



## YORKSHIRES PREMIER AVIATION SOCIETY



A310 5Y-BEL KENYA AIRWAYS  
HEATHROW 1980'S

*Photographer David Bates*

£1.75

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MAGAZINE

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COMMITTEE MEMBERS  
2001-2002

Mike WILLINGALE

Noreen BARRETT, Paul WINDSOR, Denis STENNING, John DALE,  
Laurie COLDBECK, Geoff WARD, David TENNANT.

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

## MEETINGS AT L.B.I.A GATE 20 - 14:30hrs

5 MAY CHRIS SMITH SENIOR AIR TRAFFIC ENGINEER LBIA  
9 JUNE (\*2<sup>ND</sup> SUN) CAPT. IAN BURRELL THE POLICE HELICOPTER PILOT  
MAKES A WELCOME RETURN

**\* PLEASE NOTE THE CHANGE, DUE TO THE GOLDEN JUBILEE BANK HOLIDAY.**

## AIR YORKSHIRE AVIATION SOCIETY NEWS

Our meeting on 3rd March, down in the Snug, underground at Gate 20 once again missed out, you might say, from the lack of a speaker. Far from it!!

We were provided with a 2001 video of the Royal International Air Tattoo. Oh Boy! I could have imagined I was in the cockpit doing some of the excellent aerobatics we saw from many of the aviators and their planes.

Not content with this, David Tennant also plied us with a quiz, loosely testing, I think, to see how many of the audience had snoozed off. I'm sure the end products, the high marks gained, proved otherwise quite rightly.

As your "Doorman" I shall expect to see your new blue membership cards when you come to the next meeting on 7th April, at gate 20 still, to see and hear Ken Cothliff take us on a journey with Shuttleworth through the years.

As a final bit of news, please note that on Friday 12th April we have the Annual Dinner at Peasehill House, Rawdon and that it is 7:30pm for 8pm.

*Denis Stenning*

The new Gatwick based airline Astraeus is likely to make a first visit to Leeds Bradford this April. Whilst not confirmed, it is expected that daytrips will be carried out for Transun; these would comprise Leeds - Nice on the 15th, and Leeds - Keflavik on both 29th and 30th using a Boeing 737-300.



## MOVEMENTS FEBRUARY

### 01 Friday

VP-CED Citation Bravo	0726 0743	G-UKTI Fokker 50	0803 0918
G-JECA CL600 RJ	0806 0853	G-MAJC Jetstream 41	0925 1305
G-BVZG Boeing 737 500	0927 1106	G-RJXB EMB 145	0931 1053
G-RJXK EMB 135	0934 1542	G-MAJA Jetstream 41	0958 1117
G-MAJD Jetstream 41	1023 1838	G-UKTH Fokker 50	1043 1140
G-JEDX DHC-8	1050 1146	G-MAJE Jetstream 41	1100 1802
EC-HCR Airbus 320	1108 1248	G-RJXF EMB 145	1124 1514
G-RJXG EMB 145	1136 1436	N844F Falcon 100	1152 1735
D-ANKE CL604 Challenger	1238 1222(02)	EI-CKQ Boeing 737	1256 1400
OO-LET King Air B200	1325 1245(03)	SE-DZK Boeing 737 800	1337 1611
G-BVZG Boeing 737 500	1342 2136	G-MAJA Jetstream 41	1510 1600
G-UKTH Fokker 50	1521 1754	G-RJXB EMB 145	1535 1711
G-JECA CL600 RJ	1626 1708	VP-CED Citation Bravo	1741 1752
G-RJXG EMB 145	1746 1842	G-RJXK EMB 135	1749 1852
G-RJXF EMB 145	1843 1940	G-MAJC Jetstream 41	1850 1928
G-PIDS Boeing 757	1858 0522(02)	G-MAJA Jetstream 41	1910 1951
G-JECA CL600 RJ	1913 2000	G-RJXB EMB 145	1917 2022
G-MAJE Jetstream 41	2034 1032(02)	G-RJXK EMB 135	2056 1500(03)
G-UKTH Fokker 50	2132 0645(02)	G-MAJD Jetstream 41	2137 1607(03)
G-RJXG EMB 145	2148 0722(04)	G-MAJC Jetstream 41	2151 0647(02)
G-RJXB EMB 145	2213 2234	G-MAJA Jetstream 41	2242 1549(02)

### 02 Saturday

G-ECAS Boeing 737 300	0001 0651	G-RJXF EMB 145	0008 0849
G-UKTI Fokker 50	0804 0902	G-SMDB Boeing 737 300	0921 1055
G-MAJC Jetstream 41	0953 1415	G-UKTH Fokker 50	1044 1130
G-RJXF EMB 145	1200 1405(03)	G-JEDC DHC-8	1242 1420
G-MAJE Jetstream 41	1307 1422(03)	G-JEAV BAe146 200	1356 1520
G-UKTI Fokker 50	1451 1554	G-MAJC Jetstream 41	1734 1408(03)
G-MAJA Jetstream 41	1815 1007(03)	OE-LFK Fokker 70	1819 1906
G-UKTI Fokker 50	2005 0621(03)	G-BVZI Boeing 737 500	2056 0641(03)

### 03 Sunday

G-BVZI Boeing 737 500	0935 1050	EI-CNV Boeing 737	0949 1027
G-UKTI Fokker 50	1003 1108	G-MAJA Jetstream 41	1310 1515
G-BYAK Boeing 757	1401 1531	G-UKTI Fokker 50	1440 1557
G-PIDS Boeing 757	1539 1106(04)	G-RJXB EMB 145	1542 1803
G-JECA CL600 RJ	1622 1701	G-RJXF EMB 145	1652 1758
G-RJXK EMB 135	1704 1809	G-MAJC Jetstream 41	1709 1748
G-MAJE Jetstream 41	1725 1829	G-MAJA Jetstream 41	1812 1847
G-BVZI Boeing 737 500	1822 1911	G-JECA CL600 RJ	1914 2004
G-MAJD Jetstream 41	1950 0701(04)	G-UKTB Fokker 50	2000 0631(04)
G-MAJC Jetstream 41	2002 0705(04)	G-RJXK EMB 135	2006 0733(04)
G-RJXB EMB 145	2101 0730(04)	G-MAJA Jetstream 41	2109 0723(04)
G-RJXF EMB 145	2113 0746(04)	G-MAJE Jetstream 41	2125 0647(04)
G-BVZI Boeing 737 500	2155 0642(04)		

### 04 Monday

G-JECA CJ600 RJ	0748 0821	G-UKTH Fokker 50	0754 0917
N527EW Citation I	0829 1421(05)	VP-CFG Citation I	0847 1635(06)



G-RJXG	EMB 145	0921 1047	G-BVZI	Boeing 737 500	0928 1053
G-MAJD	Jetstream 41	0931 1007	G-MAJC	Jetstream 41	0934 1011
G-RJXK	EMB 135	0936 1513	G-MAJE	Jetstream 41	0957 1350
G-MAJA	Jetstream 41	1005 1058	El-CKQ	Boeing 737	1031 1116
G-UKTB	Fokker 50	1041 1129	G-JEDY	DHC-8	1046 1136
G-RJXF	EMB 145	1154 1354	G-MAJC	Jetstream 41	1257 1507
G-RJXC	EMB 145	1313 1456	G-BVZI	Boeing 737 500	1346 1629
G-RJXG	EMB 145	1400 1500	G-MAJA	Jetstream 41	1443 1541
G-UKTB	Fokker 50	1451 1552	G-MAJD	Jetstream 41	1502 1539
G-JECA	CL600 RJ	1620 1704	G-RJXG	EMB 145	1653 1738
G-RJXK	EMB 135	1707 1854	G-RJXF	EMB 145	1723 1811
G-MAJE	Jetstream 41	1744 1835	G-MAJC	Jetstream 41	1745 1822
G-RJXB	EMB 145	1803 1904	G-MAJD	Jetstream 41	1807 1845
G-MAJA	Jetstream 41	1831 0726(05)	G-JECA	CL600 RJ	1910 1955
G-RJXG	EMB 145	1942 0720(05)	G-JPAL	Twin Squirrel	2006 1353(07)
G-BVZI	Boeing 737 500	2011 2054	G-UKTB	Fokker 50	2033 0626(05)
G-RJXK	EMB 135	2045 0742(05)	G-MAJC	Jetstream 41	2048 0657(05)
G-MAJD	Jetstream 41	2111 0702(05)	G-RJXF	EMB 145	2114 0717(05)
G-MAJE	Jetstream 41	2127 0651(05)	G-RJXB	EMB 145	2143 0752(05)
G-BVZI	Boeing 737 500	2312 0647(05)			

#### 05 Tuesday

G-JECA	CL600 RJ	0749 0823	G-UKTH	Fokker 50	0809 0936
G-MAJD	Jetstream 41	0924 1011	G-RJXF	EMB 145	0926 1500
G-MAJC	Jetstream 41	0928 1003	G-RJXK	EMB 135	0937 1521
N750NS	Citation X	0940 1344	G-BVZI	Boeing 737 500	0942 1056
G-MAJE	Jetstream 41	0956 1347	G-PIDS	Boeing 757	1000 1148
G-MAJA	Jetstream 41	1010 1101	El-CJE	Boeing 737	1036 1113
N701WH	Global Express	1046 1146(06)	G-JEDY	DHC-8	1048 1143
G-RJXB	EMB 145	1052 1351	N170SW	Global Express	1058 1154(06)
G-RJXG	EMB 145	1128 1414	G-UKTI	Fokker 50	1159 1233
G-MAJD	Jetstream 41	1256 1442	G-BVZI	Boeing 737 500	1410 1537
G-OWAX	King Air 200	1412 1452	G-MAJC	Jetstream 41	1418 1503
G-MAJA	Jetstream 41	1446 1532	G-UKTI	Fokker 50	1545 1637
G-BYAD	Boeing 757	1559 1743	G-JECA	CL600 RJ	1623 1702
G-TMDP	Airbus 320	1648 1836	G-RJXD	EMB 145	1657 1745
G-RJXB	EMB 145	1700 1842	G-MAJD	Jetstream 41	1704 1751
G-RJXK	EMB 135	1709 1806	G-MAJC	Jetstream 41	1726 1809
G-MAJE	Jetstream 41	1739 1829	G-RJXG	EMB 145	1748 1821
G-BVZI	Boeing 737 500	1817 1906	G-MAJA	Jetstream 41	1823 0708(06)
G-JECA	CL600 RJ	1914 1954	G-RJXD	EMB 145	1940 0733(06)
G-RJXK	EMB 135	2000 0744(06)	G-MAJD	Jetstream 41	2004 0737(06)
G-MAJC	Jetstream 41	2031 0705(06)	G-RJXG	EMB 145	2108 0741(06)
G-MAJE	Jetstream 41	2130 0646(06)	G-RJXB	EMB 145	2134 0751(06)
G-BVZI	Boeing 737 500	2140 0650(06)	G-UKTH	Fokker 50	2218 0624(06)

#### 06 Wednesday

G-JECA	CL600 RJ	0747 0825	G-UKTI	Fokker 50	0758 0904
OE-GDI	Lear Jet 45	0833 1524	G-MAJA	Jetstream 41	0926 0957
G-BVZI	Boeing 737 500	0934 1139	G-RJXD	EMB 145	0936 1512
G-MAJC	Jetstream 41	0940 1013	G-PIDS	Boeing 757	0943 1106
G-RJXK	EMB 135	0946 1517	G-MAJE	Jetstream 41	0950 1345
N900CB	Cessna 421C	1006 1059(07)	G-MAJD	Jetstream 41	1029 1112
El-CKS	Boeing 737	1031 1116	G-UKTH	Fokker 50	1035 1118
G-RJXG	EMB 145	1038 1415	G-TBLY	Eurocopter EC120	1049 1129
G-RJXB	EMB 145	1105 1349	G-JEDZ	DHC-8	1110 1157
G-MAJA	Jetstream 41	1249 1440	G-BVZI	Boeing 737 500	1418 1529
G-MAJC	Jetstream 41	1422 1506	G-UKTH	Fokker 50	1427 1605
G-MAJD	Jetstream 41	1457 1537	G-JECA	CL600 RJ	1617 1701

G-DENZ PA-44 Seminole	1642 1327(13)	G-RJXB EMB 145	1705 1757
G-RJXK EMB 135	1708 1804	G-MAJA Jetstream 41	1713 1750
G-RJXD EMB 145	1722 1812	G-MAJC Jetstream 41	1727 1808
G-MAJE Jetstream 41	1735 1834	G-BVMA King Air 200	1747 1818
G-RJXG EMB 145	1754 1831	G-BVKB Boeing 737 500	1815 1907
G-MAJD Jetstream 41	1836 0722(07)	G-JECA CL600 RJ	1911 1957
G-RJXK EMB 135	2000 0734(07)	G-UKTH Fokker 50	2007 0617(07)
G-RJXD EMB 145	2011 2058	G-MAJA Jetstream 41	2014 0707(07)
G-MAJC Jetstream 41	2028 0657(07)	G-PIDS Boeing 757	2050 1024(07)
G-RJXB EMB 145	2111 0810(07)	G-RJXG EMB 145	2128 0749(07)
G-MAJE Jetstream 41	2133 0649(07)	G-BVKB Boeing 737 500	2147 0641(07)
G-RJXC EMB 145	2251 0720(07)	G-MIND Cessna 404	2324 0030(07)

