

Concise



## YORKSHIRES PREMIER AVIATION SOCIETY



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

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

04 May 2003 - Bob Fairclough relates the story of the TSR 2

## AIR YORKSHIRE AVIATION SOCIETY NEWS

The March meeting comprised a re-run of what the committee thought to be a successful quiz held last year and anticipated could form the basis for an annual event, although not necessarily of identical format. Our illustrious chairman, after agreeing the date, chose to be away, so David Tennant got the short straw as question master, Jim changed to scorer and I manned the watches. Four Moth teams initially participated with the Tiger Moth winners then competing as individuals with the audience contributing when called upon. Mike Willingale proved the most knowledgeable to become the first trophy winner (made for the occasion by David Bates who will make the presentation at this meeting); Alan Sinfield was just one point behind to take the second prize.

It all went reasonably smoothly, many thanks to our chairman, the contributing committee members, the ever dependable Terry Sykes for providing both challenging and in some cases amusing questions, the latter of which provided more laughs than you get with a month of television. One disappointment was the attendance being about half of normal; was this a message, did the committee get it wrong, or was something else more compelling? Please speak up, otherwise we don't know, but bear in mind it does require members to contribute to the meeting agenda, its not an easy task to fill all the slots.

Hopefully, Eric Martin will be back for this next meeting - he has never missed two successive times before. Nevertheless, he has managed during a period of incapacity to maintain something like a normal magazine input. Many thanks, Eric - if we do not see you in person this April, all our very best wishes.

The Dinner will be over when you read this, no doubt as successful as on previous occasions, so in view of the near fifty attendees, how about a few more booking a place on the Birmingham/Cosford trip in September and the earlier one to FRA at Teesside.

**Paul Windsor**

Disclaimer: The views expressed in articles in the magazine are not necessarily those of the editor and the committee



# MOVEMENTS JANUARY

## 01 Wednesday

G-RJGR	Boeing 757	0111 1100	G-JECB	CL600 RJ	1048 1118
G-RJXA	EMB 145	1319 1027(02)	EL-CKS	Boeing 737	1326 1412
G-BVZI	Boeing 737 500	1446 1539	G-UKFE	Fokker 100	1455 1603
G-JECB	CL600 RJ	1616 1700	G-RJXH	EMB 145	1656 1751
G-MAJH	Jetstream 41	1736 1810	G-BVKC	Boeing 737 500	1753 0644(02)
EL-CNZ	Boeing 737	1837 1914	G-RJXG	EMB 145	1925 0729(02)
G-UKFH	Fokker 100	1937 0620(02)	G-RJGR	Boeing 757	2019 1003(02)
G-MAJH	Jetstream 41	2033 0712(02)	G-RJXH	EMB 145	2112 1105(02)
G-MONX	Airbus 320	2215 2313			

## 02 Thursday

G-BVKC	Boeing 737 500	0926 1049	G-MAJH	Jetstream 41	0957 1036
G-UKFH	Fokker 100	1006 1056	EL-CKS	Boeing 737	1016 1045
G-MAJG	Jetstream 41	1023 1443	G-RJXG	EMB 145	1041 1742
G-JECB	CL600 RJ	1043 1124	G-CDUO	Boeing 757	1241 1435
G-MAJH	Jetstream 41	1245 1450	EC-HZU	Airbus 320	1258 1439
G-MAJK	Jetstream 41	1301 1444	EL-CNY	Boeing 737	1303 1339
G-RJXA	EMB 145	1305 1442	G-BVKC	Boeing 737 500	1348 1517
G-RJXH	EMB 145	1351 1743	G-UKFC	Fokker 100	1419 1559
G-MAJC	Jetstream 41	1430 1507	G-JECB	CL600 RJ	1626 1708
G-MAJH	Jetstream 41	1702 0739(03)	G-RJXG	EMB 145	1704 1747
G-RJXA	EMB 145	1718 0806(03)	G-MAJC	Jetstream 41	1721 1805
G-MAJG	Jetstream 41	1731 0826(03)	G-MAJK	Jetstream 41	1733 1834
G-BVKC	Boeing 737 500	1740 0715(03)	EL-COA	Boeing 737	1839 1911
G-JECB	CL600 RJ	1914 1956	G-RJXH	EMB 145	1946 1041(03)
G-RJGR	Boeing 757	1948 1205(03)	G-UKFE	Fokker 100	2023 0646(03)
G-MAJE	Jetstream 41	2056 1137(03)	G-RJXG	EMB 145	2111 0745(03)
G-MAJK	Jetstream 41	2128 1036(03)			

## 03 Friday

G-JECB	CL600 RJ	0747 0821	G-BVKC	Boeing 737 500	0928 1059
G-UKFE	Fokker 100	0936 1048	G-RJXG	EMB 145	0941 1102
EL-CNZ	Boeing 737	1012 1052	G-FPLA	King Air 200	1015 1600(09)
G-MAJH	Jetstream 41	1023 1112(07)	G-JECB	CL600 RJ	1033 1118
EC-GZE	Airbus 320	1038 1228	G-MAJG	Jetstream 41	1049 1129
G-RJXA	EMB 145	1121 1343	EC-HKQ	Boeing 737 800	1126 1251
G-BNEN	PA-34 Seneca	1211 1702	G-RJXK	EMB 135	1243 1505
G-RJXH	EMB 145	1318 1406	G-RJXG	EMB 145	1333 1746
EL-COA	Boeing 737	1337 1414	G-BVKC	Boeing 737 500	1340 1519
G-MAJE	Jetstream 41	1349 1443	G-MAJG	Jetstream 41	1355 1441
G-MAJK	Jetstream 41	1434 1522	G-UKFM	Fokker 100	1547 1635
G-JECB	CL600 RJ	1611 1709	G-RJXA	EMB 145	1651 0905(04)
G-RJXH	EMB 145	1658 1808	N55EN	Beech B55 Baron	1705 1734(05)
G-RJXK	EMB 135	1717 1539(05)	G-MAJE	Jetstream 41	1729 1926
G-MAJG	Jetstream 41	1738 1832	G-MAJK	Jetstream 41	1741 0719(04)
G-BVKC	Boeing 737 500	1747 0642(04)	EL-CNZ	Boeing 737	1837 1911
G-JECB	CL600 RJ	1913 1956	G-RJXG	EMB 145	1937 0817(04)
G-UKFM	Fokker 100	1940 0621(04)	G-RJXH	EMB 145	2114 0858(04)
G-MAJM	Jetstream 41	2143 1327(05)	G-MAJG	Jetstream 41	2146 1041(04)
G-RJGR	Boeing 757	2313 0744(04)			



**04 Saturday**

CS-DFA	Falcon 900	0853 0931	G-BVKC	Boeing 737 500	0926 1056
G-UKFM	Fokker 100	0948 1045	El-COA	Boeing 737	1001 1037
G-MAJK	Jetstream 41	1014 1347	G-PASH	Twin Squirrel	1132 1213
G-RJXA	EMB 145	1141 1435(05)	G-JECB	CL600 RJ	1243 1325
G-MAJG	Jetstream 41	1257 1508	G-CDUO	Boeing 757	1335 1458
G-JEAV	BAe 146 200	1344 1441	G-UKFM	Fokker 100	1352 1557
N709EL	Beechjet 400A	1522 1537	G-CBGC	TB-10 Tobago	1631 1450(05)
OE-LFG	Fokker 70	1657 1744	G-MAJG	Jetstream 41	1737 1003(05)
G-MAJK	Jetstream 41	1739 1428(05)	G-UKFM	Fokker 100	1954 0620(05)
G-RJXG	EMB 145	2045 1207(05)	G-BVKD	Boeing 737 500	2055 0651(05)
El-CNY	Boeing 737	2111 2142	G-RJGR	Boeing 757	2129 0840(05)

**05 Sunday**

G-BVKD	Boeing 737 500	0931 1053	G-UKFM	Fokker 100	0946 1050
G-DENZ	PA-44 Seminole	1142 1433(07)	G-PASG	Bolkow Bo 105	1143 res
G-JEDX	DHC-8	1235 1316	El-CKP	Boeing 737	1253 1324
G-MAJG	Jetstream 41	1301 1504	G-RJXI	EMB 145	1303 1511
G-UKFM	Fokker 100	1406 1609	ZE368	Sea King HAR.3	1407 1559
G-RJXG	EMB 145	1447 1648	G-MAJM	Jetstream 41	1538 1611
G-JECA	CL600 RJ	1606 1710	CS-DFA	Falcon 900	1704 1821
G-RJXI	EMB 145	1716 1802	G-RJXA	EMB 145	1725 0915(06)
G-MAJK	Jetstream 41	1729 1812	G-MAJG	Jetstream 41	1742 1817
G-BVKD	Boeing 737 500	1808 1922	El-CNY	Boeing 737	1848 1925
G-JECA	CL600 RJ	1910 1952	G-RJXD	EMB 145	1930 2012
G-MAJM	Jetstream 41	1950 1354(06)	G-UKFM	Fokker 100	2014 0620(06)
G-MAJE	Jetstream 41	2030 0701(06)	G-RJXI	EMB 145	2046 0720(06)
N377SC	Falcon 900EX	2115 1509(06)	G-RJXK	EMB 135	2117 0714(06)
G-RJXG	EMB 145	2128 0723(06)	G-MAJG	Jetstream 41	2131 0657(06)
G-BVKD	Boeing 737 500	2229 0646(06)	G-JALC	Boeing 757	2238 1119(06)

**06 Monday**

G-RJXD	EMB 145	0010 0805	G-RJXK	EMB 135	0908 1103
G-MAJG	Jetstream 41	0913 0957	G-BVKD	Boeing 737 500	0938 1100
G-UKFM	Fokker 100	0946 1051	G-JECA	CL600 RJ	0954 1027
G-MAJE	Jetstream 41	1000 1441	El-CJI	Boeing 737	1014 1049
G-RJXI	EMB 145	1043 1121	G-RJXG	EMB 145	1125 1212
G-RJXD	EMB 145	1155 1341	G-RJXK	EMB 135	1254 1403
El-COA	Boeing 737	1258 1334	G-RJXI	EMB 145	1342 1455
G-BVKD	Boeing 737 500	1356 1559	G-UKFM	Fokker 100	1405 1626
G-MAJG	Jetstream 41	1421 1751	G-RJXG	EMB 145	1453 1537
G-BJYD	Cessna F152	1516 1545	G-JECA	CL600 RJ	1622 1713
G-RJXI	EMB 145	1640 1717	G-RJXK	EMB 135	1659 1755
G-MAJE	Jetstream 41	1738 1012(07)	G-MAJM	Jetstream 41	1745 1826
G-RJXD	EMB 145	1748 1821	G-BVKD	Boeing 737 500	1838 1925
El-CJE	Boeing 737	1842 1920	G-RJXG	EMB 145	1858 1932
G-JECA	CL600 RJ	1914 1952	G-RJXE	EMB 145	1935 0725(07)
G-MAJG	Jetstream 41	2009 0700(07)	G-UKFM	Fokker 100	2017 0641(07)
G-RJXK	EMB 135	2048 0728(07)	El-CJI	Boeing 737	2116 2138
G-MAJM	Jetstream 41	2133 0649(07)	G-JALC	Boeing 757	2150 0741(07)
G-RJXD	EMB 145	2153 0752(07)	G-BVKD	Boeing 737 500	2156 0647(07)
G-RJXG	EMB 145	2158 0731(07)			

**07 Tuesday**

G-JECA	CL600 RJ	0746 0818	G-RJXE	EMB 145	0918 0958
G-RJXG	EMB 145	0929 1021	G-UKFM	Fokker 100	0940 1042
El-CKP	Boeing 737	0947 1027	G-BVKD	Boeing 737	0951 1052
G-MAJM	Jetstream 41	0956 1410	G-RJXK	EMB 135	1017 1058
G-MAJG	Jetstream 41	1029 1439	G-JECA	CL600 RJ	1033 1117
CS-DNQ	Falcon 2000	1100 0736(08)	G-RJXD	EMB 145	1110 1344

N56PA	Lear Jet 35A	1120 0959(08)	G-BJYD	Cessna F152	1145 1213
G-RJXE	EMB 145	1156 1448	EI-CJI	Boeing 737	1255 1334
G-RJXG	EMB 145	1304 1400	G-RJXK	EMB 135	1335 1510
G-GILT	Cessna 421C	1342 1422	G-BVKD	Boeing 737	1353 1533
G-MAJE	Jetstream 41	1418 1501	F-GJPN	SA227AC Metro 3	1424 1528
G-BYAH	Boeing 757	1430 1554	G-UKFM	Fokker 100	1459 1617
G-JECA	CL600 RJ	1615 1710	G-RJXG	EMB 145	1647 1744
G-RJXE	EMB 145	1650 1738	G-MAJG	Jetstream 41	1706 1750
G-RJXD	EMB 145	1709 1748	G-JALC	Boeing 757	1715 1955
G-MAJM	Jetstream 41	1731 1828	G-RJXK	EMB 135	1735 1816
G-MAJE	Jetstream 41	1741 0709(08)	G-BVKD	Boeing 737 500	1805 1906
EI-COA	Boeing 737	1821 1852	G-JECA	CL600 RJ	1908 1947
N671B	A36 Bonanza	1913 1214(10)	G-RJXE	EMB 145	1936 0727(08)
G-MAJG	Jetstream 41	2003 0652(08)	G-RJXK	EMB 135	2008 0730(08)
G-JIVE	Hughes 369	2030 2032	G-UKFK	Fokker 100	2033 0622(08)
G-RJXG	EMB 145	2038 0714(08)	G-RJXD	EMB 145	2108 0743(08)
G-BVKD	Boeing 737 500	2129 0646(08)	G-MAJM	Jetstream 41	2133 0656(08)

#### 08 Wednesday

G-JALC	Boeing 757	0155 1152	G-JECA	CL600 RJ	0745 0818
G-RJXE	EMB 145	0921 1019	G-RJXG	EMB 145	0923 1003
G-BVKD	Boeing 737 500	0926 1329	G-MAJE	Jetstream 41	0933 1011
G-UKFK	Fokker 100	0936 1036	EI-COB	Boeing 737	0950 1028
G-MAJM	Jetstream 41	0954 1441	G-MAJG	Jetstream 41	0956 1350
G-RJXK	EMB 135	1017 1052	G-JECA	CL600 RJ	1030 1114
G-RJXD	EMB 145	1058 1454	G-RJXG	EMB 145	1156 1348
G-RJXE	EMB 145	1245 1404	EI-COX	Boeing 737	1250 1322
G-RJXK	EMB 135	1341 1509	G-UKFK	Fokker 100	1356 1624
N900CB	Cessna 421C	1400 1002(24)	G-MAJE	Jetstream 41	1434 1515
G-BVKD	Boeing 737 500	1606 1917	G-JECA	CL600 RJ	1609 1705
G-RJXE	EMB 145	1649 1751	G-RJXG	EMB 145	1655 1758
G-MAJM	Jetstream 41	1700 1748	G-RJXD	EMB 145	1706 1743
G-RJXK	EMB 135	1717 1812	G-JPSI	Falcon 50EX	1754 0941(09)
G-MAJE	Jetstream 41	1756 0726(09)	G-MAJG	Jetstream 41	1802 1839
EI-CJD	Boeing 737	1828 1905	G-JECA	CL600 RJ	1910 1946
G-BZSD	PA-46 Malibu	1915 1950	G-RJXD	EMB 145	1933 0715(09)
G-MAJK	Jetstream 41	2002 0703(09)	G-UKFN	Fokker 100	2019 0625(09)
G-RJXK	EMB 135	2023 0720(09)	G-RJXE	EMB 145	2041 0754(09)
G-RJXG	EMB 145	2059 0740(09)	G-JALC	Boeing 757	2119 1022(09)
G-BVKD	Boeing 737 500	2149 0655(09)	G-MAJG	Jetstream 41	2219 0723(09)

