



YORKSHIRES PREMIER AVIATION SOCIETY



BAE 146-200 OO-DJF SABENA
LEEDS BRADFORD INTERNATIONAL 1 APRIL 1999
D.J.D. CARTER

£1.75

VOL 28 Number 8

AUGUST 2002

SOCIETY CONTACTS

CHAIR
SECRETARY
TREASURER
and MEMBERSHIP

David BATES
Jim STANFIELD
David VALENTINE

tel: 0113 250 2694
tel: 0113 258 9968
8 St Margaret's Avenue
Horsforth, Leeds LS18 5RY
tel: 0113 228 8143
27 Luxor Road, Leeds LS8 5BJ
tel: 0113 249 7114
e-mail Crsjayne@aol.com

MAGAZINE

Cliff JAYNE

HONORARY LIFE PRESIDENT Mike WILLINGALE
COMMITTEE MEMBERS
2001-2002

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

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

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

- 1 September Terry Sykes presents slides from his last visit to New Zealand and the bonus of a short video celebrating the 50th anniversary of Hokitika airport
- 6 October Our old friend Jonathan Hinkles, now Commercial Director for Astraeus, makes a welcome visit to explain the stages of "Starting up a new airline"

AIR YORKSHIRE AVIATION SOCIETY NEWS

Thanks go to Norman Smart for an excellent presentation and informative slideshow, especially shots from different European locations. "Hooray for the telephoto lens". I wish we could all make prints and slides like his. Why not enter the Society's photographic competition? Your pictures could appear on the magazine front or back cover and maybe recognition will result with an end of term prize!

During a recent expedition into Wales, I encountered a road traffic accident involving a motorcyclist who had failed to negotiate a bend; the rider was laid out in an unconscious state in the middle of the road. After the emergency services had arrived it was decided, due to the remote location and the resultant traffic tail backs, that road transport of the casualty was not ideal. The air ambulance was called to assist, Helimed 11 landed fifteen minutes later and the patient was airlifted to hospital. Being a witness, this brought home how important the Air Ambulance Service is to speed up casualty transit from inaccessible places.

Subsequently I established that Helimed 11 is based at Swansea airport and was officially launched on St David's day 1st March 2001. It costs £53,000 per month to operate. The web site states that a second helicopter is required to be based in North Wales, so a funding of some £1.5 million would be required each year. Considering the country-wide operations, the mind boggles at the cost when one appreciates that funding is from initial sponsorship and then entirely charity. By the way, the Cymraeg page is still under construction into written Welsh and volunteers are required to assist. Any offers?

Paul Windsor



MOVEMENTS - MAY

May

09 Thursday

G-JECD	CL600 RJ	0750 0831	G-MAJE	Jetstream 41	0928 1027
G-RJXI	EMB 145	0933 1038	G-RJXK	EMB 135	0936 1033
G-MAJD	Jetstream 41	0939 1018	G-BYZJ	Boeing 737 300	0942 1055
G-MAJK	Jetstream 41	0946 1348	El-CJD	Boeing 737	0952 1035
EC-HMK	Boeing 737 800	1006 1129	G-UKFM	Fokker 100	1016 1132
G-MAJH	Jetstream 41	1020 1533	G-CSIX	Cherokee Six	1023 1646
G-RJXC	EMB 145	1030 1343	G-JECD	CL600 RJ	1045 1121
G-DOJP	Rockwell 114B	1221 1013(10)	G-MAJD	Jetstream 41	1251 1442
G-OOOA	Boeing 757	1301 1433	G-RJXE	EMB 145	1315 1751
G-RJXK	EMB 135	1319 1506	G-COEZ	Airbus 320	1325 1528
EC-ICK	Airbus 320	1334 1454	G-RJXI	EMB 145	1337 1449
El-CJC	Boeing 737	1352 1428	G-BYZJ	Boeing 737 300	1359 1539
G-UKFM	Fokker 100	1407 1602	G-MAJE	Jetstream 41	1435 1510
LX-IMS	Lear Jet 45	1604 1639	G-BYLM	PA-46 Malibu	1612 1703(12)
G-JECD	CL600 RJ	1627 1704	G-RJXC	EMB 145	1643 1736
G-RJXI	EMB 145	1651 1738	G-MAJD	Jetstream 41	1702 1746
C-FTDA	Airbus 320	1710 1912	G-SAMJ	P-68B Victor	1716 1451(10)
G-RJXK	EMB 135	1720 1802	G-MAJE	Jetstream 41	1732 1848
G-MAJK	Jetstream 41	1744 1828	G-BYZJ	Boeing 737 300	1810 1916
N1FY	Cessna 421C	1814 1634(10)	G-MAJH	Jetstream 41	1823 0704(10)
El-COA	Boeing 737	1832 1906	G-JECD	CL600 RJ	1922 2007
G-UKFM	Fokker 100	1934 0616(10)	G-RJXI	EMB 145	1941 0751(10)
G-RJXK	EMB 135	2001 0735(10)	G-MAJD	Jetstream 41	2004 0731(10)
G-RJXC	EMB 145	2037 0718(10)	G-RJXE	EMB 145	2053 0727(10)
G-MAJE	Jetstream 41	2104 0700(10)	G-BYAI	Boeing 757	2108 0637(10)
G-MAJK	Jetstream 41	2126 1438(10)	G-BYZJ	Boeing 737 300	2133 0714(10)
G-BTXG	Jetstream 31	2158 2221			

10 Friday

ZH883	Hercules C.5	0327 0343	C-FTDA	Airbus 320	0421 0748
G-REBK	King Air 200	0742 0801	G-JECD	CL600 RJ	0756 0827
G-MAJE	Jetstream 41	0920 1005	G-RJXC	EMB 145	0922 1031
G-MAJH	Jetstream 41	0935 1010	G-RJXK	EMB 135	0941 1022
G-BYZJ	Boeing 737 300	0943 1100	G-EPED	PA-31 Navajo	0947 1202
G-MAJJ	Jetstream 41	0922 1343	G-UKFM	Fokker 100	0953 1255
G-MAJD	Jetstream 41	1011 1539	G-RJXE	EMB 145	1019 1110
El-CNW	Boeing 737	1028 1107	G-JECD	CL600 RJ	1029 1125
EC-IDT	Boeing 737 800	1102 1222	G-RJXI	EMB 145	1104 1346
G-MAJH	Jetstream 41	1304 1606	G-RJXE	EMB 145	1315 1405
G-REEN	Cessna 340	1318 1330(12)	G-BMPC	PA-28 Archer II	1319 1353
G-RJXK	EMB 135	1321 1519	G-JECD	CL600 RJ	1333 1420
G-RJXC	EMB 145	1339 1453	G-BYZJ	Boeing 737 300	1349 1543
G-MAJE	Jetstream 41	1424 1427(12)	CS-DNV	Hawker 800XP	1433 1705
G-UKFM	Fokker 100	1524 1618	C-GTDL	Airbus 320	1621 1946
G-JECD	CL600 RJ	1625 1711	El-CJG	Boeing 737	1628 1701
G-RJXC	EMB 145	1654 1739	G-RJXE	EMB 145	1656 1757
G-RJXI	EMB 145	1658 1749	G-MAJK	Jetstream 41	1703 1753

G-REBK	King Air 200	1707 1720	G-RJXK	EMB 135	1724 1804
G-JRJR	Lear Jet 45	1726 1836	G-MAJJ	Jetstream 41	1731 1833
N750NS	Citation X	1735 1553(12)	LX-IMS	Lear Jet 45	1813 1838
G-BYZJ	Boeing 737 300	1816 1913	G-MAJH	Jetstream 41	1829 1909
G-MAJD	Jetstream 41	1837 0904(11)	G-BZSD	PA-46 Malibu	1855 1930
EI-CJH	Boeing 737	1906 1937	G-JECD	CL600 RJ	1915 1958
G-UKFM	Fokker 100	1934 0649(11)	G-RJXC	EMB 145	1943 1520(12)
G-RJXK	EMB 145	2004 1231(12)	G-MAJK	Jetstream 41	2014 1606(12)
C-FTDA	Airbus 320	2028 2227	G-BXWE	Fokker 100	2034 0705(11)
G-RJXI	EMB 145	2120 1353(12)	G-RJXE	EMB 145	2129 0805(11)
G-MAJJ	Jetstream 41	2134 1000(11)	EC-IAG	Airbus 320	2154 2318
G-ODSK	Boeing 737 300	2157 2232	G-MAJI	Jetstream 41	2203 0652(11)
EC-ICK	Airbus 320	2246 2358	EC-HBL	Boeing 737 800	2258 0028(11)
G-BYAI	Boeing 757	2331 0701(11)			

11 Saturday

C-FTDA	Airbus 320	0417 0723	G-JEDX	DHC-8	0855 0931
G-BXWE	Fokker 100	0948 1040	G-MAJI	Jetstream 41	0945 1421
G-UKFM	Fokker 100	0946 1046	EI-CJG	Boeing 737	0948 1025
ZH536	Islander CC.2	0953 1458	G-BJYD	Cessna F152	1106 1155
G-RJXE	EMB 145	1116 1231	G-BYAI	Boeing 757	1213 1401
G-MAJJ	Jetstream 41	1301 1505	OY-MRK	Boeing 737 700	1305 1426
C-FTDA	Airbus 320	1312 1448	G-MAJD	Jetstream 41	1334 1408(12)
G-BVZG	Boeing 737 500	1339 1442	XZ304	Gazelle AH.1	1345 1410
G-UKFR	Fokker 100	1406 1505	G-RJXE	EMB 145	1555 1420(12)
EC-HBL	Boeing 757 800	1558 1715	G-JEDZ	DHC-8	1600 1638
EC-HOV	DC9-82	1634 1739	G-MAJJ	Jetstream 41	1725 1005(12)
G-MAJI	Jetstream 41	1733 0708(13)	N132CK	Cessna 421A	1736 1400(19)
G-BBXL	Cessna 310Q	1829 0805(17)	G-OOJP	Rockwell 114B	1848 1032(13)
EI-CNT	Boeing 737	1902 1945	G-UKFR	Fokker 100	1935 0614(12)
G-BYAI	Boeing 757	2027 —(12)	C-FTDA	Airbus 320	2047 2217
G-BXWE	Fokker 100	2107 0708(12)	EC-GUO	Boeing 737 400	2159 2304
EC-HKR	Boeing 737 800	2348 0050(12)			

12 Sunday

C-FTDA	Airbus 320	0714 0829	G-BACJ	Jodel D.120	0833 0954
G-BXWE	Fokker 100	0943 1059	G-UKFR	Fokker 100	0947 1055
EI-CNT	Boeing 737	1114 1147	G-MAJJ	Jetstream 41	1249 1505
G-JEDE	DHC-8	1309 1344	G-UKFR	Fokker 100	1405 1611
G-RJXK	EMB 135	1500 1609	C-FTDA	Airbus 320	1510 1615
G-JECD	CL600 RJ	1617 1657	CS-DNR	Falcon 2000	1625 1747
G-RJXI	EMB 145	1645 1752	G-MAJD	Jetstream 41	1709 1749
G-RJXH	EMB 145	1717 1812	G-MAJJ	Jetstream 41	1721 1801
G-RJXE	EMB 145	1727 1814	G-MAJE	Jetstream 41	1744 1830
G-ODSK	Boeing 737 300	1828 1915	CS-DNQ	Falcon 2000	1836 0944(13)
EI-COA	Boeing 737	1850 1923	G-JECD	CL600 RJ	1910 1956
G-RJXK	EMB 135	1928 0742(13)	G-BYAI	Boeing 757	1939 0635(13)
G-UKFR	Fokker 100	1942 0625(13)	G-MAJK	Jetstream 41	1955 0652(13)
G-MAJD	Jetstream 41	2001 0735(13)	G-RJXC	EMB 145	2012 0729(13)
G-MAJJ	Jetstream 41	2048 0802(13)	G-RJXI	EMB 145	2057 0749(13)
G-RJXE	EMB 145	2110 0800(13)	G-MAJE	Jetstream 41	2128 1349(13)
G-ODSK	Boeing 737 300	2149 0724(13)	C-FTDA	Airbus 320	2309 0016(13)

13 Monday

C-FTDA	Airbus 320	0545 0955	G-JECD	CL600 RJ	0752 0824
G-FRYI	King Air 200	0817 0843	G-RJXC	EMB 145	0927 1041
G-DENZ	PA-44 Seminole	0935 n/s	G-MAJI	Jetstream 41	0939 1017
G-UKFR	Fokker 100	0942 1100	G-RJXK	EMB 135	0947 1048
G-ODSK	Boeing 737 300	1000 1102	G-BVYF	PA-31 Navajo	1003 1114(14)
G-MAJK	Jetstream 41	1007 1537	G-MAJD	Jetstream 41	1023 1505

G-MAJJ	Jetstream 41	1029 1108	G-JECD	CL600 RJ	1039 1126
EI-COB	Boeing 737	1043 1121	G-RJXI	EMB 145	1047 1133
G-RJXE	EMB 145	1113 1354	VP-CAT	Citation I	1124 1630(15)
G-RJXI	EMB 145	1314 1408	G-RJXC	EMB 135	1328 1549
G-RJXC	EMB 145	1333 1452	G-JECD	CL600 RJ	1337 1418
G-SAMJ	P68B Victor	1342 0902(17)	G-MAJJ	Jetstream 41	1346 1440
G-UKFE	Fokker 100	1400 1607	G-ODSK	Boeing 737 300	1403 1547
EI-CJH	Boeing 737	1411 1444	D-FLOH	Cessna 208B	1429 1410(15)
G-JECD	CL600 RJ	1623 1706	G-RJXC	EMB 145	1654 1740
G-RJXI	EMB 145	1701 1801	G-MAJJ	Jetstream 41	1705 1744
G-RJXE	EMB 145	1710 1757	G-MAJD	Jetstream 41	1728 1807
G-MAJE	Jetstream 41	1748 1828	G-RJXC	EMB 135	1751 1837
G-FRYI	King Air 200	1804 1841	G-MAJK	Jetstream 41	1833 0731(14)
G-ODSK	Boeing 737 300	1835 1931	EI-CJG	Boeing 737	1839 1909
G-JECD	CL600 RJ	1915 1957	G-UKFE	Fokker 100	1937 0617(14)
G-RJXC	EMB 145	1946 0735(14)	G-MAJJ	Jetstream 41	1959 0704(14)
G-APZ	Boeing 737 800	2004 2124	C-FTDA	Airbus 320	2018 2144
G-RJXC	EMB 135	2032 0740(14)	G-BYAI	Boeing 757	2038 0625(14)
G-MAJD	Jetstream 41	2041 0708(14)	CS-DNQ	Falcon 2000	2048 1103(14)
G-RJXE	EMB 145	2050 0738(14)	G-RJXI	EMB 145	2108 0745(14)
G-MAJE	Jetstream 41	2122 0658(14)	EI-WGV	Gulfstream V	2149 0952(14)
G-ODSK	Boeing 737 300	2208 0719(14)			

