



## YORKSHIRES PREMIER AVIATION SOCIETY



AIRBUS A320 C-GTDB  
PALMA

Photograph Jim Stanfield

£1.50

**VOL. 27** Number 8

**AUGUST 2001**

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MR D BATES, MR A EDWARDS, MR G WARD,  
MR D TENNANT, MR J STANFIELD

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

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

2<sup>nd</sup> September – Howard Bell takes us on a nostalgic look back at Airliners in the late 70's and the 80's.  
7<sup>th</sup> October – Paul Isherwood makes a welcome return with Manchester – past, present, and future.

## AIR YORKSHIRE AVIATION NEWS

Lots to say thank you for this month. First and indirectly to the Majorcan bus drivers! Due to all seats from Gate 20 being used around the terminal, LBIA allowed the Society the use of the new conference centre for our July meeting. A big thank you for the privilege.

The video "Near-Miss" gave an insight of how the three major airports for New York City work together to accommodate the hundreds of air movements each day. In many ways it sounded scary, but for me, having had the good fortune of flying from all three airports, it brought back happy memories of past holidays.

The busy-ness of Newark, with excellent views from the hotel window, was great. Our arrival at John F Kennedy on a B.A. flight, followed by a visit to the control tower (yes! I had written in advance) was tremendous – and Friday teatime at La Guardia is an experience on its own. After stop and start taxi-ing for 25 minutes, the Captain informed us that we were now number 12 in line for take off, at about 2½ minutes per aeroplane, so only 30-35 minutes to go!!

Thank you David for the film and quiz – it was really good.

No meeting in August, but to those of you flying off to distant places, please keep sending in your snippets of news, postal members included e.g. on one of my internal USA flights, there was a channel on the in-flight entertainment tuned in to A.T.C. As a result of "listening-in" to the crew and centres between Denver and Boston, I was able to view the Niagara Falls from the air. Has anyone else ever come across an A.T.C. channel?

Do not forget items for the Aviation Fair – and Happy Holidays everyone.

**Noreen Barrett**



## MOVEMENTS - JUNE

### 01 Friday

C-GTDB	Airbus 320	0358	G-UKTE	Fokker 50	0810
G-JEDD	DHC-8	0914	G-BVZH	Boeing 737 500	0920
G-MAJE	Jetstream 41	0928	G-GNTH	SAAB 340	0931
G-GNTI	SAAB 340	0935	G-UKTI	Fokker 50	0952
G-MAJL	Jetstream 41	0956	EI-CNXX	Boeing 737	0958
G-MAJH	Jetstream 41	1009	OO-DJE	BAe 146 200	1038
139JV	Rockwell 114TC	1058	G-RJXA	EMB 145	1128
G-PASX	Bo 105DBS/4	1130	EC-HKQ	Boeing 737 800	1152
G-JEDD	DHC-8	1220	G-UKTE	Fokker 50	1245
G-MAJL	Jetstream 41	1251	G-FLVU	Citation I	1334
G-FLTA	BAe 146 200	1357	G-GNTI	SAAB 340	1405
G-BVZH	Boeing 737 500	1406	G-MAJK	Jetstream 41	1419
G-BYNC	Boeing 737 800	1437	OO-DJY	Avro 146 RJ85	1501
G-FCLK	Boeing 757	1536	G-UKTC	Fokker 50	1609
G-TBGL	Agusta A109A	1625	G-RJXA	EMB 145	1645
G-UKTE	Fokker 50	1653	G-GNTH	SAAB 340	1701
G-MAJL	Jetstream 41	1708	G-MAJH	Jetstream 41	1714
G-GNTI	SAAB 340	1731	G-JEDD	DHC-8	1741
G-MAJK	Jetstream 41	1745	G-BVZH	Boeing 737 500	1828
EI-CJG	Boeing 737	1901	OO-DJV	Avro 146 RJ85	1935
G-MAJH	Jetstream 41	2001	TF-BBD	Boeing 737 300	2004
G-UKTI	Fokker 50	2007	G-GNTH	SAAB 340	2009
G-GNTI	SAAB 340	2028	G-MAJL	Jetstream 41	2034
G-MAJK	Jetstream 41	2036	G-JEDD	DHC-8	2042
G-RJXA	EMB 145	2058	C-GTDB	Airbus 320	2123
G-BVJD	Fokker 100	2139	G-BYNC	Boeing 737 800	2201
G-BVZH	Boeing 737 500	2217	EC-HBL	Boeing 737 800	2237
EC-HCR	Airbus 320	2247	OO-DWH	Avro 146 RJ100	2300
EC-HHG	Boeing 737 800	2321			

### 02 Saturday

C-GTDB	Airbus 320	0434	G-BYNC	Boeing 737 800	0522
G-UKTG	Fokker 50	0740	EC-HVY	Boeing 737 400	0901
G-ORJB	Citation I	0919	G-UKTI	Fokker 50	0959
EI-CNV	Boeing 737	1003	G-BVTG	Fokker 70	1034
G-ZAPM	Boeing 737 300	1110	G-EMBN	EMB 145	1129
G-RJXA	EMB 145	1211	G-BYNC	Boeing 737 800	1232
G-ECJM	Turbo Arrow III	1255	G-MAJL	Jetstream 41	1306
G-JEDY	DHC-8	1313	G-BVJB	Fokker 100	1403
G-JEDD	DHC-8	1432	G-UKTI	Fokker 50	1441
G-BVTE	Fokker 70	1442	G-MSKC	Boeing 737 500	1445
G-BDYD	Rockwell 114	1458	OO-DJQ	Avro 146 RJ85	1501
C-GTDB	Airbus 320	1525	G-AVUT	PA-28 Cherokee	1616
G-RJXD	EMB 145	1620	G-MAJK	Jetstream 41	1639
EC-HBM	Boeing 737 800	1709	G-MAJL	Jetstream 41	1743



OO-DWD	Avro 146 RJ100	1848	G-JEDD	DHC-8	1915
G-UKTI	Fokker 50	2005	G-BYNC	Boeing 727 800	2019
G-BVYB	Airbus 320	2025	G-OBMP	Boeing 737 300	2116
EC-HBN	Boeing 737 800	2240	C-GTDB	Airbus 320	2256
EC-HJQ	Boeing 737 800	2313			

### 03 Sunday

G-BYNC	Boeing 737 800	0359	C-GTDB	Airbus 320	0533
N198SL	Citation Bravo	0914	G-BVJD	Fokker 100	0921
G-UKTI	Fokker 50	0956	OO-MJE	BAe 146 200	1019
G-JEDY	DHC-8	1108	G-BDYD	Rockwell 114	1129
G-UKTG	Fokker 50	1217	G-RJXD	EMB 145	1231
G-BYNC	Boeing 737 800	1249	G-MAJL	Jetstream 41	1258
G-JEDD	DHC-8	1359	G-UKTI	Fokker 50	1430
OO-DJW	Avro 146 RJ85	1505	C-GTDB	Airbus 320	1514
G-UKTG	Fokker 50	1649	G-ICAB	Robinson R-44	1651
G-RJXD	EMB 145	1706	G-TICL	Airbus 320	1708
G-MAJK	Jetstream 41	1711	G-TBGL	Agusta A109A	1717
G-MAJL	Jetstream 41	1722	G-JEDD	DHC-8	1746
El-CKS	Boeing 737	1759	G-BVZE	Boeing 737 500	1830
OO-DJL	Avro 146 RJ85	1902	G-GNTH	SAAB 340	1951
G-UKTI	Fokker 50	1956	G-MAJF	Jetstream 41	2001
G-MAJK	Jetstream 41	2003	G-MAJL	Jetstream 41	2015
G-GNTI	SAAB 340	2018	G-JEDD	DHC-8	2046
G-RJXD	EMB 145	2106	G-SFBH	Boeing 737 400	2147
OO-DWJ	Avro 146 RJ100	2233	C-GTDB	Airbus 320	2248

### 04 Monday

G-BYNC	Boeing 737 800	0356	C-GTDB	Airbus 320	0600
G-UKFM	Fokker 100	0737	G-MAJF	Jetstream 41	0924
G-JEDD	DHC-8	0927	G-GNTI	SAAB 340	0932
G-SFBH	Boeing 737 400	0938	G-MAJK	Jetstream 41	0941
G-GNTH	SAAB 340	0945	G-UKTI	Fokker 50	0949
CS-DNR	Falcon 2000	0951	El-CJE	Boeing 737	0954
EC-HGP	Boeing 737 800	0957	OO-DJF	BAe 146 200	1024
G-MAJL	Jetstream 41	1029	G-CSNA	Cessna 421C	1034
G-BAXV	Cessna F150L	1041	G-BKIB	TB-9 Tampico	1115
G-RJXD	EMB 145	1139	G-BXNT	JetRanger	1141
G-BOKA	PA-28 Dakota	1200	G-JEDD	DHC-8	1220
G-UKTC	Fokker 50	1231	G-MAJF	Jetstream 41	1252
N6107Y	Rockwell 114B	1257	G-SFBH	Boeing 737 400	1352
G-TOLL	PA-28R Arrow	1356	G-UKTI	Fokker 50	1420
G-MAJK	Jetstream 41	1424	G-GNTH	SAAB 340	1432
OO-DJV	Avro 146 RJ85	1500	G-BXNT	JetRanger	1605
G-BXWE	Fokker 100	1617	G-UKFM	Fokker 100	1625
G-RJXD	EMB 145	1645	G-GNTI	SAAB 340	1654
G-MAJL	Jetstream 41	1703	G-MAJF	Jetstream 41	1709
G-BCKV	Cessna FRA150L	1714	G-MAJK	Jetstream 41	1728
G-JEDD	DHC-8	1731	G-ONSF	PA-28R Arrow	1754
El-CON	Boeing 737	1759	G-SFBH	Boeing 737 400	1825
G-CLHE	BAe 146	1834	OO-DWD	Avro 146 RJ100	1841
C-GTDB	Airbus 320	1926	G-GNTI	SAAB 340	1935
G-MAJL	Jetstream 41	2001	G-BYNC	Boeing 737 800	2003
G-UKTI	Fokker 50	2010	TF-BBD	Boeing 737 300	2021
G-MAJK	Jetstream 41	2028	G-MAJF	Jetstream 41	2030
G-JEDD	DHC-8	2035	G-SFBH	Boeing 737 400	2125
G-RJXD	EMB 145	2131	G-CLHE	BAe 146	2142

OO-DWD	Avro 146 RJ100	2232	G-JMCE	Boeing 757	2311
<b>05 Tuesday</b>					
G-BYNC	Boeing 737 800	0402	C-GTDB	Airbus 320	0645
G-UKTG	Fokker 50	0751	G-MAJK	Jetstream 41	0916
G-JEDD	DHC-8	0923	G-SFBH	Boeing 737 400	0925
G-MAJL	Jetstream 41	0931	G-GNTH	SAAB 340	0934
G-GNTI	SAAB 340	0936	EI-CNV	Boeing 737	0953
G-UKTI	Fokker 50	1018	G-MAJF	Jetstream 41	1024
9H-ABP	Airbus 320	1035	G-KART	PA-28 Warrior II	1042
OO-DJH	BAe 146 200	1046	G-BYLM	PA-46 Malibu	1058
G-RJXD	EMB 145	1104	G-UKTG	Fokker 50	1219
G-JEDD	DHC-8	1232	N510PS	Cessna 310N	1248
G-BKIB	TB-9 Tampico	1253	G-MAJL	Jetstream 41	1259
G-BODY	Cessna 310R	1321	G-SFBH	Boeing 737 400	1342
G-MAJK	Jetstream 41	1411	G-UKTI	Fokker 50	1424
G-GNTI	SAAB 340	1426	C-GTDB	Airbus 320	1429
OO-DJS	Avro 146 RJ85	1443	G-BCKV	Cessna FRA150L	1520
G-AZTW	Cessna F177RG	1605	G-UKFM	Fokker 50	1620
G-RJXD	EMB 145	1651	G-GNTH	SAAB 340	1658
G-MAJF	Jetstream 41	1708	G-MAJL	Jetstream 41	1712
G-BKIB	TB-9 Tampico	1717	G-SAMJ	P-68 Victor	1720 N/res
G-MAJK	Jetstream 41	1724	G-GNTI	SAAB 340	1729
G-JEDD	DHC-8	1732	EI-CKS	Boeing 737	1759
G-SFBH	Boeing 737 400	1830	OO-DWB	Avro 146 RJ100	1846
G-BMJL	Rockwell 114	1852	N6107Y	Rockwell 114B	1949
G-GNTH	SAAB 340	1954	G-UKTI	Fokker 50	1956
G-MAJL	Jetstream 41	1959	TF-BBD	Boeing 737 300	2003
G-GNTI	SAAB 340	2023	G-MAJK	Jetstream 41	2027
G-JEDD	DHC-8	2036	G-MAJF	Jetstream 41	2043
G-RJXD	EMB 145	2048	G-BYNC	Boeing 737 800	2052
G-SFBH	Boeing 737 400	2130	OO-DWG	Avro 146 RJ100	2223
<b>06 Wednesday</b>					
C-GTDB	Airbus 320	0129	G-BYNC	Boeing 737 800	0352
G-UKTA	Fokker 50	0800	G-SFBH	Boeing 737 400	0922
G-MAJK	Jetstream 41	0926	G-JEDD	DHC-8	0928
G-MAJL	Jetstream 41	0937	G-GNTH	SAAB 340	0940
G-GNTI	SAAB 340	0942	G-UKTI	Fokker 50	0947
EI-CKS	Boeing 737	0958	G-MAJF	Jetstream 41	1015
OO-DJE	BAe 146 200	1051	G-RJXD	EMB 145	1058
G-UKTA	Fokker 50	1225	G-JEDD	DHC-8	1228
G-OLDJ	Lear Jet 45	1231	N421N	Cessna 421	1249
G-MAJL	Jetstream 41	1253	G-SFBH	Boeing 737 400	1351
G-GNTH	SAAB 340	1353	G-LOUN	Twin Squirrel	1355
G-DUKK	Extra EA 300L	1425	G-UKTI	Fokker 50	1432
G-MAJK	Jetstream 41	1435	OO-DJQ	Avro 146 RJ85	1459
G-UKFH	Fokker 50	1619	G-GNTI	SAAB 340	1653
C-GTDB	Airbus 320	1709	G-RJXD	EMB 145	1711
G-MAJF	Jetstream 41	1714	G-MAJL	Jetstream 41	1715
G-GNTH	SAAB 340	1725	G-JEDD	DHC-8	1731
D-IEKG	King Air C90	1746	G-MAJK	Jetstream 41	1749
EI-CKP	Boeing 737	1819	OO-DWK	Avro 146 RJ100	1850
G-SFBH	Boeing 737 400	1852	G-BYNB	Boeing 737 800	1900
TF-BBD	Boeing 737 300	1957	G-GNTI	SAAB 340	2000
G-UKTI	Fokker 50	2003	G-MAJL	Jetstream 41	2006
G-MAJF	Jetstream 41	2037	G-GNTH	SAAB 340	2039