#### 09 Thursday

G-JECA	CL600 RJ	0749 0824	D-COEB	King Air 350	0914 1351
G-RJXD	EMB 145	0925 1010	G-MAJE	Jetstream 41	0934 1005
G-UKFN	Fokker 100	0936 1058	G-RJXG	EMB 145	0939 1025
G-BVKD	Boeing 737 500	0950 1051	EI-CKP	Boeing 737	1003 1035
G-MAJG	Jetstream 41	1007 1450	G-RJXK	EMB 135	1019 1055
G-JECA	CL600 RJ	1028 1120	G-MAJK	Jetstream 41	1032 1356
G-RJXE	EMB 145	1101 1341	G-RJXD	EMB 145	1158 1448
G-BNEN	PA-34 Seneca	1240 1741	EI-CKS	Boeing 737	1253 1325
G-CDUO	Boeing 757	1300 1435	G-RJXG	EMB 145	1306 1403
EC-HZU	Airbus 320	1331 1441	G-RJXK	EMB 135	1348 1503
G-BVKD	Boeing 737 500	1354 1514	G-UKFN	Fokker 100	1415 1618
G-MAJE	Jetstream 41	1421 1437(10)	G-JECA	CL600 RJ	1558 1706
G-RJXE	EMB 145	1636 1746	G-RJXD	EMB 145	1643 1726
G-MAJG	Jetstream 41	1710 1750	G-RJXG	EMB 145	1713 1813
G-MAJA	Jetstream 41	1730 0657(10)	G-RJXK	EMB 135	1733 1808
G-DENZ	PA-44 Seminole	1744 1354(10)	G-MAJK	Jetstream 431	1748 1834
G-BVKD	Boeing 737 500	1810 1858	EI-CKP	Boeing 737	1839 1911



G-JECA	CL600 RJ	1908 1954	G-JALC	Boeing 757	1932 1143(10)
G-RJXD	EMB 145	1935 0735(10)	G-UKFN	Fokker 100	1944 0700(10)
G-MAJC	Jetstream 41	2000 0655(10)	G-RJXK	EMB 135	2008 0710(10)
G-RJXG	EMB 145	2045 0722(10)	G-RJXE	EMB 145	2059 0727(10)
G-MAJK	Jetstream 41	2125 0717(10)	G-BVKD	Boeing 737 500	2207 0648(10)

#### 10 Friday

G-JECA	CL600 RJ	0745 0820	G-RJXK	EMB 135	0912 1001
G-BVKD	Boeing 737 500	0934 1056	G-RJXE	EMB 145	0938 1027
G-MAJK	Jetstream 41	0940 1016	EI-CKS	Boeing 737	0945 1021
G-MAJA	Jetstream 41	0949 1356	G-MAJC	Jetstream 41	0953 1426(12)
G-UKFN	Fokker 100	0955 1051	G-RJXG	EMB 145	1025 1115
G-JECA	CL600 RJ	1029 1122	G-RJXD	EMB 145	1101 1340
G-RJXK	EMB 135	1151 1459	EC-HZU	Airbus 320	1156 1323
EC-HJQ	Boeing 737 800	1220 1333	G-OBLC	B.76 Duchess	1236 1425
EI-COB	Boeing 737	1249 1329	CS-DFD	Falcon 2000	1315 1501
G-RJXE	EMB 145	1326 1405	G-RJXG	EMB 145	1340 1443
G-BVKD	Boeing 737 500	1344 1515	G-UKFN	Fokker 100	1359 1610
G-BZSD	PA-46 Malibu	1414 1555	G-MAJK	Jetstream 41	1419 1455
N273TB	B.58 Baron	1541 1556	G-JECA	CL600 RJ	1611 1702
G-JPSI	Falcon 50EX	1643 1719	G-RJXG	EMB 145	1648 0726(13)
G-OLDR	Lear Jet 45	1652 1923	G-RJXE	EMB 145	1700 1756
G-MAJE	Jetstream 41	1707 1802	G-RJXK	EMB 135	1710 1751
G-VUEA	Citation II	1733 1812	G-MAJK	Jetstream 41	1735 0727(11)
G-MAJA	Jetstream 41	1745 1835	G-BVKD	Boeing 737 500	1754 1859
G-RJXD	EMB 145	1800 1902	EI-PAL	Citation Bravo	1815 2232(11)
EI-COB	Boeing 737	1842 1914	G-JECA	CL600 RJ	1908 1956
G-RJXE	EMB 145	1953 0946(11)	G-MAJE	Jetstream 41	2015 1832(12)
G-RJXA	EMB 145	2020 2140	G-UKFN	Fokker 100	2034 1439(11)
G-RJXK	EMB 135	2044 1511(12)	EI-CKS	Boeing 737	2107 2135
G-MAJA	Jetstream 41	2122 1419(12)	G-JALC	Boeing 757	2125 1112(13)
G-BVKD	Boeing 737 500	2133 0645(11)	G-RJXD	EMB 145	2221 0811(11)

#### 11 Saturday

G-UKFK	Fokker 100	0939 1049	EI-CKP	Boeing 737	0943 1017
G-BVKD	Boeing 737 500	0947 1053	G-MAJK	Jetstream 41	1015 1354
G-BZSD	PA-46 Malibu	1036 1318	G-RJXD	EMB 145	1121 1507
N454QS	Gulfstream IV	1213 2137(12)	G-JECA	CL600 RJ	1249 1323
G-DSFT	PA-28R Arrow	1257 1442	G-RJXE	EMB 145	1313 1545(12)
G-CDUO	Boeing 757	1336 1453	G-JEAV	BAe 146 200	1334 1446
OO-VLN	Fokker 50	1341 1353(12)	G-UKFK	Fokker 100	1350 1604
G-UKTH	Fokker 50	1556 1829	OE-LFK	Fokker 70	1644 1740
G-RJXD	EMB 145	1728 1201(12)	G-MAJK	Jetstream 41	1731 1818(12)
G-UKFK	Fokker 100	1928 0611(12)	EI-CJD	Boeing 737	2033 2103
G-BVKA	Boeing 737 500	2047 0643(12)			

#### 12 Sunday

G-BVKA	Boeing 737 500	0933 1047	G-UKFK	Fokker 100	0941 1043
G-RJXA	EMB 145	1039 1515	G-JEDX	DHC-8	1215 1257
EI-CKQ	Boeing 737	1243 1318	G-EMDM	Diamond DA-40	1306 1337
G-UKFK	Fokker 100	1409 1609	G-RJXD	EMB 145	1442 1556
G-JECA	CL600 RJ	1605 1705	G-RJXA	EMB 145	1714 1803
G-MAJA	Jetstream 41	1719 1914	G-MAJC	Jetstream 41	1735 0745(13)
G-RJXK	EMB 135	1737 1815	G-BVKA	Boeing 737 500	1750 1855
EI-COB	Boeing 737	1830 1906	G-RJXD	EMB 145	1904 2102
G-JECA	CL600 RJ	1909 1952	G-UKFK	Fokker 100	1955 0622(13)
G-MAJK	Jetstream 41	2005 1354(16)	G-RJXE	EMB 145	2033 0800(13)
G-MAJA	Jetstream 41	2120 0652(13)	G-RJXK	EMB 135	2123 0710(13)
G-MAJE	Jetstream 41	2134 0704(13)	G-BVKA	Boeing 737 500	2144 0649(13)
G-RJXD	EMB 145	2344 0732(13)			

**13 Monday**

G-JECA	CL-600 RJ	0739 0818	G-MAJE	Jetstream 41	0925 0959
G-RJXK	EMB 135	0927 1006	G-UKFK	Fokker 100	0938 1054
G-BVKA	Boeing 737 500	0941 1046	G-RJXD	EMB 145	0943 1025
El-CJI	Boeing 737	0949 1028	G-MAJA	Jetstream 41	0957 1357
G-RJXG	EMB 145	1020 1059	G-MAJC	Jetstream 41	1032 0739(14)
G-JECA	CL600 RJ	1035 1118	G-RJXE	EMB 145	1136 1342
G-MAJJ	Jetstream 41	1230 1440	El-COX	Boeing 737	1257 1330
G-RJXD	EMB 145	1302 1353	G-RJXK	EMB 135	1328 1505
G-RJXG	EMB 145	1332 1448	G-BVKA	Boeing 737 500	1339 1511
G-UKFK	Fokker 100	1402 1613	G-MAJE	Jetstream 41	1419 1501
G-JECA	CL600 RJ	1557 1707	G-RJXG	EMB 145	1644 1736
G-RJXE	EMB 145	1658 1749	G-RJXD	EMB 145	1700 1754
G-MAJJ	Jetstream 41	1709 1758	G-RJXK	EMB 135	1719 1802
G-MAJA	Jetstream 41	1738 0706(14)	G-MAJE	Jetstream 41	1751 1831
G-BVKA	Boeing 737 500	1756 1858	G-BZSD	PA-46 Malibu	1814 0733(14)
CNV	Boeing 737	1826 1904	G-JECA	CL600 RJ	1901 1954
G-RJXG	EMB 145	1936 0717(14)	G-UKFG	Fokker 100	1939 0628(14)
G-RJXK	EMB 135	1957 0721(14)	G-MAJJ	Jetstream 41	2004 1455(16)
G-JALC	Boeing 757	2036 0749(14)	G-RJXD	EMB 145	2042 0727(14)
G-RJXE	EMB 145	2049 0751(14)	El-CJI	Boeing 737	2106 2132
G-MAJE	Jetstream 41	2127 0712(14)	G-BVKA	Boeing 737 500	2130 0641(14)

**14 Tuesday**

G-JECA	CL600 RJ	0747 0816	G-BYLM	PA-46 Malibu	0924 1416(16)
G-RJXD	EMB 145	0928 1029	G-MAJA	Jetstream 41	0930 1016
G-RJXG	EMB 145	0933 1023	G-BVKA	Boeing 737 500	0935 1148
G-UKFG	Fokker 100	1001 1059	G-MAJE	Jetstream 41	1012 1442
G-MAJC	Jetstream 41	1033 1342	G-RJXE	EMB 145	1113 1335
G-MAJG	Jetstream 41	1209 1431	G-RJXK	EMB 135	1213 1507
G-BPPM	King Air B200	1217 1604	G-RJXG	EMB 145	1223 1449
G-RJXD	EMB 145	1304 1353	N295CP	King Air B200	1318 1626
El-CSG	Boeing 737 800	1325 1407	G-BYAH	Boeing 757	1401 1525
G-UKFG	Fokker 100	1404 1609	G-BVKA	Boeing 737 500	1408 1521
G-MAJA	Jetstream 41	1422 0743(15)	G-JJMX	Falcon 900EX	1451 1805
G-JECA	CL600 RJ	1627 1711	G-RJXE	EMB 145	1644 1741
G-RJXD	EMB 145	1657 1745	G-RJXG	EMB 145	1703 1753
G-MAJE	Jetstream 41	1706 1749	G-JALC	Boeing 757	1709 1111(15)
G-RJXK	EMB 135	1725 1808	G-MAJG	Jetstream 41	1735 0722(15)
G-MAJC	Jetstream 41	1738 1830	G-BVKA	Boeing 737 500	1756 1924
COX	Boeing 737	1823 1905	G-JECA	CL600 RJ	1856 1954
G-UKFG	Fokker 100	1938 0634(15)	G-RJXG	EMB 145	1947 0715(15)
G-MAJE	Jetstream 41	2001 1411(15)	G-RJXK	EMB 135	2011 0718(15)
G-RJXD	EMB 145	2036 0727(15)	G-RJXE	EMB 145	2055 0748(15)
G-MAJC	Jetstream 41	2124 0653(15)	G-BVKA	Boeing 737 500	2140 0650(15)

**15 Wednesday**

G-JECA	CL600 RJ	0738 0813	G-RJXG	EMB 145	0914 1000
G-BVKA	Boeing 737 500	0928 1050	G-MAJG	Jetstream 41	0932 1003
El-CJH	Boeing 737	0938 1023	G-UKFG	Fokker 100	0940 1058
G-RJXD	EMB 145	0943 1028	G-MAJC	Jetstream 41	0957 1448
G-RJXK	EMB 135	1008 1055	G-JECA	CL600 RJ	1020 1114
G-MAJA	Jetstream 41	1025 1438	G-RJXE	EMB 145	1042 1344
G-CJAD	CitationJet	1151 1437(20)	G-RJXG	EMB 145	1159 1445
G-BNEN	PA-34 Seneca	1227 1636	El-COX	Boeing 737	1246 1325
G-RJXD	EMB 145	1300 1352	G-RJXK	EMB 135	1328 1459
G-BVKA	Boeing 737 500	1335 1518	G-UKFD	Fokker 100	1354 1606
G-MAJG	Jetstream 41	1416 1803(19)	G-JECA	CL600 RJ	1555 1710
G-RJXE	EMB 145	1647 1745	G-RJXG	EMB 145	1659 1741



G-RJXD	EMB 145	1702 1758	G-MAJC	Jetstream 41	1708 1751
G-RJXK	EMB 135	1715 1801	G-BZSD	PA-46 Malibu	1724 1821
G-MAJA	Jetstream 41	1726 0654(16)	G-MAJE	Jetstream 41	1730 1833
G-BVKA	Boeing 737 500	1755 1900	El-CKP	Boeing 737	1828 1902
G-JECA	CL600 RJ	1907 1949	G-UKFD	Fokker 100	1938 0622(16)
G-MAJC	Jetstream 41	2007 0700(16)	G-RJXK	EMB 135	2019 0725(16)
G-JALC	Boeing 757	2029 0957(16)	G-RJXD	EMB 145	2051 0720(16)
G-RJXE	EMB 145	2101 0746(16)	G-MAJE	Jetstream 41	2129 0706(16)
G-BVKA	Boeing 737 500	2138 0649(16)	G-RJXG	EMB 145	2230 0715(16)