14 Tuesday

G-ZAPN	BAe 146 200	0151 0331	C-FTDA	Airbus 320	0638 0821
G-JTCA	PA-23 Aztec	0701 0748	G-JECD	CL600 RJ	0741 0824
G-AVYS	PA-28R Arrow	0833 1712	G-MAJJ	Jetstream 41	0920 0959
G-RJXC	EMB 135	0930 1015	G-MAJD	Jetstream 41	0933 1007
G-UKFE	Fokker 100	0936 1044	G-RJXC	EMB 145	0938 1035
N91CW	Gulfstream V	0942 1316	G-ODSK	Boeing 737 300	0948 1109
EI-CJD	Boeing 737	0957 1040	G-MAJK	Jetstream 41	1009 1533
G-MAJE	Jetstream 41	1012 1348	G-RJXE	EMB 145	1024 1111
G-JECD	CL600 RJ	1037 1119	9H-ADN	Boeing 737 300	1048 1148
G-RJXI	EMB 145	1116 1340	N525AD	CitationJet	1158 1834
G-RJXE	EMB 145	1302 1357	G-MAJD	Jetstream 41	1308 1444
G-RJXC	EMB 135	1311 1512	G-FHAJ	Airbus 320	1320 1416
D-ICWM	King Air B200C	1330 1446	G-DIXY	PA-28 Archer III	1342 1452
G-RJXC	EMB 145	1343 1501	G-UKFE	Fokker 100	1351 1642
EI-COA	Boeing 737	1355 1441	G-ODSK	Boeing 737 300	1411 1540
G-MAJJ	Jetstream 41	1417 1505	C-FTDA	Airbus 320	1439 1609
ZH536	Islander CC.2	1458 1527	G-JECD	CL600 RJ	1616 1659
G-MAJD	Jetstream 41	1709 1747	G-RJXC	EMB 145	1714 1805
G-RJXC	EMB 135	1718 1818	G-MAJJ	Jetstream 41	1725 1808
G-RJXI	EMB 145	1727 1812	G-RJXE	EMB 145	1729 1814
G-MAJE	Jetstream 41	1751 1837	G-ODSK	Boeing 737 300	1825 1921
G-JTCA	PA-23 Aztec	1826 1841	G-MAJK	Jetstream 41	1827 0748(15)
N900CB	Cessna 421C	1829 1400(16)	EI-CKR	Boeing 737	1832 1902
G-EXEC	PA-34 Seneca	1836 0811(15)	G-JECD	CL600 RJ	1911 1951
PH-HZF	Boeing 737 800	1918 2035	G-UKFE	Fokker 100	1939 0618(15)
G-RJXC	EMB 145	1952 0729(15)	G-RJXC	EMB 135	2006 0752(15)
G-MAJD	Jetstream 41	2010 0649(15)	G-MAJJ	Jetstream 41	2031 0701(15)
G-BYAI	Boeing 757	2052 0850(15)	G-RJXE	EMB 145	2110 0734(15)
G-RJXI	EMB 145	2112 0731(15)	G-MAJE	Jetstream 41	2143 0705(15)
G-ODSK	Boeing 737 300	2200 0709(15)			

15 Wednesday

C-FTDA	Airbus 320	0238 0754	G-SOUL	Cessna 310R	0832 1156
G-MAJJ	Jetstream 41	0916 0957	G-RJXC	EMB 145	0921 1032
G-MAJE	Jetstream 41	0925 1005	EI-CJG	Boeing 737	0943 1025

G-ODSK	Boeing 737 300	0947 1100	G-UKFE	Fokker 100	0951 1055
G-MAJD	Jetstream 41	1010 1348	G-RJXI	EMB 145	1018 1110
G-MAJK	Jetstream 41	1023 1549	G-RJXK	EMB 135	1030 1115
G-RJXE	EMB 145	1057 1339	G-JEAJ	BAe 146 200	1106 1143
D-CALM	Dornier 228	1207 1718	F-GRAK	Bell 412	1211 1338
N67548	Cessna 152	1212 1537	G-BZGO	Robinson R-44	1224 1411
G-OBLC	B.76 Duchess	1250 1416	G-MAJE	Jetstream 41	1253 1440
G-RJXI	EMB 145	1307 1359	G-MAJC	Jetstream 41	1319 1822(16)
F-GPAK	Gulfstream IV	1324 1407	EI-CKR	Boeing 737	1349 1424
G-ODSK	Boeing 737 300	1351 1542	G-RJXK	EMB 135	1356 1515
G-UKFE	Fokker 100	1403 1606	G-RJXC	EMB 145	1408 0730(16)
G-MAJJ	Jetstream 41	1426 1509	G-MAMD	King Air B200	1436 1534(17)
G-RJXF	EMB 145	1520 1612	G-CBIL	Cessna 182K	1552 1638
G-JECD	CL600 RJ	1625 1704	G-RJXE	EMB 145	1648 1750
C-FTDA	Airbus 320	1701 1818	G-RJXD	EMB 145	1705 1804
G-MAJE	Jetstream 41	1708 1753	G-RJXK	EMB 135	1722 1808
G-MAJJ	Jetstream 41	1726 1814	G-EXEC	PA-34 Seneca	1742 1042(16)
N202AA	Cessna 421C	1745 1928	G-MAJD	Jetstream 41	1747 1831
G-RJXF	EMB 145	1755 1839	G-ODSK	Boeing 737 300	1811 1909
EI-COB	Boeing 737	1827 1912	G-MAJK	Jetstream 41	1833 0733(16)
G-JECD	CL600 RJ	1918 1955	G-UKFE	Fokker 100	1939 0834(16)
G-RJXK	EMB 135	2000 0748(16)	G-MAJE	Jetstream 41	2009 0708(16)
G-MAJJ	Jetstream 41	2027 0705(16)	G-RJXF	EMB 145	2034 2103
G-RJXE	EMB 145	2051 0747(16)	G-RJXD	EMB 145	2105 0742(16)
G-MAJD	Jetstream 41	2119 0651(16)	G-ODSK	Boeing 737 300	2132 0703(16)
G-BYAI	Boeing 757	2235 0715(16)	C-FTDA	Airbus 320	2343 0825(16)
16 Thursday					
G-JECD	CL600 RJ	0745 0828	G-MAJJ	Jetstream 41	0916 0958
G-SOUL	Cessna 310R	0934 1227	G-MAJE	Jetstream 41	0935 1013
G-RJXK	EMB 135	0940 1028	G-RJXC	EMB 145	0942 1040
EI-CJH	Boeing 737	0957 1035	G-MAJD	Jetstream 41	1000 1350
G-ODSK	Boeing 737 300	1003 1057	G-MAJK	Jetstream 41	1024 1546
G-JECD	CL600 RJ	1036 1121	G-RJXE	EMB 145	1038 1354
G-RJXD	EMB 145	1056 1133	G-UKFE	Fokker 100	1127 1218
G-YACB	Robinson R-22B	1149 1221	G-BPPM	King Air 200	1249 1323
G-OOUU	Boeing 757	1308 1433	G-MAJE	Jetstream 41	1311 1438
G-RJXK	EMB 135	1314 1513	EC-IAG	Airbus 320	1319 1452
G-RJXD	EMB 145	1322 1406	G-COEZ	Airbus 320	1335 1531
G-ODSK	Boeing 737 300	1349 1542	G-RJXC	EMB 145	1352 1458
EI-CKQ	Boeing 737	1408 1505	G-MAJJ	Jetstream 41	1426 1509
G-UKFE	Fokker 100	1503 1607	G-JECD	CL600 RJ	1622 1700
EC-HMK	Boeing 737 800	1647 1810	G-RJXE	EMB 145	1650 1753
G-RJXC	EMB 145	1703 1750	G-MAJE	Jetstream 41	1709 1800
G-RJXD	EMB 145	1712 1816	C-FTDA	Airbus 320	1716 1913
G-RJXK	EMB 135	1720 1813	G-MAJJ	Jetstream 41	1740 1833
G-MAJD	Jetstream 41	1755 1846	G-BZSD	PA-46 Malibu	1808 0713(17)
G-ODSK	Boeing 737 300	1824 1919	G-MAJK	Jetstream 41	1827 0719(17)
EI-COB	Boeing 737	1831 1906	G-JECD	CL600 RJ	1912 1954
N900CB	Cessna 421C	1934 1732(17)	G-RJXC	EMB 145	1941 0722(17)
G-UKFE	Fokker 100	1947 0625(17)	EI-WGV	Gulfstream V	1950 2339
G-RJXK	EMB 135	2000 0731(17)	G-MAJE	Jetstream 41	2019 0704(17)
G-MAJJ	Jetstream 41	2055 0659(17)	G-RJXE	EMB 145	2057 1102(17)
D-CAVE	Lear Jet 35A	2100 1012(17)	G-RJXD	EMB 145	2108 0810(17)
G-BTXG	Jetstream 31	2118 2146	G-MAJD	Jetstream 41	2143 0648(17)
G-ODSK	Boeing 737 300	2153 0708(17)	G-MAJC	Jetstream 41	2351 1414(19)

17 Friday

G-CDUO	Boeing 757	0159 0631	C-FTDA	Airbus 320	0424 0645
G-JECD	CL600 RJ	0747 0826	G-TASH	Cessna 172N	0846 1311
G-RJXC	EMB 145	0920 1241	G-RJXK	EMB 135	0931 1021
G-MAJE	Jetstream 41	0936 1017	G-BBXL	Cessna 310Q	0939 0743(23)
G-MAJJ	Jetstream 41	0944 1025	G-MAJD	Jetstream 41	0948 1353
EI-CKQ	Boeing 737	0958 1030	G-MAJK	Jetstream 41	1010 1547
G-UKFE	Fokker 100	1022 1125	G-JECD	CL600 RJ	1041 1121
EC-IDT	Boeing 737 800	1051 1340	G-BAVZ	PA-23 Aztec	1216 1458
G-SAMJ	P-68B Victor	1231 1540	CS-DFA	Falcon 900	1255 1557
G-RJXK	EMB 135	1319 1510	G-JECD	CL600 RJ	1332 1446
G-MAJE	Jetstream 41	1336 1500	G-ODSK	Boeing 737 300	1359 1603
G-UKFE	Fokker 100	1436 1606	G-MAJJ	Jetstream 41	1443 1528
G-RJXD	EMB 145	1454 1554	EI-COB	Boeing 737	1523 1559
G-RJXC	EMB 145	1525 1623	G-JECD	CL600 RJ	1644 1714
G-BDYD	Rockwell 114	1702 1857(18)	G-BZSD	PA-46 Malibu	1718 1752
G-RJXE	EMB 145	1720 1811	G-RJXK	EMB 135	1722 1814
G-TDL	Airbus 320	1726 1834	G-MAJE	Jetstream 41	1734 1808
G-MAJD	Jetstream 41	1746 1829	G-MAJJ	Jetstream 41	1809 1839
G-RJXC	EMB 145	1840 1925	G-MAJK	Jetstream 41	1842 1350(21)
G-RJXD	EMB 145	1914 1957	G-JECD	CL600 RJ	1928 2001
G-GLUG	PA-31 Navajo	1937 1543(19)	G-UKFE	Fokker 100	1941 0634(18)
EI-CKR	Boeing 737	1954 2028	G-BDPA	PA-28 Warrior	2014 1745(18)
G-GIFT	PA-28 Archer III	2024 1751(21)	G-MAJE	Jetstream 41	2037 0918(18)
G-MAJJ	Jetstream 41	2137 1005(18)	G-RJXK	EMB 135	2145 1238(19)
G-RJXE	EMB 145	2155 1352(19)	C-FTDA	Airbus 320	2205 2322
EC-HBM	Boeing 737 800	2210 2347	G-RJXC	EMB 145	2223 2353
G-MAJD	Jetstream 41	2228 0656(18)	EC-ICK	Airbus 320	2245 0012(18)
G-OBMM	Boeing 737 400	2302 2342	G-RJXD	EMB 145	2306 0810(18)
EC-IAG	Airbus 320	2311 0030(18)			

18 Saturday

G-BVJB	Fokker 100	0015 0708	G-CDUO	Boeing 757	0201 1044
G-BYAI	Boeing 757	0424 1746	C-FTDA	Airbus 320	0515 0704
G-MAJD	Jetstream 41	0950 1411	G-UKFE	Fokker 100	0955 1100
EI-CJD	Boeing 737	1013 1047	G-BVJB	Fokker 100	1017 1119
OO-VLS	Fokker 50	1113 1159	N731L	Jetstar 731	1140 1730(22)
G-RJXD	EMB 145	1142 1234	G-HLAD	Airbus 300	1242 1447
G-MAJJ	Jetstream 41	1309 1509	C-FTDA	Airbus 320	1327 1452
G-UKFE	Fokker 100	1355 1608	G-BVZI	Boeing 737 500	1413 1514
OY-MRK	Boeing 737 700	1437 1605	N750NS	Citation X	1604 1636
G-JEDY	DHC-8	1610 1652	G-RJXD	EMB 145	1612 1420(19)
G-HKR	Boeing 737 800	1622 1740	EC-FXI	DC9 83	1639 1802
G-CDUO	Boeing 757	1646 2022	G-MAJE	Jetstream 41	1649 1606(19)
G-MAJJ	Jetstream 41	1732 1010(19)	G-MAJD	Jetstream 41	1734 1407(19)
EI-COB	Boeing 737	1901 1927	G-UKFM	Fokker 100	1929 0610(19)
C-FTDA	Airbus 320	2046 2232	G-BVJB	Fokker 100	2114 0700(19)
ZG844	Islander AL.1	2127 2152	EC-FXP	Boeing 737 400	2132 2300
EC-HZS	Boeing 737 800	2343 0103(19)	G-BYAI	Boeing 757	2359 0000(19)

19 Sunday

C-FTDA	Airbus 320	0332 0821	G-UKFM	Fokker 100	0932 1047
G-BVJB	Fokker 100	0950 1050	G-GUST	JetRanger	1005 1037
G-MAJJ	Jetstream 41	1253 1503	EI-CJE	Boeing 737	1256 1321
G-JEDE	DHC-8	1305 1342	G-UKFM	Fokker 100	1354 1603
C-FTDA	Airbus 320	1459 1627	G-RJXK	EMB 135	1511 1610
G-RJXH	EMB 145	1546 1624	G-OLDJ	Lear Jet 45	1614 1704
G-JECD	CL600 RJ	1617 1708	G-RJXE	EMB 145	1641 1743
G-MAJD	Jetstream 41	1707 1737	G-RJXD	EMB 145	1712 1805

