fokker 50	1953		G-MAJC Jetstream 41	2006	
G-JEDZ DHC-8	2012		G-MAJA Jetstream 41	2032	
G-GNTJ SAAB 340	2035		G-RJXC EMB 145	2058	
G-BYNC Boeing 737 800	2108		G-FRYI King Air 200	2144	2205
G-BVZH Boeing 737 500	2148				

04 Friday

G-UKTI Fokker 50	0743		G-JECB CL600RJ	0747	
EI-FKC Fokker 50	0853		G-BVZH Boeing 737 500	0924	
G-MAJC Jetstream 41	0928		G-MAJA Jetstream 41	0940	
G-JEDZ DHC-8	0951		G-UKTH Fokker 50	0953	
EI-CJI Boeing 737	0956		G-ROAR Cessna 401	1000	1053
OO-DJS Avro 146 RJ85	1022		EC-GRX Boeing 737 400	1025	1232
G-GNTJ SAAB 340	1032		G-UKTI Fokker 50	1228	
EC-HKR Boeing 737 800	1239	1338	G-GNTI SAAB 340	1253	
G-JEDZ DHC-8	1310		G-FCLH Boeing 757	1317	1611
EI-CNW Boeing 737	1345		G-MAJA Jetstream 41	1402	
G-BVZH Boeing 737 500	1411		G-UKTH Fokker 50	1414	
G-BYNC Boeing 737 800	1434		G-SBAS King Air 200	1444	1506
G-GNTJ SAAB 340	1447		OO-DJP Avro 146 RJ85	1455	
G-OBLC B76 Duchess	1541		G-JECB CL600RJ	1634	
G-UKTI Fokker 50	1640		G-JEDZ DHC-8	1642	
G-GNTI SAAB 340	1656		G-RJXC EMB 145	1705	
G-MAJA Jetstream 41	1714		G-MAJC Jetstream 41	1724	
G-GNTJ SAAB 340	1730		G-BLFZ PA-31 Navajo	1756	0731(07)
G-LEAR Lear Jet 35A	1814	2011	G-ROAR Cessna 401	1826	1907
G-JECB CL600RJ	1923		G-GNTI SAAB 340	1951	
G-JENN AA5B Tiger	1953	1655(06)	G-JEDZ DHC-8	2004	
G-MAJC Jetstream 41	2006		G-UKTH Fokker 50	2008	
G-GNTJ SAAB 340	2033		G-MAJA Jetstream 41	2038	
G-RJXC EMB 145	2044		C-GTDB Airbus 320	2057	
G-BVJD Fokker 100	2146		EC-GZE Airbus 320	2214	2329
G-BYNC Boeing 737 800	2225		EC-GNU Boeing 737 300	2317	0027(05)
EC-HMK Boeing 737 800	2342	0049(05)			

05 Saturday

G-UKTI Fokker 50	0736	G-BVJD Fokker 100	0912
G-MAJD Jetstream 41	0935	G-UKTH Fokker 50	0951
G-JEDZ DHC-8	1109	G-BYNC Boeing 737 800	1220
G-BMHT Turbo Arrow IV	1222 1614	G-UKTI Fokker 50	1230
G-CITI Citation I	1336 1439	N510PS Cessna 310N	1344 1408
G-BODY Cessna 310R	1416 1505	G-MSKC Boeing 737 500	1510 1607
EC-HBL Boeing 737 800	1521 1721	G-JEDZ DHC-8	1538
G-RJXC EMB 145	1714	G-JECB CL600RJ	1725
G-CRPH Airbus 320	1728	G-UKTH Fokker 50	1951
G-JEDZ DHC-8	2022	G-OBPL Bandeirante	2033 0900(06)
G-RJXC EMB 145	2040	G-BFWE PA-23 Aztec	2050 1223(06)
G-BYNC Boeing 737 800	2106	C-GTDB Airbus 320	2117
EC-GOJ Boeing 767	2229 2349		

06 Sunday

C-GTDB Airbus 320	0756	EI-FKC Fokker 50	0855
G-BVTF Fokker 70	1016	G-OBWR BAe ATP	1052 1133
G-BLWD PA-34 Seneca	1106 1759	G-BYNC Boeing 737 800	1217
G-JEDZ DHC-8	1306	G-BCRP PA-23 Aztec	1318 1422
G-JECB CL600RJ	1400	EI-CJC Boeing 737	1448
G-OBWR BAe ATP	1549 1624	G-RJXC EMB 145	1551
G-KKES TB-20 Trinidad	1558	G-JEDZ DHC-8	1633
G-JECB CL600RJ	1637	C-GTDB Airbus 320	1653
G-GRID Twin Squirrel	1659 0945(07)	G-MAJD Jetstream 41	1723
EI-COX Boeing 737	1745	EI-GHP Citation II	1847 2024(07)
EI-FKE Fokker 50	1917	G-JECB CL600RJ	1921
G-JEDZ DHC-8	1954	G-UKTH Fokker 50	2005
G-MAJD Jetstream 41	2025	G-RJXC EMB 145	2103
G-BYNC Boeing 737 800	2341		

07 Monday

C-GTDB Airbus 320	0637	G-JECB CL600RJ	0750
EI-FKD Fokker 50	0846	G-MAJL Jetstream 41	0917
G-BVKA Boeing 737 500	0929	G-GNTG SAAB 340	0933
G-GNTI SAAB 340	0939	G-ASVN Cessna U206	0940
G-MAJD Jetstream 41	0943	G-UKTH Fokker 50	0953
G-JEDZ DHC-8	0955	EI-CJC Boeing 737	1004
G-JECB CL600RJ	1033	OO-DJQ Avro 146 RJ85	1036
G-IANG LongRanger	1119	G-JEDZ DHC-8	1254
OY-EBB Fokker 50	1257 1354	G-BODY Cessna 310R	1301
G-DJAR Airbus 320	1402 1537	EI-CNT Boeing 737	1405
G-GNTJ SAAB 340	1408	G-BLFZ PA-31 Navajo	1410 1138(27)
G-MAJD Jetstream 41	1413	G-GNTI SAAB 340	1416
G-UKTH Fokker 50	1423	PH-SDU DHC-8	1527 1607
G-BRPU B76 Duchess	1531	G-JEDZ DHC-8	1623
G-JECB CL600RJ	1636	G-RJXC EMB 145	1642
G-GNTJ SAAB 340	1653	G-URTE Fokker 50	1702
G-BYNC Boeing 737 800	1706	G-MAJD Jetstream 41	1707
G-MAJL Jetstream 41	1712	G-GNTI SAAB 340	1726
EI-CJF Boeing 737	1802	G-BVKA Boeing 737 500	1831
EI-FKE Fokker 50	1910	C-GTDB Airbus 320	1922
G-JECB CL600RJ	1928	G-MAJL Jetstream 41	1956
G-JEDZ DHC-8	2000	G-UKTH Fokker 50	2004
G-RJXC EMB 145	2044	G-BVKA Boeing 737 500	2141
PH-OAL PA-31 Navajo	2301 2342		

08 Tuesday

G-JECB CL600RJ	0741	EI-BXI Boeing 737 400	0853 1003
G-BVKA Boeing 737 500	0915	G-MAJL Jetstream 41	0919
G-GNTJ SAAB 340	0923	G-GNTI SAAB 340	0936
G-JEDZ DHC-8	0946	G-MAJD Jetstream 41	0951
EI-CJD Boeing 737	0955	G-UKTH Fokker 50	1000
G-JECB CL600RJ	1037	OY-MRA Boeing 737 700	1059 1203
G-UKTA Fokker 50	1213	G-BYNC Boeing 737 800	1259
G-JEDZ DHC-8	1327	EI-CNZ Boeing 737	1354
N220SC Cheyenne	1357	G-MAJD Jetstream 41	1404
G-BVKA Boeing 737 500	1409	G-UKTH Fokker 50	1418
C-GTDB Airbus 320	1434	OO-DJS Avro 146 RJ85	1445
G-GNTI SAAB 340	1459	G-BODY Cessna 310R	1532 1601
G-RJXC EMB 145	1627	G-JECB CL600RJ	1632
G-JEDZ DHC-8	1639	G-UKTA Fokker 50	1644
G-GNTJ SAAB 340	1647	G-MAJD Jetstream 41	1703
G-MAJL Jetstream 41	1707	G-JETG Lear Jet 35A	1718 1859
G-RDVE Airbus 320	1759 1852	G-GNTI SAAB 340	1819
G-BVKA Boeing 737 500	1825	G-JECB CL600RJ	1918
G-GNTJ SAAB 340	1934	N421CA Cessna 421C	1954 1524(12)
G-UKTH Fokker 50	2000	G-MAJL Jetstream 41	2004
G-RJXC EMB 145	2027	G-JEDZ DHC-8	2029
G-MAJD Jetstream 41	2041	G-BYNC Boeing 737 800	2105
G-BVKA Boeing 737 500	2134		

09 Wednesday

G-UKTA Fokker 50	0748	G-JECB CL600RJ	0752
EI-FKF Fokker 50	0846	EI-TLI Airbus 320	0856 0956
G-MAJL Jetstream 41	0920	G-GNTJ SAAB 340	0923
G-GNTI SAAB 340	0940	G-BVKA Boeing 737 500	0944
EI-CJC Boeing 737 500	0948	N4545 Lear Jet 45	0954
G-JEDZ DHC-8	0959	G-MAJD Jetstream 41	0959
G-UKTH Fokker 50	1005	G-JECB CL600RJ	1031
G-BZJJ Robinson R-22B		D-CMTM Dornier 328	1155 1024(10)
D-IEBE King Air C90A	1225 1031(10)	F-GNFD Boeing 737 300	1228 1324
G-UKTA Fokker 50	1231	G-JEDZ DHC-8	1305
N52NW Gulfstream II	1310 1549	EI-CJD Boeing 737	1345
G-MAJD Jetstream 41	1357	G-GNTI SAAB 340	1408
G-BVKA Boeing 737 500	1440	G-UKTH Fokker 50	1444
N900CB Cessna 421C	1447	OO-DJN Avro 146 RJ85	1458
G-BYNC Boeing 737 800	1611	D-CHZF Citation II	1629
G-JEDZ DHC-8	1635	G-RJXC EMB 145	1637
G-JECB CL600RJ	1640	N95HC Falcon 50	1642 1749
G-UKTA Fokker 50	1647	G-GNTJ SAAB 340	1651
G-MAJD Jetstream 41	1700	G-MAJL Jetstream 41	1713
G-GNTI SAAB 340	1720	EI-CNT Boeing 737	1737
G-EZAG Turbo Arrow	1840 1152(10)		

10 Thursday

OY-EBB Fokker 50	0653 0816	G-UKTA Fokker 50	0744
G-JECB CL600RJ	0755	G-BODY Cessna 310R	0800
EI-FKC Fokker 50	0844	G-MAJL Jetstream 41	0921
G-GNTI SAAB 340	0923	G-MAJD Jetstream 41	0938
G-GNTJ SAAB 340	0941	G-JEDZ DHC-8	0952
EI-CJD Boeing 737	0956	G-UKTH Fokker 50	1015
G-MIDL Airbus 321	1018 1123	OO-DJN Avro 146 RJ85	1024
G-JECB CL600RJ	1036	G-UKTA Fokker 50	1219
G-BYNC Boeing 737 800	1233	G-JEDZ DHC-8	1257

G-OOC Boeing 757	1319	1427	G-SUZI B95-55 Baron	1322	1731
EI-CNV Boeing 737	1347		G-RDVE Airbus 320	1357	
G-MAJD Jetstream 41	1401		G-GNTI SAAB 340	1405	
G-UKTH Fokker 50	1419		G-BVKA Boeing 737 500	1430	
OO-DJS Avro 148 RJ85	1519		G-RJXC EMB 145	1626	
G-JECB CL600RJ	1635		G-JEDZ DHC-8	1639	
G-UKTA Fokker 50	1649		G-MAJD Jetstream 41	1704	
G-MAJL Jetstream 41	1720		G-GNTI SAAB 340	1729	
EI-CNZ Boeing 737	1738		G-BWDO Sikorsky S76B	1745	1847
G-BVKA Boeing 737 500	1821		C-GTDB Airbus 320	1904	
G-JECB CL600RJ	1919		G-GNTJ SAAB 340	1946	
G-UKTH Fokker 50	2000		G-MAJL Jetstream 41	2004	
G-JEDZ DHC-8	2007		G-GNTI SAAB 340	2015	
G-RJXC EMB 145	2026		G-BYNC Boeing 737 800	2101	
G-BVKA Boeing 737 500	2131				

