



MONARCH B757 G MONJ AT L.B.A.
PHOTO MARK ELLIOTT

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CHAIRMAN'S CHAT

Once again I start this month's chat with begging-bowl in hand. This time it is for photographs suitable for the magazine. These should be clear and have good contrasting subject and surroundings i.e. a light-coloured aircraft against a dark sky or grass. A light-coloured aircraft on a concrete ramp just has not the definition to photocopy in black and white. It would also be nice to have some up-to-date shots of recent visitors to the LBA, e.g. the Sunday morning Tu154 or some visiting biz-jets.

Continuing on the magazine; the company that did our photocopying and printing has gone into liquidation and I have had to find a new production source. Therefore, if the magazine is not up to the usual standard I apologize in advance. Due to the new production arrangements would contributors please let me have their copy as soon as it is ready and ignore the dates I gave at the beginning of the year.

Finally, I will not be at the September meeting; hopefully I will be laid by the pool with binoculars and airband watching the arrivals and departures on Runway 14/32 - no, not at the LBA but Malaga, Southern Spain !!

Don't forget October and November meetings are on the second Sundays of those months.

MEETINGS. (starting at 14.30)

Sunday, 6th September - Adrian Glick - aerial photographer

Sunday, 11th October (PLEASE NOTE THIS IS THE SECOND SUNDAY) - Steve Noujain - display pilot on hawks, P51 Mustangs and Sea Fury.

Sunday 8th November (PLEASE NOTE, ANOTHER SECOND SUNDAY) -the A.G.M.

Sunday, 6th December, Christmas Party.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Mark Teale, Ian Morton,
Ewan Griffiths.

Leeds/Bradford Movements

JULY 1998

01 Wednesday

G-LEAR Lear Jet 35A	0121	G-DASI Short 360	0219
EI-TLJ Airbus 320	0820	EI-FKD Fokker 50	0853
G-BVZH Boeing 737 500	0927	G-MAJJ Jetstream 41	0933
G-GNTH SAAB 340	0936	G-JEAG Friendship	0943
G-MAJF Jetstream 41	0948	G-DASI Short 360	0951
G-UKFD Fokker 100	0958	EI-CNW Boeing 737	1008
PH-SDU DHC-8	1020	G-BVTG Fokker 70	1057
G-KITE PA-28 Archer II	1101	G-CLOS PA-34 Seneca	1107 1532
N220SC PA-31T Cheyenne	1150	VP-CAT Citation I	1159 1416
G-BVZH Boeing 737 500	1237	G-MAJF Jetstream 41	1401
G-GNTH SAAB 340	1419	G-UKFD Fokker 100	1434
G-BNEN PA-34 Seneca	1455 1530	G-JEAE Friendship	1510
PH-SDU DHC-8	1528	G-BVZH Boeing 737 500	1534
EI-TLJ Airbus 320	1551	OY-DTN GY-80 Horizon	1607
G-BVTG Fokker 70	1631	G-MAJF Jetstream 41	1652
G-GNTH SAAB 340	1721	G-MAJJ Jetstream 41	1724
EI-CNW Boeing 737	1736	G-BVZH Boeing 737 500	1825
G-JEAE Friendship	1832	G-DASI Short 360	1844
OO-DJS Avro 146 RJ85	1924	EI-FKA Fokker 50	1930
G-UKFD Fokker 100	1956	G-GNTH SAAB 340	2018
G-BVTG Fokker 70	2025	G-MAJF Jetstream 41	2029
G-MAJJ Jetstream 41	2054	G-JEAE Friendship	2140
G-BVZH Boeing 737 500	2148	OO-DJL Avro 146 RJ85	2229

02 Thursday

EI-TLJ Airbus 320	0337	EI-FKB Fokker 50	0850
G-MAJF Jetstream 41	0916	G-BVZH Boeing 737 500	0932
G-GNTH SAAB 340	0938	G-MAJJ Jetstream 41	0941
G-JEAE Friendship	0951	G-DASI Short 360	0954
G-UKFD Fokker 100	1011	EI-CKP Boeing 737	2019
PH-SDP DHC-8	1023	G-BKBW TB-10 Tobago	1046
G-BVTG Fokker 70	1049	G-IHSB Robinson R-22B	1114
G-BAVZ PA-23 Aztec	1127	PH-FVB Bandeirante	1154
G-BVZH Boeing 737 500	1241	EI-TLJ Airbus 320	1248
EC-GGD Boeing 737 300	1256	G-BPMF PA-28 Warrior	1317
G-OBLC B76 Duchess	1332	G-JSJX Airbus 321	1340
G-MAJJ Jetstream 41	1404	G-UKFD Fokker 100	1410
G-GNTH SAAB 340	1418	G-BNDH PA-28 Warrior II	1426
C-FDDG Boeing 757	1456	G-JEAG Friendship	1504
EC-GNZ Boeing 737 400	1514	PH-SDP DHC-8	1517
G-BVZH Boeing 737 500	1538	G-BVTG Fokker 70	1633
G-MAJJ Jetstream 41	1657	G-MAJF Jetstream 41	1711
G-GNTH SAAB 340	1725	EI-CKP Boeing 737	1738
G-BVZH Boeing 737 500	1825	G-JEAG Friendship	1830
G-DASI Short 360	1837	F-GFPF Falcon 10	1855 1534(03)
OO-DJR Avro 146 RJ85	1919	EI-FKF Fokker 50	1922
F-GGLA King Air 200	1926 1520(03)	G-UKFD Fokker 100	1948
G-MAJF Jetstream 41	2004	G-MZAU Mainair Blade	2010 1702(03)
G-BVTG Fokker 70	2025	G-MAJJ Jetstream 41	2027

G-GNTH SAAB 340	2037	EI-TLJ Airbus 320	2059
G-BVKC Boeing 737 500	2132	G-JEAG Friendship	2136
00-DJP Avro 146 RJ85	2229		
03 Friday			
G-JSJK Airbus 321	0142	EI-TLJ Airbus 320	0443
G-EXEC PA-34 Seneca	0814	EI-FKF Fokker 50	0847
G-BVKC Boeing 737 500	0921	G-MAJJ Jetstream 41	0927
G-GNTH SAAB 340	0932	G-JEAG Friendship	0944
G-MAJF Jetstream 41	0946	G-DASI Short 360	0952
G-UKFD Fokker 100	0956	EI-CNX Boeing 737	1011
PH-SDT DHC-8	1018	G-BVTG Fokker 70	1113
G-BXNP Airbus 321	1129	G-OLLY PA-31 Navajo	1142
G-RMCT Short 360	1201	VP-CPR Cessna 421C	1207 0734(10)
G-BVKC Boeing 737 500	1223	G-MAJF Jetstream 41	1403
G-UKFD Fokker 100	1407	G-GNTH SAAB 340	1420
N97GW B36 Bonanza	1501 1644	G-JEAG Friendship	1504
PH-GDP DHC-8	1517	EI-TLJ Airbus 320	1527
G-BVKC Boeing 737 500	1531	EI-CNX Boeing 737	1634
EI-CNW Boeing 737	1641	G-BVTG Fokker 70	1654
G-MAJJ Jetstream 41	1709	G-MAJF Jetstream 41	1718
G-GNTH SAAB 340	1721	G-BVKC Boeing 737 500	1828
G-JEAG Friendship	1831	G-RMCT Short 360	1834
00-DJR Avro 146 RJ85	1919	EI-FKA Fokker 50	1921
G-BNGR PA-38 Tomahawk	1945	G-UKFD Fokker 100	1952
G-MAJJ Jetstream 41	2004	G-IFTE BAe 125 700B	2013 2034
G-GNTH SAAB 340	2022	G-MAJF Jetstream 41	2032
G-BVTG Fokker 70	2040	G-JSJK Airbus 321	2118
G-JEAG Friendship	2131	G-BVJB Fokker 100	2144
G-BVKC Boeing 737 500	2147	OY-RPM Twin Comanche	2234
00-DJK Avro 146 RJ85	2237	EI-TLJ Airbus 320	2240
EC-GLT Airbus 320	2243	G-BTHW F33C Bonanza	2309 2330
04 Saturday			
EC-FZZ Boeing 737 400	0032	G-JSJK Airbus 321	0421
EI-TLJ Airbus 320	0551	EI-FKA Fokker 50	0850
G-BVZI Boeing 737 500	0950	G-MAJJ Jetstream 41	1009
G-UKFD Fokker 100	1011	EI-CNW Boeing 737	1016
PH-SDT DHC-8	1052	G-AZFI PA-28R Arrow	1118
G-UKTM ATR-72	1145	G-JEAG Friendship	1150
G-BVTG Fokker 70	1207	G-DEBH BAe 146 200	1232
G-BVZI Boeing 737 500	1241	G-JSJK Airbus 321	1328
G-UKFD Fokker 100	1405	EI-TLJ Airbus 320	1448
DE-GSC Falcon 10	1525	G-SACT PA-28 Cadet	1622
G-BVZI Boeing 737 500	1630	XX308 Hawk T.1	1636
XX253 Hawk T.1	1636	XX233 Hawk T.1	1636
XX307 Hawk T.1	1636	XX294 Hawk T.1	1636
XX264 Hawk T.1	1636	XX292 Hawk T.1	1636
XX237 Hawk T.1	1636	XX306 Hawk T.1	1636
XX252 Hawk T.1	1636	XX227 Hawk T.1	1636
EC-GCV DC9 83	1752	EC-GFU Boeing 737 300	1853
EI-FKA Fokker 50	1911	G-OBMX Boeing 737 500	1948
G-UKFD Fokker 100	2002	G-JEAG Friendship	2015
G-JSJK Airbus 321	2149	EI-TLJ Airbus 320	2159
G-GNTH SAAB 340	2302		
05 Sunday			
EC-GNZ Boeing 737 400	0029	EI-TLJ Airbus 320	0520
EI-FKE Fokker 50	0844	G-JSJK Airbus 321	0925

G-BVZG Boeing 737 500 0931
 G-BVTE Fokker 70 1002
 EC-GUI Boeing 737 400 1052
 EI-TLJ Airbus 320 1211
 G-BVZG Boeing 737 500 1253
 G-UKFB Fokker 100 1405
 G-BNPF Cessna 152 1512
 PH-SDM DHC-8 1525
 G-MAJF Jetstream 41 1720
 G-MAJJ Jetstream 41 1730
 G-JSXX Airbus 321 1751
 G-OBWL BAe ATP 1850
 EI-FKB Fokker 50 1917
 G-MAJF Jetstream 41 2026
 G-GNTH SAAB 340 2051
 G-OBWL BAe ATP 2143
 OO-DJW Avro 146 RJ85 2232

06 Monday

EI-TLJ Airbus 320 0012
 EI-FKF Fokker 50 0841
 G-OBMZ Boeing 737 500 0938
 G-OBWL BAe ATP 0945
 G-RMCT Short 360 0951
 EI-CKS Boeing 737 1017
 G-BVTE Fokker 70 1048
 G-VELA SIAI S.205 1151
 G-OBMZ Boeing 737 500 1236
 G-GNTH SAAB 340 1411
 G-OBWL BAe ATP 1500
 G-OBMZ Boeing 737 500 1547
 G-BSLA Robin DR400/180 1639
 G-VELA SIAI S.205 1707
 G-GNTH SAAB 340 1712
 EI-CKS Boeing 737 1742
 G-OBWL BAe ATP 1820
 G-OBMZ Boeing 737 500 1846
 OO-DJK Avro 146 RJ85 1913
 G-UKFB Fokker 100 1955
 G-GNTH SAAB 340 2014
 G-BVTE Fokker 70 2027
 G-BVZE Boeing 737 500 2216

07 Tuesday

EI-TLJ Airbus 320 0425
 EC-GHD Boeing 737 300 0854
 G-MAJJ Jetstream 41 0925
 G-GNTH SAAB 340 0933
 G-MAJF Jetstream 41 0942
 G-RMCT Short 360 0950
 EI-CNT Boeing 737 1020
 G-BVTE Fokker 70 1051
 G-BBPF PA-28 Challenger 1150
 G-BODY Cessna 310R 1226
 G-OBLC B76 Duchess 1314
 G-UKFB Fokker 100 1407
 G-GNTH SAAB 340 1414
 G-BBTK Cessna FRA150L 1501

G-UKFD Fokker 100 0958
 LZ-MIL Tupolev TU-154M 1031
 G-UKTM ATR-72 1135
 EI-CNJ Boeing 737 1228
 G-BJAJ AASB Tiger 1339
 G-OBWL BAe ATP 1503
 G-JEAE Friendship 1516
 G-BVTE Fokker 70 1534
 G-GNTH SAAB 340 1723
 EI-CNJ Boeing 737 1736
 G-BVZG Boeing 737 500 1827
 OO-DJS Avro 146 RJ85 1908
 G-UKFB Fokker 100 2002
 G-BVTE Fokker 70 2030
 EI-CNW Boeing 737 2115
 G-OBMZ Boeing 737 500 2145

G-JSXX Airbus 321 0120
 G-GNTH SAAB 340 0934
 G-MAJJ Jetstream 41 0942
 G-MAJF Jetstream 41 0948
 G-BDUN PA-34 Seneca 0954
 G-UKFB Fokker 100 1029
 PH-SDR DHC-8 1055
 N603SC Lear Jet 60 1217 0817(08)
 G-MAJF Jetstream 41 1402
 G-UKFB Fokker 100 1413
 PH-SDR DHC-8 1544
 G-BVTE Fokker 70 1633
 G-MAJJ Jetstream 41 1659
 G-MAJJ Jetstream 41 1711
 EI-TLJ Airbus 320 1715
 D-IEHP Cessna 340A 1816
 G-RMCT Short 360 1830
 G-TMDP Airbus 320 1853
 EI-FKA Fokker 50 1917
 G-MAJJ Jetstream 41 2001
 G-MAJF Jetstream 41 2021
 G-OBWL BAe ATP 2128
 OO-DJV Avro 146 RJ85 2231