G-MAJJ	Jetstream 41	1739 1811	G-SAMJ	P-68B Victor	1750 1808(22)
G-MAJC	Jetstream 41	1752 1832	CS-DNS	Falcon 2000	1802 0823(20)
EI-CNV	Boeing 737	1827 1902	G-MIDI	Airbus 321	1837 1935
G-JECD	CL600 RJ	1908 1949	G-RJXK	EMB 135	1933 0730(20)
G-UKFM	Fokker 100	1937 0612(20)	G-BYAI	Boeing 757	1939 0623(20)
G-MAJD	Jetstream 41	1955 0708(20)	G-MAJE	Jetstream 41	1958 0659(20)
G-RJXJ	EMB 145	2010 2049	G-RJXC	EMB 145	2016 0735(20)
G-MAJJ	Jetstream 41	2029 0650(20)	G-RJXE	EMB 145	2052 0725(20)
G-RJXD	EMB 145	2105 1107(20)	G-MAJC	Jetstream 41	2134 0720(20)
G-OBMM	Boeing 737 400	2217 0705(20)	C-FTDA	Airbus 320	2247 0008(20)

20 Monday

C-FTDA	Airbus 320	0554 0930	G-JECD	CL600 RJ	0743 0820
N64GA	King Air 200	0845 1844	G-JPAL	Twin Squirrel	0849 1220(27)
G-OAMT	PA-31 Navajo	0906 1722	G-MAJE	Jetstream 41	0923 1005
G-RJXE	EMB 145	0925 1034	G-RJXK	EMB 135	0927 1015
G-LSFI	AA5A Cheetah	0923 1003	G-UKFM	Fokker 100	0936 1045
G-MAJD	Jetstream 41	0944 1019	G-MAJJ	Jetstream 41	0947 1346
G-OBMM	Boeing 737 400	0949 1055	EI-CNT	Boeing 737	1002 1041
G-MAJC	Jetstream 41	1017 1536	G-JECD	CL600 RJ	1040 1114
G-RJXC	EMB 145	1043 1341	G-SOUL	Cessna 310R	1112 1616
G-BYLM	PA-46 Malibu	1150 1127(22)	G-MAJD	Jetstream 41	1250 1440
G-RJXD	EMB 145	1308 1407	G-RJXK	EMB 135	1310 1505
G-JECD	CL600 RJ	1327 1418	G-RJXE	EMB 145	1332 1452
G-UKFM	Fokker 100	1352 1613	G-OBMM	Boeing 737 400	1359 1542
EI-CJH	Boeing 737	1411 1449	G-HERB	PA-28R Arrow III	1416 1046(27)
G-MAJE	Jetstream 41	1425 1507	N525AD	CitationJet	1545 1606(22)
D-CCCF	Citation II	1610 1720	G-JECD	CL600 RJ	1624 1705
G-RJXE	EMB 145	1645 1731	G-RJXC	EMB 145	1657 1755
G-MAJD	Jetstream 41	1703 1751	G-RJXK	EMB 135	1718 1801
G-RJXD	EMB 145	1725 1811	G-MAJE	Jetstream 41	1734 1838
G-MAJJ	Jetstream 41	1746 1830	G-LSFI	AA5A Cheetah	1812 1842
G-OBMP	Boeing 737 300	1825 1916	EI-CJI	Boeing 737	1827 1914
G-MAJC	Jetstream 41	1836 0703(21)	G-JECD	CL600 RJ	1910 1951
G-RJXE	EMB 145	1923 0727(21)	G-UKFM	Fokker 100	1930 0620(21)
C-FTDA	Airbus 320	1947 2119	TC-APC	Boeing 737 400	2008 2143
G-MAJD	Jetstream 41	2011 0730(21)	G-RJXK	EMB 135	2013 0754(21)
G-BYAI	Boeing 757	2042 0635(21)	G-MAJE	Jetstream 41	2057 0650(21)
G-RJXD	EMB 145	2100 0737(21)	G-RJXC	EMB 145	2110 0723(21)
G-MAJJ	Jetstream 41	2140 0701(21)	G-OBMP	Boeing 73 300	2144 0751(21)

21 Tuesday

G-BZSD	PA-46 Malibu	0706 0805	G-MAJM	Jetstream 41	0746 0849
G-JECD	CL600 RJ	0748 0836	C-FTDA	Airbus 320	0800 0908
G-RJXE	EMB 145	0924 1038	G-MAJJ	Jetstream 41	0927 1006
G-MAJC	Jetstream 41	0930 1003	G-MIDZ	Airbus 320	0940 1056
G-RJXK	EMB 135	0943 1033	G-UKFM	Fokker 100	0948 1044
EI-CJD	Boeing 737	0952 1026	G-MAJE	Jetstream 41	1002 1539
N900CB	Cessna 421C	1004 0828(05)	G-MAJD	Jetstream 41	1015 1106
G-FPLA	King Air 200	1025 1358	G-RJXC	EMB 145	1028 1116
G-JECD	CL600 RJ	1035 1120	G-RJXD	EMB 145	1040 1342
9H-ADH	Boeing 737 300	1051 1152	G-BJYD	Cessna F152	1252 1347
G-MAJJ	Jetstream 41	1304 1449	G-RJXC	EMB 145	1306 1403
G-RJXK	EMB 135	1318 1509	G-RJXE	EMB 145	1330 1452
OE-GPS	Citation Bravo	1333 1430	G-CCMY	Boeing 757	1338 1442
EI-CJI	Boeing 737	1340 1418	G-UKFM	Fokker 100	1357 1605
G-ODSK	Boeing 737 300	1359 1537	G-SOUL	Cessna 310R	1414 1435
G-MAJC	Jetstream 41	1417 1505	G-TICL	Airbus 320	1420 1533
G-MAJA	Jetstream 41	1454 1756	C-FTDA	Airbus 320	1457 1611

N642P	Turbo Navajo	1538 1828(31)	G-BFZD	Cessna FR182	1541 1623
G-JECD	CL600 RJ	1621 1704	G-RJXE	EMB 145	1705 1745
G-RJXD	EMB 145	1707 1748	G-RJXK	EMB 135	1715 1805
G-RJXC	EMB 145	1726 1810	G-MAJC	Jetstream 41	1730 1806
G-MAJK	Jetstream 41	1741 1833	G-ODSK	Boeing 737 300	1807 1906
El-CON	Boeing 737	1835 1908	G-BAGL	Gazelle 1	1852 1917
G-MAJE	Jetstream 41	1853 1942	G-JECD	CL600 RJ	1925 1959
G-RJXE	EMB 145	1937 0722(22)	G-UKFM	Fokker 100	1939 0619(22)
G-RJXK	EMB 135	1956 0734(22)	PH-HZA	Boeing 737 800	2007 2133
G-MAJC	Jetstream 41	2034 0737(22)	G-BYAI	Boeing 757	2041 0904(22)
G-BJXD	EMB 145	2059 0741(22)	G-RJXC	EMB 145	2106 0730(22)
G-ODSK	Boeing 737 300	2116 0751(22)	G-MAJK	Jetstream 41	2137 0707(22)
G-MAJA	Jetstream 41	2153 1442(22)	G-MAJE	Jetstream 41	2200 0654(22)
G-MAJM	Jetstream 41	2325 0705(22)			

22 Wednesday

G-OEJA	Citation I	0107 0123	C-FTDA	Airbus 320	0125 0749
G-JECD	CL600 RJ	0747 0822	G-RJXE	EMB 145	0918 1032
G-FPLA	King Air 200	0920 1330	G-MAJK	Jetstream 41	0929 1009
G-RJXK	EMB 135	0931 1016	G-MAJM	Jetstream 41	0941 1012
G-MAJE	Jetstream 41	0953 1355	El-CNW	Boeing 737	0958 1030
G-UKFM	Fokker 100	1005 1104	G-RJXC	EMB 145	1020 1112
G-MAJC	Jetstream 41	1024 1539	G-ODSK	Boeing 737 300	1035 1121
G-JECD	CL600 RJ	1039 1118	G-RJXD	EMB 145	1047 1340
N96UT	Falcon 50	1111 1743	G-SOUL	Cessna 310R	1140 1247
G-BTGZ	PA-28 Archer II	1148 1450(24)	G-MAJM	Jetstream 41	1246 1406(26)
G-BBNG	JetRanger	1302 1743(31)	G-RJXC	EMB 145	1305 1413
G-RJXK	EMB 135	1310 1506	C-FTDF	Airbus 320	1326 1453
G-RJXE	EMB 145	1332 1456	G-ODSK	Boeing 737 300	1412 1537
G-MAJK	Jetstream 41	1450 1532	G-USTB	Augusta A109A	1452 1458
G-UKFA	Fokker 100	1534 1632	G-BMDK	PA-34 Seneca	1607 1640
El-CJF	Boeing 737	1614 1654	G-JECD	CL600 RJ	1625 1706
G-RJXD	EMB 145	1652 1756	C-FTDA	Airbus 320	1655 1835
G-RJXE	EMB 145	1658 1749	G-MAJA	Jetstream 41	1705 1800
G-RJXC	EMB 145	1711 1802	G-RJXK	EMB 135	1727 1817
G-MAJK	Jetstream 41	1750 1830	G-MAJE	Jetstream 41	1755 1843
G-ODSK	Boeing 737 300	1814 1923	El-CNZ	Boeing 737	1829 1905
G-MAJC	Jetstream 41	1833 0653(23)	G-JECD	CL600 RJ	1917 1948
G-RJXE	EMB 145	1942 0719(23)	G-UKFA	Fokker 100	1945 0615(23)
G-MAJA	Jetstream 41	2006 0739(23)	G-RJXK	EMB 135	2011 0734(23)
G-RJXD	EMB 145	2055 0815(23)	G-MAJK	Jetstream 41	2059 0658(23)
G-RJXC	EMB 145	2107 0729(23)	G-MAJE	Jetstream 41	2143 0703(23)
G-ODSK	Boeing 737 300	2152 0712(23)	G-FRYI	King Air 200	2221 2242
C-FTDA	Airbus 320	2342 0812(23)			

23 Thursday

G-BYAI	Boeing 757	0005 0655	G-JECD	CL600 RJ	0737 0823
G-GMAA	Lear Jet 45	0819 1933	G-BAVZ	PA-23 Aztec	0830 1318
G-RJXE	EMB 145	0913 1028	G-MAJK	Jetstream 41	0922 1006
G-RJXK	EMB 135	0926 1018	G-MAJE	Jetstream 41	0931 1009
G-UKFA	Fokker 100	0948 1057	G-BAGL	Gazelle 1	0950 1016
El-CJD	Boeing 737	0951 1035	G-MAJC	Jetstream 41	0956 1356
N750NS	Citation X	1000 1433	G-ODSK	Boeing 737 300	1004 1101
G-MAJA	Jetstream 41	1022 1147	G-JECD	CL600 RJ	1036 1127
G-RJXB	EMB 145	1044 1122	G-RJXD	EMB 145	1117 1352
EC-GNZ	Boeing 737 400	1141 1241	G-MAJE	Jetstream 41	1258 1436
G-RJXB	EMB 145	1304 1413	G-RJXK	EMB 135	1308 1504
G-OOOG	Boeing 757	1323 1516	G-RJXE	EMB 145	1333 1511
G-COEZ	Airbus 320	1338 1522	G-MAJA	Jetstream 41	1350 1533

G-ODSK	Boeing 737 300	1353 1539	G-BYLM	PA-46 Malibu	1357 1147(25)
G-UKFA	Fokker 100	1400 1610	EC-IAG	Airbus 320	1404 1544
EI-CON	Boeing 737	1407 1450	G-MAJK	Jetstream 41	1420 1507
CS-DNO	Hawker 800XP	1542 1756	G-UVIP	Cessna 421C	1617 1639
G-JECD	CL600 RJ	1621 1703	G-TVIP	Cessna 404	1626 1625(24)
G-RJXD	EMB 145	1657 1750	C-FTDA	Airbus 320	1712 1916
G-MAJE	Jetstream 41	1714 1753	G-RJXK	EMB 135	1718 1815
G-MAJK	Jetstream 41	1720 1807	G-RJXB	EMB 145	1723 1801
G-RJXE	EMB 145	1725 1811	G-MRMR	PA-31 Navajo	1731 1921(29)
G-MAJC	Jetstream 41	1742 1826	G-BBXL	Cessna 310Q	1800 0939(27)
G-ODSK	Boeing 737 300	1817 1909	G-MAJA	Jetstream 41	1832 0652(24)
G-PCAR	PA-46 Malibu	1847 1922	EI-CJF	Boeing 737	1851 1926
G-JECD	CL600 RJ	1914 1953	G-UKFA	Fokker 100	1935 0623(24)
G-RJXK	EMB 135	2001 0733(24)	G-RJXE	EMB 145	2009 0721(24)
G-MAJE	Jetstream 41	2012 0702(24)	G-MAJK	Jetstream 41	2020 2057
G-RJXD	EMB 145	2054 0736(24)	G-RJXB	EMB 145	2110 0724(24)
G-BYAI	Boeing 757	2126 0633(24)	G-ODSK	Boeing 737 300	2130 0713(24)
G-MAJC	Jetstream 41	2133 0744(24)	G-BTXG	Jetstream 31	2140 2157
G-MAJI	Jetstream 41	2316 0657(24)			

24 Friday

C-FTDA	Airbus 320	0444 0646	D-ICRK	SA 226TC Metro 2	0505 0547
G-REBK	King Air 200	0739 0757	G-JECD	CL600 RJ	0742 0824
G-RJXB	EMB 145	0914 1039	G-MAJE	Jetstream 41	0925 1004
G-RJXK	EMB 135	0929 1020	G-MAJI	Jetstream 41	0931 1010
G-ODSK	Boeing 737 300	0953 1138	G-UKFA	Fokker 100	0958 1103
G-RJXE	EMB 145	1017 1115	G-MAJA	Jetstream 41	1022 1345
EI-CNT	Boeing 737	1025 1100	G-MAJC	Jetstream 41	1033 1521
G-JECD	CL600 RJ	1037 1120	EC-HKQ	Boeing 737 800	1042 1215
G-RJXD	EMB 145	1046 1401	G-MAJE	Jetstream 41	1316 1441
G-RJXK	EMB 135	1322 1508	G-RJXE	EMB 145	1325 1412
G-JECD	CL600 RJ	1328 1416	G-RJXB	EMB 145	1339 1501
G-UKFA	Fokker 100	1359 1606	G-ODSK	Boeing 737 300	1414 1538
G-MAJI	Jetstream 41	1426 1644	EI-CON	Boeing 737	1438 1516
CS-DFA	Falcon 900	1523 1649	G-JEDE	DHC-8	1640 1714
G-MAJE	Jetstream 41	1657 1745	G-RJXB	EMB 145	1704 1743
G-REBK	King Air 200	1709 1730	G-RJXE	EMB 145	1710 1807
C-GTDM	Airbus 320	1715 1835	G-RJXK	EMB 135	1721 1815
G-RJXD	EMB 145	1725 1819	G-MAJA	Jetstream 41	1759 1840
G-MAJC	Jetstream 41	1810 1849	G-ODSK	Boeing 737 300	1833 1931
G-HLAD	Airbus 300	1845 2030	G-MAJI	Jetstream 41	1928 0908(25)
EI-CNT	Boeing 737	1932 2011	G-UKFG	Fokker 100	1938 0709(25)
N79EL	Beechjet 400A	1942 2008	G-JEDE	DHC-8	1952 2037
G-RJXB	EMB 145	1954 2034	G-RJXK	EMB 135	1957 1231(26)
G-MAJE	Jetstream 41	2007 1007(25)	C-FTDA	Airbus 320	2045 2259
G-RJXE	EMB 145	2111 0818(25)	G-MAJC	Jetstream 41	2113 0651(25)
G-RJXD	EMB 145	2117 1042(25)	G-MAJA	Jetstream 41	2132 1603(26)
G-ODSK	Boeing 737 300	2156 2234	G-BVJD	Fokker 100	2158 0705(25)
EC-IAG	Airbus 320	2201 2327	EC-HBN	Boeing 737 800	2206 2348
EC-ICK	Airbus 320	2221 2352			