11 Friday

G-JECB CL600RJ	0748		G-UKTA Fokker 50	0751	
EI-FKF Fokker 50	0843		G-GNTJ SAAB 340	0912	
G-BVKA Boeing 737 500	0916		G-MAJL Jetstream 41	0928	
G-GNTI SAAB 340	0932		G-MAJD Jetstream 41	0939	
G-UKTH Fokker 50	0949		G-ZAPJ ATR-42	0953	1103
EI-CNX Boeing 737	0955		G-BJIR Citation II	0958	1606(13)
EC-GNZ Boeing 737 400	1008	1153	OO-DJT Avro 146 RJ85	1023	
G-JEDZ DHC-8	1026		G-JECB CL600RJ	1032	
G-RJXC EMB 145	1049		G-JTCA PA-23 Aztec	1055	1213
G-IHVA PA-28 Archer III	1100	1205	G-DINA AA5B Tiger	1120	1549
EC-HKR Boeing 737 800	1158	1302	G-JMCG Boeing 757	1316	1545
G-JEDZ DHC-8	1319		EI-CJC Boeing 737	1343	
G-BVKA Boeing 737 500	1352		G-BNDY Cessna 425	1356	1555
G-GNTI SAAB 340	1405		G-MAJD Jetstream 41	1408	
G-UKTH Fokker 50	1418		G-BYNC Boeing 737 800	1432	
G-BNRL Cessna 152	1500	1550	G-JEDZ DHC-8	1631	
G-JECB CL600RJ	1639		G-GNTJ SAAB 340	1643	
G-RJXC EMB 145	1646		ZF573 Islander AL.1	1648	1034(12)
G-UKTA Fokker 50	1650		G-MAJD Jetstream 41	1710	
G-MAJL Jetstream 41	1718		G-GNTI SAAB 340	1723	
G-REDB Cessna 310Q	1749	1514(13)	EI-CJD Boeing 737	1752	
N909M CitationJet	1906	1941	G-JECB CL600RJ	1915	
OO-DJH BAe 146 200	1918		G-MAJL Jetstream 41	1954	
G-JEDZ DHC-8	2008		G-RJXC EMB 145	2043	
C-GTDB Airbus 320	2046		EC-GLT Airbus 320	2135	2250
G-BYNC Boeing 737 800	2158		G-BVJA Fokker 100	2215	
EC-GGO Boeing 737 300	2220	2328	EC-HMK Boeing 737 800	2304	0014(12)

12 Saturday

EI-FKD Fokker 50	0852		G-BVJA Fokker 100	0936	
G-MAJA Jetstream 41	0944		G-UKTI Fokker 50	0948	
G-LARE Twin Comanche	1048	1307	G-VMJM TB-10 Tobago	1118	1607
G-JTCA PA-23 Aztec	1157	1253	G-BOSD PA-34 Seneca	1229	1534
G-OMNH King Air 200	1359	1828	G-UKTI Fokker 50	1416	
EI-CJD Boeing 737	1445		G-BVTF Fokker 100	1453	
G-MSKE Boeing 737 500	1532	1630	EC-HJP Boeing 737 800	1540	1647
G-JEDZ DHC-8	1544		G-OOJP Rockwell 114B	1609	1638
G-JECB CL600RJ	1724		G-RJXC EMB 145	1726	
G-CRPH Airbus 320	1730		G-JEDZ DHC-8	1944	
G-UKTI Fokker 50	2002		G-BYNC Boeing 737 800	2016	
C-GTDB Airbus 320	2051		G-BVJA Fokker 100	2101	

ZF573	Islander AL.1	2110	1114(13)	EC-GHM	Boeing 767	2355	0113(13)
13 Sunday							
C-GTDB	Airbus 320	0755		G-LIPE	Robinson R-22B	0823	
EI-FKC	Fokker 50	0854		G-BVJA	Fokker 100	0921	
G-UKTI	Fokker 50	1003		G-BVTF	Fokker 70	1011	
G-BYNC	Boeing 737 800	1156		G-UKTE	Fokker 50	1218	
G-UKTI	Fokker 50	1429		OO-DJN	Avro 146 RJ85	1450	
G-RJXC	EMB 145	1539		C-GTDB	Airbus 320	1544	
G-EJYD	Cessna F152	1807		G-JEBD	BAe 146 300	1826	1700
G-JECB	CL600RJ	1835		G-UKTE	Fokker 50	1710	
G-MAJD	Jetstream 41	1717		G-ESTA	Citation II	1720	1810
G-OBWN	BAe ATP	1756	1830	G-JEBD	BAe 146 300	1943	2022
G-OBWN	BAe ATP	2115	2148	ZF573	Islander AL.1	2142	1207(14)
14 Monday							
C-GTDB	Airbus 320	0616		G-UKTE	Fokker 50	0744	
G-JECB	CL600RJ	0746		G-GNTJ	SAAB 340	0920	
G-MAJL	Jetstream 41	0922		G-GNTI	SAAB 340	0948	
G-UKTI	Fokker 50	0954		G-MAJD	Jetstream 41	0957	
G-BVEV	PA-34 Seneca	1052	1128	G-JEDE	DHC-8	1223	
G-BVZE	Boeing 737 500	1346		EI-CNT	Boeing 737	1357	
G-RDVE	Airbus 320	1405	1540	G-GNTI	SAAB 340	1407	
G-EVES	Falcon 900	1413	1523	G-MAJD	Jetstream 41	1416	
G-UKTI	Fokker 50	1419		OO-DWG	Avro 146 RJ100	1445	
G-JEDE	DHC-8	1518		N375SA	PA-34 Seneca	1618	1702
VP-BMZ	Gulfstream 900	1620	1658	G-JECB	CL600RJ	1639	
G-RJXC	EMB 145	1645		G-GNTJ	SAAB 340	1649	
G-MAJL	Jetstream 41	1723		G-GNTI	SAAB 340	1725	
G-MAJD	Jetstream 41	1728		G-BYNC	Boeing 737 800	1802	
EI-CJD	Boeing 737	1804		G-BVZE	Boeing 737 500	1820	
G-UKTI	Fokker 50	1837		G-JECB	CL600RJ	1918	
G-GNTJ	SAAB 340	1946		C-GTDB	Airbus 320	2000	
G-JEDE	DHC-8	2006		G-GNTI	SAAB 340	2016	
G-MAJL	Jetstream 41	2041		G-BVMA	King Air 200	2051	2101(18)
G-RJXC	EMB 145	2053		G-BVZE	Boeing 737 500	2138	
15 Tuesday							
G-UKTI	Fokker 50	0748		G-JECB	CL600RJ	0750	
G-BODY	Cessna 310R	0807		N829CB	Citation II	0836	0856
EI-FKE	Fokker 50	0842		G-MAJL	Jetstream 41	0919	
G-GNTJ	SAAB 340	0922		G-BVZB	Boeing 737 500	0927	
G-GNTI	SAAB 340	0940		EI-CJI	Boeing 737	0944	
G-MAJD	Jetstream 41	0947		G-UKTE	Fokker 50	0950	
G-JEDE	DHC-8	0953		G-BNYD	JetRanger	1010	1045
OO-DJL	Avro 146 RJ85	1013		G-JONH	Robinson R-22B	1015	1049
OY-MRB	Boeing 737 700	1037	1153	G-JECB	CL600RJ	1040	
G-RJXC	EMB 145	1110		G-BPKM	PA-28 Warrior II	1203	1619
G-UKTI	Fokker 50	1226		G-MRSN	Robinson R-22B	1233	
G-JEDE	DHC-8	1255		G-BYNC	Boeing 737 800	1303	
G-BNYD	JetRanger	1308	1357	SE-LBM	Mooney M20R	1324	1904
N375SA	PA-34 Seneca	1432	1544	N829CB	Citation II	1435	1450
N202AA	Cessna 421C	1455	1513	G-JEDE	DHC-8	1635	
G-JECB	CL600RJ	1638		G-UKTI	Fokker 50	1644	
G-GNTI	SAAB 340	1652		G-MAJD	Jetstream 41	1708	
G-MAJL	Jetstream 41	1717		HB-IIP	Boeing 737 700	1722	1825
G-GNTJ	SAAB 340	1748		EI-CNW	Boeing 737	1751	
OO-DJJ	BAe 146 200	1900		G-JECB	CL600RJ	1918	

N220SC PA-31T Cheyenne	1920	1633(17)	G-UKTB Fokker 50	1954
G-JEDE DHC-8	1958		G-MAJL Jetstream 41	2014
G-RJXC EMB 145	2042			
16 Wednesday				
G-UKTI Fokker 50	0736		G-JECB CL600RJ	0745
G-GNTJ SAAB 340	0915		G-MAJL Jetstream 41	0923
G-BVKC Boeing 737 500	0925		G-MAJD Jetstream 41	0947
G-UKTB Fokker 50	0951		G-JEDE DHC-8	0955
G-GNTI SAAB 340	0958		G-BYLM PA-46 Malibu	1012 1459
N900CB Cessna 421C	1027		OO-DJK Avro 148 RJ85	1035
G-JECB CL600RJ	1037		G-RJXC EMB 145	1053
G-BJYD Cessna F152	1110 1149		G-KKES TB-20 Trinidad	1239 1516
F-GKEL King Air A100	1241 1448		G-UKTI Fokker 50	1256
G-MAJD Jetstream 41	1357		EI-CJD Boeing 737	1411
G-UKTB Fokker 50	1415		G-GNTI SAAB 340	1417
OO-DJX Avro 146 RJ65	1442		PH-VMP King Air B200	1456 0954(17)
G-BFWE PA-23 Aztec	1610 1651		G-BYNC Boeing 737 800	1628
G-JECB CL600RJ	1635		G-JEDE DHC-8	1638
G-RJXC EMB 145	1644		G-UKTI Fokker 50	1647
G-GNTJ SAAB 340	1653		G-MAJD Jetstream 41	1700
VP-BMZ Gulfstream 900	1708 1745		C-GTDB Airbus 320	1717
G-GNTI SAAB 340	1719		G-MAJL Jetstream 41	1724
EI-CJI Boeing 737	1749		G-JECB CL600RJ	1918
G-UKTB Fokker 50	2008		G-JEDE DHC-8	2011
G-MAJL Jetstream 41	2013		G-RJXC EMB 145	2036
G-GNTI SAAB 340	2042			
17 Thursday				
G-UKTI Fokker 50	0741		G-JECB CL600RJ	0749
G-BAVZ PA-23 Aztec	0802		G-RODD Cessna 310R	0856 1312
G-MAJL Jetstream 41	0914		G-BVZE Boeing 737 500	0917
G-GNTJ SAAB 340	0920		G-GNTI SAAB 340	0937
G-MAJD Jetstream 41	0946		G-UKTB Fokker 50	0948
HB-VMR Astra SPX	0956 1758(18)		G-UKTI Fokker 50	1222
G-BYNC Boeing 737 800	1225		G-OOOG Boeing 757	1304 1432
G-DJAR Airbus 320	1351 1512		G-UKTB Fokker 50	1418
EI-CKQ Boeing 737	1421		OO-DJZ Avro 146 RJ85	1444
HB-IDJ CL700RJ SE	1606 1657		G-RJXC EMB 145	1630
G-JECB CL600RJ	1635		G-JEDE DHC-8	1638
G-UKTI Fokker 50	1645		G-GNTI SAAB 340	1652
G-OJPB HS 125 600F	1654 1955		G-MAJL Jetstream 41	1658
G-MAJD Jetstream 41	1702		G-CITI Citation I	1705 1805
G-OCRP LongRanger	1717 1730		G-GNTJ SAAB 340	1725
G-BVZB Boeing 737 500	1843		C-GTDB Airbus 320	1921
G-JECB CL600RJ	1923		G-MAJL Jetstream 41	2004
G-JEDZ DHC-8	2011		G-GNTJ SAAB 340	2019
G-UKTB Fokker 50	2027		G-RJXC EMB 145	2046
G-BYNC Boeing 737 800	2114		G-BVZE Boeing 737 500	2136
18 Friday				
G-RJXD EMB 145	0729		G-UKTI Fokker 50	0751
G-JECB CL600RJ	0753		N79EL Beechjet 400A	0846 0906
G-MAJL Jetstream 41	0915		G-BVZE Boeing 737 500	0920
EI-FKE Fokker 50	0923		G-GNTJ SAAB 340	0930
G-GNTI SAAB 340	0933		G-MAJD Jetstream 41	0938
G-JEDZ DHC-8	0944		EC-GRX Boeing 737 400	0959 1145
G-UKTB Fokker 50	1002		N331SJ Lear Jet 31A	1006 1030