N527EW Citation I 0812
 EI-FKA Fokker 50 0855
 G-OBWL BAe ATP 0931
 G-BVZE Boeing 737 500 0938
 C-GTSJ Boeing 757 0947
 G-UKFB Fokker 100 1013
 PH-SDU DHC-8 1038
 N237TD B95 Baron 1121
 G-SACT PA-28 Cadet 1201
 G-BVZE Boeing 737 500 1248
 EI-TLJ Airbus 320 1405
 G-MAJG Jetstream 41 1411
 G-OBWL BAe ATP 1457
 G-NEWZ JetRanger 1514

PH-SDR DHC-8	1528	D-IWHL Citationjet	1528 1521(08)
G-BVZE Boeing 737 500	1534	D-IVHN King Air 200	1548 1516(08)
G-BOWE PA-34 Seneca	1556	G-BVTE Fokker 70	1638
G-MAJG Jetstream 41	1700	G-MAJJ Jetstream 41	1707
G-GNTH SAAB 340	1715	EI-CNT Boeing 737	1737
C-GTDC Airbus 320	1825	G-BVZE Boeing 737 500	1827
G-RMCT Short 360	1829	G-BTRU Robin DR400/180	1838
G-OBWL BAe ATP	1914	OO-DJZ Avro 146 RJ85	1919
EI-FKE Fokker 50	1928	G-MAJJ Jetstream 41	2009
G-UKFE Fokker 100	2014	G-GNTH SAAB 340	2018
G-MAJG Jetstream 41	2022	G-BVTE Fokker 70	2029
G-BVZE Boeing 737 500	2134	EI-TLJ Airbus 320	2142
G-OBWL BAe ATP	2220	OO-DJN DHC-8	2235
08 Wednesday			
G-BLZT Short 360	0218	EI-TLJ Airbus 320	0814
EI-FKE Fokker 50	0845	XZ199 Lynx AH.7	0914
G-MAJJ Jetstream 41	0923	G-BVZE Boeing 737 500	0928
G-GNTH SAAB 340	0943	G-OBWL BAe ATP	0946
G-MAJG Jetstream 41	0952	G-BLZT Short 360	0953
5B-DBB Airbus 320	1006	EI-COB Boeing 737	1009
G-UKFE Fokker 100	1011	PH-SDP DHC-8	1023
G-BRUI PA-44 Seminole	1028	G-BVTE Fokker 70	1055
G-BVZE Boeing 737 500	1232	G-MAJG Jetstream 41	1407
G-GNTH SAAB 340	1420	G-UKFN Fokker 100	1427
G-OBWL BAe ATP	1503	G-BVZE Boeing 737 500	1515
PH-SDP DHC-8	1526	EI-TLJ Airbus 320	1604
G-BVTE Fokker 70	1634	G-BNTS Turbo Arrow IV	1639
XX284 Hawk T.1A	1651	G-MAJG Jetstream 41	1703
G-MAJJ Jetstream 41	1711	EI-COB Boeing 737	1726
G-GNTH SAAB 340	1728	VP-CKM Citation V	1750
G-BVZE Boeing 737 500	1812	G-BLZT Short 360	1827
G-OBWL BAe ATP	1834	HB-GJA King Air C90	1853
G-BXMA King Air 200	1856	OO-DJO Avro 146 RJ85	1915
EI-FKF Fokker 50	1918	G-UKFN Fokker 100	1942
G-MAJJ Jetstream 41	2005	G-GNTH SAAB 340	2020
G-BVTE Fokker 70	2025	N797HG PA-46 Malibu	2028
G-MAJG Jetstream 41	2036	G-OBWL BAe ATP	2128
G-OBMZ Boeing 737 500	2134	OO-DJX Avro 146 RJ85	2226
09 Thursday			
G-BLZT Short 360	0220	EI-TLJ Airbus 320	0357
EI-FKF Fokker 50	0842	G-JLRW B76 Duchess	0857
G-EXEC PA-34 Seneca	0909	G-MAJJ Jetstream 41	0921
G-OBMZ Boeing 737 500	0930	G-OBWL BAe ATP	0939
G-MAJG Jetstream 41	0942	G-GNTH SAAB 340	0945
G-BLZT Short 360	0954	EI-CNT Boeing 737	1007
PH-SDR DHC-8	1033	G-BVTE Fokker 70	1037
G-UKFN Fokker 100	1103	G-BGDP Falcon 20	1107
G-BJZN T76M Firefly	1125	G-SACT PA-28 Cadet	1153
G-OBMZ Boeing 737 500	1232	EI-TLJ Airbus 320	1252
EC-FJZ Boeing 737 300	1307	G-0001 Boeing 757	1318
G-MAJG Jetstream 41	1400	G-JSJX Airbus 321	1408
G-GNTH SAAB 340	1418	G-UKFN Fokker 100	1433
G-OBWL BAe ATP	1502	PH-SDR DHC-8	1528
G-OBMZ Boeing 737 500	1531	EC-GRX Boeing 737 400	1612
G-BVTE Fokker 70	1628	G-MAJG Jetstream 41	1703
G-MAJJ Jetstream 41	1711	G-GNTH SAAB 340	1721

EI-CNT Boeing 737	1743
G-TSGJ PA-28 Archer II	1819
G-BLZT Short 360	1833
G-EXEC PA-34 Seneca	1850
OO-DJV Avro 146 RJ85	1910
G-UKFN Fokker 100	1944
G-GNTH SAAB 340	2017
G-BVTE Fokker 70	2037
G-OBWL BAe ATP	2134
OO-DJY Avro 146 RJ85	2306

10 Friday

G-JSXX Airbus 321	0202
EI-TLJ Airbus 320	0430
G-MAJG Jetstream 41	0926
G-OBWL BAe ATP	0939
G-MAJJ Jetstream 41	0946
EI-CNX Boeing 737	1001
PH-SDM DHC-8	1030
G-PLGI BAe 125 700B	1047
G-OLLY PA-31 Navajo	1115
G-UKFN Fokker 100	1133
G-BVZI Boeing 737 500	1232
G-OBLC B76 Duchess	1346
G-GNTH SAAB 340	1416
EI-TLF Airbus 320	1442
G-OBWL BAe ATP	1457
G-BVZI Boeing 737 500	1526
G-BVTE Fokker 70	1629
G-MAJG Jetstream 41	1723
EI-CNX Boeing 737	1738
G-BVZI Boeing 737 500	1829
OO-DWC Avro 146 RJ100	1908
G-UKFN Fokker 100	2002
G-GNTH SAAB 340	2025
G-MAJJ Jetstream 41	2048
G-BVZI Boeing 737 500	2142
EI-TLF Airbus 320	2158
EC-GUR Airbus 320	2316

11 Saturday

EC-FZZ Boeing 737 400	0022
EI-TLF Airbus 320	0520
EI-FKF Fokker 50	0841
G-LEAR Lear Jet 35A	0924 1131
G-BVJB Fokker 100	0936
G-UKFN Fokker 100	1018
EI-MAS CL601 Challenger	1027 1056
PH-SDM DHC-8	1051
G-BVTE Fokker 70	1136
EI-TLF Airbus 320	1239
G-BVZG Boeing 737 500	1340
G-BASG AA5 Traveler	1421
G-UKFN Fokker 100	1441
G-JSXX Airbus 321	1636
G-OBWO BAe ATP	1800
EC-FXY DC9 83	1828
EI-FKD Fokker 50	1909

G-BKTY TB-10 Tobago	1802
G-OBMZ Boeing 737 500	1821
G-OBWL BAe ATP	1844
G-BUNH Turbo Arrow IV	1856
EI-FKE Fokker 50	1912
G-MAJJ Jetstream 41	2004
G-MAJG Jetstream 41	2032
EI-TLJ Airbus 320	2104
G-OBMZ Boeing 737 500	2137

G-BLZT Short 360	0219
EI-FKF Fokker 50	0844
G-BVZI Boeing 737 500	0932
G-GNTH SAAB 340	0941
G-BLZT Short 360	0954
G-KKES TB-20 Trinidad	1017
G-ULAB Robinson R-22B	1039
G-BVTE Fokker 70	1057
G-BXNP Airbus 321	1123
G-KNAP PA-28 Warrior II	1156
XZ304 Gazelle AH.1	1318
G-MAJJ Jetstream 41	1410
G-BCVY PA-34 Seneca	1424
G-UKFN Fokker 100	1444
PH-SDR DHC-8	1517
EI-CKP Boeing 737	1621
G-MAJJ Jetstream 41	1710
G-GNTH SAAB 340	1725
G-BLZT Short 360	1824
G-OBWL BAe ATP	1835
EI-FKA Fokker 50	1914
G-MAJG Jetstream 41	2017
G-BVTE Fokker 70	2034
G-OBWL BAe ATP	2138
G-BVJD Fokker 100	2145
OO-DJO Avro 146 RJ85	2227

G-JSXX Airbus 321	0127
G-JSXX Airbus 321	0837
N319SC Lear Jet 31	0910 1646
G-BVZE Boeing 737 500	0930
G-MAJA Jetstream 41	1010
EI-CKS Boeing 737	1023
N70VB Aerostar 600A	1043 1638
G-BODY Cessna 310R	1102
G-OBWL BAe ATP	1150
G-UKTK ATR-72	1309
G-OBLC B76 Duchess	1408
G-BSFP Cessna 152T	1427
N331SJ Lear Jet 31	1443 1615
G-BVZG Boeing 737 500	1739
G-JDTI Cessna 421C	1813
EC-GGD Boeing 737 300	1901
G-UKFN Fokker 100	1947

G-OBWL BAe ATP	2005	EI-TLF Airbus 320	2044
G-BVKC Boeing 737 500	2055	G-GNTH SAAB 340	2300
G-JSJX Airbus 321	2358		
12 Sunday			
EC-GNC Boeing 737 400	0052	G-BOIZ PA-34 Seneca	0205
EI-TLF Airbus 320	0359	EI-FKE Fokker 50	0840
G-BVZG Boeing 737 500	0931	G-BVTG Fokker 70	1006
G-DOBN Cessna 402B	1011	LZ-MIR Tupolev TU-154M	1028
EC-GRX Boeing 737 400	1034	G-UKFN Fokker 100	1045
G-BODY Cessna 310R	1053	G-JSJX Airbus 321	1111
G-UKTL ATR-72	1132	EI-COA Boeing 737	1232
G-BVZG Boeing 737 500	1247	G-UKFN Fokker 100	1508
G-OBWO BAe ATP	1512	G-BVTE Fokker 70	1524
PH-SDU DHC-8	1534	EI-TLF Airbus 320	1556
G-PLGI BAe 125 700B	1608	G-VVIP Cessna 421C	1621
G-GNTH SAAB 340	1720	G-MAJJ Jetstream 41	1727
EI-COA Boeing 737	1806	G-OBWO BAe ATP	1816
G-BVJD Fokker 100	1832	G-ILGW Cessna 404	1902
OO-DJN Avro 146 RJ85	1805	G-JSJX Airbus 321	1910
EI-FKD Fokker 50	1915	G-UKFN Fokker 100	1947
G-MAJJ Jetstream 41	2035	G-BVTE Fokker 70	2047
G-GNTH SAAB 340	2052	G-MAJA Jetstream 41	2117
G-OBWO BAe ATP	2125	EI-CKS Boeing 737	2134
G-BVZG Boeing 737 500	2151	OO-DJP Avro 146 RJ85	2235
G-DLLY PA-31 Navajo	2337		
13 Monday			
G-JSJX Airbus 321	0206	EI-TLF Airbus 320	0237
G-BXMA King Air 200	0842	EI-FKE Fokker 50	0846
G-MAJA Jetstream 41	0921	G-BVZG Boeing 737 500	0927
G-MAJJ Jetstream 41	0938	G-GNTH SAAB 340	0941
G-OBWO BAe ATP	0945	G-BLZT Short 360	0948
PH-HUB TBM 700	0952	G-UKFN Fokker 100	1005
EI-COA Boeing 737	1015	PH-SDP DHC-8	1040
G-BVTE Fokker 70	1052	G-BGWK Sikorsky S61N	1106
G-BPBO Turbo Arrow IV	1126	N95TX Citation VII	1149
G-BVZG Boeing 737 500	1239	G-MAJE Jetstream 41	1403
G-GNTH SAAB 340	1417	G-UKFN Fokker 100	1421
G-OBLC B76 Duchess	1430	G-OBWO BAe ATP	1505
PH-SDP DHC-8	1512	G-BVZG Boeing 737 500	1537
G-AVUT PA-28 Cherokee	1546	G-BVTE Fokker 70	1647
G-BTZA F33A Bonanza	1650	G-MAJE Jetstream 41	1705
EI-TLF Airbus 320	1708	G-MAJA Jetstream 41	1713
G-GNTH SAAB 340	1722	EI-COA Boeing 737	1735
G-OBWO BAe ATP	1809	G-TMDP Airbus 320	1826
G-BLZT Short 360	1828	G-BJOP BN2B Islander	1833
G-BVZG Boeing 737 500	1851	OO-DJV Avro 146 RJ85	1907
EI-FKD Fokker 50	1915	G-UKFN Fokker 100	1955
G-MAJA Jetstream 41	2002	G-GNTH SAAB 340	2023
G-MAJE Jetstream 41	2032	G-BVTE Fokker 70	2059
G-OBWO BAe ATP	2119	G-BVZG Boeing 737 500	2204
OO-DJT Avro 146 RJ*5	2230		
14 Tuesday			
EI-TLF Airbus 320	0239	G-MAJC Jetstream 41	0712
EI-FKD Fokker 50	0846	EC-GNU Boeing 737 300	0851
G-ROLA PA-34 Seneca	0855	N99BB Citation X	0857
G-BVZG Boeing 737 500	0923	G-GNTH SAAB 340	0933