#### 07 Thursday

30500 C-20A	0741 1037	G-UKTB Fokker 50	0758 0922
G-JEAV BAe 146 200	0804 0842	G-MAJA Jetstream 41	0930 1438
G-BVKB Boeing 737 500	0931 1224	G-MAJC Jetstream 41	0940 1011
G-BODY Cessna 310R	0947 1311	G-RJXK EMB 135	0948 1512
G-JXC EMB 145	0954 1503	G-MAJE Jetstream 41	0958 1351
G-MAJD Jetstream 41	1021 1103	EI-CNW Boeing 737	1038 1120
G-UKTH Fokker 50	1044 1124	G-RJXG EMB 145	1053 1413
G-RJXB EMB 145	1201 1342	G-JEAV BAe 146 200	1225 1258
EC-GZD Airbus 320	1346 1456	G-BVZG Boeing 737 500	1348 1525
G-MAJC Jetstream 41	1420 1507	G-UKTH Fokker 50	1444 1558
G-MAJD Jetstream 41	1447 1531	G-JECA CL600 RJ	1617 1659
G-BYAF Boeing 757	1629 1805	G-MAJA Jetstream 41	1703 1746
G-RJXK EMB 135	1705 1816	G-RJXC EMB 145	1708 1755
G-RJXB EMB 145	1710 1819	G-RJXG EMB 145	1713 1814
G-MAJC Jetstream 41	1726 1809	G-MAJE Jetstream 41	1737 1833
G-BVZG Boeing 737 500	1811 1908	G-MAJM Jetstream 41	1831 1449(08)
G-MAJD Jetstream 41	1835 0702(08)	G-JECA CL600 RJ	1917 1949
G-PIDS Boeing 757	1927 0939(08)	G-RJXC EMB 145	1952 0723(08)
G-RJXK EMB 135	2003 0733(08)	G-MAJA Jetstream 41	2005 0727(08)
G-UKTH Fokker 50	2009 0638(08)	G-MAJC Jetstream 41	2037 0706(08)
G-RJXG EMB 145	2102 0755(08)	G-MAJE Jetstream 41	2132 0648(08)
G-RJXB EMB 145	2135 0738(08)	G-BVZG Boeing 737 500	2159 0644(08)

#### 08 Friday

VP-CED Citation Bravo	0729 0742	G-JECA CL600 RJ	0752 0833
G-UKTI Fokker 50	0805 0908	G-RJXC EMB 145	0912 1039
G-BVZG Boeing 737 500	0915 2211	G-MAJD Jetstream 41	0921 1006(10)
G-MAJC Jetstream 41	0924 1001	G-RJXK EMB 135	0927 1513
G-MAJE Jetstream 41	0954 1345	G-MAJA Jetstream 41	1013 1103
G-UKTB Fokker 50	1041 1139	EI-CJE Boeing 737	1044 1117
G-RJXG EMB 145	1052 1415	G-RJXB EMB 145	1055 1349
G-JEDX DHC-8	1100 1141	G-BODY Cessna 310R	1106 1357
G-BOUK PA-34 Seneca	1209 1320	G-SFBH Boeing 737 400	1350 1538
SE-DZH Boeing 737 800	1358 1523	G-RJXC EMB 145	1403 1500
G-MAJC Jetstream 41	1422 1516	G-MAJA Jetstream 41	1448 1532
CS-DFA Falcon 900	1451 1525	G-UKTB Fokker 50	1502 1600
EC-GZE Airbus 320	1541 1707	G-JECA CL600 RJ	1617 1703
G-RJXC EMB 145	1702 1807	G-RJXK EMB 135	1707 1820
G-MAJM Jetstream 41	1717 1816	G-RJXB EMB 145	1719 1804
G-RJXG EMB 145	1731 1832	G-MAJC Jetstream 41	1741 1824
G-MAJE Jetstream 41	1745 1829	G-SFBH Boeing 737 400	1811 2000
G-MAJA Jetstream 41	1837 1913	G-PIDS Boeing 757	1908 2054
G-JECA CL600 RJ	1915 2020	G-RJXK EMB 135	2013 2058
G-UKTB Fokker 50	2017 0730(09)	G-RJXC EMB 145	2027 0837(09)
G-MAJM Jetstream 41	2033 0744(11)	G-MAJC Jetstream 41	2048 1408(10)



G-RJXB	EMB 145	2115 2217	G-RJXG	EMB 145	2129 1317(09)
G-MAJA	Jetstream 41	2140 1002(09)	G-MAJE	Jetstream 41	2146 0652(09)
G-BVZI	Boeing 737 500	2214 0648(09)			
<b>09 Saturday</b>					
G-PIDS	Boeing 757	0220 0746	G-UKTI	Fokker 50	0757 0947
G-ECAS	Boeing 737 300	0929 1049	G-MAJE	Jetstream 41	0950 1422
EI-CKR	Boeing 737	1009 1044	G-RJXC	EMB 145	1200 1425(10)
G-JEDE	DHC-8	1240 1429	G-MAJA	Jetstream 41	1249 1507
G-UKTB	Fokker 50	1256 1344	G-JEAV	BAe 146 200	1358 1512
G-UKTB	Fokker 50	1656 1759	G-MAJA	Jetstream 41	1723 1603(10)
G-MAJE	Jetstream 41	1736 1420(10)	OE-LFJ	Fokker 70	1907 1951
G-UKTB	Fokker 50	2046 0657(10)	G-BVZH	Boeing 737 500	2051 0644(11)
G-PIDS	Boeing 757	2210 0827(10)			
<b>10 Sunday</b>					
G-CLOW	King Air 200	0033 0104	G-CLOW	King Air 200	0632 0646
EI-CNV	Boeing 737	0848 0928	G-BVZH	Boeing 737 500	0925 1053
G-UKTB	Fokker 50	1010 1056	G-MAJD	Jetstream 41	1250 1501
G-RJXK	EMB 135	1350 1505	G-BYAK	Boeing 757	1405 1530
G-UKTB	Fokker 50	1423 1550	G-BODY	Cessna 310R	1522 1818
G-HMMV	CitationJet	1610 1636	G-JECA	CL600 RJ	1617 1659
G-OMNH	King Air 200	1640 1730	G-RJXB	EMB 145	1643 1813
G-RJXK	EMB 135	1650 1810	G-RJXC	EMB 145	1701 1801
G-MAJC	Jetstream 41	1713 1748	G-MAJD	Jetstream 41	1716 1821
G-MAJE	Jetstream 41	1742 1830	G-BVZH	Boeing 737 500	1808 1905
G-JECA	CL600 RJ	1909 1956	G-MAJA	Jetstream 41	1953 0651(12)
G-MAJC	Jetstream 41	2003 0708(11)	G-UKTH	Fokker 50	2007 0737(11)
G-RJXK	EMB 135	2009 0734(11)	G-MAJD	Jetstream 41	2036 0711(11)
G-RJXC	EMB 134	2116 0729(11)	G-RJXG	EMB 145	2122 0802(11)
G-RJXB	EMB 145	2129 0724(11)	G-BVZH	Boeing 737 500	2137 0653(11)
G-MAJE	Jetstream 41	2141 0656(11)	G-PIDS	Boeing 757	2308 1107(11)
<b>11 Monday</b>					
G-JECA	CL600 RJ	0754 0825	G-UKTD	Fokker 50	0758 0932
G-MAJC	Jetstream 41	0928 1001	G-RJXK	EMB 135	0930 1510
G-RJXC	EMB 145	0935 1051	G-MAJD	Jetstream 41	0938 1401
G-BVZH	Boeing 737 500	0940 1055	G-MAJE	Jetstream 41	1016 1127
G-RJXB	EMB 145	1026 1409	EI-COB	Boeing 737	1036 1116
G-MAJM	Jetstream 41	1041 1123	G-JEDZ	DHC-8	1045 1143
N900CB	Cessna 421C	1106 1638(13)	VP-CFG	Citation I	1132 1203(13)
G-RJXG	EMB 145	1136 1347	G-UKTH	Fokker 50	1141 1223
D-CMET	Falcon 20E	1312 1101(21)	G-BVZH	Boeing 737 500	1341 1528
G-MAJE	Jetstream 41	1343 1436	G-RJXC	EMB 145	1349 1532
G-MAJC	Jetstream 41	1414 1506	G-MAJM	Jetstream 41	1456 1537
G-UKTH	Fokker 50	1611 1710	G-JECA	CL600 RJ	1622 1659
G-RJXK	EMB 135	1700 1806	G-MAJE	Jetstream 41	1705 1816
G-RJXG	EMB 145	1707 1802	G-RJXB	EMB 145	1720 1808
G-MAJD	Jetstream 41	1728 1828	G-MAJC	Jetstream 41	1730 1811
G-RJXC	EMB 145	1740 1821	G-BVZH	Boeing 737 500	1756 1903
CS-DNS	Falcon 2000	1758 0718(12)	G-JCBJ	Sikorsky S-76C	1827 0810(12)
G-MAJM	Jetstream 41	1834 1437(13)	G-JECA	CL600 RJ	1913 1955
G-CITY	PA-31 Navajo	1916 0948(12)	G-RJXK	EMB 135	2000 0736(12)
G-RJXC	EMB 145	2008 0725(12)	G-MAJC	Jetstream 41	2033 0703(12)
G-PIDS	Boeing 757	2048 1136(12)	G-UKTH	Fokker 50	2110 0731(12)
G-RJXG	EMB 145	2112 0808(12)	G-RJXB	EMB 145	2116 0728(12)
G-MAJE	Jetstream 41	2121 0720(12)	G-BVZH	Boeing 737 500	2135 0657(12)
G-MAJD	Jetstream 41	2138 0706(12)			
<b>12 Tuesday</b>					
G-JECA	CL600 RJ	0810 0835	G-UKTD	Fokker 50	0857 0942

G-MAJD Jetstream 41	0924 0959	G-ODSK Boeing 737 300	0927 1054
G-RJXK EMB 135	0933 1510	G-RJXC EMB 145	0936 1504
G-MAJC Jetstream 41	0938 1019	G-MAJA Jetstream 41	1007 1344
G-MAJE Jetstream 41	1015 1050	EI-CNX Boeing 737	1035 1110
G-RJXB EMB 145	1037 1405	G-JEDX DHC-8	1040 1134
G-UKTH Fokker 50	1115 1202	G-RJXG EMB 145	1137 1348
G-MAJD Jetstream 41	1240 1441	G-ODSK Boeing 737 300	1332 1528
G-BYAF Boeing 757	1433 1556	G-MAJE Jetstream 41	1439 1536
ZG845 Islander AL.1	1445 1543	G-MAJC Jetstream 41	1448 1533
G-UKTH Fokker 50	1520 1609	G-JECA CL600 RJ	1620 1700
G-JCBJ Sikorsky S-76C	1632 1642	G-FHAJ Airbus 320	1702 1950
G-MAJD Jetstream 41	1704 1752	G-RJXG EMB 145	1708 1756
G-RJXK EMB 135	1711 1814	G-RJXC EMB 145	1714 1808
G-RJXB EMB 145	1722 1811	G-MAJA Jetstream 41	1731 1832
G-MAJC Jetstream 41	1740 1818	G-ODSK Boeing 737 300	1758 1859
G-MAJE Jetstream 41	1823 0724(13)	G-JECA CL600 RJ	1925 1956
G-UKTH Fokker 50	2009 0623(13)	G-RJXC EMB 145	2011 0740(13)
G-MAJD Jetstream 41	2014 0700(13)	G-RJXK EMB 135	2018 0732(13)
G-MAJC Jetstream 41	2028 0707(13)	G-RJXB EMB 145	2100 0803(13)
G-RJXG EMB 145	2103 0715(13)	G-MAJA Jetstream 41	2122 0650(13)
G-ODSK Boeing 737 300	2134 0639(13)	G-OOOB Boeing 757	2146 1216(13)
G-PIDS Boeing 757	2150 1116(13)	CS-DNS Falcon 2000	2202 1353(14)

### 13 Wednesday

EI-CRP Boeing 737 700	0729 0833	G-JECA CL600 RJ	0745 0827
G-UKTG Fokker 50	0752 0910	G-ODSK Boeing 737 300	0922 1052
G-MAJC Jetstream 41	0925 1005	G-MAJD Jetstream 41	0930 1127
G-MAJA Jetstream 41	0940 1342	G-RJXG EMB 145	0945 0723(14)
G-BMIV Turbo Arrow III	0950 1740	G-RJXK EMB 135	0953 1515
G-UKTH Fokker 50	1018 1130	EI-CNX Boeing 737	1035 1122
CS-DNY Citation Excel	1046 1910	G-RJXB EMB 145	1049 1412
G-JEDZ DHC-8	1055 1148	G-RJXC EMB 145	1059 1346
G-BYLM PA-46 Malibu	1205 0834(14)	G-BAVZ PA-23 Aztec	1208 1742
G-BVKB Boeing 737 500	1338 1527	G-CLHA BAe 146 200	1418 1507
G-MAJC Jetstream 41	1423 1509	G-UKTH Fokker 50	1438 1631
EI-BAS Cessna F172M	1444 1759	N221H TB-20 GT	1451 1005(15)
G-MAJD Jetstream 41	1501 1536	G-JECA CL600 RJ	1628 1704
G-MAJM Jetstream 41	1701 1749	G-CLHA BAe 146 200	1705 1752
G-RJXK EMB 135	1707 1820	G-RJXC EMB 145	1711 0753(14)
G-RJXB EMB 145	1727 1812	G-MAJC Jetstream 41	1736 1845
G-MAJA Jetstream 41	1738 1830	G-BVKB Boeing 737 500	1801 1913
G-MAJD Jetstream 41	1823 0702(14)	G-BXWF Fokker 100	1858 1931
G-JECA CL600 RJ	1916 1949	G-CLHA BAe 146 200	1956 2025
G-MAJM Jetstream 41	2001 0731(14)	G-UKTH Fokker 50	2007 0623(14)
G-RJXK EMB 135	2015 0737(14)	G-PIDS Boeing 757	2022 1013(14)
G-MAJC Jetstream 41	2034 0707(14)	G-RJXB EMB 145	2106 0719(14)
G-MAJA Jetstream 41	2129 0648(14)	G-BVKB Boeing 737 500	2131 0652(14)
EI-CRP Boeing 737 700	2257 2340		

