



**VARIG MD11 PP.VPP IN BRAZIL  
FOOTBALL LIVERY AT FRANKFURT**

(Ian Gratton)

**VOL. 25    SEPTEMBER 1999**

**CHAIRMAN : MR.M.WILLINGALE**

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6, REDWOOD GROVE, HUDDERSFIELD HD5 9EQ

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**PUBLIC RELATIONS: MR. L. COLDBECK**

207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL

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**COMMITTEE MEMBERS 1998-99****MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE MRS.N.BARRETT, MR.D.BATES, MR.A.EDWARDS, MR. G.WARD, MR.H.MORROW.****Please note that all membership enquires should be made to the Treasurer****CHAIRMAN'S CHAT**

We are now entering the final quarter of our 25th Anniversary year, with our recent visit to Marshalls of Cambridge and several members enjoying a flight to Stansted on one of the last few BAC 1-11s on the British register. The only event left to celebrate our Anniversary is our Annual Dinner on Friday, 1st October, 1999.

We have held this annual dinner now for the past five years. We have a good meal at the Peasehill House Hotel, followed by a short talk by our special guest for the evening and then finish with a social chat and drink. Unfortunately, this is by the same forty-some people every year and we usually just break even. As this year is something special - if you haven't been to one before, come and have an excellent night out. Bring a friend, partner, wife, or even someone else's wife! - whoever, please give it a go. Remember, this event is open to all categories of membership.

Our speaker this year is Yorkshire's "Mr.Aviation", Alan Rowley of the Yorkshire Post. Alan has arranged all the old Yorkshire air displays (Yeadon, Finningley, Church Fenton etc). He organised the first B747 into the L.B.A. So, if it ever flew in Yorkshire (except birds), Alan will surely have a tale to tell about it! Contact Committee member David Bates on 0113 5052694, if you want to reserve places or find out more about this special occasion.

**MEETINGS ( starting at 14.30)**

5th September	Lifeboats
3rd October	David Greenwood (Yorkshire Light Aircraft Engineering)
7th November	A.G.M.
5th December	Christmas Party

**CREDITS**

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

# Leeds/Bradford Movements

July 1999

## 01 Thursday

G-OLAH Short 360	0040	C-GTDB Airbus 320	0352
EI-FKF Fokker 50	0850	G-MAJI Jetstream 41	0918
G-BVZI Boeing 737 500	0922	G-JEAE Friendship	0934
G-GNTH SAAB 340	0937	G-MAJH Jetstream 41	0947
G-OLAH Short 360	0951	OO-MJE BAe 146 200	1000
G-TOYZ JetRanger	1007	EI-CNX Boeing 737	1015
G-KWLI Cessna 421C	1034	G-WADS Robinson R-22B	1102
G-RJXA EMB 145	1122	G-UKFR Fokker 100	1148
EI-TLO Airbus 320	1254	G-JEAE Friendship	1258
G-BVZF Boeing 737 500	1300	G-OOOG Boeing 757	1307
G-MAJH Jetstream 41	1400	XV182 Hercules C.1	1406
G-GNTH SAAB 340	1407	G-BVKC Boeing 737 500	1511
OO-DJE BAe 146 200	1520	G-UKFR Fokker 100	1526
EI-CNX Boeing 737	1634	G-RJXA EMB 145	1651
G-MAJH Jetstream 41	1703	G-MAJI Jetstream 41	1704
G-GNTH SAAB 340	1727	G-BXMA King Air 200	1732
EI-CNV Boeing 737	1820	G-JEAE Friendship	1830
G-BVZE Boeing 737 500	1834	G-OLAH Short 360	1845
OO-DJR Avro 146 RJ85	1920	C-GTDB Airbus 320	1924
EI-FKA Fokker 50	1928	G-UKFD Fokker 100	1945
G-MAJI Jetstream 41	2000	G-GNTH SAAB 340	2026
G-MAJH Jetstream 41	2030	G-RJXA EMB 145	2057
G-JEAE Friendship	2129	G-BVZE Boeing 737 500	2144
F-GIPH Falcon 100	2148	EI-TLO Airbus 320	2158
OO-DJK Avro 146 RJ85	2220		

## 02 Friday

G-OLAH Short 360	0014	C-GTDB Airbus 320	0215
G-BGYT Bandeirante	0848	EI-FKE Fokker 50	0854
G-BVZE Boeing 737 500	0824	G-JEAE Friendship	0936
G-GNTH SAAB 340	0941	G-MAJH Jetstream 41	0948
OO-DJF BAe 146 200	0950	G-UKFD Fokker 100	0952
G-OLAH Short 360	0955	EI-CNX Boeing 737	1008
G-MAJI Jetstream 41	1024	G-BFXX AASB Tiger	1101
G-FCLD Boeing 757	1122	G-JEAE Friendship	1300
G-BVZE Boeing 737 500	1307	G-RJXA EMB 145	1317
G-GNTH SAAB 340	1356	G-OBLC B76 Duchess	1409
N797HG PA-46 Malibu	1417	EI-TLO Airbus 320	1420
G-MAJH Jetstream 41	1429	G-UKFN Fokker 100	1454
OO-DJZ Avro 146 RJ85	1459	G-BVZI Boeing 737 500	1508
EI-CNX Boeing 737	1556	G-HYLT PA-32R Saratoga	1616
G-BDGM PA-28 Warrior	1631	G-RJXA EMB 145	1709
G-MAJI Jetstream 41	1715	G-WADS Robinson R-22B	1718

OY-NPD SA227DC Metro 23	1721	G-GNTH SAAB 340	1726
G-MAJH Jetstream 41	1734	G-BVZI Boeing 737 500	1820
G-JEAE Friendship	1824	G-GDER Robin R1180TD	1830
G-OLAH Short 360	1855	EI-CNW Boeing 737	1857
ZG845 Islander AL.1	1911	OO-DJX Avro 146 RJ85	1921
EI-FKC Fokker 50	1932	G-UKFN Fokker 100	1951
G-MAJI Jetstream 41	2014	G-BGYT Bandeirante	2017
G-GNTH SAAB 340	2027	G-RJXA EMB 145	2114
C-GTDB Airbus 320	2119	G-JEAE Friendship	2130
G-BVZI Boeing 737 500	2200	G-BVJA Fokker 100	2214
G-BVTE Fokker 70	2224	EI-TLO Airbus 320	2229
OO-DJO Avro 146 RJ85	2232	EC-GZD Airbus 320	2235
EC-GUO Boeing 737 400	2257	G-MAJI Jetstream 41	2323
03 Saturday		EI-TLO Airbus 320	0552
C-GTDB Airbus 320	0426	G-BVJA Fokker 100	0921
EI-FKD Fokker 50	0849	OO-DJF BAe 146 200	0956
G-UKFL Fokker 100	0953	G-BVTE Fokker 70	1122
EI-CNW Boeing 737	1017	G-BATN PA-23 Aztec	1249
EI-TLO Airbus 320	1238	G-UKTM ATR-72	1319
G-BVJA Fokker 100	1257	G-WADS Robinson R-22B	1416
G-JEAE Friendship	1334	G-BXDA Robinson R-22B	1445
G-UKFL Fokker 100	1434	G-BVJA Fokker 100	1634
C-GTDB Airbus 320	1501	G-MAJH Jetstream 41	1720
G-OBPL Bandeirante	1638	EI-FKE Fokker 50	1917
EI-CJF Boeing 737	1756	G-BVTE Fokker 70	1954
G-JEAE Friendship	1923	EI-TLO Airbus 320	2003
G-BVJA Fokker 100	1959	G-GNTH SAAB 340	2028
G-UKFL Fokker 100	2020	C-GTDB Airbus 320	2239
EC-GQG DC9 83	2130		
04 Sunday		LZ-MIR Tupolev TU154M	0703
EI-TLO Airbus 320	0403	C-GTDB Airbus 320	0844
G-BPPM King Air 200	0808	G-BVJA Fokker 100	0913
EI-FKA Fokker 50	0847	EC-GXR Boeing 737 400	1008
G-UKFL Fokker 100	0949	N522XL Citation V Excel	1052
EI-CON Boeing 737	1016	G-BVJA Fokker 100	1225
EI-TLO Airbus 320	1201	G-UKFL Fokker 100	1431
G-BATN PA-23 Aztec	1234	G-JEAE Friendship	1456
OO-DJY Avro 146 RJ85	1437	G-BVTE Fokker 70	1605
N107GM Citation I	1553	G-GNTH SAAB 340	1658
C-GTDB Airbus 320	1618	G-MAJH Jetstream 41	1715
EI-COA Boeing 737	1709	EI-CJF Boeing 737	1831
G-JEAE Friendship	1821	G-OBMO Boeing 737 400	1902
OO-DJV Avro 146 RJ85	1855	G-UKFL Fokker 100	1945
EI-FKE Fokker 50	1929	G-MAJH Jetstream 41	2030
G-MIDH Airbus 321	2001	G-RJXA EMB 145	2100
G-GNTH SAAB 340	2048	G-JEAE Friendship	2132
G-MAJC Jetstream 41	2118	OO-DJZ Avro 146 RJ85	2226
G-BVZI Boeing 737 500	2157	C-GTDB Airbus 320	2336
EI-TLO Airbus 320	2301		
05 Monday		OY-SBR SN601 Corvette	0801
C-GTDB Airbus 320	0611	EI-FKE Fokker 50	0842
OY-NPE SA227AC Metro 3	0803	G-MAJC Jetstream 41	0919
G-DAVO AASB Tiger	0907	G-JEAE Friendship	0931
G-BVZI Boeing 737 500	0922	G-GNTH SAAB 340	0947
TC-APG Boeing 737 800	0943	G-OLAH Short 360	0952
G-MAJH Jetstream 41	0948	G-UKFL Fokker 100	1009
OO-DJG BAe 146 200	1006		

EI-CJC Boeing 737	1013	G-WURL Robinson R-22B	1031
G-RJXA EMB 145	1136	G-BVZI Boeing 737 500	1238
G-JEAE Friendship	1253	G-GNTH SAAB 340	1353
G-MAJH Jetstream 41	1357	G-UKFL Fokker 100	1435
OO-DJR Avro 146 RJ85	1512	G-BVKB Boeing 737 500	1526
EI-CJC Boeing 737	1602	G-RJXA EMB 145	1646
G-MAJH Jetstream 41	1705	G-GNTH SAAB 340	1715
G-MAJC Jetstream 41	1726	EI-TLO Airbus 320	1730
G-JEAE Friendship	1820	EI-COA Boeing 737	1830
G-OLAH Short 360	1840	G-BVKB Boeing 737 500	1848
OO-DJN Avro 146 RJ85	1905	C-GTDB Airbus 320	1910
EI-FKD Fokker 50	1915	G-UKFF Fokker 100	1942
G-MAJC Jetstream 41	2003	G-GNTH SAAB 340	2019
N425HS Cessna 425	2025	G-MAJH Jetstream 41	2034
G-RJXA EMB 145	2050	G-JEAE Friendship	2124
G-BVZI Boeing 737 500	2159	OO-DJP Avro 146 RJ85	2224
06 Tuesday			
G-OLAH Short 360	0202	C-GTDB Airbus 320	0305
G-GNTA SAAB 340	0631	EI-FKE Fokker 50	0846
EC-GHD Boeing 737 300	0906	G-BVZI Boeing 737 500	0927
G-JEAE Friendship	0933	G-GNTA SAAB 340	0935
G-MAJH Jetstream 41	0949	G-UKFF Fokker 100	0952
G-OLAH Short 360	0954	C-GTSV Boeing 757	1003
OO-MJE BAe 146 200	1006	G-BDKW Rockwell 112A	1007
EI-CKP Boeing 737	1007	G-BFGH Cessna F337	1015
G-BHTR JetRanger	1024	9H-ABF Boeing 737	1056
G-MAJC Jetstream 41	1102	G-KKES TB-20 Trinidad	1109
G-RJXA EMB 145	1127	G-BBEY PA-23 Aztec	1149
G-JEAE Friendship	1249	G-BVZI Boeing 737 500	1302
G-MAJH Jetstream 41	1355	G-GNTA SAAB 340	1359
EI-TLO Airbus 320	1411	N1868M Falcon 900B	1452
G-UKFF Fokker 100	1502	OO-DJZ Avro 146 RJ85	1518
G-BVZE Boeing 737 500	1532	EI-COX Boeing 737	1601
G-RJXA EMB 145	1628	G-MAJH Jetstream 41	1657
G-GNTA SAAB 340	1724	G-MAJC Jetstream 41	1739
G-JEDA DHC-8	1753	C-FTDA Airbus 320	1808
EI-CKS Boeing 737	1810	G-JEAE Friendship	1815
G-OLAH Short 360	1832	OO-DJO Avro 146 RJ85	1906
G-BVZE Boeing 737 500	1919	EI-FKF Fokker 50	1922
G-UKFF Fokker 100	1948	G-MAJC Jetstream 41	2029
G-MAJH Jetstream 41	2031	G-GNTA SAAB 340	2034
G-RJXA EMB 145	2040	G-JEAE Friendship	2123
C-GTDB Airbus 320	2137	EI-TLO Airbus 320	2215
OO-DJK Avro 146 RJ85	2226		
07 Wednesday			
G-BVZE Boeing 737 500	0018	G-OLAH Short 360	0407
EI-TLO Airbus 320	0601	N981SW Gulfstream IV	0708
EI-FKA Fokker 50	0851	G-DJAR Airbus 320	0900
G-BVZE Boeing 737 500	0923	G-MAJC Jetstream 41	0925
G-GNTH SAAB 340	0937	G-JEAE Friendship	0944
G-UKFF Fokker 100	0957	G-OLAH Short 360	1002
G-EMMS PA-38 Tomahawk	1007	OO-DJG BAe 146 200	1009
G-ORJB Citation I	1012	EI-CJG Boeing 737	1014
N98MX Maule MX-7 180	1022	SE-LKI P68C Victor	1035
G-MAJH Jetstream 41	1101	G-BHGO Cherokee Six	1104
G-RJXA EMB 145	1112	XX438 Gazelle AH.1	1117
G-BVZE Boeing 737 500	1244	G-JEDA DHC-8	1248
G-JEAG Friendship	1259	G-GNTH SAAB 340	1400

