



YORKSHIRES PREMIER AVIATION SOCIETY



BOEING 737-300 G-CELU JET 2
LEEDS BRADFORD AIRPORT 17 MAY 2003
GRAHAM SHEPHERD

£1.75

VOL 29 Number 8

AUGUST 2003

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

Assistant Treasurer
MAGAZINE EDITOR

Pauline VALENTINE
Cliff JAYNE

27 Luxor Road, Leeds LS8 5BJ
tel: 0113 249 7114
e-mail Crsjayne@aol.com

Assistant Editor
MEETING CO-ORDINATOR

Sheila JAYNE
David TENNANT

tel: 0113 266 6059
e-mail DavTnnnt@aol.com

VISITS ORGANISER
HONORARY LIFE PRESIDENT
COMMITTEE MEMBERS
2002-2003

Paul WINDSOR
Mike WILLINGALE

tel: 0113 250 4424

Denis STENNING, John DALE, Lawrie COLDBECK, Geoff WARD.

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

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

07 SEPTEMBER
05 OCTOBER
02 NOVEMBER
07 DECEMBER

PHILIP MEESON GROUP CHIEF EXECUTIVE DART PLC (JET 2)
TO BE ADVISED
SOCIETY AGM
PRE CHRISTMAS "GET TOGETHER"

AIR YORKSHIRE AVIATION SOCIETY NEWS

A very busy Leeds Bradford Airport on the day of our monthly meeting, Sunday 6 July. I'm very pleased to report we had thirty-six members at Gate 20 LBA. Our friend Eddie Johnson gave us a very interesting slide show, despite initial trouble with the projector. We enjoyed Eddie's first flight in a Chipmunk in 1960, then a flight in a Tiger Cub, with flights over Blackpool and the coastline. From LBA, Eddie took us over Rotterdam, Spurn Head, Wetherby and district. From Shannon Airport, in a 747 aircraft, we then travelled over Edinburgh, Forth Bridge and Southampton. On our next flight, from LBA, we flew over Beverley, Humber Bridge, Scarborough and the Yorkshire coast, York Minster and back to LBA. Our last flight was over New York. Eddie finished with a short video of his flight "Tiger Moth" which was of great interest to myself. My first flight from RAF Swinderby was in a Tiger Moth in 1951. Thanks to David Tennant for his help with the projector.

After the meeting, it was interesting to see the new Food Hall now open complete with other "winter building". The LBA forecast is two million passengers this year. May and June figures show a 37% increase in passengers. Congratulations to Leeds Bradford Airport.

Lawrie Coldbeck

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



MOVEMENTS MAY

01 Thursday

G-JECA	CL600 RJ	0745 0830	G-MAJC	Jetstream 41	0921 1006
G-RJXF	EMB 145	0927 1132	G-UKFF	Fokker 100	0930 1033
G-RJXB	EMB 145	0932 1014	G-EEST	Jetstream 31	0952 1456
G-KVIP	King Air 200	0959 1627	El-CJG	Boeing 737	1003 1040
G-RJXH	EMB 145	1010 1055	G-BVJB	Fokker 100	1016 1103
G-CELS	Boeing 737 300	1018 1142	G-BFTT	Cessna 421C	1028 0903(02)
RJXG	EMB 145	1038 1745	G-JEAM	BAe 146 300	1129 1224
CELV	Boeing 737 300	1151 0704(02)	G-MAJC	Jetstream 41	1156 1444
G-RJXB	EMB 145	1159 1450	EC-HRB	Boeing 757	1219 1337
EC-HZU	Airbus 320	1302 1433	El-CJH	Boeing 737	1317 1356
G-RJXH	EMB 145	1323 1408	G-PIDS	Boeing 757	1233 1653
G-CPEP	Boeing 757	1349 1515	G-UKFF	Fokker 100	1352 1607
G-RJXF	EMB 145	1403 1508	G-BVJB	Fokker 100	1406 1538
CS-TPJ	EMB 145	1426 1532	G-JIVE	Hughes 369	1429 1451
G-JECA	CL600 RJ	1600 1705	G-EEST	Jetstream 31	1638 1712
El-DMG	Cessna 441	1643 1707	G-RJXB	EMB 145	1646 1732
G-RJXH	EMB 145	1649 1743	G-UKTG	Fokker 50	1700 1757
G-MAJC	Jetstream 41	1703 1748	G-RJXF	EMB 145	1721 1801
G-BZSD	PA-46 Malibu	1723 0717(02)	G-CELS	Boeing 737 300	1728 1821
G-BVJB	Fokker 100	1821 1918	El-CNT	Boeing 737	1843 1912
G-JECA	CL600 RJ	1901 1956	G-CELU	Boeing 737 300	1905 0710(02)
G-RJXB	EMB 145	1931 0721(02)	G-UKFF	Fokker 100	1935 0618(02)
G-EEST	Jetstream 31	1958 0651(02)	G-OAKJ	Jetstream 31	2000 2025
G-CELV	Boeing 737 300	2004 0736(02)	G-MAJC	Jetstream 41	2007 0700(02)
G-RJXF	EMB 145	2010 0713(02)	G-BYAA	Boeing 767	2020 0643(02)
G-RJXG	EMB 145	2037 0715(02)	G-RJXH	EMB 145	2040 0732(02)
G-CELS	Boeing 737 300	2105 0750(03)	G-BVJB	Fokker 100	2133 0706(02)
G-STRD	Boeing 737 700	2200 2254	SE-RAB	EMB 135	2203 1723(02)