### 14 Thursday

G-UKTG Fokker 50	0745 0927	G-JECA CL600 RJ	0750 0825
G-MAJD Jetstream 41	0915 0956	G-BVKB Boeing 737 500	0919 1050
G-MAJC Jetstream 41	0924 1005	G-RJXD EMB 145	0925 1507
G-RJXK EMB 135	0930 1514	G-UKTH Fokker 50	0952 1059
G-MAJM Jetstream 41	1010 1105	G-MAJA Jetstream 41	1015 1349
G-BBSA AA5 Traveler	1017 1252	EI-CJE Boeing 737	1036 1116
G-RJXG EMB 145	1044 1406	G-JEDX DHC-8	1052 1143
G-RJXC EMB 145	1109 1346	G-BPJW Cessna A150K	1120 1158



G-BEOE	Cessna FRA150M	1256 1357	G-MAJC	Jetstream 41	1308 1438
EC-GZE	Airbus 320	1324 1433	G-BVKB	Boeing 737 500	1343 1533
G-MAJD	Jetstream 41	1420 1509	G-UKTH	Fokker 50	1423 1601
G-ATHV	Cessna 150F	1440 1410(15)	G-MAJM	Jetstream 41	1504 1543
G-BYAD	Boeing 757	1620 1758	G-JECA	CL600 RJ	1626 1703
G-RJXB	EMB 145	1659 1748	G-RJXK	EMB 135	1702 1807
G-RJXC	EMB 145	1704 1823	G-MAJC	Jetstream 41	1712 1751
G-MAJA	Jetstream 41	1732 1836	G-RJXG	EMB 145	1735 1820
G-MAJD	Jetstream 41	1746 1829	G-BVKB	Boeing 737 500	1817 1913
G-MAJM	Jetstream 41	1835 0707(15)	G-MRMR	PA-31 Navajo	1837 1157(18)
G-PIDS	Boeing 757	1908 1002(15)	G-JECA	CL600 RJ	1917 1953
G-BGGO	Cessna F152	1930 2048	G-RJXF	EMB 145	1946 2021
G-UKTH	Fokker 50	1951 0632(15)	G-MAJC	Jetstream 41	1959 0655(15)
G-RJXK	EMB 135	2003 0741(15)	G-OOOB	Boeing 757	2017 2102
G-MAJD	Jetstream 41	2004 0648(15)	G-RJXG	EMB 145	2059 2127
G-CLHA	BAe 146 200	2108 0826(15)	G-MAJA	Jetstream 41	2116 0720(15)
G-RJXC	EMB 145	2129 0837(15)	G-BVKB	Boeing 737 500	2144 0652(15)
G-RJXA	EMB 145	2206 0724(15)			

#### 15 Friday

G-JECA	CL600 RJ	0744 0829	G-UKTI	Fokker 50	0800 0842
G-BODY	Cessna 310R	0817 1318	G-MAJC	Jetstream 41	0921 1021
G-MAJM	Jetstream 41	0925 1444	G-RJXA	EMB 145	0928 1035
G-BVKB	Boeing 737 500	0931 1054	G-RJXK	EMB 135	0936 1508
N750NS	Citation X	0946 1717	G-MAJD	Jetstream 41	0958 1352
G-EWFN	TB-20 Trinidad	1015 1546	G-MAJA	Jetstream 41	1018 1108
G-UKTH	Fokker 50	1031 1150	El-COA	Boeing 737	1041 1123
G-JECA	CL600 RJ	1051 1142	EC-HCR	Airbus 320	1120 1248
G-CLHA	BAe 146 200	1144 1423	G-BYOA	Slingsby T67M	1147 1341
G-OBLC	B.76 Duchess	1204 1712	G-RJXC	EMB 145	1220 1347
G-BYAD	Boeing 757	1237 1418	G-BVKB	Boeing 737 500	1344 1530
SE-DZK	Boeing 737 800	1349 1520	G-RJXA	EMB 145	1358 1503
G-UKTH	Fokker 50	1452 1553	G-MAJA	Jetstream 41	1458 1544
G-ATHV	Cessna 150F	1621 1548(16)	G-JECA	CL600 RJ	1629 1706
G-MAJC	Jetstream 41	1631 1719	G-RJXA	EMB 145	1655 1809
G-RJXK	EMB 135	1658 1759	G-MAJM	Jetstream 41	1708 1755
G-CLHA	BAe 146 200	1736 1829	G-MAJD	Jetstream 41	1739 1834
G-BVKB	Boeing 737 500	1819 1910	G-MAJA	Jetstream 41	1831 1913
G-JECA	CL600 RJ	1911 1949	G-PIDS	Boeing 757	1940 2101
G-MAJC	Jetstream 41	1942 2016	G-UKTH	Fokker 50	2001 0621(16)
G-MAJM	Jetstream 41	2007 0659(16)	G-OOJP	Rockwell 114B	2058 1604(16)
G-RJXK	EMB 135	2104 0728(18)	G-RJXA	EMB 145	2109 0941(16)
G-MAJA	Jetstream 41	2135 1704(17)	G-MAJD	Jetstream 41	2137 1009(16)
G-BVKB	Boeing 737 500	2141 0644(16)	G-CLHA	BAe 146 200	2218 2250
G-MAJC	Jetstream 41	2221 1404(17)			

#### 16 Saturday

G-BYZJ	Boeing 737 300	0945 1050	G-MAJM	Jetstream 41	1013 1422
G-UKTH	Fokker 50	1017 1103	G-UKTE	Fokker 50 DIV	1038 1357
El-CNT	Boeing 737	1207 1249	N53GX	Global Express	1212 1127(17)
G-UKTC	Fokker 50	1242 0625(17)	G-RJXA	EMB 145	1244 1354(17)
G-JEDC	DHC-8	1247 1444	G-MAJD	Jetstream 41	1304 1507
G-JEAV	BAe 146 200	1413 1538	G-UKTH	Fokker 50	1426 1544
G-RJXF	EMB 145	1555 1809(17)	CS-DFA	Falcon 900	1602 0025(18)
G-MAJD	Jetstream 41	1723 1002(17)	G-MAJM	Jetstream 41	1736 1408(17)
OE-LFH	Fokker 70	1756 1843	G-UKTH	Fokker 50	1949 1606(17)
G-BVKB	Boeing 737 500	2055 0905(17)	G-LCRC	Boeing 757	2124 0758(17)

#### 17 Sunday

El-CJE	Boeing 737	0846 0918	N79EL	Beechjet 400	0849 0921
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G-UKTI Fokker 50	0952 1055	G-BBSA AA5 Traveler	1012 1142
G-BVKB Boeing 737 500	1122 1211	G-RJXG EMB 145	1223 1454
G-MAJD Jetstream 41	1245 1505	G-BYAS Boeing 757	1348 1526
G-UKTI Fokker 50	1428 0641(19)	G-JECA CL600 RJ	1626 1708
G-RJXA EMB 145	1634 1754	G-RJXG EMB 145	1652 1806
G-MAJC Jetstream 41	1714 1746	G-MAJD Jetstream 41	1720 1802
G-MAJM Jetstream 41	1742 1827	G-BVKA Boeing 737 500	1823 1918
G-JECA CL600 RJ	1915 2004	G-UKTH Fokker 50	1958 0625(18)
G-MAJC Jetstream 41	2000 0702(18)	G-RJXG EMB 145	2006 0748(18)
G-MAJD Jetstream 41	2024 0706(18)	G-MAJA Jetstream 41	2037 0652(18)
G-RJXF EMB 145	2102 0718(18)	G-RJXA EMB 145	2105 0733(18)
G-BVKA Boeing 737 500	2146 0638(18)	G-MAJM Jetstream 41	2212 0724(18)
G-LCRC Boeing 757	2309 1108(18)		

# 18 Monday

G-JECA CL600 RJ	0743 0823	G-UKTG Fokker 50	0850 0834
G-RJXK EMB 135	0922 1423	G-MAJC Jetstream 41	0925 1012
G-MAJD Jetstream 41	0928 1016	G-MAJA Jetstream 41	0950 1344
G-UKTH Fokker 50	0959 1052	G-RJXF EMB 145	1003 1124
G-MAJM Jetstream 41	1007 1102	G-UVIP Cessna 421C	1015 1613(19)
G-RJXA EMB 145	1029 1448	ELCKP Boeing 737	1031 1113
G-BYLM PA-46 Malibu	1023 1801(19)	G-JECA CL600 RJ	1041 1126
PH-LGW PA-34 Seneca	1055 1828	G-RJXG EMB 145	1056 1340
OE-GMI Citation Ultra	1152 2125	G-BVKA Boeing 737 500	1200 1303
G-MAJD Jetstream 41	1258 1443	G-RJXF EMB 145	1359 1513
G-FCDB Citation Bravo	1401 1702	G-ZAPJ ATR 42	1405 1453
G-UKTH Fokker 50	1428 1546	G-MAJC Jetstream 41	1430 1509
G-MAJM Jetstream 41	1456 1551	G-BUIF PA-28 Warrior II	1507 1612
G-ATUL PA-28 Cherokee	1535 1614	G-BVKA Boeing 737 500	1539 1627
G-BMUT PA-34 Seneca	1541 1727	G-JECA CL600 RJ	1620 1705
G-MAJD Jetstream 41	1700 1744	G-RJXF EMB 145	1710 1813
G-RJXG EMB 145	1713 1801	G-RJXK EMB 135	1715 1804
G-ZAPJ ATR 42	1718 1757	G-MAJC Jetstream 41	1723 1809
G-MAJA Jetstream 41	1735 1825	G-MRMR PA-31 Navajo	1755 N/S
G-BVKA Boeing 737 500	1839 1928	G-MAJM Jetstream 41	1845 0706(19)
G-JECA CL600 RJ	1921 1955	G-MAJD Jetstream 41	1957 0704(19)
G-UKTH Fokker 50	2004 1610(19)	G-RJXF EMB 145	2013 0747(19)
G-MAJC Jetstream 41	2035 0740(19)	EC-HVR ATR 42	2041 2206
G-LCRC Boeing 757	2044 1155(19)	G-RJXK EMB 135	2102 0745(19)
G-RJXG EMB 145	2105 0731(19)	G-MAJA Jetstream 41	2121 0650(19)
G-BVKA Boeing 737 500	2139 0646(19)	G-RJXC EMB 145	2244 0734(19)

# Tuesday

G-JECA CL600 RJ	0736 0820	G-UKTE Fokker 50	0800 0901
G-BBNG JetRanger	0849 1741	G-MAJD Jetstream 41	0924 1002
G-BVKA Boeing 737 500	0930 1058	G-MAJM Jetstream 41	0933 1013
G-RJXG EMB 145	0935 1452	G-RJXK EMB 135	0944 1504
G-MAJA Jetstream 41	0945 1344	G-UKTI Fokker 50	1023 1105
G-MAJC Jetstream 41	1027 1108	G-RJXC EMB 145	1030 1404
ELCOA Boeing 737	1037 1113	G-JECA CL600 RJ	1040 1118
G-RJXF EMB 145	1100 1349	G-MAJD Jetstream 41	1240 1436
G-BXXT B.76 Duchess	1329 1620	G-BVKA Boeing 737 500	1335 1525
ZD704 BAe 125 CC.3	1330 —	G-BYAF Boeing 757	1422 1602
G-UKTI Fokker 50	1435 0709(20)	G-BCKV Cessna FRA150L	1438 1507
G-MAJC Jetstream 41	1445 1533	G-MAJJ Jetstream 41	1607 1653
G-JECA CL600 RJ	1624 1706	G-RJXK EMB 135	1658 1810
G-RJXF EMB 145	1701 1757	G-RJXG EMB 145	1704 1744
G-DJAR Airbus 320	1709 1842	G-MAJD Jetstream 41	1714 1753
G-RJXC EMB 145	1719 1807	G-MAJA Jetstream 41	1738 1824

G-FCDB Citation Bravo	1754 1812	G-BVKA Boeing 737 500	1804 1902
G-MAJC Jetstream 41	1827 1907	G-JECA CL600 RJ	1918 1959
G-MAJJ Jetstream 41	1956 0707(20)	G-UKTH Fokker 50	2001 1138(20)
G-RJXG EMB 145	2013 0729(20)	G-RJXK EMB 135	2016 0739(20)
G-MAJD Jetstream 41	2019 0650(20)	G-RJXC EMB 145	2058 0715(20)
G-RJXF EMB 145	2103 0750(20)	G-LCRC Boeing 757	2128 1117(20)
G-MAJA Jetstream 41	2131 0658(20)	G-MAJC Jetstream 41	2134 0745(20)
G-BVKA Boeing 737 500	2140 0643(20)		