G-MAJH Jetstream 41	1406	G-UKFF Fokker 100	1426
G-OBMZ Boeing 737 500	1459	G-BAVZ PA-23 Aztec	1515
OO-DJP Avro 146 RJ85	1554	EI-CJG Boeing 737	1601
G-BSDO Cessna 152	1622	XZ309 Gazelle AH.1	1638
G-RJXA EMB 145	1653	G-MAJH Jetstream 41	1658
G-MAJC Jetstream 41	1709	EI-TLO Airbus 320	1717
N432CV Pilatus PC-12	1741	G-GNTH SAAB 340	1745
N900CB Cessna 421C RAM	1755	G-JEDA DHC-8	1810
EI-CKS Boeing 737	1821	G-OBMZ Boeing 737 500	1823
OY-JMC Citationjet	1831	D-IAVB Citationjet	1833
OO-DJO Avro 146 RJ85	1909	EI-FKD Fokker 50	1925
G-OLAH Short 380	1934	G-DJAR Airbus 320	1937
G-UKFF Fokker 100	1954	D-EMBA Piaggio 149D	2007
D-EFZT Cessna 182K	2007	G-MAJC Jetstream 41	2014
G-MAJH Jetstream 41	2026	G-RJXA EMB 145	2034
G-GNTH SAAB 340	2039	G-OBMZ Boeing 737 500	2141
G-JEDA DHC-8	2205	OO-DJZ Avro 146 RJ85	2224
G-GNTJ SAAB 340	2226		
08 Thursday			
G-RMCT Short 380	0214	EI-TLO Airbus 320	0406
C-GTDB Airbus 320	0412	G-DJAR Airbus 320	0633
N1069S King Air 200	0715	EI-FKD Fokker 50	0846
G-JLRW B76 Duchess	0905	G-MAJC Jetstream 41	0919
G-OBMZ Boeing 737 500	0922	G-GNTJ SAAB 340	0938
G-RMCT Short 380	0948	G-MAJH Jetstream 41	0950
G-JEDA DHC-8	0954	OO-DJH BAe 146 200	0957
G-UKFF Fokker 100	0959	40110 C-21A	1004
EI-CJF Boeing 737	1010	VP-CSC Citation V Ultra	1119
N206NS JetRanger	1128	G-KKES TB-20 Trinidad	1137
G-OBMZ Boeing 737 500	1237	EI-TLO Airbus 320	1254
G-JEDA DHC-8	1309	G-OOOI Boeing 757	1326
G-MAJH Jetstream 41	1359	G-GNTJ SAAB 340	1407
G-UKFF Fokker 100	1424	G-GNTH SAAB 340	1438
OO-DJK Avro 146 RJ85	1441	G-BVZI Boeing 737 500	1506
EI-CJF Boeing 737	1600	G-RJXA EMB 145	1835
G-MAJH Jetstream 41	1710	G-MAJC Jetstream 41	1715
G-GNTJ SAAB 340	1721	40087 C-21A	1739
EI-CDG Boeing 737 500	1801	G-JEDA DHC-8	1822
EI-COX Boeing 737	1831	G-BVZI Boeing 737 500	1836
G-RMCT Short 380	1839	OO-DJR Avro 146 RJ85	1917
EI-FKA Fokker 50	1925	C-GTDB Airbus 320	1929
G-UKFK Fokker 100	1951	G-MAJC Jetstream 41	2007
G-GNTJ SAAB 340	2024	G-RJXA EMB 145	2038
G-MAJH Jetstream 41	2057	EI-TLO Airbus 320	2109
G-JEDA DHC-8	2132	EI-CDB Boeing 737 500	2143
G-BVZI Boeing 737 500	2201	OO-DJL Avro 146 RJ85	2231
09 Friday			
C-GTDB Airbus 320	0224	EI-FKA Fokker 50	0851
G-MAJC Jetstream 41	0918	G-BVZI Boeing 737 500	0921
G-GNTJ SAAB 340	0939	G-MAJH Jetstream 41	0942
OO-MJE BAe 146 200	0954	G-RMCT Short 380	1001
EI-CJG Boeing 737	1007	D-ELAE PA-32RT Lance	1020
G-SUZN PA-28 Warrior II	1022	G-UKFK Fokker 100	1030
ZD704 BAe 125 CC.3	1050	G-RJXA EMB 145	1052
G-EGAL Christen Eagle	1135	G-FLCH Boeing 757	1140
G-JEDA DHC-8	1212	N146GA Cessna 425	1247
G-BVZI Boeing 737 500	1253	G-MAJH Jetstream 41	1306
EI-TLO Airbus 320	1411	G-GNTJ SAAB 340	1414

G-BIYO PA-31 Navajo	1430	G-UKFK Fokker 100	1437
G-BVKD Boeing 737 500	1501	G-JEDA DHC-8	1524
OO-DJW Avro 146 RJ85	1534	EI-CJG Boeing 737	1554
G-RJXA EMB 145	1700	G-MAJH Jetstream 41	1717
G-MAJK Jetstream 41	1722	G-GNTJ SAAB 340	1732
N1069S King Air 200	1737	EI-CNV Boeing 737	1815
G-JEDA DHC-8	1828	G-BVKD Boeing 737 500	1852
G-RMCT Short 360	1855	EI-FKD Fokker 50	1927
OO-DJK Avro 146 RJ85	1956	G-UKFK Fokker 100	2001
G-MAJK Jetstream 41	2023	G-GNTJ SAAB 340	2029
G-MAJH Jetstream 41	2033	C-GTDB Airbus 320	2041
G-RJXA EMB 145	2113	G-JEDA DHC-8	2127
G-BXWF Fokker 100	2150	G-BVKD Boeing 737 500	2200
EI-TLO Airbus 320	2207	EC-GZD Airbus 320	2228
G-BVTE Fokker 70	2232	OO-DJL Avro 146 RJ85	2234
EC-FZZ Boeing 737 400	2250		
10 Saturday			
G-RMCT Short 360	0210	C-GTDB Airbus 320	0421
G-BXWF Fokker 100	0932	OO-DJF BAe 146 200	0956
G-UKFK Fokker 100	0958	EI-FKE Fokker 50	1006
G-BJIR Citation II	1018	G-MAJB Jetstream 41	1019
EI-CJG Boeing 737	1021	G-ATJV Cherokee Six	1128
G-BVTE Fokker 70	1135	G-BGKU PA-28R Arrow II	1152
G-BNOH PA-28 Warrior II	1245	G-BXWF Fokker 100	1250
VP-OCT King Air C90	1303	G-JEDA DHC-8	1315
G-UKTN ATR-72	1347	G-UKFM Fokker 100	1432
C-GTDB Airbus 320	1439	G-MAJM Jetstream 41	1538
EI-TLO Airbus 320	1612	G-BUFH PA-28 Warrior II	1839
G-KNAP PA-28 Warrior II	1647	G-AZTW Cessna F177RG	1715
EI-CJF Boeing 737	1745	G-BXWF Fokker 100	1830
N1069S King Air 200	1845	G-JEDA DHC-8	1929
EI-FKF Fokker 50	1936	G-UKFM Fokker 100	1939
EC-GQG DC9 83	2000	G-BVTE Fokker 70	2026
G-BXWF Fokker 100	2122	G-GNTJ SAAB 340	2125
C-GTDB Airbus 320	2233	EI-TLO Airbus 320	2253
11 Sunday			
EI-TLO Airbus 320	0614	XV294 Hercules C.3	0657
XV307 Hercules C.3	0704	LZ-MIG Tupolev TU154M	0709
XV188 Hercules C.3	0713	G-BYAG Boeing 757	0718
C-GTDB Airbus 320	0817	G-BBCA JetRanger	0829
EI-FKE Fokker 50	0847	EC-HCP Boeing 737 400	0918
G-BXWF Fokker 100	0946	G-UKFM Fokker 100	0953
G-BNST Cessna 172N	1011	EI-COON Boeing 737	1050
G-BSTZ PA-28 Cherokee	1140	N60VB Aerostar 600	1148
G-BXWF Fokker 100	1250	G-JEDA DHC-8	1435
G-BBNJ Cessna F150L	1442	G-UKFH Fokker 100	1443
G-MIDH Airbus 321	1525	OO-DJP Avro 146 RJ85	1556
G-BVTF Fokker 70	1605	C-GTDB Airbus 320	1615
G-MAJH Jetstream 41	1716	G-GNTJ SAAB 340	1718
EI-COA Boeing 737	1724	EI-TLO Airbus 320	1757
EI-CNV Boeing 737	1808	G-JEDA DHC-8	1813
G-BVKD Boeing 737 500	1839	OO-DWC Avro 146 RJ100	1906
EI-FKA Fokker 50	1943	G-UKFN Fokker 100	2003
G-MAJH Jetstream 41	2038	G-RJXA EMB 145	2042
G-GNTJ SAAB 340	2048	G-JEDA DHC-8	2123
G-BVZG Boeing 737 500	2213	OO-DJP Avro 146 RJ85	2235

## 12 Monday

G-VCED Airbus 320	0504
C-GTDB Airbus 320	0707
TC-APG Boeing 737 800	0921
G-MAJB Jetstream 41	0928
G-GNTJ SAAB 340	0942
G-UKFN Fokker 100	0949
OO-MJE BAe 146 200	1001
G-RMCT Short 360	1007
PH-JVG PA-28 Warrior	1027
G-YIII Cessna F150L	1100
N250TM King Air 200	1130
G-OBMR Boeing 737 500	1250
G-BRUI PA-44 Seminole	1257
G-MAJM Jetstream 41	1400
G-BVKB Boeing 737 500	1503
EI-CJF Boeing 737	1556
G-RJXA EMB 145	1634
G-MAJB Jetstream 41	1705
G-GNTJ SAAB 340	1728
G-BVKB Boeing 737 500	1838
EI-CKS Boeing 737	1844
EI-FKC Fokker 50	1921
G-MAJB Jetstream 41	2003
G-GNTJ SAAB 340	2016
G-RJXA EMB 145	2043
G-BVZE Boeing 737 500	2213

## 13 Tuesday

C-GTDB Airbus 320	0301
G-ROLA PA-34 Seneca	0841
EI-FKE Fokker 50	0847
G-BVZE Boeing 737 500	0920
G-GNTJ SAAB 340	0936
G-UKFH Fokker 100	1000
G-VICE Hughes 369E	1011
G-RMCT Short 360	1039
9H-ABF Boeing 737	1049
G-MAJB Jetstream 41	1112
G-KEVB PA-28 Archer III	1235
G-BVZE Boeing 737 500	1302
G-RJXA EMB 145	1351
EI-TLO Airbus 320	1411
G-VICE Hughes 369E	1441
G-YSTT PA-32R Saratoga	1454
OO-DJW Avro 146 RJ85	1543
VP-CRB Lear Jet 60	1630
G-GNTJ SAAB 340	1726
EI-CNV Boeing 737	1808
G-RJXA EMB 145	1814
G-RMCT Short 360	1828
EI-FKA Fokker 50	1913
OO-DJK Avro 146 RJ85	1935
G-MAJC Jetstream 41	2007
G-MAJE Jetstream 41	2059
C-GTDB Airbus 320	2141
EI-TLO Airbus 320	2216
G-RJXA EMB 145	2230

EI-TLO Airbus 320	0508
EI-FKF Fokker 50	0850
G-JEDA DHC-8	0925
G-BVZG Boeing 737 500	0938
G-MAJM Jetstream 41	0946
G-UVIP Cessna 421C	0959
EI-CJG Boeing 737	1004
G-BBTK Cessna FRA150L	1012
G-KKES TB-20 Trinidad	1037
G-RJXA EMB 145	1110
G-TMDP Airbus 320	1200
G-JEDA DHC-8	1253
G-GNTJ SAAB 340	1353
G-UKFN Fokker 100	1431
OO-DJS Avro 146 RJ85	1516
G-BBCA JetRanger	1603
G-MAJM Jetstream 41	1700
EI-TLO Airbus 320	1723
G-JEDA DHC-8	1812
G-RMCT Short 360	1840
OO-DJN Avro 146 RJ85	1904
C-GTDB Airbus 320	1942
G-UKFH Fokker 100	2005
G-MAJM Jetstream 41	2026
G-JEDA DHC-8	2124
OO-DJW Avro 146 RJ85	2222

G-RMCT Short 360	0734
EC-FLG Boeing 737 300	0844
G-MAJM Jetstream 41	0926
G-JEDA DHC-8	0927
C-GTSV Boeing 757	0952
EI-CKP Boeing 737	1007
G-TKPZ Cessna 310R	1011
OO-DWE Avro 146 RJ100	1045
G-BHUJ Cessna 172N	1054
G-SOHI Agusta A109E	1136
G-JEDA DHC-8	1251
G-OOG GA7 Cougar	1329
G-GNTJ SAAB 340	1353
G-UKFH Fokker 100	1429
G-MAJE Jetstream 41	1446
G-BVZG Boeing 737 500	1504
EI-CKP Boeing 737	1559
G-MAJC Jetstream 41	1718
G-MAJE Jetstream 41	1737
G-JEDA DHC-8	1811
G-BVZE Boeing 737 500	1821
C-FTDA Airbus 320	1830
XZ335 Gazelle AH.1	1924
G-UKFH Fokker 100	1954
G-GNTJ SAAB 340	2024
G-JEDA DHC-8	2134
G-BVZE Boeing 737 500	2145
OO-DJN Avro 146 RJ85	2223



## 14 Wednesday

EI-TLO Airbus 320	0630	EI-FKK Fokker 50	0848
G-FPLC Cessna 441	0912	G-BVZE Boeing 737 500	0921
G-MAJE Jetstream 41	0924	G-JEDA DHC-8	0927
G-MAJC Jetstream 41	0943	G-GNTJ SAAB 340	0946
G-RMCT Short 360	0947	G-UKFH Fokker 100	1005
OO-DJE BAe 146 200	2019	G-BMUZ PA-28 Warrior II	1036
EI-CKS Boeing 737	1044	G-CYLS Cessna T303	1101
G-RJXA EMB 145	1149	G-JEAE Friendship	1250
G-BVZE Boeing 737 500	1253	G-BPJR PA-28 Cadet	1326
G-RJWW Maule M.5 235C	1334	G-GNTJ SAAB 340	1356
G-MAJC Jetstream 41	1409	EI-DWN Cessna 421C	1415
EI-BAT Cessna F150M	1425	G-UKFH Fokker 100	1441
G-BVKB Boeing 737 500	1452	D-IXEB Cessna 340A	1502
OO-DJL Avro 146 RJ85	1507	EI-CKS Boeing 737	1611
G-RJXA EMB 145	1635	G-BCRL PA-28 Warrior	1640
G-CYLS Cessna T303	1651	G-MAJC Jetstream 41	1706
C-GTDB Airbus 320	1711	G-MAJE Jetstream 41	1718
G-GNTJ SAAB 340	1722	G-BTVR PA-28 Cherokee	1739
G-TANS TB-20 Trinidad	1742	EI-COA Boeing 737	1805
G-JEDA DHC-8	1818	EI-TLO Airbus 320	1820
G-ISFC PA-31 Navajo	1828	G-BVKB Boeing 737 500	1831
G-RMCT Short 360	1834	OO-DJW Avro 146 RJ85	1903
EI-FKD Fokker 50	1915	G-UKFH Fokker 100	2001
G-MAJE Jetstream 41	2006	G-GNTJ SAAB 340	2022
G-RJXA EMB 145	2034	G-MAJC Jetstream 41	2041
G-NOIR Bell 222	2113	G-JEDA DHC-8	2122
G-BVZF Boeing 737 500	2215	OO-DJZ Avro 146 RJ85	2226