02 Friday

G-MCEA	Boeing 757	0225 0656	G-JECA	CL600 RJ	0735 0830
RJXG	EMB 145	0916 0952	G-RJXB	EMB 145	0920 1127
G-MAJC	Jetstream 41	0927 1010	G-UKFF	Fokker 100	0931 1039
G-BVJB	Fokker 100	0942 1051	El-CJF	Boeing 737	0954 1030
G-BYRA	Jetstream 31	0956 1606	G-RJXF	EMB 145	1000 1044
G-CELU	Boeing 737 300	1017 1129	G-RJXH	EMB 145	1035 1911
EC-HMK	Boeing 737 800	1112 1234	G-JEAM	BAe 146 300	1136 1240
G-CELV	Boeing 737 300	1150 1312	G-RJXG	EMB 145	1153 1329
G-MAJC	Jetstream 41	1204 1503	G-CELV	Boeing 737 300	1236 1344
EC-IMA	Airbus 321	1244 1413	G-RJXF	EMB 145	1319 1453
El-DMG	Cessna 441	1339 1435	El-CJH	Boeing 737	1334 1423
G-BVJB	Fokker 100	1406 1540	G-RJXB	EMB 145	1418 1513
G-UKFF	Fokker 100	1439 1613	G-JECA	CL600 RJ	1610 1716
G-DHRG	Airbus 320	1636 1826	G-BUKA	SA227AC Metro 3	1639 1726
G-RJXG	EMB 145	1643 1745	G-RJXF	EMB 145	1653 1731
G-CELU	Boeing 737 300	1710 1837	G-UKFI	Fokker 50	1713 1804
G-RJXB	EMB 145	1720 1758	G-MAJC	Jetstream 41	1729 1821
G-BZSD	PA-46 Malibu	1732 1808	G-BYRA	Jetstream 31	1748 1832
G-BVJB	Fokker 100	1812 1915	El-CJF	Boeing 737	1843 1921

G-CELV	Boeing 737 300	1855 0658(03)	G-JECA	CL600 RJ	1912 2000
G-RJXF	EMB 145	1928 0822(03)	G-UKFO	Fokker 100	1942 1105(03)
G-RJXB	EMB 145	1956 0814(03)	G-MCEA	Boeing 757	2002 2242
G-CELV	Boeing 737 300	2017 1443(03)	G-RJXG	EMB 145	2037 1307(03)
CS-TPJ	EMB 145	2056 1524(05)	G-CELU	Boeing 737 300	2106 1709(04)
G-BYRA	Jetstream 31	2109 1452(05)	G-MAJC	Jetstream 41	2111 1453(04)
EI-CJG	Boeing 737	2125 2200	G-BVJB	Fokker 100	2133 0707(03)
EC-HGO	Boeing 737 800	2213 2336	EC-IMU	Airbus 320	2238 2359
G-BYAA	Boeing 767	2255 0712(03)			

03 Saturday

G-BUKA	SA227AC Metro 3	0207 0225	G-MCEA	Boeing 757	0426 0646
G-JEDX	DHC-8	0737 0810	PH-KZN	Fokker 70	0940 1110
G-BVJB	Fokker 100	0942 1044	EI-CNY	Boeing 737	0948 1024
G-CELS	Boeing 737 300	1021 1134	G-RJXF	EMB 145	1056 1200
G-RJXB	EMB 145	1131 1221	G-RJXH	EMB 145	1156 0745(04)
G-BYAA	Boeing 767	1204 1405	G-CELV	Boeing 737 300	1212 1311
G-STRE	Boeing 737 300	1233 1418	G-MCEA	Boeing 757	1256 1449
EI-CJH	Boeing 737	1312 1348	G-NAAA	Bolkow 105DBS-4	1340 1355
G-UKFI	Fokker 100	1425 1607	EC-HBM	Boeing 737 800	1440 1605
G-RJXF	EMB 145	1451 1432(04)	EI-CXE	Boeing 737 700	1459 1536
G-JEDY	DHC-8	1512 1548	G-RJXG	EMB 145	1557 1046(05)
EC-HOV	DC9 82	1618 1719	EC-IEZ	Boeing 737 300	1626 1730
G-HPAD	JetRanger	1638 1750	G-UKTH	Fokker 50	1711 1755
G-CELS	Boeing 737 300	1721 1906	G-CELV	Boeing 737 300	1900 1312(04)
G-RJXB	EMB 145	1902 1458(05)	G-UKFC	Fokker 100	2027 1144(04)
G-MCEA	Boeing 757	2037 2156	G-CELV	Boeing 737 300	2110 0715(04)
EC-FXP	Boeing 737 400	2144 2248	G-BYAA	Boeing 767	2221 2344