25 Saturday

G-BYAI	Boeing 757	0006 0701	C-FTDA	Airbus 320	0435 0656
G-VOAR	PA-28 Archer III	0828 0941	G-JEDY	DHC-8	0845 0930
G-BVJD	Fokker 100	0938 1121	G-UKFG	Fokker 100	0945 1104
EI-CON	Boeing 737	0949 1031	G-MAJC	Jetstream 41	1000 1416
OO-VLR	Fokker 50	1132 1227	G-RJXE	EMB 145	1142 1335
G-BYAI	Boeing 757	1211 1423	OY-MRK	Boeing 737 700	1300 1427
G-MAJE	Jetstream 41	1317 1507	C-FTDA	Airbus 320	1326 1453

G-BVKC	Boeing 737 500	1348 1550	G-RJXD	EMB 145	1350 1626
G-UKFG	Fokker 100	1352 1605	G-JECA	CL600 RJ	1413 1535
G-MAJG	Jetstream 41	1446 1006(28)	OE-LCF	CL600 RJ	1550 1632
G-JEDX	DHC-8	1602 1642	EC-HBN	Boeing 737 800	1620 1725
EI-WJN	BAe 125 700B	1624 1720	EC-HFT	DC-9 82	1630 1740
G-RJXE	EMB 145	1659 0751(27)	G-MAJE	Jetstream 41	1727 1355(26)
G-MAJC	Jetstream 41	1801 1007(26)	EI-COB	Boeing 737	1907 1939
G-UKFG	Fokker 100	1938 0618(26)	C-FTDA	Airbus 320	2044 2226
G-BYAI	Boeing 757	2050 2209	G-BVJD	Fokker 100	2112 0705(26)
G-RJXD	EMB 145	2119 1353(26)	EC-GUO	Boeing 737 400	2149 2303
EC-IDT	Boeing 737 800	2222 2337			

26 Sunday

G-BYAI	Boeing 757	0335 —	C-FTDA	Airbus 320	0337 1747
G-UKFG	Fokker 100	0932 1043	G-BVJD	Fokker 100	0959 1057
EI-CJD	Boeing 737	1110 1147	G-MAJC	Jetstream 41	1256 1504
G-JEDE	DHC-8	1317 1357	G-RJXB	EMB 145	1330 1421
G-UKFG	Fokker 100	1359 1622	G-RJXK	EMB 135	1512 1559
G-RJXC	EMB 145	1540 1625	G-RJXD	EMB 145	1640 1751
G-JECB	CL600 RJ	1644 1712	G-MAJM	Jetstream 41	1702 1741
G-RJXB	EMB 145	1720 1810	G-MAJC	Jetstream 41	1735 1812
G-MAJE	Jetstream 41	1740 1826	G-BWHF	PA-31 Navajo	1743 1800
F-HOCI	Falcon 900B	1806 0625(27)	G-OBMP	Boeing 737 300	1822 1910
EI-CNW	Boeing 737	1831 1915	G-JECB	CL600 RJ	1919 1956
G-UKFG	Fokker 100	1932 0632(27)	G-BYAI	Boeing 757	1947 0629(27)
G-MAJM	Jetstream 41	1952 0703(27)	G-RJXK	EMB 135	1954 0737(27)
G-RJXJ	EMB 135	2006 2049	G-MAJA	Jetstream 41	2009 0859(27)
G-MAJC	Jetstream 41	2941 0739(27)	G-RJXD	EMB 145	2101 0722(27)
G-RJXB	EMB 145	2109 0728(27)	G-MAJE	Jetstream 41	2121 0656(27)
G-OBMP	Boeing 737 300	2212 0711(27)			

27 Monday

C-FTDA	Airbus 320	0002 0123	C-FTDA	Airbus 320	0659 0937
G-JECB	CL600 RJ	0734 0821	G-RJXD	EMB 145	0917 1037
G-MAJM	Jetstream 41	0930 1007	G-RJXK	EMB 135	0932 1024
G-UKFG	Fokker 100	0935 1056	G-OBMP	Boeing 737 300	0945 1101
G-UVIP	Cessna 421C	0954 1627(28)	G-MAJE	Jetstream 41	0957 1452
EI-CJI	Boeing 737	1001 1034	LZ-HMN	Tupolev 154M	1014 1140
G-RJXB	EMB 145	1020 1111	G-MAJC	Jetstream 41	1026 1106
G-JECB	CL600 RJ	1028 1114	G-RJXE	EMB 145	1100 1342
G-MAJA	Jetstream 41	1117 1500	N79EL	Beechjet 400A	1207 1216
G-BWHF	PA-31 Navajo	1208 1226	G-BPTL	Cessna 172N	1225 1303
G-AZIK	PA-34 Seneca	1229 1256	G-HERB	PA-28R Arrow 3	1233 n/s+
G-MAJM	Jetstream 41	1307 1436	G-RJXB	EMB 145	1308 1409
G-RJXK	EMB 135	1316 1504	CS-DFA	Falcon 900	1325 1359
G-JECB	CL600 RJ	1339 1418	G-RJXD	EMB 145	1341 1453
G-UKFG	Fokker 100	1357 1608	EI-COX	Boeing 737	1411 1443
G-OBMP	Boeing 737 300	1415 1545	G-BWXA	T67M Firefly	1425 1426
G-MAJC	Jetstream 41	1502 1535	G-JECB	CL600 RJ	1619 1703
G-RJXD	EMB 145	1646 1740	G-RJXE	EMB 145	1658 1746
G-BBXL	Cessna 310Q	1702 1539(31)	G-MAJJ	Jetstream 41	1709 1749
G-RJXK	EMB 135	1711 1804	G-MAJA	Jetstream 41	1727 1808
G-RJXB	EMB 145	1730 1806	G-MAJE	Jetstream 41	1738 1825
G-OBMP	Boeing 737 300	1816 1905	G-MAJC	Jetstream 41	1823 0710(28)
EI-CJH	Boeing 737	1837 1910	G-JECB	CL600 RJ	1920 2005
G-RJXD	EMB 145	1926 0739(28)	G-UKFB	Fokker 100	1930 0615(28)
C-FTDA	Airbus 320	1951 2122	G-MAJJ	Jetstream 41	1957 0732(28)
G-RJXK	EMB 135	2002 0741(28)	TC-APH	Boeing 737 800	2032 2150
G-BYAI	Boeing 757	2035 0635(28)	G-BZSD	PA-46 Malibu	2038 0641(28)

G-RJXE	EMB 145	2055 0756(28)	G-RJXB	EMB 145	2100 0725(28)
G-MAJA	Jetstream 41	2102 0701(28)	G-MAJE	Jetstream 41	2135 0704(28)
G-OBMP	Boeing 737 300	2140 0708(28)			

28 Tuesday

EC-HZH	SA227AC Metro 3	0431 0656	C-FTDA	Airbus 320	0607 0829
G-JECB	CL600 RJ	0734 0816	G-MAJA	Jetstream 41	0921 1442(29)
G-RJXK	EMB 135	0933 1017	G-MAJC	Jetstream 41	0936 1009
G-RJXD	EMB 145	0944 1033	G-OBMP	Boeing 737 300	0947 1101
G-UKFB	Fokker 100	0951 1105	EL-CJE	Boeing 737	0957 1026
G-MAJE	Jetstream 41	1004 1356	G-MAJJ	Jetstream 41	1020 1536
G-RJXB	EMB 145	1030 1114	G-JECB	CL600 RJ	1035 1117
9H-ADH	Boeing 737 300	1102 1205	G-RJXE	EMB 145	1118 1341
G-RJXB	EMB 145	1302 1406	G-MAJC	Jetstream 41	1309 1440
G-RJXK	EMB 135	1312 1506	G-ILTS	Cherokee Six	1330 1834
G-RJXD	EMB 145	1333 1455	G-UKFB	Fokker 100	1353 1612
G-OBMP	Boeing 737 300	1357 1543	EL-CJI	Boeing 737	1410 1444
G-CRPH	Airbus 320	1414 1533	G-MAJK	Jetstream 41	1427 1510
N750NS	Citation X	1446 1514	C-FTDA	Airbus 320	1452 1623
G-JECB	CL60 RJ	1620 1705	G-JCAR	PA-46 Malibu	1630 1845
G-RJXD	EMB 145	1659 1728	G-RJXE	EMB 145	1658 1742
G-MAJC	Jetstream 41	1702 1751	G-RJXB	EMB 145	1712 1755
G-RJXK	EMB 135	1723 1802	G-MAJK	Jetstream 41	1726 1758
G-MAJE	Jetstream 41	1745 1833	G-NETA	Citation Excel	1804 1830
G-OBMP	Boeing 737 300	1817 1909	G-MAJJ	Jetstream 41	1826 0735(29)
EL-CNW	Boeing 737	1828 1906	G-JECB	CL600 RJ	1914 1958
G-RJXD	EMB 145	1934 0721(29)	G-UKFN	Fokker 100	1941 0618(29)
G-SPOR	King Air B200	1954 0802(29)	G-RJXK	EMB 135	2000 0747(29)
G-MAJC	Jetstream 41	2003 0702(29)	G-MAJK	Jetstream 41	2028 0657(29)
G-RJXE	EMB 145	2048 0752(29)	G-BYAI	Boeing 757	2054 0904(29)
G-RJXB	EMB 145	2059 0739(29)	PH-HZL	Boeing 737 800	2134 2256
G-MAJE	Jetstream 41	2137 0649(29)	G-OBMP	Boeing 737 300	2152 0710(29)

29 Wednesday

C-FTDA	Airbus 320	0129 0749	G-JECB	CL600 RJ	0741 0825
VP-CBM	Citation II	0806 0819	G-MAJK	Jetstream 41	0915 1000
G-RJXD	EMB 145	0928 1042	G-MAJC	Jetstream 41	0934 1012
G-UKFN	Fokker 100	0937 1051	EL-CJI	Boeing 737	0945 1026
G-MAJE	Jetstream 41	0949 1345	G-RJXK	EMB 135	0951 1033
G-JETJ	Citation II	0954 1920	G-OBMP	Boeing 737 300	0956 1110
G-MAJJ	Jetstream 41	1023 1530	G-JECB	CL600 RJ	1030 1122
G-BYLM	PA-46 Malibu	1036 0930(30)	G-RJXB	EMB 145	1041 1117
G-RJXE	EMB 145	1055 1339	G-AZIK	PA-34 Seneca	1105 1125
G-BODY	Cessna 310R	1212 1254	G-ZAPT	King Air 200	1219 1349
F-HOCI	Falcon 900	1223 1302	G-MAJC	Jetstream 41	1305 0708(31)
G-RJXH	EMB 145	1310 1407	G-RJXK	EMB 135	1313 1508
G-RJXD	EMB 145	1340 1454	G-UKFF	Fokker 100	1355 1615
G-OBMP	Boeing 737 300	1404 1546	G-MAJK	Jetstream 41	1420 1501
EL-CJF	Boeing 737	1447 1519	G-JECB	CL600 RJ	1623 1704
C-FTDA	Airbus 320	1650 1825	G-RJXD	EMB 145	1655 1736
G-MAJA	Jetstream 41	1659 1750	G-RJXE	EMB 145	1700 1746
G-MAJK	Jetstream 41	1717 1814	G-RJXK	EMB 135	1722 1808
G-RJXH	EMB 145	1732 1812	G-MAJE	Jetstream 41	1740 1834
VP-CBM	Citation II	1742 1754	G-OBMP	Boeing 737 300	1816 1915
G-MAJJ	Jetstream 41	1829 0709(30)	EL-COB	Boeing 737	1835 1910
G-JECB	CL600 RJ	1912 1954	G-BZSD	PA-46 Malibu	1928 0806(30)
G-BJXD	EMB 145	1933 0744(30)	G-UKFF	Fokker 100	1941 0619(30)
G-RJXK	EMB 135	2000 0753(30)	G-MAJA	Jetstream 41	2011 0647(30)
G-MAJK	Jetstream 41	2027 0717(30)	G-SPOR	King Air 200	2038 2101

G-RJXE	EMB 145	2048 0747(30)	G-RJXH	EMB 145	2112 0732(30)
G-MAJE	Jetstream 41	2118 0706(30)	G-OBMP	Boeing 737 300	2137 0715(30)
G-BYAI	Boeing 757	2239 0652(30)	G-MRMR	PA-31 Navajo	2304 2023(31)
C-FTDA	Airbus 320	2342 0802(30)			

30 Thursday

EC-HZH	SA227AC Metro 3	0012 0112	G-JECB	CL600 RJ	0739 0819
G-MAJE	Jetstream 41	0920 1009	G-MAJJ	Jetstream 41	0927 1006
G-RJXK	EMB 135	0933 1031	G-RJXD	EMB 145	0941 1051
G-OBMP	Boeing 737 300	0947 1108	G-MAJA	Jetstream 41	0953 1352
G-UKFF	Fokker 100	0959 1055	El-CJL	Boeing 737	1001 1041
G-MAJK	Jetstream 41	1004 1537	G-ORJB	Citation I	1008 1202(06)
EC-IFN	Boeing 737 400	1018 1123	G-RJXH	EMB 145	1022 1114
G-BTNE	PA-28 Warrior II	1024 1323	G-JECB	CL600 RJ	1038 1121
G-RJXE	EMB 145	1047 1426	G-BBCC	PA-23 Aztec	1132 1238
G-MAJE	Jetstream 41	1259 1452	G-RJXH	EMB 145	1309 1418
G-RJXK	EMB 135	1312 1512	G-OOOI	Boeing 757	1317 1443
G-CKK	Airbus 320	1321 1448	G-RJXD	EMB 145	1340 1500
SSAS	Airbus 320	1344 1531	El-CKQ	Boeing 737	1356 1429
G-BFDI	PA-28 Archer II	1404 1434	G-OBMP	Boeing 737 300	1408 1546
G-UKFG	Fokker 100	1420 1602	G-MAJJ	Jetstream 41	1422 1515
HB-GJR	King Air 350	1503 1757	G-GRID	Twin Squirrel	1608 0943(31)
El-WDC	HS 125 3B	1617 1739	G-JECB	CL600 RJ	1620 1704
G-RJXD	EMB 145	1648 1734	N709EL	Beechjet 400	1650 1709
C-FTDA	Airbus 320	1706 1918	G-RJXE	EMB 145	1722 1806
G-MAJJ	Jetstream 41	1726 1812	G-RJXF	EMB 145	1728 1828
G-RJXK	EMB 135	1730 1820	G-MAJE	Jetstream 41	1732 1809
G-BZSD	PA-46 Malibu	1737 1815	G-MAJA	Jetstream 41	1749 1833
G-MAJK	Jetstream 41	1830 0651(31)	El-CJH	Boeing 737	1831 1906
G-OBMP	Boeing 737 300	1853 1945	G-JECB	CL600 RJ	1915 1951
G-BFDI	PA-28 Archer II	1917 0813(31)	G-RJXD	EMB 145	1931 0717(31)
G-UKFG	Fokker 100	1939 0616(31)	G-MOPB	DA-40 Star	2006 2029
G-RJXK	EMB 135	2010 0724(31)	G-MAJJ	Jetstream 41	2025 0720(31)
G-MAJE	Jetstream 41	2027 0657(31)	G-BTXG	Jetstream 31	2039 2100
G-RJXE	EMB 145	2056 0739(31)	G-RJXF	EMB 145	2110 0727(31)
G-MAJA	Jetstream 41	2123 1009(04)	G-BYAS	Boeing 757	2147 0641(31)
G-OBMP	Boeing 737 300	2156 0701(31)			