G-MAJA Jetstream 41	0938	G-OBWD BAe ATP	0943
G-BLZT Short 360	0952	G-MAJC Jetstream 41	0958
EI-CNV Boeing 737	1004	G-UKFN Fokker 100	1012
PH-SDR DHC-8	1034	G-BVTE Fokker 70	1046
G-BVZG Boeing 737 500	1231	G-MAJJ Jetstream 41	1402
EI-TLF Airbus 320	1407	G-GNTH SAAB 340	1419
G-OBWD BAe ATP	1504	PH-SDR DHC-8	1513
G-BVMA King Air 200	1515	G-BVZG Boeing 737 500	1523
G-UKFN Fokker 100	1530	G-NAVO PA-31 Navajo	1626
G-BVTE Fokker 70	1638	G-MAJF Jetstream 41	1707
G-MAJC Jetstream 41	1717	G-GNTH SAAB 340	1720
EI-CJI Boeing 737	1739	G-OBWD BAe ATP	1817
G-BVZG Boeing 737 500	1823	G-BLZT Short 360	1833
C-GTDC Airbus 320	1836	C-GTSF Boeing 757	1841
G-BRIN TB-20 Trinidad	1844	OO-DJW Avro 146 RJ85	1902
EI-FKF Fokker 50	1920	G-MAJC Jetstream 41	2001
G-UKFN Fokker 100	2013	G-GNTH SAAB 340	2018
G-MAJF Jetstream 41	2030	G-BVTE Fokker 70	2036
G-BVZG Boeing 737 500	2120	G-OBWD BAe ATP	2122
EI-TLF Airbus 320	2134	OO-DJO Avro 146 RJ85	2229
15 Wednesday			
G-BLZT Short 360	0224	G-OBLC B76 Duchess	0816
EI-FKF Fokker 50	0845	G-MAJE Jetstream 41	0920
G-BVZG Boeing 737 500	0925	G-OBWD BAe ATP	0937
G-MAJC Jetstream 41	0939	G-GNTH SAAB 340	0944
G-BLZT Short 360	0952	EI-CJI Boeing 737	1002
PH-SDM DHC-8	1021	G-BUPS ATR-42	1035
ZD704 BAe 125 CC.3	1100	G-BVTE Fokker 70	1105
G-BRUI PA-44 Seminole	1108	G-BGPJ PA-28 Warrior II	1155
N220SC PA-31T Cheyenne	1220	NB471Y PA-28 Dakota	1232
G-BVZG Boeing 737 500	1241	N690EA Citation I	1256 1731
EI-TLQ Airbus 300	1337	G-RJWW Maule M.5 235C	1352
G-MAJC Jetstream 41	1359	G-ILTS Cherokee Six	1411
G-GNTH SAAB 340	1420	G-SACK Robin R.2160	1456
G-OBWD BAe ATP	1501	PH-SDM DHC-8	1506
G-BVZG Boeing 737 500	1527	XZ335 Gazelle AH.1	1555
G-KNAP PA-28 Warrior II	1603	G-BUPS ATR-42	1614
G-BXEX PA-28 Archer II	1623	G-BIBW Cessna F172N	1632
G-BVTE Fokker 70	1644	G-MAJC Jetstream 41	1706
G-MAJE Jetstream 41	1710	G-BBBC Cessna F150L	1728
G-GNTH SAAB 340	1729	EI-CJI Boeing 737	1738
G-BVZG Boeing 737 500	1813	G-OBWD BAe ATP	1824
G-BLZT Short 360	1830	G-RVRD PA-23 Aztec	1844
OO-DJN Avro 146 RJ85	1912	EI-FKC Fokker 50	1915
G-YIII Cessna F150L	1959	G-MAJE Jetstream 41	2002
G-GNTH SAAB 340	2024	G-MAJC Jetstream 41	2033
G-BVTE Fokker 70	2057	EI-TLQ Airbus 300	2112
G-BVZG Boeing 737 500	2122	G-OBWD BAe ATP	2131
OO-DJV Avro 146 RJ85	2228	G-UKFK Fokker 100	2310
EI-TLF Airbus 320	2358		
16 Thursday			
G-BLZT Short 360	0217	G-BYAI Boeing 757	0515
G-FRYI King Air 200	0648	EI-FKB Fokker 50	0852
G-BHGD Cherokee Six	0856	G-BVZI Boeing 737 500	0925
G-NCFR BAe 125 700B	0930	G-MAJE Jetstream 41	0934
G-OBWD BAe ATP	0938	G-MAJC Jetstream 41	0940

G-GNTH SAAB 340	0948	G-BLZT Short 360	0951
G-UKFK Fokker 100	0959	EI-CKR Boeing 737	1003
PH-SDR DHC-8	1026	G-KNAP PA-28 Warrior II	1028
N407FD SIAI SF260D	1108	G-BVTE Fokker 70	1131
G-BVZI Boeing 737 500	1225	G-OBLC B76 Duchess	1240
G-BPHL PA-28 Warrior II	1242	EI-TLF Airbus 320	1252
G-000Y Boeing 757	1318	G-JSJX Airbus 321	1331
EC-FUT Boeing 737 300	1346	G-MAJA Jetstream 41	1403
G-UKFK Fokker 100	1442	G-OBWO BAe ATP	1503
PH-SDR DHC-8	1521	G-OBMR Boeing 737 500	1526
G-BVTE Fokker 70	1644	G-MAJA Jetstream 41	1656
G-MAJE Jetstream 41	1706	EC-GUI Boeing 737 400	1715
G-GNTH SAAB 340	1723	EI-CKR Boeing 737	1734
G-OBWO BAe ATP	1826	G-OBMR Boeing 737 500	1831
G-BLZT Short 360	1836	OO-DJO Avro 146 RJ85	1907
EI-FKB Fokker 50	1916	G-GNTH SAAB 340	2016
G-MAJA Jetstream 41	2024	G-UKFK Fokker 100	2027
G-BVTE Fokker 70	2041	G-OBWO BAe ATP	2117
G-OBMR Boeing 737 500	2134	EI-TLF Airbus 320	2209
OO-DJP Avro 146 RJ85	2232	VP-CSC Citation V	2329
17 Friday			
G-JSJX Airbus 321	0142	G-BLZT Short 360	0218
EI-TLF Airbus 320	0532	G-OBLC B76 Duchess	0750
EI-FKB Fokker 50	0842	G-MAJE Jetstream 41	0917
G-OBMR Boeing 737 500	0919	G-OBWO BAe ATP	0936
G-MAJA Jetstream 41	0953	G-BLZT Short 360	0958
EI-CJI Boeing 737	1010	G-GNTH SAAB 340	1021
G-UKFK Fokker 100	1025	G-BGFT PA-34 Seneca	1026
PH-SDP DHC-8	1031	G-BVTE Fokker 70	1047
G-DLLY PA-31 Navajo	1130	G-BXNP Airbus 321	1140
G-OBMR Boeing 737 500	1245	G-BRTN B58 Baron	1254
G-BAVZ PA-23 Aztec	1258	G-RVRC PA-23 Aztec	1313
G-MAJA Jetstream 41	1357	G-BBNJ Cessna F150L	1411
G-UKFK Fokker 100	1426	G-BGFT PA-34 Seneca	1434
G-GNTH SAAB 340	1446	PH-SDR DHC-8	1509
G-OBWO BAe ATP	1511	SE-DVD BAe 125 B00XP	1522 1704
G-OBMR Boeing 737 500	1541	G-AYEF PA-28 Cherokee	1558
EI-TLF Airbus 320	1611	EI-COA Boeing 737	1626
G-SMJJ Cessna 414	1635	G-BVTE Fokker 70	1645
G-KKES TB-20 Trinidad	1702	G-RVRD PA-23 Aztec	1704
G-MAJA Jetstream 41	1708	G-MAJE Jetstream 41	1710
G-RUNG SAAB 340	1715	EI-CJI Boeing 737	1725
G-GNTH SAAB 340	1800	G-OBWO BAe ATP	1828
G-BLZT Short 360	1832	G-OBMR Boeing 737 500	1842
OO-MJE BAe 146 200	1914	EI-FKF Fokker 50	1918
G-MAJE Jetstream 41	2001	G-MAJA Jetstream 41	2034
G-GNTH SAAB 340	2038	G-BVTE Fokker 70	2042
G-BMHZ Turbo Arrow IV	2045	G-JSJX Airbus 321	2053
G-OBWO BAe ATP	2124	G-OBMR Boeing 737 500	2151
G-UKFE Fokker 100	2157	OO-DJW Avro 146 RJ85	2230
G-BVJD Fokker 100	2246	EC-GLT Airbus 320	2251
EI-TLF Airbus 320	2254	EC-GUD Boeing 737 400	2358
18 Saturday			
G-JSJX Airbus 321	0427	EI-TLF Airbus 320	0612
EI-FKF Fokker 50	0839	G-BVZE Boeing 737 500	0927
G-UKFE Fokker 100	1006	G-MAJJ Jetstream 41	1012

EI-CKS	Boeing 737	1016	PH-SDU	DHC-8	1038
G-BVJA	Fokker 100	1122	G-BVTE	Fokker 70	1124
G-UKTL	ATR-72	1137	G-OBWD	BAe ATP	1150
EI-TLF	Airbus 320	1233	G-BVZG	Boeing 737 500	1258
G-JSJX	Airbus 321	1333	G-UKFB	Fokker 100	1400
G-BVRS	King Air B90	1726	EC-FTT	DC9 83	1728
G-ZEND	Lear Jet 35A	1730	G-BVTG	Fokker 70	1747
G-BVZG	Boeing 737 500	1754	EC-GEU	Boeing 737 300	1902
EI-FKC	Fokker 50	1924	G-UKFJ	Fokker 100	1954
G-OBWD	BAe ATP	2019	G-BVZG	Boeing 737 500	2043
EI-TLF	Airbus 320	2053	G-JSJX	Airbus 321	2112
G-BVTG	Fokker 70	2132	G-GNTH	SAAB 340	2228
19 Sunday					
EC-GNZ	Boeing 737 400	0032	EI-TLF	Airbus 320	0427
EI-FKB	Fokker 50	0844	G-BVZG	Boeing 737 500	0919
VP-CKM	Citation V	0922	G-UKFJ	Fokker 100	0959
G-BVTE	Fokker 70	1006	LZ-MIL	Tupolev TU154M	1020
EC-GVB	Boeing 737 400	1051	G-UKTN	ATR-72	1131
EI-TLF	Airbus 320	1212	EI-CKS	Boeing 737	1222
G-AYPH	Cessna F177R6	1231	G-BVZG	Boeing 737 500	1234
G-UKFJ	Fokker 100	1408	G-SMJJ	Cessna 414	1428
G-OBWD	BAe ATP	1507	PH-SDR	DHC-8	1514
G-BVTG	Fokker 70	1532	G-MAJE	Jetstream 41	1707
G-GNTH	SAAB 340	1722	EI-CKS	Boeing 737	1745
G-MAJA	Jetstream 41	1814	G-OBWD	BAe ATP	1818
G-BVZG	Boeing 737 500	1821	OO-DJX	Avro 146 RJ85	1913
EI-FKC	Fokker 50	1923	G-UKFJ	Fokker 100	1956
G-MAJE	Jetstream 41	2028	G-BVTG	Fokker 70	2045
G-GNTH	SAAB 340	2052	EI-COX	Boeing 737	2128
G-OBWD	BAe ATP	2134	G-BVZG	Boeing 737 500	2136
OO-DJX	Avro 146 RJ85	2224	G-VOLH	Airbus 321	2241
20 Monday					
G-JSJX	Airbus 321	0048	EI-TLF	Airbus 320	0111
G-VDLH	Airbus 321	0613	EI-FKF	Fokker 50	0848
G-JSJX	Airbus 321	0856	G-BVZG	Boeing 737 500	0920
G-MAJA	Jetstream 41	0923	G-BAAZ	PA-28R Arrow	0926
G-OBWD	BAe ATP	0939	G-GNTH	SAAB 340	0940
G-MAJE	Jetstream 41	0950	G-BLZT	Short 360	0959
G-UKFJ	Fokker 100	1004	PH-SDT	DHC-8	1024
EI-CNZ	Boeing 737	1059	G-BVTG	Fokker 70	1121
G-BSUW	PA-34 Seneca	1128	G-BVZG	Boeing 737 500	1227
G-GNTH	SAAB 340	1405	G-MAJE	Jetstream 41	1413
G-UKFJ	Fokker 100	1440	G-OBWD	BAe ATP	1504
PH-SDT	DHC-8	1512	G-AVUT	PA-28 Cherokee	1515
G-BVZG	Boeing 737 500	1520	G-BVTG	Fokker 70	1631
EI-TLF	Airbus 320	1650	G-MAJE	Jetstream 41	1703
G-GNTH	SAAB 340	1720	G-MAJA	Jetstream 41	1728
EI-CNZ	Boeing 737	1804	G-BVZG	Boeing 737 500	1822
G-BLZT	Short 360	1835	G-OBWD	BAe ATP	1839
G-TMDP	Airbus 320	1903	OO-DWA	Avro 146 RJ100	1907
EI-FKB	Fokker 50	1911	G-UKFJ	Fokker 100	2005
G-MAJA	Jetstream 41	2009	G-GNTH	SAAB 340	2022
G-MAJE	Jetstream 41	2030	G-BVTG	Fokker 70	2048
G-BVZG	Boeing 737 500	2117	G-OBWD	BAe ATP	2120
OO-DJW	Avro 146 RJ85	2240			