G-BBEC PA-28 Cherokee	1118	1151	EC-HKR Boeing 737 800	1129	1259
G-UKTI Fokker 50	1232		G-JMCD Boeing 757	1257	1819
G-MAJD Jetstream 41	1355		G-BVZE Boeing 737 500	1402	
G-BACB PA-34 Seneca	1407	1753	G-GNTI SAAB 340	1409	
G-BYNC Boeing 737 800	1415		G-AZLY Cessna F150L	1431	1507
G-UKTB Fokker 50	1438		EI-CNW Boeing 737	1444	
OO-DJZ Avro 146 RJ85	1453		G-BYDD Mooney M20J	1535	1813
G-RJXD EMB 145	1628		G-OLDD BAe 125 800B	1634	1856
G-JECB CL600RJ	1639		G-JEDZ DHC-8	1642	
G-UKTI Fokker 50	1647		G-GNTJ SAAB 340	1657	
G-MAJL Jetstream 41	1710		G-MAJD Jetstream 41	1716	
G-GNTI SAAB 340	1728		EC-GGO Boeing 737 300	2156	2300
EC-GZE Airbus 320	2205	2320	EC-HHG Boeing 737 800	2323	0031(19)
19 Saturday					
EI-FKE Fokker 50	0854		G-BVJA Fokker 100	0920	
G-MAJA Jetstream 41	0941		G-UKTF Fokker 50	0949	
EI-COX Boeing 737	1010		OO-DJF BAe 146 200	1151	
G-LIPE Robinson R-22B	1155		G-BYNC Boeing 737 800	1213	
G-RJXD EMB 145	1217		G-JETU Twin Squirrel	1217	1043(20)
EC-HGP Boeing 737 800	1422	1517	G-MSKE Boeing 737 500	1504	1617
G-JEDZ DHC-8	1526		G-RJXD EMB 145	1542	
G-MAJE Jetstream 41	1612		G-CRPH Airbus 320	1625	1753
G-JECB CL600RJ	1734		G-JEDZ DHC-8	1924	
G-BYNC Boeing 737 800	1953		G-UKTF Fokker 50	1959	
G-RJXD EMB 145	2031		C-GTDB Airbus 320	2034	
G-BVJA Fokker 100	2057		EC-GOJ Boeing 767	2208	2326
20 Sunday					
C-GTDB Airbus 320	0735		G-UKTD Fokker 50	0737	
HB-IEE Boeing 757	0825	0942(22)	EI-FKC Fokker 50	0855	
G-BVJA Fokker 100	0927		G-UKTF Fokker 50	0958	
G-BVTE Fokker 70	1015		G-BYNC Boeing 737 800	1158	
G-UKTD Fokker 50	1203		CS-DNQ Falcon 2000	1239	1327
G-JEDZ DHC-8	1258		G-BAZS Cessna F150L	1307	1331
G-BOMP PA-28 Archer II	1343	1509	G-JECB CL600RJ	1352	
G-UKTF Fokker 50	1415		OO-DJV Avro 146 RJ85	1439	
N900CB Cessna 421C	1520		G-RJXE EMB 145	1531	
C-GTDB Airbus 320	1546		G-AZWS PA-28R Arrow	1606	1704
G-VEYE Robinson R-22B	1624	N/res	G-JEDZ DHC-8	1635	
G-JECB CL600RJ	1642		G-UKTD Fokker 50	1644	
G-MAJD Jetstream 41	1721		G-BOFU Grob G.115	1752	1833
EI-CNX Boeing 737	1754		G-BVKB Boeing 737 500	1827	
G-JECB CL600RJ	1923		OO-DJZ Avro 146 RJ85	1929	
G-JEDZ DHC-8	1958		G-UKTF Fokker 50	2006	
G-MAJD Jetstream 41	2034		G-RJXE EMB 145	2116	
G-BVKB Boeing 737 500	2132		N331SJ Lear Jet 31A	2204	2234
G-BYNC Boeing 757	2254		C-GTDB Airbus 320	2313	
21 Monday					
C-GTDB Airbus 320	0612		G-JECB CL600RJ	0752	
N273TB B58 Baron	0839	0919	G-MAJE Jetstream 41	0917	
G-JLRW B76 Duchess	0921	1328	G-BVKB Boeing 737 500	0931	
G-MAJD Jetstream 41	0941		G-GNTI SAAB 340	0943	
G-UKTF Fokker 50	0948		G-JEDZ DHC-8	0951	
G-UVIP Cessna 421C	0955	1808(22)	EI-CNW Boeing 737	1013	
VP-BNJ Falcon 900B	1026	1106	G-JEDZ DHC-8	1257	
G-BVEV PA-34 Seneca	1317	0128(22)	G-XRMC BAe 125 800B	1348	1533

EI-CJC Boeing 737	1350	G-MAJD Jetstream 41	1405
G-GNTI SAAB 340	1421	G-DJAR Airbus 320	1433 1554
G-RJXE EMB 145	1617	G-JECB CL600RJ	1639
G-JEDZ DHC-8	1644	G-BYNC Boeing 737 800	1659
G-MAJD Jetstream 41	1707	G-MAJE Jetstream 41	1712
G-GNTJ SAAB 340	1727	G-GNTI SAAB 340	1804
EI-CLI BAe 146 300	1925 2028		
22 Tuesday			
G-PLAH Jetstream 31	0107 0200	D-ALAF Airbus 320	0758 0909
G-JEDE DHC-8	0808	ES-NOG Antonov 72	0920 1859
G-MAJE Jetstream 41	0922	G-GNTI SAAB 340	0924
G-MAJD Jetstream 41	0936	G-GNTJ SAAB 340	0939
G-UKTB Fokker 50	0951	EI-CNT Boeing 737	0954
G-JECB CL600RJ	1026	OO-DJW Avro 146 RJ85	1031
OY-MRA Boeing 737 700	1040 1212	VP-BNJ Falcon 900BV	1109 1740(24)
EI-WGV Gulfstream V	1117 2333(24)	EI-WJN HS 125 700A	1141 1723
G-UKTG Fokker 50	1231	G-BYNC Boeing 737 800	1301
G-PLAH Jetsream 31	1416 1437	F-GRAK Bell 412	1446 1534
G-SHAM King Air C90	1503 2237	G-AZWS PA-28R Arrow	1619 1718
G-JECB CL600RJ	1630	G-UKTG Fokker 50	1633
G-RJXE EMB 145	1642	G-JEDE DHC-8	1645
G-GNTI SAAB 340	1650	G-MAJD Jetstream 41	1702
G-MAJE Jetstream 41	1708	G-GNTJ SAAB 340	1724
EI-CNW Boeing 737	1740	F-GKGL Citation V	1845 2218
D-ISHY Cessna F406	2009 2051	G-ODUB Bandeirante	2126 0649(23)
23 Wednesday			
G-JECB CL600RJ	0748	EC-HNO Boeing 737 300	0756 0928
G-OBLC B76 Duchess	0812	EI-FKD Fokker 50	0901
ES-NOG Antonov 72	0918 2044	G-GNTJ SAAB 340	0920
G-OBMZ Boeing 737 500	0924	G-MAJE Jetstream 41	0927
G-ASVN Cessna U206	0932 1522	EI-CNW Boeing 737	0952
G-MAJD Jetstream 41	0957	G-JEDE DHC-8	1000
G-UKTB Fokker 50	1003	G-GNTI SAAB 340	1006
G-JECB CL600RJ	1031	OO-DJP Avro 146 RJ85	1047
G-RJXE EMB 145	1052	G-UKTC Fokker 50	1225
EI-WJN HS 125 700A	1333 1854	G-BTLA Sikorsky S76	1342 1655
G-UKTB Fokker 50	1428	OO-DJQ Avro 146 RJ85	1452
G-TRAN B76 Duchess	1518 N/res	G-BJYG PA-28 Warrior II	1524 1632
G-BYNC Boeing 737 800	1616	G-RJXE EMB 145	1630
G-JEDE DHC-8	1639	G-JECB CL600RJ	1642
G-GNTJ SAAB 340	1646	G-UKTC Fokker 50	1650
G-MAJD Jetstream 41	1701	G-EVES Falcon 900	1706 1734
C-GTDB Airbus 320	1711	G-MAJL Jetstream 41	1714
G-BWZ DV20 Katana	1759 1840	G-BAZS Cessna F150L	1813 1908
G-HAMA King Air 200	2105 2152		
24 Thursday			
HB-IEE Boeing 757	0106 0336	D-ADBI Boeing 737 300	0132 0303
EC-HNO Boeing 737 300	0145 0212	G-UKTG Fokker 50	0739
G-JECB CL600RJ	0751	G-DBYE Mooney M20M	0856 0939
ES-NOG Antonov 72	0859 1926	G-OBMZ Boeing 737 500	0918
G-MAJD Jetstream 41	0923	EI-FKF Fokker 50	0932
G-MAJE Jetstream 41	0943	G-JEDE DHC-8	0953
G-UKTB Fokker 50	1003	G-JECB CL600RJ	1034
G-BOBA PA-28R Arrow III	1056 1441	G-UKTG Fokker 50	1222
G-GNTJ SAAB 340	1226	G-OBLC B76 Duchess	1232