31 Friday

C-FTDA	Airbus 320	0421 0645	G-JECB	CL600 RJ	0746 0821
G-RJXK	EMB 135	0913 1020	G-RJXD	EMB 145	0921 1031
G-MAJE	Jetstream 41	0923 1005	G-ESTA	Citation II	0925 1633
G-MAJC	Jetstream 41	0937 1016	G-OBMP	Boeing 737 300	0946 1107
G-UKFG	Fokker 100	0949 1055	G-BKBW	TB-10 Tobago	0955 1806
El-CKS	Boeing 737	0956 1035	G-MAJK	Jetstream 41	1001 1348
G-MAJJ	Jetstream 41	1010 1541	G-RJXF	EMB 145	1024 1115
EC-HKQ	Boeing 737 800	1039 1244	G-JECB	CL600 RJ	1042 112
G-RJXE	EMB 145	1046 1339	CS-DNU	Hawker 800 XP	1057 0955(01)
G-JONZ	Cessna 172P	1108 0759(01)	G-TASH	Cessna 172N	1142 1638
G-BXXT	B76 Duchess	1219 1329	G-BZSD	PA-46 Malibu	1225 1301
G-MAJC	Jetstream 41	1256 1446	G-RJXK	EMB 135	1303 1511
G-RJXF	EMB 145	1309 1410	G-JECB	CL600 RJ	1345 1421
G-OBMP	Boeing 737 300	1351 1535	G-RJXD	EMB 145	1355 1500
El-CKQ	Boeing 737	1401 1436	G-UKFG	Fokker 100	1408 1606
G-MAJE	Jetstream 41	1432 1516	CS-DNR	Falcon 2000	1440 1528
G-AYMW	JetRanger	1449 1138(04)	G-CONL	TB-10 Tobago	1500 res
G-JCAR	PA-46 Malibu	1517 1917	G-JECB	CL600 RJ	1628 1659
G-IBFW	PA-28R Arrow III	1636 1831	G-RJXD	EMB 145	1650 1737
C-GTDM	Airbus 320	1702 1838	G-RJXE	EMB 145	1703 1802

G-BCKV	Cessna FRA150L	1711 1814	G-RJXF	EMB 145	1712 1808
G-MAJC	Jetstream 41	1716 1757	G-RJXX	EMB 135	1719 1815
N709EL	Beechjet 400	1732 1749	G-MAJE	Jetstream 41	1739 1824
G-MAJK	Jetstream 41	1746 1840	G-BZSD	PA-46 Malibu	1812 1910
G-OBMP	Boeing 737 300	1816 1919	G-MAJJ	Jetstream 41	1836 0646(01)
EI-CNY	Boeing 737	1850 1927	G-JECB	CL600 RJ	1917 2000
G-RJXD	EMB 145	1941 0817(01)	G-UKFH	Fokker 100	1943 0616(01)
G-RJXX	EMB 135	2006 1520(03)	G-MAJC	Jetstream 41	2014 1004(02)
C-FTDA	Airbus 320	2039 2217	G-MAJE	Jetstream 41	2044 0906(01)
G-RJXE	EMB 145	2057 1043(01)	G-RJXF	EMB 145	2109 0836(01)
G-MAJK	Jetstream 41	2121 1008(01)	G-OBMP	Boeing 737 300	2144 2224
EC-HGO	Boeing 737 800	2200 2341	G-BVJB	Fokker 100	2203 0707(01)
EC-ICK	Airbus 320	2220 2354	EC-IAG	Airbus 320	2233 0015(01)
G-BYAS	Boeing 757	2319 0704(01)			

From and To

09) LX-IMS/Coventry-Luxembourg; N1FY/F & T Guernsey; 10) CS-DNV/Luton-Stuttgart; N750NS/F & T Jersey; LX-IMS/Luxembourg-Coventry; 11) N132CK/F n/s T Weston; 12) CS-DNR/Palma-Le Bourget, CS-DNQ/Barcelona n/s Stuttgart; 13) VP-CAT/Prague-n/s Waterford; D-FLOH/?-? CS-DNQ/Stuttgart n/s Le Bourget; EI-WGV/Shannon n/s Farnboro; 14) N91CW/Luton-EMA; N525AD/F & T Edinburgh; D-ICWM/Stuttgart-Mannheim; N900CB/Guernsey n/s Isle of Man; 15) D-CALM/F & T Oxford; F-GRAK/Cambridge-York Racecourse; F-GPAK/Le Bourget-Farnboro; N202AA/F & T Elstree; 16) N900CB/Isle of Man n/s Guernsey; EI-WGV/Farnboro-Shannon; D-CAVE/Mahon n/s Heraklion; 17) CS-DFA/Luton-Nice; 18) N731L/Kerry County n/s Keflavik; N750NS/F & T Jersey; 19) CS-DNS/ Marseilles-Oslo; 20) N64GA/F & T Humberside; N525AD/Anney n/s Edinburgh; D-CCCC/Cologne-Torrejón (Madrid); 21) N900CB/Guernsey n/s Antwerp; OE-GPS/Kefallinia-Innsbruck; N64ZP/F & T Sleep; 22) N96UT/Luton-Newcastle; 23) N750NS/F & T Jersey; CS-DNO/Nice-Stockholm; 24) D-ICRK/Newcastle-Coleme; CS-DFA/Le Bourget-Northolt; N79EL/EMA-Luton; 25) EI-WJN/Shannon-Cardiff; 26) F-HOCI/Le Bourget n/s Sonderborg; 27) N79EL/EMA-Cannes; CS-DFA/Northolt-Le Bourget; 28) EC-HZH/Valencia-Lille; N750NS/F & T Jersey; 29) VP-CBM/F & T Norwich; F-HOCI/Aarhus-Le Bourget; 30) EC-HZH/Valencia-Lyon; HB-GJR/Dundee-Geneva; EI-WDC/F & T Shannon; N709EL/Rome-Lille; 31) CS-DNU/F & T Torrejón; CS-DNR/Stuttgart-Northolt; N709EL/EMA-Cannes:

Overshoots

09) G-BWXR/CFN14; G-BWXD/CFN10; XX492/CWL04; G-BONT/CWL80; G-BNSP/CWL82; G-BFAI; 10) XX482/CWL77; XX492/CWL75; G-BWXU/CFN10; G-OBLC; 13) XX139/COLT91; G-BWXC/CFN20; ZH883/Ascot531; 15) ZF418/LOP38; G-BWXT/CFN20; XX496/CWL69; G-OBLC; G-BHYF; 17) ZG755/Leeming21; 20) G-OBLC; G-BXXT; 22) XX496/CWL66; 23) G-BXXT; 27) XX494/CWL75; XX482/CWL65; G-BEJV; 28) XX491/CWL75; XX482/CWL70; 29) XX491/CWL71; 30) G-BAXY; 31) XX491/CWL65 then as CWL64:

LBA Movements review, May 2002

Starting off on the 9th we had the Lear Jet 45 LX-IMS of Husky Injection Molding Systems from Coventry to Luxembourg along with the Cessna 421C N1FY from and to its base at Guernsey. The Lear 45 was back on the 10th this time from Luxembourg to Coventry whilst Hawker 800XP CS-DNV was from Luton to Stuttgart as "Skyshare 629P" and Citation X N750NS night stopped from and to Jersey as "Beauport 6NS". The sole foreigner noted on the 11th was the Cessna 421A N132CK, which was night stopping from and to its Weston base. Netjets were out in force on the 12th with two Falcon 2000's visiting, CS-DNR was "Skyshare 5948" from Palma to Le Bourget and CS-DNQ night stopped as "Skyshare 689P" from Barcelona to Stuttgart.

Operating as "Sark 1" on the 13th was the Citation I VP-CAT from Prague then a night stop before going to Waterford, also that day were Cessna 208B D-FLOH owned by Aeroteam Aviation, Falcon 2000 CS-DNQ from Stuttgart night stop to Le Bourget as "Skyshare 9699" and Gulfstream V EI-WGV as "Emerald 05" from Shannon night stop to Farnboro. Another Gulfstream V noted on the 14th was N91CW from Luton to East Midlands, the CitationJet N525AD was from and to its base at Edinburgh while the King Air 200C D-ICWM was "GBJ 5551" from Stuttgart to Mannheim and Cessna 421C N900CB was from Guernsey night stop to the Isle of Man. On the 15th Dornier 228 D-CALM was from and to Oxford as "EVM 01" and the Elstree based Cessna 421C N202AA was from and to its base, arriving from Cambridge was the Bell 412 F-GRAK

of the Aga Khan which waited for him to come from Le Bourget in the Gulfstream 4 F-GPAK and then whisked him off to York Racecourse whilst the G-4 disappeared to Farnboro.

On the 16th Cessna 421C N900CB was from the Isle of Man for a night stop before going to Guernsey and the Gulfstream V EI-WGV was from Farnboro to Shannon still as "Emerald 05" and Lear 35A D-CAVE was "Ambulance 999" from Mahon night stop to Heraklion. Falcon 900 CS-DFA operated as "Skyshare 004P" from Luton to Nice on the 17th. A rare type on the 18th was the Jetstar N731L from Kerry County then out to Keflavik and joining it was Citation X N750NS from and to Jersey with its usual callsign "Beauport 6NS". On the 19th Falcon 2000 CS-DNS used the callsign "Skyshare 5719" from Marseilles to Oslo. King Air 200 N64GA is said to be based at Blackpool but on the 20th it was from and to Humberside, the same day saw the CitationJet N525AD from Annecy n/s to Edinburgh and Citation II D-CCCF operating from Cologne to Torrejon as "Topcat 311". Cessna 421C N900CB was back again from Guernsey n/s to Antwerp on the 21st along with the Citation Bravo OE-GPS calling in from Kefallinia to Innsbruck and Navajo N642P from and to its base at Sleep.

The Falcon 50 N96UT on the 22nd was from Luton to Newcastle then on the 23rd the Citation X N750NS returned from and to Jersey as "Beauport 6NS" and Hawker 800XP CS-DNO was "Skyshare 9891" from Luton to Stockholm. Another Netjets on the 24th was Falcon 900 CS-DFA as "Skyshare 343P" from Le Bourget to Northolt and keeping it company was Metro III D-ICRK from Newcastle to Colerne and Beechjet 400 N79EL from EMA to Luton. BAe 125 700 EI-WJN on the 25th was operating as "Emerald 02" on a flight from Shannon to Cardiff. Falcon 900 F-HOCI on the 26th did a night stop from Le Bourget to Sonderborg as "Occitania 9046". Beechjet 400 N79EL came back on the 27th from EMA to Cannes and Falcon 900 CS-DFA was back as "Skyshare 1584" from Northolt to Le Bourget. The Aeronova Metro III EC-HZH on the 28th was from Valencia to Lille as "OVA 511" and Citation X N750NS was back as "Beauport 6NS" from and to Jersey. Visiting twice on the 29th from and to Norwich was the Bernard Mathews Citation VP-CBM and the Occitania Falcon 900 returned as "OJF 9046" from Aarhus to Le Bourget.

The 30th saw Metro III EC-HZH returning as "OVA 531" from Valencia to Lyons, the King Air 350 HB-GJR was from Dundee to Geneva, HS 125 EI-WDC was "Emerald 01" on a flight from and to Shannon and the DFS Furniture other Beechjet 400 N709EL was from Rome to Lille. To end the month on the 31st the Beechjet N709EL returned on a flight from EMA to Cannes and it was joined by two Netjets, Hawker 800XP CS-DNU from and to Torrejon as "Skyshare 488P" and Falcon 2000 CS-DNR from Stuttgart to Northolt as "Skyshare 1143". On the military side we had Hercules ZH883 calling "Ascot 4560" on the 10th from Cologne to Lyneham. On the 11th Islander ZH536 was "Ascot 7999" from and to Northolt and Gazelle XZ304 was "Army 371" when it came from Shawbury. Islander ZH536 returned on the 14th as "Ascot 7961" from and to Northolt again. From and to Belfast International on the 18th was Islander ZG844 as "Army 909".

Lots of new airliners this month to record, Europa used Boeing 737 EC-IDT on the 10th. Airtours had A320's C-GTDL on the 10th and G-SSAS on the 30th and Boeing 757 G-CCMY on the 21st. Spanair operated DC9's EC-HOC on the 11th and EC-HFT on the 25th. Pegasus used 737's TC-APZ on the 13th and TC-APC on the 20th. Transavia 737's were PH-HZF on the 14th and PH-HZL on the 28th. VLM Fokker 50's noted were OO-Y on the 18th and OO-VLR on the 25th. Tyrolean CL600 OE-LCF operated on the 25th and Hemus Air used TU 154 LZ-HMN on the 27th. Futura used 737 EC-IFN on the 30th and Heavylift Airbus 300 G-HLAD was visiting on the 18th.