21 Tuesday

EI-TLJ Airbus 320 0446
 EC-GHD Boeing 737 300 0856
 G-BVZG Boeing 737 500 0920
 G-GNTH SAAB 340 0937
 G-BLZT Short 360 0951
 G-UKFJ Fokker 100 0957
 PH-SDU DHC-8 1023
 G-BVTG Fokker 70 1051
 G-BVZG Boeing 737 500 1217
 EI-TLJ Airbus 320 1352
 G-BHYE PA-34 Seneca 1407
 G-UKFJ Fokker 100 1425
 G-OBWD BAe ATP 1502
 PH-SDU DHC-8 1522
 G-MAJE Jetstream 41 1655
 G-GNTH SAAB 340 1720
 G-BVZG Boeing 737 500 1819
 G-BLZT Short 360 1826
 OO-DJL Avro 146 RJ85 1911
 G-ZAPD Short 360 1929
 G-MAJA Jetstream 41 2009
 G-MAJE Jetstream 41 2033
 EI-TLJ Airbus 320 2117
 G-BVZG Boeing 737 500 2128
 OO-DJQ Avro 146 RJ85 2226

EI-FKA Fokker 50 0846
 G-MAJA Jetstream 41 0917
 G-OBWD BAe ATP 0933
 G-MAJE Jetstream 41 0950
 C-GTSN Boeing 757 0954
 EI-CKS Boeing 737 1002
 TC-DRM Falcon 10 1028
 G-BBTK Cessna FRA150L 1134
 G-AVJR PA-28 Cherokee 1338
 G-MAJE Jetstream 41 1359
 G-GNTH SAAB 340 1411
 N220SC PA-31T Cheyenne 1451
 G-BVZG Boeing 737 500 1518
 G-BVTG Fokker 70 1634
 G-MAJA Jetstream 41 1716
 EI-CKS Boeing 737 1736
 G-OBWD BAe ATP 1824
 C-GTDC Airbus 320 1845
 EI-FKE Fokker 50 1918
 G-UKFJ Fokker 100 1943
 G-GNTH SAAB 340 2029
 G-BVTG Fokker 70 2034
 G-OBWD BAe ATP 2123
 G-BVTF Fokker 70 2133

22 Wednesday

EI-TLJ Airbus 320 0752
 EI-FKE Fokker 50 0843
 G-BVZG Boeing 737 500 0924
 G-GNTH SAAB 340 0930
 G-OBWD BAe ATP 0939
 G-UKFJ Fokker 100 0949
 EI-CKP Boeing 737 1001
 N953A PA-34 Seneca 1030 1507
 G-BPTL Cessna 172N 1040
 G-OBLC B76 Duchess 1122
 G-BGPJ PA-28 Warrior II 1150
 G-SBAS King Air 200 1253
 G-JPOT PA-32R Sratoga 1346
 G-GNTH SAAB 340 1413
 G-OBWD BAe ATP 1503
 G-BVZG Boeing 737 500 1523
 G-BVTF Fokker 70 1626
 G-MAJA Jetstream 41 1722
 G-WBPR BAe 125 800B 1735
 G-BVZG Boeing 737 500 1824
 G-OBWD BAe ATP 1838
 OO-DJX Avro 146 RJ85 1917
 G-MAJA Jetstream 41 2021
 G-MAJE Jetstream 41 2034
 OO-DJY Avro 146 RJ85 2228

D-EDKP V35 Bonanza 0811 1700
 PH-AST PA-31 Navajo 0859
 G-MAJA Jetstream 41 0928
 5B-DBC Airbus 320 0933
 G-MAJE Jetstream 41 0944
 G-BLZT Short 360 0952
 PH-SDM DHC-8 1030
 G-BUGT T61F Venture 1039
 G-BVTF Fokker 70 1051
 G-BODY Cessna 310R 1140
 G-BVZG Boeing 737 500 1234
 N61422 PA-31 Navajo 1255
 G-MAJE Jetstream 41 1408
 G-UKFJ Fokker 100 1446
 PH-SDM DHC-8 1514
 EI-TLJ Airbus 320 1604
 G-MAJE Jetstream 41 1659
 G-GNTH SAAB 340 1727
 EI-CKP Boeing 737 1739
 G-BLZT Short 360 1833
 EI-FKF Fokker 50 1914
 G-UKFJ Fokker 100 1956
 G-GNTH SAAB 340 2028
 G-BVTF Fokker 70 2037
 G-OBWD BAe ATP 2353

23 Thursday

EI-TLJ Airbus 320 0258
 G-BVZG Boeing 737 500 0922
 G-OBWD BAe ATP 0938

EI-FKC Fokker 50 0847
 G-GNTH SAAB 340 0935
 G-MAJE Jetstream 41 0943

ZGB47	Islander AL.1	0951
G-BLZT	Short 360	1000
PH-SDP	DHC-8	1013
G-BPHL	PA-28 Warrior II	1113
G-BVZG	Boeing 737 500	1217
EI-TLJ	Airbus 320	1243
EC-GNU	Boeing 737 300	1325
G-ODDA	Boeing 757	1344
G-GNTH	SAAB 340	1425
G-BVZG	Boeing 737 500	1518
G-JETA	Citation II	1530
EC-GNC	Boeing 737 400	1616
G-MAJE	Jetstream 41	1710
EI-CKP	Boeing 737	1730
G-BLZT	Short 360	1828
DD-DJT	Avro 146 RJ85	1903
G-UKFJ	Fokker 100	1958
G-GNTH	SAAB 340	2013
G-BVTF	Fokker 70	2036
G-BVZG	Boeing 737 500	2125
DD-DJV	Avro 146 RJ85	2228

24 Friday

G-JSJX	Airbus 321	0146
G-JETA	Citation II	0812
G-MAJA	Jetstream 41	0920
G-BVZG	Boeing 737 500	0929
G-MAJE	Jetstream 41	0947
G-GNTH	SAAB 340	0952
EI-CKP	Boeing 737	1013
G-BVTF	Fokker 70	1113
G-AZCZ	B.121 Pup 2	1141
G-BVZG	Boeing 737 500	1236
G-DASI	Short 360	1342
D-COKE	Lear Jet 35A	1349 1702
G-GNTH	SAAB 340	1414
G-BXKD	Airbus 320	1432
G-OBWO	BAe ATP	1458
G-BVZG	Boeing 737 500	1523
G-BVTF	Fokker 70	1628
G-MAJA	Jetstream 41	1729
G-GNTH	SAAB 340	1801
G-OBWO	BAe ATP	1826
G-DASI	Short 360	1835
EI-FKB	Fokker 50	1913
G-AXNS	B.121 Pup 1	1930
G-MAJA	Jetstream 41	2009
G-BVTF	Fokker 70	2041
G-BVZG	Boeing 737 500	2123
EI-TLJ	Airbus 320	2141
DD-DJX	Avro 146 RJ85	2227

25 Saturday

EC-FKI	Boeing 737 300	0016
EI-TLJ	Airbus 320	0526
G-BFTF	AASB Tiger	0913
G-BVJD	Fokker 100	0950
G-MAJJ	Jetstream 41	1007

G-UKFJ	Fokker 100	0957
EI-CKP	Boeing 737	1010
G-BVTF	Fokker 70	1045
G-OBLC	B76 Duchess	1215
G-BXPL	PA-28 Cherokee	1221
G-JSJX	Airbus 321	1317
G-BODY	Cessna 310R	1337
G-UKFJ	Fokker 100	1403
G-OBWO	BAe ATP	1500
PH-SDU	DHC-8	1528
G-EXEC	PA-34 Seneca	1547
G-BVTF	Fokker 70	1639
G-GNTH	SAAB 340	1718
G-BVZG	Boeing 737 500	1815
G-OBWO	BAe ATP	1852
EI-FKB	Fokker 50	1913
G-MAJE	Jetstream 41	2008
G-MAJA	Jetstream 41	2028
EI-TLJ	Airbus 320	2113
G-OBWO	BAe ATP	2139
G-BNEN	PA-34 Seneca	2343

EI-TLJ	Airbus 320	0432
EI-FKB	Fokker 50	0839
G-EXEC	PA-34 Seneca	0924
G-BLZT	Short 360	0941
G-OBWO	BAe ATP	0949
G-UKFJ	Fokker 100	1003
PH-SDR	DHC-8	1021
G-BXNP	Airbus 321	1117
G-BBPX	PA-34 Seneca	1159
N12NM	Citation I	1246
G-BNKE	Cessna 172N	1346
G-MAJE	Jetstream 41	1359
G-UKFJ	Fokker 100	1419
EI-TLJ	Airbus 320	1447
PH-SDU	DHC-8	1516
EI-COX	Boeing 737	1615
G-MAJE	Jetstream 41	1709
EI-CKP	Boeing 737	1740
G-BEAC	PA-28 Cherokee	1813
G-BVZG	Boeing 737 500	1829
DD-DJZ	Avro 146 RJ85	1901
G-BCCD	Cessna F172M	1923 2031
G-UKFJ	Fokker 100	1956
G-MAJE	Jetstream 41	2035
G-JSJX	Airbus 321	2112
G-OBWO	BAe ATP	2135
G-BVJA	Fokker 100	2201
EC-GLT	Airbus 320	2241

G-JSJX	Airbus 321	0430
EI-FKF	Fokker 50	0854
G-BVZI	Boeing 737 500	0918
G-UKFJ	Fokker 100	1006
EI-CJH	Boeing 737	1014

PH-SDR DHC-8	1029	G-BVTF Fokker 70	1133
G-OBWD BAe ATP	1147	G-UKTM ATR-72	1203
G-BNOH PA-28 Warrior II	1240	EI-TLJ Airbus 320	1257
G-BVZI Boeing 737 500	1258	G-JSJX Airbus 321	1333
G-BODU SF-25C Falke	1337	G-JETA Citation II	1405
G-UKFJ Fokker 100	1410	G-BJYD Cessna 152	1430
G-DANC PA-28 Warrior II	1554	G-BVZI Boeing 737 500	1633
G-BODY Cessna 310R	1734	EC-FXA DC9 83	1745
N66DD Gulfstream III	1755	EI-FKF Fokker 50	1918
EC-GEQ Boeing 737 300	1935	G-BVZI Boeing 737 500	1940
G-UKFJ Fokker 100	1948	EI-TLJ Airbus 320	2023
G-OBWD BAe ATP	2047	G-JSJX Airbus 321	2116
G-GNTH SAAB 340	2241		
26 Sunday			
EC-GVB Boeing 737 400	0250	EI-TLJ Airbus 320	0352
EI-FKC Fokker 50	0842	G-BVZI Boeing 737 500	0917
G-JSJX Airbus 321	0921	G-UKFJ Fokker 100	1003
G-BVTG Fokker 70	1007	LZ-MIR Tupolev TU154M	1016
G-BAXY Cessna F172M	1026	EC-GXR Boeing 737 400	1048
G-UKTJ Fokker 100	1147	EI-TLJ Airbus 320	1151
G-BNJF PA-32RT Lance	1215	EI-CNT Boeing 737	1240
G-BVZI Boeing 737 500	1244	G-UKFJ Fokker 100	1424
G-IRIS AASB Tiger	1444	G-OBWD BAe ATP	1511
PH-SDT DHC-8	1513	G-BVTF Fokker 70	1532
G-JSJX Airbus 321	1658	G-MAJE Jetstream 41	1707
G-GNTH SAAB 340	1713	EI-CNT Boeing 737	1738
G-BRIN TB-20 Trinidad	1752	G-BVZI Boeing 737 500	1814
G-OBWD BAe ATP	1817	G-BFTF AASB Tiger	1851
OO-DJD Avro 146 RJ85	1903	EI-FKC Fokker 50	1914
G-MAJA Jetstream 41	1952	G-UKFB Fokker 100	1955
G-MAJE Jetstream 41	2032	G-BVTF Fokker 70	2039
G-GNTH SAAB 340	2046	EI-CNW Boeing 737	2123
G-BVZI Boeing 737 500	2133	G-OBWD BAe ATP	2135
OO-DJX Avro 146 RJ85	2226	EI-TLJ Airbus 320	2340
27 Monday			
G-JSJX Airbus 321	0016	EI-FKB Fokker 50	0847
G-BAVZ PA-23 Aztec	0909	G-MAJA Jetstream 41	0920
G-BVZI Boeing 737 500	0923	G-OBWD BAe ATP	0939
G-GNTH SAAB 340	0942	G-MAJE Jetstream 41	0950
G-BHGD Cherokee Six	0952	G-DASI Short 360	0956
G-UKFB Fokker 100	1009	PH-SDM DHC-8	1026
G-ROUS PA-34 Seneca	1025	EI-CNW Boeing 737	1046
G-BVTF Fokker 70	1143	G-BVZI Boeing 737 500	1228
G-MAJE Jetstream 41	1401	G-GNTH SAAB 340	1414
G-BODY Cessna 310R	1417	G-UKFB Fokker 100	1426
PH-SDM DHC-8	1502	G-OBWD BAe ATP	1507
G-BAVZ PA-23 Aztec	1509	G-BVZI Boeing 737 500	1526
G-BPFC Mooney M20C	1605	G-BVTF Fokker 70	1637
G-MAJE Jetstream 41	1703	G-MAJA Jetstream 41	1717
G-GNTH SAAB 340	1719	EI-CNW Boeing 737	1729
G-BVZI Boeing 737 500	1815	G-OBWD BAe ATP	1821
G-DASI Short 360	1835	G-TMDP Airbus 320	1838
G-KKES TB-20 Trinidad	1843	OO-DJQ Avro 146 RJ85	1905
EI-FKC Fokker 50	1912	G-MAJA Jetstream 41	2003
G-UKFB Fokker 100	2007	G-GNTH SAAB 340	2014
G-MAJE Jetstream 41	2021	G-BVTF Fokker 70	2026