04 Sunday

G-CELS	Boeing 737 300	0100 1125	G-BYAA	Boeing 767	0501 0618
G-MCEA	Boeing 757	0658 0814	N750NS	Citation X	0900 1555
CS-TNB	Airbus 320	0930 1051	G-BVJC	Fokker 100	0934 1045
G-UKFF	Fokker 100	1022 1116	G-JEDX	DHC-8	1159 1303
G-CELV	Boeing 737 300	1203 1346	G-BYAA	Boeing 767	1213 1355
EI-CKR	Boeing 737	1307 1341	G-JIVE	Hughes 369	1335 1402
G-UKFC	Fokker 100	1416 1604	G-RJXH	EMB 145	1426 1759
G-MCEA	Boeing 757	1441 1611	N671B	A36 Bonanza	1539 1201(07)
G-JECA	CL600 RJ	1600 1718	G-MAJC	Jetstream 41	1629 1747
G-RJXF	EMB 145	1700 1745	G-EEST	Jetstream 31	1704 1740
G-UKTH	Fokker 50	1714 1753	G-CELS	Boeing 737 300	1717 1824
G-MIDT	Airbus 321	1828 1934	EI-CJH	Boeing 737	1830 1911
G-JECA	CL600 RJ	1903 1953	G-GOJP	PA-46 Malibu	1921 1042(05)
G-UKFC	Fokker 100	1935 0623(05)	G-MAJC	Jetstream 41	2001 1021(05)
G-CELV	Boeing 737 300	2022 1346(05)	G-CELV	Boeing 737 300	2037 0702(05)
G-RJXH	EMB 145	2044 1129(05)	G-RJXF	EMB 145	2047 1340(05)
EI-CNY	Boeing 737	2102 2125	G-CELS	Boeing 737 300	2112 0705(05)
G-CELU	Boeing 737 300	2224 0707(06)	G-BYAA	Boeing 767	2321 1003(05)

05 Monday

G-CCMY	Boeing 757	0640 0834	G-UKFC	Fokker 100	0928 1038
EI-CNX	Boeing 737	0945 1025	G-CELS	Boeing 737 300	1009 1127
G-LUND	Cessna 340	1041 1140	XV196	Hercules C.1	1044 1245
G-JEBB	BAe 146 300	1120 1211	G-CELV	Boeing 737 300	1152 1300
G-MAJC	Jetstream 41	1216 1745	EI-CKS	Boeing 737	1311 1354
G-RJXG	EMB 145	1320 1414	G-BVJB	Fokker 100	1349 1539
G-UKFC	Fokker 100	1359 1555	G-RJXH	EMB 145	1403 0741(06)
G-BYAA	Boeing 767	1521 1724	G-JECA	CL600 RJ	1600 1703
G-BYRA	Jetstream 31	1633 1717	G-RJXB	EMB 145	1638 2002
G-RJXF	EMB 145	1645 1743	G-UKTF	Fokker 100	1658 1751

G-RJXC	EMB 145	1713 0729(06)	G-CELS	Boeing 737 300	1719 1832
CS-TPJ	EMB 145	1722 0743(06)	G-BVJB	Fokker 100	1817 0720(06)
SE-RAB	EMB 135	1823 1919	EI-COA	Boeing 737	1830 1907
G-LUND	Cessna 340	1835 1852	G-CELV	Boeing 737 300	1843 0731(06)
G-JECA	CL600 RJ	1905 1957	G-MCEA	Boeing 757	1911 2029
G-UKFC	Fokker 100	1930 0623(06)	G-MAJC	Jetstream 41	1954 0734(06)
G-BYRA	Jetstream 31	1956 0736(06)	G-CELX	Boeing 737 300	2005 1335(06)
G-RJXF	EMB 145	2044 0751(06)	G-GOJP	PA-46 Malibu	2048 1004(06)
EI-CKR	Boeing 737	2109 2144	G-CELS	Boeing 737 300	2113 0716(06)