G-JEDD	DHC-8	2041
G-RJXD	EMB 145	2108
OO-DWA	Avro 146 RJ100	2240

#### 07 Thursday

G-UKTE	Fokker 50	0803
G-SFBH	Boeing 737 400	0916
G-MAJL	Jetstream 41	0922
G-MAJK	Jetstream 41	0928
G-UKTI	Fokker 50	0954
G-MAJF	Jetstream 41	1012
G-RJXD	EMB 145	1107
G-BKIB	TB-9 Tampico	1205
G-JEDD	DHC-8	1227
G-MAJL	Jetstream 41	1247
EC-GZE	Airbus 320	1338
G-SFBH	Boeing 737 400	1357
G-BYTH	Airbus 320	1409
G-SUEE	Airbus 320	1429
OO-DJO	Avro 146 RJ85	1509
G-UKTE	Fokker 50	1646
G-RJXD	EMB 145	1701
C-GTDB	Airbus 320	1719
G-MAJK	Jetstream 41	1726
G-JEDD	DHC-8	1732
G-SFBH	Boeing 737 400	1832
G-BAVB	Cessna F172M	1908
TF-BBD	Boeing 737 300	1958
G-GNTI	SAAB 340	2020
G-MAJF	Jetstream 41	2029
G-MAJL	Jetstream 41	2059
G-BYNB	Boeing 737 800	2104
OO-DWH	Avro 146 RJ100	2309

#### 08 Friday

C-GTDB	Airbus 320	0417
G-JEDD	DHC-8	0913
G-SFBH	Boeing 737 400	0922
G-MAJK	Jetstream 41	0928
El-CKP	Boeing 737	0959
G-MAJF	Jetstream 41	1006
CS-DNR	Falcon 2000	1103
G-RJXD	EMB 145	1126
EC-HKQ	Boeing 737 800	1143
G-UKTI	Fokker 50	1236
G-MAJL	Jetstream 41	1256
G-SFBH	Boeing 737 400	1355
G-BYNB	Boeing 737 800	1407
G-MAJH	Jetstream 41	1426
G-FCLI	Boeing 757	1528
G-UKTI	Fokker 50	1657
G-RJXD	EMB 145	1701
G-MAJL	Jetstream 41	1710
G-MAJH	Jetstream 41	1727
El-CNV	Boeing 737	1804
N421CA	Cessna 421C	1848
G-BFXD	PA-28 Warrior II	1901

G-MAJK	Jetstream 41	2043
G-SFBH	Boeing 737 400	2155
C-GTDB	Airbus 320	2349

G-MAMD	King Air B200	0824
G-JEDD	DHC-8	0919
G-GNTH	SAAB 340	0924
G-GNTI	SAAB 340	0942
El-CNX	Boeing 737	0956
OO-DJJ	BAe 146 200	1047
G-BODY	Cessna 310R	1153
XW897	Gazelle AH.1	1208
G-UKTE	Fokker 50	1244
G-OOOX	Boeing 757	1312
G-GNTI	SAAB 340	1352
G-PLAJ	Jetstream 31	1403
G-MAJK	Jetstream 41	1421
G-UKTI	Fokker 50	1449
G-OAMT	PA-31 Navajo	1523
G-GNTH	SAAB 340	1658
G-MAJL	Jetstream 41	1717
G-MAJF	Jetstream 41	1721
G-GNTI	SAAB 340	1727
El-CNY	Boeing 737	1757
OO-DJP	Avro 146 RJ85	1903
G-GNTH	SAAB 340	1955
G-UKTG	Fokker 50	2001
G-MAJK	Jetstream 41	2026
G-JEDD	DHC-8	2038
G-RJXD	EMB 145	2101
G-SFBH	Boeing 737 400	2135
G-OACG	PA-34 Seneca	2355

G-UKTI	Fokker 50	0813
G-MAJL	Jetstream 41	0919
G-GNTI	SAAB 340	0925
G-GNTH	SAAB 340	0930
G-UKTG	Fokker 50	1003
OO-DJH	BAe 146 200	1043
G-BAZS	Cessna F150L	1106
G-PASC	Bo 105DBS/4	1134
G-JEDD	DHC-8	1227
G-AZFI	PA-28R Arrow	1244
G-BKIB	TB-9 Tampico	1313
G-GNTH	SAAB 340	1357
G-UKTG	Fokker 50	1419
OO-DJO	Avro 146 RJ85	1514
G-BVJA	Fokker 100	1644
G-GNTI	SAAB 340	1659
G-MAJF	Jetstream 41	1708
G-GNTJ	SAAB 340	1716
G-JEDD	DHC-8	1745
G-SFBH	Boeing 737 400	1831
OO-DWD	Avro 146 RJ100	1854
G-GNTI	SAAB 340	1946

G-MAJL	Jetstream 41	1956
TF-BBD	Boeing 737 300	2003
G-MAJH	Jetstream 41	2029
G-JEDD	DHC-8	2036
G-SFBH	Boeing 737 400	2128
EC-GLT	Airbus 320	2155
OO-DWK	Avro 146 RJ100	2238
EC-HHH	Boeing 737 800	2253

#### 09 Saturday

C-GTDB	Airbus 320	0407
G-UKTI	Fokker 50	0749
EC-HBZ	Boeing 737 400	0821
G-UKTG	Fokker 50	0948
G-JRJR	Lear Jet 45	1141
G-BBPX	PA-34 Seneca	1151
G-RJXD	EMB 145	1206
G-BYNB	Boeing 737 800	1307
G-BVJD	Fokker 100	1356
G-UKTG	Fokker 50	1417
G-MSKE	Boeing 737 500	1439
OO-DJW	Avro 146 RJ85	1444
G-BVYB	Airbus 320	1640
G-MAJF	Jetstream 41	1650
G-MAJH	Jetstream 41	1728
OO-DJP	Avro 146 RJ85	1847
G-BYNB	Boeing 737 800	2042
C-GTDB	Airbus 320	2134
EC-HBM	Boeing 737 800	2246

#### 10 Sunday

G-BYNB	Boeing 737 800	0406
G-SFBH	Boeing 737 400	0932
G-ASFL	PA-28 Cherokee	1013
G-BLYE	TB-10 Tobago	1046
G-UKTD	Fokker 50	1213
G-BYNB	Boeing 737 800	1250
G-BVGA	JetRanger	1335
G-UKTE	Fokker 50	1428
C-GTDB	Airbus 320	1457
G-RJXD	EMB 145	1647
G-MAJL	Jetstream 41	1706
G-JEDD	DHC-8	1727
EI-CKS	Boeing 737	1802
G-MIDZ	Airbus 320	1904
G-GNTH	SAAB 340	1928
G-UKTE	Fokker 50	1958
G-MAJH	Jetstream 41	2021
G-JEDD	DHC-8	2039
G-OBMM	Boeing 737 400	2142
C-GTDB	Airbus 320	2245

#### 11 Monday

G-BYNB	Boeing 737 800	0336
G-UKTI	Fokker 50	0747
G-JEDD	DHC-8	0925
G-GNTH	SAAB 340	0936
G-MAJH	Jetstream 41	0941

G-UKTG	Fokker 50	1958
G-BVJA	Fokker 100	2015
G-MAJF	Jetstream 41	2031
C-GTDB	Airbus 320	2058
G-BYNB	Boeing 737 400	2149
G-RJXD	EMB 145	2228
EC-HBL	Boeing 737 800	2248

G-BYNB	Boeing 737 800	0511
CS-DNP	Falcon 2000	0801
G-BVJA	Fokker 100	0912
EI-CKR	Boeing 737	1007
G-EMBH	EMB 145	1144
G-BOXR	GA-7 Cougar	1154
G-MAJH	Jetstream 41	1254
G-JEDY	DHC-8	1317
C-GTDB	Airbus 320	1403
G-JEDD	DHC-8	1436
G-BVJB	Fokker 100	1441
G-RJXD	EMB 145	1552
EC-HGO	Boeing 737 800	1648
G-BVTE	Fokker 70	1658
G-JEDD	DHC-8	1843
G-UKTE	Fokker 50	1954
G-OJTW	Boeing 737 300	2103
EC-HJQ	Boeing 737 800	2240

C-GTDB	Airbus 320	0408
G-UKTE	Fokker 50	0949
OO-DJH	BAe 146 200	1022
G-JEDY	DHC-8	1109
G-RJXD	EMB 145	1223
G-MAJH	Jetstream 41	1301
G-JEDD	DHC-8	1353
OO-DJY	Avro 146 RJ85	1445
G-UKTD	Fokker 50	1641
G-TICL	Airbus 320	1701
G-ASFL	PA-28 Cherokee	1714
G-MAJH	Jetstream 41	1729
CS-DNL	Hawker 800XP	1819
OO-DJR	Avro 146 RJ85	1911
G-MAJF	Jetstream 41	1944
G-MAJL	Jetstream 41	2004
G-GNTI	SAAB 340	2023
G-RJXD	EMB 145	2056
OO-DWL	Avro 146 RJ100	2235

C-GTDB	Airbus 320	0559
G-BPYR	PA-31 Navajo	0912
G-OBMM	Boeing 737 400	0927
G-GNTI	SAAB 340	0938
G-MAJL	Jetstream 41	0944

G-UKTE	Fokker 50	0948	G-BWHF	PA-31 Navajo	0959
EI-CJC	Boeing 737	1000	G-MAJF	Jetstream 41	1014
G-UVIP	Cessna 421C	1018	EC-HGP	Boeing 737 800	1033
OO-DJE	BAe 146 200	1037	D-IAGC	Cessna 340	1040
XX462	Gazelle AH.1	1047	G-PUDL	PA-18 Super Cub	1105
G-RJXD	EMB 145	1144	EI-WJN	BAe 125 700B	1221
G-JEDD	DHC-8	1224	G-UKTI	Fokker 50	1227
G-MAJL	Jetstream 41	1303	G-OBMM	Boeing 737 400	1355
G-GNTI	SAAB 340	1358	XZ311	Gazelle AH.1	1416
G-MAJK	Jetstream 41	1424	G-UKTE	Fokker 50	1429
OO-DJW	Avro 146 RJ85	1457	XX462	Gazelle AH.1	1540
G-UKTI	Fokker 50	1640	G-GNTH	SAAB 340	1649
G-RJXD	EMB 145	1700	G-MAJL	Jetstream 41	1706
G-MAJF	Jetstream 41	1710	G-MAJK	Jetstream 41	1726
G-GNTI	SAAB 340	1735	G-JEDD	DHC-8	1738
G-BPYR	PA-31 Navajo	1745	EI-COA	Boeing 737	1807
G-OBMM	Boeing 737 400	1814	OO-DJN	Avro 146 RJ85	1939
G-GNTH	SAAB 340	1947	C-GTDB	Airbus 320	1956
TF-BBD	Boeing 737 300	2000	G-MAJF	Jetstream 41	2002
G-UKTE	Fokker 50	2006	G-BYNB	Boeing 737 800	2026
G-MAJK	Jetstream 41	2029	G-MAJL	Jetstream 41	2034
G-JEDD	DHC-8	2036	G-GNTI	SAAB 340	2039
G-RJXD	EMB 145	2111	G-OBMM	Boeing 737 400	2132
OO-DWB	Avro 146 RJ100	2242	G-MAJK	Jetstream 41	2302
G-JMCE	Boeing 757	2323			