EI-TLJ Airbus 320	2029	G-BVZI Boeing 737 500	2113	
G-JEAE Friendship	2123	G-OBWD Bae ATP	2126	
G-BHYE PA-34 Seneca	2225 2237	OO-DJL Avro 146 RJ85	2227	
28 Tuesday				
EI-TLJ Airbus 320	0508	EI-FKB Fokker 50	0849	
G-BVZI Boeing 737 500	0911	EC-GHD Boeing 737 300	0915	
G-MAJA Jetstream 41	0919	G-BYSE JetRanger	0935	
G-GNTH SAAB 340	0938	G-MAJE Jetstream 41	0942	
C-GTSN Boeing 757	0945	G-JEAE Friendship	0949	
G-DASI Short 360	0952	G-UKFB Fokker 100	1005	
EI-CJH Boeing 737	1013	G-OGHL Twin Squirrel	1035	
PH-SDP DHC-8	1041	G-BVTF Fokker 70	1045	
PH-TWP Turbo Arrow IV	1124	1857	G-BWYH Cessna 310R	1155
G-BVZI Boeing 737 500	1209	G-BODY Cessna 310R	1218	
EI-TLJ Airbus 320	1352	G-MAJE Jetstream 41	1358	
G-UKFB Fokker 100	1410	G-GNTH SAAB 340	1455	
G-JEAE Friendship	1459	PH-SDP DHC-8	1520	
G-BVZI Boeing 737 500	1529	G-BVTF Fokker 70	1639	
G-BBSA AAS Traveler	1658	G-MAJE Jetstream 41	1703	
G-MAJA Jetstream 41	1715	G-JETG Lear Jet 35A	1720 2040	
EI-CJH Boeing 737	1735	G-GNTH SAAB 340	1744	
C-GTDC Airbus 320	1817	G-BVZI Boeing 737 500	1825	
G-DASI Short 360	1834	G-JEAE Friendship	1840	
OO-DJY Avro 146 RJ85	1904	EI-FKE Fokker 50	1915	
G-UKFB Fokker 100	1954	G-MAJA Jetstream 41	2002	
G-GNTH SAAB 340	2020	N365EL AS365N-2 Dauphin	2026 N/Res	
G-MAJE Jetstream 41	2031	G-BVTF Fokker 70	2035	
G-BVZI Boeing 737 500	2115	EI-TLJ Airbus 320	2135	
G-JEAE Friendship	2209	OO-DJV Avro 146 RJ85	2222	
G-BGFT PA-34 Seneca	2228 2238			
29 Wednesday				
G-DASI Short 360	0237	EI-TLJ Airbus 320	0808	
EI-FKD Fokker 50	0840	G-MAJA Jetstream 41	0920	
G-BVZI Boeing 737 500	0937	N220SC PA-31T Cheyenne	0949	
G-DASI Short 360	0954	G-JEAE Friendship	0955	
EI-CKS Boeing 737	1003	G-UKFB Fokker 100	1008	
PH-SDU DHC-8	1038	G-BVTF Fokker 70	1044	
G-MAJE Jetstream 41	1047	G-GNTH SAAB 340	1109	
G-TKPZ Cessna 310R	1206	G-BVZI Boeing 737 500	1232	
G-BNOE PA-28 Warrior II	1245	G-UKFB Fokker 100	1411	
G-JEAE Friendship	1502	PH-SDU DHC-8	1515	
G-GNTH SAAB 340	1518	G-BNOH PA-28 Warrior II	1540	
G-BVZI Boeing 737 500	1549	G-MAJA Jetstream 41	1710	
EI-CKS Boeing 737	1732	G-GNTH SAAB 340	1813	
G-DASI Short 360	1837	G-BVZI Boeing 737 500	1908	
OO-DJQ Avro 146 RJ85	1911	EI-FKA Fokker 50	1923	
G-JEAE Friendship	1927	G-UKFB Fokker 100	1959	
G-MAJA Jetstream 41	2005	G-BVTF Fokker 70	2024	
G-MAJE Jetstream 41	2027	G-GNTH SAAB 340	2102	
G-KKES TB-20 Trinidad	2116	G-BVZI Boeing 737 500	2147	
OO-DJS Avro 146 RJ85	2225	G-JEAE Friendship	2231	
30 Thursday				
G-OLAH Short 360	0233	EI-TLJ Airbus 320	0319	
G-BUPS ATR-42	0642	EI-FKC Fokker 50	0851	
G-MAJE Jetstream 41	0919	G-BVZI Boeing 737 500	0929	
G-GNTH SAAB 340	0943	G-MAJA Jetstream 41	0948	

G-JEAE Friendship	0950	G-DLAH Short 360	0953
G-UKFB Fokker 100	0957	EI-CKR Boeing 737	1022
PH-SDP DHC-8	1028	G-BVTF Fokker 70	1046
G-BJIR Citation II	1213	G-BODY Cessna 310R	1224
G-BVZI Boeing 737 500	1258	G-JSXX Airbus 321	1318
G-000J Boeing 757	1339	EC-FYF Boeing 737 300	1400
G-UKFD Fokker 100	1414	G-TOPS Twin Squirrel	1421
G-GNTH SAAB 340	1421	G-MAJL Jetstream 41	1429
EI-TLJ Airbus 320	1520	PH-SDP DHC-8	1530
EC-GUI Boeing 737 400	1606	G-BVZI Boeing 737 500	1607
G-BVTF Fokker 70	1652	G-MAJE Jetstream 41	1710
ZG847 Islander AL.1	1714	G-GNTH SAAB 340	1728
G-MAJL Jetstream 41	1734	G-JETA Citation II	1736 1813
G-JEAE Friendship	1740	EI-CKR Boeing 737	1805
G-DLAH Short 360	1839	00-DJV Avro 146 RJ85	1905
EI-FKD Fokker 50	1929	G-BVCK Boeing 737 500	1957
G-UKFD Fokker 100	2000	G-MAJL Jetstream 41	2043
G-MAJE Jetstream 41	2048	G-BVTF Fokker 70	2054
G-JEAE Friendship	2059	G-GNTH SAAB 340	2210
G-BVZI Boeing 737 500	2214	EI-TLJ Airbus 320	2237
00-DJK Avro 146 RJ85	2251	G-JEAE Friendship	2358
31 Friday			
G-JSXX Airbus 321	0137	G-DLAH Short 360	0222
EI-TLJ Airbus 320	0606	EI-FKD Fokker 50	0843
G-MAJL Jetstream 41	0920	G-BVES Cessna 340A	0924
G-BVZI Boeing 737 500	0926	G-GNTH SAAB 340	0936
G-MAJE Jetstream 41	0939	G-JEAE Friendship	0948
G-DLAH Short 360	0952	G-UKFD Fokker 100	0957
G-BAVZ PA-23 Aztec	1019	PH-SDT DHC-8	1022
D-COOL Lear Jet 55	1046 1748	EI-CNT Boeing 737	1102
G-BVTF Fokker 70	1106	G-BHYE PA-34 Seneca	1112
G-BXNF Airbus 321	1150	G-JEAE Friendship	1213
G-BVZI Boeing 737 500	1228	G-AVZX MS 880B Rallye	1304
G-UKFD Fokker 100	1403	G-MAJE Jetstream 41	1407
G-GNTH SAAB 340	1410	G-BXKC Airbus 320	1441
EI-TLJ Airbus 320	1444	G-JEAE Friendship	1513
G-BVZI Boeing 737 500	1516	PH-SDU DHC-8	1528
G-BVTF Fokker 70	1629	EI-COX Boeing 737	1634
G-MAJL Jetstream 41	1710	G-MAJE Jetstream 41	1716
G-GNTH SAAB 340	1723	G-BKPS AASB Tiger	1730
G-ODAM AASA Cheetah	1800	G-BVZI Boeing 737 500	1830
G-JEAE Friendship	1834	G-DLAH Short 360	1843
EI-CNT Boeing 737	1857	NG85TA Gulfstream IV	1905 1228(01)
00-DJP Avro 146 RJ85	1907	EI-FKB Fokker 50	1925
G-UKFD Fokker 100	1946	G-MAJL Jetstream 41	2000
G-BVTF Fokker 70	2017	G-MAJE Jetstream 41	2037
G-JSXX Airbus 321	2055	G-GNTH SAAB 340	2124
G-JEAE Friendship	2136	EI-TLJ Airbus 320	2141
G-BVTG Fokker 70	2156	G-BVZI Boeing 737 500	2159
00-DJT Avro 146 RJ85	2232	EC-GLT Airbus 320	2325

From & To

01) N220SC/Guernsey;VP-CAT/Elstree-Bristol;OY-DTN/EMA(New resident): 02) PH-FVB/Groningen;F-GPPF/F n/s T Le Bourget;F-GGLA/F n/s T Grenoble: 03) VP-CPR/Guernsey N97GW/Wevelgem;OY-RPM/Stavanger: 04) OE-GSC/Pula: 06) N603SC/Gander n/s Dijon; D-IEHP/Lille: 07) N527EW/F & T Jersey;N237TD/Gloucestershire;D-IVHN/London City n/s Hamburg;D-IWHL/F n/s T Hamburg: 08) XZ199/Dishforth;XX284/F & T Leeming; VP-CKM/Gamston;HB-GJA/Northolt;N797HG/Egelsbach: 10) XZ304/Shawbury: 11) N319SC/F & T Luton;EI-MAS/Jersey-Stanstead;N70VB/Compton Abbas;N331SJ/Nice: 13) PH-HUB/Weert;N95TX/Newcastle: 14) N99BB/Gander: 15) ZD704/Northolt;N220SC/Biggin Hill; N8471Y/Conington(Peterborough);N690EA/Stanstead;XZ335/York: 16) N407FD/F & T Newcastle;VP-CSC/Brussels: 17) SE-DVD/F & T Norkoping: 19) VP-CKM/Gamston: 21) TC-ORM/Istanbul;N220SC/Coventry: 22) D-EDKP/Osnabruck;PH-AST/Rotterdam; N953A/Stanstead;N61422/Elstree: 23) ZG847/Gloucestershire: 24) N12NM/Gamston; D-COKE/F & T Tempelhof(Berlin): 25) N66DD/Luton n/s Amsterdam: 28) PH-TWP/Rotterdam;N365EL/Hawkswick(New resident): 29) N220SC/Guernsey: 30) ZG847/Liverpool: 31) D-COOL/F & T Stuttgart;N685TA/Morristown(USA) n/s Gander:

Overshoots

01) G-BNOE;XX639/UAX26: 06) ZF294/LOP51: 08) XX691/(???: 13) ZH776/SHF454: 15) XX524/UAO20(?): 21) XX497/CWL65: 22) XV215/Ascot655: 23) ZF135/LOP40; XX991(?)given as Bulldog/CWL24;XX491/78: 24) XX492/CWL67: 27) XX500/CWL77; XX497/CWL73;XX497(again)/CWL71: 28) XX493/CWL65: 30) XX497/CWL76A: 31) XX500/CWL71:

LBA Movements review, July 1998

The Guernsey based Cheyenne N220SC made four visits this month, starting on July 1st it then returned on the 15th, 21st and 29th each time using the same call sign "Sark 01". Citation 1 VP-CAT was from its base at Elstree to Bristol on the 1st. Bandeirante PH-FVB arrived from Groningen as "Fairline 702" on the 2nd and went into the Multiflight hangar for regular maintenance until the 5th. The Falcon 10 F-GPPF arrived on the 2nd as "Bestair 116" and night stopped, also night stopping on the 2nd was the King Air 200 F-GGLA as "Sinair 021". On the 3rd the normally quite regular Cessna 421C VP-CPR made its only visit of the month, joining it was the Beech A36 N97GW from Wevelgem whilst night stopping was PA-39 Twin Comanche C/R OY-RPM which is c/n 39-4.

Doing a medevac flight from Pula in Croatia on the 4th was the Falcon 10 OE-GSC of the Tyrolean Jet Service. Lear Jet 60 N603SC of the Sunstrand Corp came from Gander on the 6th and after two night stops it departed to Dijon on the 8th, also noted on the 6th was the Cessna 340A D-IEHP coming from Lille. The 7th was quite busy with Citation I N527EW F & T Jersey (where it has replaced N560WE), Citation Jet D-IWHL night stopping F & T Hamburg, King Air 200 D-IVHN also night stopping from London City to Hamburg and the star of the day Beech 95 Travel Air N237TD. The Travel Air came from Staverton and is believed to be c/n TD-237 which would make it ex HB-GOC.