#### 16 Thursday

G-JECA	CL600 RJ	0753 0820	G-RJXG	EMB 145	0921 1009
G-MAJE	Jetstream 41	0923 1005	G-BVKA	Boeing 737 500	0931 1056
El-CJE	Boeing 737	0946 1020	G-RJXD	EMB 145	0950 1028
G-MAJA	Jetstream 41	0955 1432(17)	G-UKFC	Fokker 100	0959 1059
G-MAJC	Jetstream 41	1003 1453	G-RJXK	EMB 135	1018 1102
G-JECA	CL600 RJ	1023 1114	N273TB	B.58 Baron	1030 1411
N445QS	Gulfstream IV	1041 1144	G-RJXE	EMB 145	1045 1337
CS-DNM	Hawker 800XP	1054 1146	G-RJXG	EMB 145	1207 1450
El-CJI	Boeing 737	1247 1329	G-RJXD	EMB 145	1252 1404
G-CDUO	Boeing 757	1256 1424	EC-HZU	Airbus 320	1313 1442
G-BVKA	Boeing 737 500	1326 1516	G-RJXK	EMB 135	1332 1502
G-STRD	Boeing 737 700	1357 0715(17)	G-UKFC	Fokker 100	1407 1612
G-MAJE	Jetstream 41	1418 0705(17)	G-JECA	CL600 RJ	1631 1714
G-RJXG	EMB 145	1647 1741	G-RJXD	EMB 145	1652 1749
G-MAJC	Jetstream 41	1719 1802	G-RJXK	EMB 135	1721 1805
G-MAJK	Jetstream 41	1734 1826	G-MAJJ	Jetstream 41	1736 0744(17)
G-BVKA	Boeing 737 500	1750 1906	G-RJXE	EMB 145	1758 1839
El-CNY	Boeing 737	1837 1912	G-JEDE	DHC-8	1914 1956
G-JALC	Boeing 757	1918 1127(17)	G-RJXG	EMB 145	1936 0725(17)
G-UKFR	Fokker 100	1948 0624(17)	G-MAJC	Jetstream 41	2021 1402(17)
G-RJXD	EMB 145	2040 0728(17)	G-MAJK	Jetstream 41	2124 0648(17)
G-BVKA	Boeing 737 500	2136 0652(17)	G-RJXE	EMB 145	2203 0902(17)
G-RJXF	EMB 145	2233 2304			

#### 17 Friday

G-ZAPJ	ATR-42	0615 0709	G-JECA	CL600 RJ	0746 0822
G-VUEA	Citation II	0930 1827(18)	G-BVKA	Boeing 737 500	0934 1055
G-MAJE	Jetstream 41	0936 1012	G-ZAPJ	ATR-42	0939 1023
G-UKFR	Fokker 100	0944 1114	G-RJXG	EMB 145	0950 1030
G-MAJK	Jetstream 41	0952 1350	El-CJI	Boeing 737	1003 1100
G-JECA	CL600 RJ	1021 1120	G-MAJJ	Jetstream 41	1024 1441
G-RJXD	EMB 145	1027 1108	EC-HZU	Airbus 320	1137 1302
EC-IDT	Boeing 737 800	1217 1327	El-CJE	Boeing 737	1251 1322
G-RJXE	EMB 145	1254 1341	G-RJXG	EMB 145	1259 1355
G-BVKA	Boeing 737 500	1337 1515	G-RJXD	EMB 145	1348 1448
G-UKFR	Fokker 100	1414 1615	G-MAJE	Jetstream 41	1417 1435(22)
G-ZAPJ	ATR-42	1454 1529	G-CEGP	King Air 200	1458 1756
CS-DNS	Falcon 2000	1518 1702	G-JECA	CL600 RJ	1638 1722
G-RJXE	EMB 145	1648 1754	G-RJXD	EMB 145	1655 1736
31682	C-9	1658 1447(19)	G-MAJJ	Jetstream 41	1700 1750
G-RJXG	EMB 145	1703 1800	OE-LJR	Dornier 328	1706 1802
G-MAJA	Jetstream 41	1719 1408(19)	G-MAJK	Jetstream 41	1727 1825
G-ZAPJ	ATR-42	1742 1827	G-BVKA	Boeing 737 500	1748 1913
El-CJI	Boeing 737	1833 1916	G-JECA	CL600 RJ	1910 1959
G-UKFR	Fokker 100	1935 0621(18)	G-RJXD	EMB 145	1939 0826(18)
G-MAJJ	Jetstream 41	1957 1348(19)	G-RJXJ	EMB 135	2044 2113
G-RJXG	EMB 145	2046 2119	G-STRD	Boeing 737 700	2056 0749(18)
G-JALC	Boeing 757	2116 0840(18)	El-CTA	Boeing 737 800	2121 2157



G-MAJK	Jetstream 41	2124 0651(18)	G-RJXE	EMB 145	2141 0920(18)
G-BVJA	Fokker 100	2145 0644(18)			
<b>18 Saturday</b>					
G-BVJA	Fokker 100	0926 1046	EI-CJD	Boeing 737	0949 1027
G-UKFR	Fokker 100	0952 1058	G-CTWW	PA-34 Seneca	0956 1101
G-MAJK	Jetstream 41	1002 1355	G-BOUL	PA-34 Seneca	1050 1145
G-RJXD	EMB 145	1101 1159(19)	G-JECA	CL600 RJ	1242 1321
G-JEBB	BAe 146 300	1306 1425	G-CDUO	Boeing 757	1308 1433
G-RJXE	EMB 145	1320 1557(19)	G-UKFM	Fokker 100	1446 1602
OE-LFL	Fokker 70	1649 1738	G-LENY	PA-34 Seneca	1700 1741
G-MAJK	Jetstream 41	1727 0703(20)	G-CTWW	PA-34 Seneca	1736 1820
G-UKFM	Fokker 100	1935 0615(19)	EI-DAF	Boeing 737 800	2038 2111
G-BVKA	Boeing 737 500	2059 0644(19)	G-STRD	Boeing 737 700	2158 2253
<b>19 Sunday</b>					
G-BVKA	Boeing 737 500	0934 1046	PH-KZG	Fokker 70	0951 1051
G-JEDX	DHC-8	1218 1302	EI-CJH	Boeing 737	1251 1333
G-UKFP	Fokker 100	1351 1610	G-RJXG	EMB 145	1354 1521
ZG993	Islander AL.1	1426 1745	G-RJXD	EMB 145	1435 1534
CS-DFD	Falcon 2000	1503 1340(27)	G-JECA	CL600 RJ	1558 1706
G-RJXJ	EMB 135	1636 1755	G-MAJA	Jetstream 41	1703 1747
G-RJXG	EMB 145	1708 1759	G-MAJJ	Jetstream 41	1733 1830
G-BVJA	Fokker 100	1745 1915	G-BZSD	PA-46 Malibu	1815 0737(20)
G-RJXE	EMB 145	1852 0721(20)	G-JECA	CL600 RJ	1907 1950
EI-CJI	Boeing 737	1933 2011	G-UKFF	Fokker 100	1938 0623(20)
G-MAJG	Jetstream 41	1948 0657(20)	G-MAJA	Jetstream 41	2022 1427(20)
G-RJXD	EMB 145	2028 0807(20)	G-RJXG	EMB 145	2038 0800(20)
G-RJGR	Boeing 757	2042 1112(20)	G-RJXJ	EMB 135	2100 2151
G-MAJJ	Jetstream 41	2116 0653(20)	G-BVJA	Fokker 100	2136 0650(20)
<b>20 Monday</b>					
G-JECA	CL600 RJ	0748 0818	N39N	Citation V	0823 1241
G-RJXE	EMB 145	0913 1102	G-MAJK	Jetstream 41	0930 1001
G-UKFF	Fokker 100	0941 1053	G-BVJA	Fokker 100	0945 1248
G-MAJG	Jetstream 41	0959 1501	G-MAJJ	Jetstream 41	1002 1110
EI-CJH	Boeing 737	1005 1036	G-VVIP	Cessna 421C	1015 1558
G-JECA	CL600 RJ	1024 1119	G-BVJC	Fokker 100	1038 1457
G-RJXD	EMB 145	1107 1151	G-RJXG	EMB 145	1136 1343
EI-CJI	Boeing 737	1253 1325	G-RJXE	EMB 145	1351 1431
G-UKFF	Fokker 100	1408 1617	G-RJXD	EMB 145	1411 1454
G-MAJK	Jetstream 41	1414 0701(21)	G-BVJA	Fokker 100	1512 1614
G-RJXD	EMB 145	1639 1754	G-RJXG	EMB 145	1646 1745
G-RJXE	EMB 145	1655 1748	G-MAJG	Jetstream 41	1719 1801
G-MAJA	Jetstream 41	1723 1439(21)	G-BZSD	PA-46 Malibu	1731 0651(12)
G-MAJC	Jetstream 41	1735 1824	EI-CNT	Boeing 737	1828 1909
G-BVJA	Fokker 100	1849 1955	G-JECA	CL600 RJ	1912 2000
G-RJXD	EMB 145	1939 0729(21)	G-UKFF	Fokker 100	1942 0617(21)
G-MAJG	Jetstream 41	2011 0656(21)	G-RJGR	Boeing 757	2029 0738(21)
G-RJXE	EMB 145	2035 0725(21)	G-RJXJ	EMB 135	2042 2104
G-RJXG	EMB 145	2050 0757(21)	EI-CJH	Boeing 737	2106 2131
G-MAJC	Jetstream 41	2121 0658(21)	G-BVJA	Fokker 100	2215 0649(21)
<b>21 Tuesday</b>					
G-BUPS	ATR-42	0733 0820	40110	C-21A	0743 0847
G-KWLI	Cessna 421C	0747 0811	G-JECA	CL600 RJ	0749 0824
G-BVJA	Fokker 100	0923 1045	G-MAJK	Jetstream 41	0926 1005
G-RJXE	EMB 145	0928 1014	G-UKFF	Fokker 100	0939 1043
EI-CKP	Boeing 737	0951 1024	G-MAJC	Jetstream 41	0955 1441
G-MAJG	Jetstream 41	1006 1355	G-RJXD	EMB 145	1010 1057
G-JECA	CL600 RJ	1026 1121	G-BUPS	ATR-42	1040 1124

G-RJXG	EMB 145	1118 1338	G-RJXE	EMB 145	1159 1353
EI-CNT	Boeing 737	1241 1320	G-BNEN	PA-34 Seneca	1312 1802
G-BVJA	Fokker 100	1322 1512	G-RJXD	EMB 145	1335 1446
ZD620	BAe 125 CC.3	1343 1428	G-BYAE	Boeing 757	1357 1527
G-MAJK	Jetstream 41	1418 0658(22)	G-UKFH	Fokker 100	1433 1611
G-BUPS	ATR-42	1444 1530	G-JECA	CL600 RJ	1604 1702
G-RJXG	EMB 145	1647 1745	G-RJXD	EMB 145	1650 1742
G-BZSD	PA-46 Malibu	1653 1747	G-RJXE	EMB 145	1656 1759
G-RJGR	Boeing 757	1700 1131(22)	G-MAJC	Jetstream 41	1705 1755
G-MAJA	Jetstream 41	1714 0654(22)	G-BUPS	ATR-42	1731 1811
G-MAJG	Jetstream 41	1739 1829	G-BVJD	Fokker 100	1752 1901
G-JIVE	Hughes 369	1804 1805	G-KWLI	Cessna 421C	1808 1832
EI-CJE	Boeing 737	1827 1858	G-JECA	CL600 RJ	1902 1953
G-RJXD	EMB 145	1938 0734(22)	G-UKFB	Fokker 100	1946 0617(23)
N6593W	Cessna P210N	1949 2034	G-MAJC	Jetstream 41	2004 1354(22)
G-RJXJ	EMB 135	2038 2106	G-RJXG	EMB 145	2050 0748(22)
G-RJXE	EMB 145	2053 0719(22)	G-MAJG	Jetstream 41	2125 0704(22)
G-BVJD	Fokker 100	2141 0642(22)			

## 22 Wednesday

40087	C-21A	0730 0913	G-ZAPJ	ATR-42	0736 0812
G-JECA	CL600 RJ	0745 0820	I-FJTC	Citation Bravo	0833 1719
G-RJXE	EMB 145	0925 1004	G-BVJD	Fokker 100	0934 1045
G-UKFB	Fokker 100	0937 1041	EI-COX	Boeing 737	0946 1022
G-MAJA	Jetstream 41	0949 1037	G-MAJK	Jetstream 41	0952 1442
G-RJXD	EMB 145	1015 1059	G-JECA	CL600 RJ	1026 1116
G-ZAPJ	ATR-42	1029 1118	G-RJXG	EMB 145	1046 1340
G-OBLC	B.76 Duchess	1134 1707	G-MAJG	Jetstream 41	1151 1505(24)
G-RJXE	EMB 145	1157 1358	EI-CKP	Boeing 737	1245 1327
G-BVJD	Fokker 100	1332 1512	G-LFSJ	PA-28 Warrior II	1335 N/res
G-RJXD	EMB 145	1337 1451	G-UKFC	Fokker 100	1349 1611
G-YIHK	Robinson R-44	1424 1531	G-MAJA	Jetstream 41	1430 0647(24)
G-ZAPJ	ATR-42	1434 1526	G-JECA	CL600 RJ	1600 1703
G-RJXG	EMB 145	1657 1745	G-RJXE	EMB 145	1701 1754
G-MAJK	Jetstream 41	1706 1750	G-RJXD	EMB 145	1709 1747
G-MAJE	Jetstream 41	1723 0830(23)	G-MAJC	Jetstream 41	1734 1834
G-ZAPJ	ATR-42	1741 1816	G-BVJA	Fokker 100	1802 1906
G-OACG	PA-34 Seneca	1831 1232(23)	EI-CJH	Boeing 737	1834 1911
G-JECA	CL600 RJ	1909 1954	G-UKFO	Fokker 100	1940 0628(23)
G-RJXD	EMB 145	1945 0714(24)	G-MAJK	Jetstream 41	2008 0703(23)
G-RJXI	EMB 145	2036 2101	G-RJGR	Boeing 757	2052 1116(23)
G-RJXE	EMB 145	2054 0730(23)	G-RJXG	EMB 145	2057 1507(23)
G-MAJC	Jetstream 41	2127 0706(23)	G-BVJA	Fokker 100	2139 0700(23)

## 23 Thursday

G-JECA	CL600 RJ	0742 0822	40108	C-21A	0837 1033
G-RJXD	EMB 145	0908 1000	G-MAJK	Jetstream 41	0922 1003
G-RJXE	EMB 145	0931 1021	G-UKFO	Fokker 100	0941 1044
EI-CKR	Boeing 737	0945 1030	G-BVJA	Fokker 100	0947 1058
G-FEBE	Cessna 340A	0953 1332	G-MAJC	Jetstream 41	0958 1441
G-JECA	CL600 RJ	1024 1118	G-MAJE	Jetstream 41	1113 1354
G-BYLM	PA-46 Malibu	1120 1153	G-TAXI	PA-23 Aztec	1122 1311
G-MIND	Cessna 404	1125 1254	G-OLDJ	Lear Jet 45	1144 1228
G-RJXD	EMB 145	1157 1347	EI-CON	Boeing 737	1257 1336
G-CDUO	Boeing 757	1320 1444	G-RJXE	EMB 145	1323 1411
G-ZAPJ	ATR-42	1325 1452	EC-IAG	Airbus 320	1330 1456
G-BVJA	Fokker 100	1333 1522	G-MAJK	Jetstream 41	1414 1450
G-UKFA	Fokker 100	1438 1617	G-JECA	CL600 RJ	1602 1704
G-TAXI	PA-23 Aztec	1646 1654	G-RJXD	EMB 145	1653 1743



G-MAJC	Jetstream 41	1706 1749	G-RJXC	EMB 145	1709 1800
G-ZAPJ	ATR-42	1712 1751	G-RJXG	EMB 145	1720 1802
G-MAJK	Jetstream 41	1728 0919(24)	G-MAJE	Jetstream 41	1738 1826
CS-DNJ	Hawker 800 XP	1740 1555(24)	G-BVJA	Fokker 100	1757 1905
El-CKR	Boeing 737	1828 1900	G-JECA	CL600 RJ	1901 1954
G-UKFA	Fokker 100	1950 0619(24)	G-ZAPJ	ATR-42	1956 2028
G-MAJC	Jetstream 41	2001 0653(24)	G-RJXG	EMB 145	2010 0748(24)
G-RJGR	Boeing 757	2027 1150(24)	G-OLDJ	Lear Jet 45	2030 0820(24)
G-RJXD	EMB 145	2105 0719(24)	G-MAJE	Jetstream 41	2115 0658(24)
G-RJXC	EMB 145	2120 0730(24)	G-BVJA	Fokker 100	2147 0639(24)