G-BYNC Boeing 737 800	1238	G-OOOA Boeing 757	1308 1430
EI-WJN HS 125 700A	1337 1755	G-BZJJ Robinson R-22B	1341
G-BZBU Robinson R-22B	1341	G-VCED Airbus 320	1358 1527
G-MAJE Jetstream 41	1403	G-OBMZ Boeing 737 500	1405
G-GNTI SAAB 340	1408	A6-ESH Airbus 319	1414 1455
G-UKTB Fokker 50	1417	EI-CNW Boeing 737	1424
OO-DJZ Avro 146 RJ85	1452	G-BJRW Cessna U208G	1458 1748
G-JEDE DHC-8	1631	G-JECB CL600RJ	1639
G-UKTG Fokker 50	1641	G-RJXE EMB 145	1645
G-DBYE Mooney M20M	1646 1716	G-GNTJ SAAB 340	1653
G-MAJE Jetstream 41	1703	G-MAJD Jetstream 41	1712
G-GNTI SAAB 340	1729	G-OBMZ Boeing 737 500	1831
G-TOYZ JetRanger	1836 1902	C-GTDB Airbus 320	1836
EI-CLJ BAe 146 300	1921 2028	G-JECB CL600RJ	1923
G-UKTB Fokker 50	1951	G-GNTJ SAAB 340	1954
G-MAJD Jetstream 41	2002	G-JEDE DHC-8	2004
G-GNTI SAAB 340	2030	G-RJXE EMB 145	2044
G-BYNC Boeing 737 800	2116	G-OBMZ Boeing 737 500	2147
25 Friday			
G-UKTG Fokker 50	0738	G-ORJB Citation I	0744 0813
G-JECB CL600RJ	0749	G-OBLC B76 Duchess	0809
N139DB PA-23 Aztec	0818 1432	EI-FKC Fokker 50	0849
G-ATMY Cessna 150F	0909 1717	G-BVCH CitationJet	0912 1721
G-MAJE Jetstream 41	0915	G-GNTI SAAB 340	0930
G-JEDZ DHC-8	0935	G-MAJD Jetstream 41	0938
G-OBMZ Boeing 737 500	0941	G-UKTB Fokker 50	0950
G-GNTJ SAAB 340	0957	EC-GUI Boeing 737 400	1001 1153
D-CACB King Air 200T	1008 1406	G-BYNR Jabiroo	1131 1235
EC-HKQ Boeing 737 800	1201 1314	G-BNPN PA-28 Archer II	1218 1436
G-UKTG Fokker 50	1221	VP-CSN Citation Ultra	1242 1311
G-FCLA Boeing 757	1254 1608	N273TB B58 Baron	1302 1340
G-AVWA PA-28 Cherokee	1404 1611	EI-CON Boeing 737	1409
G-MAJD Jetstream 41	1412	G-GNTJ SAAB 340	1416
G-BYNC Boeing 737 800	1425	G-OBMZ Boeing 737 500	1429
G-UKTB Fokker 50	1436	OO-DJP Avro 146 RJ85	1453
G-BSNX PA-28 Archer II	1516 1626	G-ORJB Citation I	1615 1632
G-RJXE EMB 145	1629	G-JEDZ DHC-8	1637
G-GNTI SAAB 340	1650	G-JECB CL600RJ	1653
G-MAJD Jetstream 41	1705	G-MAJE Jetstream 41	1712
G-GNTJ SAAB 340	1733	EI-CNY Boeing 737	1751
HB-IIP Boeing 737 700	1859 1954	EC-GLT Airbus 320	2152 2304
EC-GNU Boeing 737 300	2214 2327	EC-HMK Boeing 737 800	2300 0010(26)
26 Saturday			
G-RJXE EMB 145	1213	G-BYNC Boeing 737 800	1221
G-JEDZ DHC-8	1225	EC-HBL Boeing 737 800	1434 1545
G-MSKA Boeing 737 500	1510 1628	G-RJXE EMB 145	1600
G-CRPH Airbus 320	1708 1907	G-BVEV PA-34 Seneca	2000 2134
G-BYNC Boeing 737 800	2018	G-RJXE EMB 145	2025
27 Sunday			
EC-GQJ Boeing 767	0007 0124	G-UKTG Fokker 50	0737
C-GTDB Airbus 320	0743	EI-FKD Fokker 50	0847
G-BXWE Fokker 100	0928	G-UKTA Fokker 50	0942
G-BYTE Fokker 70	1001	G-AVWA PA-28 Cherokee	1031 1151
G-UKTG Fokker 50	1207	G-BYNC Boeing 737 800	1224
G-JEDZ DHC-8	1258	G-HMMV CitationJet	1316 1351

EI-CON Boeing 737	1348		G-JECB CL600RJ	1352
G-UKTA Fokker 50	1412		P7350 Spitfire IIA	1511 1427(28)
PZ865 Hurricane IIC	1512 1427(28)		PA474 Lancaster 1	1514 1428(28)
G-BLFZ PA-31 Navajo	1541 2228(30)		C-GTDB Airbus 320	1608
G-SOHI Agusta A.109E	1713 1735		G-JECB CL600RJ	1928
G-RJXE EMB 145	2033		G-BYNC Boeing 737 800	2318
C-GTDB Airbus 320	2323			
28 Monday				
EI-FKC Fokker 50	0859		G-OBMX Boeing 737 500	0920
G-UKTA Fokker 50	1004		EI-CNT Boeing 737	1007
G-JECB CL600RJ	1030		G-KKES TB-20 Trinidad	1226 1748(29)
G-UKTC Fokker 50	1230		EI-CNY Boeing 737	1350
G-OBMX Boeing 737 500	1358		G-GNTJ SAAB 340	1402
G-UKTA Fokker 50	1415		G-DJAR Airbus 320	1418 1542
G-OMEL Robinson R-44	1427 1434		OO-DWK Avro 146 RJ100	1502
G-MAJD Jetstream 41	1509		G-BVCM CitationJet	1603 2046
G-RJXE EMB 145	1622		G-JECB CL600RJ	1635
G-JEDZ DHC-8	1638		G-UKTC Fokker 50	1646
G-BYNC Boeing 737 800	1709		G-UVIP Cessna 421C	1727 1740
EI-CKP Boeing 737	1741		VP-CSN Citation Ultra	1746 1807
G-JECB CL600RJ	1919		C-GTDB Airbus 320	1931
G-GNTJ SAAB 340	1944		G-JEDZ DHC-8	2005
G-UKTA Fokker 50	2008		G-GNTG SAAB 340	2011
G-RJXE EMB 145	2039			
29 Tuesday				
G-UKTD Fokker 50	0739		G-JECB CL600RJ	0751
N68DD Gulfstream IV	0817 0734(30)		EI-FKE Fokker 50	0852
G-GNTG SAAB 340	0924		G-BVZI Boeing 737 500	0927
G-MAJD Jetstream 41	0930		G-MAJB Jetstream 41	0944
G-JEDZ DHC-8	0946		G-GNTJ SAAB 340	0954
EI-CNW Boeing 737	0956		G-UKTA Fokker 50	1004
OO-DJV Avro 146 RJ85	1017		G-JECB CL600RJ	1037
G-RJXE EMB 145	1041		G-BSNX PA-28 Archer II	1045 1237
G-BYNC Boeing 737 800	1308		G-AXIF B121 Pup	1315 1813
G-BVZI Boeing 737 500	1341		G-MAJB Jetstream 41	1356
C-GTDB Airbus 320	1358		G-GNTJ SAAB 340	1403
EI-COB Boeing 737	1412		G-LINE Twin Squirrel	1426 0925(30)
G-UKTA Fokker 50	1427		N4545 Lear Jet 45	1439 1819(31)
OO-DJR Avro 146 RJ85	1441		G-JEDZ DHC-8	1632
G-JECB CL600RJ	1634		G-UKTD Fokker 50	1638
9H-ABS Boeing 737 300	1647 1756		G-GNTG SAAB 340	1654
G-MAJB Jetstream 41	1657		G-MAJD Jetstream 41	1707
G-RJXE EMB 145	1710		G-GNTJ SAAB 340	1720
EI-CON Boeing 737	1753		G-BVZI Boeing 737 500	1813
G-JECB CL600RJ	1915		G-MAJD Jetstream 41	1953
G-JEDZ DHC-8	2004		G-BYNC Boeing 737 800	2047
G-RJXE EMB 145	2120		G-BVZI Boeing 737 500	2132
30 Wednesday				
G-UKTD Fokker 50	0739		G-JECB CL600RJ	0751
G-BVZI Boeing 737 500	0918		G-MAJB Jetstream 41	0923
G-GNTJ SAAB 340	0932		G-GNTG SAAB 340	0935
G-MAJD Jetstream 41	0937		G-BXNT JetRanger	0939 1256
G-JEDZ DHC-8	0944		G-UKTA Fokker 50	0956
OO-DJO Avro 146 RJ85	1019		G-LINE Twin Squirrel	1148 1552
G-BWHF PA-31 Navajo	1220 1301		G-OBLC B76 Duchess	1305

G-BNRL Cessna 152	1326	1417	G-MAJD Jetstream 41	1356
G-GNTJ SAAB 340	1401		G-BVZI Boeing 737 500	1406
G-UKTA Fokker 50	1431		EI-CNT Boeing 737	1446
OO-DJV Avro 146 RJ85	1459		G-FCAL Cessna 441	1530
G-RJXE EMB 145	1831		G-JECB CL600RJ	1835
G-JEDZ DHC-8	1838		G-BYNC Boeing 737 800	1841
G-UKTD Fokker 50	1844		G-GNTG SAAB 340	1851
C-GTDB Airbus 320	1701		G-MAJB Jetstream 41	1708
G-MAJD Jetstream 41	1710		G-GNTJ SAAB 340	1723
N92765 PA-46 Malibu	2053	1505(31)		

31 Thursday

G-BVCM CitationJet	0644	2224	G-UKTD Fokker 50	0740
G-JECB CL600RJ	0748		G-MAJD Jetstream 41	0917
G-GNTJ SAAB 340	0936		G-MAJB Jetstream 41	0941
G-UKTA Fokker 50	0947		EI-CKP Boeing 737	0949
G-JEDZ DHC-8	0954		G-GNTG SAAB 340	1000
G-OJIM Turbo Arrow III	1103	1503	G-GLTT PA-31 Navajo	1139 1211
G-BBCA JetRanger	1216	1251	G-UKTD Fokker 50	1227
G-OOOI Boeing 757	1320	1443	EI-CNY Boeing 737	1346
G-TMDF Airbus 320	1358	1529	G-MAJB Jetstream 41	1404
G-GNTJ SAAB 340	1407		G-UKTA Fokker 50	1437
G-JEDZ DHC-8	1832		G-JECB CL600RJ	1834
G-UKTD Fokker 50	1842		G-GNTG SAAB 340	1850
G-MAJB Jetstream 41	1704		G-MAJD Jetstream 41	1716
G-GNTJ SAAB 340	1730		G-BWHF PA-31 Navajo	1741 1828
G-BYNC Boeing 737 800	1851			

From & To

01) PH-FVA/Dublin;VP-CCP/Blackpool-Edinburgh;N4545/Jersey-n/s-Jersey: 02) CS-DNK /F & T Brussels;CS-DNM/F & T Nice;N180GC/Gander n/s;N9122N/F & T Oxford:
03) D-CBMW/Birmingham-Farnboro;OO-KWT/?-Inverness: 05) N510PS/Southampton-White
Waltham: 06) EI-GHP/?-n/s-Biggin Hill: 07) OY-EBB/Munich-Billund;PH-OAL/?-?:
08) N421CA/Isle of Man-n/s-Isle of Man: 09)D-CHZF/Zurich-?:D-CMTM/Munich-Bonn;
D-EZAG/Leverkusen-n/s-Leverkusen;D-IEBE/Munich-n/s-Munich;N4545/Jersey-n/s-?;
N52NW/Palma-Stanstead;N95HC/Glasgow-Birmingham: 10) OY-EBB/Londonderry-Hamburg:
11) N909M/Reykjavik-Hamburg: 14) N375SA/Gamston-Guernsey;VP-BMZ/Badminton-
Fairoaks: 15) HB-IIP/Nice-Geneva:N202AA/F & T Elstree;N375SA/Guernsey-Gamston;
N829CB/Blackpool-Cardiff & Return;SE-LBM/F & T Amsterdam: 16) G-GKEL/Cork-
Le Mans;PH-VMP/Lelystad-Aberdeen;VP-BMZ/Fairoaks-Badminton: 17) HB-IDJ/Luton-
Sion;HB-VMR/Shannon-n/s-Stockholm: 18) N331SJ/Prestwick-Nice: 20) CS-DNQ/Palma-
Le Bourget;HB-IEE/Heathrow-n/s-Munich;N331SJ/Olbia-Prestwick: 21) N273TB/
Wellesbourne Mountford-Bergen;VP-BNJ/?-?: 22) D-ISHY/Rotterdam-Colgne;EI-WGV/
Nice-n/s-Shannon;EI-WJN/F & T Shannon;ES-NOG/F & T Shannon;F-GKGL/Northolt-
Exeter: 23) EI-WJN/Shannon-Bublin;ES-NOG/F & T Shannon: 24) A8-ESH/Exeter-
Farnboro;EI-WJN/F & T Shannon;ES-NOG/F & T Shannon;HB-IEE/Munich-Geneva:
25) D-CACB/Brize Norton-Teesside;HB-IIP/Nice-Frankfurt;N139DB/F & T White
Waltham;N273TB/Wellesbourne Mountford-Welshpool;VP-CSN/Edinburgh-Luton:
28) VP-CSN/Luton-Edinburgh: 29) N4545/Jersey-n/s-Jersey;N86DD/Chicago-Gatwick:
30) N92765/Eglesbach-Northolt:

Overshoots

02) XX500/CWL76: 04) XX495/CWL76: 07) XX496/CWL72: 08) XX495/CWL04: 16) XW208/?
18) ZF372/LOP40: 24) XX491/CWL72: 31) ZF211/LOP46:

LBA Movements review, August 2000

Arriving very early on 1st was the Bandeirante PH-FVA which had belonged to Sky Service but has apparently now been acquired by Comed of Blackpool, it came from Dublin and spent all month in Mutiflights hangar. Citation II VP-CCP was from Blackpool to Edinburgh on the 1st whilst Lear 45 N4545 arrived from Jersey for a double night stop before departing back there on the 3rd. Executive Jet Europe were in evidence on the 2nd with two Hawker 800XP's, CS-DNK was from/to Brussels and CS-DNM was from/to Nice, the same day saw Lear 35 N180GC of Global Air Rescue arriving from Gander and PA-46 N9122N from and to Oxford. On the 3rd Cessna 172N OO-KWT called in on its way up to Inverness and the BMW Hawker 800XP D-CBMW was "BMW62" on a flight from Birmingham to Farnboro.