## 20 Wednesday

HB-IEE Boeing 757	0742 0936	G-JECA CL600 RJ	0748 0822
G-UKTE Fokker 50	0754 0942	G-FCLE Boeing 757	0801 0909
G-MAJA Jetstream 41	0921 0954	G-MAJJ Jetstream 41	0929 1005
G-BVKA Boeing 737 500	0933 1053	G-RJXK EMB 135	0939 1514
G-MAJD Jetstream 41	0957 1346	G-RJXG EMB 145	1014 1454
G-UKTI Fokker 50	1025 0621(21)	EI-CKQ Boeing 737	1029 1110
G-RJXC EMB 145	1034 1359	G-JECA CL600 RJ	1041 1120
G-MAJC Jetstream 41	1047 1123	G-RJXF EMB 145	1107 1343
G-MAJJ Jetstream 41	1255 1754	G-BVKA Boeing 737 500	1340 1531
G-MAJA Jetstream 41	1418 1459	G-UKTH Fokker 50	1444 1618
G-MAJC Jetstream 41	1511 1549	N750NS Citation X	1553 1928
G-JECA CL600 RJ	1628 1705	G-RJXF EMB 145	1701 1758
G-RJXG EMB 145	1703 1750	G-RJXC EMB 145	1714 1804
G-RJXK EMB 135	1717 1813	G-MAJA Jetstream 41	1725 1806
G-MAJD Jetstream 41	1739 1829	G-CBFS King Air 200	1800 1408(21)
G-BVKA Boeing 737 500	1833 1925	G-MAJC Jetstream 41	1836 0701(21)
G-JECA CL600 RJ	1919 1953	G-RJXG EMB 145	1949 0727(21)
G-MAJJ Jetstream 41	2007 0729(21)	G-RJXK EMB 135	2010 0735(21)
G-MAJA Jetstream 41	2034 0655(21)	G-UKTF Fokker 50	2036 1604(21)
G-LCRC Boeing 757	2052 1016(21)	G-OZBB Airbus 320	2111 0724(21)
G-RJXF EMB 145	2119 0738(21)	G-MAJD Jetstream 41	2125 0706(21)
G-RJXC EMB 145	2128 0733(21)	G-BVKA Boeing 737 500	2156 0645(21)

## 21 Thursday

G-FCLI Boeing 757	0604 0753	G-UKTE Fokker 50	0750 0833
G-JECA CL600 RJ	0755 0826	G-BHKJ Cessna 421C	0859 1313
G-RJXG EMB 145	0920 1404	G-MAJC Jetstream 41	0926 1001
G-MAJD Jetstream 41	0928 1006	G-RJXK EMB 135	0932 1510
G-MAJA Jetstream 41	0946 1341	G-UKTI Fokker 50	0950 1045
G-BVKA Boeing 737 500	1012 1112	G-MAJJ Jetstream 41	1029 1114
EI-COA Boeing 737	1032 1119	G-RJXC EMB 145	1035 1222
G-JEAV BAe 146 200	1100 1135	G-RJXF EMB 145	1106 1344
G-RIBV Citation Ultra	1109 1716	G-GLTT PA-31 Navajo	1116 1822
CS-DFA Falcon 900	1132 1455(22)	G-RJXI EMB 145	1253 1502
G-MAJD Jetstream 41	1256 1440	G-MAFI Dornier 228	1317 1414
G-BVKA Boeing 737 500	1338 1528	EC-GZE Airbus 320	1356 1457
G-UKTI Fokker 50	1421 0750(22)	G-MAJC Jetstream 41	1425 1506
G-MAJJ Jetstream 41	1451 1534	G-JECB CL600 RJ	1617 1702
G-BYAD Boeing 757	1649 1819	G-RJXF EMB 145	1656 1800
G-RJXK EMB 135	1705 1807	G-MAJD Jetstream 41	1707 1745
G-RJXI EMB 145	1714 1815	G-RJXG EMB 145	1718 1804
G-MAJA Jetstream 41	1733 1827	G-MAJC Jetstream 41	1735 1811
G-BVKA Boeing 737 500	1801 1902	G-MAJJ Jetstream 41	1921 1437(22)
G-OZBB Airbus 320	1908 2011	G-JECB CL600 RJ	1921 2002
G-LCRC Boeing 757	1925 1024(23)	G-MAJD Jetstream 41	2006 0938(22)
G-RJXK EMB 135	2008 0744(22)	G-RJXI EMB 145	2015 1545(22)
G-UKTE Fokker 50	2019 1335(22)	G-MAJC Jetstream 41	2027 0935(22)
G-RJXF EMB 145	2100 1432(22)	G-RJXG EMB 145	2114 1448(22)
G-MAJA Jetstream 41	2136 1440(22)	G-BVKA Boeing 737 500	2140 0646(22)



HB-IEE Boeing 757	2229 1447(23)	G-FCLI Boeing 757	2234 0055(22)
G-FCLE Boeing 757	2239 1257(22)		

## 22 Friday

G-UKTF Fokker 50	0805 1025	G-RJXK EMB 135	1124 1452
G-UKTI Fokker 50	1206 1603	G-ICSG Twin Squirrel	1218 1305
G-MAJD Jetstream 41	1230 1458	G-JEDD DHC-8	1243 1354
G-MAJC Jetstream 41	1249 1402	G-OOIO Twin Squirrel	1320 1533(01)
N273TB B.58 Baron	1614 1630	G-MAJJ Jetstream 41	1626 1726
G-JEDC DHC-8	1638 1728	G-MAJC Jetstream 41	1641 1723
G-MAJD Jetstream 41	1720 1756	G-RJXK EMB 135	1731 1818
G-MAJA Jetstream 41	1745 1833	G-RJXF EMB 145	1749 1841
G-RJXI EMB 145	1754 1838	G-UKTE Fokker 50	1759 1107(25)
G-RJXG EMB 145	1806 1847	G-ECAS Boeing 737 300	1814 1909
G-JEAV BAe 146 200	1915 2009	G-MAJJ Jetstream 41	1950 2025
G-MAJC Jetstream 41	2006 2124	G-MAJD Jetstream 41	2012 1000(24)
G-RJXK EMB 135	2029 1500(24)	G-RJXI EMB 145	2041 1355(24)
G-UKTI Fokker 50	2112 1458(23)	G-RJXG EMB 145	2134 0949(23)
G-BVKA Boeing 747 500	2138 0844(23)	G-MAJA Jetstream 41	2149 0810(28)
G-RJXF EMB 145	2205 1803(24)	G-MAJJ Jetstream 41	2240 1116(23)
G-MAJC Jetstream 41	2351 1425(23)		

## 23 Saturday

G-OJTW Boeing 737 300	0932 1057	XZ596 Sea King HAR.3	1007 1022
EI-CNY Boeing 737	1018 1130	G-JEDC DHC-8	1246 1407
G-RJXG EMB 145	1307 1755(24)	G-JEAV BAe 146 200	1323 1421
G-MAJJ Jetstream 41	1359 1502	G-MAJJ Jetstream 41	1725 1400(24)
G-UKRC BAe 146 300	1744 1832	G-MAJC Jetstream 41	1752 1446(24)
OE-LFI Fokker 70	1913 2002	G-UKTI Fokker 50	2012 0624(24)
G-BVKA Boeing 737 500	2116 0650(24)		

## 24 Sunday

G-LCRC Boeing 757	0212 0828	EI-CNZ Boeing 737	0835 0917
G-BVKA Boeing 737 500	0930 1044	G-UKTI Fokker 50	1003 1050
G-JEDD DHC-8	1042 1120	N79EL Beechjet 400	1201 1223
G-MAJD Jetstream 41	1253 1519	G-BYAF Boeing 757	1415 1545
G-UKTI Fokker 50	1442 1552	G-JECB CL600 RJ	1618 1705
G-RJXK EMB 135	1646 1808	G-RJXI EMB 145	1702 0755(25)
G-MAJJ Jetstream 41	1715 1840	G-MAJD Jetstream 41	1748 1828
G-MAJC Jetstream 41	1750 1834	G-BVZI Boeing 737 500	1807 1913
G-JECB CL600 RJ	1909 1951	G-RJXK EMB 135	2008 0732(25)
G-UKTI Fokker 50	2020 0700(25)	G-MAJJ Jetstream 41	2049 0709(25)
G-MAJD Jetstream 41	2059 0721(25)	G-RJXF EMB 145	2106 2312
G-RJXG EMB 145	2116 0727(25)	G-BVZI Boeing 737 500	2146 0637(25)
G-MAJC Jetstream 41	2150 0816(25)	G-RJXA EMB 145	2219 0750(25)
G-LCRC Boeing 757	2238 1127(25)		

## 25 Monday

G-JECB CL600 RJ	1132 1210	G-RJXK EMB 135	1135 1517
G-RJXG EMB 145	1137 1231	G-RJXA EMB 145	1141 1415
G-RJXI EMB 145	1150 1351	G-ORJB Citation I	1310 1238(28)
G-BODY Cessna 310R	1319 1727	LX-IMS Lear Jet 45	1328 1347
G-MAJJ Jetstream 41	1342 1423	G-BYZJ Boeing 737 300	1346 1528
G-UKTI Fokker 50	1349 1244(26)	G-MAJD Jetstream 41	1358 1537
G-MAJC Jetstream 41	1406 1507	G-UKTE Fokker 50	1443 1552
G-RJXG EMB 145	1504 1549	CS-DNO Hawker 800XP	1514 1627
N525AD CitationJet	1521 1051(06)	G-JECB CL600 RJ	1620 1701
G-MABR BAe 146 100	1635 1709	G-RJXK EMB 135	1703 1810
EC-HFA Citation I	1713 1823	G-RJXA EMB 145	1716 1800
G-RJXI EMB 145	1719 1818	G-MAJC Jetstream 41	1722 1806
G-MAJJ Jetstream 41	1743 1825	G-RJXG EMB 145	1757 1842

G-BYZJ Boeing 737 300	1815 1908	G-MAJD Jetstream 41	1821 1856
G-JECB CL600 RJ	1919 2001	G-BZSD PA-46 Malibu	1958 1141(26)
G-RJXK EMB 135	2002 0742(26)	G-UKTE Fokker 50	2016 0633(26)
G-MAJC Jetstream 41	2020 0931(26)	G-RJXG EMB 145	2030 0729(26)
G-MAJJ Jetstream 41	2032 0651(26)	G-RJXA EMB 145	2050 0738(26)
G-RJXI EMB 145	2115 0901(26)	G-BYZJ Boeing 737 300	2138 0648(26)
G-MAJD Jetstream 41	2144 0702(26)		

## 26 Tuesday

G-UKTF Fokker 50	0807 1032	G-JECB CL600 RJ	0855 0937
G-MAJD Jetstream 41	0926 1000	G-RJXK EMB 135	0941 1506
G-MAJJ Jetstream 41	0945 1036	G-BYZJ Boeing 737 300	0952 1152
G-UKTE Fokker 50	1026 2028	El-CON Boeing 737	1029 1115
G-RJXA EMB 145	1050 1405	G-RJXG EMB 145	1102 1343
G-RJXI EMB 145	1110 1501	G-JECB CL600 RJ	1121 1154
G-MAJC Jetstream 41	1211 1247	G-BODY Cessna 310R	1242 1723
G-MAJJ Jetstream 41	1250 1339	G-BVZH Boeing 737 500	1333 1540
G-MAJD Jetstream 41	1419 1509	G-BYAU Boeing 757	1425 1547
G-MAJC Jetstream 41	1458 1536	G-JECB CL600 RJ	1632 1708
G-RDVE Airbus 320	1657 0114(27)	G-RJXG EMB 145	1701 1756
G-RJXI EMB 145	1703 1751	G-RJXK EMB 135	1705 1958
PH-HZM Boeing 737 800	1725 2011	G-BZSD PA-46 Malibu	1728 1852
G-MAJJ Jetstream 41	1731 1932	G-RJXA EMB 145	1735 1946
G-MAJD Jetstream 41	1737 1940	G-UKTI Fokker 50	1748 0626(28)
G-BVZH Boeing 737 500	1807 2006	G-MAJC Jetstream 41	1836 1920
G-JECB CL600 RJ	1917 2001	G-TICL Airbus 320	1937 2048
G-RJXI EMB 145	1943 0749(27)	G-RJXG EMB 145	2107 0723(27)
G-MAJJ Jetstream 41	2136 0709(27)	G-MAJD Jetstream 41	2149 0719(27)
G-RJXK EMB 135	2152 0729(27)	G-MAJC Jetstream 41	2157 0653(27)
G-BVZH Boeing 737 500	2117 0641(27)	G-RJXA EMB 145	2230 0716(27)
G-UKTE Fokker 50	2327 0644(27)	G-JALC Boeing 757	2334 1104(27)