#### 24 Friday

G-JECA	CL600 RJ	0738 0815	G-RJXK	EMB 135	0804 0842
G-FPLD	King Air B200	0910 1418	G-RJXD	EMB 145	0913 1017
G-MAJE	Jetstream 41	0922 1006	G-BVJA	Fokker 100	0929 1056
El-CJE	Boeing 737	0945 1023	G-UKFA	Fokker 100	0947 1053
G-TINK	Robinson R-22	0949 0958	G-MAJA	Jetstream 41	0954 1355
G-MAJC	Jetstream 41	1000 1440	N750NS	Citation X	1004 1427
G-RJXC	EMB 145	1007 1105	G-JECA	CL600 RJ	1026 1117
G-RJXK	EMB 135	1030 1114	G-BAIW	Cessna F172M	1038 1154
G-RJXG	EMB 145	1050 1350	EC-IAG	Airbus 320	1133 1306
EC-HZS	Boeing 737 80	1202 1340	G-BYLM	PA-46 Malibu	1235 1311
El-CKR	Boeing 737	1253 1343	G-RJXK	EMB 135	1256 1456
G-RJXD	EMB 145	1316 1403	G-BGTG	PA-23 Aztec	1325 1422
G-RJXC	EMB 145	1338 1449	G-STRC	Boeing 737 700	1348 1512
G-BVJA	Fokker 100	1352 1518	G-UKFA	Fokker 100	1402 1612
G-TINK	Robinson R-22	1405 1446	G-MAJE	Jetstream 41	1424 0710(27)
G-JECA	CL600 RJ	1553 1709	G-RJXG	EMB 145	1654 1744
G-ZAPJ	ATR-42	1656 1756	G-RJXD	EMB 145	1659 1751
N900CB	Cessna 421C	1707 1342(4/2)	G-MAJC	Jetstream 41	1711 1754
G-RJXK	EMB 135	1714 0818(25)	G-MAJA	Jetstream 41	1734 1828
G-BVJA	Fokker 100	1748 1907	El-CON	Boeing 737	1833 1910
G-JECA	CL600 RJ	1859 1944	G-MAJG	Jetstream 41	1904 1807(26)
LX-ONE	Lear Jet 35A	2001 2113	G-UKFD	Fokker 100	2009 0616(25)
G-MAJC	Jetstream 41	2011 0652(25)	G-ZAPJ	ATR-42	2019 2044
G-RJXD	EMB 145	2043 2146	G-RJXJ	EMB 135	2048 2120
G-RJXG	EMB 145	2057 0809(25)	El-CJE	Boeing 737	2106 2138
G-RJGR	Boeing 757	2123 1101(27)	G-MAJA	Jetstream 41	2125 1359(26)
G-BVJA	Fokker 100	2139 0643(25)			

#### 25 Saturday

G-BVJA	Fokker 100	0920 1048	G-UKFD	Fokker 100	0932 1043
G-CJD	Boeing 737	0950 1021	G-MAJC	Jetstream 41	1003 1345
ZG845	Islander AL.1	1006 1051	G-RJXK	EMB 135	1109 1518(26)
G-RJXG	EMB 145	1133 1602(26)	G-JECA	CL600 RJ	1232 1320
G-JEAX	BAe 146 200	1259 1423	G-CDUO	Boeing 757	1317 1352
G-UKFD	Fokker 100	1402 1557	OE-LFI	Fokker 70	1702 1750
G-STRC	Boeing 737 700	1715 1802	G-MAJC	Jetstream 41	1735 1355(26)
G-UKFD	Fokker 100	1942 0612(26)	El-CJE	Boeing 737	2032 2107
G-BVJB	Fokker 100	2044 0643(26)			

#### 26 Sunday

G-MIDC	Airbus 321	0940 1047	G-UKFD	Fokker 100	0952 1203
G-JEDX	DHC-8	1210 1251	El-CJE	Boeing 737	1242 1316
XZ594	Sea King HAR.3	1258 1455	G-RJXA	EMB 145	1339 1426
G-UKFD	Fokker 100	1444 1610	G-BUPS	ATR-42	1452 1538
G-JECD	CL600 RJ	1558 1701	G-RJXA	EMB 145	1650 1749
G-MAJA	Jetstream 41	1712 1745	G-RJXK	EMB 135	1718 1801
G-MAJC	Jetstream 41	1742 1830	G-BVJB	Fokker 100	1752 1906
El-CJD	Boeing 737	1838 1916	G-JECD	CL600 RJ	1904 1955

G-RJXG	EMB 145	1909 0742(27)	G-UKFD	Fokker 100	1946 0620(27)
G-MAJG	Jetstream 41	1950 0705(27)	G-MAJA	Jetstream 41	2005 0653(27)
G-RJXK	EMB 135	2056 0718(27)	G-BUPS	ATR-42	2059 2137
G-RJXA	EMB 145	2118 0733(27)	G-MAJC	Jetstream 41	2132 1440(27)
G-BVJB	Fokker 100	2134 0657(27)			

## 27 Monday

G-BUPS	ATR-42	0725 0757	G-JEDC	DHC-8	0800 0833
N750NS	Citation X	0823 0840	G-RJXF	EMB 145	0831 1343
G-BVJB	Fokker 100	0924 1048	G-RJXK	EMB 135	0928 1011
G-MAJE	Jetstream 41	0932 1007	G-UKFD	Fokker 100	0937 1045
EI-CJF	Boeing 737	0943 1034	G-RJXG	EMB 145	0948 1359
G-MAJA	Jetstream 41	0959 1355	G-MAJG	Jetstream 41	1001 1436
G-RJXA	EMB 145	1031 1108	G-JEDC	CL600 RJ	1058 1124
CS-DFC	Falcon 2000	1157 1331(30)	G-RJXK	EMB 135	1207 1527
G-BUPS	ATR-42	1240 1331	EI-CKR	Boeing 737	1256 1328
G-BVJB	Fokker 100	1324 1518	G-RJXA	EMB 145	1337 0905(28)
G-UKFA	Fokker 100	1355 1603	G-REDB	Cessna 310Q	1401 1424
G-JANN	PA-34 Seneca	1407 1445	G-MAJE	Jetstream 41	1421 0707(28)
G-JEDC	DHC-8	1630 1707	G-RJXG	EMB 145	1657 1800
G-MAJG	Jetstream 41	1700 1748	G-RJXF	EMB 145	1703 1744
G-RJXK	EMB 135	1723 1804	G-BVJA	Fokker 100	1733 1811
G-MAJA	Jetstream 41	1742 1828	G-MAJC	Jetstream 41	1746 0659(28)
G-BVJB	Fokker 100	1756 1905	G-REDB	Cessna 310Q	1810 1830
EI-CON	Boeing 737	1834 1912	G-JEDC	DHC-8	1915 1952
G-UKFA	Fokker 100	1936 0656(28)	G-RJXK	EMB 135	2002 0724(28)
G-MAJG	Jetstream 41	2006 1354(28)	G-RJGR	Boeing 757	2017 0805(28)
G-RJXJ	EMB 135	2041 2105	G-RJXG	EMB 145	2049 0738(28)
EI-CJE	Boeing 737	2057 2122	G-RJXF	EMB 145	2059 0732(28)
G-MAJA	Jetstream 41	2134 0650(28)	G-BVJA	Fokker 100	2209 0654(28)

## 28 Tuesday

G-BUPS	ATR-42	0734 0813	G-JEDC	DHC-8	0802 0832
G-MAJE	Jetstream 41	0935 1023	G-BVJA	Fokker 100	0939 1056
G-RJXK	EMB 135	0943 1028	G-MAJC	Jetstream 41	0956 1444
G-RJXG	EMB 145	0959 1112	EI-CON	Boeing 737	1001 1040
G-UKFH	Fokker 100	1022 1140	G-MAJA	Jetstream 41	1025 1438
G-BYLM	PA-46 Malibu	1031 1327(29)	G-RJXF	EMB 145	1033 1124
G-JEDC	DHC-8	1130 1205	N273TB	B.58 Baron	1137 1517
G-RJXK	EMB 135	1226 1352	G-BUPS	ATR-42	1244 1503
EI-CSG	Boeing 737 800	1256 1338	G-BVJA	Fokker 100	1341 1540
G-RJXG	EMB 145	1348 1435	G-RJXF	EMB 145	1357 1451
G-BYAF	Boeing 757	1314 1543	G-UKFF	Fokker 100	1420 1632
G-MAJE	Jetstream 41	1429 0721(29)	G-MAMD	King Air B200	1512 n/s+
OY-JMC	CitationJet	1548 1339(29)	G-JEDC	DHC-8	1616 1710
G-RJXF	EMB 145	1655 1748	G-MAJC	Jetstream 41	1703 1751
G-RJXK	EMB 135	1706 1758	N170SW	Global Express	1715 0815(1/2)
G-RJXG	EMB 145	1718 1801	G-RJGR	Boeing 757	1734 1109(29)
G-MAJG	Jetstream 41	1737 1820	G-BUPS	ATR-42	1741 1811
G-BVJA	Fokker 100	1809 2019	EI-CKR	Boeing 737	1854 1925
G-OLDR	Lear Jet 45	1859 2054	G-JEDC	DHC-8	1922 1956
G-RJXF	EMB 145	1943 0734(29)	G-UKFF	Fokker 100	1947 0705(29)
G-MAJC	Jetstream 41	2010 0650(29)	G-BUPS	ATR-42	2015 2035
G-BZSD	PA-46 Malibu	2027 1158(29)	G-RJXK	EMB 135	2102 0725(29)
G-RJXG	EMB 145	2109 0745(29)	G-MAJG	Jetstream 41	2127 0701(29)
G-BVJA	Fokker 100	2244 0657(29)			

## 29 Wednesday

G-JECD	CL600 RJ	0740 0817	G-RJXK	EMB 135	0923 1015
G-MAJE	Jetstream 41	0935 1011	G-RJXF	EMB 145	0943 1035



G-BVJA	Fokker 100	0947 1124	EI-CON	Boeing 737	0951 1019
G-MAJG	Jetstream 41	0953 1351	G-UKFF	Fokker 100	0955 1046
G-MAJC	Jetstream 41	0959 1441	G-JECD	CL600 RJ	1032 1113
G-RJXG	EMB 145	1053 1139	G-BTNE	PA-28 Warrior II	1159 1340
G-RJXK	EMB 135	1204 1343	EI-CJG	Boeing 737	1242 1320
G-RJXF	EMB 145	1310 1400	G-UKFA	Fokker 100	1354 1617
G-BVJA	Fokker 100	1357 1513	G-RJXG	EMB 145	1402 1446
G-BVJB	Fokker 100	1408 1504	G-MAJE	Jetstream 41	1420 1457
G-JECD	CL600 RJ	1607 1708	G-RJXK	EMB 135	1651 1752
G-RJXG	EMB 145	1653 1739	G-MAJC	Jetstream 41	1700 1755
G-RJXC	EMB 145	1704 1801	G-BVJB	Fokker 100	1717 1803
G-MAJG	Jetstream 41	1732 1834	G-BVJA	Fokker 100	1750 1907
G-MAJE	Jetstream 41	1755 1030(30)	G-MAJA	Jetstream 41	1812 0702(30)
EI-CNT	Boeing 737	1829 1903	G-JECD	CL600 RJ	1908 1948
HB-VMH	Citation II	1916 1020(30)	G-RJXG	EMB 145	1928 0727(30)
G-UKFA	Fokker 100	1951 0642(30)	G-MAJC	Jetstream 41	2007 0756(30)
RJGR	Boeing 757	2055 1015(30)	G-RJXJ	EMB 135	2058 2142
G-RJXC	EMB 145	2102 0734(30)	G-RJXK	EMB 135	2110 0718(30)
G-MAJG	Jetstream 41	2133 1427(30)	G-BVJA	Fokker 100	2149 0649(30)

### 30 Thursday

G-FRYI	King Air 200	0712 0749	G-JECD	CL600 RJ	0745 1824
G-RJXK	EMB 135	0916 0959	G-RJXC	EMB 145	0922 1024
G-BVJA	Fokker 100	0943 1143	EI-COX	Boeing 737	1004 1047
G-MAJA	Jetstream 41	1008 1437	G-MAJC	Jetstream 41	1011 1453
G-UKFA	Fokker 100	1018 1224	N800C	Cirrus SR-22	1027 1057
G-BVJC	Fokker 100 DIV	1035 1146	G-JECD	CL600 RJ	1049 1125
G-UKFH	Fokker 100 DIV	1116 1431	EI-CNV	Boeing 737 DIV	1120 1404
G-RJXG	EMB 145	1127 1210	G-RJXK	EMB 135	1155 1349
EI-CKQ	Boeing 737	1257 1337	G-BYAK	Boeing 757	1327 1448
G-RJXC	EMB 145	1335 1413	EC-GZE	Airbus 320	1339 1458
G-JEDD	DHC-8 DIV	1442 1845	G-RJXG	EMB 145	1445 1524
G-MAJI	Jetstream 41	1451 0707(31)	G-BVJA	Fokker 100	1455 1842
G-JECD	CL600 RJ DIV	1506 1609	G-BUPS	ATR-42	1513 1550
G-UKFA	Fokker 100	1544 1636	G-RJXC	EMB 145	1700 1753
G-MAJA	Jetstream 41	1718 1756	G-RJXG	EMB 145	1720 1808
G-MAJC	Jetstream 41	1727 0712(3/2)	G-RJXK	EMB 135	1731 1811
G-BZSD	PA-46 Malibu	1743 0631(31)	G-BUPS	ATR-42	1751 1826
G-JECD	CL600 RJ	1821 1902	EI-CJD	Boeing 737	1837 1915
G-MAJG	Jetstream 41	1909 0713(31)	G-UKFA	Fokker 100	1945 0628(31)
RJGR	Boeing 757	2004 1131(31)	G-MAJA	Jetstream 41	2009 1047(31)
G-RJXG	EMB 145	2012 0747(31)	G-BUPS	ATR-42	2035 1009(31)
EC-GPE	SA226TC DIV	2058 1828(31)	G-JECD	CL600 RJ	2102 2139
G-RJXC	EMB 145	2118 0818(31)	OO-DJE	BAe 146 200 DIV	2126 2210
N800C	Cirrus SR-22	2133 1034(31)	G-UKFN	Fokker 100 DIV	2136 0846(31)
G-BVJA	Fokker 100	2247 0704(31)	G-RJXK	EMB 135	2302 0726(31)