## 15 Thursday

EI-TLO Airbus 320	0502	C-GTDB Airbus 320	0805
G-BXYV ATR 72	0646	EI-FKK Fokker 50	0858
G-MAJC Jetstream 41	0922	G-BVZF Boeing 737 500	0925
G-JEDA DHC-8	0935	G-GNTJ SAAB 340	0937
G-BXYV ATR 72	0939	G-MAJE Jetstream 41	0946
EI-CJD Boeing 737	1004	G-BRKH PA-28 Dakota	1010
N400AJ Beechjet 400	1017	OO-DJE BAe 146 200	1021
G-UKFH Fokker 100	1047	G-BCRL PA-28 Warrior	1050
G-RJXA EMB 145	1136	EI-TLO Airbus 320	1240
G-BVZF Boeing 737 500	1243	G-JEAE Friendship	1247
G-OOOU Boeing 757	1335	G-GNTJ SAAB 340	1357
G-MAJE Jetstream 41	1401	G-UKFH Fokker 100	1456
G-OBMZ Boeing 737 500	1459	OO-DJW Avro 146 RJ85	1501
N79EL Beechjet 400A	1504	EI-CJD Boeing 737	1558
XZ304 Gazelle AH.1	1609	G-RJXA EMB 145	1622
G-MAJC Jetstream 41	1704	G-MAJE Jetstream 41	1708
G-BSBW JetRanger	1708	G-GNTJ SAAB 340	1720
G-JEDA DHC-8	1815	G-OBMZ Boeing 737 500	1830
EI-CKQ Boeing 737	1850	OO-DJQ Avro 146 RJ85	1910
EI-FKA Fokker 50	1921	G-BVMC Robinson R-44	1929
G-KBAC Short 360	1935	C-GTDB Airbus 320	1946
G-UKFF Fokker 100	1951	G-MAJC Jetstream 41	2006
G-GNTJ SAAB 340	2014	G-MAJE Jetstream 41	2033
EI-TLO Airbus 320	2113	G-JEDA DHC-8	2130
G-BVZE Boeing 737 500	2145	OO-DJW Avro 146 RJ85	2228

## 16 Friday

C-GTDB Airbus 320	0205	G-OBLC B76 Duchess	0820
EI-FKA Fokker 50	0849	G-MAJE Jetstream 41	0921
G-BVZE Boeing 737 500	0923	G-JEDA DHC-8	0928

G-GNTJ SAAB 340	0932	G-MAJC Jetstream 41	0949
G-KBAC Short 360	0955	EI-CNV Boeing 737	1005
OO-DJF BAe 146 200	1008	G-UKFF Fokker 100	1027
G-RJXA EMB 145	1113	G-FCLD Boeing 757	1145
G-JEDA DHC-8	1248	G-BVZE Boeing 737 500	1250
G-GNTJ SAAB 340	1359	G-MAJC Jetstream 41	1408
OO-DWD Avro 146 RJ100	1438	EI-TLO Airbus 320	1441
G-UKFF Fokker 100	1443	G-BVKD Boeing 737 500	1503
EI-COA Boeing 737	1557	XZ304 Gazelle AH.1	1603
G-BJRW Cessna U208G	1624	G-RJXA EMB 145	1627
G-MAJC Jetstream 41	1713	G-MAJE Jetstream 41	1718
G-GNTJ SAAB 340	1727	G-JEDA DHC-8	1818
G-BVKD Boeing 737 500	1820	EI-CNV Boeing 737	1823
G-KBAC Short 360	1836	G-BFXX AASB Tiger	1859
OO-DJT Avro 146 RJ85	1911	EI-FKE Fokker 50	1918
G-UKFE Fokker 100	1958	G-MAJE Jetstream 41	2012
G-OBPL Bandeirante	2018	G-GNTJ SAAB 340	2028
G-MAJC Jetstream 41	2032	G-RJXA EMB 145	2045
G-JEDA DHC-8	2122	G-BXWE Fokker 100	2131
C-GTDB Airbus 320	2137	EI-TLO Airbus 320	2154
G-BVTF Fokker 70	2157	G-OBMX Boeing 737 500	2159
EC-FZZ Boeing 737 400	2226	EC-GZD Airbus 320	2242
OO-DJR Avro 146 RJ85	2303		
17 Saturday			
G-OLAH Short 360	0225	C-GTDB Airbus 320	0410
EI-TLO Airbus 320	0505	EI-FKF Fokker 50	0851
G-BXWE Fokker 100	0925	G-UKFE Fokker 100	1001
OO-DJF BAe 146 200	1005	G-MAJE Jetstream 41	1009
EI-CJG Boeing 737	1012	G-BCRL PA-28 Warrior	1043
G-AYMK PA-28 Cherokee	1044	G-OBLC B76 Duchess	1130
G-BVTF Fokker 70	1140	EI-TLO Airbus 320	1257
G-JEDA DHC-8	1312	G-BXWE Fokker 100	1318
G-BVJD Fokker 100	1346	G-UKTN ATR 72	1357
C-GTDB Airbus 320	1429	G-UKFH Fokker 100	1436
G-OACG PA-34 Seneca	1519	OO-WAL Cessna 182R	1535
G-BNTC Turbo Arrow IV	1708	EI-CJH Boeing 737	1713
G-BXWE Fokker 100	1715	EI-FKA Fokker 50	1917
G-JEDA DHC-8	1944	G-UKFH Fokker 100	1951
G-BVTF Fokker 70	1954	G-BXWE Fokker 100	2007
G-GNTJ SAAB 340	2017	EC-FTS DC9 83	2044
EI-TLO Airbus 320	2058	C-GTDB Airbus 320	2153
18 Sunday			
EI-TLO Airbus 320	0356	LZ-MIK Tupolev TU154M	0704
C-GTDB Airbus 320	0737	EI-FKC Fokker 50	0850
EC-GVB Boeing 737 400	0916	G-BXWE Fokker 100	0921
G-XRMC BAe 125 800B	0926	G-GDTU CAP 10B	0944
G-UKFH Fokker 100	0954	EI-CON Boeing 737	1023
G-DIGI Cherokee Six	1159	EI-TLO Airbus 320	1216
G-BXWE Fokker 100	1238	G-BDWY PA-28 Cherokee	1318
G-JEDA DHC-8	1430	G-UKFH Fokker 100	1441
OO-DJQ Avro 146 RJ85	1444	C-GTDB Airbus 320	1522
N735CX Cessna 182Q	1532	G-MIDJ Airbus 321	1538
G-BVTF Fokker 70	1631	G-BODU SF25C Falke	1700
EI-CKQ Boeing 737	1711	G-MAJE Jetstream 41	1714
G-BSBW JetRanger	1758	EI-CNX Boeing 737	1816
G-JEDA DHC-8	1820	G-KKES TB-20 Trinidad	1823
G-BVZI Boeing 737 500	1828	OO-DJS Avro 146 RJ85	1904
G-DOBN Cessna 402B	1931	EI-FKE Fokker 50	1942

G-UKFH Fokker 100	1952	G-MAJE Jetstream 41	2030
G-RJXA EMB 145	2051	G-GNTJ SAAB 340	2055
G-JEDA DHC-8	2127	G-BVZI Boeing 737 500	2144
OO-DJR Avro 146 RJ85	2216	C-GTDB Airbus 320	2255
EI-FLO Airbus 320	2303		
19 Monday			
C-GTDB Airbus 320	0615	EI-FKD Fokker 50	0855
TC-APG Boeing 737 800	0918	G-JEDA DHC-8	0930
G-GNTJ SAAB 340	0938	G-BVZI Boeing 737 500	0939
G-MAJE Jetstream 41	0948	OO-DJE BAe 146 200	1001
G-OLAH Short 360	1004	EI-CNX Boeing 737	1007
G-UKFH Fokker 100	1028	G-BTHY JetRanger	1050
G-RJXA EMB 145	1100	G-JEDA DHC-8	1243
G-MAJE Jetstream 41	1250	G-BVZI Boeing 737 500	1300
G-GNTJ SAAB 340	1400	G-UKFH Fokker 100	1437
G-BNRL Cessna 152	1447	OO-DJX Avro 146 RJ85	1455
G-BVKD Boeing 737 500	1501	EI-CNX Boeing 737	1602
G-RJXA EMB 145	1633	G-KKES TB-20 Trinidad	1643
G-MAJE Jetstream 41	1704	EI-TLO Airbus 320	1722
G-MAJC Jetstream 41	1726	G-GNTJ SAAB 340	1728
EI-CNW Boeing 737	1812	G-BVKD Boeing 737 500	1822
G-JEDA DHC-8	1825	G-OLAH Short 360	1830
N220SC PA-31T Cheyenne	1842	OO-DJX Avro 146 RJ85	1904
EI-FKF Fokker 50	1918	C-GTDB Airbus 320	1923
G-UKFO Fokker 100	1959	G-MAJC Jetstream 41	2017
G-GNTJ SAAB 340	2030	G-MAJE Jetstream 41	2036
G-RJXA EMB 145	2042	G-JEDA DHC-8	2118
G-BVKD Boeing 737 500	2139	XV299 Hercules C.3	2234
OO-DJX Avro 146 RJ85	2248		
20 Tuesday			
G-OLAH Short 360	0218	C-GTDB Airbus 320	0315
G-JAHL JetRanger	0650	EI-FKD Fokker 50	0847
G-OTGT Citation V Ultra	0850	G-HERS Citation X	0919 N/Res
G-JEDA DHC-8	0923	C-GTSN Boeing 757	0930
EC-FUT Boeing 737 300	0932	G-BVKD Boeing 737 500	0935
G-GNTJ SAAB 340	0937	G-MAJE Jetstream 41	0939
G-UKFO Fokker 100	0953	G-OLAH Short 360	0955
EI-COA Boeing 737	1012	G-MAJL Jetstream 41	1017
G-AYCJ Cessna TP206D	1030	OO-DJH BAe 146 200	1041
9H-ABE Boeing 737	1122	G-RJXA EMB 145	1129
G-JEDA DHC-8	1242	G-BVKD Boeing 737 500	1246
G-JEAD Friendship	1322	G-MAJL Jetstream 41	1330
EI-TLO Airbus 320	1351	G-UKFO Fokker 100	1426
G-GNTJ SAAB 340	1431	OO-DJR Avro 146 RJ85	1448
G-OBMX Boeing 737 500	1501	OY-JRV Beech 1900D	1542
EI-COA Boeing 737	1548	G-RJXA EMB 145	1704
G-MAJL Jetstream 41	1716	G-GNTJ SAAB 340	1724
G-JEAD Friendship	1731	G-MAJE Jetstream 41	1748
N3036A PA-34 Seneca	1800	EI-CNW Boeing 737	1803
C-FTDA Airbus 320	1813	G-JEDA DHC-8	1823
G-OBMX Boeing 737 500	1832	G-OLAH Short 360	1835
G-HAMA King Air 200	1841	OO-DJX Avro 146 RJ85	1917
N86Y King Air 200	1933	EI-FKC Fokker 50	1935
G-UKFO Fokker 100	1954	G-MAJL Jetstream 41	2003
G-GNTJ SAAB 340	2027	G-RJXA EMB 145	2047
G-RJXB EMB 145	2056	G-MAJE Jetstream 41	2112
G-JEDA DHC-8	2119	C-GTDB Airbus 320	2136
G-OBMX Boeing 737 500	2201	EI-TLO Airbus 320	2211

	OO-DJQ Avro 146 RJ85	2227		
21	Wednesday			
	G-OLAH Short 360	0246	EI-TLO Airbus 320	0534
	EI-FKF Fokker 50	0844	G-MAJL Jetstream 41	0925
	G-GNTJ SAAB 340	0939	G-MAJE Jetstream 41	0942
	G-JEDA DHC-8	0945	G-OBMX Boeing 737 500	0946
	G-OLAH Short 360	0955	G-PASX MBB 105DBS/4	1001
	OO-DJH BAe 146 200	1003	EI-CNW Boeing 737	1009
	G-UKFO Fokker 100	1012	G-BSBW JetRanger	1047
	G-RJXB EMB 145	1111	G-JEAE Friendship	1250
	G-PASX MBB 105DBS/4	1310	G-OBMX Boeing 737 500	1329
	G-MAJE Jetstream 41	1401	G-GNTJ SAAB 340	1404
	N3036A PA-34 Seneca	1407	G-UKFR Fokker 100	1444
	G-BVZH Boeing 737 500	1450	OO-DJX Avro 146 RJ85	1502
	G-JAHL JetRanger	1521	EI-CNW Boeing 737	1549
	C-GTDB Airbus 320	1651	G-RJXB EMB 145	1654
	G-MAJL Jetstream 41	1714	EI-TLO Airbus 320	1716
	G-MAJE Jetstream 41	1720	G-GNTD SAAB 340	1727
	EI-CKQ Boeing 737	1812	G-JEDA DHC-8	1819
	G-BVZH Boeing 737 500	1822	G-OLAH Short 360	1848
	OO-DJQ Avro 146 RJ85	1916	EI-FKC Fokker 50	1918
	G-BFRS Cessna F172N	1951	G-UKFD Fokker 100	2002
	G-MAJL Jetstream 41	2007	G-GNTD SAAB 340	2031
	G-MAJE Jetstream 41	2035	G-RJXB EMB 145	2047
	G-JEDA DHC-8	2128	G-BVZH Boeing 737 500	2140
	OO-DJT Avro 146 RJ85	2236		
22	Thursday			
	C-GTDB Airbus 320	0350	EI-TLO Airbus 320	0421
	G-BWDB ATR-72	0704	EI-FKF Fokker 50	0851
	G-UVIP Cessna 421C	0914	G-MAMD King Air 200	0915
	G-JEDA DHC-8	0924	G-BVZH Boeing 737 500	0928
	N459LJ Lear Jet 45	0931	G-MAJC Jetstream 41	0934
	G-GNTJ SAAB 340	0938	G-BWDB ATR-72	0941
	G-UKFD Fokker 100	0958	G-BERC Rallye 150ST	1001
	EI-CNW Boeing 737	1010	OO-DJH BAe 146 200	1014
	G-RJXB EMB 145	1056	G-BVZH Boeing 737 500	1233
	G-JEAE Friendship	1252	EI-TLO Airbus 320	1258
	G-OBLC B78 Duchess	1311	G-OOOV Boeing 757	1336
	G-MAJE Jetstream 41	1341	G-GNTJ SAAB 340	1405
	G-MAJL Jetstream 41	1408	G-BCUV B121 Bulldog	1418
	OO-DJQ Avro 146 RJ85	1446	G-VBAC Short 360	1454
	G-OBMF Boeing 737 400	1459	G-BWHY Robinson R22B	1504
	G-BFRS Cessna F172N	1509	G-UKFD Fokker 100	1515
	EI-COA Boeing 737	1557	G-SACS PA-28 Cadet	1622
	G-RJXB EMB 145	1640	G-MAJE Jetstream 41	1701
	G-BNOE PA-28 Warrior II	1708	G-MAJC Jetstream 41	1712
	G-GNTJ SAAB 340	1715	EI-CNW Boeing 737	1809
	G-OBMF Boeing 737 400	1824	G-VBAC Short 360	1829
	G-JEDA DHC-8	1851	C-GTDB Airbus 320	1908
	EI-FKD Fokker 50	1925	OO-DJS Avro 146 RJ85	1928
	G-UKFD Fokker 100	1948	G-MAJC Jetstream 41	2007
	G-GNTJ SAAB 340	2008	G-MAJE Jetstream 41	2032
	G-RJXB EMB 145	2043	EI-TLO Airbus 320	2132
	G-JEDA DHC-8	2136	G-BVZH Boeing 737 500	2140
	OO-DJK Avro 146 RJ85	2218		
23	Friday			
	C-GTDB Airbus 320	0212	G-OLAH Short 360	0218
	G-BAVZ PA-23 Aztec	0743	EI-FKE Fokker 50	0846