## 12 Tuesday

G-BYNB	Boeing 737 800	0348	C-GTDB	Airbus 320	0625
G-UKTI	Fokker 50	0746	G-JEDD	DHC-8	0920
G-OBMM	Boeing 737 400	0922	G-GNTH	SAAB 340	0927
G-GNTI	SAAB 340	0936	G-MAJL	Jetstream 41	0943
G-UKTE	Fokker 50	0946	EI-CNX	Boeing 737	0955
G-MAJF	Jetstream 41	1012	N900CB	Cessna 421C	1021
G-BSGK	PA-34 Seneca	1024	OO-DJG	BAe 146 200	1028
G-OAJS	Twin Comanche CR	1035	9H-ABS	Boeing 737 300	1040
G-MAJK	Jetstream 41	1043	G-RJXD	EMB 145	1105
ZG993	Islander AL.1	1153	G-UKTI	Fokker 50	1222
G-JEDD	DHC-8	1227	CS-DNX	Hawker 800XP	1231
G-MAJL	Jetstream 41	1257	G-OBMM	Boeing 737 400	1343
G-GNTI	SAAB 340	1355	G-MAJI	Jetstream 41	1419
G-UKTE	Fokker 50	1423	D-IQAS	PA-42 Cheyenne	1432
C-GTDB	Airbus 320	1439	OO-DJT	Avro 146 RJ85	1443
G-BMMC	Cessna T310Q	1509	G-UKTI	Fokker 50	1641
G-RJXD	EMB 145	1653	G-GNTH	SAAB 340	1656
G-MAJK	Jetstream 41	1713	G-MAJI	Jetstream 41	1722
G-GNTI	SAAB 340	1735	G-JEDD	DHC-8	1733
CS-DNX	Hawker 800XP	1738	G-BYTH	Airbus 320	1742
G-FRYI	King Air 200	1802	EI-CON	Boeing 737	1816
G-OBMM	Boeing 737 400	1818	OO-DWC	Avro 146 RJ100	1845
ZG847	Islander AL.1	1859	G-MAJL	Jetstream 41	1922
G-GNTH	SAAB 340	1949	G-UKTE	Fokker 50	2000
G-MAJK	Jetstream 41	2005	TF-BBD	Boeing 737 300	2010
G-MAJI	Jetstream 41	2022	G-UKTE	Fokker 50	2027
G-GNTI	SAAB 340	2029	G-JEDD	DHC-8	2041
G-BYNB	Boeing 737 800	2052	G-RJXD	EMB 145	2059
G-OBMM	Boeing 737 400	2126	OO-DWL	Avro 146 RJ100	2235



**13 Wednesday**

C-GTDB	Airbus 320	0135	G-FRYI	King Air 200	0328
G-BYNB	Boeing 737 800	0343	G-UKTI	Fokker 50	0748
CS-DNC	Citation II	0825	N527EW	Citation I	0851
F-GEHD	Gazelle	0923	G-JEDD	DHC-8	0924
G-TAIR	PA-34 Seneca	0927	G-MAJI	Jetstream 41	0930
G-OBMM	Boeing 737 400	0932	G-GNTH	SAAB 340	0936
G-MAJK	Jetstream 41	0939	G-GNTI	SAAB 340	0943
F-GSGS	PA-46 Malibu	0946	G-HUGG	Lear Jet 35A	0948
G-UKTE	Fokker 50	0952	EI-COB	Boeing 737	0954
N220SC	PA-31T Cheyenne	1001	G-HAMA	King Air 200	1005
G-ROWN	King Air 200	1016	G-RJXD	EMB 145	1114
OO-DJJ	BAe 146 200	1135	G-BCRL	PA-28 Warrior	1222
G-JEDD	DHC-8	1232	G-UKTI	Fokker 50	1240
G-MAJK	Jetstream 41	1257	G-UVIP	Cessna 421C	1300
VP-CCP	Citation Bravo	1327	G-MAJL	Jetstream 41	1348
G-OBMM	Boeing 737 400	1404	G-GNTI	SAAB 340	1407
G-UKTE	Fokker 50	1419	G-MAJJ	Jetstream 41	1421
OO-DJV	Avro 146 RJ85	1504	G-UKTI	Fokker 50	1650
G-GNTH	SAAB 340	1652	G-MAJL	Jetstream 41	1708
G-MAJK	Jetstream 41	1715	G-LSFI	AA5A Cheetah	1716
G-BYTH	Airbus 320	1723	G-GNTI	SAAB 340	1731
G-JEDD	DHC-8	1734	G-MAJJ	Jetstream 41	1737
HB-IDJ	CL700 RJ	1743	G-RJXD	EMB 145	1757
EI-CJG	Boeing 737	1810	G-OBMM	Boeing 737 400	1820
G-BYNB	Boeing 737 800	1853	OO-DWH	Avro 146 RJ100	1900
G-GNTH	SAAB 340	1955	G-UKTD	Fokker 50	2000
TF-BBD	Boeing 737 300	2005	G-MAJK	Jetstream 41	2012
G-GNTI	SAAB 340	2029	G-MAJL	Jetstream 41	2031
G-MAJJ	Jetstream 41	2034	G-JEDD	DHC-8	2036
G-OBMM	Boeing 737 400	2135	G-RJXD	EMB 145	2153
OO-DWL	Avro 146 RJ100	2232	G-BYTH	Airbus 320	2356

**14 Thursday**

D-AKUE	CL601 Challenger	0717	G-UKTA	Fokker 50	0817
G-MRMR	PA-31 Navajo	0845	C-GTDB	Airbus 320	0855
G-MAJJ	Jetstream 41	0926	G-OBMM	Boeing 737 400	0927
G-JEDD	DHC-8	0934	G-GNTH	SAAB 340	0937
G-JANO	PA-28RT Arrow 4	0939	G-GNTI	SAAB 340	0942
G-OPCS	Hughes 369E	0944	G-MAJL	Jetstream 41	0956
G-UKTB	Fokker 50	0958	G-MAJK	Jetstream 41	1009
EI-CJE	Boeing 737	1012	OO-DJH	BAe 146 200	1052
G-RJXD	EMB 145	1146	G-JEDD	DHC-8	1228
G-UKTA	Fokker 50	1232	G-OOOG	Boeing 757	1318
G-MAJL	Jetstream 41	1325	CS-DNO	Hawker 800XP	1346
G-GNTI	SAAB 340	1359	G-OBMM	Boeing 737 400	1407
G-PLAM	Jetstream 31	1410	EC-GUR	Airbus 320	1413
G-SUEE	Airbus 320	1419	G-MAJF	Jetstream 41	1423
G-UKTD	Fokker 50	1441	G-CLHE	BAe 146 200	1450
OO-DJR	Avro 146 RJ85	1452	G-HUGG	Lear Jet 35A	1535
G-OPCS	Hughes 369E	1550	G-UKTA	Fokker 50	1652
G-GNTH	SAAB 340	1705	G-MAJL	Jetstream 41	1708
G-MAJK	Jetstream 41	1717	G-GNTI	SAAB 340	1736
G-JEDD	DHC-8	1801	G-MAJF	Jetstream 41	1806
G-OBMM	Boeing 737 400	1836	OO-DWF	Avro 146 RJ100	1847
EI-CJC	Boeing 737	1850	G-CLHE	BAe 146 200	1906

C-GTDB	Airbus 320	1914	TF-BBD	Boeing 737 300	2020
G-MAJK	Jetstream 41	2031	HB-VIK	BAe 125 800B	2037
G-MAJL	Jetstream 41	2058	G-BYNB	Boeing 737 800	2101
SE-RAA	EMB 135	2104	G-JEDD	DHC-8	2109
G-MAJF	Jetstream 41	2116	G-UKTI	Fokker 50	2121
G-GNTH	SAAB 340	2126	G-OBMM	Boeing 737 400	2135
G-BVJB	Fokker 100	2155	OO-DWH	Avro 146 RJ100	2241

#### 15 Friday

G-MAJF	Jetstream 41	0002	C-GTDB	Airbus 320	0600
G-BYTH	Airbus 320	0703	N79EL	Beechjet 400A	0800
G-UKTD	Fokker 50	0804	C-CLHA	BAe 146 200	0809
G-JEDD	DHC-8	0920	G-OBMM	Boeing 737 400	0925
G-UVIP	Cessna 421C	0927	N125GP	Lear Jet 31A	0937
G-GNTH	SAAB 340	0940	G-MAJL	Jetstream 41	0943
G-MAJF	Jetstream 41	0956	El-CJE	Boeing 737	1002
G-MAJK	Jetstream 41	1008	G-UKTI	Fokker 50	1020
OO-DJN	Avro 146 RJ85	1027	G-CLHA	BAe 146 200	1044
EC-HJP	Boeing 737 800	1126	G-RJXD	EMB 145	1153
El-CNM	PA-31 Navajo	1221	G-UKTD	Fokker 50	1228
G-JEDD	DHC-8	1234	G-MAJL	Jetstream 41	1312
G-GNTH	SAAB 340	1400	G-OBMM	Boeing 737 400	1411
G-BYNB	Boeing 737 800	1428	G-OBWR	BAe ATP	1432
CS-DNN	Hawker 800XP	1441	OO-DJX	Avro 146 RJ85	1451
G-MAJF	Jetstream 41	1455	N6107Y	Rockwell 114B	1502
G-JMCE	Boeing 757	1540	G-UKTB	Fokker 50	1624
G-VVIP	Cessna 421C	1634	G-UKTD	Fokker 50	1642
G-TAXI	PA-23 Aztec	1654	G-MAJK	Jetstream 41	1716
G-MAJL	Jetstream 41	1731	G-RJXD	EMB 145	1737
G-JEDD	DHC-8	1742	G-OBWR	BAe ATP	1745
G-VIPP	PA-31 Navajo	1805	G-GNTH	SAAB 340	1822
El-CON	Boeing 737	1824	G-MAJF	Jetstream 41	1901
G-OBMM	Boeing 737 400	1918	G-MOHS	PA-31 Navajo	1922
N35AL	PA-34 Seneca	1931	TF-BBD	Boeing 737 300	2035
G-JEDD	DHC-8	2039	G-MAJK	Jetstream 41	2044
G-MAJL	Jetstream 41	2049	G-UKTB	Fokker 50	2054
G-OBWR	BAe ATP	2057	G-GNTH	SAAB 340	2124
G-BVJB	Fokker 100	2138	C-GTDB	Airbus 320	2151
G-BYNB	Boeing 737 800	2156	G-RJXD	EMB 145	2203
G-MAJF	Jetstream 41	2211	EC-GUR	Airbus 320	2232
EC-HLN	Boeing 737 800	2249	EC-HGO	Boeing 737 800	2251
OO-DJZ	Avro 146 RJ85	2252	G-OBMM	Boeing 737 400	2312

#### 16 Saturday

C-GTDB	Airbus 320	0438	G-BYNB	Boeing 737 800	0526
G-UKTD	Fokker 50	0801	EC-GNZ	Boeing 737 400	0827
G-BVJB	Fokker 100	0940	G-UKTB	Fokker 50	0956
El-CON	Boeing 737	1017	G-RJXD	EMB 145	1154
G-EMBF	EMB 145	1156	G-BYNB	Boeing 737 800	1257
G-JEDY	DHC-8	1322	G-MAJI	Jetstream 41	1400
G-UKTB	Fokker 50	1423	G-JEDD	DHC-8	1430
C-GTDB	Airbus 320	1432	OO-DJS	Avro 146 RJ85	1452
G-BVTE	Fokker 70	1458	G-RJXC	EMB 145	1516
G-MSKB	Boeing 737 500	1544	G-PROD	Ecureuil	1554
G-RJXD	EMB 145	1710	G-ORJB	Citation I	1714
EC-HGO	Boeing 737 800	1717	G-MAJI	Jetstream 41	1741
G-BVYB	Airbus 320	1745	OO-DJZ	Avro 146 RJ85	1846



G-JEDD	DHC-8	1856
G-UKTB	Fokker 50	2012
G-ODSK	Boeing 737 300	2059
EC-HJQ	Boeing 737 800	2245

# 17 Sunday

G-MSKE	Boeing 737 500	0008
C-GTDB	Airbus 320	0443
G-BVJB	Fokker 100	0921
OO-MJE	BAe 146 200	1013
G-JEDY	DHC-8	1110
G-RJXD	EMB 145	1222
G-MAJI	Jetstream 41	1258
G-UKTB	Fokker 50	1414
OO-DJZ	Avro 146 RJ85	1441
C-GTDB	Airbus 320	1526
G-UKTD	Fokker 50	1638
G-RJXD	EMB 145	1645
G-MAJL	Jetstream 41	1716
G-JEDD	DHC-8	1730
OO-DJO	Avro 146 RJ85	1858
D-AKUE	CL601 Challenger	1909
G-UKTI	Fokker 50	2000
G-MAJI	Jetstream 41	2021
G-GNTI	SAAB 340	2029
G-RJXD	EMB 145	2105
G-MAJE	Jetstream 41	2152
C-GTDB	Airbus 320	2312

# 18 Monday

G-BYNB	Boeing 737 800	0358
G-BVTG	Fokker 70	0729
G-JEDD	DHC-8	0917
G-OBMP	Boeing 737 300	0928
G-RJXD	EMB 145	0936
EI-CNY	Boeing 737	0959
G-UKTI	Fokker 50	1020
EC-HGP	Boeing 737 800	1027
G-BVTG	Fokker 70	1125
G-JEDD	DHC-8	1227
G-MAJI	Jetstream 41	1301
G-UKTD	Fokker 50	1305
G-GNTE	SAAB 340	1417
OO-DJQ	Avro 146 RJ85	1500
N41AK	King Air F90	1506
G-PEGY	Europa	1527 N/res
G-GNTI	SAAB 340	1649
G-RJXD	EMB 145	1705
G-MAJI	Jetstream 41	1711
G-JEDD	DHC-8	1725
EI-CJG	Boeing 737	1810
G-BDYD	Rockwell 114	1859
G-UKTI	Fokker 50	2003
G-MAJI	Jetstream 41	2010
G-MAJL	Jetstream 41	2021
G-MAJF	Jetstream 41	2030
TF-BBD	Boeing 737 300	2038

G-BYNB	Boeing 737 800	1947
G-MANF	BAe ATP	2015
C-GTDB	Airbus 320	2233
EC-HBM	Boeing 737 800	2319