## 27 Wednesday

G-LCRC Boeing 757	0006 0130	G-UKTF Fokker 50	0746 0832
G-JECB CL600 RJ	0756 0829	G-RJXK EMB 135	0926 1503
G-MAJJ Jetstream 41	0931 1002	G-BVZH Boeing 737 500	0932 1045
G-RJXG EMB 145	0935 1452	LX-IMS Lear Jet 45	0946 1510
G-MAJC Jetstream 41	0954 1026	G-UKTE Fokker 50	1011 1055
N900CB Cessna 421C	1015 1633(02)	G-MAJD Jetstream 41	1018 1106
El-CNY Boeing 737	1028 1111	G-SIRS Citation Excel	1038 0656(28)
G-RJXA EMB 145	1040 1413	G-JECB CL600 RJ	1043 1118
G-RJXI EMB 145	1058 1349	VP-CPC Citation Excel	1113 1356
G-MAJJ Jetstream 41	1253 1345	G-BVZH Boeing 737 500	1330 1525
G-MAJC Jetstream 41	1421 1507	G-UKTE Fokker 50	1439 1627
G-MAJD Jetstream 41	1448 1530	G-BBNG JetRanger	1456 1513
G-JECB CL600 RJ	1622 1706	G-RJXG EMB 145	1655 1752
G-RJXK EMB 135	1700 1814	G-RJXI EMB 145	1703 1803
G-RJXA EMB 145	1721 1811	G-MAJJ Jetstream 41	1726 1807
G-MAJC Jetstream 41	1735 1818	G-BVZH Boeing 737 500	1825 1920
G-MAJD Jetstream 41	1829 1910	G-JECB CL600 RJ	1913 1952
G-RJXG EMB 145	1948 0803(28)	G-UKTH Fokker 50	2013 1338(28)
G-JALC Boeing 757	2016 1012(28)	G-RJXK EMB 135	2019 0731(28)
G-MAJJ Jetstream 41	2023 0706(28)	G-MAJC Jetstream 41	2040 0718(28)
G-RJXA EMB 145	2108 0726(28)	G-RJXI EMB 145	2111 0723(28)
G-MAJD Jetstream 41	2149 0659(28)	G-BVZH Boeing 737 500	2204 0644(28)

## 28 Thursday

G-JECB CL600 RJ	0751 0826	G-UKTF Fokker 50	0754 0849
LX-IMS Lear Jet 45	0757 1554	D-ISWA CitationJet	0823 1605
N170SW Global Express	0859 1910(01)	G-MAJD Jetstream 41	0920 0955



G-BVZH Boeing 737 500	0923 1057	G-MAJJ Jetstream 41	0927 1004
G-RJXI EMB 145	0929 1402	G-CSIX PA-32R Lance	0930 1538
G-RJXK EMB 135	0934 1515	G-UKTI Fokker 50	0953 1104
G-MAJG Jetstream 41	1003 1248	G-RJXA EMB 145	1025 1419
El-COA Boeing 737	1037 1123	G-JECB CL600 RJ	1043 1235
G-MAJA Jetstream 41	1047 1353	PH-XLK ATR-42 300	1051 1243
EC-GZE Airbus 320	1253 1414	G-MAJJ Jetstream 41	1310 1435
G-BVZH Boeing 737 500	1343 1526	G-RJXG EMB 145	1352 1505
G-MAJD Jetstream 41	1430 1509	G-MAJG Jetstream 41	1458 1533
G-UKTF Fokker 50	1548 1721	G-BYAU Boeing 757	1624 1810
G-JECB CL600 RJ	1626 1706	G-LEAF Cessna F406	1659 2038
G-RJXG EMB 145	1704 1748	G-MAJJ Jetstream 41	1708 1743
G-RJXK EMB 135	1712 1814	G-RJXI EMB 145	1715 1802
G-MAJD Jetstream 41	1726 1806	G-RJXA EMB 145	1729 1817
G-MAJA Jetstream 41	1737 1827	G-BVZH Boeing 737 500	1758 1906
G-MAJG Jetstream 41	1830 0749(01)	G-JECB CL600 RJ	1922 1958
G-MCEA Boeing 757	1932 0923(01)	G-RJXG EMB 145	1951 0747(01)
MAJJ Jetstream 41	2000 0707(01)	G-RJXK EMB 135	2014 0730(01)
G-MAJD Jetstream 41	2032 0743(01)	G-UKTI Fokker 50	2051 0629(01)
G-RJXI EMB 145	2103 0725(01)	G-RJXA EMB 145	2107 0721(01)
PH-XLC ATR-42 300	2116 2344	G-MAJA Jetstream 41	2121 0653(01)
G-BVZH Boeing 737 500	2143 0649(01)		

#### From and To

01) VP-CED/Hawarden-Cardiff; N844F/F & T Cambridge; D-ANKE/Manchester-n/s-Berlin (Schoenefeld); OO-LET/F n/s T Antwerp; VP-CED/Cardiff-Hawarden: 04) N527EW/F n/s T Jersey; VP-CFG/Coventry-n/s-Guernsey: 05) N750NS/F & T Jersey; N701WH/Cologne n/s Springfield (Branson Regional); N170SW/Cologne n/s Springfield (Branson Regional): 06) OE-GDI/F & T Vienna; N900CB/F n/s T Guernsey: 07) 30500/Spangdahlem-Lakenheath: 08) VP-CED/Hawarden-Edinburgh; CS-DFA/Malaga-Luton: 11) N900CB/F n/s T Guernsey; VP-CFG/F n/s T Coventry; D-CMET/F n/s T? CS-DNS/Dusseldorf-n/s-Le Bourget: 12) CS-DNS/Le Bourget-n/s-Standed: 13) El-CRP/Liverpool-Venice and Venice-Manchester; CS-DNY/Le Bourget-Geneva; El-BAS/Liverpool-Waterford; N221H/Newcastle-n/s-Isle of Man: 15) N750NS/F & T Jersey: 16) N53GX/Grenada-n/s-West Palm Beach; CS-DFA/Luton-n/s-Newark: 17) 79EL/Gamston-Chamberg: 18) PH-LGW/F & T Antwerp; OE-GMI/Saltzburg-Vienna: 20) HB-IEE/Geneva-Eindhoven; N750NS/F & T Jersey: 21) CS-DFA/Gander-n/s-Nice; HB-IEE/Eindhoven-Luton: 22) N273TB/Denham-Wellesbourne Mountford: 24) N79EL/Limoges-Gamston: 25) LX-IMS/Edinburgh-Luxembourg; CS-DNO/Nice-Farnboro; N525AD/F-n/s-T Edinburgh; EC-HFA/F & T Nantes: 26) PH-HZM/Eindhoven-Glasgow: 27) LX-IMS/Edinburgh-Coventry; N900CB/F-n/s-T Guernsey; VP-CPC/F & T Blackpool: 28) LX-IMS/Coventry-Norwich; D-ISWA/F & T Donaueschingen (Villingen); N170SW/Dusseldorf-Springfield (Branson Regional); PH-XLK/F & T Eindhoven; PH-XLC/Eindhoven-Liege:

#### Shorthoots

05) XX493/CWL63; XX500/CWL65; G-WYPA/Special 48: 06) G-WYPA/Special 57; G-YPOL/Police 42: 07) G-OBLC: 13) G-OBLC: 15) G-RAMI; G-BXXT: 19) XX491/CWL78: 25) XX150/Colt95; XX306/CWL06; XX294/CWL08; XX499/CWL74: 26) XX306/CWL06 (twice); XX294/CWL08 (twice): 27) XX306/CWL06 (twice); XX294/CWL08; XX496/CWL73; XX495/CWL69; ZF238/LOP32: 28) X491/CWL78; ZF203/LOP32:

#### LBA Movements Review, February 2002

The month started off with a very active day on the 1st, Citation Bravo VP-CED was from Hawarden to Cardiff early in the morning and then made the return trip at teatime, Falcon 100 N844F was from and to Cambridge and the King Air OO-LET of Aercon NV was from and to Antwerp, however the most interesting visitor was CL604 Challenger D-ANKE which made the national TV news when it was filmed scraping a wingtip on the runway whilst landing in strong crosswinds. It was using the call sign "Jet Connection 819" and was inbound from Ringway, after a night stop it was noted the following day departing to Berlin. On the 4th Citation I N527EW night stopped from and to Jersey as "Beauport 5EW" and the Citation I VP-CFG was also night stopping as "Sark 1" from Coventry to Jersey.

Citation X N750NS was from and to Jersey as "Beauport 6NS" on the 5th but it was slightly overshadowed by the two night stopping Global Express aircraft N701WH and N170SW which were operating for Wal-Mart from Cologne to Springfield. Using the callsign "JAF 631" on the 6th was the Lear Jet 45 OE-GDI from and to Vienna and the same day saw Cessna 421C night stopping from and to Guernsey. Back again on the 8th was the Citation Bravo VP-CED from Hawarden to Edinburgh whilst the Falcon 900 CS-DFA was from Malaga to Luton. Cessna 421C N900CB night stopped yet again on the 11th from and to Guernsey and it was joined by the Citation VP-CFG night stopping from and to Coventry as "Sark 1" and Falcon 2000 CS-DNS which was night stopping between Dusseldorf and Le Bourget. An arrival on the 11th was the Falcon 20 D-CMET, which had been hired by the Leeds University to do a number of local flights over the next 10 days, it is fitted with a nose probe to do special missions of some sort and it finally departed on the 21st.

Falcon 2000 CS-DNS was night stopping again on the 12th, this time it was from Le Bourget to Stansted. Brand new with Netjets was the Citation Excel CS-DNY on the 13th from Le Bourget to Geneva and the same day we had the TB-20GS N221H doing a night stop from Newcastle to the Isle of Man and Cessna F172M EI-BAS going from Liverpool to Waterford. Citation X N750NS was once again "Beauport 6NS" on the 15th on a flight from and to Jersey. Diverting in from Humberside on the 16th we had the Global Express N53GX of York Aviation (in the USA) which was from Grenada and which left the following day for West Palm Beach, also that day was the Falcon 900 CS-DFA night stopping from Luton to Newark. On the 17th the Beech 400A N79EL was from Gamston to Chambery. Seneca PH-LGW on the 18th was from and to Antwerp whilst the same day saw Citation Ultra OE-GMI operating as "JAF 211" from Salzburg to Vienna. The ATR-42 EC-HVR on the 18th was from Barcelona to Vitoria, it belongs to IEA and was calling "IEA 421". On the 20th the Boeing 757 HB-IEE of Privat Air was from Geneva to Eindhoven as "Privat 896" and back again that day was the Citation X N750NS as "Beauport 6NS" from and to Jersey.

Boeing 757 HB-IEE was back on the 21st with the same callsign as the day before and it was from Eindhoven for a night stop prior to departing for Luton, also on a night stop that day was the Netjets Falcon 900 CS-DFA from Gander to Nice. All that was noted on the 22nd was the Baron N273TB from Denham to Wellesbourne and on the 24th Beechjet 400A N79EL was from Limoges to Gamston. A bit of variety on the 25th, Hawker 800XP CS-DNO was from Nice to Farnboro whilst Citation I EC-HFA Clipper National Air was "ORO 604" from and to Nantes and the CitationJet N525AD night stopped from and to Edinburgh, Lear Jet 45 LX-IMS of Husky Injection Molding Systems was from Edinburgh too Luxembourg. Transavia made an appearance on the 26th when Boeing 737 800 PH-HZM was "Transavia 7617" from Eindhoven then out to Glasgow. Making another visit on the 27th was the Lear Jet 45 LX-IMS in from Eindhoven and out to Coventry, night stopping was the Cessna 421C N900CB on its usual flight from and to Guernsey and on its first visit was the new Cessna Citation Excel VP-CPC from and to its base at Blackpool. Finally on the 28th the Lear 45 LX-IMS was back from Coventry to Norwich, Global Express N170SW was from Dusseldorf to Springfield and CitationJet D-ISWA was from and to Donaueschingen (Villingen) and two ATR-42's of KLM exel were PH-XLK as "AXL 647" from and to Eindhoven and PH-XLC as "AXL 647P" from Eindhoven to Liege.

On the military side the USAF C-20A 30500 was "Spar 79" when it visited on the 7th from Spangdahlem to Lakenheath. On the 12th Islander ZG845 was "Army116" on a flight from Netheravon to Middle Wallop and on the 19th BAe 125 ZD704 called "Ascot738" from Southampton and the Sea King XZ596 was "Rescue 128" on the 23rd.

Making its first visit to the LBA on the 8th was the Britannia Airways AB 737 800 SE-DZH and another first visit was Airtours A-320 G-FHAJ on the 12th. Ryan Air Boeing 737 EI-CNT turned up on the 16th with its "Sun/News of the World" colour scheme replaced by a "Vodafone" one. On the 21st Jersey replaced CL600 RJ G-JECA, which has been based, with CL600 RJ G-JECB, which remained based for the rest of the month. Operating the "UK 15V" flight on the 23rd was the Buzz BAe146 G-UKRC.

**Terry Sykes**





## LEEDS/BRADFORD NEWS

First copies of the latest press releases:

### MASSIVE BOOST FOR LEEDS BRADFORD AS RYANAIR TRIPLES DUBLIN FLIGHTS £9 ONE WAY FARE INTRODUCED

Ryanair, Europe's largest low fares airline, today announced a massive 300% increase in flights from Leeds Bradford Airport to Dublin, and celebrated this with the introduction of oneway fares of just £9, including all taxes.

From April 4th, Ryanair will fly three times daily from Leeds/Bradford to Dublin, with an all jet Boeing 737 service. The newflights mean over 200,000 more seats will be available on this route, consistently one of the most popular from the airport.

The £9 fare will be available for travel on Tuesdays, Wednesdays and Thursdays between 4<sup>th</sup> April and 22<sup>nd</sup> May.

Speaking today, Ryanair's Sales & Marketing Director, Mr Tim Jeans, said "This is great news for Yorkshire. Not only will Ryanair be offering hundreds of thousands more low fare seats from Leeds Bradford to one of Europe's trendiest cities, but also bringing many more Irish tourists and business people to the region, adding millions to the regional economy."