G-MAJE Jetstream 41	0923	G-BVZH Boeing 737 500	0925
G-JEDA DHC-8	0930	G-GNTJ SAAB 340	0936
G-MAJC Jetstream 41	0940	G-OLAH Short 360	0956
EI-CJD Boeing 737	1003	OO-DJE BAe 146 200	1006
G-UKFI Fokker 100	1009	G-VFSI Robinson R22B	1037
G-BCRL PA-28 Warrior	1109	G-FCLB Boeing 757	1129
G-RJXB EMB 145	1202	G-BVZH Boeing 737 500	1241
G-JEDA DHC-8	1253	G-GNTJ SAAB 340	1401
EI-TLO Airbus 320	1405	G-BGKU PA-28R Arrow 3	1408
G-MAJC Jetstream 41	1409	G-BAVZ PA-23 Aztec	1419
G-UKFI Fokker 100	1433	OO-DJT Avro 146 RJ85	1500
G-BVZI Boeing 737 500	1511	EI-CJD Boeing 737	1604
G-BGZW PA-38 Tomahawk	1617	G-RJXB EMB 145	1625
G-BXPW PA-34 Seneca	1627	G-BBEY PA-23 Aztec	1629
G-KKES TB-20 Trinidad	1636	G-BVMC Robinson R44	1700
G-MAJE Jetstream 41	1716	G-GNTJ SAAB 340	1724
G-MAJC Jetstream 41	1727	EI-CKQ Boeing 737	1818
G-JEDA DHC-8	1818	G-BVZI Boeing 737 500	1830
G-OLAH Short 360	1839	OO-DJZ Avro 146 RJ85	1911
EI-FKA Fokker 50	1914	G-UKFI Fokker 100	2002
G-MAJE Jetstream 41	2017	G-GNTJ SAAB 340	2022
G-MAJC Jetstream 41	2045	G-RJXB EMB 145	2046
C-GTDB Airbus 320	2114	G-JEDA DHC-8	2124
G-BXWE Fokker 100	2139	G-BVTF Fokker 70	2156
G-BVZI Boeing 737 500	2201	EI-TLO Airbus 320	2204
EC-GZD Airbus 320	2224	OO-DJP Avro 146 RJ85	2228
EC-FXP Boeing 737 300	2232	G-GNTH SAAB 340	2238
24 Saturday		EI-TLO Airbus 320	0549
C-GTDB Airbus 320	0419	G-BXWE Fokker 100	0927
EI-FKC Fokker 50	0843	G-UKFI Fokker 100	1009
OO-DJG BAe 146 200	1006	EI-CJG Boeing 737	1023
G-MAJF Jetstream 41	1015	G-BXWE Fokker 100	1242
G-BVTF Fokker 70	1154	G-JEDA DHC-8	1321
EI-TLF Airbus 320	1244	G-BXWF Fokker 100	1413
G-UKTN ATR-72	1335	G-OBLC B76 Duchess	1428
C-GTDB Airbus 320	1418	EI-COA Boeing 737	1710
G-UKFG Fokker 100	1441	EI-FKF Fokker 50	1922
G-BXWE Fokker 100	1742	G-JEDA DHC-8	2010
G-UKFG Fokker 100	1954	G-BXWE Fokker 100	2030
G-BVTF Fokker 70	2010	C-GTDB Airbus 320	2159
EI-TLF Airbus 320	2140	EC-FTS DC9-83	2228
G-GNTH SAAB 340	2204		
25 Sunday		LZ-MIK Tupolev TU154M	0711
EI-TLF Airbus 320	0437	G-BXWE Fokker 100	0919
EI-FKE Fokker 50	0844	N9239Y PA-31P Navajo	0925
EC-GVB Boeing 737 400	0922	G-NROY PA-32RT Lance	0942
C-GTDB Airbus 320	0937	EI-CCN Boeing 737	1018
G-UKFG Fokker 100	0953	EI-TLF Airbus 320	1210
N485A Enstrom 480	1059	XV210 Hercules C.1	1325
G-BXWE Fokker 100	1301	G-JEDA DHC-8	1428
G-BXSE Cessna 172R	1330	OO-DJK Avro 146 RJ85	1447
G-UKFG Fokker 100	1432	G-BVTF Fokker 70	1605
G-MIDJ Airbus 321	1542	C-GTDB Airbus 320	1655
G-RJXC EMB 145	1632	EI-CJC Boeing 737	1716
G-GNTH SAAB 340	1708	G-KKES TB-20 Trinidad	1736
G-MAJC Jetstream 41	1725	EI-CJE Boeing 737	1815
G-JEDA DHC-8	1809	OO-DJY Avro 146 RJ85	1914
G-BVKD Boeing 737 500	1836		

EI-FKA Fokker 50	1922	G-MAJE Jetstream 41	1954
G-UKFG Fokker 100	2001	G-MAJC Jetstream 41	2028
G-GNTH SAAB 340	2045	G-RJXC EMB 145	2053
G-JEDA DHC-8	2123	G-BVZE Boeing 737 500	2218
OO-DJV Avro 146 RJ85	2225	G-BNYS Boeing 767	2259
EI-TLF Airbus 320	2307	C-GTDB Airbus 320	2337
26 Monday			
C-GTDB Airbus 320	0602	Z3-ARF Boeing 737 300	0645
EI-FKA Fokker 50	0847	TC-APG Boeing 737 800	0907
G-BFWE PA-23 Aztec	0924	G-BVZE Boeing 737 500	0928
G-GNTH SAAB 340	0932	G-MAJC Jetstream 41	0936
G-JEDA DHC-8	0951	G-MAJE Jetstream 41	0953
G-UKFG Fokker 100	0955	G-OLAH Short 360	1000
EI-CKQ Boeing 737	1016	OO-DJF BAe 146 200	1031
G-RJXC EMB 145	1150	PH-FVC Bandeirante	1159
G-BVZE Boeing 737 500	1256	G-BXLY PA-28 Warrior	1335
G-GNTH SAAB 340	1352	G-TJHI Citation I	1414
G-UKFG Fokker 100	1436	OO-DJT Avro 146 RJ85	1448
G-BVZI Boeing 737 500	1506	G-MAJE Jetstream 41	1509
EI-CJI Boeing 737	1613	G-RJXC EMB 145	1627
G-BAVZ PA-23 Aztec	1856	G-MAJC Jetstream 41	1713
G-GNTH SAAB 340	1722	G-BFWE PA-23 Aztec	1802
G-BNYS Boeing 767	1807	G-MAJE Jetstream 41	1809
EI-CNV Boeing 737	1821	G-BVZI Boeing 737 500	1825
G-OLAH Short 360	1843	G-JEDA DHC-8	1914
EI-FKC Fokker 50	1921	OO-DJS Avro 146 RJ85	1928
C-GTDB Airbus 320	1932	G-UKFC Fokker 100	1949
G-MAJC Jetstream 41	1958	G-RJXC EMB 145	2028
G-GNTH SAAB 340	2030	G-MAJE Jetstream 41	2122
G-OBMX Boeing 737 500	2144	G-JEDA DHC-8	2150
OO-DJR Avro 146 RJ85	2241		
27 Tuesday			
C-GTDB Airbus 320	0300	EC-GMY Boeing 737 300	0841
N917W Gulfstream IV	0847	G-BAVZ PA-23 Aztec	0853
EI-FKD Fokker 50	0857	G-MAJC Jetstream 41	0921
G-JEDA DHC-8	0937	G-MAJE Jetstream 41	0940
G-GNTH SAAB 340	0942	G-OBMX Boeing 737 500	0945
G-UKFC Fokker 100	0951	G-OLAH Short 360	0956
EI-CJH Boeing 737	1007	OO-DJE BAe 146 200	1010
G-GTSF Boeing 757	1026	G-BBCN Robin HR100/210	1053
G-RJXC EMB 145	1100	G-JEAE Friendship	1257
G-OBMX Boeing 737 500	1300	G-BNYS Boeing 767	1343
G-BSFP Cessna 152	1400	G-MAJE Jetstream 41	1402
G-GNTH SAAB 340	1414	G-SWJW Airbus 300 B4	1417
G-UKFC Fokker 100	1423	G-BVKB Boeing 737 500	1450
OO-DJZ Avro 146 RJ85	1514	EI-CJH Boeing 737	1603
G-RJXC EMB 145	1624	G-MAJC Jetstream 41	1705
G-GNTH SAAB 340	1723	C-FTDA Airbus 320	1805
G-MAJH Jetstream 41	1808	G-JEDA DHC-8	1810
G-BVKB Boeing 737 500	1822	G-OLAH Short 360	1839
G-YIII Cessna F150L	1843	N220SC PA-31T Cheyenne	1846
EI-CNX Boeing 737	1900	OO-DJP Avro 146 RJ85	1907
EI-FKA Fokker 50	1821	G-UKFF Fokker 100	1950
9H-ABF Boeing 737	1955	G-MAJC Jetstream 41	2011
G-GNTH SAAB 340	2029	G-RJXC EMB 145	2041
G-JEDA DHC-8	2124	G-MAJH Jetstream 41	2129
C-GTDB Airbus 320	2142	G-BVKB Boeing 737 500	2152
G-SWJW Airbus 300 B4	2210	OO-DJL Avro 146 RJ85	2231

G-BYAN Boeing 757	2345		
28 Wednesday			
G-OLAH Short 360	0210	G-BYAN Boeing 757	0607
N459LJ Lear Jet 45	0758	G-BAVZ PA-23 Aztec	0830
EI-FKE Fokker 50	0859	G-BFSY PA-28 Archer II	0918
G-BVKB Boeing 737 500	0922	G-MAJH Jetstream 41	0925
G-MAJG Jetstream 41	0936	G-JEDA DHC-8	0940
G-BWSX PA-28 Dakota	0941	G-GNTH SAAB 340	0955
G-OLAH Short 360	1000	G-UKFF Fokker 100	1003
OO-DJG BAe 146 200	1012	EI-CNW Boeing 737	1021
G-AYEF PA-28 Cherokee	1101	RA44470 YAK 18T	1103
EI-TLF Airbus 320	1213	G-JEDA DHC-8	1248
G-BVKC Boeing 737 500	1251	G-ULAB Robinson R-22B	1323
G-MAJG Jetstream 41	1359	G-TUSK JetRanger	1403
G-GNTH SAAB 340	1408	G-OLAH Short 360	1422
G-FCAL Cessna 441	1425	G-NOTE PA-28 Archer III	1442
OO-DJV Avro 146 RJ85	1453	G-UKFF Fokker 100	1458
G-BVKA Boeing 737 500	1501	N2CL PA-28R Arrow IV	1540
EI-CNW Boeing 737	1602	G-RJXC EMB 145	1626
G-MAJG Jetstream 41	1705	C-GTDB Airbus 320	1714
G-MAJA Jetstream 41	1720	G-GNTH SAAB 340	1724
EI-CNX Boeing 737	1812	G-JEDA DHC-8	1817
G-BVKA Boeing 737 500	1843	G-OLAH Short 360	1846
EI-FKC Fokker 50	1913	OO-DJV Avro 146 RJ85	1918
G-BXZB Nanchang CJ.8A	1927	G-MAJA Jetstream 41	2004
G-UKFB Fokker 100	2014	G-GNTH SAAB 340	2028
G-RJXC EMB 145	2035	G-TANS TB-10 Tobago	2106
G-JEDA DHC-8	2123	G-MAJG Jetstream 41	2124
G-BVKA Boeing 737 500	2149	EI-TLF Airbus 320	2215
OO-DJS Avro 146 RJ85	2228		
29 Thursday			
G-OLAH Short 360	0207	C-GTDB Airbus 320	0342
EI-TLF Airbus 320	0824	EI-FKE Fokker 50	0849
G-LUNA Turbo Lance II	0909	G-JEDA DHC-8	0926
G-MAJG Jetstream 41	0930	G-BVKA Boeing 737 500	0933
G-GNTH SAAB 340	0937	G-MAJA Jetstream 41	0946
OO-DJH BAe 146 200	0950	G-OLAH Short 360	0955
G-UKFB Fokker 100	0959	EI-CNW Boeing 737	1015
G-BGPJ PA-28 Warrior II	1025	G-RJXC EMB 145	1118
G-OBLC B76 Duchess	1227	G-BVKA Boeing 737 500	1243
G-JEDA DHC-8	1251	G-OOOY Boeing 757	1330
G-GNTH SAAB 340	1352	G-MAJA Jetstream 41	1402
G-BANB Robin DR400/180	1427	G-ATJV Cherokee Six	1430
G-UKFR Fokker 100	1436	G-BSDO Cessna 152	1456
OO-DJL Avro 1436 RJ85	1458	G-BVZG Boeing 737 500	1502
G-JEDA DHC-8	1507	G-LUNA Turbo Lance II	1539
EI-TLF Airbus 320	1548	EI-CNW Boeing 737	1600
G-RJXC EMB 145	1629	G-MAJG Jetstream 41	1711
G-MAJA Jetstream 41	1714	G-GNTH SAAB 340	1725
EI-COA Boeing 737	1817	G-JEDA DHC-8	1822
G-BVZG Boeing 737 500	1838	G-OLAH Short 360	1841
G-CITY PA-31 Navajo	1846	OO-DJV Avro 146 RJ85	1908
C-GTDB Airbus 320	1915	EI-FKA Fokker 50	1916
G-UKFR Fokker 100	1944	G-MAJG Jetstream 41	2003
G-MAJA Jetstream 41	2035	G-GNTH SAAB 340	2037
G-RJXC EMB 145	2045	G-HELE JetRanger	2118
G-JEDA DHC-8	2124	G-BVZG Boeing 737 500	2139
OO-DJQ Avro 146 RJ85	2238	EI-TLF Airbus 320	2332