### 31 Friday

G-JECD	CL600 RJ	0742 0821	G-MAJI	Jetstream 41	0918 0956
G-RJXK	EMB 135	0922 1021	EI-CKR	Boeing 737	0948 1024
G-MAJG	Jetstream 41	0953 1445	G-UKFA	Fokker 100	1001 1105
G-EXEC	PA-34 Seneca	1015 0919(06)	G-BVJA	Fokker 100	1018 1608
G-JECD	CL600 RJ	1032 1122	G-RJXG	EMB 145	1102 1155
G-RJXC	EMB 145	1108 1349	EC-HZU	Airbus 320	1143 1255
EC-IDA	Boeing 737 800	1219 1337	G-BUPS	ATR-42	1223 1513
EI-CKQ	Boeing 737	1252 1331	G-RJXK	EMB 135	1257 1411
G-MAJA	Jetstream 41	1328 1422	G-UKFA	Fokker 100	1356 1611
G-RJXG	EMB 145	1414 1502	G-MAJI	Jetstream 41	1419 1452
G-JECD	CL600 RJ	1605 1704	G-RJXC	EMB 145	1645 1742

G-RJXG	EMB 145	1648 1733	G-RJXK	EMB 135	1701 1753
G-MAJG	Jetstream 41	1714 1755	G-BUPS	ATR-42	1727 1806
G-MAJA	Jetstream 41	1748 1832	G-MAJI	Jetstream 41	1750 1442(01)
G-BZSD	PA-46 Malibu	1816 1820(04)	EI-CJD	Boeing 737	1834 1908
G-STRB	Boeing 737 300	1843 0940(01)	G-JECD	CL600 RJ	1904 1951
G-RJXG	EMB 145	1935 0821(01)	G-UKFA	Fokker 100	1941 0622(01)
G-MAJG	Jetstream 41	2018 1348(02)	G-RJXJ	EMB 135	2040 2101
G-RJXC	EMB 145	2103 0809(01)	G-RJXK	EMB 135	2116 0825(01)
G-RJGR	Boeing 757	2119 1123(03)	EI-CKR	Boeing 737	2128 2158
G-MAJA	Jetstream 41	2137 0650(01)	G-BVJA	Fokker 100	2259 0705(01)

### From and To

03) N55EN/F & T Elstree: 04) CS-DFA/Gatwick-Luton; N709EL/Limoges-EMA:05) CS-DFA/Le Bourget-Kiev; N377SC/F-n/s-T Glasgow: 07) CS-DNQ/Nice-n/s-Northolt; N56PA/Gander-n/s-Keflavik; F-GJPN/Aberdeen-Limoges; N671B/Cranfield-n/s-IOM:08) N900CB/F-n/s-T Guernsey: 09) D-COEB/Paderborn-Bielefeld: 10) CS-DFD/Le Bourget-Nice; N273TB/Biggin-Tatenhill; EI-PAL/Dublin-n/s-Bristol: 11) N454QS/Rome-n/s-Detroit; OO-VLN/F-n/s-T Glasgow: 14) N295CP/F & T Hawarden: 16) N273TB/F & T Tatenhill; N445QS Stansted; CS-DNM/Nice-Luton: 17) CS-DNS/Luton-Nice; OE-LJR/Santiago de Compostela-Innsbruck: 19) CS-DFD/Nice-n/s-Northolt: 20) N39N/F & T Staverton: 21) N6593W/Eindhoven-Shannon: 22) I-FJTC/Milan-Biggin Hill: 23) CS-DNJ/Hawarden-n/s-Nice: 24) N750NS/F & T Jersey; N900CB/F-n/s-T Guernsey; LX-ONE/Cardiff-Luxembourg: 27) N750NS/Jersey-Farnboro; CS-DFC/Nice-n/s-??? : 28) N273TB/F & T Elstree; OY-JMC/F-n/s-T Karup; N170SW/Dusseldorf-n/s-St Louis: 29) HB-VMH/Blackpool-n/s-Bergamo: 30) N800C/Blackpool-Berlin and return:

### LBA Movements review, January 2003

Well here we go with another year, and a fairly quiet January to rest my typing finger. The first foreigner was Baron N55EN on the 3rd from and to its home down at Elstree. Netjets started with the Falcon 900 CS-DFA on the 4th from Gatwick to Luton with callsign "Skyshare 7657-657P" and joining it was the Beechjet 400A N709EL from Limoges to EMA. Netjets were back on the 5th when Falcon 900 CS-DFA was from Le Bourget to Kiev as "Skyshare 3033-3034" and the longer-range Falcon 900EX N377SC night stopped from and to Glasgow. The 7th saw Netjets back with us when Falcon 2000 CS-DNQ night stopped from Nice to Northolt as "Skyshare 1232- 644P", also night stopping was Lear Jet 35A N56PA of the Phoenix Air Group from Gander and back to Keflavik. Others noted that day were Metro 3 F-GJPN calling "Champagne 060" from Auxerre to Limoges and the Bonanza N671B which night stopped from Cranfield to the Isle of Man.

Night stopping on the 8th was the Cessna 421C N900CB of Fifty North from and to its home in Guernsey. The first German of the year was King Air 350 D-COEB from Paderborn to Bielefeld on the 9th. Another Netjets on the 10th was Falcon 2000 CS-DFD as "Skyshare 034P-5034" from Le Bourget to Nice, joining it was the Baron N273TB from Biggin Hill to Tatenhill and the Citation Bravo EI-PAL which did a night stop from Dublin to Bristol as "Gojet 103B-115A". Two more night stoppers noted on the 11th were Gulfstream V N454QS from Rome to Detroit and Fokker 50 OO-VLN of VLM as "VLM 663-664" from and to Glasgow. F. and to Hawarden on the 14th was the King Air 200 N295CP, which may be based there. Baron N273TB was back with us on the 16th from and to Tatenhill and the Gulfstream IV N445QS (NOT the same one as the 11th) was from points unknown to Stansted whilst the Hawker 800 XP CS-DNM of Netjets was from Nice to Luton as "Skyshare 6228-306P".

On the 17th Falcon 2000 CS-DNS did the return trip of the Hawker 800XP when it was from Luton to Nice as "Skyshare 238P-6238" and a bit different was the Do328 Jet OE-LJR of the Tyrolean Air Ambulance as "TYW 551-561" flying from Santiago de Compostela in Spain to Innsbruck. Falcon 2000 CS-DFD returned on the 19th as "Skyshare 6245-095P" when it night stopped from Nice to Northolt. On the 20th we had the Citation V N39N from and to Staverton where it is based. Interesting on the 21st was the Cessna 210 N6593W from Eindhoven to Shannon (where it is said to be based), this is quoted as a Cessna P210N but I have been informed it is in fact a Turboprop conversion. First Italian of the year arrived from Milan on the 22nd in the shape of Citation II I-FJTC and departed to Biggin Hill. Another of the Netjets Hawker 800XP's was CS-DNJ on the 23rd which night stopped and it was from Hawarden to Nice as "Skyshare 080P-5080". Citation X N750NS made its first appearance of the year on the 24th when it was from and to Jersey as "Beauport 6NS", night stopping the same day was Cessna 421C N900CB from and to Guernsey and



they were joined by the Lear Jet 35A LX-ONE from Cardiff to Luxembourg with the callsign "Duke one ambulance".

Citation X N750NS returned on the 27th still with the same callsign from Jersey to Farnboro and Netjets used the Falcon 2000 CS-DFC as "Skyshare 5081-486P" when it came from Nice and night stopped. Baron N273TB was back yet again on the 28<sup>th</sup> when it was from and to Elstree, the same day saw the CitationJet OY-JMC doing a night stop from and to Karup as "Mermaid 6561" and the Wall Mart Global Express N170SW night stopping from Dusseldorf to St Louis. Night stopping on the 29th we had the Citation II HB-VMH from Blackpool to Bergamo as "SWZ 233" and ending the month on the 30th was the Cirrus SR-22 N800C from Blackpool to Berlin/Tempelhof and return. Finally the military for the month. On the 2nd the Sea King ZE368 used the callsign "Rescue 131". Islander ZG993 on the 19th was from Bristol to Belfast International as "Army 909". BAe 125 ZD620 was operating as "Northolt33" when it was from Exeter to Northolt on the 21st. Another Islander on the 25th was ZG845 as "Army 338" from Belfast International to Netheravon. Sea King XZ594 on the 26th was from and to Leconfield as "Rescue 128". The remainder were from the US military; C-9 31682 on the 17th was "SAM 5642" from Mildenhall night stop to Berlin/Tegel. C-21A 40110 on the 21st was calling "Doughboy 25" from and to Ramstein, another C-21A on the 23rd was 40108 also from Ramstein with the callsign "Jalopy 17".

Bolkow 105 G-PASG returned from Staverton on the 5th as "Special 50" and is now back resident. Departing on the same day was G-WYPA, which had been standing in for it since September. The derelict Bandeirante G-ODUB which arrived here on December 14th 2000 was noted being broken up on the 29th and by the weekend of January 30th there was no trace of it left. Where it went is not known.

**Terry Sykes**



## LEEDS HELIPORT

04/02/03	G-BOTM	BELL 206B JETRANGER	13:15	16:30
05/02/03	N70526	HUGHES 369D	10:00	10:30
05/02/03	G-JJWL	ROBINSON R.44	10:00	10:30
09/02/03	G-OFIL	ROBINSON R.44	14:05	15:35
15/02/03	N109TF	AUGUSTA 109	13:05	
15/02/03	ZJ140	TWIN SQUIRREL	14:40	15:10
28/02/03	G-CCAP	ROBINSON R.22	11:15	11:45

**INBOUND DIVERSIONS**

11	UKA88Q	AMS	MME	G-UKFN	F100	MME	UKA753
12	BMA3703	ABZ	MAN	G-RJXE	E145	ABZ	BMA3711
21	BMA3887	EDI	MAN	G-RJXF	E145	EDI	BMA9154
21	BMI73N	BFS	EMA	G-BVZG	B735	EMA	BMI9661
21	BRT846	TXL	MAN	<u>G-EMBU</u>	E145	MAN	BRT014P/22
21	BRT1NH	ORK	MAN	G-MANO	ATP	MAN	BRT016P/22
21	BAW77DL	DUS	MAN	G-GNTZ	B461	MAN	BRT004P/22
21	TYR471	VIE	MAN	<u>OE-LSP</u>	E145	MAN	AUA6418/22
21	BAW37AM	AMS	MAN	G-MABR	B461	MAN	BRT003P/22
21	BAW1623	BRU	MAN	G-EMBI	E145	MAN	BRT006P/22

**REGULAR FLIGHTS**

AEA296	TFS	07/EC-IDT	14/EC-HZS	21/ <u>EC-III</u>	28/EC-IDT
BAL035A	AGP	01/G-BYAK	08/G-BYAY	15/G-BYAY	22/G-BYAK
BAL231A	ALC	06/G-BYAY	13/G-BYAY	20/G-BYAL	27/G-BYAL
BAL387A	ALC	04/G-BYAE	11/G-BYAP	18/G-CDUP	25/G-CDUP
BAL530A	PM	14/G-BYAY	21/G-BYAL	28/G-BYAL	
BEE9125	CMF	01/G-JEAV	08/G-JEAJ	15/G-JEAJ	22/G-JEAJ
IWD3214	ACE	06/EC-GZD	13/EC-GZE	20/EC-GZE	27/EC-ICK
IWD3268	TFS	07/EC-IEQ	14/EC-GZE	21/EC-GZD	28/EC-HZU
MYT221	PM	07/G-CRPH	14/G-YJBM		
MYT222	MAN	14/G-YJBM	21/G-CTLA		
MYT313	TFS	07/G-RJGR	14/G-RJGR	21/G-JALC	28/G-RJGR
MYT317	ALC	08/G-RJGR	15/G-RJGR	22/G-JALC	
MYT319	AGP	09/G-RJGR	16/G-RJGR	23/G-RJGR	
MYT325	FUE	05/G-MCEA	12/G-RJGR	19/G-JALC	26/G-RJGR
MYT327	ACE	06/G-RJGR	13/G-RJGR	20/G-JALC	27/G-RJGR
MYT329	ALC	04/G-MCEA	11/G-RJGR	18/G-JALC	25/G-RJGR
MYT347	LPA	03/G-RJGR	10/G-RJGR	17/G-RJGR	24/G-RJGR
MYT349	TFS	04/DivMAN	11/G-RJGR	18/G-RJGR	25/G-RJGR
TYR906L	INN	01/OE-LFG	08/OE-LFK	15/OE-LFK	22/OE-LFH

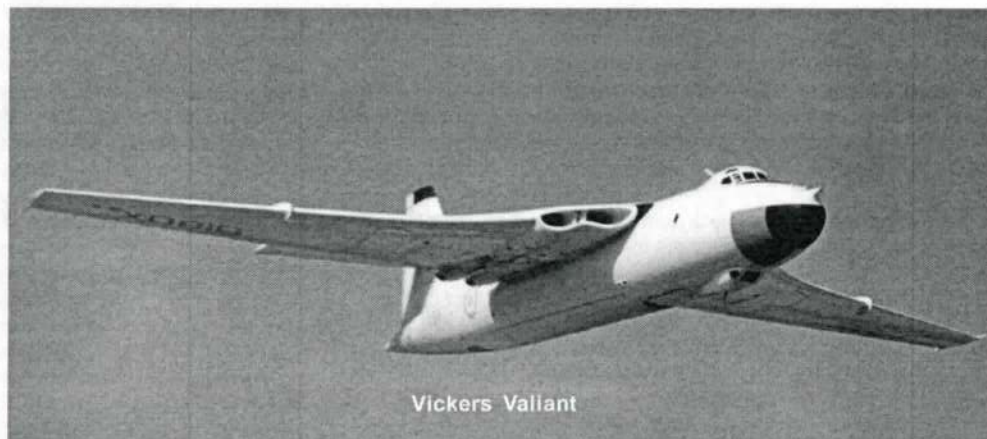
**OTHER FLIGHTS**

02	G-BUPS	AT42	BMA9171/3XV	Stansted - Glasgow	Lieu BMA E135
02	G-BUVD	JS31	EZE071P/	Humberside -n/s- Aberdeen	New Schedule
02	G-BUPS	AT42	BMA3VX/9172	Glasgow - Stansted	Lieu BMA E135
03	G-BUPS	AT42	BMA9111/1XV	Stansted - Glasgow	Lieu BMA E135
03	G-BUPS	AT42	BMA1VX/409	Glasgow - Edinburgh	Lieu BMA E135
03	G-BUPS	AT42	BMA410/9112	Edinburgh - Stansted	Lieu BMA E135
05	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
07	<u>OO-VLV</u>	F50	VLM843/844	f/t Stansted n/s	West Ham FC
08	G-MIDL	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
08	G-GNTB	SF34	AUR1120/1121	f/t Newquay	Passenger Charter
08	OE-GBB	D328	TYW562/572	Plymouth -n/s- Alicante	Medivac
09	PH-KZK	F70	UKA75V/2166	f/t Amsterdam	Lieu F100
09	PH-KZH	F70	UKA15V/45V	f/t Amsterdam	Lieu F100
10	G-BUPS	AT42	BMA9111/1XV	Stansted - Glasgow	Lieu BMA E135