Terry Sykes

LEEDS BRADFORD AIRLINE REPORT - JUNE 2002

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA136	TFS	07/EC-ICD	14/EC-IDT	21/EC-ICD	28/EC-ICD	
AEA174	PM	01/EC-HGQ	08/EC-HNB	15/EC-HXT	22/EC-FXQ	29/EC-HNB
AEA246	LPA	01/EC-HZS	08/EC-HZS	15/EC-ICD	22/EC-IDT	29/EC-IDT
AEA264	PM	07/EC-HKQ	14/EC-HGP	21/EC-HGQ	28/EC-HGQ	
AEA638	PM	01/EC-HKR	08/EC-HGP	15/EC-HBM	22/EC-HGO	29/EC-HBL
AMC5203	MLA	04/9H-ADH	11/9H-ADH	18/9H-ADH	25/9H-ADH	
AMM639C	FAO	06/G-OOOZ	13/G-OOOA	20/G-CPEP	27/G-OOOI	
AZI2664	FAO	01/OY-MRK	08/OY-MRK	15/OY-MRK	22/OY-MRK	29/OY-MRK
BAL076A	AGP	01/G-BYAS	08/G-BYAS	15/G-BYAS	22/G-BYAJ	29/G-BYAJ
BAL089A	CFU	07/G-BYAS	14/G-BYAS	20/G-BYAJ	28/G-BYAJ	
BAL127A	IBZ	03/G-BYAS	10/G-BYAS	17/G-BYAJ	24/G-BYAJ	
BAL241A	MAH	05/G-BYAS	12/G-BYAS	19/G-BYAJ	26/G-BYAJ	
BAL277A	PM	06/G-BYAS	13/G-BYAS	21/G-BYAJ	27/G-BYAJ	
BAL310A	ALC	04/G-BYAS	11/G-BYAS	18/G-BYAJ	25/G-BYAJ	
BAL329A	PM	02/G-BYAS	09/G-BYAS	16/G-BYAJ	23/G-BYAJ	30/G-BYAJ
BAL573A	REU	01/G-BYAS	08/G-BYAS	15/G-BYAS	22/G-BYAJ	29/G-BYAJ
BAL587A	IBZ	01/G-BYAS	08/G-BYAS	15/G-BYAJ	22/G-BYAJ	29/G-BYAJ
BEE9169	VRN	01/G-JECD	08/G-JECD	15/G-JECD	22/G-JECA	29/G-JECC
BMA7991	VRN	01/G-RJXF	08/G-RJXE	15/G-RJXE	22/G-RJXD	29/G-RJXG
FUA1460	AGP	06/EC-HJJ	13/EC-HJJ	19/EC-HMJ	27/EC-HHG	
HMS1958	BOJ	03/LZ-HMQ	10/LZ-HMN	17/LZ-HMN	24/LZ-HMN	
IWD3232	TFS	07/EC-ICK				
IWD3450	ACE	06/EC-IAG	13/EC-IEQ	20/EC-IAG	27/EC-IAG	
IWD3454	TFS	07/EC-IAG	14/EC-IAG	21/EC-IAG	28/EC-IEQ	
JKK3158	PM	01/EC-HNC	08/EC-HOV	15/EC-GVO	22/EC-HNC	29/EC-HFT
MYT317	MAH	07/G-SSAS	14/G-SSAS	21/OprMAN	28/G-RDVE	
MYT349	REU	05/C-FTDA	12/C-FTDA	19/G-YJBM	26/C-FTDA	
MYT351	TFS	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT355	LPA	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT357	PM	04/C-GTDL	11/G-COEZ	18/G-MCEA	25/G-COEZ	
MYT361	ACE	06/C-FTDA	13/C-FTDA	20/OprMAN	27/C-FTDA	
MYT363	GRO	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT365	DLM	07/C-GTDL	14/C-GTDL	21/C-FTDF	28/C-GTDL	
MYT367	BJV	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	
MYT369	FUE	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT371	LCA	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	
MYT373	ALC	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT379	FAO	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT381	AGP	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT385	PM	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT387	ALC	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT389	IBZ	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT391	MAH	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT395	PM	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
PGT480	DLM	03/TC-APZ	10/TC-APZ	17/TC-APN	24/TC-APC	
TRA3681	HER	04/PH-HZB	11/PH-HZX	18/PH-HZB	25/PH-HZE	

TYR1024	INN	01/OE-LCP	08/OE-LFH	15/OE-LCH	22/OE-LCO	29/OE-LCP
VLM458	JER	01/OO-VLR	08/OO-VLO	15/OO-VLR	22/OO-VLR	29/OO-VLG

OTHER FLIGHTS

02	<u>PH-XLD</u>	AT42	AXL723P/723	f/t Eindhoven	Passenger Charter
02	<u>PH-XLI</u>	AT42	AXL722P/722	f/t Eindhoven	Passenger Charter
02	<u>PH-XLH</u>	AT72	AXL721P/721	f/t Eindhoven	Passenger Charter
05	OE-GBB	D328	-	Stansted - Innsbruck	Medivac Charter
06	G-BTXG	JS31	HWY31L/31G	f/t Glasgow	MYT crew
13	G-BTXG	JS31	HWY31L/31G	f/t Glasgow	MYT crew
14	OE-GBB	D328	-	Alicante - Biggin Hill	Medivac Charter
14	G-JEAM	B463	BEE745/746	f/t Belfast City	Lieu CRJ2
14	G-JEAS	B462	BEE731/732	f/t Belfast City	Lieu CRJ2
19	OY-PAG	BE99	DTR541P/541	Southend - Trollhattan	Freight Charter
19	G-UKHP	B463	UKA752/45V	Stansted - Amsterdam	Lieu F100
19	G-UKHP	B463	UKA55V/753	Amsterdam - Stansted	Lieu F100
20	G-BTXG	JS31	HWY31L/31G	f/t Glasgow	MYT crew
23	D-ICRK	SW2	-	Rotterdam - Gothenburg	Freight Charter
27	G-BTXG	JS31	HWY31L/31P	f/t Glasgow	MYT crew

Aircraft making first visits are underlined.



FOKKER 70 TYROLEAN AIRLINES
INNSBRUCK 8 JUNE 2002
LAWRIE COLDBECK

LEEDS BRADFORD INTERNATIONAL - VISITORS



00177, C17 GLOBEMASTER II, US AIR FORCE, 22 JULY 2002.



G-MAFE, DORNIER 228, FR AVIATION, 26 JULY 2002.



OO-VLR, FOKKER 50, VLM, 20 JULY 2002



OY-MRK, BOEING 737-700, AZZURRA AIR, 20 JULY 2002.



LEEDS/BRADFORD NEWS

Good news this month is the commencement from Sunday 25th August of an extra Amsterdam service operated by KLM Cityhopper, Fokker 70. The service will operate daily. Arrive at 1035 as KL1035. Depart 1135 as KL1036.

The airport's official web-site www.lbia.co.uk has updated its live flight arrivals section and now also includes live departure information for the first time. Both sections are in the same format as the plasma screens that are used in the terminal and even feature the airline logo at the start of the line!

AIRPORT NEWS

The FAA has approved a \$3.5 billion plan to build two new terminals and a US customs facility at Chicago's O'Hare International Airport which, according to Airports Council International, hosts more departures and landings than any other airport in the world, but is fourth for passengers moved.

Construction will begin in 2004 and end with the decade, according to a spokesperson for the airport. World Gateway will ostensibly reduce flight delays, add more gates for bigger aircraft and allow foreign airlines to share gates and terminals with domestic carriers. The project will be financed by federal grants, passenger facility charge revenues and general airport revenue bonds.

LUTON airport operator TBI rode out the storm of last September's terrorist attacks on the US to announce a near-40% rise in earnings on the back of its increased stake in what it calls London's fourth airport as well as an unexpectedly strong performance at Belfast International.

While Britain's premier airport operator BAA - responsible for Heathrow, Gatwick and Stansted - saw passenger numbers fall and profits go into reverse in the last financial year, TBI said its passenger numbers rose by 7% to 12million at its three airports, which also include Cardiff. TBI took control of Luton the year before and while passenger numbers rose to 7m, it said profits there increased more quickly because of a restructuring of the business and a better relationship with no-frills airline EasyJet. Belfast turned in a 16% rise in passenger numbers to 3.7m despite the loss of British Airways' services to the Northern Ireland city and the withdrawal of part of bmi british mainland's services. 'That phenomenon illustrates a feature common to our UK airports,' said chief executive Keith Brooks. 'That is that they are in good locations with strong established inherent demand for air travel from their catchment area populations. In such circumstances, the withdrawal or reduction of services by one airline is much more likely to be replaced, or indeed increased, by another.' TBI admitted the transition at Belfast had 'not always been seamless' and underlying profits at the airport were down £2.5m. Group pre-tax profits in the year to 31 March rose by about a quarter to £16.6m. Taking into account TBI's increased stake in Luton, earnings per share were up 39% at 3.71p. The full-year dividend is unchanged at 2.3p. French construction group Vinci is believed still to be interested in bidding for all or part of TBI. It launched a 90p-a-share hostile offer for TBI last summer but walked away as aviation stocks fell after the 11 September terrorist attacks. Vinci continues to own about 15% of the company. As TBI shares dived last autumn, Irish investor Dermot Desmond raised his stake to 5% of the company. A large chunk of the shares are still in the hands of TBI chairman Stan Thomas and his family.

BAA has failed to land the newly privatised Sydney Airport. A consortium led by Australia's Macquarie Bank, which owns stakes in Britain's Birmingham and Bristol airports, paid £2.1bn for the airport.

UK Airport passenger figures for April 2002: once again the airports where low cost operators (Bristol and East Midlands) have started operations in the last 12 months shine through.

Airport	April 2002	April 2001	% Change
Heathrow	5,097,115	5,281,159	-3.48%
Gatwick	2,088,714	2,545,319	-17.94%
Manchester	1,263,171	1,381,612	-8.57%
Stansted	1,218,816	1,132,676	7.60%
Birmingham	581,776	574,067	1.34%
Edinburgh	550,159	470,254	16.99%

Glasgow	547,525	527,995	3.70%
Luton	457,210	511,950	-10.69%
Belfast Int.	259,818	270,422	-3.92%
Bristol	245,176	147,947	65.72%
Newcastle	219,466	238,313	-7.91%
Aberdeen	211,040	207,298	1.81%
East Midlands	209,556	141,753	47.83%
Liverpool	179,226	181,663	-1.34%
Belfast City	147,624	98,226	50.29%
London City	144,649	145,564	-0.63%
Jersey	116,864	133,712	-13.60%
Prestwick	114,083	106,425	7.20%
Leeds/Bradford	109,861	124,185	-11.53%
Cardiff	76,938	106,469	-27.74%
Guernsey	73,042	80,885	-9.70%
Southampton	63,030	69,794	-9.69%
Isle of Man	56,730	58,273	-2.65%
Teesside	40,052	46,091	-13.10%
Humberside	30,761	27,907	10.23%
Inverness	30,570	30,165	1.34%
Bournemouth	30,317	23,354	29.82%
Norwich	30,170	24,923	21.05%
Exeter	27,178	24,461	11.11%
Plymouth	10,321	14,584	-29.23%

AIRLINE NEWS

bmibaby have announced their second British base will be Cardiff International Airport. The airline announced two months ago that following the spectacular launch and success of **bmibaby** at East Midlands Airport in the Midlands, it was looking to set up another UK base.

The selection of Cardiff follows an intense period of review covering a wide range of options. The airline has now entered into a period of detailed negotiations with Cardiff International Airport, in order to formalise the agreement. **bmibaby** intends to initially base at least two Boeing 737 aircraft at the airport this winter, with details of the destinations to be served announced later this month when seats will go on sale from the new base. **bmibaby** would become the airport's biggest customer with an expected one million passengers a year being carried by the airline through the new base.

An initial 100 new jobs with the airline are expected to be created as a result of the new UK base with even further job opportunities likely to come about as **bmibaby** develops both its East Midlands and Cardiff bases. The airline has already brought about 100 new positions in the Midlands as a result of an increase this winter in operations from East Midlands Airport, including the start of new routes to Geneva, Munich, Copenhagen, Milan (Bergamo), Lyon and Alicante.

Tony Davis, managing director **bmibaby** said: "We have already seen the great advantages for travellers in giving them their own local low cost airline. Cardiff International has a large potential catchment area in both Wales and England, and I am convinced that they will give **bmibaby** the same resounding thumbs up that we have seen at our East Midlands Airport base.

"We are determined to provide travellers from Cardiff with all of the advantages of low cost travel to an exciting range of destinations. The airport is well placed to cope with the rapid growth in passengers we intend to bring to the airport, and its modern facilities and operational performance are ideal for a new major **bmibaby** base.

"We only launched **bmibaby** from East Midlands Airport just over three months ago and our passenger numbers are well in excess of our original forecasts. I see no reason why our new base at Cardiff cannot achieve this same success. Low cost travel from Cardiff International is about to arrive."

Commenting on today's announcement, Jon Horne, managing director of Cardiff International Airport said: "I am delighted that **bmibaby** has selected Cardiff International Airport to be the next base for the airline. There

was clearly strong competition from other UK airports to win the award of this base, as the commercial potential is significant.

"Cardiff's absence of operating restrictions, its capacity to accommodate the potential one million plus passengers this generates and access to a growing and economically developing market, were all key factors in the case put to the airline. This is a significant step forwards for Cardiff International Airport, TBI plc and Wales."

British European has been criticised by the advertising watchdog for claims it made about cheap fares. The airline's newspaper advert promoted fares from £25 one-way, "all-inclusive and with no hidden extras". And it said that flights went from Belfast or London to destinations in France.

But the Advertising Standards Authority (ASA) said the advert - which has since been withdrawn - was misleading because it implied the £25 fare was available for all destinations listed on the advert. The ASA also upheld a complaint which challenged whether British European operated one of the advertised services, between London and Toulouse.

British European said the small print in the adverts had made it clear that the £25 fare was not available to all destinations, and that "prices may vary by route". But it said it had no plans to repeat the wording in future adverts. And British European said the London-Toulouse service was operated by Air France.

The airline said it had a partnership with Air France which allowed it to sell Air France flights using its own flight numbers, which the company said was common practice within the industry. British European said it had now withdrawn this type of advert.

Buzz is to take over Stansted to Amsterdam services from its sister carrier KLM. The five-times-a-day services will replace the six-a-day service of KLM. Buzz will be in competition with no-frills rival EasyJet which flies from Luton to Amsterdam.

The Buzz take over of the route is part of changes that will be introduced from October 27 this year. From that date KLM uk will increase its London City Airport to Amsterdam flights from four to six daily, while Newcastle to Amsterdam will go up from six to seven a day and Manchester-Amsterdam will increase from seven to eight. Also, the three-a-day services from Teesside to Amsterdam will be operated by 100-seater aircraft rather than the current 50-seater planes.

EasyJet and **Go** passenger growth continued unabated in June, with 1.5m passengers using the services, figures reveal. Luton-based EasyJet carried 958,857 people, a rise of 51% on June 2001. Meanwhile, Go's expansion into East Midlands Airport helped its passenger count to 550,749, an increase of 71.8%.

EasyJet bought Go for £374m in May, forming Europe's biggest budget airline.

SN Brussels Airlines said on Thursday it had signed a commercial agreement with British Airways, which would enable the Belgian airline's customers to fly with British Airways to London. SN Brussels Airlines said its customers will be able to fly to London Heathrow and Gatwick under a code sharing agreement from October 27. SN Brussels does not currently fly to Gatwick. An existing code-share agreement between Virgin Express and SN Brussels Airlines for flights to London-Heathrow will end on October 27, SN Brussels Airlines said.

It also said the two aircraft it currently operates on the London-Heathrow route will be redeployed to other European destinations. A decision on which destinations will be made in the coming weeks.