06 Tuesday

G-BYAA	Boeing 767	0206 0655	G-MOHS	PA-31 Navajo	0511 0530
G-MCEA	Boeing 757	0536 0832	N601HW	CL604 Challenger	0600 0739(07)
N273TB	B.58 Baron	0738 0762	G-JECA	CL600 RJ	0746 0834
G-RJXB	EMB 145	0749 1123	G-RJXC	EMB 145	0924 1002
G-UKFC	Fokker 100	0928 1037	G-BVJB	Fokker 100	0937 1102
G-MAJC	Jetstream 41	0939 1024	CS-TPJ	EMB 145	0952 1509
G-RJXH	EMB 145	0959 1033	G-BYRA	Jetstream 31	1012 1455
9H-ABT	Boeing 737 300	1017 1054	G-CELS	Boeing 737 300	1022 1137
G-RJXF	EMB 145	1051 1147	G-RHYM	PA-31 Navajo	1058 1517
G-JEAM	BAe 146 300	1107 1452	G-MAJL	Jetstream 41	1118 1439
G-RJXC	EMB 145	1126 1217	G-EJMG	Cessna F150H	1156 1240
G-MAJC	Jetstream 41	1206 1338	G-CELU	Boeing 737 300	1211 1321
CS-DNN	Hawker 800XP	1213 1308	G-CELV	Boeing 737 300	1231 0712(07)
G-RJXH	EMB 145	1250 1345	EI-COA	Boeing 737	1312 1347
G-BVJB	Fokker 100	1315 1405	G-UKFC	Fokker 100	1351 1603
EC-HGP	Boeing 737 800	1353 1534	G-RJXB	EMB 145	1400 1958
G-BGFT	PA-34 Seneca	1426 1549	G-MCEA	Boeing 757	1444 1622
G-JECA	CL600 RJ	1501 1612	G-MOHS	PA-31 Navajo	1524 1551
G-RJXC	EMB 145	1558 1659	G-BYRA	Jetstream 31	1642 1718
G-UKTF	Fokker 50	1647 1746	G-RJXH	EMB 145	1653 1749
G-MAJL	Jetstream 41	1655 1800	G-RJXF	EMB 145	1657 1735
G-CELS	Boeing 737 300	1702 1753	CS-TPJ	EMB 145	1715 1808
G-CELU	Boeing 737 300	1723 1822	G-BVJB	Fokker 100	1805 1911
EI-COB	Boeing 737	1857 0703(08)	G-JECA	CL600 RJ	1900 1945
G-UKFM	Fokker 100	1905 1934	G-RJXF	EMB 145	1928 0720(07)
G-MAJL	Jetstream 41	1936 0619(07)	G-CBCS	Jetstream 31	2003 0653(07)
G-CELX	Boeing 737 300	2008 0714(07)	CS-TPJ	EMB 145	2011 0725(07)
G-RJXC	EMB 145	2014 1338(07)	G-RJXH	EMB 145	2043 0709(07)
G-BYAA	Boeing 767	2058 0735(07)	G-CELS	Boeing 737 300	2110 0718(07)
		2120 0744(07)	G-BVJB	Fokker 100	2132 0704(07)

07 Wednesday

G-MCEA	Boeing 757	0149 0801	G-JECA	CL600 RJ	0747 0843
G-RJXB	EMB 145	0758 1345	N750NS	Citation X	0919 0952
G-RJXF	EMB 145	0922 0958	G-UKFM	Fokker 100	0924 1037
CS-TPJ	EMB 145	0931 1516	G-MAJL	Jetstream 41	0934 1020
G-AVYS	PA-28R Arrow	0937 1330	G-BVJB	Fokker 100	0944 1054
EI-CKR	Boeing 737	0949 1024	G-EEST	Jetstream 31	0955 1456
G-CELS	Boeing 737 300	1004 1124	G-RJXH	EMB 145	1012 1050
G-RJXC	EMB 145	1027 1119	G-JEAM	BAe 146 300	1130 1222
G-RJXF	EMB 145	1151 2002	G-CELV	Boeing 737 300	1154 1256
G-MAJL	Jetstream 41	1157 1439	G-JDBC	PA-34 Seneca	1202 1802
G-BHIH	Cessna F172N	1205 1430	G-JIVE	Hughes 369	1210 1252
XZ323	Gazelle AH.1	1216 1246	EI-COB	Boeing 737	1308 1342
G-RJXH	EMB 145	1310 1402	G-UKFM	Fokker 100	1355 1603
G-BVJB	Fokker 100	1358 1536	G-RJXC	EMB 145	1400 1453
G-JECA	CL600 RJ	1553 1705	G-EJMG	Cessna F150H	1605 1642
G-EEST	Jetstream 31	1652 1737	G-MAJL	Jetstream 41	1702 1747

G-RJXC	EMB 145	1707 1744	G-MCEA	Boeing 757	1711 0711(08)
G-RJXH	EMB 145	1714 1753	G-UKTF	Fokker 50	1716 1757
CS-TPJ	EMB 145	1719 1805	G-RJXB	EMB 145	1722 1755
G-CELS	Boeing 737 300	1726 1826	G-ECJM	PA-28R Arrow	1735 1811(08)
G-BVJB	Fokker 100	1819 1911	D-CFXD	Short 360	1835 1923
El-CNX	Boeing 737	1840 1918	G-CELV	Boeing 737 300	1847 0657(08)
G-JECA	CL600 RJ	1856 1943	G-RJXC	EMB 145	1929 0744(08)
G-UKFM	Fokker 100	1931 0616(08)	G-MAJL	Jetstream 41	1958 0707(08)
CS-TPJ	EMB 145	2018 0726(08)	G-CELV	Boeing 737 300	2023 1342(08)
G-EEST	Jetstream 31	2028 0651(08)	G-BYAA	Boeing 767	2041 0623(08)
G-RJXH	EMB 145	2051 0724(08)	G-RJXB	EMB 145	2057 0716(08)
G-CELS	Boeing 737 300	2106 1823(08)	G-BVJB	Fokker 100	2138 0713(08)