The Gamston based Citation V VP-CKM has been in twice this month, both times from Gamston, first on the 8th then on the 19th. From Egelsbach on the 8th we had the Guernsey based PA-46 N797HG and also visiting was the King Air C90 HB-GJA which came from Northolt. Biz-jets on the 11th were Challenger EI-MAS as "ECS 054" on a flight from Jersey to Stanstead, Lear Jet 31 N319SC from and to Luton and Lear



Military News

Eric Martin.



THE STRATEGIC DEFENCE REVIEW

At long last, this Review has been published. No major surprises, as much of the content had been 'leaked' slowly. Comment here is reserved for those aspects which affect our military aviation services.

A pool of Joint Rapid Reaction Forces, drawn from all three Services, is to be formed to provide "a quickly deployable and militarily powerful cutting edge in crises of all kinds".

Joint Services approaches are to be further developed: Joint commands for battlefield helicopters and RN/RAF fixed-wing aircraft, to operate from RN carriers, are to be established.

The Navy is to have two larger aircraft carriers and a new carrier-borne aircraft.

An air manoeuvre brigade is to be formed, combining the Apache attack helicopter and the Parachute Regiment (it would seem that the title 'air cavalry' has been shelved, if it ever existed other than in the popular press).

The capability of the Eurofighter is to be extended by new missiles, the Tornado GR variant is to be improved and four long-range heavy-lift transport aircraft are to be acquired.

Cadet Forces (including air experience flying) are not to be reduced.

If anyone is interested in a more complete study of the Review, I have some small MOD pamphlets obtained from the excellent MOD exhibition at the Great Yorkshire Show. The exhibition included a three-phase quiz, at which it was possible to win pens, wallets and baseball caps.

PARAS RECEIVE NEW COLOURS

At Aldershot on 19 June, the three regular battalions of the Parachute Regiment received new colours from the Prince of Wales, representing the Queen as Colonel-in-Chief of the Regiment. New colours were last presented to the Regiment thirty years ago, so I thought I had better make this one - 2028 being a bit distant! The proceedings were enlivened by a superb free-fall display which included the RAF Falcons, the PARA Red Devils and teams from Canada, France, the PARA Pathfinder Platoon and the Territorial Army. There was also a fly-past of a Dakota, three Hercules, two Apaches and three Chinooks. Events on the ground were not outdone by the air displays, with some excellent march-pasts and the like.

GROB WINS OUT OVER FIREFLY

Sad to relate that the Grob G.115D2 has been selected to equip University Air Squadrons and Air Experience Flights. I have commented previously in this column that it seemed logical to equip them with Slingsby Fireflies, so that they have a common aircraft with the Joint Elementary Flying Training School at Barkston Heath, but other counsels prevailed. The reasons for the choice of the Grob have not yet been announced. It will be recalled that the Grob already equips the Royal Navy Flying Grading Flight at Roborough, near Dartmouth, operated by civilian contractors, Airwork.

Credit: The Air League Newsletter

ARGIES TO TEST C130Js

Lockheed Martin have decided to carry out 'cold-weather' trials on C130Js destined for the RAF, at the Argentine Air Force base, Rio Gallegos, instead of at RAF bases in the Falklands. This is the latest problem to beset the RAF order for C130Js, as reported previously. The current penalty payable by the manufacturers of £23million is soon likely to rise to £60million.

Credits: Sunday Telegraph
David Tennant

Military Matters

Eric Martin.



CAP BADGES



Royal Engineers
1901-1910



Royal Flying Corps
1912-1918



Army Air Corps
1942-1950



Royal Artillery
1940



Glider Pilot Regiment
1950-1957



Army Air Corps
1957-date

AIRCREW BREVETS



Pilot
Royal Flying Corps
1912-1918



Glider Pilot
1942-1952



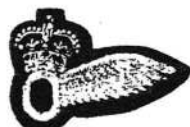
Second Glider Pilot
1944-1950



Air Observation Post Pilot
1947-1957



Pilot
1953-date



Observer
1970-date



Airgunner
1970-date

Credit: Booklet: 'Army Flying' (the Museum of Army Flying)

Air Activities in Scouting

The Scout Movement was founded in 1908, following the publication of "Scouting for Boys" by Robert Baden-Powell, and an experimental camp at Brownsea Island, off Poole in Dorset. B-P never intended to set up a new youth organisation, but boys who read his book demanded that units be formed. This aspect has been one of the hallmarks of the movement since its inception - development has been boy-led. In brief, the basic aim of the movement was a "training in citizenship through woodcraft" - "woodcraft" being interpreted as camping, hiking, open air activities and the like. Shortly after the outset, boys expressed interest in water activities as an alternative and the Sea Scout section was founded, which involved sailing, boat-pulling, canoeing and associated ventures.

In the 1930s, as aviation developed, boys expressed interest in air activities and a number of 'Air Patrols' were formed in various parts of the country, especially near airfields. It was not until 1941, however, that a separate Air Scout section was formed; as this was during World War II, development was slow, with private and sports flying being virtually non-existent.

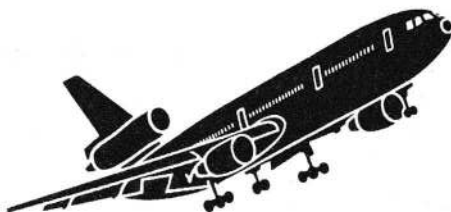
Despite lacking the Government-sponsored facilities of the Air Training Corps and Combined Cadet Force, Air Scouting thrives in many areas and many Scouts, not just Air Scouts, take part in Air Activities. Kent County Scouts, for example, have their own microlight and a glider and West Yorkshire Scouts have a part-share in a glider which is based at the Yorkshire Gliding Club airfield at Sutton Bank, near Thirsk.

As County Adviser for Air Activities for West Yorkshire Scouts, I am allotted some eight weekends per year to allocate between nineteen Districts and I don't know how many troops. It is never enough and two of my priorities when I win the Lottery (after my round-the-world cruise and round-the-world flight!) are to provide a glider and a light plane to add to the facilities. Another existing facility is the Central Yorkshire Scout Paragliding Club.

One of the major features of Scouting is a progressive system of training through badges; illustrations of some of those concerned with aviation surround this article. There is a major 'group' badge, Airmanship, which is composed of four stages: Junior Airman, Airman, Leading Airman, Master Airman. The programme consists of nearly one hundred activities under eight headings: Practical Skills, Flight Safety & Airmanship, Aircraft Recognition & Operations, Navigation, Meteorology, Aero Engines, Communications & Air Traffic Control, and Principles of Flight. The activities range from "List the main types of aircraft" to "Demonstrate how the 1 in 60 rule is used for correcting track errors". To achieve the Junior Airman badge, a Scout has to complete seven of these activities, for Master Airman it rises to thirty-six. In addition to these 'group' badges, there are seven individual badges on aviation topics or with aviation alternatives: Aeronautics, Air Researcher, Air Spotter, Mechanic, Model Maker, Navigator and Paraglider. Further, there are two 'wings' badges - Scout Wings and Scout Canopy Wings; I wear the latter by virtue of my eight 'jumps' from powered aircraft; they may also be gained by twenty-five paragliding flights. 'Flying' activities and aviation badges are available to any Scouts, not merely Air Scouts. My ultimate 'Mission Statement' as County Adviser, would be to enable every Scout who wishes, to take part in a 'flying' activity and take an aviation badge. To this end, I have planned a programme of leader-training sessions to enable the average Scout Leader (ie: other than aviation 'buffs') to instruct his Scouts to allow them to gain the Junior Airman badge. Obviously, Scout Leaders cannot be expert 'jacks of all activities' and be proficient in campcraft, air activities, water activities, etc., etc. Most leaders would welcome the assistance of people with specialist knowledge. If you have sons/grandsons/nephews (or even daughters, etc.) who are Scouts, would you consider offering to instruct for one of the various badges, perhaps commencing with the Junior Airman badge, which is a good starting point?

I am in the process of gathering together a Resources Library, consisting of books, tapes, videos and the like. To aid in assisting with the costs of these and other items, our Committee is permitting me to arrange a raffle at the October meeting. A donation from the proceeds will be made to the Society and the resources made available to the Society, where appropriate.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

A big thank you to Marcus Mitchell, who has once again provided details of CAA data on airport passenger figures. Below is a summary of the performance of LBA for the period January to April 1998. Figures in brackets represent the percentage change from the equivalent period in 1997.

Terminal passengers 370,272 (+17.8)
Total Passengers 372,280 (+17.8)

Transit Passengers 2,008 (+20.4)

Domestic Passengers 140,189 (+3.2)
Paris 9,039 (+9.6)
Dublin 55,907 (+0.4)
Alicante 21,137 (+3.1)
Palma 9,762 (+5.5)
Las Palmas 12,428 (+165.4)
Malta 4,045 (-5.5)

Brussels 19,890 (+36.2)
Dusseldorf 34 (-84.0)
Amsterdam 42,332 (+65.9)
Malaga 15,798 (+17.1)
Lanzarote 12,212 (N/A)
Tenerife 24,966 (+14.8)
Other 2,533 (N/A)

Passengers handled during the 12 months to April 1998 were 1,303,000 compared to 1,128,000 in the 12 months to April 1997, an increase of 15.5%

Total Aircraft Movements were 19,892, with 26 diversions in and 26 diversions out.

April was the first full month without Cityflyer Express and the London Gatwick service and consequently the figures for domestic passengers traffic showed a marked decrease from both the previous year and the previous month. 35,252 passengers travelled on domestic flights during April 1998 compared to 40,770 in April 1997, and 39,065 in March 1998.

The Belavia Tu-154 due to visit LBA on 21st July and 18th August, unfortunately operated into Manchester instead.

Ryanair have appeared on local radio and in the local press stating they are currently considering more routes from LBA. According to Ethel Power, Ryanairs head of communications, the number of people using the Leeds to Dublin service has doubled over the last year. She said ' If Leeds/Bradford continues to grow in the way it has been over the last year we will have to examine putting on more routes '. The airline has also reduced the cost of its Dublin flights to just £19.50 single on selected flights.

For those of you who are regular visitors to LBA, and have noticed a lot of digging going on in the central triangle between Runway 28, Runway 32 and taxiway Delta, I can report this is nothing more exiting than the construction of some new drainage ditches !!!

AIRPORT NEWS

Manchester new routes announced are VLM from Rotterdam with 3 flights a day weekdays only using Fokker 50's, this will be a code share flight with KLM uk.

Swissair increased frequency from December 3rd to 3 times daily with mixture of A.319/A.320.

Luxair, equipment change from Brasilia to Embraer EMB-145 from October.

SAS, Boeing 737-600 will operate some services commencing this winter.

Sheffield Unconfirmed reports say that VLM are to launch a London City to Sheffield service.

AIRLINE NEWS

Braathens announced on the 17th August they have acquired Swedish carrier Malmo Aviation. The take-over will take place during this Autumn. Malmo Aviations main business is scheduled flights from Stockholms Bromma airport using a fleet of 11 BAe 146s.

Easyjet are once again in court. The airline has painted 'Forget your travel agent' in Greek on the side of aircraft operating the new Luton - Athens service. Four federations of Greek Travel Agents did not take kindly to this and claimed the advertising was 'unacceptable and provocative'. The hearing took place on July 21st. In true style, Greek owner of Easyjet, Stelios, distributed free ticket vouchers outside the court before the hearing started. As a result the court was packed with Greeks shouting 'Easyjet for everyone'. The court ruled that Easyjet should remove the logo, but postponed a ruling whether the campaign amounts to 'commercial hooliganism' !!!

Gill Airways is to expand its franchise operation with Air France. As a result the airline is considering the introduction of Jet equipment with ex Royal Brunei Airlines Fokker 100s been cited as 1st choice.

Go (B.A.s low cost subsidiary) announced they are to commence their first domestic service which will be Stansted to Edinburgh.

Jersey European is considering a London Stock Exchange flotation later in 1998

KLM uk axed their EMA to Amsterdam service on the 9th August, less than 1 year after its launch. The decision been taken with a view to releasing an aircraft for use at Stansted.

Leisure Internationals owners Unijet has been bought by First Choice, who is the owner of Air 2000. It is therefore possible the two airlines will combine.

Scandinavian Airlines System (SAS) The new colour scheme has been spotted at Boeing Field on a new Boeing 737. The scheme is as follows. A blue tail with SAS on bottom third. Cream fuselage, with Scandinavian Airlines System titles in white, going from top to bottom, covering the first third of the aircraft. The countries three flags are still displayed towards the rear of the fuselage. Finally the engines are bright red !!

VLM will commence a Manchester to Rotterdam service form early September using Fokker 50's

AIRLINER NEWS

The Boeing 767-400ER is been considered by Boeing at the request of Britannia Airways, who are interested in non-stop flights to Asia and Pacific destinations. The aircraft would require a range of 11,000 kms.