Peter Scotts Cessna 310 N510PS came from Southampton on the 5th and departed to its base at Walton Wood. Citation Bravo EI-GHP arrived on the 6th and departed to Biggin as "Goldair 40H" on the 7th, also on the 7th were the Newair Fokker 50 from Munich to Billund as "Newdane 1313" and a Navajo, PH-OAL, from and to places unknown. Cessna 421C N421CA, reported to be based at Gamston, arrived on the 8th from the Isle-of-Man and stayed until the 12th when it returned to the I-o-M. It was all Germans and Yanks on the 9th, Citation Bravo D-CHZF arrived from Zurich, the MTM Dornier 328 D-CMTM arrived from Munich and after a n/s went to Bonn, also night stopping were PA-28 D-EZAG from and to Leverkusen, King Air 90 D-IEBE from and to Munich and Lear 45 N4545 from Jersey. Two American biz jets finished off the 9th with Gulfstream II N52NW from Palma to Stanstead and the Falcon 50 N95HC from Glasgow to Birmingham. Heavier metal that day took the form of Airbus 320 EI-TLI of Sobelair from Munich to Brussels and Boeing 737 300 F-GNFD of Aeris SA from Pisa to Lyon.

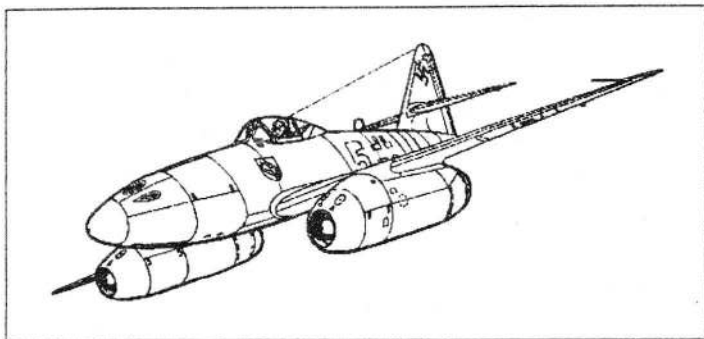
On the 11th CitationJet N909M was on a long flight from Reykjavik to Hamburg. It was the 12th before there were any more foreigners to record then it was just PA 34 Seneca N375SA from Gamston to Guernsey and Rockwell 900 VP-BMZ from Badminton to its base at Fair Oaks. A lot busier on the 15th when Boeing 737 700 HB-IIP of Private Air was from Nice to Geneva, Cessna 421C N202AA was from and to Elstree, PA-34 N375SA was back from Guernsey to Gamston, Citation Bravo N829CB called in from Blackpool to Cardiff and then did the return trip whilst Mooney M20R SE-LBM was from and to Amsterdam. Rockwell 900 VP-BMZ was back on the 16th this time it was from Fair Oaks to Badminton, King Air 100 F-GKEL was from Cork to Le Mans and King Air B200 PH-VMP was from Lelystad to Aberdeen. Canadair CL700 Regional Jet HB-IDJ of TAG Aviation was "TAG 930" when it visited on the 17th from Luton to Sion and night stopping on the same day was the Astra SPX HB-VMR from Shannon to Stockholm.

Lear Jet 31 N331SJ was from its base at Prestwick to Nice when it visited us on the 18th, it was back on the 20th from Olbia to Prestwick along with Falcon 2000 CS-DNQ of Executive Jet Europe which was from Palma to Le Bourget and the night stopping Boeing 757 HB-IEE of Private Air which was from Heathrow to Munich. The Welshpool based Beech 58 Baron N273TB was from Wellesbourne Mountford to Bergen on the 21st and also noted was the Falcon 900B VP-BNJ. The 22nd was a good day with Cessna F406 D-ISHY from Rotterdam to Cologne, HS 125 700 EI-WJN from and to Shannon, Gulfstream V EI-WGV night stopping from Nice to Shannon, the Falcon 900B VP-BNJ also night stopping from and to Waterford and Citation V F-GKGL visiting from Northolt to Exeter. However the star of the day (month?) was the Antonov 72 ES-NOG of A/S Enimex which was from and to Shannon with horses for York races, it

replaced an Air Atlantique Electra which had originally been scheduled to bring in the horses. Bell 412 F-GRAK on the 22nd was from Aiglemon to York, possibly to the racecourse as it was the Aga Khan for the racing.

ES-NOG was back on the 23rd as was HS 125 EI-WJN and both were in again on the 24th, joining them on the 24th was the new Airbus 319 A6-ESH using a registration previously seen at the LBA on a Boeing 737 and also using the same callsign "Dubai 1" from Exeter to Farnboro. Another big biz jet on the 24th was the Swiss Boeing 757 HB-IEE from Munich to Geneva. From Nice to Frankfurt on the 25th was the Boeing 737 700 HB-IIP along with Beech 200T D-CACB from Brize Norton to Tees -side doing calibration at Leeds, Aztec N139DB from and to White Waltham where it is reputed to live and B58 Baron N273TB from Wellesbourne Mountford back to its base at Welshpool. Citation Ultra VP-CSN was from Edinburgh to Luton on the 25th and then on the 28th it was from Luton to Edinburgh. Night stopping on the 29th was the Lear 45 N4545 from and to Jersey but travelling a little bit further the same day was Gulfstream IV N66DD from Chicago to Gatwick. Final foreigner of the month was Piper PA-46 Malibu N92765 from Egelsbach to Neustadt on the 30th.

Citation G-TJHI which has been in Multiflight for some time did an airstest on the 1st and by the 11th it had become N354RC, it left for Stornoway on the 14th going to the USA. New with Multiflight is the B76 Duchess G-TRAN which arrived from its previous home of Guernsey on the 23rd. Also new is the GY80 G-GYBO which finally arrived from Blackpool at an unrecorded date during the month. The ATP G-OBWR on the 6th was operating for Air UK on the "UK 05V-15V", positioning in as "UK 05P" and out as "UK 15P". Dash eight PH-SDU operated the "Sabena 45F-T" on the 7th. Aer Lingus substituted Boeing 737 400 EI-BXI on the "Shamrock 364-5" on the 8th and Midland used Airbus 321 G-MIDL as "BMA 4JL-2LJ" on the 10th. Making a first visit to the LBA on the 11th was the JMC Boeing 757 G-JMCG as "JMC 599-8" and on the same flight on the 18th G-JMCD made a first visit. Aer Lingus were substituting again on the 24th when BAe 146 EI-CLJ operated "Shamrock 368-9".





Military News

Eric Martin.



LOWESTOFT SEAFRONT AIR FESTIVAL 2000 and THE GREAT YORKSHIRE AIR SHOW, ELVINGTON

Listings from two displays, which had several aircraft in common, but each had some unique displays. They are both predominantly military, but I have included the civilian aircraft for completeness.

LOWESTOFT

Red Arrows
Bearcat
Hellcat
Swordfish
Walter Extra 300L
Reims F406
B25 Mitchell
Meteor
Utterly Butterfly Wing Walkers (Two Stearman)
Lancaster (Battle of Britain Memorial Flight)
Spitfire " " " "
Hurricane " " " "
Dakota " " " "
Tornado
Blenheim
Jaguar
Mustang
Pilatus PC7 (Two)
Yak 52 (Two)
Fouga Magister (Belgian Air Force)
Spitfire T9
Harrier
A26 Invader (Scandinavian Historic Flight)
Hunter " " "
Vampire " " "
Pitts Special
Prince of Wales Royal Regiment Parachute Team

ELVINGTON

Spitfire
Hurricane
B25 Mitchell
Canberra
Tornado F3
Mirage F1
Pilatus PC7 (Two)
Sea Fury
Swordfish
Hunter
Shape Parachute Team
Battle of Britain Memorial Flight
Utterly Butterfly Wing Walkers (Two Stearman)
J3 Cub (Kia Team)
Grob Tutor
Corsair
Tucano
Acro
Jaguar
Harrier
Red Arrows

Credits: Lesley, Rob & Vicky Kilbey, for information on the Lowestoft display and for transport and sustenance for Elvington.

Please send any information for inclusion on this page to:
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Military Matters

Editorial



KEY DATES IN RAF HISTORY 1918-1998

1929

- 1 Jan Control of the Observer Corps was transferred from the War Office (Army) to the Air Ministry (RAF)
- 26 Apr The foundation stone was laid for the permanent RAF College at Cranwell
- 1 May The Bristol Bulldog entered squadron service
- 7 Sep The RAF High Speed Flight won the Schneider Trophy for the second successive time, with a Supermarine S6. The same day, an aircraft of the same type achieved new world closed circuit records over 50km and 100km
- 12 Sep A Supermarine S6 achieved a new world record airspeed of 357.75mph

1930

- 1 Jan Air Chief Marshal Sir John Salmond was appointed Chief of Air Staff, in succession to Marshal of the RAF, Lord Trenchard
- 16 Jan A private patent for a new kind of aircraft engine was filed by a junior RAF officer – Flying Officer Frank Whittle. He was obliged to file a private patent as neither the Air Ministry nor the aircraft industry showed any interest
- 5 Oct Airship R101 crashed near Beauvais, France, en route to India, killing 48 passengers and crew; this disaster ended the RAF use of airships

1931

- 1 Sep The first RAF instrument flying course was established at Central Flying School at Wittering
- 12 Sep The RAF High Speed Flight won the Schneider Trophy outright, with a Supermarine S6B
- 29 Sep A Supermarine S6B achieved a new world record airspeed of 407.5mph

1932

- 1 Jan The Tiger Moth became the standard elementary trainer of the RAF, entering service at the Central Flying School; by the outbreak of World War II, over a thousand had been delivered
- 1 Nov Germany withdrew from the Disarmament Conference and announced its intention of developing the Luftwaffe

1933

- 3 Apr Two Westland Wallace aircraft made the first flight over Mount Everest
- 14 Nov The last biplane heavy bomber to serve with the RAF, the Handley Page Heyford, entered service

1934

- 24 May The first Empire Air Day took place, with selected RAF Stations being open to the public. These Days also later took place at some civilian aerodromes which had RAF connections; eg: Yeading, with its link with 609 (West Riding) Squadron Auxiliary Air Force
- 1 Dec The RAF's first rotary-winged aircraft, the Avro Rota I (Cierva C30 autogiro), entered service

1935

- 1 Mar The first successful demonstration of radio direction finding (RDF), later known as radar, took place; this led to an order for twenty ground stations
- 3 Mar Hitler informed a British delegation to Germany that the Luftwaffe had achieved parity of numbers with the RAF

Credit: Brace by Wire to Fly-by-Wire

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

First an apology for the non appearance of this section last month. This was due to a three week family holiday, taking in the delights of The Royal International Air Tattoo at Cottesmore, Farnborough Air Show and the Bristol Balloon Fiesta !!!!

Excellent news is that LBA is to have a UPS freight service which should have started on 25th September (after the press date). The Boeing 727 operated flight is scheduled to arrive from Cologne at 2030 and depart at 2130 each weekday evening.

August saw yet again an increase in passenger figures as the press release/WEB site was quick to point out:-

Leeds/Bradford's claim to be "Yorkshire's" premier airport has been re-inforced by it's latest set of passenger figures. For the third month in succession the airport has handled more than 1 million passengers in a 12 month period, amounting to 1,523,169 in the year ended 31st August.