08 Thursday

G-RJXF	EMB 145	0729 1125	G-JEDC	DHC-8	0803 0839
G-HUGG	Lear Jet 35A	0828 1010	G-REBK	King Air B200	0834 0930
G-RJXH	EMB 145	0919 1007	G-UKFM	Fokker 100	0921 1041
G-MAJL	Jetstream 41	0936 1021	G-BVJB	Fokker 100	0939 1053
CS-TPJ	EMB 145	0943 1519	El-CNX	Boeing 737	0947 1034
G-BYRM	Jetstream 31	0951 1451	G-RJXB	EMB 145	1004 1047
G-CELU	Boeing 737 300	1016 1128	G-CJAD	CitationJet	1019 1510
G-RJXC	EMB 145	1036 1454	G-CELV	Boeing 737 300	1155 1329
G-RJXH	EMB 145	1203 1339	G-MAJL	Jetstream 41	1208 1435
EC-ILG	Airbus 321	1222 1403	G-JEAV	BAe 146 200	1244 1322
G-RJXB	EMB 145	1316 1409	El-COA	Boeing 737	1321 1354
G-OOBB	Boeing 757	1327 1455	G-UKFM	Fokker 100	1350 1601
G-BVJB	Fokker 100	1352 1533	G-RJXF	EMB 145	1357 1956
EC-GZE	Airbus 320	1400 1517	G-MCEA	Boeing 757	1406 1629
G-BJYD	Cessna F152	1425 1504	G-JECA	CL600 RJ	1550 1657
G-RJXH	EMB 145	1640 1739	G-BYRM	Jetstream 31	1642 1725
G-RJXE	EMB 145	1656 1801	G-MAJL	Jetstream 41	1659 1742
G-RJXC	EMB 145	1708 1753	G-UKTG	Fokker 50	1712 1808
G-CELU	Boeing 737 300	1716 0710(09)	CS-TPJ	EMB 145	1718 1804
G-BVJB	Fokker 100	1807 1910	El-CJG	Boeing 737	1827 1902
G-JECA	CL600 RJ	1858 1940	G-CELV	Boeing 737 300	1926 0719(09)
G-UKFM	Fokker 100	1933 0625(09)	G-RJXC	EMB 145	1949 0731(09)
G-MAJL	Jetstream 41	1953 0703(09)	G-BYAA	Boeing 767	2006 0723(09)
CS-TPJ	EMB 145	2013 0734(09)	G-CELV	Boeing 737 300	2024 0747(09)
G-EEST	Jetstream 31	2029 0727(09)	G-MAJE	Jetstream 41	2032 1104(09)
G-RJXE	EMB 145	2041 0717(09)	G-RJXH	EMB 145	2046 0739(09)
G-CELS	Boeing 737 300	2103 1307(09)	G-BVJB	Fokker 100	2135 0712(09)

09 Friday

G-MCEA	Boeing 757	0128 0655	G-RJXF	EMB 145	0735 1343
G-JECA	CL600 RJ	0744 0837	G-MAJL	Jetstream 41	0923 1015
G-DAKO	PA-28 Dakota	0927 1521	G-UKFM	Fokker 100	0931 1036
G-RJXC	EMB 145	0933 1009	G-BVJB	Fokker 100	0943 1056
CS-TPJ	EMB 145	0945 1512	El-CNX	Boeing 737	0948 1022
G-OAKJ	Jetstream 31	1004 1454	G-RJXE	EMB 145	1006 1048
G-LUND	Cessna 340	1011 1102	G-CELU	Boeing 737 300	1013 1134
G-RJXH	EMB 145	1033 1119	EC-INP	Boeing 737 800	1121 1238
G-JEBB	BAe 146 300	1128 1229	CS-DNM	Hawker 800XP	1146 1227
G-RJXC	EMB 145	1201 2004	G-CELV	Boeing 737 300	1213 0708(10)
EC-IMA	Airbus 321	1220 1357	G-CELV	Boeing 737 300	1240 1349
G-MAJL	Jetstream 41	1248 1438	G-RJXE	EMB 145	1315 1409
El-CJG	Boeing 737	1317 1400	G-RJXH	EMB 145	1346 1450
G-UKFM	Fokker 100	1351 1611	G-BVJB	Fokker 100	1353 1541
N273TB	B.58 Baron	1522 1544	G-JECA	CL600 RJ	1601 1859
G-SUEW	Airbus 320	1626 1904	G-IGPW	Eurocopter 120B	1630 1738

G-OAKJ	Jetstream 31	1638 1716	G-BJYD	Cessna F152	1649 1732
G-RJXF	EMB 145	1704 1744	G-RJXH	EMB 145	1706 1748
G-UKTG	Fokker 50	1708 1803	G-MAJL	Jetstream 41	1712 1752
G-RJXE	EMB 145	1714 1756	CS-TPJ	EMB 145	1717 1814
G-CELU	Boeing 737 300	1721 1830	N180BB	Cessna 180K	1808 1756(11)
G-BVJB	Fokker 100	1819 1912	El-COX	Boeing 737	1827 1908
G-CELS	Boeing 737 300	1845 0717(10)	G-JECA	CL600 RJ	1901 1959
G-LUND	Cessna 340	1906 1923	G-RJXH	EMB 145	1933 0806(10)
G-OAKJ	Jetstream 31	1957 0704(12)	CS-TPJ	EMB 145	2005 0737(12)
G-UKFM	Fokker 100	2008 1037(10)	G-MAJL	Jetstream 41	2011 1453(11)
G-CELY	Boeing 737 300	2016 1338(10)	G-MCEA	Boeing 757	2023 2246
G-RJXE	EMB 145	2044 1137(11)	G-RJXF	EMB 145	2046 0827(10)
El-COB	Boeing 737	2104 2135	G-CELU	Boeing 737 300	2117 1303(11)
G-BVJB	Fokker 100	2137 0711(10)	EC-HGP	Boeing 737 800	2213 2339
EC-HZE	Airbus 320	2256 0016(10)	G-BYAA	Boeing 767	2319 0705(10)