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

further **AFIELD** global TOPICS

On a dry !! Wednesday morning in July I sampled a very quiet Liverpool airport as a departure point for the first time with most of the movements coming from the Emerald and Manx services to the Isle of Man. The information screens did reveal an inbound flight in the afternoon from Amsterdam with just a 30 minute turnaround before departing to Nice, the puzzle was solved when I realised it was an easyjet service. I took Manx's ATP - BRLY (the white one with all the commuter airline names across it!) and with less than half a load you could feel the power from the turboprops as we hurtled down R27. An orange juice and 22 minutes later we were touching down on Ronaldsway's R27. The small baggage reclaim area looked exactly the same as on my last visit 6 years ago, but the beauty of a small airport meant that the hire car was virtually next to this area. A total transformation of the terminal which was opened in June 1953 has been underway for some time now and will be completed within the next 2 years. The main concourse was suffering from building dust and due to our bad summer and a large hole where the cases disappeared through, our check in clerk for the return journey had her long coat on to keep warm. The new upper floor airside-departure lounge though is very modern and gives good views over the parking area and apart from the forward (sea view) which the tower obstructs, -some good runways views. Noted on the parking area to the west before leaving on the Sunday, were British Regional J41 and EMB 145. The return flight with Manx's 'November Charlie' took 24 mins and we actually had to hold outside the parking apron at Speke whilst a helicopter vacated. Standing on the wet tarmac was another company ATP, two Emerald HS 748's, the Reed aviation prop and a Monarch A300. Emerald's presence of HS748's give you the feeling that you have stepped back in time, although most of the general public would not probably see much difference to the ATP's!. An addition to the fleet this year is G-SOEI which came from Mount Cook Airlines via Exeter (eventually!). To provide more capacity G-BGMO has been converted to accommodate passengers once again and by now two more HS748's should have joined the fleet from an operator in Canada.

With the stretched Boeing 757 having its first flight last month and regular news appearing about the sleek looking Dornier fleet, we could be forgiven for overlooking less publicised developments elsewhere. One I noticed was the delivery to Uzbekistan Airways of the Ilyushin Il-114 turboprop - its only firm customer for the type - from the Tashkent Aircraft production factory. Aeroflot were considering taking 20 of the type but did not renew their letter

of intent signed last December. The 64 seat regional aircraft first flew back in 1990 and was certificated last April, but with 60% of the parts coming from Russia and bearing a high import tax duty, sales outside the country are going to be hard. Also said to be a drawback is the low service life of the two Klimov TV-117 engines at 800 hours although this is hoped to increase to 6,000 hrs by 1999. The cruise speed is 270 knots and a range of 3,250km is claimed with half a payload. The cargo version has a rear door and with 6.5t has a range of 1,000km. If things pick up the production rate will be 100 aircraft per year with a current \$13m price tag. Development is proceeding with the Il-112 which will be a high winged 40 seat turboprop, built at Kumertau to replace the Antonov An-38.

Hong Kong airline Cathay Pacific announced its first ever loss as a public company as sales reduced by 16% in the first six months of the year. Things are certainly tough in that area of the world and even the strongest are suffering as the company reports load factors down from 71% to 66.5%. Services to South East Asia are understandably worse at below 60%. Some measures have cushioned the blow however with staff redundancies and the operation of aircraft that require slightly less maintenance leading to a more than 8% reduction in operating costs. The relative strength of the Hong Kong Dollar and the lowering of fuel prices have helped too. The airlines seven Boeing 747/200's are out of service or on lease but five new aircraft will arrive this year and costs will rise as the company's new HK\$6 billion H.Q., staff hotel and training centre are opened.

In France Euralair are leasing two 737/800's from the USA - one either side of Christmas and Air Open Sky are to take three EMB120QC's + two F27 freighters which they hope to replace with DHC-8-200QC's next year. Regional Airlines have parted with two SAAB 430's = VVVX which are to go 'down under' to McKinlay Air Charter. They have added former DAT - EMB 120 = OO-DTH on lease.

In Sweden Braathens have got former Aer Lingus 737/500 = EI-CDT which is now registered SE-DUT and SAS have purchased 26% of Danish airline - Cimber Air.

Further afield Credits;~ FLIGHT International, Laurie Coldbeck, T.T.G, A.Sedgwick, Winged Words.



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24 July 1998

**AIRPORT WELL ON THE WAY TO REACHING PROJECTED
PASSENGER INCREASES**

The latest monthly cargo and passenger figures issued by Leeds Bradford Airport (LBA) show a dramatic rise in incoming international freight on both its Amsterdam and Brussels services since the introduction of jet aircraft.

The new figures (Brussels freight loads up 203%, Amsterdam up 152% and all foreign air freight up 190%) reflect the continued expansion of the cargo business worldwide.

On the passenger side, the number of terminal passengers using the airport in June was 139,144 - an increase of 8% on the same month in 1997. This brought the total of passengers in the first six months of this year to 646,924; against 566,761 in the same period last year: an increase of 14%.

LBA's "hub and spoke" connections with major European airports, which offer an alternative means of joining long haul services, saw a passenger increase of 87% on the Paris route. Brussels was up 51% and Amsterdam up by 48%.

Although growth slowed on the LBA to Dublin flights operated by Aer Lingus and Ryanair, 16,046 passengers still used their services in June.

On the domestic scene, British Midland's Heathrow "shuttle" carried 18,748 passengers; this figure is expected to increase through the introduction this month of through ticketing to connect with the new 100mph Heathrow Express rail service which takes only 15 minutes to travel between London Heathrow Airport and Paddington.

Among the charter destinations, passenger load increases to Mahon were up 71%, Majorca up 14%, Alicante 29%, Corfu 51% and Tenerife 116%.

Airport Managing Director Ed Anderson said, "These holiday flight figures are most encouraging and show that Leeds Bradford competes extremely well with other regional airports in terms of fares, convenience, amenities, cheaper parking and speedy baggage handling. We are well on course towards achieving our forecast of 1.4 million passengers this year, and the freight increases, too, are also welcome."



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19th August 1998

AIRPORT'S LINEAR DRIVE BAGGAGE CAROUSEL IS A "FIRST"

Few things trigger the anxiety factor among airline passengers more than the possibility of their baggage having gone astray, or having to wait around at their arrival airport's baggage reclaim section for cases or what-have-you to catch up with them.

Happily, Leeds Bradford Airport (LBA) has established a good record for speedy baggage delivery. Now, thanks to a "first" in the baggage moving field, it can provide an even better service for passengers.

The Airport has become the first in the country to install linear drive to a baggage carousel from which passengers recover their property.

A linear induction motor generates a travelling magnetic field, which reacts on plates mounted on the driven part of the mechanism, causing them to move.

The motors are a proven concept already applied with considerable success in the mechanical handling field. On a larger scale, following experiments in this country, Japan and elsewhere, they could power the railways of the future.

The new Tezlar system at LBA eliminates the need for conventional electric motors and the chains which transfer the drive from them to the conveyor platforms which carry baggage. Instead, there is a non-contact drive with a minimum number of moving parts.

By selecting a linear induction motor drive, Alstom, which manufactures the equipment, has dramatically increased the efficiency and the fault tolerance of the baggage reclaim unit.

In effect, even if one of the twelve linear motors under the carrying belt fails, the unit will continue working until repair work can be carried out at the convenience of the maintenance team.

The carriers which support passengers' baggage can be removed at random and no special tools are required and the manner in which the linear induction motors are installed permits easy replacement.

Said LBA's Managing Director, Mr Ed Anderson: *"This system gives us greater reliability, fewer maintenance problems and most of all, fits neatly into our overall scheme to provide the best possible service for LBA's passengers"*.

PRESS RELEASE



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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10 August 1998

ABOVE NATIONAL AVERAGE SALES FOR WINTER SUN HOLIDAYS
UNDERLINE GROWING PASSENGER SUPPORT FOR AIRPORT

The popularity of Leeds Bradford International Airport (LBA) as a convenient starting point for Winter Sun holidays is underlined by the fact that advance ticket sales for it's 1998/99 Winter programme are 8% above the national average. People from as far away as Scotland are travelling to LBA to catch holiday flights.

As a result, charter companies operating such flights between November 1st and April 30th have increased the number of seats available for sale from LBA in that period from 76,750 last winter to 82,730 - which is also an increase of 8%.

Tour Operators will run charter flights as follows:-

Mondays	0830 and 1305 hours	Las Palmas
Tuesdays	0715 Alicante	0845 Tenerife
Wednesdays	0815 Arrecife	1125 Fuerteventura
Thursdays	0700 Alicante	0750 Arrecife; 1515 Malaga
Fridays	0645 Palma	1305 and 1400 Tenerife
Saturdays	0700 Palma	1935 Innsbruck
Sundays	0700 and 1605 Malaga	

And there are possibly more to come as people in Leeds Bradford's catchment area, keen to avoid the risks of the M62 and it's ever increasing delays in Winter months - plus the big increases in traffic following the opening of the huge new Trafford Centre in September - plump for the convenience, easy and cheaper parking and the nearness of Yorkshire's premier airport.

Passengers travelling to Manchester Airport are reportedly already experiencing journeys of up to three hours from West Yorkshire and these have to be added to generally longer early check-in times. As a result, holidaymakers from East of the Pennines - especially those with young families - have come to realise that Leeds Bradford offers them a more convenient and hassle-free prospect as well as comparative fares. LBA's children's facilities are very popular.

Air 2000 will avoid winter weather and other problems by having an Airbus A320 based overnight at LBA on it's Tuesday, Wednesday and Thursday flights throughout the winter season; and on Saturdays and Sundays in November and April.

On the scheduled service front, Sabena's LBA-Brussels service will be operated with all-jet equipment from September 13 and RJ85 74 seaters replace the last remaining turbo-props on the route.

NOT CANADA AGAIN!

As ever, we wanted to spend some time with our daughter, her husband and our grandchildren, so naturally we made our usual arrangements for three weeks in Canada. If slots at Amsterdam were not a problem, this would be my favourite route because the KLM 747's are comfortable, especially when I can get my favourite seats. Unfortunately, connection time is quite tight and knowing that the official departure time from LBA is unreliable, my nerves are on edge whenever we make the flight.

Thus it was that on May 19th, we checked in at LBA only to be told that the departure slot allocated was at 11.28a.m. The incoming aircraft Fokker 100 G-UKF1 landed at 09.58 and it was very frustrating to sit in the departure lounge watching the clock slowly ticking round. However we were boarded quite early, taxied out and actually lifted off from 32 at 11.25. An uneventful flight had us touching down in Amsterdam at 13.16 local and as KLM 691 was due to take off at 13.50 and my wife can't walk very quickly, panic was just around the corner. Fortunately, getting from gate to gate at Schipol is relatively simple and we did it in about 10 minutes, hoping that our luggage would do the same. As it happens, out 747 PH-BUW did not actually take off until 14.33 but such a delay is not guaranteed as was proved in Dec '97 when we had to overnight in Amsterdam. The plane was full and we hadn't been allocated very good seats but as my wife and I agreed to a slight reshuffle to accommodate a family that wanted to sit together, our steward was only too pleased to help when I requested a visit to the front office. This was granted after lunch and I quite enjoyed my visit. Arrival on runway 06R at Toronto was at 16.32 local and the first aircraft I saw on the ground was Canada 3000's new airbus A340 C-GGWB which of course is now a regular visitor to Britain, and a VASP MD-11 PP-SPE was at the next bay when we docked.

It was probably a couple of days later that my granddaughter presented me with an envelope, which I found, contained an early Father's day card. The reason for the card being early soon became apparent because when I opened it an Airline ticket fell out.

Terminal 3 at Pearson was very quiet at 06.15 on May 23rd and I soon cleared U.S. Immigration and made my way to the departure gate, which on arrival was somewhat deserted. When Canadian Flight CP221 was called and we had boarded, I found that there were only 8 of us on board that made the Boeing 737-217 C-GCPN seem very empty indeed. Take off was from runway 06R and we were soon heading East with Lakes Ontario, Erie and Huron clearly visible. An hour later we were passing over Lake Michigan and then the city of Chicago and then directly below was my destination - O'Hare Airport. We landed on 27L at 07.24 local, taxied in, disembarked, out came my notebook and I was settled for the next two days. As is well recorded, if it wasn't for American and United, there wouldn't be so much movement but to sit at the end of Pier K and watch the aircraft passing by in all directions is almost mind blowing. Just how many aircraft I actually saw, I don't know, but discounting the ones I didn't log because I had certainly seen them before, my book shows 530 entries of which 409 were new to me. The first four of the American Eagle EMB-145's were very active, as were the ATR 42s and 72s. Mexicana produced a mix of Boeing 727 and 757 and Reno Air obliged with DC-9s and a MD-90-30. Aeroflot had Boeing 767 E1-CKE and I was very pleased to see A.330 E1-ORD of Aer Lingus. Just as I was leaving to go to my hotel, I bumped into two English spotters and I arranged to spend the following day with them.

Sunday didn't seem to be any less busy and logging continued furiously. An A.330 TC-JDM and A.340 D-AIBH with one or two biz aircraft added some variety. On Monday I boarded CP226 in the guise of Boeing 737-217 C-GCPY and found that there were all of 26 passengers on board. As we taxied out past the International Terminal, Eva Air MD-11 B-16107 and Gemini DC-10 N605GC were unloading cargo. Take off was at 08.51 and an uneventful flight during which we crossed a time zone saw us make a straight in approach to runway 06L at Toronto landing at 10.48 local time. As we passed by, the freight area continued B727s N148FE & N223FE and A.300 N657FE of Fedex, DC-8 N865F of Emery, DC9 N925AX of Airbourne Express and AN124 RA-82047 of Volga-Dnepr.

I managed a few hours at Pearson on Jun 2nd and saw many of Air Canada's A319 Airbuses plus B727 C-GHSI of SportHawk Airlines (Skyservice), Canadair RJ200 N17156 of America West Express and a DHC-7 C-GJPI which was covered in booms and wires which presumably makes it a survey aircraft. Skyservice A.320 C-GTDC came out of the hangar in full Airtours Colours ready for the usual summer lease.

As always, the major part of the holiday is spent with family and it is quite a wrench when we say goodbye and check-in for our return flight. On this occasion, the aircraft was B747-206B PH-BUT and our take off was at 18.18 with a landing in Amsterdam at 06.44 local.