#### Dublin - Leeds Bradford

FR 152 0910-1000	1	2	3	4	5	6	
FR 152 1030-1120							7
FR 154 1305-1355	1	2	3	4	5		
FR 156 1750-1840	1	2	3	4	5		7
FR 156 1820-1910							6

#### Leeds Bradford - Dublin

FR 153 1025-1115	1	2	3	4	5	6	
FR 153 1145-1235							7
FR 155 1420-1510	1	2	3	4	5		
FR 157 1905-1955	1	2	3	4	5		7
FR 157 1935-2025							6

Last month saw the inaugural flight of the KLMuk jet from Leeds Bradford to Amsterdam.

Passengers boarding flight UK 2166 at 10:35 on the morning of Friday 15 March celebrated the launch of a new jet service with a glass of champagne prior to boarding.

A Fokker 100 aircraft will operate the service three times daily, departing LBA at 0610, 1035, 1600. On the previous schedule the smaller Fokker 50 aircraft had operated four rotations per day on this route.

The changes are aimed at attracting business passengers in particular who will benefit from an increased frequency at key slot times. The changes will offer a more efficient working day in Amsterdam, as well as access to more transfers and even faster and smoother connections from all over the UK to all over the world. The revised flight schedule will also satisfy customer preference for jet service.

Tony Le Masurier, Head of Sales at KLMuk, comments: "Following 11 September, we had to cut back on capacity on several of our routes, including on services from Leeds Bradford. We are now in a position where we can turn this around. Having listened to the stated requirements of the local business community, we have consequently acted to deliver a service more closely aligned with their needs."

bmi british midland have announced details of an increase in frequencies to be introduced at the start of summer schedules on 31 March 2002. An additional flight is being introduced, Monday to Friday, to and from Edinburgh, bringing the number of midweek flights from 15 to 20. The additional will depart LBA at 11.05 each weekday.

In addition, an extra return flight to Paris will be added to the schedule on a Sunday evening, departing LBA at 16.00. These increased frequencies will allow bmi regional to offer a more comprehensive service to both business and leisure travellers, who need the flexibility and frequency to travel within the UK and Europe.

Austin Reid, Chief Executive Officer, bmi british midland said, "bmi has issued a further vote of confidence in its services to the people of Yorkshire. We are delighted that we have been able to respond to the needs of the business community with the addition of these services."

Kate O'Hara, Head of Marketing and Business Development, stated, "This is great news for both the business and leisure traveller in our catchment area, and is further proof of bmi's commitment to LBA. These additional services represent the commitment bmi have to Leeds Bradford and its passengers".

### **AIRPORT NEWS**

Ryanair has announced plans to run flights out of Yorkshire if plans to build an international airport at Finningley succeed.

It plans to run its budget service if developers Peel Holdings get the go-ahead to build an £80m airport at the former RAF base near Doncaster.

A Ryanair spokesman said: "Finningley could well be an attractive proposition to Ryanair as we expand our network of routes.

"The availability of low-fare flights from East Midlands is not a concern to us because Go's average fare is 60 per cent higher than ours. We'd relish the competition and we're confident a large enough market exists to support sustainable low-fare operations from both airports."

Ryanair is aiming to become Europe's largest international airline by 2010, which would see it carry over 40 million passengers a year. It is also aiming to open at least one new European base each year for the next few years.

Bosses at the company believe short-haul European air travel will increasingly be in the hands of low-fare carriers.

An inquiry into the Peel Holdings plan is currently being held in Doncaster.

### **AIRLINE NEWS**

**British Airways** is to reinstate most of the services cancelled on its lucrative North Atlantic routes in the wake of the September 11 terrorist attacks.

The move is a further sign that demand for air travel across the North Atlantic is gradually recovering,

With the launch of BA's summer schedule on April 1, the company will return to six flights a day to New York from London, instead of a current five.

Services to Boston and Washington will rise from two to three flights a day.

**Virgin Atlantic** is to go ahead with an order for 10 new Airbus planes despite the slump in demand for air travel since the September 11 atrocities.



Virgin said the planes would be bought at a lower price than initially agreed. Virgin declined to reveal terms of the deal, although the 10 A340-600 aircraft had a total list price of about \$1.9bn.

The order had been rumoured before September 11, but many in the aviation industry assumed it would be cancelled as a result of the terrorist attacks.

#### **AIRCRAFT NEWS**

A new £80 million secure aircraft may be bought so Tony Blair can jet around the world in greater safety. Proposals for the armoured Airbus come from Ministry of Defence officials concerned for the Prime Minister's safety.

The Daily Telegraph newspaper says Gordon Brown is thought to be sceptical about the benefits of the project, dubbed "Blair Force One". No decision on whether to buy the aircraft is expected until he has completed his comprehensive spending review.

Ministers and members of the Royal Family have been ferried around the world by RAF VC 10s for around 30 years. But the MoD has decided that must end because they need extensive preparation for VIP use and are required for air-to-air refuelling purposes.

Mr Blair chartered a BA 777 on a trip to Asia at the start of the year and when he visited Africa on his latest diplomatic mission last month. However, defence chiefs reportedly fear security on such jets may be inadequate in the wake of September 11.

#### **OTHER NEWS**

Afghanistan's civil aviation and tourism minister was murdered at the Kabul airport by Muslim pilgrims who were either part of a conspiracy or were just angry about flight delays to the Islamic holy city of Mecca. Abdul Rahman went to the Kabul airport for a flight to New Delhi. Pilgrims, who had been stranded at the airport awaiting Saudi visas and transport to Mecca, blocked Rahman's plane. When the minister left the aircraft to try to calm the crowd, the "pilgrims" set upon him, beat him to death and threw his body onto the ramp.

E-mail:- Dwooler@EGNM.screaming.net

CREDITS Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

***David Wooler***

# LEEDS BRADFORD AIRLINE REPORT – FEBRUARY 2002

## INBOUND DIVERSIONS

16	UKA38X	AMS	HUY	G-UKTE	F50	AMS	UKA48X
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## REGULAR FLIGHTS

AIH313	TFS	01/G-PIDS	08/G-PIDS	15/G-PIDS	22/DivMAN
AIH315	PM	08/G-PIDS	15/G-PIDS	22/DivMAN	
AIH317	ALC	09/G-PIDS	16/DivMAN	23/DivMAN	
AIH319	AGP	10/G-PIDS	17/G-LCRC	24/G-LCRC	
AIH325	FUE	06/G-PIDS	13/G-PIDS	20/G-LCRC	27/G-JALC
AIH327	ACE	07/G-PIDS	14/G-PIDS	21/G-LCRC	28/G-JALC
AIH329	ALC	05/G-TMDP	12/G-FHAJ	19/G-DJAR	26/G-TICL
AIH347	LPA	04/G-PIDS	11/G-PIDS	18/G-LCRC	25/G-LCRC
AIH349	TFS	05/G-PIDS	12/G-PIDS	19/G-LCRC	26/DivMAN
BAL003A	TFS	01/SE-DZK	08/SE-DZH	15/SE-DZK	22/DivEMA
BAL035A	AGP	03/G-BYAK	10/G-BYAK	17/G-BYAS	24/G-BYAF
BAL231A	ALC	07/G-BYAF	14/G-BYAD	21/G-BYAD	28/G-BYAU
BAL387A	ALC	05/G-BYAD	12/G-BYAF	19/G-BYAF	26/G-BYAU
BAL530A	PM	15/G-BYAD	22/DivEMA		
BEE9125	CMF	02/G-JEAV	09/G-JEAV	16/G-JEAV	23/G-JEAW
IWD3214	ACE	07/EC-GZD	14/EC-GZE	21/EC-GZE	28/EC-GZE
IWD3268	TFS	01/EC-HCR	08/EC-GZE	15/EC-HCR	22/DivMAN
TYR906C	INN	02/OE-LFK	09/OE-LFJ	16/OE-LFH	23/OE-LFI

## OTHER FLIGHTS

12	G-OOOB	B752	AMM913F/6916	Newcastle - n/s- Malaga	Passenger Charter
13	EI-CRP	B737	AZI8322/2322	Liverpool - Venice	Passenger Charter
13	G-CLHA	B462	BMA9131/405	East Midlands - Edinburgh	Lieu E145
13	G-CLHA	B462	BMA406/407	f/t East Midlands	Lieu E145
13	G-BXWF	F100	BMA259A/259	East Midlands - Paris Cdg	Lieu E145
13	G-CLHA	B462	BMA408/9132	Edinburgh - East Midlands	Lieu E145
13	EI-CRP	B737	AZI2323/8324	Venice - Manchester	Passenger Charter
14	G-OOOB	B752	AMM6917/917F	Malaga - East Midlands	Passenger Charter
14	G-CLHA	B462	BMA9144/611	East Midlands - Brussels	Lieu E145
15	G-CLHA	B462	BMA612/613	f/t Brussels	Lieu E145
15	G-CLHA	B462	BMA614/497	Brussels - Paris Cdg	Lieu E145
15	G-CLHA	B462	BMA498/9153	Paris Cdg - Manchester	Lieu E145
18	G-ZAPJ	AT42	BMA9111/405	Stansted - Edinburgh	Lieu BMA E145
18	G-ZAPJ	AT42	BMA406/407	f/t Edinburgh	Lieu BMA E145
18	EC-HVR	AT42	IEA421/950	Barcelona - Vitoria	Freight Charter
20	HB-IEE	B752	PTI896	Geneva - Eindhoven	Leeds United FC
20	G-FCLE	B752	JMC363P/363G	Gatwick - Eindhoven	Football Charter
20	G-OZBB	A320	MON7609/9602	Edinburgh - n/s- Montichiari	Passenger Charter
21	G-FCLI	B752	JMC575P/575G	Manchester - Eindhoven	Football Charter
21	G-OZBB	A320	MON9603/603P	Montichiari - Gatwick	Passenger Charter
21	HB-IEE	B752	PTI896/957	Eindhoven - n/s23- Luton	Leeds United FC
21	G-FCLI	B752	JMC575H/752P	Eindhoven - n/s- Manchester	Football Charter
21	G-FCLE	B752	JMC363H/363P	Eindhoven - n/s- Gatwick	Football Charter
23	G-UKRC	B462	UKA15V/45V	f/t Amsterdam	Lieu F50
25	G-MABR	B461	BRT132/099	Dublin - Manchester	Lieu JS41
26	PH-HZM	B738	TRA7617/092	Eindhoven - Glasgow	PSV Eindhoven FC
28	PH-XLK	AT42	AXL647/648P	f/t Eindhoven	Football Charter
28	PH-XLC	AT42	AXL647P/648	Eindhoven - Liege	Football Charter

Aircraft making first visits are underlined



## MILITARY MATTERS



### ROYAL AIR FORCE MUSEUM HENDON (Visited 06:02:02)

I like to visit the RAF Museum at least once yearly; I missed out in 2001 completely, due to my three hospital stays, so decided to pay an early visit in 2002. This was partially prompted by a special offer from National Express for Over-50s Coach Card holders: "anywhere in the UK for £10 return" between certain dates. The best public transport route to the Museum is by coach to Golders Green Coach Station, from there Northern Line Underground to Colindale (three stops) and a short walk takes you to the Museum.

The RAF Museum is now on three sites: RAF Museum Hendon, RAF Museum Cosford and the RAF Museum Reserve Collection. The Hendon Museum consists of three museums: the RAF Museum itself, The Bomber Command Museum and the Battle of Britain Experience.

There are about eighty aircraft on the Hendon site, an embarrassment of riches. A complete listing would be laborious, last time (1999, in the second 'Military Aviation Museums' series) I selected a 'favourite five' from each museum, this time I selected

a favourite five overall, heavily biased in favour of trainers and W.W.II bombers:

Avro 504K	E499
Harvard IIB	FE905
Avro Lancaster I	R5868
Boeing B17G Flying Fortress	44-83868
Handley Page Halifax II	W1048

The Halifax (mainly a framework) is one of the most noteworthy in the Museum. It served with 102 Squadron at RAF Pocklington in 1942. It was shot down over Norway on the night of 23 April 1942 and spent the next 31 years submerged in a fjord. It was finally recovered in 1973 and it was decided to keep it in its recovered state.

Back to the Museum: in addition to the aircraft exhibits there are a number of gallery displays including a model Waffery. As I said last time, "if you never managed to get near one during your service, now is your chance!" There is also a full-scale replica of 11 Group's Operations Room, set up for a day during the Battle of Britain. A well-stocked Museum shop, a licensed restaurant and picnic areas supplement the displays and there are frequent film shows.

Admission is now FREE; a glossy brochure is available which at last contains a complete listing. Copy available if you want one, give me a ring on the number below.

If you like your aircraft in pretty colours and don't usually like the grey or brown-and-green jobs you can't miss this one!

If you are an Aviation Museums 'buff' you are not too late to buy April's "Aeroplane Monthly" which includes an excellent "Pocket Guide 2002 Airshows and Museums". Probably the best museums guide on the market.

Please send any information for inclusion in Military News to: Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (tel:01274-873336).