G-BYNB	Boeing 737 800	0350
N198SL	Citation Bravo	0907
G-UKTB	Fokker 50	0946
N900CB	Cessna 421C	1037
G-MIDV	Airbus 320	1147
G-UKTD	Fokker 50	1247
G-JEDD	DHC-8	1408
G-BYNB	Boeing 737 800	1417
G-MAUD	BAe ATP	1504
G-GNTE	SAAB 340	1542
G-GNTI	SAAB 340	1640
G-TICL	Airbus 320	1713
G-MAJI	Jetstream 41	1729
G-BVZE	Boeing 737 500	1834
EI-CNY	Boeing 737	1905
G-GNTE	SAAB 340	1954
G-MAUD	BAe ATP	2003
G-MAJL	Jetstream 41	2026
G-JEDD	DHC-8	2033
G-OBMP	Boeing 737 300	2144
OO-DWJ	Avro 146 RJ100	2249

C-GTDB	Airbus 320	0617
G-UKTD	Fokker 50	0813
G-MAJI	Jetstream 41	0925
G-MAJL	Jetstream 41	0931
G-GNTE	SAAB 340	0938
VP-BMS	Falcon 900EX	1017
G-MAJE	Jetstream 41	2023
OO-DJF	BAe 146 200	1039
G-BXNS	JetRanger	1139
G-GNTI	SAAB 340	1257
G-MAJM	Jetstream 41	1303
G-OBMP	Boeing 737 300	1414
G-MAJL	Jetstream 41	1419
G-UKTI	Fokker 50	1505
N188S	Agusta A109A	1517
G-UKTD	Fokker 50	1641
G-BDYD	Rockwell 114	1456
G-MAJF	Jetstream 41	1709
G-MAJL	Jetstream 41	1723
G-GNTE	SAAB 340	1728
G-OBMP	Boeing 737 300	1839
OO-DWJ	Avro 146 RJ100	1905
C-GTDB	Airbus 320	2008
G-GNTI	SAAB 340	2014
G-JEDD	DHC-8	2027
G-BYNB	Boeing 737 800	2035
G-GNTE	SAAB 340	2040



G-RJXD	EMB 145	2102	G-OBMP	Boeing 737 300	2145
OO-DWL	Avro 146 RJ100	2226	G-JMCF	Boeing 757	2315
<b>19 Tuesday</b>					
G-BYNB	Boeing 737 800	0407	C-GTDB	Airbus 320	0634
G-UKTD	Fokker 50	0752	G-VICE	Hughes 369	0848
G-JEDD	DHC-8	0925	G-OBMP	Boeing 737 300	0929
G-MAJF	Jetstream 41	0933	G-MAJL	Jetstream 41	0936
G-GNTE	SAAB 340	0937	G-GNTI	SAAB 340	0941
EI-COA	Boeing 737	0946	G-UKTA	Fokker 50	1012
G-MAJI	Jetstream 41	1018	9H-ABP	Airbus 320	1051
OO-DJE	BAe 146 200	1053	G-RJXD	EMB 145	1117
G-PZAZ	PA-31 Navajo	1135	G-JEDD	DHC-8	1223
G-UKTD	Fokker 50	1233	G-MAJL	Jetstream 41	1251
G-GNTI	SAAB 340	1411	G-OBMP	Boeing 737 300	1416
G-MAJF	Jetstream 41	1421	G-GNTH	SAAB 340	1424
OO-DJT	Avro 146 RJ85	1452	C-GTDB	Airbus 320	1507
G-UKTB	Fokker 50	1623	G-UKTD	Fokker 50	1645
G-RJXD	EMB 145	1650	G-BOHO	PA-28 Warrior II	1657
G-MAJL	Jetstream 41	1700	G-GNTH	SAAB 340	1718
N220SC	PA-31T Cheyenne	1720	G-MAJI	Jetstream 41	1723
G-GNTI	SAAB 340	1730	G-JEDD	DHC-8	1734
EI-CNX	Boeing 737	1810	G-OBMP	Boeing 737 300	1813
G-PWEE	Agusta A109E	1825	G-ELLA	PA-32R Saratoga	1835
OO-DJS	Avro 146 RJ85	1926	D-CWIN	BAe 125 800A	1937
TF-BBD	Boeing 737 300	1954	G-GNTH	SAAB 340	2002
G-UKTB	Fokker 50	2010	G-MAJI	Jetstream 41	2023
G-MAJF	Jetstream 41	2026	G-GNTI	SAAB 340	2028
G-ONSF	PA-28R Arrow	2031	G-MAJL	Jetstream 41	2035
G-BYNB	Boeing 737 800	2037	G-JEDD	DHC-8	2041
G-RJXD	EMB 145	2001	G-OBMP	Boeing 737 300	2131
OO-DWH	Avro 146 RJ100	2244			

## 20 Wednesday

C-GTDB	Airbus 320	0117	G-BYNB	Boeing 737 800	0355
G-UKTA	Fokker 50	0849	G-ROWN	King Air 200	0851
G-BVMA	King Air 200	0857	G-JEDD	DHC-8	0914
G-MAJI	Jetstream 41	0923	G-GNTI	SAAB 340	0930
G-MAJF	Jetstream 41	0933	G-OBMP	Boeing 737 300	0936
G-GNTH	SAAB 340	0944	EI-CNX	Boeing 737	0950
G-MAJL	Jetstream 41	1012	G-UKTB	Fokker 50	1019
OO-DJJ	BAe 146 200	1025	G-RJXD	EMB 145	1114
G-SBAS	King Air 200	1215	G-JEDD	DHC-8	1227
G-MAJF	Jetstream 41	1246	G-UKTA	Fokker 50	1259
G-OBMP	Boeing 737 300	1352	G-OBLC	B76 Duchess	1400
G-BOTM	JetRanger	1406	G-MAJK	Jetstream 41	1425
G-GNTH	SAAB 340	1431	G-UKTB	Fokker 50	1434
OO-DJT	Avro 146 RJ85	1447	G-TANS	TB-20 Trinidad	1554
G-GNTI	SAAB 340	1653	G-RJXD	EMB 145	1701
G-MAJL	Jetstream 41	1711	G-MAJF	Jetstream 41	1712
C-GTDB	Airbus 320	1715	G-GNTH	SAAB 340	1729
G-JEDD	DHC-8	1732	G-MAJK	Jetstream 41	1740
G-TBGL	Agusta A109A	1809	G-OBMP	Boeing 737 300	1825
EI-CNY	Boeing 737	1830	G-BDYD	Rockwell 114	1839
G-BYNC	Boeing 737 800	1904	OO-DWA	Avro 146 RJ100	1924
G-GNTI	SAAB 340	1947	TF-BBD	Boeing 737 300	1953
D-CWIN	BAe 125 800A	1958	G-MAJL	Jetstream 41	2006

G-UKTA	Fokker 50	2025	G-GNTH	SAAB 340	2027
G-MAJF	Jetstream 41	2034	G-MAJK	Jetstream 41	2037
G-JEDD	DHC-8	2039	G-RJXD	EMB 145	2102
G-OBMP	Boeing 737 300	2153	OO-DJY	Avro 146 RJ85	2235
C-GTDB	Airbus 320	2350			

## 21 Thursday

40086	C21A	0827	G-JEDD	DHC-8	0914
G-MAJL	Jetstream 41	0922	G-OBMP	Boeing 737 300	0923
G-MAJF	Jetstream 41	0928	G-GNTI	SAAB 340	0934
G-GNTH	SAAB 340	0937	EI-COX	Boeing 737	0952
G-UKTA	Fokker 50	1002	G-MAJK	Jetstream 41	1011
OO-DJG	BAe 146 200	1028	N147CD	Cirrus SR20	1114
G-FEBY	Robinson R-22B	1143	G-RJXD	EMB 145	1146
G-JEDD	DHC-8	1236	G-UKTI	Fokker 50	1247
G-MAJL	Jetstream 41	1256	G-BKIB	TB-9 Tampico	1300
G-OOOG	Boeing 757	1310	G-PASG	Bolkow 105DBS	1335
G-SUEE	Airbus 320	1408	G-GNTH	SAAB 340	1410
G-PLAH	Jetstream 31	1421	G-OBMP	Boeing 737 300	1423
EC-GUR	Airbus 320	1426	G-MAJC	Jetstream 41	1432
G-COEZ	Airbus 320	1436	D-EBLO	Bolkow Bo 207	1438
G-UKTA	Fokker 50	1442	OO-DJZ	Avro 146 RJ85	1445
G-DAKO	PA-28 Dakota	1446	G-MOND	Boeing 757	1652
G-RJXD	EMB 145	1655	G-UKTI	Fokker 50	1658
G-MAJL	Jetstream 41	1703	G-MAJK	Jetstream 41	1710
G-GNTI	SAAB 340	1712	C-GTDB	Airbus 320	1716
G-JEDD	DHC-8	1734	G-GNTH	SAAB 340	1735
G-MAJC	Jetstream 41	1800	EI-COA	Boeing 737	1818
G-OBMP	Boeing 737 300	1826	OO-DWK	Avro 146 RJ100	1902
TF-BBD	Boeing 737 300	1950	G-UKTA	Fokker 50	2000
G-GNTI	SAAB 340	2002	G-MAJK	Jetstream 41	2014
G-GNTH	SAAB 340	2031	G-MAJL	Jetstream 41	2035
G-JEDD	DHC-8	2040	G-MAJC	Jetstream 41	2050
G-BYNC	Boeing 737 800	2052	G-RJXD	EMB 145	2105
G-OBMP	Boeing 737 300	2138	OO-DJZ	Avro 146 RJ85	2240

## 22 Friday

C-GTDB	Airbus 320	0407	G-UKTI	Fokker 50	0749
N510PS	Cessna 310N	0833	G-OBMP	Boeing 737 300	0919
G-MAJK	Jetstream 41	0923	G-JEDD	DHC-8	0928
G-GNTH	SAAB 340	0931	G-GNTI	SAAB 340	0934
G-MAJL	Jetstream 41	0946	EI-CKR	Boeing 737	1004
G-UKTA	Fokker 50	1007	G-MAJC	Jetstream 41	1009
G-BOKT	PA-28 Warrior II	1031	OO-DJH	BAe 146 200	1056
G-RJXD	EMB 145	1119	EC-HJP	Boeing 737 800	1134
G-JEDD	DHC-8	1234	G-AYPV	PA-28 Cherokee	1237
G-BODY	Cessna 310R	1240	G-UKTI	Fokker 50	1249
G-MAJL	Jetstream 41	1308	G-CONL	TB-10 Tobago	1329
G-HYLT	PA-32R Saratoga	1409	G-OBMP	Boeing 737 300	1410
G-GNTH	SAAB 340	1413	G-TEDS	TB-10 Tobago	1421
G-MAJJ	Jetstream 41	1425	G-BYNC	Boeing 737 800	1427
G-BCRL	PA-28 Warrior	1435	OO-DJO	Avro 146 RJ85	1448
G-UKTA	Fokker 50	1454	N195AL	King Air 300	1503
G-FCLB	Boeing 757	1550	G-GIFT	PA-28 Archer 3	1601
N510PS	Cessna 310N	1631	G-BYYG	T-67C Firefly	1646
G-UKTI	Fokker 50	1650	G-GNTI	SAAB 340	1701
G-RJXD	EMB 145	1706	G-MAJL	Jetstream 41	1712

G-MAJC	Jetstream 41	1716	G-BVTE	Fokker 70	— 1800
G-MAJJ	Jetstream 41	1732	EI-CON	Boeing 737	1803
G-OBMP	Boeing 737 300	1834	G-JEDD	DHC-8	1900
G-PLBI	Cessna 172S	1916	G-GNTI	SAAB 340	1942
G-BVTE	Fokker 70	1959	G-MAJC	Jetstream 41	2004
TF-BBD	Boeing 737 300	2012	G-GNTH	SAAB 340	2027
G-MAJJ	Jetstream 41	2028	EC-GUR	Airbus 320	2030
G-MAJL	Jetstream 41	2033	C-GTDB	Airbus 320	2034
OO-DWJ	Avro 146 RJ100	2038	G-UKTH	Fokker 50	2043
G-RJXD	EMB 145	2103	G-OBMP	Boeing 737 300	2143
G-JEDD	DHC-8	2148	G-BYNC	Boeing 737 800	2202
G-BVJA	Fokker 100	2206	EC-HGQ	Boeing 737 800	2208
OO-DWL	Avro 146 RJ100	2225	EC-HHG	Boeing 737 800	2248

### 23 Saturday

C-GTDB	Airbus 320	0426	G-BYNC	Boeing 737 800	0503
G-UKTI	Fokker 50	0749	EC-HVY	Boeing 737 400	0800
G-BMDK	PA-34 Seneca	0846	G-BVJA	Fokker 100	0924
G-UKTH	Fokker 50	0947	EI-COX	Boeing 737	0957
G-EMBO	EMB 145	1122	G-RJXD	EMB 145	1155
G-JRJR	Lear Jet 45	1248	G-BYNC	Boeing 737 300	1255
G-MAJJ	Jetstream 41	1300	G-JEDY	DHC-8	1320
G-ZAPN	BAe 146	1413	G-JEDD	DHC-8	1428
C-GTDB	Airbus 320	1430	G-MSKB	Boeing 737 500	1436
OO-DJT	Avro 146 RJ85	1458	G-BSER	PA-28 Cherokee	1510
G-BVTF	Fokker 70	1520	G-RJXD	EMB 145	1525
G-UKTI	Fokker 50	1539	EC-HBM	Boeing 737 800	1615
G-MAJL	Jetstream 41	1629	G-BXKA	Airbus 320	1635
G-MAJJ	Jetstream 41	1729	G-CEGR	King Air 200	1850
OO-DWJ	Avro 146 RJ100	1901	G-BMDK	PA-34 Seneca	1928
G-JEDB	DHC-8	1951	G-UKTI	Fokker 50	1958
G-BYNC	Boeing 737 800	2040	G-BYZJ	Boeing 737 300	2108
C-GTDB	Airbus 320	2139	G-PLBI	Cessna 172S	2147
EC-HJQ	Boeing 737 800	2216	EC-HKQ	Boeing 737 800	1224