## 30 Friday

C-GTDB Airbus 320	0200	G-OLAH Short 360	0216
F-GSLZ Falcon 100	0851	EI-FKF Fokker 50	0921
G-BVZG Boeing 737 500	0927	N86Y King Air 200	0932
OO-MJE BAe 146 200	0955	G-MAJG Jetstream 41	1001
G-UKFR Fokker 100	1004	G-MAJA Jetstream 41	1010
G-ILTS Cherokee Six	1013	G-JEDA DHC-8	1018
EI-CNX Boeing 737	1018	G-OLAH Short 360	1030
G-GNTH SAAB 340	1034	G-BONC PA-28R Arrow IV	1052
G-BKGC Maule M.8 235	1101	G-RJXC EMB 145	1120
G-BISJ Cessna 340	1128	G-DIVA Cessna R172K XP	1141
G-FCLC Boeing 757	1145	G-OBLC B76 Duchess	1235
G-BVZG Boeing 737 500	1258	G-JEDA DHC-8	1301
G-BEWR Cessna F172N	1312	G-MAJG Jetstream 41	1406
G-ATXD Twin Comanche	1413	EI-TLF Airbus 320	1420
G-BPHL PA-28 Warrior II	1428	G-GNTH SAAB 340	1439
G-UKFR Fokker 100	1442	OO-DJW Avro 146 RJ85	1511
G-OBMX Boeing 737 500	1524	G-VICE Hughes 389E	1545
EI-CNW Boeing 737	1610	G-RJXC EMB 145	1631
G-MAJG Jetstream 41	1715	G-MAJD Jetstream 41	1724
G-GNTH SAAB 340	1729	G-JEDA DHC-8	1814
EI-CNV Boeing 737	1824	G-OBMX Boeing 737 500	1837
G-OLAH Short 360	1852	OO-DJT Avro 146 RJ85	1913
EI-FKE Fokker 50	1927	G-UKFR Fokker 100	1959
G-MAJD Jetstream 41	2005	G-GNTH SAAB 340	2031
G-MAJG Jetstream 41	2034	G-RJXC EMB 145	2037
G-ILTS Cherokee Six	2044	C-GTDB Airbus 320	2105
G-JEDA DHC-8	2127	EI-TLF Airbus 320	2150
G-GNTI SAAB 340	2200	G-BXWF Fokker 100	2201
G-BVZH Boeing 737 500	2207	G-BVTF Fokker 70	2215
OO-DJN Avro 146 RJ85	2228	EC-FXP Boeing 737 400	2234
EC-GZE Airbus 320	2237		

## 31 Saturday

G-RMCT Short 360	DIV 0236	C-GTDB Airbus 320	0422
G-BVJP ATR-42	DIV 0602	EI-TLF Airbus 320	0814
EI-FKD Fokker 50	0854	G-BXWF Fokker 100	0933
G-UKFR Fokker 100	0953	OO-DJG BAe 146 200	1000
G-MAJI Jetstream 41	1006	EI-CJD Boeing 737	1024
G-BXZB Nanchang CJ.6	1114	G-BVTF Fokker 70	1127
G-EMBD EMB 145	1134	G-DAMY Shaw Europa	1153
G-BXWF Fokker 100	1247	G-JEDA DHC-8	1319
G-UKTL ATR-72	1342	G-BXSE Cessna 172R	1420
C-GTDB Airbus 320	1429	G-ICAS Pitts S.2B	1534
G-UKFG Fokker 100	1536	EI-TLF Airbus 320	1621
G-EMBD EMB 145	1625	G-BXWE Fokker 100	1713
G-RJXB EMB 145	1729	EI-CJI Boeing 737	1823
G-JEDA DHC-8	1924	EI-FKC Fokker 50	1932
G-BVTF Fokker 70	2007	G-RJXB EMB 145	2126
G-BXWF Fokker 100	2144	G-GNTI SAAB 340	2146
C-GTDB Airbus 320	2224	HB-IKT Challenger 3A	2228
EC-GAT DC9 83	2330	EI-TLF Airbus 320	2357



## From and to

01) XV182/Hannover;F-GIPH/Lisbon: 02) N797HG/Guernsey;OY-NPD/Newcastle;ZG845/  
Middle Wallop: 04) N522XL/F n/s T Farnboro;N107GM/North Weald: 05) OY-SBR/  
Tirstrup;OY-NPE/Billund;N425HS/Antwerp: 06) N1868M/Munich: 07) N981SW/F n/s T  
Bangor(Maine);N99MX/Isle of Man;SE-LKI/Gothenburg;XX438/Preston;XW309/Dishforth;  
N432CV/Lyneham n/s Reykjavik;N900CB/Blackbushe;OY-JMC/Hamburg;D-IAVB/Hamburg;  
D-EMBA/Southend;D-EFZT/Southend: 08) N1069S/Gamston;40110/Ramstein;VP-CSC/  
Humberside;N206NS/Fairoaks;40087/Hildenhall: 09) D-ELAE/Shoreham;ZD704/Northolt;  
N146GA/Edinburgh;N1069S/Birmingham: 10) VP-CCT/Oxford;N1069S/Halfpenny Green:  
11) XV294-XV307-XV188/Lyneham;N60VB/Bournemouth: 12) PH-JVG/Humberside;N250TM/  
Cranfield: 13) VP-CRB/Bristol;XZ335/York: 14) EI-DWN/Filton;EI-BAT/Weston;  
D-IXEB/Hoogeveen: 15) N400AJ/Le Bourget;N79EL/East Midlands;XZ304/Shawbury:  
16) XZ304/York: 17) OO-WAL/F and T Wevelgem: 18) N735CX/Ashcroft: 19) N220SC/  
Guernsey;KV299/Skopje: 20) OY-JRV/Esbjerg;N3036A/Cardiff;N86Y/Farnboro:  
21) N3036A/Glasgow: 22) N459LJ/Jersey: 26) N9239Y/Guernsey;N485A/Tascaster;  
XV210/Brize Norton: 27) N917W/Le Bourget;N220SC/Guernsey: 28) N459LJ/Jersey;  
RA44470/Oaksey Park; N2CL/Elstree: 30) F-GSLZ/Nancy;N86Y/Farnboro:  
31) HB-IKT/Athens-Zurich:

## Overshoots

01) G-BSPN: 03) XW383/Army434: 05) XX491/CWL78: 06) XV206/Ascot655;G-BBGB/Raven  
89T: 07) ZF170/LOP53: 08) G-OBLC: 09) G-BDGM;G-BAVZ/Raven 89T: 12) XX500/CWL70:  
13) ZD574/SHE435;XX491/CWL75: 14) XX491/CWL78;G-OBLC: 15) G-BRUI;G-OBLC:  
22) G-BWXD/BKH81: 23) XX492/CWL18;XX448/Army501: 25) G-OBLC: 26) XZ211/Army 501:  
27) XX499/CWL19: 29) XX495/CWL74;ZE379/Army520;XX494/CWL79;G-AZFI: 30) XZ326/  
Army317:

## LBA Movements review, July 1999

The first foreigner of the month was Falcon 100 F-GIPH which arrived from Lisbon late on the evening of the 1st. On the 2nd we were visited by our Guernsey based friend the Malibu N797HG, also noted that day was the Metro OY-NPD which came all the way from Newcastle as "Northflying 115". From and to Farnboro on the 4th was the Citation V Excel N522XL which had been displayed at the Paris Air Show, also new was the Citation I N107GM from North Weald on the same day which had been at the North Weald Aerofair 99 in May as N221EB. From Antwerp on the 5th was Cessna 425 N425HS whilst Northflying supplied us with Corvette OY-SBR from Tirstrup as "NFA 061" and brand new Metro OY-NPE from Billund as "NFA 101".

Falcon 900B N1868M on the 6th is registered to Metlife Capital Corp and it came from Munich. The 7th was a very busy day for foreigners, starting with the Gulf 4 N981SW of Wall Mart Leasing which arrived from Bangor, Maine at 0708 and returned there on the 9th. Others on the 7th were the Baine Croft based Maule N99MX which came from the Isle-of-Man, the Pilatus PC-12 N432CV from Lyneham and then off to Reykjavik on the 10th, Cessna 421C RAM N900CB, two Cessna 525 CitationJets coming from Hamburg were OY-JMC and D-IAVB and night stopping en route to Scotland were Piaggio 149D D-EMBA and Cessna 182 D-EFZT. A visitor on the 7th with connections to the LBA in the past was the Partenavia P-68 SE-LKI which is the old mount of Jack Tordoff G-JACT.

Gamston based King Air 200 N1069S visited on the 8th along with the Stadium City Citation V VP-CSC as "Stadium 01" and the Alan Mann Helicopters JetRanger N206NS which came from Fairoaks. The PA-32R Lance D-ALAE on the 9th came from Shoreham and the Cessna 425 N146GA was from its base at Edinburgh whilst the King Air 200

N1069S arrived from Birmingham. N1069S of Gamston Aviation arrived on the 10th a final time before departing on the 16th as G-MAMD. The Corgi Toys King Air C-90 VP-CCT was from Oxford on the 10th and Aerostar N60VB is believed to be based at Bournemouth from where it arrived on the 11th. From Humberside on the 12th was a Dutch light aircraft in the form of PA-28 Warrior PH-JVG and also noted was King Air 200 N250TM arriving from Cranfield.

Lear Jet 60 VP-CRB was using the callsign "Sark 02", usually associated with the Cheyenne N220SC, when it arrived from Bristol on the 13th. On the 14th Dawn Meats Cessna 421C EI-DWN was from Filton whilst its countryman Cessna F150M EI-BAT was from Weston, joining them was Cessna 340A D-IXEB which booked in from some place called Hoogeveen. The 15th saw two Beechjet 400's visiting, from le Bourget came N400AJ and from its base at East Midlands there was N79EL. A Belgian Cessna 182R on the 17th was OO-WAL which was from and to Wevelgem. Another Cessna 182 on the 18th was the US registered N735CX which was from Ashcroft. Guernsey based PA-31T Cheyenne N220SC booked in from there on the 19th. King Air N86Y is based down at Oxford but on the 20th it arrived from Farnboro, on the same day the Danish Beech 1900 OY-JRV was using the callsign "Dantrans 803P" when it arrived from Esbjerg and PA-34 Seneca N3036A called in from Cardiff. On the 21st N3036A was back, this time it was from Glasgow whilst Lear Jet 45 N459LJ was "Stealth 02" on a flight from its base at Jersey on the 22nd.

Navajo N9239Y on the 25th was from its base at Guernsey and the same day saw the Enstrom 480 visiting Multiflight from its base at Tadcaster. Bandeirante PH-FVC is operating for Comed Aviation at Blackpool in Dutch markings, on the 26th it was visiting Multiflight for maintenance. From Le Bourget on the 27th was Gulf 4 N917W of Navair LLC and Cheyenne N220SC was from Guernsey as "Sark01". Back once more on the 28th was Lear 45 N459LJ but it was out-shone by Piper Arrow IV N2CL from its base at Elstree and YAK 18T RA44470 from Oaksey Park. King Air 200 N86Y visited again on the 30th from Farnboro but coming from further afield in Nancy was the newly registered Falcon 100 F-GSLZ. To end the month on the 31st we had the Challenger BH-IRT from Athens to Zurich as "SAZ 462".

The military has included quite a few Hercules this month, on the 1st XV182 came from Hannover as "Ascot4069". In from Lyneham for a paratroop on the 11th were a formation of three Herks, XV294 was "Ascot5786", XV307 was "Ascot5788" and XV188 was "Ascot5790" - they departed on a stream take-off as "Griffin Formation". The Hercules C.3 XV299 on the 19th arrived from Skopje as "JGN22". The BAe 125 CC.3 ZD704 on the 9th was "KRF20" when it arrived from Northolt on the 9th. The Army sent us Islander ZG845 from Middle Wallop on the 2nd as "Army555", they also used a number of helicopters this month. On the 7th Gazelles were XX438 "Army588" and XZ309 "Army331", on the 13th Gazelle XZ335 was "Army325" and on the 15th and 16th Gazelle XZ304 was "Army303". On the 8th the USAF C-21A 40110 came from Ramstein as "SPAR 86" and went u/s so C-21A 40087 arrived from Mildenhall as "SPAR91" and sorted it out.

On the resident scene Robinson R-22 G-WADS has now departed and the Aero Club is using R-22 G-BWHY on lease from Blackpool. Robinson R-44 G-EYET was damaged in a ground accident at Sywell and was replaced for a short while from the 15th by R-44 G-BVMC. Cessna 335 G-FITZ has finally been sold and has departed. The long awaited Citation X for Barry Rubery arrived from Bangor, Maine on delivery on the 20th and is now resident at Multiflight, it has displaced the Citation VP-CCV and this has now departed. The Yorkshire Light Aircraft hangar is still home to lots of non resident aircraft awaiting new engines after theirs have been found to be faulty due to a manufacturing problem.



# Military News

Eric Martin.



## 80<sup>th</sup> ANNIVERSARY OF NO 1 FLYING TRAINING SCHOOL (FTS) 1919-1999 RAF LINTON-ON-OUSE

(A rare one-item Military News, but the occasion warrants it!)