10	G-BUPS	AT42	BMA1VX/409	Glasgow - Edinburgh	Lieu BMA E135
10	G-BUPS	AT42	BMA410/407	f/t Edinburgh	Lieu BMA E145
10	PH-KZN	F70	UKA15V/45V	f/t Amsterdam	Lieu F100
10	G-CELS	B733	EXS984P/201	Lasham -n/s12- Amsterdam	First Jet2 schedule
10	G-BUPS	F100	BMA408/9112	Edinburgh - Stansted	Lieu BMA E145
11	<u>G-CELV</u>	B733	EXS987P/009T	Lasham -n/s13- East Midlands	Training
12	G-STRB	B733	AEU789P/987P	Gatwick -n/s- Lasham	-
12	G-ZAPJ	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
12	G-ZAPJ	AT42	BMA3VX/9135	Glasgow - Stansted	Lieu BMA E135
12	G-STRD	B737	AEU799P/789	Gatwick -n/s- Rome Ciampino	Passenger Charter
13	EI-CSG	B738	RYR154/155	f/t Dublin	Lieu B732
13	G-STRD	B737	AEU790/791	Rome Ciampino -n/s- Venice	Passenger Charter
14	G-STRD	B737	AEU780/803P	Venice -n/s- Inverness	Passenger Charter
15	G-CELS	B733	EXS6786/6787	t/f Biggin Hill n/s	Leeds United FC
15	G-STRD	B737	AEU804/804P	Funchal - Gatwick	Passenger Charter
21	G-STRB	B733	AEU795P/795	Bristol - Venice	Passenger Charter
21	<u>PH-JCT</u>	F70	UKA55V/45V	f/t Amsterdam	Lieu F100
21	G-STRB	B733	AEU796/799P	Venice -n/s- Manchester	Passenger Charter
24	<u>G-JMAA</u>	B753	MYT320/320P	Malaga - Manchester	Lieu MYT B752
25	G-ZAPJ	AT42	BMA9121/403	Stansted - Edinburgh	Lieu BMA E145
25	G-ZAPK	B462	AWC348Y/348B	Stansted - Nuremberg	Passenger Charter
25	G-ZAPJ	AT42	BMA404/409	f/t Edinburgh	Lieu BMA E145
25	G-BXWE	F100	BMA1VX/1154	Glasgow - Jersey	Lieu E145
25	G-ZAPJ	AT42	BMA410/405	f/t Edinburgh	Lieu BMA E145
25	<u>G-MIDW</u>	A320	BMA5JL/4LJ	f/t Heathrow	Lieu F100
25	G-BXWE	F100	BMA1184/9124	Jersey - Glasgow	Lieu E145
25	G-ZAPJ	AT42	BMA406/407	f/t Edinburgh	Lieu BMA E145
25	G-ZAPJ	AT42	BMA408/1XV	Edinburgh -n/s- Glasgow	Lieu BMA E135
26	G-ZAPJ	AT42	BMA1VX/409	Glasgow - Edinburgh	Lieu BMA E135
26	G-ZAPJ	AT42	BMA410/2XV	Edinburgh - Glasgow	Lieu BMA E135
26	G-ZAPK	B462	AWC348E/348F	f/t Nuremberg n/s	Passenger Charter
26	G-ZAPJ	AT42	BMA6VX/9132	Glasgow - Stansted	Lieu BMA E135
28	G-ZAPN	B462	AWC348J/348K	Nuremberg - Stansted	Passenger Charter
28	<u>G-CBDA</u>	JS31	EZE4716/51P	Aberdeen - Norwich	Lieu JS41

Aircraft making first visits are underlined.



Vickers Valiant



## LEEDS/BRADFORD NEWS

First, a press release detailing some positive changes for this summer's programme:

The future is looking bright at Leeds Bradford International Airport, as passenger numbers are showing continual growth and airlines are increasing capacity to cope with the demand.

As scheduled passengers continue to soar, we are delighted that bmi british midland have added a fifth rotation to London Heathrow for the summer season. They have also upgraded their aircraft on the Glasgow service, offering our business travellers even more options when purchasing their tickets. In addition, flights to Edinburgh and Cork which were previously served by ER3 jet aircraft have now been upgraded to an ER4, meaning all flights to these destinations are serviced by the 49 seater jet aircraft.

All this is hot on the heels of the announcement that bmi will fly daily to Copenhagen with passengers having the opportunity to connect onwards to other Scandinavian destinations with the airline SAS.

The Emerald Isle is flourishing, with Belfast proving a popular choice, even with four flights a day the airline 'flybe. British European' have taken the decision to upgrade their aircraft for one of the most popular flights. This departs LBA at 12.15 arriving in Belfast at 13.10, allowing for an additional 60 passengers each way. Flights between Yorkshire and this vibrant city will also increase from one to two on a Saturday from the start of April. Times have also been improved.

The low cost carrier Jet2 started a twice-daily service from Leeds Bradford to Amsterdam earlier this month, bringing low cost air travel to the doorstep of the people of the North of England. Jet2 will also introduce regular services to Alicante, Barcelona, Malaga, Milan, Palma Majorca and Nice during March and April 2003.

Thomson Holidays are a key tour operator from LBA, so it was also good news all round to hear that sales were doing so well that Britannia have announced an upgrade of aircraft to a Boeing 767 for the months of May and June 2003.

Cllr Denise Atkinson MBE, Chair at Leeds Bradford commented, "It is encouraging to see airlines that have served Leeds Bradford for so many years are still recognising our potential and positively reacting to the customer demand. With all this in addition to the introduction of Jet2 the future is looking very positive at LBA".

The press release of course does not mention the "flip side of the coin", with My Travel cancelling three flights a week from their summer programme, or the fact that the BMI Copenhagen is now starting in May, and not April as originally planned. However, still the good news, I'm sure you'll agree, far outweighs the bad.

**KLMuk** will change their flight numbers when they become integrated fully into KLMcityhopper. The changes will be as follows from the introduction of the new summer timetable.

KL1540	depart 0610	LBA-AMS
KL1545	arrive 0945	AMS-LBA
KL1546	depart 1030	LBA-AMS
KL1549	arrive 1410	AMS-LBA
KL1550	depart 1555	LBA-AMS
KL1542	arrive 1950	AMS-LBA



Finally, I picked up the following snippet from a financial website:

**Channel Express**, owned by the Dart Group, will add an additional two Boeing 737-300s to its fleet by the end of Mar03. The aircraft were previously operated by Ansett Australia and take Dart's fleet of B737-300 to eight. They will likely operate for Jet2 out of Leeds Bradford.

## AIRPORT NEWS

France has quietly added Charles de Gaulle International Airport, Europe's second busiest, to its list of asset sales designed to raise \$7 billion this year.

The government has opened preliminary talks with banks interested in advising it on the sale, according to two lawyers close to the government. The sources said the sale of De Gaulle of Paris along with about a dozen small regional airports within the state-controlled **Aéroports de Paris** would raise up to €4 billion (\$4.4 billion). Poor market conditions coupled with union opposition have slowed the government's privatisation plan, which was announced in 2002. The program involves the sale of thirteen separate groups, including **Air France** and **Electricité de France** and highway operator **Autoroutes du Sud**.

The airports sale would require a change in law to turn Aéroports de Paris into a share-owned company, but this could feasibly be done this year because of the conservative government's large majority in the National Assembly, the sources said. The government is preparing a similar change in law to enable the reduction of its 54% holding in Air France.

The CAA have released details of the number of passengers handled in 2002 by each British Airport.

Airport	Total 2002	Total 2001	% +/-
Heathrow	63,362,097	60,764,924	+ 4.27%
Gatwick	29,627,436	31,181,869	-4.99%
Manchester	18,809,416	19,307,011	-2.58%
Stansted	16,054,542	13,665,333	+17.48%
Birmingham	8,027,730	7,808,562	+2.81%
Glasgow	7,803,874	7,292,316	+7.02%
Edinburgh	6,930,693	6,068,725	+14.20%
Luton	6,491,027	6,555,137	-0.98%
Belfast International	3,576,801	3,618,807	-1.16%
Bristol	3,445,991	2,694,464	+27.89%
Newcastle	3,426,952	3,431,393	-0.13%
East Midlands	3,236,592	2,387,060	+35.59%
Liverpool	2,835,871	2,253,398	+25.85%
Aberdeen	2,550,498	2,529,218	+0.84%
Belfast City	1,896,081	1,192,897	+58.95%
London City	1,602,343	1,618,833	-1.02%
Leeds/Bradford	1,530,019	1,530,227	-0.01%
Prestwick	1,490,415	1,240,002	+20.19%
Jersey	1,488,000	1,559,660	-4.59%
Cardiff	1,425,436	1,543,782	-7.67%
Guernsey	882,814	911,022	-3.10%
Southampton	787,012	857,679	-8.24%
Isle Of Man	731,571	706,985	+3.48%
Teesside	671,131	733,617	-8.52%
Humberside	492,433	435,473	+13.08%
Norwich	423,968	390,460	+8.58%
Bournemouth	394,452	265,758	+48.43%
Inverness	386,824	363,704	+6.36%
Exeter	347,352	344,025	+0.97%

## AIRLINE NEWS

**Air France** is delaying the delivery of two Airbus A330s and four Airbus A320s as well as two Canadair RJ. The airline will also retire the last of its Boeing 767s in July.

**EasyJet** has scrapped plans to buy Deutsche BA from British Airways blaming inflexible German labour laws. It also pointed to a deteriorating German airline market as it terminated its option to buy, which cost it £6m.

In response, BA said it has no plans to close its German unit and added there could be other buyers for the company. If there were no buyers, the UK carrier said Deutsche BA would be profitable when economic conditions improved.

**Luxair** has placed an order for two Boeing 737-700s along with options on two further aircraft. With this aircraft Luxair is expected to unveil a new colorscheme.

**Ryanair** has cancelled all Buzz flights in April and is said to be ready to drop key holiday destinations from the summer timetable. The holiday plans of more than 100,000 people have been thrown into disarray because Ryanair is tearing up the schedule of Buzz, the rival budget airline it took over last month.

The Times says people who bought cheap tickets in advance will now have to rebook more expensive ones or accept an alternative Ryanair flight to a different airport. Thousands of families, who bought properties in remote parts of France served by the Stansted-based Buzz, such as Bergerac, Limoges, and Dijon, may find their airports deleted from Ryanair's schedule.

Several of Buzz's twenty-one routes, including Paris, Amsterdam and Frankfurt, are likely to be dropped permanently. The Air Transport Users Council said: "It's an appalling way to treat passengers but that's what we have come to expect from Ryanair, sadly."

A Buzz spokesman said passengers would receive a refund if their flight was cancelled but claims for compensation would be rejected. KLM, Buzz's Dutch parent company which sold it for £15 million, advised passengers not to book Buzz flights beyond March until Ryanair had revealed which routes would survive. It described Ryanair's failure to inform passengers of its intentions as irresponsible. Only 55,000 people who had booked with Buzz from Bournemouth have been told that their flights are definitely cancelled. A group of these passengers is planning legal action to recover losses on hotel and car hire bookings.

Buzz refused to give any details of how many passengers had booked tickets for April, saying that Ryanair now controlled the release of all information.

During March, Ryanair confirmed it would relaunch thirteen of Buzz's twenty-four routes from 01 May to the following destinations: Bergerac, Berlin, Brest, Carcassonne, Grenoble, Hahn Jerez, La Rochelle, Limoges, Murcia, Niederrhein, Poitiers and Tours.

**Snowflake** is the name of S.A.S.'s new low cost airline. It inaugurated services on the 30 March from Copenhagen to Alicante, Athens, Bologna, Lisbon, Malaga, Palma, Pristina and Sarajevo. Flights from Stockholm will serve Alicante, Athens, Barcelona, Bologna, Budapest, Dublin, Istanbul, Malaga, Nice, Prague and Rome.

**South African Airways** is seriously considering the Airbus A380 as a replacement for the Boeing 747-400. The airline would place an initial order for four aircraft this year.

**Titan Airways** will add a Boeing 757-200 to its fleet. The aircraft will be operational in April this year.



British Airways has confirmed it is to review the future of Concorde. Media reports claimed the fleet could be axed because it has failed to attract passengers in the wake of the crash in Paris nearly three years ago, which killed 114 people. One Concorde engineer told The Sun newspaper the plane could be grounded within a year. BA told Sky News Interactive "no decision has been made" on Concorde's future. The prestige fleet's prime source of revenue is the business traveller. But BA says that has struggled as the global economy experiences a downturn.

The challenge on long-haul commercial jetliner flights is to find areas in the aeroplane for flight crews to rest that don't take up space intended for revenue-generating seats or cargo. Engineers at Boeing recently undertook this challenge, finding innovative solutions that provide notable results: well-rested crews and increased profits for airlines.

"Boeing worked closely with airlines, pilots and flight attendants to create crew-rest stations that lie within the overhead area - the area located between the top of the stow bins and the crown of the aeroplane," said Doug Ackerman, deputy engineering leader for Boeing's space utilisation project. "Space in the aeroplane crown was opened up by relocating systems such as wires, tubes and ducts from the centre to the sides of the crown and creating a novel structure to support the crew rests, overhead systems and other optional features. Other systems were redesigned to accommodate the change."

Locating crew-rest stations in the overhead areas of the aeroplane permits the main and lower decks to be available for additional revenue generation. "By utilising the overhead space for crew rests, the 777-200ER (extended range) and 777-200LR (longer-range) can save up to four passenger seats and four cargo containers, and the 777-300ER saves up to seven seats and six cargo containers," said Ackerman. "This frees up the seat and cargo space and results in additional revenue potential for our customers." Boeing estimates that the crew rests could generate between \$4.9 and \$11.25 million over 20 years for an airline.

Overhead crew-rest options include a two-member flight-crew rest compartment for off-duty pilots; a six- or seven-bunk attendant rest for the 777-200ER and 777-200LR; and a six- to ten-bunk attendant rest station for the 777-300ER.

"In today's unprecedented business climate, customers are compelled to maximise the earning potential of all their flights," said Lars Anderson, 777 Longer Range program manager. "Unlike our competitor's twin-aisle jet, the 777 has a larger diameter, so its cross section is ample enough to accommodate other options for space. This extra space in the aeroplane provides room on the design floor for innovative solutions that our customers want."

The flight-crew rest has two business-class seats and two bunks that are 81 inches (205 cm) long and more than 40 inches (102 cm) wide. The flight-crew rest also features a three-zone temperature-control system, an innovative meal-transfer system and optional galley-cart stowage, plus available options for a lavatory, a kitchenette and video entertainment. Boeing has received considerable interest from a number of airlines for the crew rests and other optional overhead features. To date, Boeing has 61 orders for its 777-300ER and 777-200LR, and all customers want crew-rest modules. Two customers have ordered 777-200ERs with the overhead crew-rest option.

## OTHER NEWS

Passengers were more likely to suffer delays flying to and from Britain's major airports than anywhere else in Europe last year. Gatwick was the worst affected, with 22.5% of departing flights delayed, followed by 21.4% at Manchester and 21% at Stansted. At Glasgow airport, 14.2% of departing flights were delayed compared to 15.3% at Edinburgh.

The high level of late departures meant that, on average, every plane was delayed at Britain's major airports. The highest average delay was at Gatwick, at 4.83 minutes, followed by 4.74 minutes at Manchester and 4.7 minutes at Malaga

Edinburgh and Glasgow, the best performers of the UK's big airports, were next to each other in the top half of the table at 3.26 minutes and 3.2 minutes respectively, according to Eurocontrol, which supervises aircraft movements between 24 countries and compiles the statistics.

The average delay per flight for planes in UK airspace was three minutes, while only four other countries had an average delay of more than one minute. Almost half of delays across Europe were caused by the airlines. Other factors included air traffic control problems, weather, and the airports.

Problems at National Air Traffic Services (Nats), the air traffic control body that was part privatised in 2001, were blamed as part of the reason for Britain's poor performance. Nats suffered problems at its new centre at Swanwick, Hampshire, last year as well as computer difficulties at another centre in west London. A spokesman for Nats said: "Severe traffic flow restrictions had to be imposed at times last year, and we also suffered a shortage of controllers." Planes using UK airspace in 2002 accounted for 37% of European flight delays - the largest share in Europe and up from 14% in 2001.