Passengers carried this August totalled 155,616 against 143,324 in the same month last year, an increase of 12,292.

There was an increase of 9.61% in passengers using the airports scheduled services during the month, giving a total of 85,552. Of these, 41,465 were on domestic flights (up to 20.75% against August 1999) and 44,087 flew on international flights (up 0.86%). Inclusive tour passengers totalled 70,064 an increase of 7.34%.

Seven of the airport's scheduled services enjoyed August passenger increases. British European's Belfast City route, now all-jet saw a lift of 44.75%. British Regional had an increase of 4.2% on its Southampton route. Other increases were British European / Guernsey up 63.75%, Aer Lingus / Dublin up 7.9%, British Midland / Paris up 4.07% and Sabena / Brussels up 8.73%.

Ryanairs Dublin passenger total held steady at nearly 16,000. KLMuk had 10,708 on it's Amsterdam flights. British Midlands Heathrow shuttle remained steady at nearly 16,000, despite a reduction in flights from five to four a day. Traffic in it's Glasgow service remained steady.

The Leeds/Bradford to Edinburgh service, now operated by British Midland, had a total of 19,303 passengers in the first eight months of this year and Ryanairs Dublin service carried 100,355 in the same period, 15,708 in August, making it the second busiest month on the route this year.

The terminal development work continues. Upstairs, work is complete on the walkway with flooring and suspended ceiling complete. The view through here is better than originally anticipated, but still does not provide particularly good opportunities for photography.

Next for development is the Café itself, with it been extended to the area behind the mural. Work has also taken place on the grass, adjacent to the now widened taxiway. The grass has been "smoothed" out, as it was on a slight slope with various humps and bumps. Low engined aircraft while been pushed back from stand 6 or 7 had engines which were coming quite close to the grass !!

Runway 28 / 10 should be no more by the time you read this. The runway has been redesignated 09 / 27 and was closed for 1 week at the end of September to allow "The Numbers" to be replaced.

Unwelcome news is the erection of a fence on the South Side, around the area of the access road to prevent unauthorised parking. The new fence allows for only about 5 cars to park the entrance side of the club.

Additional Just for the day flights for 2001 are as follows

Jan 1 st	Rome	Jan 6 th	Cairo
Jan 8 th	Cairo	Feb 12 th	Florence
Feb 13 th	Iceland	Feb 14 th	Venice
April 28 th	Copenhagen	April 29 th	Bergen

AIRPORT NEWS

Birmingham has submitted plans to build a £5 million interchange linked to Birmingham International railway station.

Airtours has threatened to take it's business elsewhere if Finningley fails to get the go-ahead. A decision is expected to be made this October. Airtours is backing construction of the airport, but has hinted it may use airports abroad if Finningley is not developed.

Airtours Aviation director Bill McGrorty said "I will be disappointed if Finningley Airport does not get the go-ahead. We have good coverage in the UK but we'll have to take our business elsewhere including looking at International opportunities" ""Its a wonderful airport and it has a fantastic runway. It also has good long haul opportunities. We only operate long-haul from Gatwick and Manchester which is a bit limiting. We're unlikely to start operating more long-haul flights, but we may redistribute and take flights from other airports. Finningley will give us a real alternative"

Liverpool airport has effectively moved over the last 40 years. On August 29th the North side of the airfield closed, and the occasion was marked by a fly past of a Bowing Stearman flown by Martin Keen. Liverpool had a new runway built in the 1960's to the south of the existing airfield, which was not visible from the terminal. The runway was hidden behind trees which contained Speke Hall owned by the National Trust.

In the 1980's a new terminal was opened adjacent to the runway. During the last few years the old airfield has been rundown and will now finally close.

Manchester has recorded a pre-tax profit of £28.9 million for the financial year 1999-2000. The figure is lower than the previous years £41.4 million because of the costs of the second runway and loss of duty free sales on journeys within the European Union.

AIRLINE NEWS

Air Wales finally commenced services on September 4th from Cardiff to Stansted and Cardiff to Cork. The airline was due to start services six months ago, but has had problems recruiting pilots and deciding which airport in Wales to fly from.

British Midland are to re-enter the transatlantic market with daily return flights between Manchester and Washington and Chicago commencing on the 30th April next year. The services will be operated by A.330's.

Monarch have placed an order for five A.321 aircraft to be delivered over 18 months commencing Autumn 2002. Monarch state as it is impossible to predict demand so far ahead the aircraft will be used to replace leased aircraft or used for further expansion depending on market conditions when the aircraft are delivered.

AIRCRAFT NEWS

During the holiday period, shocking news headlines were the tragic loss of all on board the Air France Concorde. Since the incident both the Air France and British Airways fleet has been grounded. The joint manufacturers have been asked to draw up an action plan which could involve costly modifications to British Airways seven Concorde's, along with Air Frances five remaining aircraft.

An optimistic B.A. said they may bring forward a £14 million Concorde re-fit, originally scheduled for next spring while the aircraft is grounded, however other reports suggest a re-enter into service date of next May.

Antonov are to offer the worlds largest commercial cargo aircraft the An-225 for charter from next year. The giant aircraft will be available through business partner Air Foyle after the Paris Air Show in June next year.

The An-225 has a payload of 254 tonnes and a range of up to 10,400km. The aircraft can carry freight both inside and outside on the roof in pods. Named the Mriya (Ukrainian for dream) the aircraft was built in Kiev for the Russian space shuttle Buran. It has been grounded since the collapse of the shuttle programme, and will be flight tested and certified next year.

Boeing have commenced work on the first of 44 ex British Airways Boeing 757 freighter conversions for D.H.L. at its Wichita Modification Centre. Engineers will remove a section of the forward fuselage and replace it with a 2 x 2.2 meter cargo door. The '757 freighters will have a payload of 26.7 tonnes. The first completed conversion will be delivered to D.H.L. in the 1st quarter of 2001.

The Boeing 737-900 took to the air for the first time on August 3rd. With a fuselage length of 138' 2" the aircraft is the longest '737 so far. Launch customer, Alaska Airlines will receive the first example in April 2001.

OTHER NEWS

Manchester has taken on a new member of staff in the form of "Robomop" The talking robot cleaner scrubs the floors at a steady 3 miles per hour, politely asking passengers to move aside. Robomop is equipped with sensors to avoid obstructions and stairs. The high tech cleaner is the first of its kind in the U.K. and happily scrubs 20,000 square meters of floor every day. It needs minimal supervision and utters only three phrases "Excuse me, I am cleaning", "No Smoking" and a warning not to leave bags behind.

E-mail Dwooler@EGNM.screaming.net

CREDITS: ABN, ACW, AI, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Lawrie Coldbeck, H. Morrow, M. Mitchell, P. Smith

LEEDS BRADFORD AIRLINE REPORT - AUGUST 2000

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA174	PMI	05/EC-GOJ	12/EC-GHM	19/EC-GOJ	26/EC-GOJ	
AEA189	TFS	04/EC-HKR	11/EC-HKR	18/EC-HKR	25/EC-HKQ	
AEA215	PMI	04/EC-GNU	11/EC-GGO	18/EC-GGO	25/EC-GNU	
AEA259	PMI	05/EC-HBL	12/EC-HJP	19/EC-HGP	26/EC-HBL	
AIH323	REU	07/G-DJAR	14/G-RDVE	21/G-DJAR	28/G-DJAR	
AIH357	AGP	03/G-RDVE	10/G-RDVE	17/G-DJAR	24/G-VCED	31/G-TMDP
AIH359	PMI	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH363	GRO	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH365	ACE	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH367	BJV	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH369	FUE	02/C-GTDB	09/G-RDVE	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH371	LCA	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH373	ALC	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH377	TFS	01/C-GTDB	08/G-RDVE	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH379	FAO	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH381	AGP	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH383	LPA	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH385	PMI	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH387	ALC	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH389	IBZ	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH391	MAH	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH395	PMI	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH5107	ALC	05/G-CRPH	12/G-CRPH	19/G-CRPH	26/G-CRPH	
AMC5203	MLA	01/OY-MRB	08/OY-MRA	15/OY-MRB	22/OY-MRA	29/9H-ABS
AMM595C	FAO	03/G-OOOb	10/G-OOOC	17/G-OOOG	24/G-OOOA	31/G-OOOI
BAL071A	PMI	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL076A	MAH	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL089A	CFU	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL146A	IBZ	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL241A	TFS	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL268A	ALC	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL277A	IBZ	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	31/G-BYAN
BAL295A	LPA	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL365A	PMI	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL368A	AGP	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	31/G-BYAN
BAL397A	PMI	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL423A	ACE	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL468A	REU	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL476A	TFS	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL488A	IBZ	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL506A	GRO	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
FUA1354	TFS	04/EC-HMK	11/EC-HMK	18/EC-HHG	25/EC-HMK	
FUA1412	MAH	04/EC-GRX	11/EC-GNZ	18/EC-GRX	25/EC-GUI	

IWD3336	TFS	04/EC-GZE	11/EC-GLT	18/EC-GZE	25/EC-GLT
JMC598	MAH	04/G-FCLH	11/G-JMCG	18/G-JMCD	25/G-FCLA
MSK108	FAO	05/G-MSKC	12/G-MSKE	19/G-MSKE	26/G-MSKA

OTHER FLIGHTS

01	G-BYAX	B752	BAL295B/994F	Las Palmas - Manchester	Lieu B738
06	G-OBWR	BATP	UKA05P/05V	Southend - Amsterdam	Lieu UKA FK50
06	G-OBWR	BATP	UKA15V/15P	Amsterdam - Southend	Lieu UKA FK50
07	<u>OY-EBB</u>	FK50	NAW1313/9313	Munich - Billund	Football Charter
07	PH-SDU	DH8	SAB45F/45T	f/t Brussels	Lieu RJ85
08	EI-BXI	B734	EIN364/365	f/t Dublin	Lieu FK50
09	EI-TLI	A320	SLR4387/9302	Munich - Brussels	Football Charter
09	<u>D-CMTM</u>	D328	MTM19	Munich -n/s- Hamburg	Football Charter
09	<u>F-GNFD</u>	B733	AIS355/035V	Pisa - Lyon	Football Charter
10	OY-EBB	FK50	NAW7313/2313	Derry - Hamburg	Football Charter
10	<u>G-MIDL</u>	A321	BMA4JL/2LJ	f/t Heathrow	Lieu B735
11	G-ZAPJ	AT42	AWC287Y/287	Stansted - Norwich	Passenger Charter
13	G-JEBD	BA46	JEA031D/691	Birmingham - Guernsey	Lieu DH8
13	G-OBWN	BATP	JEA033D/651A	Southend - Stansted	Lieu DH8
13	G-JEBD	BA46	JEA692/032D	Guernsey - Birmingham	Lieu DH8
13	G-OBWN	BATP	JEA652A/034D	Stansted - Southend	Lieu DH8
15	<u>HB-IIP</u>	B737	PTI-IP	Nice - Geneva	Executive Charter
20	HB-IEE	B752	PTI-EE	Heathrow -n/s22- Munich	Leeds United FC
21	EI-CLI	BA46	EIN368/369	f/t Dublin	Lieu FK50
22	<u>D-ALAF</u>	A320	AEF9902/9903	f/t Munich	Football Charter
22	<u>ES-NOG</u>	AN72	ENI4018/4019	f/t Shannon	Horse Charter
23	<u>EC-HNO</u>	B733	CCU300F/300	Paris Cdg - Munich	Football Charter
23	ES-NOG	AN72	ENI4020/4021	f/t Shannon	Horse Charter
24	HB-IEE	B752	PTI-EE	Munich - Geneva	Leeds United FC
24	<u>D-ADBI</u>	B733	BAG8998/8999	f/t Munich	Football Charter
24	EC-HNO	B733	CCU301/301F	Munich - Paris Cdg	Football Charter
24	ES-NOG	AN72	ENI4022/4023	f/t Shannon	Horse Charter
24	A6-ESH	A319	SHJ01	Exeter - Farnborough	VIP
24	<u>EI-CLJ</u>	BA46	EIN368/369	f/t Dublin	Lieu FK50
25	HB-IIP	B737	PTI-IP	Nice - Frankfurt	Executive Charter

Aircraft making first visits are underlined.