1st Saturday

G-MCEA	Boeing 757	0427 0657	G-JECA	CL600 RJ	0728 0803
G-RJXC	EMB 145	0731 1332	PH-KZF	Fokker 70	0930 1029
G-BVJB	Fokker 100	0938 1040	El-CNX	Boeing 737	0947 1022
G-CELS	Boeing 737 300	1021 1134	G-DAVO	AA-5B Tiger	1042 1621
G-RJXF	EMB 145	1058 1157	G-RJXH	EMB 145	1116 1228
G-CELV	Boeing 737 300	1155 1303	G-BVMA	King Air 200	1208 1236
G-BYAA	Boeing 767	1216 1400	G-STRA	Boeing 737 300	1239 1608
G-MCEA	Boeing 757	1300 1417	El-COX	Boeing 737	1312 1357
G-UKFM	Fokker 100	1352 1611	G-BAXU	Cessna FA150L	1411 1438
EC-HGP	Boeing 737 800	1442 1603	G-RJXF	EMB 145	1445 0754(11)
N900CB	Cessna 421C	1552 0854(18)	EC-HFT	DC-9 82	1616 1737
EC-IFV	Boeing 737 300	1631 1745	G-RJXC	EMB 145	1635 1427(11)
G-JEAX	BAe 146 200	1638 1720	G-UKTC	Fokker 100	1655 1740
G-CELS	Boeing 737 300	1718 1908	G-CELV	Boeing 737 300	1856 1712(11)
G-RJXH	EMB 145	1915 1229(11)	G-CELY	Boeing 737 300	2005 0723(11)
G-REBK	King Air B200	2021 1024(11)	G-BYAA	Boeing 767	2025 2153
G-MCEA	Boeing 737 300	2037 2201	G-BVJB	Fokker 100	2112 0707(11)
EC-HXT	Boeing 737 400	2123 2235			

11 Sunday

G-CELS	Boeing 737 300	0100 1135	G-BYAA	Boeing 767	0322 0610
G-MCEA	Boeing 757	0815 0930	PH-KZA	Fokker 70	0923 1037
G-BVJB	Fokker 100	0933 1101	CS-TMW	Airbus 320	0949 1110
G-JECA	CL600 RJ	1148 1236	G-ESTA	Citation II	1157 1836
G-BYAA	Boeing 767	1203 1402	G-CELY	Boeing 737 300	1212 1344
El-CJG	Boeing 737	1302 1347	N5010X	Raytheon Premier	1336 1509
PH-KZE	Fokker 70	1404 1622	G-RJXF	EMB 145	1436 1519
G-RJXE	EMB 145	1455 1541	G-RJXH	EMB 145	1501 2003
G-MCEA	Boeing 757	1557 1722	G-JECA	CL600 RJ	1601 1707
G-MAJL	Jetstream 41	1633 1747	G-RJXC	EMB 145	1653 1750
G-BYRM	Jetstream 31	1659 1735	G-UKTF	Fokker 50	1703 1753
G-RJXF	EMB 145	1709 1803	G-CELS	Boeing 737 300	1718 1819
G-MIDR	Airbus 320	1823 1918	El-COA	Boeing 737	1842 1914
G-CELU	Boeing 737 300	1848 1819(12)	G-JECA	CL600 RJ	1906 1950
G-UKFA	Fokker 100	1941 0616(12)	G-MAJL	Jetstream 41	1955 0713(12)
G-CELY	Boeing 737 300	2018 0730(12)	G-RJXE	EMB 145	2036 0723(12)
G-RJXF	EMB 145	2045 0742(12)	G-RJXC	EMB 145	2051 0720(12)
El-CJC	Boeing 737	2113 2146	G-BVJB	Fokker 100	2133 0717(12)
G-CELS	Boeing 737 300	2137 0709(12)	G-CELV	Boeing 737 300	2214 0701(12)
G-MCEA	Boeing 757	2224 0838(12)	G-BYAA	Boeing 767	2315 1006(12)