But the airline said the two carriers were considering transitional arrangement, which may involve SN Brussels Airlines operating its Heathrow flights with a BA code. The two airlines have also entered into a slot exchange agreement for the exchange of seven slot pairs at London Heathrow.

SN Brussels Airlines, which was created from defunct national carrier Sabena, said earlier this month it had signed a code sharing agreement with Continental Airlines.

AIRCRAFT NEWS

Boeing and some unnamed airlines considered buying up planes mothballed in the 9/11 aftermath and scrapping them to foil low-cost competition. Toby Bright, Boeing's chief commercial sales executive, told Reuters there are about 2,000 potentially useable airliners sitting idle now.

If a significant number of them return to service, Bright said, they would drive down airfares along with the demand for new planes. Reuters says some airlines have jumped on board by scrapping old planes rather than selling them to those who might start up competitive no-frills service.

OTHER NEWS

To the delight of pilots and cheering of the White House, the House of Representatives Wednesday overwhelmingly endorsed the idea of letting commercial airline pilots carry guns in the cockpit.

By a vote of 310-113, the House passed a bill allowing airline pilots to arm themselves after undergoing training. The bill had originally called for a pilot program covering 1,400 pilots over the next two years, but, when it came to the floor, House members decided to expand it to any pilot interested in carrying a gun.

"If it's good enough for 2 percent of the pilots, why not all the pilots?" said Rep. Peter DeFazio, D-Oregon.

The bill also makes self-defence training mandatory for flight attendants.

On another issue related to the September 11 attacks, President Bush's plan for a new homeland security department is making steady progress through Congress. To keep the momentum going, Secretary of State Colin Powell and other top officials are appearing Thursday before a special House committee created to refine homeland security legislation.

While clearing the House easily, the measure to allow guns in cockpits is expected to have more trouble getting through the Senate. The Bush administration, which earlier rejected the idea of arming pilots, also opposes the bill.

"There is no change in our position," said White House spokeswoman Claire Buchan. "The president listened to the experts, and the advice of the experts on security and transportation is that that is not the best way to go."

However, the White House would not say whether Bush would veto the bill if it gets to his desk. One senior official said it did not appear that the provision has enough support to get through the Senate.

The head of the Transportation Security Administration (TSA), John Magaw, also said he opposes guns in the cockpit, but says the agency is close to deciding whether to give pilots non-lethal stun guns.

Also on record with their opposition to the idea of arming pilots are Transportation Secretary Norman Y. Mineta and Homeland Security Director Tom Ridge.

In April, the Allied Pilots Association, which represents 13,000 pilots at American Airlines and the former TWA, posted a petition on its Web site calling for arming pilots with guns. "Common sense and logic dictate that the men and women we trust each day with our lives when we board an airliner can and should be trusted with firearms in order to provide the critical last line of defence," the petition said. Pilots say this is particularly important since military jets may be ordered to shoot down hijacked airliners.

"Arming pilots is the last defence we have before an airliner gets shot down by an F-16 should someone get through the (cockpit) door," Rob Sproc of the Allied Pilots Association said on CNN Wednesday. "This is a program we can get on board relatively quick, with a relatively large number of pilots, to protect the vast majority of flights taking place today."

A poll shows that 78 percent of the Association's members support arming pilots.

Results of a similar poll done by the Air Line Pilots Association - which represents more than 62,000 pilots with 42 US and Canadian airlines - indicates that 73 percent of its members favour allowing pilots to carry weapons.

E-mail: Dwooler@EGNM.screaming.net

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

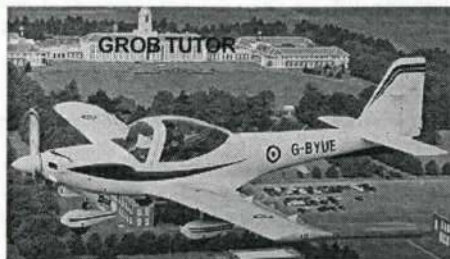
David Wooler

MILITARY MATTERS



UNIVERSITY AIR SQUADRONS and AIR EXPERIENCE FLIGHTS A biennial survey

When I last reported on these units, the Squadrons and Flights were separate organisations but, over the past two years, rationalisation has been taking place and they have been combining. Further, most of the Squadrons now cover more than one university and many of the bases include more than one Squadron. University Air Squadrons (UAS) provide flying instruction to university students and Air Experience Flights (AEF) provide air experience to members of the Air Cadet Organisation, i.e. members of the Air Training Corps (ATC) and members of RAF units of the Combined Cadet Force. All of the units now operate Grob Tutors which have gradually replaced Bulldogs which, in turn, replaced Chipmunks.



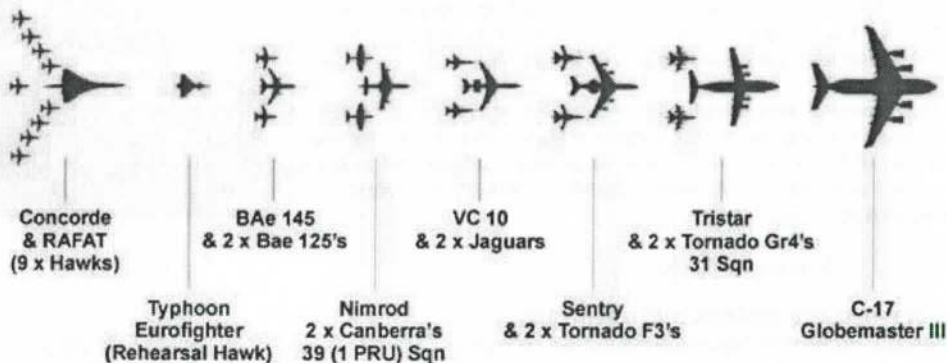
Aberdeen, Dundee and St Andrews UAS
Bristol UAS
Cambridge UAS / 5 AEF
East Lowlands UAS / 12 AEF
East Midlands UAS / 7 AEF
Liverpool UAS
Manchester and Salford Universities AS / 10 AEF
Northumbrian Universities AS / 11 AEF
Oxford UAS (includes RMCS AS)
Southampton UAS / 2 AEF
Universities of Glasgow and Strathclyde AS / 4 AEF
University of Birmingham AS / 8 AEF
University of London AS / 6 AEF
University of Wales AS / 1 AEF
Yorkshire Universities AS / 9 AEF

RAF Leuchars Fife
Colerne Wilts
RAF Wyton Cambs
RAF Leuchars Fife
RAF Cranwell Lincs
RAF Woodvale Lancs
RAF Woodvale Lancs
RAF Leeming N Yorks
RAF Benson Oxon
Boscombe Down Wilts
Glasgow
RAF Cosford W Midlands
RAF Wyton Cambs
RAF St Athan S Glamorgan
RAF Church Fenton N Yorks

Credits: Royal Air Force Yearbook 2002
Military Aviation Review 2002

THE GOLDEN JUBILEE FLYPAST

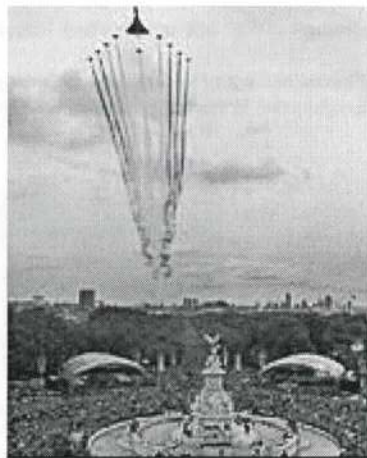
The Golden Jubilee Flypast took place down The Mall and over Buckingham Palace at around 1830 hours on Jubilee Day, 4 June 2002. It was led by a Globemaster and ended by a Concorde escorted by the nine Hawk T1s of The Red Arrows. The formation included a Tristar, two Tornado GR4s, a Sentry AEW1, two Tornado F3s, a VC10, two Jaguars, a Nimrod MR2, two Canberras, a BAe 146, two BAe 125s and a Eurofighter Typhoon.



What a feat of air traffic control! The 27-plane formation gathered in a holding pattern over the sea off Great Yarmouth. They joined from their bases, some needing to rendezvous with tanker aircraft on the way. Heathrow Airport was completely closed for ten minutes; the Concorde then flew into Heathrow; the rest flew back to their respective bases.

The flypast replaced a Jubilee Review of the RAF; this Jubilee was the first not to be celebrated by a Review for the first time since the founding of the RAF in 1918. On grounds of economy?

Credits: The Daily Mail
Lesley Kilbey



SNATCHES FROM THE JUNGLE

The stories of using Dakotas to "snatch" parties of wounded men from the Burmese jungle have recently come to light. Men waited on the ground in Hadrian gliders. Dakotas flew over trailing a hook which grabbed the nylon rope suspended on a cradle above the glider's nose. In the words of one of the pilots, "you went from zero to 110 mph in seconds and were in the air within 70 yards of being grabbed by the Dakota hook".

The technique is based on that used by pilots of the 1930s US airmail service, which used the "hook" technique instead of making repeated landings to collect mailbags. The same technique was used in "message pick-ups" by Army Co-operation Squadrons in the 1930s.

Credit: Talking Tangmere
Karl Matthews

BRITANNIA ROYAL NAVAL COLLEGE, DARTMOUTH

The Princess Royal took the salute at a recent Passing-Out-Parade held at the Britannia Royal Naval College, Dartmouth. Of the officers commissioned, nine were potential Pilots, three potential Observers and two potential Air Traffic Controllers. The student pilots will proceed to the Joint Elementary Flying Training School and the student observers to observer grading at RNAS Culdrose.

Credit: The Times

AEW SEA KING UPGRADE

The Royal Navy has just taken delivery of its first two upgraded Sea King Mk7 AEWs. This will turn 849 Naval Air Squadron into probably the most formidable airborne early warning unit in the world.

The AEW concept was introduced into the Royal Navy by the use of carrier-based Douglas Skyraiders during the Korean War. It was continued by the use of Fairey Gannets, which becoming obsolete, led to a gap during the Falklands War. As noted, the Royal Navy is now probably in the lead with AEW technology.



Credit: Defence Helicopter

GRIFFINS REPLACE WESSEX AND GAZELLES

The Wessex HC2s of 84 Squadron Akrotiri will be replaced by four Bell 412 Griffins from April 2003. Griffins will also replace the Army Air Corps Gazelles of 16 Flight at Dhekelia. The helicopters will be flown by military aircrew but maintained by HB Heliservices under a five year contract.

Credit: Military Aviation Review

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274 873 336)

Eric Martin





WOOLER GASSING AGAIN

As part of my job I am responsible for purchasing mains gas for all my company's U.K. operating sites. This consists of three large and two small factories. In April I was very fortunate to receive an invite from my supplier to an "Energy challenges workshop" in Norwich on Friday June 21st.

However, the thing that really got my attention was the chance on the Saturday morning to visit the Clipper Sole Pit Gas Platform 40 miles off the Norfolk Coast.

An acceptance letter was immediately sent. I received a confirmation letter and I was booked on, but needed a letter from the work's doctor to say I was "fit to fly", not suffered from a whole list of medical problems and my "dimensions" for my survival suit.

Friday June 21st and I drove through an incredibly quiet Leeds at 08:45 (something to do with a football match I heard!).

I had to be at the Norwich Airport Hotel for 12:30 so I had planned to visit Cambridge and Mildenhall en route. Cambridge was dead with only a Canadair Regional Jet, G-52-25 of interest. Mildenhall proved little better with only the resident Hercules, MH-53 and KC-135s present. The viewing area is currently closed, and the sight of fully armed Humvees on the other side of the fence made you choose carefully where you stopped.

I arrived at the hotel on time and had a very interesting afternoon with various speakers talking about many aspects of the U.K. gas supply.

After the evening meal we had a talk about North Sea gas fields, the platforms, and then the Clipper platform which we were to visit.

We were treated to such snippets of information like the helipad is 150ft above sea level, and it has no hand rails, so stay away from the edge! The platform is designed to move, and due to strong undercurrents, no matter how calm the sea, you will feel it move. The sea bed is only 100ft deep but waves up to 60ft are commonplace.

Saturday morning and an 08:00 breakfast followed by a safety briefing. First on, the dry suit we were to wear, then the life jacket and then the air bag you wear, which is designed to give you two minutes air should the helicopter ditch and roll over we were assured it would not sink!

Next the helicopter safety brief. You would not believe the number of ways to escape from a ditched, upside down Sikorsky S-76.

We then boarded a bus to the Bristow helicopter pad where we were photographed in front of G-BJGX which had just been washed for the occasion.

The S-76 seats 12 in three rows of four, but normally only carries 9 because of the bulk of everybody wearing all the safety clothing.

The crew communicated by turning round and talking to us. We were told we would do a couple of orbits round Bacton, which is the point on the Norfolk coast where all the pipelines from the gas fields come ashore, before setting course for the Clipper platform. Flight time would be about 35 minutes.

We then fitted our ear defenders and the helicopter was started up. We taxied out and used a runway for departure. I was very surprised how smooth and vibration-free the flight was. We passed just to the north of a deserted RAF Coltishall. An orbit round Bacton and we were coasting out at 2000ft.

I noticed the captain pointing forward, and in the distance I could see the platform. The platform seemed very large, but then the crew announced we had seven miles to run and you realised how just big it was.

We touched down on the helipad, and were instructed to stay in the helicopter while the rotors stopped.

The doors were open, and I was second off. The helipad is covered with a rope netting to allow the helicopter something to brake against. I remembered the instruction not to trip over these.

We were guided to the stairway, and I am pleased to report it does not feel like 150 feet up. We were told in the briefing we would be led straight to the arrivals area to "de-suit" but we were stopped at the bottom of the first set of stairs. The reason for this was to watch a whale, which was playing around one of the platform legs.

We de-suited and spent 3.5 hours on the platform. The platform is actually three separate platforms linked by bridges. The main platform houses the living accommodation etc. A second platform extracts gas from the sea bed and a third platform receives gas from other un-manned platforms in the area as well as from its own well. Water is removed from the gas and returned to the sea, the gas itself is compressed and sent down the pipeline to Bacton. Power for the compressors is provided by three Rolls-Royce RB 2-11s!

We had a meal off shore, and the standard of food was exceptional. It was explained the morale of the men depended vastly on the quality of the food, and only top people were employed and the best ingredients used. We were told and shown many fascinating things, but I'll list some of the more interesting things here.

The men work 14 days on 14 days off. Hours are 7 while 7. If the chopper can't get you off the platform for say 3 days at the end of your 14 days, you only get 11 days ashore.

The main complaint from the men was, on returning home, their wives always had 14 days' worth of jobs lined up for them!

The platform has about 60 people (all male) in the crew. Only about 4 work nights (just a monitoring function).

During our visit no gas was being extracted, as on a summer Saturday afternoon demand is low, so the valve is closed and extraction halted until demand is higher.

The pipeline to shore is 24inch internal diameter, and is regularly "cleaned" by sending a 24inch diameter ball, known as a marble, down the pipeline to Bacton!