### 24 Sunday

G-BYNC	Boeing 737 800	0404	C-GTDB	Airbus 320	0413
OY-BTZ	PA-31 Navajo	0901	G-BVTE	Fokker 70	0929
G-UKTI	Fokker 50	0940	OO-DJE	Avro 146 RJ85	1023
G-BAFU	PA-28 Cherokee	1053	G-JEDY	DHC-8	1133
G-BMDK	PA-34 Seneca	1148	G-RJXD	EMB 145	1225
G-UKTD	Fokker 50	1229	G-BYNC	Boeing 737 800	1234
G-MAJC	Jetstream 41	1246	G-JEDB	DHC-8	1347
G-BYYG	767C Firefly	1352	G-UKTI	Fokker 50	1414
OO-DJT	Avro 146 RJ85	1451	C-GTDB	Airbus 320	1504
G-GNTI	SAAB 340	1520	G-GIFT	PA-28 Archer 3	1523
G-RJXD	EMB 145	1639	G-UKTD	Fokker 50	1644
G-YJBM	Airbus 320	1700	G-MAJL	Jetstream 41	1710
G-MAJC	Jetstream 41	1724	G-JEDB	DHC-8	1732
EI-CKR	Boeing 737	1825	G-BVKC	Boeing 737 500	1842
OO-DJP	Avro 146 RJ85	1855	G-GNTH	SAAB 340	1948
G-MAJJ	Jetstream 41	1950	G-UKTI	Fokker 50	1956
G-MAJL	Jetstream 41	2006	G-GNTI	SAAB 340	2018
G-MAJC	Jetstream 41	2021	G-JEDB	DHC-8	2035
G-RJXD	EMB 145	2058	OO-DWF	Avro 146 RJ100	2224
G-OJTW	Boeing 737 300	2228	C-GTDB	Airbus 320	2238



**25 Monday**

G-BYNC	Boeing 737 800	0346	G-RVRD	PA-23 Aztec	0502
C-GTDB	Airbus 320	0549	LN-AAU	Citation III	0732
G-UKTD	Fokker 50	0758	G-BUKA	SA227AC Metro	0803
PH-ECF	King Air B200	0855	G-SMJJ	Cessna 414A	0918
G-JEDB	DHC-8	0922	G-MAJL	Jetstream 41	0924
G-MAJC	Jetstream 41	0927	G-OJTW	Boeing 737 300	0936
G-GNTH	SAAB 340	0939	G-CDAV	PA-34 Seneca	0942
G-GNTI	SAAB 340	0952	G-UKTI	Fokker 50	1003
EI-CJG	Boeing 737	1007	EC-HKR	Boeing 737 800	1018
G-MAJJ	Jetstream 41	1021	G-BLFZ	PA-31 Navajo	1030
G-CPTM	PA-28 Warrior	1037	N273TB	B58 Baron	1041
G-BVMA	King Air 200	1051	G-RJXD	EMB 145	1105
OO-DJE	Avro 146 RJ85	1116	G-OBLC	B76 Duchess	1208
G-UKTD	Fokker 50	1229	G-JEDB	DHC-8	1236
G-MAJC	Jetstream 41	1254	G-LEAF	Cessna F406	1349
G-GNTI	SAAB 340	1358	G-OJTW	Boeing 737 300	1402
G-UKTI	Fokker 50	1428	OO-DJO	Avro 146 RJ85	1500
G-CHEM	PA-34 Seneca	1505	G-BSFP	Cessna 152	1529
G-UKTD	Fokker 50	1646	G-RJXD	EMB 145	1648
N220SC	PA-31T Cheyenne	1650	G-BLYE	TB-10 Tobago	1653
G-GNTH	SAAB 340	1659	OY-JRO	King Air B90	1702
G-MAJC	Jetstream 41	1709	G-MAJL	Jetstream 41	1722
G-GNTI	SAAB 340	1725	G-JEDB	DHC-8	1731
G-MAJJ	Jetstream 41	1732	EI-COX	Boeing 737	1756
G-OJTW	Boeing 737 300	1825	OO-DWA	Avro 146 RJ100	1853
C-GTDB	Airbus 320	1956	G-GNTH	SAAB 340	1959
G-UKTI	Fokker 50	2001	G-MAJL	Jetstream 41	2007
G-GNTI	SAAB 340	2016	G-BYNC	Boeing 737 800	2019
G-MAJJ	Jetstream 41	2022	G-MAJC	Jetstream 41	2024
G-JEDB	DHC-8	2035	G-RJXD	EMB 145	2105
G-OJTW	Boeing 737 300	2132	G-CPTM	PA-28 Warrior	2211
OO-DWI	Avro 146 RJ100	2229	G-JMCD	Boeing 757	2315

**26 Tuesday**

G-BYNC	Boeing 737 800	0400	C-GTDB	Airbus 320	0629
G-UKTB	Fokker 50	0756	G-BZSD	PA-46 Malibu	0810
G-MAJJ	Jetstream 41	0923	G-OJTW	Boeing 737 300	0925
G-JEDB	DHC-8	0931	G-GNTI	SAAB 340	0937
G-MAJC	Jetstream 41	0940	G-GNTH	SAAB 340	0950
G-MAJL	Jetstream 41	1017	OO-DJG	BAe 146 200	1021
G-PLAH	Jetstream 31	1035	9H-ADN	Boeing 737 300	1050
G-SUZN	PA-28 Warrior II	1057	G-RJXD	EMB 145	1110
G-DENZ	PA-44 Seminole	1226	G-JEDB	DHC-8	1229
G-UKTB	Fokker 50	1244	G-MAJC	Jetstream 41	1303
XZ677	Lynx AH.7	1307	G-BZSD	PA-46 Malibu	1342
G-OJTW	Boeing 737 300	1345	G-GNTH	SAAB 340	1353
G-MAJJ	Jetstream 41	1429	G-UKTI	Fokker 50	1433
C-GTDB	Airbus 320	1442	OO-DJY	Avro 146 RJ85	1448
OY-BTZ	PA-31 Navajo	1553	G-XTUN	Bell 47G 3B-1	1654
G-RJXD	EMB 145	1656	G-UKTB	Fokker 50	1659
G-MAJL	Jetstream 41	1715	G-GNTI	SAAB 340	1717
G-JEDB	DHC-8	1729	G-GNTH	SAAB 340	1733
G-MAJC	Jetstream 41	1749	G-BUKA	SA227AC Metro	1756
G-MAJJ	Jetstream 41	1758	EI-COX	Boeing 737	1817
G-OJTW	Boeing 737 300	1826	G-MAJL	Jetstream 41	1957

G-UKTI	Fokker 50	2007
TF-BBD	Boeing 737 300	2020
G-GNTH	SAAB 340	2038
G-RJXD	EMB 145	2057
G-MAJJ	Jetstream 41	2108
G-MAJC	Jetstream 41	2212

## 27 Wednesday

XV190	Hercules C.3	0041
G-BYNC	Boeing 737 800	0402
G-JEDB	DHC-8	0915
G-MAJC	Jetstream 41	0924
G-GNTI	SAAB 340	0932
EI-CJI	Boeing 737	0949
G-BSSW	PA-28 Warrior II	1021
OO-MJE	BAe 146 200	1031
G-DENZ	PA-44 Seminole	1156
XS737	Dominie T.2	1216
G-JEDB	DHC-8	1230
G-UKTB	Fokker 50	1243
G-GNTI	SAAB 340	1345
G-MAJJ	Jetstream 41	1437
G-OMNI	PA-28R Arrow	1555
G-UKTB	Fokker 50	1642
G-MAJC	Jetstream 41	1700
G-TOYZ	JetRanger	1705
C-GTDB	Airbus 320	1718
G-MAJJ	Jetstream 41	1728
G-GNTI	SAAB 340	1740
G-OJTW	Boeing 737 300	1831
OO-DJK	Avro 146 RJ85	1854
G-GNTH	SAAB 340	1955
G-MAJJ	Jetstream 41	2024
G-GNTI	SAAB 340	2034
G-UKTI	Fokker 50	2049
G-OJTW	Boeing 737 300	2129
C-GTDB	Airbus 320	2358

## 28 Thursday

G-KDMA	Citation V	0726
G-BXXT	B76 Duchess	0815
G-JEDD	DHC-8	0917
G-OJTW	Boeing 737 300	0934
G-GNTH	SAAB 340	0939
G-BFAI	Rockwell 114	0959
N189LJ	Lear Jet 60	1022
PH-NVK	Cessna 340A	1153
G-NELI	PA-28R Arrow	1219
VP-CSC	Citation Ultra	1249
G-MAJC	Jetstream 41	1300
G-GNTJ	SAAB 340	1324
G-GNTH	SAAB 340	1356
G-OJTW	Boeing 737 300	1410
G-MAJL	Jetstream 41	1421
EC-GUR	Airbus 320	1437
G-DJAR	Airbus 320	1439
G-BTGZ	PA-28 Archer II	1626

G-GNTI	SAAB 340	2017
G-JEDB	DHC-8	2035
G-BYNC	Boeing 737 800	2043
OO-DWC	Avro 146 RJ100	2059
G-OJTW	Boeing 737 300	2137
OO-DWF	Avro 146 RJ100	2232

C-GTDB	Airbus 320	0129
G-UKTB	Fokker 50	0748
G-OJTW	Boeing 737 300	0918
G-MAJJ	Jetstream 41	0926
G-GNTH	SAAB 340	0941
G-MAJL	Jetstream 41	1011
G-PZIZ	PA-31 Navajo	1025
G-UKTI	Fokker 50	1115
G-BFOM	PA-31 Navajo	1202
G-RJXD	EMB 145	1220
G-BCTJ	Cessna 310Q	1240
G-MAJC	Jetstream 41	1259
G-OJTW	Boeing 737 300	1351
OO-DJQ	Avro 146 RJ85	1441
G-UKTI	Fokker 50	1623
G-RJXD	EMB 145	1656
G-BZGO	Robinson R-44	1702
G-GNTH	SAAB 340	1707
G-MAJL	Jetstream 41	1723
G-JEDB	DHC-8	1731
EI-CNT	Boeing 737	1829
G-BYNC	Boeing 737 800	1841
TF-BBD	Boeing 737 300	1940
G-MAJL	Jetstream 41	2017
G-MAJC	Jetstream 41	2026
G-JEDB	DHC-8	2042
G-RJXD	EMB 145	2103
OO-DWA	Avro 146 RJ100	2219

G-UKTC	Fokker 50	0745
G-CLHE	BAe 146 200	0913
G-MAJL	Jetstream 41	0924
G-MAJC	Jetstream 41	0936
G-RJXD	EMB 145	0951
G-MAJJ	Jetstream 41	1011
G-UKTI	Fokker 50	1030
G-UKTC	Fokker 50	1207
G-JEDB	DHC-8	1225
G-DENZ	PA-44 Seminole	1257
G-OOOV	Boeing 757	1310
G-CLHE	BAe 146 200	1348
G-TICL	Airbus 320	1407
G-UKTI	Fokker 50	1418
G-PLAM	Jetstream 31	1430
XZ677	Lynx AH.7	1438
OO-DJW	Avro 146 RJ85	1457
G-UKTC	Fokker 50	1642



G-GNTJ	SAAB 340	1705
G-MAJC	Jetstream 41	1711
C-GTDB	Airbus 320	1725
G-GNTH	SAAB 340	1733
N800J	Gulfstream IV SP	1800
G-OJTW	Boeing 737 300	1820
OO-DWQ	Avro 146 RJ100	1912
G-UKTI	Fokker 50	2005
G-GNTJ	SAAB 340	2009
G-MAJC	Jetstream 41	2028
G-MAJL	Jetstream 41	2043
G-BYNC	Boeing 737 800	2129
OO-DWD	Avro 146 RJ100	2229

# 29 Friday

C-GTDB	Airbus 320	0408
G-JEDB	DHC-8	0925
G-MAJJ	Jetstream 41	0937
G-NELI	PA-28R Arrow	0940
G-OJTW	Boeing 737 300	0945
G-UKTF	Fokker 50	1001
OO-DJF	BAe 146 200	1026
EC-HKQ	Boeing 737 800	1129
G-RJXD	EMB 145	1230
G-MAJL	Jetstream 41	1309
G-GNTJ	SAAB 340	1358
G-MAJJ	Jetstream 41	1432
OO-DJP	Avro 146 RJ85	1501
G-UKTC	Fokker 50	1644
G-GNTH	SAAB 340	1710
G-MAJJ	Jetstream 41	1722
G-JEDB	DHC-8	1728
OE-GEO	Hawker 800XP	1743
OO-DJN	Avro 146 RJ85	1845
G-UKTF	Fokker 50	1955
G-MAJC	Jetstream 41	2011
G-MAJJ	Jetstream 41	2024
G-MAJL	Jetstream 41	2033
G-JEDB	DHC-8	2039
OO-DWB	Avro 146 RJ100	2222
G-HGO	Boeing 737 800	2225
G-MIGZ	Airbus 320	2306

# 30 Saturday

C-GTDB	Airbus 320	0425
G-UKTD	Fokker 50	0747
G-BVJB	Fokker 100	0914
EI-CNV	Boeing 737	1001
CS-DNV	Hawker 800XP	1057
N83196	PA-28R Arrow 3	1130
G-MAJL	Jetstream 41	1258
EI-WYO	PA-31 Navajo	1310
C-GTDB	Airbus 320	1332
G-ZAPK	BAe 146 200QC	1403
G-JEDB	DHC-8	1438
G-MSKE	Boeing 737 500	1501
G-RJXD	EMB 145	1555