The Government is to pump £65 million of taxpayers' money into the cash-strapped National Air Traffic Services. Nats chief executive Richard Everitt said the deal provided a "robust financial structure for the company". Airports operator BAA, Nats' biggest shareholder, will also invest £65m as part of a deal approved by the Civil Aviation Authority. Nats was part-privatised two years ago, but suffered as air travel slumped in the wake of the September 11 attacks.

*The Sheffield Star* has reported that a 19-year-old joyrider attempted to fly one of Dragon Helicopters Robinson R22, from Sheffield Airport, apparently managing to spin it round, proven by marks on the tarmac. The joyrider was traced using DNA from cigarette butts found, and had been heavily drinking beforehand. No major damage was caused to the helicopter, but it cost Dragon £12,500 to have the helicopter tested. Amazingly the joyrider got a year discharge and ordered to pay a measly £200 in compensation.

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**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 Wooller**



Air to Air Refueling KC-135





## UK MILITARY AVIATION PROSPECT 2003

The following brief review of the UK military aviation scene for 2003 is reproduced verbatim from the excellent annual publication, "Military Aviation Review 2003", edited by Graeme Pickering, itself an inset in the monthly publication, "Military Aviation Review", published by MAP, Westfield Lodge, Aslackby, SLEAFORD, Lincs, NG34 0HG. Information may be reproduced from Military Aviation Review with due credit.

### Royal Air Force

The past year has seen, and 2003 will see, many changes to the types and units within the RAF. During 2002 the Wessex HC.2 with 72 Sqn were withdrawn and, by the end of January 2003, the final examples operating with 84 Sqn in Cyprus will have been decommissioned, with 84 Sqn converting to the Griffin HAR.2 from April. In the interim period, between January and April, 203(R) Sqn with their Sea King HAR.3s will provide SAR cover in Cyprus and continue in its training role.

2002 saw the last Tornado GR.1 leave RAF Sqn service and several aircraft have now been scrapped. The Tornado GR.4 upgrade programme continues, with the final aircraft being delivered to Warton, and all conversions should be completed during 2003.

The Tornado F.3 Sqn were reduced by one during 2002, when 5 Sqn disbanded at Coningsby. The switching of aircraft between the Leeming and Leuchars Squadrons is considerable and the units continue their deployments to Al Kharj for Operation Resinate South. The only F.3 Sqn that maintains a fairly stable allocation of jets is 56(R) Sqn at Coningsby. This unit is due to move north to Leuchars during March 2003 as part of Coningsby's Typhoon preparations. However, the Typhoon programme has slipped further behind with the planned introduction date for the first aircraft with 17 OEU at Warton now scheduled for June 2003.

The first of thirty Harrier GR.7A conversions, ZD318, flew at Warton in September while the first GR.9, ZG860, continues to undergo conversion. The UK Government confirmed during late 2002 that the Lockheed Martin F-35 JSF would replace the Harrier with an expected in service date of 2012.

The year 2003 will see a number of programmes continue; the Typhoon as already indicated is behind in its revised schedule and the Nimrod MRA.4s first flight was delayed from late 2002 until 2003. Delivery of the special forces Chinook HC.3 is unlikely to take place as it appears they are being sold back to the USA with suggestions of a new delivery to the RAF of MH-47Gs in years to come.

### Army Air Corps

The first delivery of the Apache AH.1 to the three AAC Regiments, numbers 3/4/9, is still awaited, with each Regiment eventually to operate sixteen aircraft. Completed examples from Yeovil are currently being delivered to Shawbury until required by the AAC. Due to enter Army service by mid-2003 for use by 25 Flt Belize are three ex civil Bell 212s which are currently stored at Redhill and allocated serials ZJ964-966.

### Fleet Air Arm

The announcement during 2002 that the FAA's Sea Harrier Fleet would all be retired by 2006 means that the original plan to consolidate all Harrier operations from Yeovilton to Cottesmore/Wittering will not take place. There are suggestions that the FAA will retain 800/801 Squadrons and they will operate the Harrier GR.9/9A although this is not confirmed.

The final Merlin HM.1 for the Navy, ZH864, was delivered to Culdrose from Yeovil during 12.02. The upgrade programme of early examples continues at Yeovil and Culdrose.

The future of the Sea King looks secure with three upgrade programmes currently progressing. The AEW.2 upgrade to Asa C.7/AEW.7 for 849 Squadron at Culdrose saw the first deployment of the new version on HMS Ark Royal during September. The HC.4 upgrade programme is expected to start in 2003 and during this period the units will receive converted HAS.6 examples to maintain Squadron numbers, although they will only be used for training missions. The remaining HAS.6 examples with 820 Sqn at Culdrose are all due to be converted to a Utility version and will operate as required with units during deployments aboard the carriers.

Credit: Military Aviation Review: see opening paragraph above.

If you would like to see a copy of MAR, contact me as at the end of Military News - *Eric Martin*

## **MILITARY NEWS**

### **ARMY PILOT TO CIRCLE GLOBE IN GYROCOPTER**

An Army Lynx pilot, based at 9 Regiment, Army Air Corps at Dishforth, is to attempt to break the world's long distance flight record in a gyrocopter. The project's patron is the Chief of the General Staff, General Sir Michael Walker and will be raising money for the Dyslexia Institution, the NSPCC and the Red Cross September 11 Disaster Relief Fund.

The Attempt, in an aircraft named "Global Eagle" will take place in the spring and will cover over 23,000 miles and visit 25 countries. The back-up team includes fellow-Lynx pilot, Sgt Paul Jones, AAC, and members of the Royal Logistics Corps (RLC) and Royal Electrical and Mechanical Engineers (REME).



Credits: Soldier Magazine  
[www.globaleagle.co.uk](http://www.globaleagle.co.uk)

### **BAE IN TROUBLE**

The problems being experienced by BAE Systems (formerly British Aerospace) continue to mount. The firm's market value has slumped from £10.3 billion to £3.3 billion and relations with the Government have reached an all-time low.

In January, the Government forced BAE to share with Thales, the French Company, a share in the £2.8 billion contract to build two new aircraft carriers. BAE subsequently failed to make the shortlist for the £850 million Watchkeeper surveillance aircraft.

Changes in the boardroom are in the offing!

Credit: Sunday Times

### **AIR GUNNERS' ASSOCIATION DISBANDS**

That esteemed organisation, The Air Gunners Association, formally disbanded at the end of March. There were seventy members present at a farewell luncheon held last autumn, but they are all now elderly and are not recruiting new young members as the 'AG' category is now obsolete.

The Association is to continue in a sense, in that its newsletter, 'The Turret' will continue to be published as long as possible. They will also continue to hold an annual reunion at the Yorkshire Air Museum at Elvington.



I am not sure how you can disband and continue to hold reunions, but it is good that some of the members can still get together.

The Air Gunners' National Memorial is housed at Elvington and this will continue; rightly so, there can be few more hazardous military tasks than that of Air Gunner, especially rear gunner.

So, at air shows and other aviation events, look out for the ties with the 'AG' brevet or the original Air Gunner sleeve badge, the 'winged bullet'. An old Air Gunner will be around, salute him whilst you can!

Credit: Yorkshire Air Museum Newsletter



Please send any information for inclusion in Military News to:  
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**Eric Martin**



TU 154B LZ-BTP Balkan Airways Leeds Bradford 2 July 1988

**Peter Martin**

Leeds Bradford International Airport has some of the best fire-fighters in the country. And now it's official!

Firemen from LBA and other airports have been attending various courses at the International Fire Training School (ITFC), based at Teesside Airport. An amazing four out of a total of seven awards for top UK Student 2002 were awarded to firemen based at Leeds Bradford, with five airport staff winning in total as two fire-fighters gained a joint award for both receiving 100%.

All licensed airports in the UK must attend these courses and each individual must also attend a course which is relevant to the post that they hold. These courses can range from Fire fighter through to Senior Officer.

During 2002 the airport sent 15 personnel to the ITFC on various mandatory courses. All 15 of these staff members received excellent results on their courses, which emphasises the high quality staff that LBA are so proud of.

The following are the staff who received top student awards along with their position and grades:

S Byrne	Leading Fire fighter	91%
A Dent	Junior Officer	96.5%
A Took	Breathing Apparatus Instructor	97.33%
N Morton	Fire fighter	100% - JOINT AWARD
D Penney	Fire fighter	100% - JOINT AWARD

Celebrating these fantastic results, Cllr Denise Atkinson MBE, Chair of the Airport Board of Directors, commented "We always knew that the quality of fire-service here at LBA was of the highest calibre but we are delighted our fire personnel's achievements have been recognised in this manner."

An awards ceremony will be held in April 2003.

- The ITFC is a unique fire training centre which offers specialist aviation fire training to the highest international standards and provides courses for delegates from around the world. The courses combine theoretical classroom assessments with practical exercises on a fully equipped fire training ground, designed with the aviation industry in mind.
- Every member of LBA's fire service must hold a Certificate of Competence which is endorsed by the Civil Aviation Authority (CAA) and must be re-validated every 5 years.

Leading Fire fighter  
Lee Brown





Leeds Bradford International Airport (LBIA) has become one of the few airports within the UK, and one of the few public places in Europe, to provide the new wireless internet facility, 'Wi-Fi'. Operated by UK Explorer, and available airside in the International Terminal, the new facility allows users to access the internet without the need for cables and without the hassle of changing settings on their laptop or PDA. This gives passengers the freedom to switch on and surf the net in any location in the terminal, at any time.

This new facility has been made possible due to the installation of a small transmitter on the existing internet kiosks. The transmitter supplies Internet signals over the airwaves, thus giving immediate access without need for cable docking.

Cath Mason, the Airport's Executive Director of Finance and Administration, said: "With the increasing need for business persons to be connected, we see this as a service that will be of great benefit to our business travellers".

The wireless (Wi-Fi) network supports connections utilising the current 802.11b standard at 11Mbps as well as the new 802.11a standard with connection speeds of 54Mbps. This is the first time that the new 802.11a wireless network has been deployed in a commercial environment in the UK.

Grant Cox, UK Explorer's Business Development Manager, said: "We have drawn on our five years experience providing public internet access, to develop a system that is simple to use and requires no special software. It is a service that is ideally suited to Leeds Bradford Airport's many business travellers, and fits well with our nationwide network of Internet Access Points and Wi-Fi hotspots."

"We have decided to deploy both 802.11a and 802.11b Wi-Fi networks so as to offer a service that will be available to all, regardless of what wireless card they have installed on their laptop or PDA".

To connect to the wireless network, the user must have either a Wi-Fi network card (802.11a or 802.11b). Those who don't have this hardware can still access the internet via a cable, which is provided at the UK Explorer kiosks. Alternatively, passengers who don't have laptops or PDA's and need to gain access to the internet whilst at the airport can use one of the internet kiosks within the terminal.

Accessing the Wi-Fi network couldn't be simpler; once the user has switched their laptop on and opened their internet browser, they are directed to a secure encrypted payment page. Once the credit or debit card is authenticated, internet access is given.

The user will be able to purchase 30 minutes, an hour, a day, a week, or a month's worth of time, thereby catering for one off users and frequent flyers.



## YOU CAN EASILY GET HOOKED

In my last term at junior school I was taken on a school trip to the mid-regions of Northumberland to visit Glanton, Acklington and Warkworth. In those days, by the summer term you knew where you were going for your secondary education. You had either passed or failed the 11+ and life had a degree of certainty, or inevitability depending on your viewpoint. As a farewell from the school and teachers we were taken out for the day towards the end of term.



I was a budding ornithologist at the time and the idea of going to the bird sanctuary at Glanton was just up my street. After Glanton we were going on to RAF Acklington and then to Warkworth beach. My mate "Derk" was excited about RAF Acklington because he was a plane spotter. He had Ian Allan's "abc of British Military Aircraft" and the "Observers Book of Aircraft".

At the time of our visit, RAF Acklington was the home of the fighter gunnery school. RAF squadrons would visit the base for armament practice camp using the ranges along and off the north east coast. The nearby Druridge Bay was a gunnery range where the sound of the sea washing across the sands was accompanied by the roar of 20mm Hispano cannon and whine of Rolls Royce Derwent engines. Then, it was not the place for a picnic and an afternoon on the

beach: however, today it is a delightful stretch of clean, safe sand worthy of a visit.

The weather was wet and the clouds were low and grey over Glanton, but as we drove to RAF Acklington, in our Armstrong coach, the sun made a timely appearance. We came to a halt at the main gate and Mr Jones, my teacher, did the security bit at the Guard Room. Miss Todd, another teacher, explained to us that cameras and the taking of photographs were forbidden and that we should not take any notes about the aeroplanes. I know that "Derk" ignored this, but he was a spotter and knew the score.

The visit started with a drive in an RAF bus for a glimpse of life in the Control Tower including an explanation of procedures and an orientation view of the whole airfield. We were then taken round some of the hangars, which housed various examples of Gloster Meteors of the F8 and NF marks. In one hangar I was allowed to sit in the cockpit of a Meteor F8 while an RAF Officer explained the various bits. I clearly remember the Meteor was in the grey/green camouflage of the day, a colour scheme I still like to see on fighters to this day.

This was the first time I had been within touching distance of an aeroplane, never mind actually in one. It was all new to me and very exciting. I was hooked. I wanted to become a fighter pilot. I would get my Dad to buy me the same aeroplane books as "Derk" and I would be away.

While we were in the Control Tower "Derk" got really animated when he spotted an aircraft wreck, nose down and apparently without wings, standing between two hangars beyond the apron. This he assured me was a Sabre in RAF markings. It was my one and only ever sighting of an RAF Sabre.

The airfield was very busy and all the hangars seemed to be full of aircraft. There was a constant sound of jet engines as aircraft taxied, manoeuvred and parked. Landings and take-offs seemed to be non-stop. I also re-call the smell of kerosene wafting into the hangar through the open doors as we stood by the Meteor awaiting our turn to sit in the cockpit.

By now it was lunchtime and we headed towards Warkworth for a late lunch in the castle grounds and then a walk to the beach for a paddle in the North Sea. Glanton was forgotten, the paddle in the North Sea



was irrelevant. I had become a plane spotter and I had fallen in love with the Meteor. It had been a truly life shaping trip for me.

In the following September my Dad took me to my first RAF Open Day at RAF Ouston, but maybe that is a story for another day.

#### Historical Note - RAF Acklington

As I was writing the above article, it occurred to me that despite occasional spotting trips to RAF Acklington, as a young lad, I knew very little of its history for the period in question. I am indebted to Roger Petty, Martin Powell, various Internet sites and my old reference books for the information that follows.

No.2 Armament Practice Camp at Spilsby moved to Acklington in May 1946 and became the Fighter Armament Trials School in November 1946. It remained there until July 1956 when it was disbanded.



**Mosquito MK III Type operated out of Acklington during war**

Gunnery courses for fighter pilots were run at the School and all UK based fighter squadrons rotated into the base for a period of weeks. Some examples from the late forties were: 25 Sqn from West Malling with Mosquito NF36 from 16/6/47 to 27/7/47, 65 Sqn from Linton-on-Ouse with Hornet F1 from 22/3/48 to 12/5/48 and 263 Sqn from Horsham St Faith with Meteor F4 8/8/49 to 1/9/49. It must have been a fascinating airfield to visit as a spotter with so many different

types and squadrons visiting on a regular basis. However, spotting military aircraft in the fifties was discouraged by the RAF Military Police and one had to be careful. A far cry from more recent years.