CANADA AGAIN? WELL, NOT REALLY

When we moved house last year from a medium sized house to a smallish semi, we made a nice paper profit and so my wife and I decided that the whole family should benefit and agreed to take them all on holiday. So after much planning and cheque writing, it all came together and off we went.

On August 11th at 04.20 am, we were collected by a mini-bus and duly deposited at Manchester Airport to catch Air Transat flight TS256 to Toronto. Yes, I'm afraid that we were flying with the airline that betrayed LBA this year but as our daughter had made all the bookings in Canada, we didn't have much choice. Thus it was that ten of us presented ourselves at the check-in desk before proceeding through Immigration. We were in good time and I was able to do quite a bit of spotting. Whilst the aircraft were, presumably regulars, I still was able to log 52, of which, 26 were new to me.

Our aircraft for the flight was B757 C-GTSN and whilst we were due to depart at 08.15, we didn't lift-off until 09.34. The flight was OK with the usual Air Transat hospitality (and legroom) and so we weren't terribly disappointed to land at Toronto, almost 7 hours later where we were met by our daughter. I must just say that the landing was one of the smoothest I have ever experienced. We spent the night at a hotel just off the end of Runway 24R and whilst all the best stuff seemed to be going in on 24L, I managed one or two of Air Canada's new A330/340s.

Next morning, we were up at 03.30 and back to Pearson on the courtesy bus where we met up with the rest of our family and the 14 of us caused some surprise when we arrived at the Canada 3000 check-in. It was still dark when we reached the gate but I was still able to log a few aircraft including N233TA of TACA which turns out to be an ex-Aviogenex machine and seen at LBA. Oh well, you can't win 'em all.

Our flight to Orlando was on A320 C-GVXA and was quite uneventful although with good views all the way. Arrival at Orlando was disappointing, because here is this vast airport with hardly any aircraft to be seen. I probably missed one or two but only managed to log six. Our arrival caused problems at Immigration because 10 of us were British arriving from Canada and had not been given the correct forms to complete. The officers were extremely helpful but by the time we were allowed through, the rest of the flight had vanished. We collected our luggage, walked down a corridor and had it taken from us, boarded a monorail and duly arrived at another baggage reclaim. Then we found that our eldest son's luggage was missing but soon found it. Apparently, we had taken so long to clear Immigration, the carousel had been switched off before Nigel's cases arrived.

So began a superb two centre holiday in Florida and whilst we had a wonderful time, any hopes of plane spotting were dashed. Naturally, our first week was spent at Disneyworld and it was worth every penny just to see the grandchildren's faces when they met up with the characters. A visit to MGM Studios produced Gulf 1 N123MM preserved with a couple of helicopters and that strange pseudo German aircraft from the Indiana Jones film

The second week we were on the Gulf Coast and the only aircraft were a few light singles including a banner-tower and two microlights plus the Coast Guard helicopter. I never did manage to log the latter because it invariably turned up just as I was liberally anointing myself with Sun oil or swimming in the sea. We saw many C135 tankers on approach to McDill AF base and did manage to log a Coast Guard Falcon and a B727 as we toured around. It was very hot and reached 101F on at least one occasion. The sea was lovely and warm for swimming with Dolphins just offshore but care had to be taken because there were a lot of Stingrays in the shallow water

Our return journey was from St.Petersburg/Clearwater Airport and was again on an A320 but this time it was C-GVXD. We drove to the airport in a tropical storm as dusk was falling which indicated that spotting was unlikely. As we approached we could see 2 UPS 757s and a gaggle of Biz Jets but couldn't identify them and in that rain, it wasn't possible to stop. The terminal is very small and doesn't appear to have many flights per day. Just three were rostered for that evening and the first to arrive was an American Trans Air 727 N766AT, followed by our A320 and then Air Transat B757 C-GTSN and if that rings a bell, see the second paragraph above. As we walked out to the aircraft I managed to log USCG C130s 1716,1719,1720 which are based there. The sky had cleared as we took off and the night-time panorama of Clearwater and Tampa was breathtaking. Due to lack of other flights, we left 16 minutes early and arrived back in Toronto at 00.13 on Aug 27th where we stayed at the same hotel.

Air Transat advertise checking in from 13.30 and we arrived at 13.20 to be in good time. Other flights were being checked in but we were told to wait as they were not ready for us. At 14.00 we complained about the delay only to be told by a supervisor that the computers were down even though they were still checking in five other flights. They really were very off-hand and even when we finally got to a desk and asked for a nine-seat block (we were first in the queue) we were still separated because the girl took so long in booking the seats. I don't think I will travel with AT again if it is avoidable.

Our take off on B757 C-GTSF was only a few minutes late and we made good time to land at a very wet and miserable looking Aberdeen at 07.28 with very little to see except a LET 410 OY-PBI waiting to enter the runway. Whilst we were parked G-EZYB, SE-DOO and OY-RCA (Bae 146) landed but I couldn't get any of the Puma? Helicopters lined up to service the oilrigs.

The final leg took us over the Lake District with great views of Helvellyn down to Windermere and finally arrival in Manchester at 09.30 where the sun was shining. We were tired but the holiday had been such a success that it didn't matter.

IAN D.MORTON.



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4th September 2000

Leeds Bradford International Airport Urges Yorkshire Forward to Support Call for Public Inquiry on Finningley Proposals

Leeds Bradford International Airport today urged the Board of Yorkshire Forward to support its call for a public inquiry into the proposals for a new airport at Finningley.

Yorkshire Forward had commissioned a report by Turner & Townsend to review the provision of airports within the Yorkshire and Humber region and sought views from Leeds Bradford International Airport and other interested parties.

In its response, Leeds Bradford referred to the very superficial nature of the debate on the Finningley proposals and the complexity of the issues.

Airport Managing Director Ed Anderson said "Air transport is a highly complex subject and there are fundamental disagreements among experts as to precisely what impact the provision of another airport in the region would have. The report commissioned by Yorkshire Forward provides no analysis which proves the "need" for a new airport in Yorkshire. We do not feel that Finningley would have a particularly adverse effect on Leeds Bradford Airport because of our catchment area, airline infrastructure and the advanced stage of our development. We do feel strongly, however, that as with all major airport developments in this country, there should be a full examination of all the issues at a public inquiry."

PRESS RELEASE



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8th September 2000

Airport's Latest Passenger Totals Reinforce Its "Premier" Status

Leeds Bradford International Airport's claim to be "Yorkshire's Premier Airport" has been reinforced by its latest set of passenger figures. For the third month in succession the airport has handled more than 1½ million passengers over a 12 month period; amounting to 1,523,169 in the year ended 31 August.

Passengers carried this August totalled 155,616 against 143,324 in the same month last year, an increase of 12,292.

There was an increase of 9.61% in passengers using the airport's scheduled services during the month, giving a total of 85,552. Of these, 41,465 were on domestic flights (up to 20.75% against August 1999) and 44,087 flew on international flights (up 0.86%). Inclusive tour passengers totalled 70,064; an increase of 7.34%.

Seven of the airport's scheduled services enjoyed August passenger increases. British European's Belfast City route, now all-jet, saw a lift of 44.75%; British Regional had an increase of 4.20% on its Southampton route. Other increases were: British European/Guernsey – up 63.75%; Aer Lingus/Dublin – up 7.90%; British Midland/Paris – up 4.07%; and Sabena/Brussels – up 8.73%.

Ryanair's Dublin passenger total held steady at nearly 16,000; KLMuk had 10,708 on its Amsterdam flights. British Midland's Heathrow shuttle total remained steady at nearly 16,000, despite a reduction in flights from five to four a day. Traffic on its Glasgow service remained steady.

The LBA-Edinburgh service, now operated by British Midland, had a total of 19,303 passengers in the first eight months of this year and Ryanair's Dublin service carried 100,355 in the same period; 15,708 in August, making it the second busiest month on the route this year.

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HOME BASED P.C.FLIGHT SIMULATORS

Flight Unlimited III is the latest version of a civil aviation flight simulation program. Having tested it extensively, here are my findings.

To install the full program, requires a minimum of a 350 MHz processor, 64 MB RAM 8x CD ROM and a massive 2.1 GB of 'free' hard disk space. Additional space to save your favourite weather to, is advised. I opted for the 'typical' installation which is one of three options you are given. This still takes up 1.6GB of free disk space. There is a separate 'engine' to drive the real time weather on the P.C. There are a large number of pre-set weather options, all of which can be modified. You are presented with a contour relief map of the area available to fly in, (Seattle) along with your choice of weather, taken from the many options in the weather memory superimposed on it. Warm or cold fronts are shown as on TV weather bulletins. You can drag these about on the screen and turn them to move in any direction. You can adjust the wind speed and direction plus the speed at which the front itself will travel. The computer then works out what effect this will have on the weather. Every situation is different but can be saved if you wish, to use it again on another day. Alternatively you can select random weather. As a result, you can take off in bright sunshine but as you fly towards an approaching weather front, cloud will increase and it may start raining or snowing. There is rain, snow, thunder & lightning, low cloud, fog, crosswinds, windshear, turbulence etc. Wet runways affect braking distance and rain streaks out of the base of low cloud, all very realistic. Flyable aircraft are almost photo real and complete down to rivet heads on the fuselage skin. Airlines and airliners, of which there are lots in the maximum setting, are the same as in FU II but with different colour schemes. The geographical location chosen this time is an 11000 sq. mile area around Seattle in the NW of the USA. It is mountainous, with lots of water and fir trees. In fact the graphics are all based on satellite photographs of the Seattle area. All flights are now given IFR flight clearances to world-wide destinations before taxiing out to the runway, i.e. Amsterdam, Boston, London Heathrow, etc along with climb out headings, altitude to initially climb to and an indication of what flight level will be assigned ten minutes after take off e.g FL 390 (39000 ft) All air traffic messages are as in real life. You can file a flight plan and are expected to stick to it while under Air Traffic Control (ATC). You are given an altitude or flight level to climb or descend to and a heading. You can request traffic

advisory information, vectors to a destination or a vectored ILS approach to a particular airfield and runway. You can be put in the hold or sequenced for approach with other aircraft. Haze should be selected. This greatly improves realism. The star aircraft for me is the Beechjet 400A executive jet. This has a glass cockpit with all the latest navigational aids, plus other fully detailed and working cockpit instrumentation (this applies to all flyable aircraft) which is very similar to the real thing. Everything works. VOR, DME TRANSPONDER, (you are assigned a squawk number the first time you contact ATC.) You can do an auto ILS approach and an Autoland. You can abort the approach and execute a go around. The autopilot will lock on to the localiser from a wide variety of positions even, at times, when flying downwind to an approach. However it is much better to approach the runway centre line at around 40 degrees and about 2400 foot above runway level when say 8 miles from touchdown. The autopilot picks up the localiser at 20 miles out and the glide slope from about 17 miles out. My preferred aircraft is the Beechjet. You have all the goodies, speed, agility, and power. A coloured weather radar screen picks out bad weather up to more than 75 miles away. Green for light rain, yellow for moderate and red for heavy. Lightning strikes are indicated. There is a Primary Flight Display where you can set the heading to turn to and follow, altitude to climb or descend to, airspeed, climb or descend speed, autoland etc. Controls include all the essentials such as ailerons, rudder, trim, flaps, spoilers/air brakes and reverse thrust. The buckets actually open and close as do the under carriage doors. Audio wise, airbrakes, and landing gear cause a rumble when deployed, flaps when actuated cause a whine as the actuator motors run. These and all of the engine sounds are recordings of the real thing. Tyres squeal on touch down and are accompanied by crashes, rumbles and rattles as you speed down the runway after a heavy landing. Tail scrapes and wheels up landings are accompanied by metallic screeching and scraping noises. The aircraft breaks up if crashed or over stressed. Rain rattles on the fuselage and you can hear the wind. Fog dams up against the walls of valleys with the hill tops poking out. Distant hills are suitably shaded to give a convincing impression of distance. Any glitches in the program are eventually corrected and periodically offered free as a 'Patch' which you can download in a few minutes via the Internet. Flight Unlimited III. is so realistic, due to the wealth of detail on the ground. In cloud, you can see the ground here and there through the thin