G-RJXD	EMB 145	1708
G-MAJJ	Jetstream 41	1716
G-JEDB	DHC-8	1729
G-MAJL	Jetstream 41	1753
EI-CJH	Boeing 737	1808
G-RAMI	JetRanger	1910
TF-BBD	Boeing 737 300	1956
G-MAJJ	Jetstream 41	2008
G-GNTH	SAAB 340	2025
G-JEDB	DHC-8	2041
G-RJXD	EMB 145	2113
G-OJTW	Boeing 737 300	2202

G-UKTC	Fokker 50	0805
G-MAJL	Jetstream 41	0934
G-GNTH	SAAB 340	0939
G-GNTJ	SAAB 340	0942
EI-CJF	Boeing 737	0958
G-MAJC	Jetstream 41	1015
G-BDUN	PA-34 Seneca	1050
G-UKTC	Fokker 50	1225
G-JEDB	DHC-8	1232
G-OJTW	Boeing 737 300	1351
G-UKTF	Fokker 50	1422
G-BYNC	Boeing 737 800	1440
G-JRJR	Lear Jet 45	1631
G-MAJL	Jetstream 41	1705
G-RJXD	EMB 145	1717
G-MAJC	Jetstream 41	1725
G-GNTJ	SAAB 340	1740
EI-CKQ	Boeing 737	1820
G-OJTW	Boeing 737 300	1903
G-GNTH	SAAB 340	2007
TF-BBD	Boeing 737 300	2015
EC-GLT	Airbus 320	2026
G-GNTJ	SAAB 340	2036
G-RJXD	EMB 145	2153
G-BVJB	Fokker 100	2223
EC-HMJ	Boeing 737 800	2303
G-BYNC	Boeing 737 800	2355

G-BYNC	Boeing 737 800	0645
EC-GNZ	Boeing 737 400	0758
G-UKTF	Fokker 50	0949
G-BJUC	Robinson R-22HP	1046
G-EMBO	EMB 145	1125
G-RJXD	EMB 145	1214
G-BYNC	Boeing 737 800	1305
G-JEDY	DHC-8	1325
G-BVTE	Fokker 70	1401
G-UKTF	Fokker 50	1426
OO-DJZ	Avro 146 RJ85	1456
SE-RAA	EMB 135	1519
G-BXKD	Airbus 320	1702



EC-HGQ	Boeing 737 800	1712	G-MAJL	Jetstream 41	1734
G-MAJK	Jetstream 41	1832	G-GNTI	SAAB 340	1834
OO-DJY	Avro 146 RJ85	1847	G-JEDB	DHC-8	1915
G-UKTF	Fokker 50	1957	G-RJXD	EMB 145	2046
G-BYNC	Boeing 737 800	2139	G-SMDB	Boeing 737 300	2151
EC-HJP	Boeing 737 800	2236	C-GTDB	Airbus 320	2250

### Overshoots

05) G-OBLC: 06) ZF342/LOP71: 07) XX492/CWL75: 08) XX494/CWL72; G-BYXE/UAX94: 11) XX499/CWL63; XX495/CWL71; XX482/CWL64: 12) XX835/COLT 14: 13) XX499/CWL71:14) XX482/CWL74: 18) ZF212/LOP05: 20) G-OBLC;ZF139/LOP36: 21) ZF135/LOP34;XX400/CWL66: 25) ZF445/LOP30: 26) G-BXXT(twice);XX494/CWL63: 27) ???/LOP36:  
28) ???(Tornado)/Javelin22:

### LBA Movements Review, June 2001

Due to circumstances beyond our control there are no from's and to's this month so we will press on with a report on the foreigners. Starting the month on the 1st we had the Rockwell 114TC N139JV, then on the 3rd we had the Citation Bravo N198SL operating as "Beauport 4SL". The first Netjets aircraft this month was on the 4th when we had Falcon 2000 CS-DNR and it was joined by another Rockwell 114TC in the shape of N6107Y. This latter was back on the 5th and also noted that day was Walton Wood based Cessna 310 N510PS of Peter Scott. Visiting on the 6th was Cessna 421C N421N along with King Air C90 D-IEKG as "Cirrus 229". Visiting again on the 8th was Falcon 2000 CS-DNR plus the Gamston based Cessna 421C N421CA.

Noted departing to Nice on the 9th was Netjets Falcon 2000 CS-DNP whilst on the 10th Hawker 800XP CS-DNL went out to Heathrow. Cessna 340 D-IAGC on the 11th was joined by the BAe 125 700A EI-WJN which was calling "Emerald 02". Jersey based Cessna 421C N900CB was noted on the 12th, as was Cheyenne 400LS D-IQAS of Quick Air as "QAJ 166" and the Netjets Hawker 800XP CS-DNX twice. A different type for Netjets on the 13th was Citation II CS-DNC and there were lots of others on that day, Citation N527EW was "Beauport 4EW" en route to Shoreham, Cheyenne N220SC was "SARK 1", Gazelle F-GEHD is reportedly based at Bristol, Citation Bravo VP-CCP has a reported base of Blackpool and we also had PA-46 Malibu F-GSGS, finally HB-IDJ was a Canadair CL600 Regional Jet calling "FPG 999".

On the 14th D-AKUE was a CL601 Challenger with callsign "ChallengeAir 619" other callsigns that day were BAe 125 HB-VIK of the Swiss Air Ambulance as "SAZ 355" and EMB 135 SE-RAA as "Midland 3VX" being the first of its type to visit, whilst the Netjets aircraft this day was Hawker 800XP CS-DNO. The 15th was also busy as we had Beechjet 400A N79EL, Lear Jet 31A N125GP, Navajo chieftain EI-CNM, Rockwell 114B N6107Y, Hawker 800XP CS-DNN and Seneca N55AL night stopping before a flight to Jersey on the 17th. Citation Bravo N198SL was back on the 17th as "Beauport 4SL" and also back was Cessna 421C N900CB, completing the picture of visitors who returned was the Challenger D-AKUE on its way to Cologne as "ChallengeAir 619" again.

Falcon 900 VP-BMS on the 18th is registered to Flying Lion it was joined by King Air F90 N41AK and the Agusta A109 N188S which night stopped through the month. Cheyenne N220SC was back on the 19th as "SARK 1" and BAe 125 D-CWIN operated by Grenzland Air Services was "GZA 4121". D-CWIN was back on the 20th and calling "GZA 4133". A couple of fairly rare types on the 21st were the Cirrus N147CD and Bolkow Bo 207 D-EBLO. Peter Scott's Cessna 310 N510PS paid two more visits on the 22nd on which day King Air 300 N195AL was also visiting. Navajo Chieftain OY-BTZ was noted on the 24th. Operating, as "MDT 9225" on the 25th was Citation 3 LN-AAU of Sundt Air whilst King Air 200 PH-ECF went to Groningen and King Air 90 OY-JRO went to Trollhatton as "Danish 494T", others noted were Cheyenne N220SC "SARK 1" and Beech Baron N273TB.

Chieftain OY-BTZ was back on the 26th. On the 28th Lear Jet 60 N198LJ called in as did Cessna 340 PH-NVK, Johnsons Gulfstream 4 N800J and Citation Ultra VP-CSC as "Stadium 1". Another Hawker 800XP noted on the 29th was OE-GEO. Finally on the 30th Netjets Hawker 800XP CS-DNV went to Faro, Cherokee Arrow N83196 went out to Shoreham and Navajo EI-WYO arrived as "IOM 999P".

Military notes include the Gazelle XW897 on the 7th as "Army 320". On the 11th Gazelle XX462 was "Army 445" twice and Gazelle XZ311 was "Army 384". Two Islanders on the 12th were ZG993 as "Army 351" and ZG847 as "Army 349". A change of country on the 21st when we had the C-21A 40086 as "SPAR 88" which is Ramstein based. On the 26th "Army 920" was a Lynx. Very early in the morning of the 27th the Hercules XV190 called in to drop off a passenger and go straight out, later in the day the Dominie XS737 was "CWL 87" and finally on the 28th Lynx XZ677 was "Army 920".

A few notes on the UK aircraft, on the 1st BAe 146 G-FLTA operated as "Flightline 501" and the Agusta A109 G-TBGL was "Allan Mann 2". Boeing 737 G-ZAPM was "Titan 696Y" on the 2nd and on the 4th BAe 146 G-CLHE was "Midland 9116". Operating as "Goldair 89A" on the 6th was the Lear Jet 45 G-OLDJ and the same day saw the AS 355 G-LOUN calling "MacLine 08". Navajo G-OAMT was "Clifton 5" on the 7th and it was joined by Seneca G-OACG calling "CEGA 653". On the 13th Lear Jet 35A G-HUGG was "Neatax 3A". On the 14th SAAB 340 G-GNTH suffered a lightning strike and had slight damage but more significant damage was suffered by SAAB 340 G-GNTI after another lightning strike forced it to make an emergency landing and evacuate its pax and crew on the runway. G-GNTI was later removed to the old YLA hangar to be repaired. Prestige were out in force on the 15th when Cessna 421C G-UVIP called in as "Prestige 1", Cessna 421C G-VVIP was "Prestige 4" and the Navajo G-VIPP was "Prestige 23". On the 19th Agusta 109E G-PWER was operating as "Allan Mann 2". On the 23rd BAe 146 G-ZAPN was "Midland 1204" and then on the 27th the Turbo Navajo G-BFOM was "Celtic 271A".

Cessna 150D G-ASMW departed on the 5th to a new base believed at Gamston, on the same day Partenavia P68 G-SAMJ became a new resident. Arriving on the 18th there was yet another new resident, this time it was Europa G-PEGY. Noted in the old YLA hangar was the dismantled AS355N N467CL which apparently arrived by road in September last year after being registered ex C-GTDG in July.

**Terry Sykes**

## MANCHESTER A.T.C. VISIT

Provisional dates: Saturday 6<sup>th</sup> October 2001 and Saturday 27<sup>th</sup> October 2001 (subject to Manchester confirmation). Maximum 12 people allowed on each trip. Those wishing to go on either trip please bring the full amount £15 to the September meeting.

We are planning to leave at 9.00am, visit the spectators' area, and have the tower visit in the afternoon, with possibly some more spotting before leaving at 6.00pm. Four extra seats will be available for those wishing to just "spot"!

Watch out for final details in the September magazine.

**Dave Bates**

## NOTICE TO ALL MEMBERS ATTENDING MEETINGS

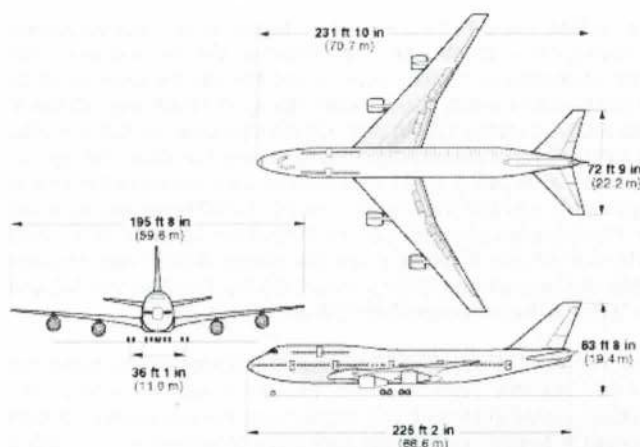
For increased security, especially when meeting at the LBIA, we are asking all members to show their membership card on the door. Also we now have a "signing in" book. Please would you kindly make sure you comply with these requirements.

On behalf of the Committee  
**David Bates**



# A BRIEF HISTORY OF THE BOEING 747

Continuing June magazine's history of the 747. Everything now hinged on the new P&W JT9 engine which was at the time still being developed for use on the 747. Boeing were building an airplane for which no proven engine yet existed, a worrying thought. Rolls Royce and GE were on with new large aero engine designs, but P&W were at the time, in the lead. At one stage, several completed 747's were stored outside the final assembly plant, awaiting the arrival of their engines. Due to the size of the 747, four separate hydraulic systems were to be fitted to it. If three should fail then the plane could still fly and land on the re-



maining one. This was to be the scenario shortly after the 747 went into service, when a 747 took off from the wrong runway at one well known airport in the USA. It lurched off the runway end ripping out the belly of the aircraft on the landing light system. Three hydraulic systems were wrecked but mercifully, the plane landed safely on the remaining one. Every main control surface i.e. rudder, elevators, ailerons and flaps are split into separate systems so that there is always a back up. There is also an extra spar in each wing to hold the wing together in the event of damage occurring. Several damaged 747's have survived mishap due to that spar. Even little Herbie – the device which prevents Dutch Roll (yes - it does occur even in the 747) is duplicated. The 747 wing is swept back even more sharply than the 707, at 37.5 degrees and has a surface area of 5500 sq.ft. It also has triple slotted flaps, a modified version of those fitted to the 727. Anyone who has flown on a 747 and sat close to the wing trailing edge, will have noticed how it appears as though the wing is falling apart when the flaps are fully extended on final approach to land. The observer can see clear through large gaps in the extended flaps, to the ground below. Boeing resisted pressures to install double slotted flaps instead, as part of a weight saving exercise. They insisted that the 747 should handle like the 707 and land at the same speed. The triple slotted flaps were retained. An extra device was used on the wing leading edge to improve lift and stability at low speeds. Though no one at this stage knew exactly what the weight of the new 747 would be, it was estimated to be by now, well over the target take off weight of 550,000 lbs. Its estimated weight had gone up first to 655,000 then 680,000 and finally to 710,000 lbs in 1967. Something had to be done or the new P&W engines simply wouldn't get the aircraft off the runway. The 747 now needed some 45,000 lbs of thrust from each engine for take off. The new P&W engines had not yet run, but 40,000lb of thrust seemed the most that could reasonably be expected of them. Interestingly, 9500lb of thrust per engine is all that is needed to maintain cruise speed of a 747, once at altitude. Even this though is ten times the thrust of Sir Frank Whittle's first jet engines which generated less than 900 lbs of thrust. The de Havilland Ghost turbojets fitted to the original Comet produced a mere 5000 lb of thrust each, but that was after all, in 1949. By this time, the very future of both Boeing and Pan Am was dependent on the success of the 747 and its P&W engines. Development costs for the 747 were far greater than for any other project at that time, other than US Government defence schemes. Many of the agreements regarding the 747's costs were verbal between Allen and Trippe. At one stage it looked as though the project would go through the \$1 billion barrier, an