1 FTS was originally formed at Netheravon (one of the 'cradles' of British military aviation) on 29 July 1919. To celebrate this anniversary, RAF Linton-on-Ouse held a Celebration Day on 31 July 1999. The day primarily consisted of a static display of about forty aircraft, mainly trainers, plus a flightline of thirty-seven 1 FTS Tucanos. Flying events were limited to two: a fly-past of twenty-one Tucanos in the shape of a figure '80', and a drop-in by the RAF Falcons parachute display team. I have a check-list of the static aircraft line and the flightline, courtesy of Leeming Aviation Group; copy available from me, on request.

During its eighty-year existence, 1 FTS has been based at:-

NETHERAVON	1919-31	Bristol Fighter; DH9A; Avro 504K; Snipe; Dart; Tutor; Horsley.
LEUCHARS	1935-36	Hart; Fairey 111F.
NETHERAVON	1938-42	Harvard; Battle; Hart; Hind; Audax; Master.
AMBALA, INDIA	1942-46	Aircraft not known.
SPITALGATE	1947-48	Harvard; Tiger Moth.
OAKINGTON	1950-51	Harvard; Tiger Moth.
MORETON-IN-MARSH	1951-55	Harvard; Prentice; Chipmunk.
SYERSTON	1955-57	Piston Provost
LINTON-ON-OUSE	1957-date	Piston Provost; Vampire; Jet Provost; Chipmunk; Bulldog; Tucano



Tucano

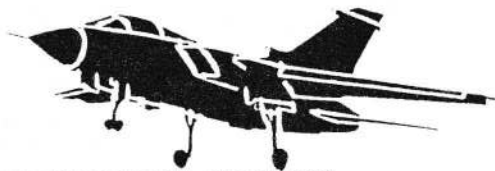
The School has been based at Linton-on-Ouse since 28 October 1957, its longest spell at any one location since its inception. As the Vale of York appears to be conducive to flying training, it would seem that it will remain at Linton for the foreseeable future. It has been equipped with Tucanos since 1992 and is the venue for the 'fast-jet stream' of basic flying training for RAF student pilots; the other 'streams' being 'rotary-wing' and 'multi-engined'.

Student pilots arrive at Linton as newly-commissioned officers, having completed Initial Officer Training at the RAF College, Cranwell. They will have completed elementary flying training at a University Air Squadron (flying ninety hours on Bulldogs, spread over three years; soon to be replaced by the Grob Tutor) or at the Joint Elementary Flying Training School (flying Slingsby Fireflies, mainly from Barkston Ash, although eight JEFTS aircraft are now permanently detached to Church Fenton, to relieve congestion around Cranwell). The students complete about 125 hours on Tucanos and, if successful, proceed to 4 FTS at Valley, to complete advanced flying training, followed by advanced tactics and weapons training – both phases being flown on Hawks. Pilots receive their 'wings' after the jet conversion phase; by this time they will have completed over two hundred flying hours. If they have a permanent career as a pilot, they will eventually measure their hours in thousands!

(To complete the 'picture' of pilot training: multi-engine students are trained at 3 FTS at Cranwell and rotary-wing students at the Defence Helicopter Flying School (DHFS) at Shawbury; see last month's 'Military Matters').



Credit: The Linton Link



# Military Matters

Eric Martin.



## THE 'OTHER' ROYAL AIR FORCES

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

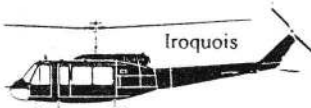
### 1 THE ROYAL NEW ZEALAND AIR FORCE (RNZAF) Part ii

The RNZAF carries out its tasks through the operation of four Force Element Groups:



Skyhawk

Air Combat Force



Iroquois

Rotary Wing Transport Force



Orion

Maritime Patrol Force



Hercules

Fixed Wing Transport Force



727

Seven numbered squadrons are operated: 2, 3, 5, 14, 40, 42 and 75, and the Pilot Training Squadron (PTS). The RNZAF Central Flying School (CFS) operates alongside the Pilot Training Squadron to train flying instructors.

The Squadrons, bases and aircraft are detailed below:

Squadron	Base	Aircraft
2	Nowra	McDonnell Douglas Skyhawk A-4K*
3	Auckland	Bell Iroquois UH-1H and Bell Sioux 47G-3B-2#
5	Auckland	Lockheed Orion P-3K
14	Ohakea	Aermacchi MB-399CB#
40	Auckland	Lockheed Hercules C-130H and Boeing 727-22C
42	Whenuapai	Beech King Air B200#
75	Ohakea	McDonnell Douglas Skyhawk A-4K*
PTS	Ohakea	Aerospace CT4E Airtrainer# (also used by CFS)



NEW ZEALAND DEFENCE FORCE  
TE OPE KAATIUA O AOTEAROA

\*to be replaced by General Dynamics F16 Fighting Falcons in about 2000.

#trainers

If any member would like additional information, contact me (01274-873336); I have a voluminous file of 34 pages from the RNZAF web-site. These were kindly supplied by Mr G Allen of the New Zealand Defence Staff, London. He also supplied the posters which were displayed at the Society's 'New Zealand Aviation' meeting in June. The posters have now been passed on to 868 (Mirfield) Squadron, Air Training Corps, for display at the Squadron's Headquarters. I cannot express my thanks to Mr Allen too strongly.

Credits: New Zealand Defence Staff, London  
Jane's World Aircraft Recognition Handbook



## 1999 A YEAR IN THE LIFE OF A SPOTTER

Many of you may remember that I wrote an article for Air Yorkshire about my years' aircraft spotting in 1998 and how I first got interested in aircraft spotting as a young boy when I lived near Manchester Airport. A year on this is a summary of what I've seen and where I've been since then.

As usual my year started with a ski-ing holiday in France. On the 23rd of January I made my way up the A1 to Newcastle Airport, where I was to catch a flight to Chambéry. Like Leeds, Newcastle is very quiet on a January Saturday. My flight aboard a Cityflyer express BAe 146 RJ 100 was timed to depart at 1340 hours. I arranged to meet with my friends two hours before departure for a lunchtime pint in the Northumbria Bar which overlooks the apron. All that was visible was Emerald Airways '748 G-BVOU in the colours of Lynx, Gill airways G-BWDA & G-KBAC, Air 2000 G-OOOV, KLM UK G-UKTE, G-UKFJ, Air Scandic G-TTMC, Brymon G-BRYS, B.A. G-DOCE, and a surprising Britannia 757, SE-DUN. My flight was two hours late arriving but eventually G-BXAR appeared out of the afternoon gloom for the two hour flight to the picturesque airport of Chambéry nestled at the end of Lake Bourget and between the mountains Mont du Chat and Mont Revard. On the ground were three Mearsk 737's OY-APH, I & P plus a Dornier 328, LN-ASL of the Norwegian airline Air Stord.

After a wonderful weeks ski-ing I returned to Chambéry, again, to find my flight was again delayed by two hours. but who was worried, I was quite happy to spend the time at this delightful little airport. After check in I proceeded upstairs where they have a nice cafe/restaurant and open air terrace overlooking the apron giving fine views of the aircraft in front of the snow covered mountains. The airport was quite busy, particularly with Bae 146's the following being noted G-DEBE & G-DEBD Debonair, SE-DRA & SE-DRI Malmö Avn. G-BZAT & G-BZAU Cityflyer, G-JEBD Jersey European, G-MIMA Manx, G-BSNS KLM UK, and EI-CLJ & EI-CLY of Aer Lingus. Also present were PH-HZA B.737 Transavia, LN-ASL Air Stord, F-GCJL Boeing 737 Air Mediterranee, LX-STS Banderante, Skyservice Luxembourg and SE-DUO Fokker 100 Braathens Transwede, together with a number of Biz jets N725LB Gulfstream 4, OY-GEV Citation, F-GERO Falcon and VP-COJ Challenger, various small French light aircraft and all white Twin Otter F-GJDS of newly formed local airline Savoie Air Lines. I

returned to Newcastle on another Cityflyer RJ 100 G-BZAT.

On the 27th February I was off on another ski-ing holiday, this time to the Austrian resort of Schladming. I checked in at Manchester Airport on an extremely dismal and wet morning ready for my Britannia Airways Boeing 757 flight. As dawn broke I was just able to make out N184SK a Trans Continental DC-8-61 freighter operating a cargo flight, along with more regular 9V-SMN of S.I.A. and B-HUA of Cathay. The short flight to Salzburg was aboard G-BYAM and as we were taxiing in I noted 5B-DAU of Cyprus Airways, OE-LCH of Tyrolean and a number of British charter aircraft. When I returned a week later I was somewhat surprised to see an Aeroflot IL-96 RA-96008 taking centre stage on the apron alongside SE-DRB a 737 of Falcon Air, EC-ENQ 757 of LTE and two Cimber Air ATR's OY-CIN & OY-CIR.

My first full day trip of the year to Manchester was on 04th April, a Sunday and already new services were starting in anticipation of the forthcoming summer, 9M-MRC was my first Malaysian 777. Other notable aircraft were JY-AGS of Alia operating a Hadj charter, F-GLXF 737 of Air Toulouse, new A.330 A6-EKR of Emirates and various new deliveries to Airtours, Flying Colours and Air 2000. By the time I made a further visit on 15th May the new summer charters were in full swing, an early arrival was OH-JAE a Jetsream 31 of Air Botnia, ( I later found that this had been purchased by Air Kilroe), the Malaysia 777 was 9M-MRA. The Virgin 747 was G-VRUM and a new Pakistan 747-300 was AP-BFX. Manchester United were playing their championship decider at Old Trafford against Tottenham and a number of executive aircraft came in for the match, these were EI-CNM PA-31 Irish Air Trans., EI-WDC Bae 125 Westair, EI-CIJ Cessna 310 Airlink Airways and Citation G-SPUR. DC-8 N811CK of Kitty Hawk and Facon N48CG rounded off a good day in warm sunshine.

My first major overseas spotting trip of the year took place over the Spring Bank Holiday weekend when I decided to go to Frankfurt using my Air Miles collected over the last few years. 950 Air Miles gets you a return trip, I departed Manchester at 0725 hours on Saturday 29th May for the hour and a half flight to Frankfurt. As we touched down it was clear to see that a good couple of days spotting would be had at this busy airport. Also on the flight were half a dozen other enthusiasts who were doing exactly the same as me, so on arrival I was able to follow them, without delay, and make my way from terminal 2 via the skylink shuttle train to the excellent observation

observation terrace on terminal one. Entry costs DMK5.00 (less than £2.00) to the central of the three piers which give excellent views of most of the aircraft as well as good views of aircraft landing on the two parallel runways 25L/R. Traffic to be seen from this terrace is of the highest order, with aircraft from all over the world to be seen at very close quarters as well as Lufthansa, all the Far East and Australasia airlines use terminal two as well as some very interesting aircraft from all corners of the world. Most of the American Airlines use terminal One (which has another terrace and is included in the same admission) while the commuters park further away to the left. Many departing aircraft use runway 18W at the extreme right of the airfield beyond the cargo terminal and Lufthansa maintenance hangars and with three runways in constant use this is a very busy airport. Also military buffs are well catered for with U.S.A.F. Rhein-Main base using the same runways and having substantial apron on the far side of the field. During the two days I made no fewer than 280 new registrations. A brief rundown of the more unusual is as follows:-

KLM Fokker 70 PH-KZI, N651US, N656US B-767 US Air, Air Canada A.340 C-CDDV, ELAL B.757 4X-EBI, Air Namibia 747SP ZS-SPC, Britt Air CRJ F-GRJJ, Iran Air A.300 EP-IBA, Yemini A.310 F-OHPS, Hermus TU-134 LZ-TUH, Air Moldova YAK 40's UR-42436 & RA-42409, Aeroflot A.310 F-OGQQ, Air Georgia TU-154 4L-AAH, Kuban a/Ls Yak 40 RA-42367, Thai B.747 HS-TGT, Malaysian B.747 9M-MPH, Lithuania B-737 LY-BAG, Varig MD-11 PP-VPP & Cargo PP-VMT,, Estonian B.737 ES-ABE, Proteus DO-328 F-GNBS, Korean B.747 HL7483 & Cargo B.747 HL7405, Syrian A.320 YK-AKA, LOT ATR.72 SP-LFA, Air China B.747 B-2468, plus a number of Biz jets including Turkish Bae 125 TC-CDS and Russian RA-02807.

In addition to the above were the more usual European, American and Far Eastern airlines that you would see at most international airports and a good assortment of various German scheduled, charter and commuter aircraft. After a nights stay in a good local hotel I returned for a second day in the scorching sunshine. Before entering the terrace it is worthwhile taking a few minutes to visit the basement supermarket as prices on the terrace are high and choice very limited.

A number of aircraft were duplicated the next day but it still produced a good yield and the following highlights:-

Air Dolomiti ATR I-ADLG, KLM Fokker 70 PH-KZF, EL AL B.757 4X-EBS, Varig B.747 PP-VOA, Aeroflot IL-86 RA-86079, Air Nostrum CRJ EC-GTG,

Royal Brunei B.767 V8-RBH, Thai B.747 HS-TGO, Saudia B.777 HZ-AKH, Sun Express B.737 TC-SUT, VASP MD-11 PP-SFA, AMC Avn MD-80 SU-BMQ, Rigi Int. B.737 YL-BAC, Belavia TU-134 EW65035, Pulkovo IL-86 RA-86094, unknown DC-8 freighter 9G-BAN, Air Kazakstan TU-154 UN-85775, Air China B.747 B-2470, Royal Nepal B.757 9N-ACA, LOT ATR SP-LFB, Thai Cargo B.747F N552MC, Baikal A/Ls TU-154 RA-85695 & SAS Fokker F.28 SE-DGL.

German Aircraft seen over the two days included 5 x Aero Lloyd, 1 x Air Berlin, 5 x Augsburg, 10 x Condor, 4 x Contractair, 6 x Eurowings, 1 x FTI, 6 x Hapag Lloyd, 6 x LTU, 2 x WDL, I can't tell you how many Lufthansa I logged but I did see 9 A.340's, around three quarters of the 747 fleet and made great inroads into the fleet of other aircraft. I also logged 6 Lufthansa Cargo Boeing 747F's & M.D. 11's.

Frankfurt is one of the few remaining airports where you can view aircraft at close quarters, you can almost touch some aircraft that park nose into the central pier. It is also an extremely busy airport with probably as many, if not more movements than Heathrow. You also get a good mix of Biz Jets and commuter aircraft as well more popular aircraft you get at any major international airport. Add to this a smattering of U.S. military and the various representatives of the former Russian states and Frankfurt is well worth a visit - no doubt I shall return soon.