12 Monday

G-RJXH	EMB 145	0735 1345	G-JECA	CL600 RJ	0752 0830
--------	---------	-----------	--------	----------	-----------

G-RJXE	EMB 145	0923 1027	G-MAJL	Jetstream 41	0926 1017
G-REDB	Cessna 310Q	0927 0945	G-UKFA	Fokker 100	0929 1108
CS-TPJ	EMB 145	0936 1507	El-CKS	Boeing 737	0940 1023
G-BVJB	Fokker 100	0950 1058	G-OAKJ	Jetstream 31	0957 1456
G-CELS	Boeing 737 300	1009 1141	G-RJXC	EMB 145	1015 1050
G-CJAD	CitationJet	1019 1652(16)	G-RJXF	EMB 145	1047 1120
G-JEAM	BAe 146 300	1135 1218	G-CELX	Boeing 737 300	1151 1343
G-CELV	Boeing 737 300	1201 1301	G-MAJL	Jetstream 41	1205 1432
G-RJXE	EMB 145	1210 1952	N601HW	CL601 Challenger	1246 1100(13)
El-COA	Boeing 737	1317 1349	G-RJXC	EMB 145	1327 1409
G-UKFA	Fokker 100	1351 1605	G-BVJB	Fokker 100	1357 1536
G-RJXF	EMB 145	1402 1450	G-BYAA	Boeing 767	1548 1721
G-JECA	CL600 RJ	1601 1658	G-REDB	Cessna 310Q	1632 1648
G-OAKJ	Jetstream 31	1642 1717	G-RJXF	EMB 145	1645 1735
G-RJXH	EMB 145	1647 1739	G-MAJL	Jetstream 41	1656 1747
G-RJXC	EMB 145	1703 1750	G-UKTF	Fokker 50	1707 1803
CS-TPJ	EMB 145	1713 1814	G-CELS	Boeing 737 300	1724 0702(13)
G-BVJB	Fokker 100	1816 1904	El-CJC	Boeing 737	1831 1910
G-TASS	Hughes 269	1851 n/res	G-MCEA	Boeing 757	1852 2022
G-CELV	Boeing 737 300	1857 1316(13)	G-JECA	CL600 RJ	1914 1948
G-UKFA	Fokker 100	1930 0618(13)	G-RJXF	EMB 145	1933 0721(13)
CS-TPJ	EMB 145	1959 0726(13)	G-MAJL	Jetstream 41	2004 0658(13)
G-CELX	Boeing 737 300	2007 1402(13)	G-EEST	Jetstream 31	2036 0708(13)
G-RJXG	EMB 145	2047 0715(13)	G-RJXH	EMB 145	2058 0736(14)
El-COX	Boeing 737	2100 2128	G-CELU	Boeing 737 300	2110 0712(13)
G-BVJB	Fokker 100	2138 0705(13)			

13 Tuesday

G-BYAA	Boeing 767	0219 0639	G-MCEA	Boeing 757	0539 0834
G-RJXE	EMB 145	0743 1124	G-JECA	CL600 RJ	0746 0828
G-UKFA	Fokker 100	0922 1035	G-MAJL	Jetstream 41	0926 1013
CS-TPJ	EMB 145	0935 1511	G-EMAX	PA-31 Navajo	0938 1609
G-RJXF	EMB 145	0940 1017	G-BVJB	Fokker 100	0943 1108
El-CJC	Boeing 737	0946 1025	G-EEST	Jetstream 31	0954 1505
G-BVMA	King Air 200	0958 1042	G-RJXG	EMB 145	1001 1045
G-CELS	Boeing 737 300	1011 1332	9H-ADI	Boeing 737 300	1041 1203
G-JEAM	BAe 146 300	1120 1213	G-MAJL	Jetstream 41	1158 1442
G-RJXF	EMB 145	1200 2019	G-CELU	Boeing 737 300	1225 1827
G-JANN	PA-34 Seneca	1305 1633	El-CKS	Boeing 737	1310 1357
G-RJXG	EMB 145	1318 1409	G-UKFA	Fokker 100	1350 1602
G-RJXE	EMB 145	1413 1501	G-BVJB	Fokker 100	1434 1548
G-MCEA	Boeing 757	1556 1722	G-JECA	CL600 RJ	1558 1707
EC-HKQ	Boeing 737 800	1646 1754	G-RJXG	EMB 145	1651 1749
G-EEST	Jetstream 31	1654 1728	G-UKTI	Fokker 50	1656 1802
G-RJXE	EMB 145	1658 1745	CS-TPJ	EMB 145	1714 1759
G-MAJL	Jetstream 41	1736 1815	El-COA	Boeing 737	1824 1859
G-JECA	CL600 RJ	1906 1947	G-BVJB	Fokker 100	1908 1953
G-CELS	Boeing 737 300	1918 0700(14)	G-UKFN	Fokker 100	1931 0617(14)
G-RJXE	EMB 145	1940 0714(14)	CS-TPJ	EMB 145	2000 0727(14)
G-EEST	Jetstream 31	2010 0652(14)	G-MAJL	Jetstream 41	2027 0703(14)
G-CELX	Boeing 737 300	2050 1340(14)	G-RJXG	EMB 145	2052 0722(14)
G-CELU	Boeing 737 300	2112 1303(14)	G-CELV	Boeing 737 300	2128 0740(14)
G-BYAA	Boeing 767	2158 0755(14)	G-BXWE	Fokker 100	2343 0717(14)

14 Wednesday

G-MCEA	Boeing 757	0253 0749	G-RJXF	EMB 145	0742 1057
G-JECA	CL600 RJ	0744 0822	G-RJXG	EMB 145	0913 0739(16)
G-MAJL	Jetstream 41	0924 1002	G-UKFN	Fokker 100	0928 1038
CS-TPJ	EMB 145	0937 1510	El-CJG	Boeing 737	0944 1017