cloud base at times. With a full installation you have an even greater area to fly in. As on FU2, mechanical or electrical failure occurs when you least expect it, on a random basis. You can declare an emergency and are given priority approach to land (If you can). You can elect to have a flying lesson where the instructor takes over the controls and explains verbally, exactly what he is doing. He takes over for take off and flies to an adjacent airfield. There he makes say an ILS approach, lands and turns off the runway. What makes it special is that the Instructor is talking to you over the speakers as though you are actually there, making matter of fact comments about the weather etc. It couldn't be more life like. There are numerous lessons at either basic or advanced levels for such things as VOR, NDB or ILS approaches. Engine failure, night flying, flying in the pattern at an airfield etc are all covered amongst other things. At the end you can have a go yourself at the same task. All parameters of the flight envelope are based as closely as possible on real life, including the weather. Everything works in real time. The weather is divided into the four seasons of the year with appropriate sunrise, sunset, moon rise, moon set times. Temperatures reflect time of day and season. Radio facilities include, Area control as for example Manchester Radar, ATIS (weather information), Approach Control who expect you to listen to and call up with the latest ATIS weather information letter (e.g. Alpha), Tower for clearance to land or take off and Ground Control who guide you to the ramp for parking. All RT messages come through the speakers. Choice of reply is selected via the keyboard. The P.C. then speaks back for you. Eight different voices are used. At night and in some circumstances during the day, all approach lights, high intensity strobe approach lights, red undershoot area lights, white touch down zone lights, edge and centre line lights, red/yellow end of runway approaching lights, blue taxiway edge lighting and green taxiway centre line and start of runway lights are shown. There are hundreds of them at say San Francisco or Seattle. Airport building windows light up with varying intensity as dusk approaches and go off at dawn. All major building windows are lit up as are any high obstacles. At night hundreds of lights can be seen on the ground in built up areas for miles around, with just a few lights in more remote areas, plus car headlights on major roads. It is all very convincing. The sun, moon and stars are shown, the moon being photoreal. Cloud formations vary from excellent to being a bit cauliflower like. From a distance and at times close up, they are though very realistic. The program is

so comprehensive that it is impossible to describe it fully. Ships are shown on the lakes and sea. As before you can go outside the designated flying area. Scenery is still there and well detailed. However, it is in the form of a seamless patchwork quilt, each patch being several miles square and repetitive. The overall impression though is still very realistic. The level of detail on the ground extends to tracks and paths. However, the Seattle road network is not so clearly defined as it is in the San Francisco Bay area. As before you can teleport to any other aircraft within 10 miles. You can then fly with it until it is around 200 miles away at which point it ceases to exist, or alternatively it comes in to land. Other aircraft are above, below and around you and can be seen. The number of aircraft on the ground varies with the time of day and there can be up to ten or more, queuing up for take off, 747's, DC10's, 737's etc. There is a built in recorder so you can record your flight and anything unusual that happens. There are ten flyable aircraft to choose from. True, unlike Microsoft 98/2000 you don't have a big airliner to fly, only the option to ride in the pilots seat of one and admire the scenery from if you so choose. What you do have though is very impressive ground scenery detail, made even more realistic if you use the variable haze setting. This results in you being in mist and grey skies while on the runway. Then, after slowly climbing through the thinning mist to the increasingly blue skies above, you can look down at the mist and fog on the ground, especially evident in the valleys. Then there is the excellent stereo sound, including surround sound if you use the four speaker option. You can make an approach in heavy rain and low cloud. You can be on final approach to runway -34R at Seattle, flitting in and out of the cloud base at say 200ft above runway level at night, see brief glimpses of street lights below through breaks in thin cloud, be back into dense cloud again before finally seeing the approach lights at 50ft or so with the runway lights looming ahead and rain streaking up the windshield as you touch down at 135 knots, apply reverse thrust and try to steer the aircraft and keep following the runway centre line lights as you gradually slow down in the mist. All this with a 777 ahead which has just vacated the runway and is taxiing to the apron plus a DC10 on short finals a few miles behind you. Quite exciting. The highly detailed San Francisco scenery disc from FU2 can be used. This doubles up the available scenery area and is very impressive. Great fun -Try It --- It's very addictive to any would be pilot.

JOHN BOOTH

1928 RAIL v AIR RACE.

Rivalry, friendly or otherwise, between air and rail travel, may seem to be something associated with the 90's but in fact it goes a lot further back than that.

In 1928 Imperial Airways, the fore runner of British Airways, came up with a proposal to compare the time taken to travel from London to Edinburgh by both rail and air. Though not a race as such it was intended to be a serious challenge, with both parties working within existing safety regulations and observing all normal rules and restrictions in force at that time. The basic idea was to compare the two modes of transport available to the discerning public.

15 June 1928 was the chosen day and the weather conditions in general were to be favourable. This was of course important for the aircraft which would be using local landmarks to navigate by, flying at around 500 feet above the ground. It should be remembered that aviation in 1928 was still in its infancy and the aircraft relatively primitive by to-day's standards. It says much for the railways of the time that their equipment was not that much inferior to that of to-day. Eight years after our story unfolded, Mallard was to set a world steam powered speed record for rail travel of 126 miles per hour. This record was to last for 50 years or more. The carriages were just as comfortable though perhaps not so clean as to-day, and the ride almost as good.

By comparison, air travel was expensive, noisy, cramped and at times uncomfortable due to turbulence. In fact during the competition some air travelers told of feeling unwell, presumably through air sickness, fear or perhaps both. Representatives of both sets of passengers, 21 on the Hawker Siddeley Biplane and 300 on the train, attended a breakfast at the Savoy Hotel in London.

Then, approaching 10 AM the passengers boarded the train at King's Cross and the plane at Croydon Airport respectively, in preparation for the long journey North.

Both participating means of transport had factors in their favour. Though back in the dark ages of steam power, the A1 Pacific locomotive named William Whitelaw was fitted with the latest LNER corridor type of coal tender. This had as the name implies, a built in corridor in the tender which enabled a relief crew travelling in the first carriage to change places with the footplate crew of the engine at the half way point of the journey. This was necessary as all the coal consumed by the locomotive had to be shoveled into the firebox manually by the fireman. Over an eight hour journey this would amount to several tons, around 20 tons being carried in the tender, along with around five thousand gallons of water to top up the boiler. Additional water was not a problem and could be picked up en route without stopping, by means of

water troughs laid between the tracks at strategic points. By comparison the aircraft would have to refuel twice. Both the aircraft and train departed promptly at 10 AM.

The aircraft headed East from Croydon following the Thames estuary and giving the passengers a magnificent view of London from the air, before eventually turning North along the Essex coast near Southend. There was no opportunity for the aircraft to cut corners. It needed to follow the coast, using the coast line as a means of navigating. This was the way flying was done in those early days. Air conditions were apparently near perfect on that day, at least at this stage of the journey. For those flying for the first time it must have been thrilling. After around one hour the plane was over Lowestoft. At the same time the train was thought to be approaching Peterborough though this was unlikely. More likely it would have been hindered by the 48 miles per hour speed limit on this stretch of track. This limit was imposed by the LNER railway company voluntarily in conjunction with the LMS company to deter drivers on the rival trains from racing one another between London and Edinburgh / Glasgow on their respective tracks. The aircraft, after passing Great Yarmouth and Cromer, touched down at Bircham Newton near Kings Lynn at around 12-15 lunch time. Fuel was now taken on board resulting in a half hour delay.

The steam locomotive pressed on regardless, picking up much needed water for the boiler without slowing down. The 48 miles per hour speed limit was less than half the speed the engine was capable of and must have frustrated the driver and fireman no end. Though not in a race as such prestige was at stake against a new rival for passengers. The aircraft carried a steward to care for the needs of the passengers, in traditional Pullman style. This service could not possibly compare at the time with that of the train. On the rail system the Buffet or Restaurant car was a feature of the new LNER rolling stock and was used regularly on this prestigious route at the time. LNER even had an electric refrigerator and a hairdressing salon. A cocktail bar was to follow only a few years later.

By mid afternoon, the crew of the steam engine had changed over while crossing the Plane of York, with the Northern crew now doing the work and the Southern crew enjoying a well earned rest in the first carriage. Above and to the right of them, the air travelers were enjoying less favourable weather conditions with reports of some passengers feeling unwell. Approaching Hartlepool however, bright sunshine awaited them

following the storms over east Yorkshire. Less favourable weather was to return as they approached the border region between England and Scotland. The aircraft made its second refueling stop at Cramlington just North of Newcastle, again being on the ground for around thirty minutes.

The Royal Border Bridge at Berwick -on -Tweed was to be a significant landmark in the saga for both aircraft and train. It had been agreed beforehand that the two would rendezvous at the bridge before continuing the journey North. Contact would be made by radio and acknowledged by signal lamp from the fourth carriage of the train. The Royal Border Bridge landmark was incorrectly chosen as the border, the real Anglo-Scottish border being some three miles further North, an embarrassing error made it appears by the LNER company. The significance of this rendezvous can be judged by the fact that both the aircraft and train had been fitted with a radio especially for the event.

On arrival at the bridge, the train driver and passenger's could see no sight of the plane and there was no radio contact. Quite naturally, the engine crew pressed on with the journey which after all was supposed to be non stop in all normal circumstances.

In reality the aircraft was some three minutes behind the train but was under the impression it was actually ahead. On reaching the bridge, the aircraft circled it awaiting the train which had already crossed. A following train was seen by the aircraft and an attempt was made to contact it by radio which failed. No light signal was observed from the fourth carriage. Eventually the real train was spotted steaming to the North and by now well ahead of the aircraft and approaching Edinburgh.

The aircraft assumed maximum speed (it was capable of a maximum speed of 125 miles per hour) but by now was pursuing a lost cause. Even after landing, the passengers had to be transported to Edinburgh railway station to 'complete' the journey adding some thirty minutes. There was no way they could catch up now.

The Flying Scotsman had won the eight hour journey arriving around ten minutes early.

It had previously been agreed or perhaps in reality 'assumed', that the aircraft would arrive first and that its passengers would be on the platform in time to greet the rail travelers on their arrival at Waverley station.

Aviation was the 'in' thing during this period. It was surrounded by glamour, was considered trendy and modern and even daring at the time.

Regardless of the result, the event was an outstanding success for Imperial Airways who despite being quite unexpectedly beaten, extracted the maximum publicity from the event with some brilliant public relations work. They actually managed to give the impression of having won. In reality it was no contest. The airline had everything to gain and little as a newcomer to loose from the event.

LNER's own comments were puzzling. To their credit they had scored well over Imperial Airways in several ways having actually completed the journey in the shortest time and transported 300 passengers in comparison to Imperial Airways 21 passengers. However, they had only recently invested large sums of money in new state of the art (for 1928) rolling stock. Recently introduced new locomotives were to set speed records which were to last for half a century. In fact not until the introduction of the Inter City 125 Diesels were the speeds to be bettered on a regular basis. Perhaps the LNER company were a little naive in their approach to the event.

The three engined Armstrong Whitworth Argosy Biplane Registration G-EBLF which took part in the above event, was one of three such examples built for Imperial Airways in 1926. At the time they were the largest airliners to be built, with accommodation for up to 21 passengers. They were powered by three Armstrong Siddeley Jaguar III engines. However, they were only slightly better than other airliners of the day though they did provide something approaching Pullman luxury for the passengers. They were used initially on the London to Paris lunch time service. The aircraft had a capacious, flat sided cabin and had a cruising speed of 90 miles per hour with a maximum range of 405 miles.

Prior to this event Imperial Airways had boasted of a journey time of three and a half hours city centre to city centre for London to Glasgow, beating the train time by almost five hours. Obviously it couldn't be done. Imperial Airways were, it appears, allowed to get away with it. In official records there are many photographs of the event, but none of the Flying Scotsman train or its locomotive the William Whitelaw, which had performed so well that day.

JOHN BOOTH



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