Following this visit my next major trip was in early June. I have visited Los Angeles a number of times but I hadn't seen much of the rest of California so I planned a joint sightseeing, come spotting fly-drive of West Coast USA to take in Los Angeles, Las Vegas, San Jose and many smaller fields on route. I will complete a break down of where I went and what I saw shortly for publication in a later issue

Ian A Gratton/July 1999



# AFTER 81 YEARS . . . . WORLD WAR 1 FIGHTER ACE STILL REMEMBERED

By ALAN TEMPEST

As a great lover of aircraft and the men (and women) who fly them, I have always been fascinated by man's aptitude, skill and daring which creates heroes and heroism of the skies. The list is endless, but one such flyer came to the fore recently.

Just over 81 years ago the final tragic end came to a German World War One fighter ace — Baron Rittmeister Manfred Von Richthoven.

The "Red Baron" was a German master flyer, even now, he is remembered by military aviation historians, for his leading role and exploits during his period at the Western Front offensive of 1916-18.

Much has been written about this outstanding World War One fighter ace (even if he was fighting for a misguided cause for the Kaiser's Germany), he still ranks — in his very short flying career — as one of this centuries greatest aviators.

Born into a wealthy Prussian family in 1892, he entered a military academy at the age of eleven. After graduating, he became a cavalry officer, but soon became aware that charging with sabre and lance at the Allies' machine gun batteries was a little one sided, so bored with the inactivities of the early part of the war, he joined the German Air Service.

After initial training, he was posted to the Western Front (a misnomer to the Allies) as an observer, It wasn't long before he was in the pilot's seat, and from his first "kill" on September 17, 1916, he recorded the highest number of enemy aircraft ever shot down in any aerial war conflict — 80.

On a recent excursion to the Western Front battlefields of WW1, part of the tour took in the Somme Valley and the Fricourt region, and we were shown the locality where Von Richthoven crashed to his violent death (from one fatal bullet fired from a Sopwith Camel, piloted by Canadian, Captain Roy Brown), in his red Fokker Dreidecker (triplane), an April 21, 1918.

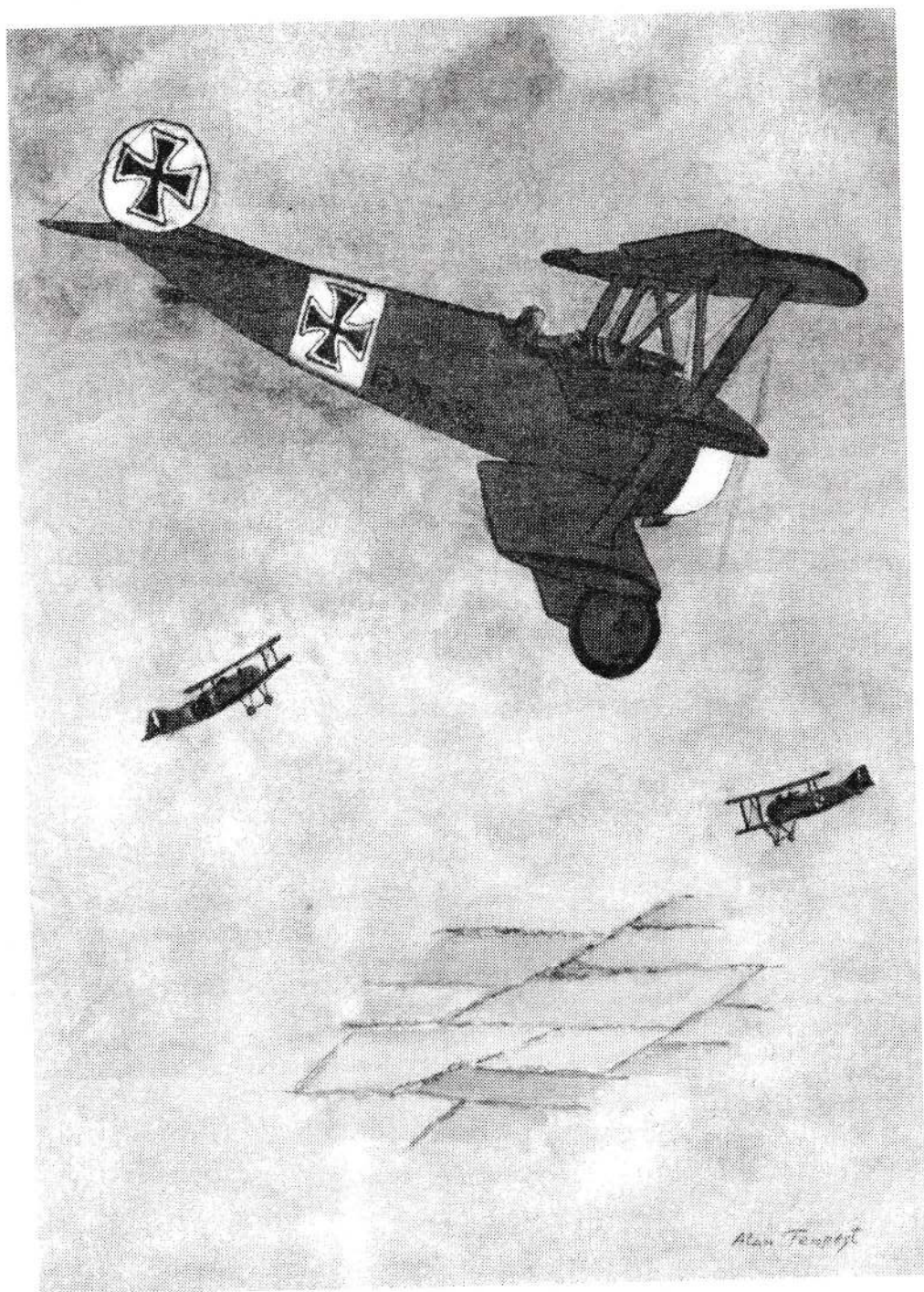
This aroused thoughts and facts I've treasured for years of the flyers, observers, gunners and groundcrew of this very dastardly, devastating war.

My uncle joined the army and was gassed during this offensive (his coughing and the harsh gutteral way he spoke, will always be a black memory). Instead of repatriation to England, he was transferred to the Royal Flying Corps!!!

It transpired when I Joined the RAF, we had a something in common — we were both aircraft fitters, albeit with different aircraft — his the ubiquitous Bristol Sopwith Camel and I with the jets of the 50's.

Over the years I have regretted not recording more of my uncle's memories of his life in this insane conflict. But I would like to think that he helped to patch and repair aircraft that fought hard against the Germans — and maybe, just maybe, "The Red Baron."

**Referring as to my painting:** *As I sat recently, high above the vista of what must have been an horrendous, sickening area of death called Vimy Ridge in the Great War, I sketched and planned in my mind a water-colour painting of what a British soldier may have watched in the skies above, as he waited to go "over the top" to his death from machine guns placed high on the German-occupied, Vimy Ridge.*



Von Richthoven prepares to engage two British Sopwith 1 $\frac{1}{2}$ -Strutters

## Canada-yet again.

It was that time of year again and the decision to be made was not to where we were going but how were we going to get there. My preferred route is via Amsterdam but as Flight UK2116 is very unreliable, not I hasten to add due to any fault of KLMuk, but because of congestion at Schipol, we decided to go Air Transat instead. I had had bad reports about Air Transat both from friends and the Press so it was with some trepidation that we boarded Boeing 757 C-GTSV on May18th, the first flight of the season. I needn't have worried because I had reasonable legroom and a comfortable seat. Take off was at 11.14 and a quick up and down had us landing at Birmingham at 11.37.

At Birmingham, we had to deplane whilst the aircraft was cleaned and we were herded into a holding lounge for an hour which turned into two. There wasn't a toilet in the lounge and it was necessary to surrender your passport to visit one. There was no viewing facility from the lounge so I went to the loo and took the opportunity to see what was at the other gates. Take off was finally achieved at 13.47 and a pleasant but uneventful flight had us landing in Toronto seven hours and eight minutes later. The on-board meal wasn't very exciting and there was no bar service but as it is a charter flight, I guess you get what you pay for. As nearly always when taxiing in, there is little to log but MD11 PP-SPD of VASP and HA-LHB B767 of Malev were welcome.

Time as always was spent with the family and we usually go 70 miles up North and spend a weekend by Lake Simcoe. This we did on the weekend when there was an airshow at Muskoka some 30 miles further North and it had been arranged for me to attend. It was a sweltering hot day and I made a point of wearing my Leeds/Bradford International tee shirt. The display aircraft were mainly Canadian Military - CH146 Griffon, CF18 Hornet, CH124 Sea King, CT114 Tutor, CC115 Buffalo and CP140 Aurora. The Americans chipped in with Lear 35a 84-0103, T1 Jayhawk 90-0401 and UH1H 70-16411 and of course, there were plenty of light aircraft dotted about including a few Harvards. As I was leaving I stopped to look at a model stall and the man in charge, seeing my tee shirt told me that he had made a model bearing those colours for someone with a shop at LBA. I never did find out who it could be!!! Nevertheless, that didn't spoil a very enjoyable day.

A trip to Pearson is a must and a few happy hours were spent there on 2<sup>nd</sup> June. Nothing very earth shattering to be seen but a nice selection of biz-jets, Transat's first A.330. C-GGTS and Canada 3000's third C-GGWC added to the pleasure. Mesa Airlines produced brand new Canadair RJ-200ER N27314 and Alitalia sent B767 I-DEIB. The new Beech 1900Ds of Canadian Regional and the latest Airbuses of Air Canada plus Global Express C-FHGX and B767 4X-EAD of El Al were certainly worth seeing.

A friend of a friend made me an offer some time ago that anytime I wanted to fly, I had only to let him know. So I gave him a call and we met up at Brampton Airport. We had only time for half an hour but this was spent in PA-28-151 C-GOZY and I was very happy to take control for a short while (under close supervision of course).

The final fling of the holiday was a visit to the London airshow with my son-in-law and grandson. After parking up, we were attracted by and succumbed to a flight in Bell 206L-1 C-GMHK which, although lasting only 5 minutes, gave outstanding views of the static park. The flying display whilst pleasurable is not as

comprehensive as British ones and is interspersed with such things as jet powered fire engines but the Lancaster, an F.86 Sabre, Snowbirds, F16 and CF18 were of particular interest. In the static park were a B52H, 6 x A10A, 8 x F16, 3 x T38 Talon, a C2 Greyhound, 3 x F4 Phantom (1 USAF & 2 German AF), 2 x Tornado (German AF), T1 Jayhawk 95-0047 (Reg. not carried), C21 Learjet, and a variety of Canadian Military types. Two C130 Hercules, a KC135E and four helicopters, the best of which was an H65 Dolphin of the USCG and a CT-142 Dash-8 completed the line up.

All too soon we were heading back for home and our mount on this occasion was B.757 C-GTSF. A take off from Toronto's runway 24R at 10.33 local gave us another pleasant flight, touching down at LBA at 09.59. To be only 9 minutes late after a 3500 mile journey is excellent and I feel sure that we shall be giving Transat another booking in the not too distant future.

IAN D. MORTON



**Air Canada A340 C C00V at Frankfurt**  
(Ian Gratton)

# Soaring High

Welcome back everyone from your annual if I dare say Break from myself and the rest of the 'Clan' the only part which broke was the 'attempted' Fly in, which turned out to be a long 'exercising in the Bar instead - so Sat 4 september should be a better forecast at all rounds!!!

I have been lucky in the last few weeks with the weather, as for July I had only one 'Sortie' cancelled due to - no instructor, he obviously got a job elsewhere???

I have been balancing the flying with the ground schooling, as this is the recommended way, but others scream when they complete the easy bits - e.g flying and then relish having to study for 6 or more exams, prepared only by the CAA - aaghhh.

Upto press I have passed my full class 3 medical, which is a 'primary' examination of your system, inc eyes, these have to conform to CAA standard, weight, blood pressures, stamina, and any history of medical problems. The cost increased in july from £60 to £180 person so I completed it in good time!!!

The main part of flying is actually maintaining the medical certificate my licence will last until 2004, but because I am going for the ATPL airline Transport Licence I will need a class 1 medical which is valid to aircrews for only 1 year if under 40, above this it lasts only 6 months due to increased age.

My flying recently has been circuits which is level 12 and 13 of the PPL, this is probably the hardest part putting everything together in the circuit which can be 6 to 10 minutes long - unless you have to wait in an 'orbit' over eccup for a spariard attempting a 14 landing on a 4 mile final!!! I have noticed over the summer season that the airspace around LBA is getting more 'popular' so popular we had to wait 12 minutes one day on the taxiway due to heavy commercial activity, allowance for this is given by the 'generous' flying school.

In an hour you can complete upto 6 touch and go's depending on visibility and traffic etc, with the circuit pattern set you continuously run through everything in fine detail, as one defect could upset the whole operation e.g the 'trim' which apart from keeping you straight!!! and level headed throught is vital to the circuit.

You learn to concentrate on 2 or more things at once - like applying full power and at the same time keeping the 'airframe' on the runway!!! especially in a crosswind and communicating with the tower while maintaining instruments and the heading. Before you know it your on finals and getting established for the landing or the possibility of another orbit over Bramhope - aaghhh

There is no set time as when to be 'sent' solo it all depends on the student and the day. You can only go solo when you have passed the written exam in Aviation Law and has a full class 3 medical to show for.

I am currently revising for the Air 2000 sponsorship which is in october held down at Cabair at Cranfield this will comprise of 6 examinations in which I have sat previousley.

I am shortly heading off to 'Majorca' for a short sortie, and to attempt to test-fly the smartly acquired Virgin-Sun A320, we are going from 'Manchester' int... for the Holiday and a bit of 'spotting' won't do any harm, but to compensate for it I will stick to my regular 'chat-up line' it goes like 'Hello as the secretary of an aviation society would it be possible to recruit two new members siting at the front of this 'craft' - so expect a virgin Sun captain coming to visit???

I will make a full report on the 'tour' and report back soon.

Mark Elliott.



## Menu

### STARTERS

- Leek and Potato Soup with Garlic Croutons
- Deep Fried Brie with a Mango & Sweet Pepper Chutney
- Fanned Galia Melon with Lemon Sorbet and Fresh Fruits

### MAIN COURSES

- Salmon in Filo Pastry with Boursin Cheese & Spinach
- Roast Loin of Pork with caramelised Apple
- Breast of Chicken on a bed of Wild Mushrooms with mild Mustard sauce

### SWEETS

- Sticky Toffee Pudding with home-made custard
- Iced Blackcurrant Parfait with Raspberry Coulis
- Chocolate Cheesecake with whipped cream



25<sup>th</sup>

**ANNIVERSARY**  
ANNUAL DINNER



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**AIR YORKSHIRE**

**NEWS  
EXTRA**

May's passenger figures have been received and show that the Passenger total for the British Midland Paris service, at 5,446, showed a 36% increase over May last year. KLMuk's Amsterdam service also showed a 12% increase to 11,957. Sabena matched the 12% increase to 7,260 passengers on its Brussels service.