unprecedented amount of money for a civil project and almost unthinkable. The development cost for the new P&W engine alone, were by now estimated at \$350 million. Eventually the manufacturers empty weight (MEW) figure for the 747 was reduced from 345,000lb to 328,000 lb. without any compromise to the structure. It was at that period in time difficult for Boeing to give an accurate assessment of weight. An aircraft of that size has something approaching one million separate components, miles of wiring and hydraulic tubing and countless thousands of rivets and other fixings. Once built an aircraft can now quite easily be weighed, by positioning the aircraft's

landing gear on weight sensitive pads called Load Cells. These are set into the ground. You simply have to roll the aircraft into position and read off its weight. Back in the 60's though load cells simply didn't exist. Fitting the landing gear to the first prototype 747 almost proved a disaster. The aircraft was cradled on a mixture of support stands and airbags. The idea was, that as the air bags were removed to make room for the landing gear to be fitted, the stands would take the weight. As some of the remaining airbags were being removed, one support stand collapsed and a second went through a wing. The one air bag cushion and remaining stands held firm until the undercarriage was fitted in place. Had the whole support structure collapsed, the resultant fall from that height may well have broken the back of the new aircraft. As it was, the damage was repaired and the first 747 was rolled out in an unfinished state for Boeing's bankers and other VIP's to view. Even then, all was not well. Though the first 747 at roll out was complete with engines, no one knew for sure whether they would get the 747 into the air. Early models of the engine were prone to surging and stalling. In an ideal world, P&W could have done with another 12 months to perfect the engines and fine tune them. As it was, Boeing and Pan Am just couldn't wait that long. On roll out day and with many problems still facing the incomplete 747, the event was partly overshadowed by even worse problems. These concerned Boeing's other 'big' project, the Supersonic Transport aircraft. The original swing wing design had proved a failure and the Boeing engineers had had to turn to the fixed delta shaped wing, favoured by both Lockheed and Concorde and which Boeing had initially rejected. This was to delay the SST project even further and finally when combined with significantly higher aviation fuel prices, to finish it altogether. Meanwhile, following roll out, the number one 747 had to be taken to an outside site for the final work to be completed. Other 747's which were to be used on the flight test program, were behind it on the production line. It simply could not go back into the final assembly shop for completion. For the first test flight, 30 tons of special equipment went into N7470 (the first 747), almost doubling the amount of wiring. Cameras were installed to film the wings, undercarriage, instrument panels and even the crew (at all times). Banks of batteries were fitted to provide emergency power should all four engines fail on rotation. This may seem strange now, but the all new JT9 engines did apparently have a tendency to stall or flame out under certain conditions. Further, no one knew what would happen after rotation when, at the point of leaving the ground, the aircraft suddenly changes its attitude (angle of attack) and the air enters the engines at a different angle. There was no precedent for what they were doing. They had a huge new





aircraft and massive new engines to test at the same time. On its first flight though, the 747 proved energetic and agile with a light feel to its handling. The first test flight was generally speaking, very satisfactory.

Boeing have since gone on to build a variety of different models since the original 747-100. 1971 saw the 747-200 enter service with KLM, followed in 1972 by the 747F, a freighter version with a hinged nose section which swings upwards to allow freight to be loaded straight into the fuselage, (remember the original idea by Pan Am). This was ordered by Lufthansa. A year later in 1973, the first 747C, a convertible passenger/freight version went into service with World Airways. Both were derived from the 747-200. Another convertible freighter version was then offered, the 747 Combi. This had a side loading freight door but usually no front loading door, the first being delivered to Sabena. The 200<sup>th</sup> 747 was delivered in April 1973 and was the first to have an up-rated gross weight of 775,000lbs or over 345 tons, more than three times the weight of the Flying Scotsman steam locomotive!. 1973 also saw the introduction of yet another variant, the 747SR. This was a variant for high density, short haul operations, mostly in Japan. Changes were needed to the structure to cater for the higher frequency of take offs and landings. It had a restricted gross weight and was fitted with the engines of the original Boeing 747-100. Dimensionally, it was the same. Japan Airlines were the only customer for the aircraft which was configured for 498 passengers, the highest density layout anywhere at that time. 1973 also saw the introduction of the 747SP (or special performance). This model was suitable for very long range routes where passenger figures were relatively low. It was the first variant to differ dimensionally from the originally 747-100, being 48ft shorter, with seating for 288. This new model with its distinctive taller tail fin, had improved take off performance, higher cruising speed and a range of almost 6900 miles with full payload. Pan Am put this version into service in 1976. There was also the 747-300 with a stretched upper deck. During this time, various engine manufacturers had come up with improved power plants to gradually provide more and more thrust. For more than 30 years, the 747 has remained the world's largest airliner in general use. The latest version, the 747-400 is the first jumbo to have a two crew flight deck. In addition to seats for the crew of two, there are two additional seats in the cockpit, one for a check captain and one for an observer. The latest electronic CRT TV type displays and instrumentation is incorporated. The simplified and automated systems have eliminated more than 600 switches, lights and gauges from the earlier models. This arrangement is claimed to give pilots the same work load as that of a 737-200 pilot. The 400 series also has extended wings with winglets, increasing the wing span by fifteen feet. Four lean burn Rolls Royce RB 211-524H turbo-fan engines each generating over 60,000lbs of thrust are fitted. The history of the 747 illustrates well, the way Boeing approach sales of their aircraft. Every niche of the market is targeted, a policy which Airbus Industrie have adopted to good effect since the early 1970's. Boeing could not however have imagined back in the 60's, the success the project would finally bring, especially to them. Though they started out last in the wide body race, they were to outstrip their competitors, the Tri-Star and the DC10. Currently still in production the 747-400 now faces yet more competition from the Airbus A380, firm orders for which had reached 60 in February 2001, the latest order being for ten freight versions from Fed Ex. Boeing are yet again looking into the possibility of a further enlarged version of their 747 to compete with Airbus, having so far blown hot and cold on the idea.

The rest of the story is history. At its peak 50,000 people worked on the program. 1,500 major subcontractors were involved plus a further 1,500 secondary suppliers. The 21<sup>st</sup> January 1990 was the 20<sup>th</sup> anniversary of the first scheduled flight of a 747. Between the hours of 6pm and 7pm on that day, 342 Boeing 747's were in the air AT ONE TIME across the world. What finer testimony could there be to the vision and courage of those two men, William M Allen of Boeing and Juan Terry Trippe of Pan



Am who were between them, instrumental in the design and construction of the 747. It was their 'baby'. Countless other people were involved and were to play leading parts in the project, but it was these two men who were to inspire and at times frustrate the rest. Both had quite literally risked everything on the project. Never again would so much be staked on a single project by Boeing. On such ventures are fortunes won and sometimes lost in the interest of progress. With well over 1200 sold or ordered the 747 still has a long way to go to beat the Douglas DC3 or Dakota, though in fairness, the DC3 was for its time a more general purpose aircraft.

This article has been researched and written solely for the interest and benefit of aviation enthusiasts. It is not intended as a work of reference and should not be quoted as such. At the time of writing the content is believed to be correct. No responsibility can be taken either by the author, Air Yorkshire or the publishers for its accuracy.

Acknowledgements: Wide-Body. The history of the Boeing 747 by Clive Irving.  
The above is available in paper back and is a very good read.

Jets - Airliners of the golden age by Aram Gesar and James Ott.

*John Booth 2001*



**TYPHOON (Euro Fighter)**

downloaded from net



# KEY DATES IN RAF HISTORY

## 1966

- 3 Jan The move of the RAF Technical College from RAF Henlow to RAF Cranwell was completed.
- 22 Feb Fifty General Dynamics F111 strike aircraft were ordered from the USA as Canberra replacements after cancellation of the TSR2.
- 1 Oct The RAF Technical Branch was renamed the Engineer Branch.

## 1967

- 1 Feb The Defence White Paper announced that Bomber and Fighter Commands would merge in April 1968 to form Strike Command, using the Headquarters of Bomber Command at RAF High Wycombe. Fighter Command Headquarters at Bentley Priory would become the Headquarters of the air defence squadrons of 11 Group.
- 1 Aug Future RAF aircraft purchase plans were confirmed involving orders for Harrier and Jaguar fighter/strike aircraft, F111K strike bombers (subsequently cancelled), Chinook medium-lift helicopters (also subsequently cancelled but later reordered) and Jet Provost T5 trainers.
- 1 Aug Transport Command was renamed Air Support Command and given increased responsibility for long-range strategic and tactical air support/assault roles.
- 1 Dec With the time approaching for Royal Navy Polaris submarines to take over the nuclear deterrent role, Bomber Command continued to diminish in size.
- 1 Dec Pressure on the UK Defence Budget brought about the decision to reduce the number of RAF operational airfields in Germany to four. (The RAF totally withdrew from Germany this year).

## 1968

- 16 Jan Sweeping defence cuts were announced including the cancellation of fifty F111Ks and withdrawal from the Far East (except Hong Kong) and the Persian Gulf. The run-down in RAF personnel was to be accelerated.
- 1 Apr The Fiftieth Anniversary of the RAF was celebrated by colour-hoisting parades and flypasts throughout the world.
- 1 Jun Flying Training and Technical Training Commands merged to form Training Command with Headquarters at Brampton.
- 12 Jun To mark the RAF's fiftieth anniversary, members of the Queen's Colour Squadron, RAF Regiment began sharing guard-mounting duties with the Brigade of Guards at several venues in London, including Buckingham Palace.
- 16 Jun A Golden Jubilee flying display took place at RAF Abingdon which was attended by the Queen and other members of the Royal Family.
- 28 Jun After 32 years of RAF service, the last Avro Ansons were withdrawn from service.

## 1969

- 1 Jan Signals Command disbanded and re-formed as 90 (Signals) Group within Strike Command.
- 14 May An agreement was signed with Germany and Italy to develop the MRCA (Panavia Tornado) multi-role combat aircraft as a replacement for the Canberra and as a substitute for the cancelled TSR2 and F111K.
- 1 Jul Britain's nuclear deterrent responsibility was finally transferred from the RAF to the Royal Navy. Vulcan B2s were released from their strategic commitment. All that remained in the tactical bombing role was the Canberra B1B interdiction force in Germany.
- 28 Nov Coastal Command merged with Strike Command becoming 18 (Maritime) Group. This reduced the Command strength from eight to four: Strike, Air Support, Training and Maintenance Commands.



### LEEDS/BRADFORD NEWS

Bad news for the photographers among us, is the replacement of the fairly low fence which runs between the footpath and the airfield by the side of the golf course. The replacement fence is of the more normal height and will of course restrict photography from the corner by the touchdown point of 32, which was formerly a truly superb spot to photograph from.

Councillor Denise Atkinson MBE, has been appointed Chair of the Board of Directors of Leeds Bradford International Airport. She also chaired the Board in 1993/94 and 1997/98.

Councillor Atkinson's third appointment to the post coincides with the completion of over £15 million of investment in improving facilities at LBA's terminal building and producing a capacity to handle three million passengers a year.

Councillor Atkinson said, "I have no doubt whatsoever that Leeds/Bradford International will play an increasingly important part in Yorkshire's economic prosperity over the coming years". She added, "It is a fact that we could also justifiably claim to be enhancing the competitive position of areas beyond our region's boundaries, because our catchment area now extends across much of the north - and that includes parts of Lancashire!"

"The face of our terminal building, of mid-nineteen sixties vintage, has been transformed out of all recognition and whole new areas opened up in the building's interior; plus the provision of new buildings to make the whole place more customer friendly for passengers, and to allow our staff to enhance their already widely recognised reputation for first class friendly service".

A press release has been issued regarding the winter and next summer I.T. Programme:

With countless British holidaymakers having had their summer breaks especially those in the UK spoiled by poor weather or the effects of foot and mouth restrictions; or even had to cancel them because of the latter, the management of Leeds Bradford International Airport (LBA) has come to the rescue.

Anticipating a strong public reaction to the above circumstances, along with its holiday charter operators it has planned an extensive programme of holidays abroad including new destinations for the winter of 2001/2 and the summer of 2002.

The management has also responded to growing numbers of calls from holidaymakers and travel agents alike, for new destinations to be added to the list of those to which flights are already operated.

Airtours have introduced Dalaman (Turkey) and Crete and increased capacity on their existing service to Palma, Majorca.

Direct Holidays have launched flights to Alicante, Tunisia, Crete, Dalaman and Bodrum.

JMC have also increased capacity on their flights and will operate new services to Bodrum, Dalaman and Malaga. They now have 10 summer destinations operating direct from LBA.

New to LBA, tour operator Manos will make Dalaman their first destination from Yorkshire's Premier Airport.



Thomson have increased capacity and will base a Britannia Boeing 757 at LBA through the season and introduce Dalaman to their programme.

First Choice has made Malaga their new destination to add to those already served: Lanzarote, Alicante, Corfu, Faro, Fuerteventura, Palma and Tenerife.