At the time of my school visit in July 1955, Meteor F8s and Meteor NF11/14s were the backbone of Fighter Command and each squadron would spend four weeks in turn at Acklington for an Armament Practice Camp (APC). During this armaments training a squadron's air to air gunnery was tested and the most proficient in weapons training was awarded the Dacre Trophy.

The Sabre wreck I refer to in the article, was probably XD710, an F4 aircraft from 92 Sqn RAF Fighter Command. The history books show that this particular aircraft ran off the runway a few weeks before my visit. Its nose wheel had collapsed on landing and it ran onto the grass. At the time 92 Squadron was based at Linton-on-Ouse and would, I guess, rotate into Acklington for gunnery training in turn with other Fighter Command squadrons. Also based at Linton was 66 Sqn with Sabres. The only other RAF Sabre squadrons were based with 2<sup>nd</sup> Tactical Air Force (TAF) in Germany.

The Sabre was used by RAF Fighter Command as a stop-gap. This was forced on the RAF by delays to the Hunter entering service. (Some things never change, as the delayed Typhoon is demonstrating today.)

During 1957 the airfield reverted to being a fighter base and was home to 29 Sqn with Meteor NF11s and latterly 66 Sqn with Hunters. When 66 Sqn disbanded in September 1960 Acklington's days as a fighter base were over. In 1961 No 6 Flying Training School moved in from Ternhill and quickly swapped its piston Provosts for the Jet Provost. Acklington was then a Flying Training Command airfield and remained so until 1968. It finally closed in 1972

Subsequently it re-opened as HMP Acklington and is still a prison to this day.

**Jim Stanfield**

## HEY CANADA! IT'S THE MORTONS AGAIN

Our daughter suggested that we might like to visit for a couple of weeks pre-Christmas and as it seemed a good idea, we visited our local Travel Agent to see what was on offer. Sadly there were no direct flights available for the dates we required which meant that we would have to go via somewhere. KLMuk to Amsterdam was one option and another was with United from Manchester via Washington. As this latter airport would be new to me and the stop over times were reasonable, we booked it. I confess that at the time, United from Manchester didn't ring true. However, when confirmed, all our flights had UA prefixes and I assumed that I had got it wrong. Subsequently, we received a call to say that the Washington-Manchester had been cancelled and were we prepared to return via Chicago instead. Would a died-in-the-wool spotter refuse an offer like that? When the final itinerary arrived, all was revealed and the query at the back of my mind was satisfied.



So, on the 1 December, we arrived at Manchester Airport and went to check in at the BMI British Midland desk only to find that the queue was facing the ticket sales office. After a while, we were informed that the Washington flight was cancelled but to see a sales clerk when it was our turn. If we were prepared to go via Chicago, they could get us on the waiting flight. If not, they would put us up locally and arrange something next day. Of course the offer was acceptable and we were rushed through baggage check-in and then a semi-sprint to the gate with just sufficient time to log G-WWBD in South African colours.

That is how we came to be seated in up-graded seats on Airbus A330 G-WWBM, which was operating BD705 to Chicago. The flight and on-board service was excellent and after 7hr 33min we were taxiing in at O'Hare and docked at the International Terminal alongside A340 D-AIGB of Lufthansa, A320 F-OHMG of Mexicana. Having cleared immigration, we caught the train to Terminal 2 and checked in with Air Canada.

Sitting at the gate awaiting our flight was quite rewarding and although most aircraft were United or American, 8727 N909PG of Aeromexpress Cargo and a few Bizjets added to the pleasure. There were numerous United Express CRJs and Bae146s and American Eagle Embraers. Finally, flight time arrived and AC816 was operated by A319 C-FZUG (a first of type) and we taxied out to join a queue of some ten aircraft waiting to take off from 24L. We got away at 16.37 on our way to Toronto where we landed at 17.39 after an uneventful journey. We were held on an ice covered taxiway for about thirty minutes before a docking crew turned up and we were there to be greeted by our family.

It was very cold over there and one day the wind chill factor was -23. I managed to get a trip to Pearson in the hope of seeing the new Air Canada A321s but the cold beat me and I returned home at lunch time. There were quite a number of SkyService aircraft about plus the Air Canada Jazz and Tango but little else. I missed a few goodies that went into Terminal 3 but that's how it goes. I hadn't planned to visit Brampton airport but my daughter wanted to treat her husband to a trial lesson and sent me to organise it. There wasn't much other than a couple



of Duchesses and the usual Cessna and Piper light aircraft. What I didn't know was that I had also been treated to a flying lesson as a Christmas present and had been suitably "conned".

Our departure from Toronto was at 16.20 aboard Airbus 319 C-GJTC as AC823 with only a handful of passengers and I was pleased to see Lauda Air B767 OE-LAY at Terminal 3. A pleasant flight saw us approaching Chicago O'Hare alongside a United B757 and we had superb views of the city just as the streetlights were coming on. We landed at 16.28 local and a quick trip on the train had us back at the International terminal to check in for BD706.



Ultralight C-180 Bradford Canada

Once settled at our gate, I tried to do some spotting but it was now pitch dark. However I got A340s EC-GGZ and F-GZCJ plus B737-83N of ATA although I wasn't excited by B757 G-JMCD of Apple Vacations. I must say that it was very frustrating to see the many but unloggable ones passing by.

The homeward flight was packed so that we didn't get upgrades but it was nevertheless a comfortable one. Our aircraft on this occasion was G-WWBB and we landed at Manchester at 7.44 and to our delight, our suitcases were first on the belt meaning that we were soon on our way home.

I guess it's time I was thinking about the next trip.

*Ian Morton*

Viscount V802 G-AOHH  
British Air Ferries  
Leeds Bradford  
23 December 1989

**D.J.D. Carter**



## WING TECHNOLOGY

At first glance the wing of a modern jet airliner may seem a simple even boring piece of equipment. Not a bit of it! Lurking beneath its smooth aluminium exterior lies a maze of equipment and materials without which the aeroplane could not fly. Though the Russians are at present experimenting with a wingless aircraft, today's planes are, with the exception of helicopters, dependent on their wings to take to the air.



By 1919 and with airliners starting to make an impression, the wing of that day was rectangular in shape. Generally speaking it was roughly four to five times longer than it was wide, usually rounded off at the end by a capping piece. For their Farman Goliath, the French were reputed to manufacture wing section by the kilometre, cutting it off to the required length. 1919 also saw the introduction of the more advanced Junkers F13 which featured a low mounted cantilever monoplane wing. This was covered in corrugated Duralumin to increase stiffness and strength. This was eventually to lead on to the Junkers JU 52/3m, which was to become Europe's best selling airliner of the 1930s.

In 1919 the wing was a relatively simple affair. The only moving parts were the cable-controlled ailerons, which enable the aircraft to bank left or right. There were no flaps and the undercarriage was fixed.

By 1933 Boeing had flown the ten seater 247 for the first time. It was something new with a metal stressed skin structure, cowed engines, retractable landing gear to cut down drag, variable pitch propellers and rubber de-icing boots on the wing leading edge. Unfortunately Boeing refused to fit the then relatively unknown system of flaps to the wing trailing edge. Non-the-less Boeing secured an order for sixty new aircraft from United Airlines. Boeing then committed a second sin when they refused to sell any of the new aircraft to other airlines until they had completed the United order. In other words United secured the first sixty machines to come off the production line.

This forced other airlines to look to other manufacturers. Douglas went on to build the DC1 which had all the features of the 247 plus a more aerodynamic shape, better engine cowlings but more importantly FLAPS. Tests had shown that flaps could improve take off performance by as much as 30% and landing performance by even more. Seating was for twelve, two more than the 247. There quickly followed the DC2 with fourteen seats and by 1935 the first DC3 with a wider fuselage and seating for twenty-one pax. This one aircraft was to set the stage for rapid expansion in air travel. The DC3 had extended wings of unprecedented efficiency which, due to the multi spar construction, proved resistant to metal fatigue. Today some DC3s have flown over 70,000 hours without signs of cracks. More than 13,300 basic DC3s were built. The new wing had changed shape though not drastically. From a point just outboard of the engines, the new wing was swept back at a modest angle of around fifteen degrees. The trailing edge was still square to the fuselage. On the DC4 and DC6 which were to follow, the wings were tapered on both leading edge and trailing edge at about five degrees.

Not until the advent of the Boeing B47 bomber were the wings to be swept back as we know them today. Even today the 748, ATP and Fokker F27/F50 have five degree sweep back on the wing leading edge. This is because this is the most efficient angle for speeds up to 300 mph or so. Of today's aircraft the GAF Nomad and Twin Otter still have 1920s' shaped wings though of course to a high technology design.



Subsequent higher speed aircraft required wings with varying degrees of sweep ranging from fifteen to thirty-five degrees or more.

The modern high speed jet airliner poses a problem in terms of handling. For high speed high altitude flight a slender swept back wing is desirable. For low speed such as when on final approach to land, a wing with more surface area is necessary in order to maintain stability. When taking off or landing, an airliner is travelling at something like 25% of its normal cruising speed in very rough terms. The wings actually support the fuselage and everything else. As a rule of thumb, each time you double the wing area you quadruple the amount of lift generated. The total wing area determines the amount of lift available but also adds to the overall weight and to some extent drag, through surface friction. The total wing area for a 747 for instance is 5500 square feet. Maximum take off weight of a 747-200B is 833,000 lbs or almost 372 tons. Maximum fuel weight is 360,412 lbs and maximum landing weight is 630,000 lbs.

An aircraft is at its heaviest on take off. Weight decreases as fuel is burned off. For take off and landing the wing area is increased by extending the leading edge slats and flaps. These additional devices were developed in the 1950s and in effect hinge forward to extend the leading edge of the wing. In doing so they increase the area. Wing trailing edge flaps are also extended to further increase wing area. On landing in particular when the main flaps are fully extended drag is increased to slow the aircraft down whilst at the same time increasing the lift available. On touchdown, small letter box shaped spoilers or air brakes are raised to provide further drag and break up the airflow over the upper surface of the wing, destroying any further lift.

In flight, spoilers or lift dumpers are used briefly to assist with losing height, usually on final approach to land. The effect is quite noticeable when seated in a position to watch the wing surfaces. There are as many as fifteen separate moving parts on a single modern wing although when retracted most go unobserved to anyone watching on the ground. A good time to observe is when an aircraft is taxiing out for take off. Most if not all of the control surfaces are briefly tested during this period. Maximum flap settings are generally only used in the last two or three miles of final approach. For take off, a smaller degree of flap setting is generally used.

On the first flight of the prototype 747, there was an incident with the flaps. With the flaps set to twenty-five degrees there came the time to extend them to the full thirty degrees for the first time. Bearing in mind that flaps this large had never been used before and that the aerodynamic forces on the flaps were immense, it was a tense period. Shortly after deployment and with a noticeable increase in drag, there was an alarming 'clunk' and some vibration. One flap had somehow come loose. Concern regarding safety was of paramount importance. The new 747 flaps were huge. Once safely on the ground, it was found that a flap bearing housing had collapsed. The test flight was curtailed. The new 747 had though landed safely without the use of full flaps.

Apart from the parts mentioned, the modern wing also contains within it, hydraulic and fuel pipes, fuel pumps (two per fuel tank), actuating jacks for high and low speed ailerons, leading edge slat and flap actuating jacks, hot air ducts for anti-icing, electric wiring, and the integral wing fuel tanks. The wings are constructed around a full span inter spar torsional box section to which everything else is attached. The two wings are then joined by a centre torsion box. The whole assembly is then attached to two or more frames or rings of the main fuselage. In effect, the wings carry the fuselage and everything else. They are the epitome of twentieth century mechanical ingenuity. Having said that I suppose the whole aircraft as we know it today is just that - ingenious! Next time you fly, try to get a window seat just behind the wing and observe it at work. You will find it interesting.

*John Booth*

# FREE AIR



Helicopters are becoming more and more of a rich man's play thing these days and can regularly be seen flying around the Yorkshire countryside visiting some popular destinations, such as the Devonshire Arms near Bolton Abbey. As the magazine now includes Coney Park visitors, I wondered if anyone would be interested in some other visitors noted in the area:

## January

04	G-BBUK	Enstrom	Private site near Batley
04	G-CBXD	Long Ranger	Holmfirth to Sherburn for fuel
05	G-ROZI	R.22	Devonshire Arms – Denby Dale – Bakewell
05	G-PRET	R.44	Sherburn – Gildersome
09	G-BXYK	R.22	Oxenhope – Skipton
11	N322MC	Hughes 369	Preston – Harrogate
15	G-ELLI	Jet Ranger	LBA – Church Fenton – Sheffield
15	G-OAL	R.44	Coney Park – Halifax
16	G-MOMO	A.109	Doncaster – Battersea
17	G-ECZZ	EC.135	Skipton – Coney Park
18	N9208V	MD.900	Tyneside – Skipton
19	G-BWNJ	Hughes 269	Sandtoft – Bealsby (Lincolnshire)
21	G-KUKI	R.22	Sheffield – Gamston
22	G-BPRJ	Squirrel	York – Darlington
22	YU-HEH	Gazelle	York – Clitheroe
23	G-KUKI	R.22	Gamston – Sherburn – Beverley
25	G-OVEL	R.44	Dundee – Gamston
28	G-BZTZ	MD.600	Hotel Junction A1/A63 from Battersea
30	N600PV	MD.600	Wakefield – Tadcaster
31	G-CBHL	Squirrel	Stafford – Darlington

Finally, a golden oldie, Westland Scout G-BYRX was noted heading for Humberside on 04.01 for a refuel.

Noted operating out of Sherburn during the month was newly registered Yak.52 G-CBPY, whilst the following were visiting:

03.01 AA.SB G-ZERO; 04.01 Long Ranger G-CBXD; 05.01 H.500 G-JIVE, PA.28 G-CPTM, PA.28 G-BPRN, F.172M G-MICK; 06.01 PA.31 c/s Palmer 201 (f/t Fair Oaks); 09.01 F.172M G-BHIH; 11.01 Rallye G-PIGS; 12.01 AA.SB G-BGVV, Emeraude G-BLXI and G-AYEC; 18.01 Jet Ranger G-RAMY, C.182J G-ATLA, Kitfox G-BSIF; 23.01 R.22B G-KUKI; 24.01 PA.38 G-BMKG; 28.01 MD.600 G-BZTZ.

Church Fenton had a visit from Seneca G-CAHA on 16.01 whilst Navajo G-VICT graced the tarmac at Rufforth on 30.01. A pair of PA.28s G-BTFO and G-EMAZ were noted at Elvington on 25.01.

A pair of Biz-Jets at Humberside, Global Express N53GX on 06.01 and Gulfstream 4SP N809C on 21.01. Skyshare Hawker 800XP CS-DNM was noted inbound Gamston on 30.01.

**Trevor Smith**

The winner of March Spotters' Corner is: Andy Townsend: (new member)

Answer: Vickers Vimy bomber.

Due to the lack of interest shown in the Spotters' Corner competition I have decided to drop it from this month. So each month there is a magazine prize up for grabs. If you have any ideas on some sort of competition that you would run, please let Cliff or Sheila know.





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