The largest percentage increase for the month on domestic scheduled services was on the British Regional Airlines Southampton route, which showed a 12% improvement over May 1998.

Both airlines on the Leeds to Dublin link saw increases in May. Ryanair by 3% to 12,794 and Aer Lingus by more than 1% to 4,852.

The overall monthly total of passengers using the airport in May was 132,677. Unfortunately this overall total is actually lower than May 1998, and it is the 1<sup>st</sup> month the airport has failed to beat the previous years total in almost 3 years.

Thanks to the afore mentioned LBA WEB site we can now jump forward to July statistic's. A statement on the site reads as follows. Despite the fact that many people chose to start their summer holidays earlier this year, plus cut backs in spending on staff and travel by a substantial number of companies, Leeds/Bradford International Airport managed to maintain an increase in passenger totals in July. A total of 144,879 passengers used the airport during the month, up 1.43% on the same month last year.

Significantly, LBA's increase was aided by the airports European link services. SABENA's total on its LBA-Brussels route was up by 25.2% to 7,909 in July and KLMuk's LBA-Amsterdam service has a 5.32% increase (to 11,492) over July 1998.

British Midlands's LBA-Paris service was just one passenger down (to 5,128) on its July 1998 total. Schedule service's during July 1999 attracted 80,715 passengers to LBA (up 1.95%). Of these, International Scheduled Service totalled 36,946.

Ryanairs LBA-Dublin service, which was increased from two to three daily return flights back in May, saw a healthy increase of 16.79% passengers over July 1998, with 14,128 passengers using it against 12,097 last year. The Dublin service of Aer Lingus had a 3.09% increase, to 4,999. British Midlands Jersey route July figure increased by 8.86% on the previous July. LBA's monthly total of Inclusive Tour Passengers increased for the sixth time this year (to 64,164 0.78% up on July 1998).

## AIRPORT NEWS

Passenger figures have risen at Europe's major airports in the first half of 1999 to 340 million up 7.4% on last year. Heathrow remains the busiest of the 151 airports surveyed, but its traffic grew by only 2.9%, leaving two rival airports close behind.

Second place Frankfurt saw passenger figures rise 7.9% to 21.6 million, and Paris Charles de Gaulle 14.2% to 20.6 million.

## AIRLINE NEWS

**AB Airlines** called in the administrative receivers in early August. Virgin Atlantic is said to be one of three airlines said to be eyeing the assets. Virgin is said to have paid AB £2.5 million for slots at Gatwick earlier this year. AB held a further eight slots at Gatwick which will attract investors.

**Air Canada and Canadian Airlines** are to merge, pending government/shareholder approval. The new name will be.....Air Canada !!! The merger would result in 5000 redundancies across the two airlines. The "new" Air Canada would be a member of the One World alliance.

**Airtours** has ordered a further 2 A.321's for delivery next May and June

**British Airways** is to spend £2.5 billion on replacement aircraft for its Boeing 757 fleet. Aircraft under consideration are the Boeing 717, Airbus A.318 and Avro RJ100. The decision on which type to buy is expected to be made next year, with deliveries commencing in three years. The Boeing 757's will be sold, with DHL been tipped as a likely buyer. B.A. has abandoned its three year action to secure an alliance with American Airlines, after indications were that American would not get anti-trust immunity from regulators.

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD NEWS

As the much awaited second edition, Summer 2000, brochures appear, it is definitely a case of good news and bad news for LBA. First the bad news that the AVRO Malaga flight on a Sunday, currently operated by a BMA A.321 and the 1<sup>st</sup> Choice Malaga, operated by Air Europa on a Friday, have been cancelled, and will not operate next summer.

Now for the good news, next Summer, Airtours will operate an extra Arrecife (Lanzarote) flight on a Thursday. Arrival time is 1300 and departure at 1400. This flight will be operated by one of the Spanish Airlines.

On the 17<sup>th</sup> August work commenced on upgrading the 14 I.L.S. The work involves trying to resolve the glideslope fluctuations, and should be complete by the 13<sup>th</sup> September.

Britannia's leased in A.320 has started to occasionally show the effects of a hard summers flying and has gone tech on a number of occasions recently. This has lead to welcome visits by Air Scandic Tristar, EI-CNN.

British Midland Schedule details for the new Edinburgh service commencing on 6<sup>th</sup> September are as follows:-

BD403 Depart LBA 0700 to Edinburgh	BD404 Arrive LBA 0930 from Edinburgh
BD405 Depart LBA 1425 to Edinburgh	BD406 Arrive LBA 1655 from Edinburgh
BD407 Depart LBA 1725 to Edinburgh	DB408 Arrive LBA 1955 from Edinburgh

Operated by SAAB 340. Unfortunately I suspect that British Midland will employ the use of Alpha Numeric callsigns for these services.

Gill Air will commence a new Leeds to Bristol service with the Shorts SD.3-60 on September 6<sup>th</sup>, when British Midland take over the Leeds/Bradford to Edinburgh. Schedule details are as follows:-

9C630 Depart LBA 0700 to Bristol	9C631 Arrive LBA 0930 from Bristol
9C634 Depart LBA 1645 to Bristol	9C635 Arrive LBA 1930 from Bristol

Operated by Shorts SD.3-60

KLMuk dropped a little bit of a bombshell regarding their Amsterdam service, when they announced some fairly radical changes in Mid August. As far as LBA is concerned the changes happen on October 31<sup>st</sup>. We see a doubling in the number of flights to six flights a day in either direction. However equipment will be downgraded back to Fokker 50's. The first flight leaves LBA a 0610 and the last return flight from Amsterdam is now 1930. The equipment change, I consider is a bad move. People prefer to fly on jets, and my opinion is that KLMuk will loose interlining passengers to those carriers using jets from LBA, i.e. British Midland via both Heathrow and Paris and most definitely Sabena via Brussels who I feel will benefit most from the KLMuk change. The announcement also has implications for other routes that will be covered under "Airline News"

The airport has updated its WEB site (<http://www.lbia.co.uk>). One page shows an artist impression of the extended and revamped terminal.

# RUMOUR BOARD

BY HARRY MORROW

## LEEDS/BRADFORD

**AIRBUS FACTORY TRIP (JUST ANOTHER REMINDER)** Advertised in this month Airline World is sparse details of a forthcoming trip to the Airbus Factory at Toulouse, France. The trip scheduled for March 2000 from Leeds & Bradford International, all you need to do at this moment is register your interest by telephoning Saltaire Travel and asking for Peter Truman on 01274 585545 who will send you further details.

**BRITANNIA AIRWAYS** For the summer 2000 season Leeds / Bradford will get the brand new Boeing 737-800 based at LBA, which Britannia have ordered for delivery next year.

**BRITISH MIDLAND** Edinburgh service starts on Sept 6<sup>th</sup> using Saab 340. The service operates Mon-Fri and the last service operates on Sun, here are the flight codes and times.

BD403	DEP	LBA	0700	-	ARR	EDI	0800
BD404	DEP	EDI	0830	-	ARR	LBA	0930
BD405	DEP	LBA	1425	-	ARR	EDI	1525
BD406	DEP	EDI	1555	-	ARR	LBA	1655
BD407	DEP	LBA	1725	-	ARR	EDI	1825
BD408	DEP	EDI	1855	-	ARR	LBA	1955

**GILL AIRWAYS** With their sudden pulling the plug on the Edinburgh route, Gill quickly announced their intention to operate a twice daily Leeds/Bradford to Bristol service, here are the flight no's and timing's.

9C630	DEP	LBA	0700	-	ARR	BR5	0810
9C631	DEP	BR5	0835	-	ARR	LBA	0945
9C634	DEP	LBA	1645	-	ARR	BR5	1735
9C635	DEP	BR5	1820	-	ARR	LBA	1930

**GILL AIRWAYS / AIR FRANCE EXPRESS** Are rumoured to be thinking of a Fokker 100 service next year, routes and times are not yet known.

**KLM UK** Are about to make a major shake up come the end of October their is good and bad news for LBA, the good news is we get 6 flights a day, but the down side is we loose the jet service, same number of seats a day but a increase in journey time and noise could have a down turn affect.

**RYRANAIR** Are looking into a Dublin - Leeds/Bradford - Frankfurt service using Boeing 737-800 equipment, the question is which Frankfurt airport.

**RYRANAIR (AGAIN)** May operate some charter services next year and Leeds / Bradford could be one of the benefactors, again they will be using there new fleet of Boeing 737-800's.

## HUMBERSIDE

**EASTERN AIRWAYS** Are starting a new route from HUY to Norwich.

**KLM UK** Are also doubling the number of flights out of Humberside but they will be using Fokker 50's instead of Fokker 100's.

## MANCHESTER

**AER LINGUS** Are to increase the frequency of flights between Manchester and Dublin.

**AIR CANADA** Will now continue their daily service but now routing via Glasgow.

**EUROWINGS** Will be operating ski charters this coming winter.

Easyjet has announced plans to compete with major carriers at Heathrow and Gatwick. The airline has already obtained slots at Gatwick, which will be used for a daily scheduled service to Geneva during the winter months, aimed at the ski market.

KLMuk, as reported under LBA news announced a big shake up of services during August. Sheffield will lose its KLMuk, Amsterdam service. However flights will now be operated by KLMcityhopper, which should make a turn off the M1 more tempting for enthusiasts.

Changes at Humberside will reflect those at Leeds, with services been increased to 6 a day, but equipment changed to Fokker 50.

Other changes are totally scrubbing the Aberdeen to Stansted and Aberdeen to Stavanger services. The airlines Edinburgh to Stansted service will be cut from seven to four flights a day. Other routes KLMuk are totally withdrawing from are Stansted to Rome, Stansted to Jersey, Manchester to London City and Southampton to Jersey.

The carrier is also rumoured to be in the throws of setting up a low cost airline to rival GO and Ryanair with flights from Stansted. The airlines name is apparently to be Air U.K. !!

Ryanair have issued a writ against Manchester Airport following the temporary impounding of one of its aircraft. The airline is accusing Manchester of abusing its powers by stopping the aircraft take-off on June 18<sup>th</sup> in a dispute over payments to the airport.

U.K. Jet is a new airline to be set up to fly from Gatwick next summer. The airline is been set up to meet demand from independent operators, who are finding difficulty obtaining capacity, particularly since Caledonian Airways to reduce third party flying. It is understood the airline plans to use two Boeing 737-800's or Tristar aircraft.

## AIRLINER NEWS

Airbus Industrie have announced the go ahead of the 107 seat, A.318 following orders from Air France and Egyptair. Firm orders now total 109. The aircraft is due in service during the last quarter of 2002.

The fierce rivalry between Boeing and Airbus has got nastier, after Boeing agreed to take Airbus A.340's planes in trade in as part of a recent sale to Singapore Airlines. Airbus quickly responded by threatening not to guarantee performance or provide factory support to whomever buys the A.340's from Boeing. Airbus claim Boeing is instigating a new kind of price war with the deal, but Boeing said the buyback was just part of an order Singapore placed with them back in 1995.

Boeing are said to be close to offering another version of the Boeing 737, this time the Srs 700ERX. This version would combine the 700 series short fuselage with the heavier load capacity of the series 800. The aircraft, aimed at the business market, would have trans Atlantic capability with capacity for up to 60 passengers.

## OTHER NEWS

A recent American West flight was delayed from Phoenix, Arizona to Austin, Texas after the Captain had to be replaced because he was too large for the seat harness. A spokeswoman for American West Airlines confirmed the story and said, as far as she knew, it was the first time the airline has experienced such a delay. "From what they are telling me, on this particular aircraft, the seat belt happens to be a bit smaller" she said.

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CREDITS Air Britain News, Aircraft Illustrated, ATW, AV Flash, Civil Spotters E-mail site, LBA E-mail site, (and all their contributors), IFW, Telegraph & Argus, Teletext, TTG, Yorkshire Evening Post, Lawrie Coldbeck, Marcus Mitchell, Pete Smith



FLS Ex BA DC-10's G-BEBL & G-BHDI departed to Rimini in July for conversion to freighters. Once completed they are expected to go to Cargo Lion as LX-TLE & LX-TLD.

GANDALF Will be starting services to Bergamo 2 x daily using Dornier 328's.

LAUDA AIR Will be operating a once weekly ski charter using Boeing 737-400 to Salzburg on Sat's commencing 6/11/99 through to 25/3/00.

LTU Will operate a Airbus A330 charter flight to Bridgetown on Sunday 19<sup>th</sup> December.

RYANAIR Are set to return the 2 x daily flights to Dublin after a reported dispute over landing fees.

SAS From August will commence operating the Boeing 737-600 on their Stockholm service in place of the present DC9-41.

SAS Will operate a fourth daily Copenhagen service out of Manchester.

SINGAPORE AIRLINES Will now operate a daily flight out of Manchester & should upgrade to Boeing 777 in the near future.

SKYWAYS Will commence their 2 x daily Embraer 145 service to Stockholm on Sunday 31<sup>st</sup> October.

UZBEKISTAN Are considering a Boeing 767-300 flight in addition to the 2 x Airbus A310 flights this winter.

VIRGIN ATLANTIC Will continue their daily Orlando service until January 2000.

VIRGIN EXPRESS IRELAND Will shortly start flights out of Manchester operating 3 x daily Dublin, 1 x daily Shannon & 1 x daily Rome.

VLM Have canceled their mid day Rotterdam service.

### MILITARY MOVEMENTS

RAF LINTON ON OUSE 3<sup>rd</sup> September, 22<sup>nd</sup> October, 3<sup>rd</sup> December All are Graduation Days.

RAF LEEMING The Leeming Aviation Group are running a trip to next years Satenas AFB Air Show in Sweden on 18<sup>th</sup> June 2000. If you need further details contact Paul Greig 01609 776724.

RAF LEEMING Allegedly due on the 9<sup>th</sup> Sept are the following IDSx2 Italian AF / ECRX2 Italian AF / AMXx2 Italian AF / Super Etendard x?? French Navy.

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### OTHER NEWS

Obtaining relevant information for Leeds / Bradford is the most difficult task of all, if anyone has any news or rumours please feel free to send them to me via our editor or secretary.

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise CREDITS TO THE FOLLOWING LBA SPOTTERS / TAS / LEEMING AVIATION GROUP / AVIATION DATABASES 99 / S. DOBSON / GEOFF



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