# **ROYAL AIR FORCE: SQUADRONS, BASES AND AIRCRAFT - A biennial review**

SQUADRON	BASE	AIRCRAFT
1	Cottesmore	Harrier GR7 / T10
2	Marham	Tornado GR4 / 4A
3	Cottesmore	Harrier GR7 / T10
4	Cottesmore	Harrier GR7 / T10
5	Coningsby	Tornado F3
6	Coltishall	Jaguar GR3 / GR3A / T4
7	Odiham	Chinook HC2 / Gazelle AH1
8	Waddington	Sentry AEW1 (shares aircraft with 23 Squadron)
9	Marham	Tornado GR4
10	Brize Norton	VC-10 C1K
11	Leeming	Tornado F3
12	Lossiemouth	Tornado GR1 / GR4
13	Marham	Tornado GR4 / GR4A
15(R)	Lossiemouth	Tornado GR1 / GR4A (Tornado OCU)
16(R)	Coltishall	Jaguar GR3 / T4
18	Odiham	Chinook HC2 / HC2A
19(R)	Valley	Hawk T1 / T1A / T1W (4 FTS)
20(R)	Wittering	Harrier GR7 / T10
22	Chivenor	Sea King HAR3 / HAR3A
23	Waddington	Sentry AEW 1 (Aircraft carry dual 8/23 Squadron markings)
24	Lyneham	Hercules C1 / C3 / C4 / C5 (Lyneham Transport Wing)
25	Leeming	Tornado F3
27	Odiham	Chinook HC2
28	Benson	Merlin HC3
30	Lyneham	Hercules C1 / C3 / C4 / C5 (Lyneham Transport Wing)
31	Marham	Tornado GR4
32(TR)	Northolt	BAe 125 CC3 / BAe 146 CC2 / Twin Squirrel
33	Benson	Puma HC1
39(1PRU)	Marham	Canberra PR9 / T4
41	Coltishall	Jaguar GR3 / GR3A / T4
42(R)	Kinloss	Nimrod MR2 (Nimrod MR2 OCU) (Kinloss Wing)
43	Leuchars	Tornado F3
45(R)	Cranwell	Jetstream T1 (3FTS)
47	Lyneham	Hercules C1 / C3 / C4 / C5 (Lyneham Transport Wing)
51	Waddington	Nimrod R1
54	Coltishall	Jaguar GR3 / GR3A / T4
55(R)	Cranwell	Dominie T1
56(R)	Coningsby	Tornado F3
57(R)	Lyneham	Hercules C1 / C3 / C4 / C5 (Lyneham Transport Wing)
60(R)	Shawbury	Griffin HT1 (DHFS)
70	Lyneham	Hercules C1 / C3 / C4 / C5 (Lyneham Transport Wing)
72	Aldergrove	Wessex HC2 Disbanded April 2002
78	Mt Pleasant, Falklands	Chinook HC2 / Sea King HAR3
84	Akrotiri, Cyprus	Wessex HC2
99	Brize Norton	C-17A Globemaster III
100	Leeming	Hawk T1 / T1A / T1W
101	Brize Norton	VC-10K3 / K4
111	Leuchars	Tornado F3
120	Kinloss	Nimrod MR2 (Kinloss Wing)
201	Kinloss	Nimrod MR2 (Kinloss Wing)
202	Boulmer	Sea King HAR3
203	St Mawgan	Sea King HAR3



206  
216  
230  
617

Kinloss  
Brize Norton  
Aldergrove  
Lossiemouth

Nimrod MR2 (Kinloss Wing)  
Tristar KC1 / K1 / C2 / C2A  
Puma HC1  
Tornado GR1 / GR4

Credit: Military Aviation Review, United Kingdom 2002

***Eric Martin***



**DH.104 Riley Dove G-ATGJ LBA 1973  
Terry Sykes**



Astraeus is launching airline operations with 148-seat Boeing 737 aircraft from London Gatwick and Manchester in April 2002. Our aim is to become the leading independent supplier of aircraft capacity in the 150-seat market for inclusive tour and contract charter flights. Backed by funding from Aberdeen Murray Johnstone Private Equity and led by an experienced management team, Astraeus is committed to building long-term relationships with its customers based upon a high-quality service at an affordable cost.

## LAUNCH UPDATE

Astraeus' first commercial flight takes to the air on 6 April, following an intensive fourteen-week process to prepare for the airline's launch. The inaugural flight has been delayed by six days due to a later-than-desired delivery date of the airline's first aircraft, a Boeing 737-300 registered GSTR. The aircraft is now painted in Astraeus' colours at East Midlands and is to be delivered on 2 April. Thereafter, the proving flight for the Civil Aviation Authority will take place before "Flystar 801" -our first passenger flight - leaves Gatwick for Malaga on the morning of 6 April. Delivery of our second 737-300 will take place in mid April, whilst the two 737-700s join the fleet in late April and late May. Terms for all four aircraft have been agreed with the three leasing companies with whom Astraeus will initially be working.

## READY TO LAUNCH...

*The 20-strong team which forms Astraeus' first cabin crew course pose resplendent in their new uniforms for a photograph at the end of their three-week course. From left to right, back row are Tom, Jason, Simon, Mark, David, Mike, David, Edward and Nik; front row left to right are Leanne, Lorraine, Beverley, Rachel, Sue, Sarah, Sharon, Donna, Gillian, Gaynor and Mel.*



The 20 cabin crew and eight pilots - the crew complement for Astraeus' first aircraft - have participated in an extensive training course including safety, emergency procedures, medical care, aircraft specific/technical and customer service modules. "I am proud of the hard work and sheer dedication shown by every single cabin crew member during the intensive course," says Adam Rowland, Cabin Crew Training Manager. The training course has been structured to allow flight crew and cabin crew to work together at all available opportunities where their training can coincide, including the safety, aviation security and crew resource management aspects of the course. "The joint training means that excellent working relationships between flight crew and cabin crew are developed at an early stage," says Training Manager Captain Hugh Jones. "I'm pleased that the response from the crews to the training course has been so incredibly positive, which vindicates our decision to combine the training wherever possible." A classic yet stylish



and practical approach has been taken to uniforms in association with UK corporate uniforms specialists Rex Regal, based in Essex. "Jon Cohen, Rex Regal's Commercial Director, has pulled out all of the stops to ensure that our first uniform deliveries met the tight schedule to which we were all working," says Astraeus' Adam Rowland, "and we're delighted with the result. The feedback from the team indicates that we've achieved our aims of a uniform which is both stylish and practical for the rigours of everyday life as a busy crew member!" Further courses commence on 1 April at Gatwick and 15 April at both Gatwick and Manchester.



#### **CARGO PARTNERSHIP WITH AMG AGREED**

Astraeus has teamed up with the Airline Management Group to market cargo capacity on its flights. Gatwick-based AMG will be the worldwide cargo general sales agent for Astraeus' services. Richard Harreiter, Managing Director of AMG, said: "We are delighted to be working with the Astraeus management team right at the start of this exciting project. Astraeus will be operating some particularly interesting routes from Gatwick and the airline has set itself some very high service standard targets, which will be replicated in the cargo product. British Airways will be providing cargo handling at Gatwick while Menzies World Cargo will handle Astraeus at Heathrow and Manchester." Commenting on the appointment, Astraeus' Commercial Director Jonathan Hinkles said: "We wanted to start cargo operations simultaneously with our passenger flights but starting an airline from scratch means that it is a very busy time for us. Consequently, we needed a GSA that could offer a full worldwide turnkey operation and that could institute the necessary procedures with minimal supervision. Many of the Astraeus team have worked with AMG before and their experience and coverage made them the natural choice for us." For cargo enquiries or reservations on Astraeus flights, please call AMG on (01293) 433767.

#### **SALES**

Astraeus has now reached agreements with 22 tour operators to provide capacity during the Summer 2002 season. "The response from a wide range of tour operators to our plans has been fantastic," said Managing Director Hugh Parry. "I'm delighted that we are receiving wholehearted support from a broad span of operators including both the larger, vertically integrated operators and the independent tour companies."

Peter Cox has joined Astraeus as Head of Sales, bringing a strong track record of tour operator expertise and sales to the company. Peter spent ten years with Air 2000 and Viking Aviation in a variety of roles. The great range capability of the Boeing 737-700 aircraft has been instrumental in securing a number of longer sectors as part of the flying programme. In addition to these, other short-haul destinations on the Summer 2002 programme from London Gatwick include Malaga, Alicante, Faro, Athens, Kos, Rhodes, Dalaman, Bodrum and Ibiza. Negotiations are already ongoing with some operators for Winter 2002/3 and Summer 2003 and again, these include longer range routes such as Egypt and Israel. Should you wish to discuss specific requirements with Astraeus, please contact either Peter Cox or Jonathan Hinkles on (01293) 565789.

#### **MANCHESTER TEAM TAKES SHAPE**

Astraeus' Manchester operations commence on 1 May and the airline has already been busy with key appointments to manage the Boeing 737 operation based there. Captain Bob Williams, formerly with Virgin

Sun, will be Base Captain whilst Ashley Chattaway joins Astraesus as Base Cabin Crew Manager from JMC Air. "I'm delighted that Bob and Ashley will be managing our operations at Manchester," said Operations Director John Mahon. "Both have tremendous experience which I'm sure will be a great asset to Astraesus and will ensure that our Manchester operation is an integral part of the airline's success." Astraesus is basing a 737-300 at Manchester to 17 flights per week to and from Terminal One. Routes served from Manchester will include Bodrum and Dalaman in Turkey; Calvi in Corsica; Murcia, Alicante and Malaga in Spain; Agadir in Morocco; Zakynthos, Kos, Corfu and Santorini in Greece and finally, the island of Malta.

#### **GROUND HANDLING**

Astraesus has now agreed its ground handling contracts at its key UK base airports of Gatwick and Manchester. Handling contracts are also being established at major overseas points including Spain, Portugal, Greece and Italy as required to support the airline's flying programme. At Gatwick's North Terminal, the airline will be handled by Aviance as part of a three-year arrangement reached by the two companies. Astraesus will benefit from Aviance's extensive operational experience and infrastructure in North Terminal.

Servisair has been chosen to represent the airline at Manchester.

Credit: [www.flyastraesus.com](http://www.flyastraesus.com)

*Cliff Jayne*



## LEEDS BRADFORD INTERNATIONAL VISITORS



**EI-CNT Boeing 732 - 11 March 2002**

It has replaced the News of the World / The Sun on EI-CNT



**N170SW - GLEX - 1 March 2002**



PH-HZB Boeing 738 - 1 March 2002



Dear Friends,

It is with deep sorrow I have to inform you of the passing away, **Thursday February 28th, in Pinderfields Hospital**, of a great Pal of mine and a friend of, and long standing member of the Society.

Mr Peter Bickerdike, aged 78 years, was a loyal member for many years although he kept mostly in the background, supported The Air Yorkshire Aviation Society in all its aims.

Peter served in The Royal Air Force as an airframe fitter during World War II in the UK on Lancaster Bombers, also on the Indian/Afghanistan Border. He was a well-liked figure in the community and as a Late Chairman and Secretary of many motor industry groups and Managing Director of Hartley Motors at Premier Garage, Crossgates and Sandbeck Motors Wetherby.

He was very active in supporting the training of youth for the motor industry through his work with Leeds College of Technology. He will be sorely missed.

***E B Wray***

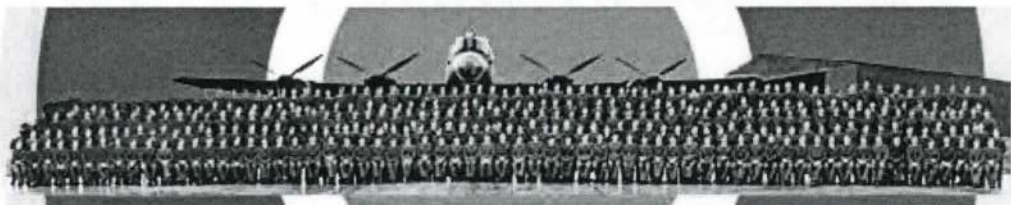


## Bomber Command

1939 - 1945

# Royal Air Force Bomber Command

## 60th Anniversary



### No. 7 Squadron

**Motto:** "Per diem per noctem" (By day and by night).

**Badge:** On a hurt seven mullets of six points forming a representation of the constellation Ursa Major. The constellation Ursa Major has formed part of a device used by the squadron since 1926. The introduction of stars in the form of a constellation in which seven of these appear is appropriate to the squadron bearing this number.

**Authority:** King George VI, June 1939.

No.7 Squadron, RFC, was formed at Farnborough, Hampshire, on 1st May 1914, under Major JM Salmond (later Marshal of the Royal Air Force Sir John Salmond) but it was broken up only three months later in order to bring other squadrons up to war strength before they went overseas. On 24th September 1914, formation was resumed and in the following April the squadron went to France equipped with RE5s and Vickers FB9s which latter were soon replaced by Voisins. Operational duties included reconnaissance, photography, artillery co-operation and bombing. In August 1915, Captain JA Liddell was awarded the third air VC for bringing his badly-damaged RE5 back from a reconnaissance sortie over Ostend-Bruges-Ghent to the Belgian airfield at Fumes after an air combat in which he himself received wounds from which he later died.

No.7 took part in the battles of Loos, the Somme and Arras, and towards the end of the First World War - flying RE8s - was placed at the disposal of the Belgian Army for its attack in the northern sector of the Front. After the Armistice it went to Germany with the Army of Occupation. It returned to England in September 1919, and was disbanded at Farnborough at the end of that same year.

In June 1923, the squadron was re-formed at Bircham Newton as a heavy bomber unit. At first it consisted of an H.Q. and one flight equipped with Vickers Vimy aircraft, but early in July a second flight was formed





by the transfer of the Vimy flight of No.100 Squadron from Spittlegate. The Vimys gave way to Vickers Virginias at the end of 1924 and in April 1927, the squadron moved to Worthy Down under the command of Wing Commander CFA Portal, later to become Marshal of the Royal Air Force Lord Portal of Hungerford, C-in-C Bomber Command in 1940 and Chief of the Air Staff from 1940 for the remainder of the Second World War. In September 1927, when the squadron won the Laurence Minot memorial bombing trophy for the first time, Wing Commander Portal was bomb-aimer for Squadron Leader EO Grenfell, with whom he formed the winning crew. Wing Commander Portal was also bomb-aimer when the squadron won the trophy the following year. Up to 1936 No.7 went on to win the trophy six more times, sharing it once with No. 58 Squadron.