Once in Amsterdam, we were faced with a three and a half hour wait until UK2113 leaves for LBA and today was no different with G-UKFC departing at 10.13. In the interim, the natural thing to do is watch aeroplanes. So having satisfied myself that my wife was comfortably snoozing in a corner, I found a convenient window from which to see what was passing by. A.300 5N-BVU of Bellview Airlines and MD-11 B-150 of Mandarin Airlines were very pleasant sightings and the many KLM aircraft left me with just a few short of a complete fleet list. Just as we were taxiing out, B727 YKAGF of Syrianair completed my pleasure.

So, we were on the final leg of our trip and a touchdown at 10.00 completed it. As we disembarked A.320 5D-DBD taxied past, adding the final touch.

The family are visiting us in September and we have a new grandson here so it looks as though we may have to wait a year before we are able to visit Canada-yet again!

I. D. Morton



Paris Sejour

It had been sometime since my last visit to the airports of Paris and 1997 seemed a good year in which to get reacquainted given the changes to the Air France fleet and also the fact that it was Salon de Paris, more commonly known as the Paris Air Show. Armed with my British Midland voucher I booked two return tickets LHR-CDG for £50 each - not bad going! It was our intention to 'do' the airshow on Sunday June 15, however our planned arrival the previous Thursday would allow us chance to visit both Charles de Gaulle and Orly airports. Departing a gloomy Heathrow aboard Boeing 737 G-BVKD it wasn't long before we were on finals for Roissy, however that didn't mean that we missed a good breakfast.

From my window seat it was obvious that there was alot of heavy metal on the deck. We shared satellite three with two Saudi TriStars, one of which adorned in their gorgeous new scheme of creme and cyan. As ever there was a rush to leave the aircraft by the other passengers as soon as we came on stand, something that I can never understand! We disembarked last and took time to check out the aircraft before clearing immigration and collecting our baggage, and guess what? Our fellow passengers were still at the carousel when we arrived!

Charles de Gaulle is well served by hotels and we had booked into the Ibis situated close to Aéro-gare 2 and the RER station, and I can highly recommend it on all counts - even the bar was reasonable. Now bereft of heavy luggage we returned to the terminals to get down to business.

Aéro-gare 2, an expansive modern structure is used exclusively by Air France and partners and is traditionally thought of as impenetrable for spotting...not so, but it does involve alot of legwork. The south facing zones handle long haul flights - including Boeing 747s, Airbus A340s, Boeing 767s and not forgetting Concorde of which five of the original seven are in use. We found an interesting spot on the elevated approach road to the terminal which afforded good views of the southern runway, and associated taxiways - excellent for photography. Additionally there are limited views of Zone Fret (cargo ramps) to the west, and a good magnification will allow the registrations of the 'cargo lumps' to be read off. A frequent shuttle bus operates between the terminals, the route itself offering good views of the taxiways and remote stands.

Aéro-gare 1, a multi-storey circular building is used by the remaining airlines. Views from the perimeter access road at the arrivals level are adequate despite the intervening vehicles and the resulting fumes and noise. Aircraft already parked on stand can be difficult to identify, however the patient will be rewarded. Photography is hindered by the cars, however an occasional trip to the outer edge of the ring will produce excellent results with a standard lens. Caution though, should be exercised, the traffic moves quickly, as do the Gendarmes!

Let me now dispel a commonly held misconception about the French Police. Many enthusiast guides make much of the Gendarmarie being unfriendly to the British spotter. During our five day stay we had no problems whatsoever. Granted there were hundreds of enthusiasts about and it would have been difficult to eject us all from the various vantage points, however it is my belief that if you are sensible you should experience no difficulties. Whilst on the subject of other British enthusiasts it is no wonder that we have a bad reputation given some of our 'colleagues' present during our stay! Never before had I experienced so many people with personality

disorders and shocking hygiene. In one memorable conversation I listened with incredulation as a fellow enthusiast explained that the trouble with the French Police was that they didn't speak English, of course this chap had never made any attempt to speak French.

Enough of me ranting! CDG handles all the usual airlines that can be seen at Heathrow, however there are some airline & aircraft combinations which aren't seen in the UK plus of course certain airlines not seen in the UK. Aeromexico 767s, Singapore A340s, Air Algerie 767s & A310s, MAS 777s, Garuda 747-400s, Thai MD-11s. Suffice to say a great deal of the Air France machines were seen including the expanding A321 and A340 fleets.

As an employee of London Underground the trip across town on the RER (Suburban Metro System) to Paris Orly was almost a Busman's Holiday! The 40 minute journey via 'Ligne B' to Antony from where the 'ORLYVAL' light rail shuttle links with the terminals is well worth it. The viewing deck is situated on the roof of Orly-Sud and despite being surrounded by glass offers excellent views of the southern, western and eastern aprons whilst aircraft taxiing onto the northern runway can also be identified. A different supply of airlines parade at Orly including, TAT (Brasilia, Fokker F28s & F100s), Air Liberté (Boeing 737s, MD-80s & DC-10s), AOM (MD-80s & DC-10s), Corsair (Boeing 747s including F-GTOM the SP model which visited LBA during Euro '96). The largest operator at Orly is Air France Express, formerly the Air Inter operation, which now employs a modern fleet of Airbus A319s, A320s & A321s which were fleeted during two visits. Foreign visitors include American and Delta plus a strong contingent from the 'French Mahgreb' such as Air Algerie, RAM and Tunis Air.

The Paris Airshow held at Le Bourget is easily reached by RER or bus. The size and scope of the airshow makes Farnborough look like a quaint fly-in and probably reflects the health of the French aviation industry. Debut static appearances were made by the A300 Freighter, Boeing 737-700, Ilyushin 114 and of course the controversial new British Airways scheme on Concorde (Union Flag), a Boeing 777 (Delftblauwe Dageraad) and an Embraer 145 (Colum). Airliners involved in the flying display included an A340 and A319, a gaggle of regional aircraft including the Saab 2000, Let-610G and IPTN-250 plus some Russian heavies like the Ilyushin 96T & 76MF. The show provides a strong military presence in both the static and flying displays. Highlights included Spanish F18, Australian Hawk 200, Sukhoi Su32, Eurocopter Tiger, Dassault Rafale and Eurofighter. Le Bourget is the French hub for biz-jets particularly during the Salon with the Falcon 2000 and Canadair Global Express being new releases to the market. My only real criticism of Le Bourget is the limited amount of flight line that is uncluttered by 'airport furniture' which limits photography.

So if you are free during June 1999 why not experience the Parisian airports and the Le Bourget airshow, it comes highly recommended!

Mark Teale

SHEFFIELD CITY RULES - OK?

E C Griffiths, B Sc. Ph D

If "Air Yorkshire" members can remember that far back (1990 to be exact), Sheffield's new airport did not exist, but it was in the making. On 10 June 1997, reality has at last replaced speculation with the *official* opening of the Sheffield City Airport at Tinsley near the M1.

Last year work was started on the runway, then the buildings, until, on 29 December 1996 Seneca G-ROLA landed on 28 for the first time. Thereafter, the improvements in construction reached the stage that not only was there a proper tower with ATC facilities, but there was (eventually!) a real frequency of 128.525MHz to listen in on. At the opening ceremony the visitors included representatives from Air UK, British Midland and Flightline, but not BA, plus a few aircraft (Flightline 146, Beech 200, ATR-42, a Lynx, an R-22 and "Police 14"). As yet however, there have been NO airlines operating in, on scheduled or charter flights; "Police 14" and another R-22 were in previously and a J-41 of Manx on the *official* opening day, so those interested in what will happen to the airport (and its staff) must wait and see.

For the record, Sheffield City (1850 x 30m; APP/TWR 128.525MHz; 10/28; EGSY) is operating from 08.00 - 17.00 hrs zulu and earlier. It is a small airfield by LBA, HBR and MCT values and in the north of England, though it is still too soon to know whether the airport will "take off" - watch this space for the future role of the *newest* runway in Europe. Finance is involved for the Sheffield Development Corporation, Glenlivet Investments and Sheffield City Council and meteorologically, the area around Sheffield can be awful for pilots to fly into and out of.

A WEEK IN GUERNSEY:- G-MAUD (There) AND G-MANH (Back)

E C Griffiths, B Sc. Ph D

With the promise of a weeks 'holiday' in Guernsey this year, it should have been a flight by Air UK or City Flyer Express from the LBA, but instead my trip from 23-30 May 1997 was via Manx/BA Express ATP from Ringway **AND** a quick stop at Jersey there and back. The food on the flight was poor, but 1hr 12 mins to Jersey then 13mins to Guernsey and excellent weather started the week well - and it became even better. At Jersey, there was little time to check on most aircraft, so F.27 G-JEAD, Cessna 340 N3400D and Tobago G-BTIE were all that could be seen before flying on to Guernsey (09). However, Guernsey was marvellous from the sunshine (19 - 23° c) to the food, (you should try 'Gâche') and the airport and its viewing area were excellent, from G-JOEY to the traffic on Upper A25. All the Trilanders are still there plus a 360 (G-OAAS) at Aurigny Air Services, JEA 146 G-JEAK was on the Gatwick run daily with Air UK F.50's and City Flyer ATR-42's and the Crossair Saab 340's from and to Zurich and City Hopper F.50 from Amsterdam were there, with Manx J41's from Eastleigh to Brussels and British Midland Saab 340's from and to EMA.

The airport really is pretty busy these summer days and my interest in seeing Channel Express F.27's and Dart Heralds back and forth from Hurn, not to mention the odd Puma (RAF), Citations; 125's and Cessna 210's kept the camera clicking. Although trips to Herm, to a few museums, to even more shops and to Castle Cornet intervened, the day of 29 May 1997 provided clear sun, +22°c and the following visitors and/or residents at the airport:-

Puma, XW229; G-TOMS; D-ELGT, Cessna 182; G-BKVN; N6601Y,
Aztec; G-MOVE; G-SAIR; F-GGBV, Saab 340; G-BBNI; N2171,
Citation; G-BLHN; HB-AKC, Saab 340; G-BAKO; G-FLTI;
G-YULL; N9381Y, Comanche; N3081A, B.36.

On 30 May the following were:- G-AVXI; (lots of ILS 28's); G-BODY;
G-BGTT; N8241M Cessna 210; D-EDGV, RC114; and then it was G-MANH via
Jersey to Ringway, a better dinner and back to Yorkshire by car!

Looking back on that week, Guernsey provided by far, a very fine climate, good food and a really superb small airport. More people should think of a visit if they have not been already.



Airliners of the world

D T D E D U M X D X Y B D D V E O X F J O O A I R B U S A
 Q N P G A N Z K X G A Z G Q J C R R K F K E O A N S Y T P S W T
 M D E A K U B Y T M K K Z S B L I O C W O C E H C O L F P E V
 C L P F O I F N B G K C M L P Z O N T O T E D Z F R D K Q G
 L U P V T N U A O S R D N M T I Z D S E O M G R Z O E K B Y O
 W O C O A O S P Z E L P P I H C H M A T L Y B P O E Q H O O
 I D M O C S F H N W F C B Q O O X S X N E L E L Z C F S C O
 D T W S A B E I F E S V J M A R Q W W Z O L E H W G N D G I
 C E I D D C L R L A G U E K X Q M B J O V R L V M U S O Q X
 O V O I L O B B L I V T U X E A R V H I L C O A A D A D C M
 S R F W R X B T S L Z G E A K E Z N K O X L E C T R J X M J
 S A I T R R R H O V I I R R A T E L I S V S X E B N I A D W Y
 V N E Z N W Z Q O S K G M S L G N T Y K N H C F Y A O C H R
 F M E M J U O F O A B L A R B G A A D P V H N G Q Q K V O N G Q
 S E D F Z A Q E C V R L M V Y P Q A E R K H E V A N N O Y I J
 Y L G O A Z C T G B J O O Y G S K E A M O V J E H A H J Y K Q
 A W R J Q L M K N K J O F M C O V F A O S R K K E Z G C G R S
 F B W N K D B F S A A F G T A O G O K G S S A W Y P Y
 A Q L R O W R A E E R L H F S Q J R N S N G F E B J Q W G X
 I B O Z L H N A T U B I B H J T E G A I M Z C V J W A Y Q R
 D Y R X Y P T U U R V B E H F E B V Z F E U S V Y S M L T J
 V A P I L Q I A T G O I S D G R E S I U R C O T A R T S Y C
 K R Q H T Y U H R D N S S H N K J I H U L T C W G E H F K D
 R T O T J A P R S A Q A S J D A H U I E D Y U S P R V F K O U
 D C W K I L N Y P D M M V D C V B S S P R F I A X V V V C L
 J E O A S S W N P T N V L A F R M Z U E Q A P X N C E H P A
 H L Z K E A O K I Y J E M B K X V W G O M M L S S O H B X H
 W E J L S Y Q G Z A L J I Z V I E C J T U R L D Y O G X D F
 N T B M G P Y U S Q Y K E R S H U A N F W R E A E G Z R H I
 A X L U G Y S H J Q N I T A F T I M D R N I C H X J G B A Q

Find these hidden words in the above puzzle:

airbus	albatross	ambassador	argonaut	argosy
bandeirante	brasilia	britannia	caravelle	comet
concorde	constellation	coronado	dakota	dove
electra	fellowship	friendship	herald	hermes
heron	marathon	metroliner	skymaster	skyvan
stratocruiser	vanguard	viking	viscount	york



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