The platform had its own garden maintained by keen gardeners on the crew.

Facilities included several lounges (smoking area, quiet area, TV area etc), a fully equipped gym, library and internet room.

Many of the crew had degrees carried out as distance learning while they were off shore.

S-76s are used as a cost saving. The larger Pumas and S-61s also carried supplies, but these are now brought out to the platform by ship.

Soon it was time to make our way back to suit up and depart. We were led to the heli deck where G-BISZ has arrived as out transport back to Norwich. I managed to sit directly behind the captain.

We started up and lifted to about 30ft above the heli pad. We moved forward and the nose dropped to gain momentum before climbing to 1500ft for our return flight. We "coasted in" with Cromer being clearly visible about three miles off the right hand side.

Again we passed Coltishall and made our approach to Norwich, touching down on the taxiway in front of the Bristow hanger.

Noted at Norwich were ATR-72s G-UKTK, G-UKTM and G-UKTN. Fokker 50 G-UKTB was parked outside maintenance in an all white colour scheme; another example in the hanger was in Swedish airline Skyways colours. Also inside were two TNT BAe 146s.

On the apron were "British Midland" EMB-145 SE-RAA and BAC Express SD.3-60s G-OBHD and G-XPSS. Finally Britannia Boeing 757, G-BYAT, whose outbound passengers seemed greatly amused by nine of us waddling past their coach in bright yellow survival gear!

In the terminal the photographer had been very busy and presented each of us with a framed picture of the platform from the air, an individual and group photograph in front of the S-76.

The evening before I handed this article in, an S-76 crashed en route from an unmanned drilling platform to the Santa Fe platform. I received this e-mail from Shell which reflects my feelings, this morning 17/7/02:

We are all shocked and saddened by the tragic news of a fatal helicopter crash in the southern North Sea yesterday. Having so recently experienced the environment in which our colleagues in Shell Expro operate it makes the tragedy all the more personal and immediate for us all.

We still do not have full details but the accident occurred at about 8 pm last night when a Bristow-operated helicopter crashed into the sea. The helicopter was carrying 11 people, five bodies have been recovered so far and six people are still missing.

We have contacted our hosts from the Clipper platform visit and none of them were directly involved in the crash - though they are clearly deeply affected by the tragedy.

I am sure you will join us in thinking of the families and friends of those killed in the tragic events of yesterday.

David Wooler

The rest of this page has deliberately been left blank

2002 HOLIDAYS - THE USUAL PLACE

Whilst we are still planning to emigrate, we haven't done so as yet and so our annual visit needed planning. A visit to our local Travel Agent brought a list of Airlines that flew to Toronto and the one that suited our requirements turned out to be MyTravel.

So it was that on May 4th we travelled across the Pennines to Manchester, (naturally), to join our flight at the very civilized time of 16.00 hours. We were in good time so a modicum of spotting was on the cards. Nothing of any great moment but a goodly list for an old feller who isn't able to visit frequently. Then to the gate, only to find that work in progress on the walkway meant that the normal view of Terminal 2 was completely obscured by a screen. However we were soon boarding and as we had paid extra for upgraded seats, were quickly settled in on some excellent and very comfortable leather seats. Our aircraft, a first of type, was Airbus A330-243 G-MOJO, Flight no. MYT099. Push back was at 16.16 and we were airborne at 16.26.

The onboard service was faultless and the flight passed very quickly. Touchdown was almost on time at 18.32 local and we docked between B.777 G-VIID of BA and A340 F-GLZB of Air France. The long tramp across Terminal 3 to Immigration always seems endless but fortunately didn't take too long and we were soon with our daughter and grandchildren.

As I always point out, these trips are family visits and plane spotting is something to indulge in if time allows. A couple of quick visits to Brampton Airport didn't produce much other than a DHC3 Beaver on floats and a couple of bird species that tend to wander about on the runways.

So, a day at Pearson is a bonus and I was able to go on May 20th. I drove past the old Boeing car park and saw that, apart from a small area, the entrances were sealed with huge concrete blocks. So, I went to my usual spot on deck 7 at Terminal 1. There is tremendous building work in progress and soon T.1 will disappear. Air Canada now dominates T.1 and T.2 and with mergers etc. the fleet is constantly changing. Also, quite a number of aircraft are being repainted into either Tango or Jazz colour schemes. A few of their new A321s were evident as were some of the new B767s. Skyservice has taken over some of the ex. Canada 3000 A320s and a couple of the latter's B737s are parked midfield. There were a good number of Biz Jets plus numerous EMB135/145 "Pencil jets".

A moment of excitement came when Air France A340 F-GNII had to do a quick go around because AN124 RA-82079 had not cleared the runway. Dash 8s were very prolific, the best of these being two series 400s in SAS Commuter colours, awaiting delivery. All in all, a very enjoyable day.

Our return flight MYT100 was aboard G-MOJO again and the service was so good, it almost became intrusive. We were offered drinks, crisps, doughnuts, muffins plus the usual meals, hot towels etc. However it was a smooth and comfortable flight and our arrival in Manchester at 08.07 after nearly 3500 miles was a mere six minutes late.

What more can I say? I very much enjoy visiting Canada and am looking forward to living there. I intend to continue my Air Yorkshire membership and maybe send little articles similar to this one on a sporadic basis.

I.D.Morton



Bomber Command 1939 - 1945

Royal Air Force Bomber Command 60th Anniversary

No. 15 Squadron

Motto: "Aim Sure"

Badge: A hind's head affrontée erased at the neck between wings elevated and conjoined in base. The badge was based on a design previously used by the squadron. The squadron was equipped with Hind aircraft in 1936.

Authority: King Edward VIII, May 1936.

No. 15 Squadron, RFC, was formed at South Farnborough, Hampshire, on 1st March 1915, with personnel from No. 1 Reserve Squadron and the Recruits Depot and its first CO was Captain PB Joubert de la Ferte. The squadron crossed to France in the following December equipped with BE2c's for army co-operation duties, and served on the Western Front until the armistice. The excellent photographic, artillery co-operation and contact patrol work which it rendered in assisting the Fifth Army during attacks on the Ancre Salient in January 1917, earned the special recognition of Field Marshal Sir Douglas Haig, C-in-C of the Expeditionary Force. In 1918 one of the squadron's RE8s (it was re-equipped with RE8s in June 1917) performed the remarkable feat of shooting down three out of four German attackers.



In February 1919, the squadron returned to England and in December of that year it was disbanded at Fowlmere.

Re-formed as a bomber squadron March 1924, at Martlesham Heath, No. 15 became part of the Aeroplane and Armament Experimental Establishment (A&AEE), and until 1934 was engaged on experimental work - and bomb ballistic trials. In June 1934, it was transferred - in name only - to Abingdon and there re-formed as an effective day bomber squadron flying Hawker Harts. In 1936 its Harts gave way to Hawker Hinds, and in the following year it was re-equipped yet again, this time with Fairey Battles.

On 2nd September 1939, the day before the outbreak of war, the squadron's 16 Battles flew to France as part of No.71 Wing of the Advanced Air Striking Force. Subsequently the Battles made many valuable reconnaissance flights, first from Bétheniville and, later, from Vraux. Bad weather curtailed operations and early in December 1939, No. 15 returned to England to re-equip with Blenheim IVs at Wyton.

On 14th April 1940, the squadron left Wyton for the satellite airfield at Alconbury and from there, in the afternoon of 10th May, the day that the Germans invaded Holland, Belgium and Luxembourg, it flew its first wartime bombing mission: eight Blenheims bombed Waalhaven airport near Rotterdam, which had been captured by German paratroops. From this attack all the Blenheims returned safely, although some were seriously damaged. When the squadron flew its next mission, a raid on the Albert Canal at Maastricht, on 12 May, it took a severe knock: only six aircraft and crews (half the total force) returned - and those aircraft that did come back were badly damaged.

Towards the end of 1940 No. 15 Squadron converted to Wellingtons and on the night of 21st/22nd December used them for the first time-for a raid on the dockyards at Bremen. The squadron continued to operate with Wellingtons until the following April, when it became the second squadron to receive Stirlings. Its first mission with Stirlings was an attack on Berlin on the night of 30th April/1st May. The Stirling 'MacRobert's Reply' (N6086 "F-Freddie"), given by Lady MacRobert in memory of her three sons killed flying, was used by the squadron during the period October 1941 - January 1942. From the squadron Operations Record Book it seems that this aircraft made only twelve operational sorties - the first one on 12/13th October 1941, and the last on 29th January 1942, when, as part of a No. 15 Squadron detachment operating from Lossiemouth, it attempted (and, like the other aircraft, failed) to bomb the Tirpitz in Trondheim fjord. It was subsequently damaged in an accident at Lossiemouth and after being repaired was allotted to No. 101 Conversion Flight and thence to No. 1651 Conversion Unit. Early in 1943 it was written off.

In August 1942, the squadron moved to Bourn, and in December 1943, re-equipped with Lancasters at Mildenhall. During the period May 1944 to April 1945, No. 15 Squadron's Lancaster I, LL806 "J-Jig", one of the most famous Lancasters in Bomber Command, flew 134 operational sorties and was in the air for 765 hours.

In the autumn of 1944 No. 15 became one of the few specialised squadrons to undertake daylight precision bombing through cloud with the aid of the airborne radar equipment known as G-H.

The squadron flew its last wartime bombing mission on 22nd April 1945, when it attacked Bremen, but before the Germans finally surrendered it dropped food supplies over Holland. In seven days prior to VE Day it dropped sufficient rations for 26,000 people. In one sense this was a "repeat performance", for in March 1941, aircraft of the squadron en route to targets in Germany had dropped over populous areas of Holland small packets of tea sent from Batavia, Dutch East Indies, containing messages of hope for the Dutch people.

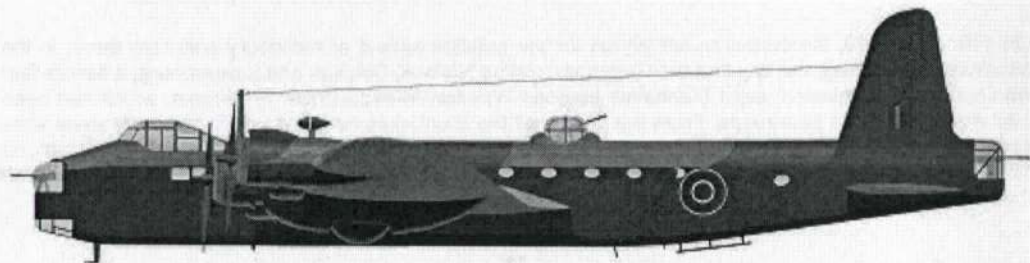
Personnel of the squadron earned one OBE, three DSOs, 124 DFCs, six bars to DFCs, one AFM, one CGM and 77 DFMs.

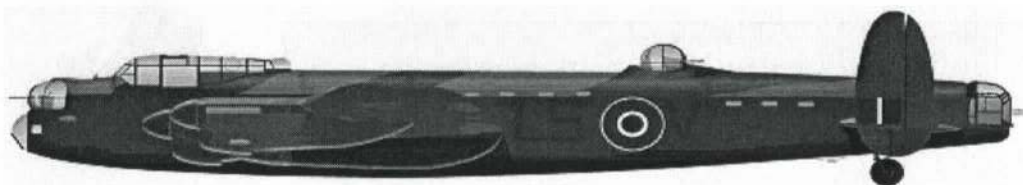
Bomber Command WWII Bases:

- * Abingdon : Jun 1934-Sep 1939
- * Bétheniville, France : Sep 1939
- * Conde Vraux, France : Sep 1939-Dec 1939
- * Wyton : Dec 1939-Apr 1940
- * Alconbury : Apr 1940-May 1940
- * Wyton : May 1940-Aug 1942
- * Detachment at Lossiemouth Jan/Feb 1942 for ops against the Tirpitz in Trondheim area of Norway.
- * Bourn : Aug 1942-Apr 1943
- * Mildenhall : Apr 1943 onwards

Bomber Command WWII Aircraft:

- * Fairey Battle : Jun 1938-Dec 1939
- * Bristol Blenheim IV : Dec 1939-Nov 1940
- * Vickers Wellington IC : Nov 1940-May 1941
- * Short Stirling I and III : Apr 1941-Dec 1943
- * Avro Lancaster B.I, B.III and B.I(Special) : Dec 1943 onwards





Code Letters:

- * During the 1938 Munich crisis No. 15 was allotted the code letters "EF". In WW2 its aircraft were coded "LS" although some Stirlings and Lancasters were "DJ".

First Operational Mission in WWII:

- * 24th September 1939 : 6 Battles despatched on photographic reconnaissance over 15 miles of enemy territory between Bottenbach & Hutschenhausen. Mission aborted due to cloud.

First Bombing Mission in WWII:

- * 10th May 1940 : 9 Blenheims bombed Waalhaven airport.

Last Operational Mission in WWII:

- * 22nd April 1945 : 13 Lancasters bombed Bremen & another Lancaster aborted.

Last Mission before VE Day:

- * 7th May 1945 : 17 Lancasters dropped supplies for Dutch on an airfield SE of The Hague.



WADDINGTON-BASED VULCANS IN FLIGHT.

FREE AIR



Hi John/Cliff,
I guess Out and About didn't really get off the ground.
But for what it's worth, one interesting sighting to report from Bradford is that during the afternoons of both 16th and 20th June Maule M5 G-RJWW (still a Sandtoft resident?) was banner-towing for a local Asian restaurant - with the slogan 'ALL THE BEST TO ENGLAND IN WORLD CUP - MUMTAZ'. Nice try!

Ian Vine



A competition for all you plane spotters.

Can you name this aircraft?

I am sure we can find a small prize for the first correct entry out of the hat after the 20th August.

Sorry Terry, you are not allowed to enter as this is your photograph.



WANT SOMETHING SPECIAL

Have your favourite aircraft model mounted on a wooden plinth with a brass name plate.
Contact Ken at Air Supply for details



AIR SUPPLY
— YEADON —

supporting Air Yorkshire

For the complete service for the enthusiast

**NOW STOCKING FULL RANGE OF "HARRY'S" Civil
Aviation and Flight Deck Videos £17.95 each.**

NEW! Stocking Optics at Great Value Prices

New MVT 7300 & Alinco DJ-X2 Scanners

SHOP OPEN 7 DAYS A WEEK SUNDAY 10am - 4pm.

MONDAY TO WEDNESDAY 10am - 5pm.

THURSDAY TO SATURDAY 9.30am - 5pm.

WEB: www.airsupply.co.uk E-mail: ken@airsupply.co.uk

97 HIGH STREET, YEADON, LS19 7TA

PHONE Ken : 0113 250 9581 or Fax. 0113 250 0119



ATR 42-300 G-ORFH
Air France Express
Leeds Bradford
8 February 1999
D.J.D. Carter

C130 Hercules 303
Samos Airport
4 July 2002
Peter Martin



Boeing 747-400 VH-OJM
Qantas
Christchurch
16 December 1998
Terry Sykes