Handley Page Heyford IIs replaced the Virginias during the first half of 1935 and in July of that year the new aircraft figured in the review of the RAF by HM King George V at Mildenhall. In October 1935, B Flight became the nucleus of No.102 (B) Squadron, which was re-formed as part of the RAF Expansion Scheme. In April 1936, the new B Flight collected Heyford IIIs from Handley Page's and in early in September the squadron moved from Worthy Down to Finningley and in the following April B Flight again broke away-this time to be the nucleus of No.76 (B) Squadron.

In the spring of 1938 No.7 had at last received its first modern monoplanes, the Whitley I. These were replaced by Whitley IIIs in late 1938, but during April/May, 1939, the squadron was re-armed yet again - this time with Handley Page Hampdens.

When the Second World War broke out the squadron was at Doncaster and engaged in training crews to operational standard for No.5 Group. It moved back to Finningley and then to Upper Heyford (No.6 Training Group) during the third and fourth weeks of September 1939, and in April, 1940, lost its identity when it was absorbed into No.16 OTU. It re-formed at Finningley at the end of April - again as a Hampden bomber squadron - but was disbanded three weeks later.

Re-formed again in August 1940, at Leeming, No.7 became the first squadron in Bomber Command to have four-engined bombers, and by early 1941 had moved to Oakington and was ready to begin operations with its new Short Stirlings. On the night of 10/11th February 1941, No.7 made its first bombing attack with the Stirlings - on oil storage tanks at Rotterdam - and just over two months later paid its first visit to Berlin. Among other early targets were Brest, Rotterdam, Emden (this was the target when the squadron made its first daylight raid, on 28th April), Hamburg and Mannheim. In 1942 minelaying was added to the squadron's duties and in May and June its Stirlings took part in the 1,000-bomber raids on Cologne, Essen and Bremen. Later that year it was one of the five squadrons selected to form the nucleus of the Pathfinder Force.

In May 1943, Lancasters began to replace the Stirlings, and in August seventeen of the squadron's new aircraft took part in the famous raid on Peenemunde. For the remainder of that year and the early part of 1944 night attacks on Germany continued, but with the approach of the Allied invasion, France became the main target area. During the early stages of the liberation campaign a number of daylight attacks were made on German troop positions.

More than 580 decorations were awarded to No.7 Squadron during the Second World War.

#### **Bomber Command WWII Bases:**

- Doncaster : Sep 1939 (as a Group pool squadron)
- Finningley : Sep 1939
- Upper Heyford : Sep 1939-Apr 1940

In Apr 1940 officially merged with No. 76 Squadron & SHQ Upper Heyford to form No 16 OTU.

Re-formed 30.4.40 as No.7 (B) Squadron at

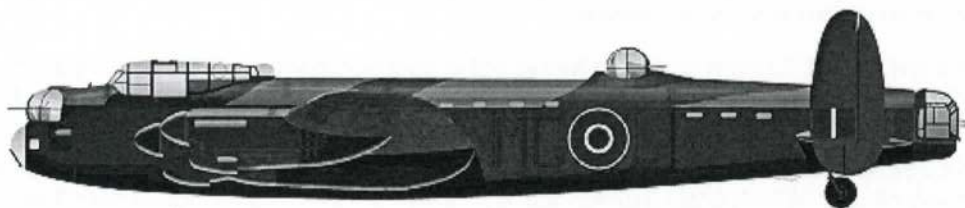
- Finningley : Apr 1940-May 1940

Disbanded 20.5.40 and re-formed 1.8.40 as a heavy bomber squadron.

- Leeming : Aug 1940-Oct 1940
- Oakington : Oct 1940 onwards

#### **Bomber Command WWII Aircraft:**

- Handley Page Hampden I : Apr 1939-May 1940
- Short Stirling I and III : Aug 1940-Aug 1943



- Avro Lancaster B.I and III : Jul 1943 onwards

Note: In the latter part of 1944 No.7 received from No.635 Squadron one of the half-dozen or so Lancaster Vs produced. Between 25th Aug. & late Nov this aircraft, JB675 "O-Oboe", made a number of operational sorties with No.7, being subsequently handed over to the RAE at Farnborough.

#### **Code Letters:**

- During the 1938 Munich crisis No.7 was allotted the code letters "LT". In WW II the squadron's Stirlings and Lancasters were coded "MG".

#### **First Operational Mission in WWII:**

- 10/11th February 1941 : 3 Stirlings bombed oil storage tanks at Rotterdam.

#### **Last Operational Mission in WWII:**

- 25th April 1945 : 10 Lancasters bombed gun batteries on island of Wangerooze.

#### **Last Mission before VE Day:**

- 7th May 1945 : 7 Lancasters marked 2 areas for supply-dropping to Dutch at The Hague.



## No. 9 Squadron

**Motto:** "Per noctem volamus" (Throughout the night we fly).

**Badge:** A bat. The badge is based on a device used previously.

**Authority:** King Edward VIII, November 1936.

No. 9 Squadron, RFC, was formed at St. Omer, France, on 8th December 1914, from the HQ Wireless Unit and was originally known as No. 9 (Wireless) Squadron. This original unit only lasted for a brief period, its two flights being absorbed into other units early in 1915, and its headquarters disbanded. In April it was re-formed at Brooklands under the command of Major HCT Dowding, later to become Air Chief Marshal Sir Hugh Dowding, AOC-in-C Fighter Command, during the Battle of Britain.

The squadron crossed to France in December 1915, equipped with BE2c's for army co-operation work. It was engaged on this duty on the Western Front until the Armistice in 1918, and from June, 1917, onwards flew RE8s. After the Armistice No. 9 Squadron formed part of the Army of the Rhine and was again disbanded in 1919.

In 1924 the squadron was re-formed as a heavy bomber squadron equipped with Vickers Vimy aircraft, later replaced by Vickers Virginias and then Handley Page Heyfords.

At the outbreak of World War 2, the squadron was flying Wellingtons and on the day after war began the squadron took part in the well-known raid against the German battleships at Brunsbüttel. Of the six No. 9 Squadron aircraft despatched two failed to return.

An outstanding example of courage and self-sacrifice was shown to the squadron in 1941 by its Commanding Officer, Wing Commander R Arnold, captain of a Wellington detailed to attack shipping off Flushing.

The Wellington was attacked and set on fire by enemy fighters. The CO ordered his crew to bale out, keeping the stricken aircraft straight and level while they jumped. It was then too late to get out himself and he went down with the aircraft. The crew were made prisoners.

In 1942 the "Wimpeys" were replaced by Lancasters and with these No. 9 took part in the epic raid on the Peenemunde V-weapons experimental station in August 1943, and, in conjunction with No.617 Squadron - and using 12,000-lb 'Tallboy' bombs - put an end to the famous German battleship Tirpitz on 12th November 1944. Great honour came to the squadron on 20th February 1945, when it was announced in the London Gazette that Flight Sergeant George Thompson had been posthumously awarded the Victoria Cross for his gallantry during a daylight raid on the Dortmund-Ems Canal on 1st January 1945.

### Bomber Command WWII Bases:

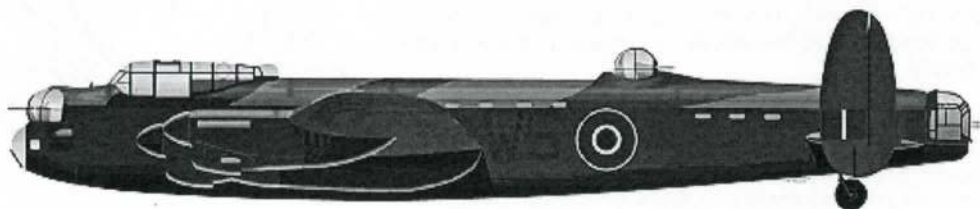
- Honington : Jul 1939-Aug 1942
  - Detached to Lossiemouth for ops with No.18 Group Coastal Command in Apr 1940.
- Waddington : Aug 1942-Apr 1943
- Bardney : Apr 1943 onwards



- Detachment in North Russia (Yagodnik) in Sep 1944 for an op against the Tirpitz.
- Detachment at Lossiemouth in Oct and again in Nov 1944, for two further ops against the Tirpitz.

#### **Bomber Command WWII Aircraft:**

- Handley Page Heyford III : Mar 1936-Feb 1939
- Vickers Wellington I, IA and III : Feb 1939-Aug 1942
- Avro Lancaster B.I and B.III : Aug 1942 onwards



#### **Code Letters:**

- During the 1938 Munich crisis No. 9 was allotted the code letters "KA". In WW II the squadron's aircraft were coded "WS".

#### **First Operational Mission in WWII:**

- 4th September 1939 : 6 Wellingtons despatched to bomb German warships at Brunsbüttel. 3 a/c bombed a German warship off Brunsbüttel with no observed result, 1 jettisoned bombs over harbour (and, apparently, hit & set on fire a merchantman), and 2 others failed to return.

#### **Last Operational Mission in WWII:**

- 25th April 1945 : 17 Lancasters despatched to bomb target at Berchtesgaden. 11 bombed primary, 1 bombed an alternative target (a bridge) at Berchtesgaden, and the other 5 completely aborted.

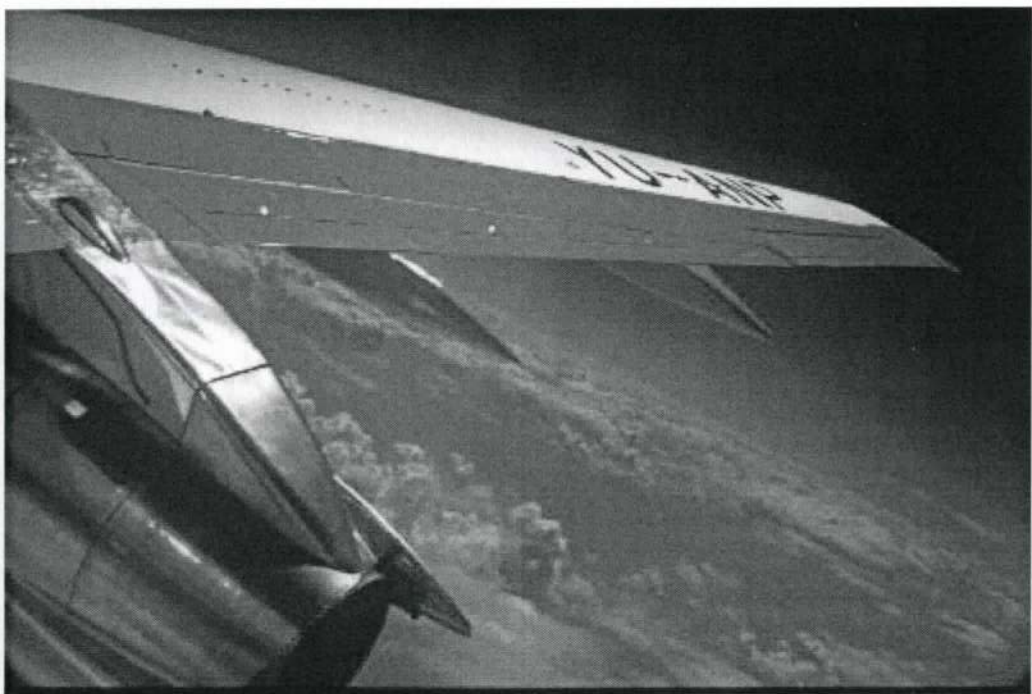
#### **Last Mission before VE Day:**

- 6th May 1945 : 5 Lancasters ferried ex-POWs home to UK from Continent.





BAe 146 ZK-NZN - Air New Zealand - Christchurch N.Z. December 1996  
Terry Sykes



Boeing 737-200 - Aviogenex YU-ANP August 1987  
David Bates

## FREE AIR



### **SURCHARGED!**

Would members please remember to check the weight and pay the correct postage on items sent for the magazine. When the postage paid is insufficient, the Royal Mail leave me a card to inform me that an item is awaiting collection at the sorting office and I am asked to pay a surcharge fee of 50p as well as the amount underpaid. Arranging to get to the sorting office during opening hours is not easy and they expect the correct money to be proffered as no change is given! So your co-operation would be appreciated, please, in avoiding this hassle – the sum usually underpaid is 6p.

*Sheila Jayne*

### **20<sup>TH</sup> OF THE MONTH**

A reminder that items for inclusion in the magazine should be with the editor by the 20<sup>th</sup> of the month, please. This is especially important during the holiday season and also when the first Sunday is very early in the month.

*Cliff Jayne*

### **FREE AIR**

This page is not well supported and yet it offers you the opportunity to have your say, share information, request information, put forward suggestions, etc. Contributions would be welcome!

*Cliff Jayne Editor*



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**BAe 146 ZK-NZC**  
**Christchurch N.Z.**  
**January 2002**

*Terry Sykes*

**Airbus A320-214 EC-GZE**  
**Leeds Bradford**  
**4 January 2002**

*Paul Whincup*



**DHC8Q 201 Dash 8**  
**G-JEDX**  
**Leeds Bradford**  
**23 December 2001**

*D.J.D Carter*