Balkan Holidays are returning to Leeds Bradford operating a Bourgas departure and will be operating on a Monday from May 27 to September 30. Balkan Holidays is an independent specialist Tour Operator to Bulgaria, offering great value for money holiday.

Panorama have introduced Palma and Ibiza to add to their Tunisian flight.

As part of the winter programme Airtours are adding larger aircraft, with a Boeing 767 operating to Alicante from mid February to the end of April 2002. A new service to Las Palmas will operate from 14 February 2002 for 11 weeks with Britannia. Also a Palma service will start one week earlier operating from 15 February to 29 March 2002.

Further programmes are expected to be announced over the next few weeks.

The first edition of the Airtours Summer 2002 brochure is already in circulation and features Holiday Options, the innovative concept that allows customers to choose from a variety of holiday packages (Holiday Plus, Economy, Sundeal and Flight Only) to suit their needs and budgets. Feedback from travel agents has been extremely positive.

Steve Barras, the company's Sales and UK Operations Director says: "It has been well received, which is no surprise to us. Agents told us that they welcomed the Holiday Options concept because it allows them to sell not only on discount, but also on added value and flexibility".

Feeling in the travel trade is that Flight Only will increase pressure on low cost airlines to compete and by offering over 600 low cost flights each week, Airtours is ensuring choice and value for the customer and more opportunities for agents to earn commission.

Concluded Mr Barras: "It is a winning formula for all involved".

Mr Ian Derwent, JMC's Director of Sales, said: "As leisure time becomes of greater importance, customers are not willing to make lengthy journeys to London airports. Holidaymakers now want the flexibility and convenience of flying from their local airport: a demand increasingly being met by JMC through LBA".

Full details of the Airport's history and commercial airline development; details of the summer 2002 charter holiday programmes and of all the new facilities in the terminal building area are contained in a special souvenir publication: "Yorkshire's Premier Airport" now available at many newsagents or from the Yorkshire Post Newspapers (Tel: 0113 243 2701).

## AIRPORT NEWS

A little late, but I have received the U.K. airport passenger figures for March of this year.

	Mar 2001	Mar 2000	% +/-
Heathrow	5,203,972	5,325,793	-2.29%
Gatwick	2,365,425	2,307,681	2.50%
Manchester	1,301,764	1,208,604	7.71%
Stansted	968,789	849,181	14.09%
Birmingham	538,519	522,862	2.99%
Glasgow	501,566	490,859	2.18%
Luton	498,437	431,216	15.59%
Edinburgh	462,875	439,006	5.44%



Belfast Int	235,909	224,465	5.10%
Newcastle	226,063	186,324	21.33%
Aberdeen	208,747	198,488	5.17%
Liverpool	175,946	147,551	19.24%
Bristol	149,974	134,911	11.17%
London City	140,177	133,184	5.25%
East Midlands	131,079	130,557	0.40%
Leeds/Bradford	121,557	119,331	1.87%
Jersey	101,691	106,377	-4.41%
Belfast City	95,127	103,882	-8.43%
Prestwick	88,195	58,583	50.55%
Cardiff	81,987	80,069	2.40%
Guernsey	69,714	68,993	1.05%
Southampton	68,278	66,471	2.72%
Isle Of Man	55,257	58,629	-5.75%
Teesside	47,291	45,929	2.97%
Humberside	29,196	30,099	-3.00%
Inverness	26,918	26,965	-0.17%
Norwich	24,322	23,769	2.33%
Bournemouth	21,937	19,814	10.71%
Exeter	21,149	21,024	0.59%
Plymouth	13,397	14,531	-7.80%
Blackpool	9,805	8,673	13.05%
Sheffield City	2,660	6,290	-57.71%

Manchester's runway 2, technically known as 06 right/24 left, is still suffering from teething problems. Reputedly, one of the fast exit taxiways cannot be used because of adverse camber, a rather difficult problem to solve.

Faults in the lead-on taxiway lighting mean that R2 cannot be used at night for the time being, nor can it be used when low visibility procedures are in force.

With single runway operation the movement capacity is 44 per hour. Pilot reports suggest that because of the relative positions of the two runways and constraints caused by early turns to avoid the noise sensitive town of Knutsford, the movement rate for two runway operation is not a lot more than with one. For example some of the standard instrument departures turn almost immediately across the climb out path of the parallel landing runway and a departure may have to be held to allow for the possibility of a go-around.

Liverpool airport has been renamed in honour of late Beatle John Lennon.

## AIRLINE NEWS

British Airways has sold low cost division Go to Capitalist 3i for £110 million. However almost immediately the deal had gone through, B.A. started targeting passengers with cut price offers.

B.A. claimed that the timing was "purely coincidental". New low fares are being offered to 150 European routes, including those on which it competes with Go.

KLM have taken delivery of its first Boeing 737-900, making it the first European carrier to fly the newest and largest member of the Boeing 737 family. The aircraft will be used on high passenger load European routes.

## AIRCRAFT NEWS

At the Paris Air Show in June, the big aviation players showed their wares and flexed their competitive muscles. Unbowed by the current U.S economic slump, Boeing predicted a \$4.7 trillion market for new commercial aircraft and aviation services over the next 20 years, as 18,000 jets are added to the global

fleet. Of course Boeing hopes at least a few thousand of those will be its new Sonic Cruiser, and unveiled a six-foot model of the proposed Mach .98 jet.

Boeing also promoted its version of a next-generation air traffic control system, and announced that it has completed its six-year restoration of the last surviving 307 Stratoliner - the first pressurised commercial airliner.

Boeing might be reaching its long arms into all phases of the air-travel industry, but meanwhile, rival Airbus is piling up the orders for heavy metal. International Lease Finance Corporation gave the nod to Airbus at Paris for 111 aircraft: ten of the big new A380s, 21 A330s, and 80 A320s a deal valued at \$9.4 billion. The latest order follows one from New York-based JetBlue, valued at \$2.5 billion.

Perhaps it's just part of Boeing's overall strategy. According to Harry Stonecipher, Boeing's vice chairman, "Within five years, commercial aircraft will only account for about 50 percent of this company's revenues."

British Airways started test flights of its Concorde on Tuesday July 17<sup>th</sup>. The aircraft flew from Heathrow for a supersonic flight over the Atlantic before returning to R.A.F. Brize Norton, where further test flights will take place.

The fleet has been undergoing a safety overhaul since last July's crash in Paris. All 109 passengers and crew on board an Air France Concorde died. Four people on the ground were also killed.

A British Airways spokesman said: "We aim to have passenger services flying again by late summer so obviously test flights would need to happen before that".

British Airways' seven Concorde are now being fitted with super-strong Kevlar fuel tank liners and new, tougher tyres. Last year's disaster happened when one of the Concorde's tyres burst, flinging up debris, rupturing a fuel tank and starting a fire which sent the airliner plunging into an hotel.

U.S. officials are also showing signs of supporting the Concorde's return to the U.S. once British and French officials give their approval; the FAA has indicated that it would stand by that process and allow the fleet to once again fly into U.S. airspace.

SAAB has begun a freighter conversion programme on its SAAB 340 aircraft. SAAB will begin conversions in the autumn, with certification expected at the end of the year.

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CREDITS: ABN, ACW, AI, Air Pictorial, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Lawrie Coldbeck, Pete Gibson, H. Morrow.

*David Wooler*

## MICROLIGHT FIRM FLIES TO RESCUE OF ASIAN BLACK KITES

British microlight aircraft are going to war against a bird of prey. The aim is not to kill the black kites, which are thought to be responsible for bringing down at least two of India's MiG fighters, but to scare them off.

The birds are believed to have been sucked into the aircraft's engines shortly after taking off from a main airbase north-east of Delhi.

Now a Suffolk-based firm, CFM Aircraft of Leiston, has won a £600,000 order to supply 24 microlight aircraft to the Indian Air Force in an attempt to drive away the black kites (*Milvus migrans*).

The Streak Shadow microlights are being used to control and monitor bird movements near fighter stations across India. Sixteen have been shipped out so far.

The first ones are already operating around the 2,000 yard runway at the Hindan airbase, in the Uttar Pradesh, where kites have caused two MiG.29's to crash.

Anthony Preston, the Streak's test pilot, who has instructed Indian pilots on its use, said: "The Indian Air Force wants to use the microlight as a kite evictor, rather in the role of an aerial sheepdog herding its flock."

The Hindan base is located on a plain 700ft above sea-level, close to the Himalayas. The kites, common scavengers in India, are attracted to the area by strong thermals which provide ideal conditions for the bird to glide.

Conventional bird-scarers, such as boom devices, have been tried at bases but they are of little use against the kite, which flies too high to be affected by ground noise.

Mr Preston said: "MiGs are loud enough to act as airborne scarecrows, but they are too fast for the birds, which are slow gliders and cannot move away quickly enough from the small patch of airspace they commandeer. The microlights fly more slowly and this seems to annoy the birds and make them glide away.

"The microlights' pilots shepherd the kites away from the area, after which they inform the control tower of the kites' position and height. This allows the MiGs to choose a flight path away from the birds."

Mr Preston said that the fighter pilots had mastered the microlights "quickly and impressively". He added: "The controls are simple but the microlights are very different from the MiGs".

The Indian order for the four-cylinder aircraft is believed to be the biggest ever for a microlight. Other air forces around the world, including those in the Middle East, Greece and Cyprus, have shown an interest in using the microlights to monitor the birds.

CFM Aircraft claims that the Streak, with the enclosed cockpit, can also be used for surveillance work at heights up to 27,000ft. Its radar "footprint" is minimal and, at such altitudes with its engine off, it is perfect for clandestine operations.

In the Middle East, two Streaks have been adapted for such altitude work. They were each given extra under-belly protection.

The black kite is common in the Indian sub-continent and central Asia. It is not found in Britain or anywhere else in Western Europe.

(Having also an interest in feathered flight, this article was of some interest. A certain individual said as someone who had never contributed to the magazine I could set an example to others in a similar situation, showing how easy it really is! - Credits: Sunday Telegraph.)

**M Tennant**



# FREE AIR



Dear Editor

On Friday 6 June 2001 I was privileged to attend a leaving celebration for Andy Rackham. Andy had been at LBIA for 24 years and had risen to become manager of airfield services.

I first met Andy and his colleague Mike Dixon when they appeared in a battered Larda in the field at the end of Cemetery Road Yeadon and proceeded to sell books, radios etc. to the aviation enthusiasts awaiting the arrival of the Wardair B.747 on Monday lunchtime.

This venture soon became successful and led to the opening of a shop on High Street. Andy and Mike soon made the shop the mecca for enthusiasts throughout the north. This, with their fulltime occupation of A.T. Controllers, meant they had very little leisure time so eventually the business was sold to Ken Cothliffe.

During this period Andy became personal friends with many Air Yorkshire members. He also spoke at several meetings, annual dinners and Christmas parties. He helped the Society in many ways and I am sure he will be sadly missed by both the Society and the airport.

On behalf of the Society I would like to thank him for all his past help and wish him every success in his new business venture.

**Mike Willingale**

## NEWS

I understand Multi Flight are going ahead with their plans to develop the south side and, hopefully, we may eventually return to hold our meetings at their new facilities.

**Mike Willingale**

## WILLING VOLUNTEER

With reference to Ian Vine's letter of last month, I have received a generous offer to collate the snippets if others are willing to gather the information and pass it to him.

Until we have fully set up a routine, please send all information on sightings to me.

**Cliff**

Thank you to Penny Ewens (Secretary, Leeds Federation of Liberal Democrats) for judging this month's photographic competition. Penny and her parents flew from Speke to Ronaldsway via Squiresgate on the first Imperial Airways Service to the Isle of Man in the mid-1930's.

## VISIT TO BAGBY AIRFIELD - 4 JULY 2001

A lovely summer's day, warm, a pint of beer and a good friendly welcome.

G-ATML	C150
G-AWLA	C150
G-AXPC	BEAGLE PUP
G-BARH	BEECH C23
G-BCUL	RALLYE
G-BEAC	PA28
G-BFGH	C337 (BASED IN BIARRITZ)
G-GYRO	CAMPBELL CRICKET
G-HULL	C150
G-JIVE	HUGHES HELICOPTER?
G-NNAC	PA18
G-TTHC	R22
PH-END	PA28?

The following aircraft were in for repair:

G-ASZS	HORIZON
G-AZLY	C150
G-AZRH	PA28
G-BIDH	C152
G-BJIV	PA18
G-BLLP	T67
G-BOLF	PA38
G-BPHL	PA28
G-PIKK	PA28

Aircraft on the ground, no access to hangars on this occasion.

**Ian Hall**

## FOR SALE

Yupiteru 7100 scanner - £150

Bearcat UBC 3000XLT scanner - £125

Both complete in boxes, with antenna, nicad batteries, ear piece, belt clip and instruction books.

1 speaker - £6

1 Watson VHF UHF high gain mag mount antenna - £15

Scanning Directory and Scanning Secrets - £5 each

For full specification and details contact Mike on 01943 875 137



To Eric Martin – This caption reminded me of your Military Matters, and to say specifically all your friends at Air Yorkshire trust you are continuing on the mend, and hope you will be mobile for the September meeting. Our Defence Secretary has apparently denied that he has stopped funding the RAF's next generation of combat aircraft; this move would make it unlikely that Britain would design and build another.

Defence sources indicate funding has been withdrawn, and Jane's Defence Weekly states "They are scrapping by stealth"- any comments for this space on the subject?

*David Tennant*



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Excel Airways  
B.737-800 G-XLAB  
Samos Airport  
5 July 2001

*Peter Martin*

Air Atlanta  
B. 747 TF-ABQ  
LBIA  
May 2001



*Mike Willingale*



Fischer Air  
B.737-300 OK-FUN  
Samos Airport  
25 June 2001

*Peter Martin*