G-EEST	Jetstream 31	0948 1450	G-BXWE	Fokker 100	0950 1048
N569CW	Gulfstream IV	0954 1508	G-RJXE	EMB 145	1009 1051
G-CELS	Boeing 737 300	1013 1122	G-RJXH	EMB 145	1039 1127
I-ERJC	Lear Jet 45	1136 1557	G-JEBA	BAe 146 300	1153 1228
G-MAJL	Jetstream 41	1203 1435	N671B	A.36 Bonanza	1236 1651(15)
G-RJXF	EMB 145	1238 1337	EI-PAL	Citation Bravo	1255 1901
EI-COA	Boeing 737	1307 1343	G-RJXE	EMB 145	1313 1403
EC-HXY	SA227AC Metro 3	1320 1514	G-BXWE	Fokker 100	1351 1535
G-UKFN	Fokker 100	1355 1606	G-RJXH	EMB 145	1401 1446
G-CELV	Boeing 737 300	1416 0702(15)	A6-SMR	Boeing 747SP	1501 1642
G-JECA	CL600 RJ	1559 1705	G-BOYF	Sikorsky S-76B	1600 1610
G-POAH	Sikorsky S-76B	1602 1613	G-EEST	Jetstream 31	1634 1716
G-RJXH	EMB 145	1641 1740	G-RJXF	EMB 145	1657 1743
G-MCEA	Boeing 757	1700 0625(15)	G-RJXE	EMB 145	1703 1754
G-UKTF	Fokker 50	1706 1758	G-MAJL	Jetstream 41	1709 1750
CS-TPJ	EMB 145	1712 1805	G-CELS	Boeing 737 300	1720 1831
CNX	Boeing 737	1819 1904	G-BXWE	Fokker 100	1841 1934
G-JECA	CL600 RJ	1905 1949	G-CELV	Boeing 737 300	1915 0710(15)
G-RJXH	EMB 145	1939 2026	G-UKFC	Fokker 100	1943 0621(15)
G-EEST	Jetstream 31	1955 0657(15)	G-BZSD	PA-46 Malibu	1958 0519(15)
G-MAJL	Jetstream 41	2003 0705(15)	CS-TPJ	EMB 145	2005 0725(15)
G-CELV	Boeing 737 300	2019 1341(15)	G-RJXE	EMB 145	2046 0732(15)
G-RJXF	EMB 145	2048 0717(15)	G-BYAA	Boeing 767	2055 0637(15)
G-CELS	Boeing 737 300	2112 1305(18)	G-BVJA	Fokker 100	2137 0723(15)

15 Thursday

G-RJXH	EMB 145	0729 0816	G-JECA	CL600 RJ	0747 0826
CS-TPJ	EMB 145	0923 1004	G-UKFC	Fokker 100	0927 1034
G-MAJL	Jetstream 41	0930 1014	EI-CNT	Boeing 737	0943 1021
G-CBCS	Jetstream 31	0956 1458	G-BVJA	Fokker 100	0959 1103
G-RJXH	EMB 145	1001 1349	G-RJXF	EMB 145	1012 1054
G-CELU	Boeing 737 300	1024 1131	G-RJXE	EMB 145	1032 1118
G-ZAPO	BAe 146 200QC	1133 1228	G-MAJL	Jetstream 41	1149 1444
G-CELV	Boeing 737 300	1201 1304	CS-TPJ	EMB 145	1206 1515
EC-HQV	Boeing 757	1219 1352	G-GAFT	PA-44 Seminole	1224 1359
G-OOFT	PA-28	1230 1625(16)	G-MCEA	Boeing 757	1305 1638
EI-CJC	Boeing 737	1317 1356	G-BZSD	PA-46 Malibu	1325 0727(19)
G-RJXF	EMB 145	1328 1410	EC-IMU	Airbus 320	1333 1455
G-CPEP	Boeing 757	1337 1511	G-BVJA	Fokker 100	1346 1553
G-RJXE	EMB 145	1354 1451	G-UKFC	Fokker 100	1400 1605
JECA	CL600 RJ	1556 1711	G-RJXE	EMB 145	1633 1735
G-MAJE	Jetstream 41	1635 1724	G-CBCS	Jetstream 31	1641 1726
G-MAJL	Jetstream 41	1705 1756	G-UKTH	Fokker 50	1707 1803
G-RJXF	EMB 145	1709 1754	G-RJXH	EMB 145	1713 1750
CS-TPJ	EMB 145	1715 1801	G-CELU	Boeing 737 300	1721 1859
N273TB	B.58 Baron	1755 1806	G-BVJA	Fokker 100	1817 1913
EI-CNX	Boeing 737	1830 1906	G-JECA	CL600 RJ	1902 1954
G-CELV	Boeing 737 300	1909 0701(16)	G-RJXE	EMB 145	1934 2004
G-UKFC	Fokker 100	1938 0622(16)	G-MAJE	Jetstream 41	1952 2030
G-CELV	Boeing 737 300	2006 0733(16)	G-MAJL	Jetstream 41	2009 0703(16)
CS-TPJ	EMB 145	2012 0730(16)	G-CBCS	Jetstream 31	2016 0657(16)
G-BYAA	Boeing 767	2019 0643(16)	G-RJXF	EMB 145	2035 0719(16)
G-RJXH	EMB 145	2055 0717(16)	G-BVJA	Fokker 100	2133 0707(16)
G-CELU	Boeing 737 300	2147 0710(16)			

16 Friday

G-MCEA	Boeing 757	0140 0654	G-RJXE	EMB 145	0743 1345
G-JECA	CL600 RJ	0747 0828	G-RJXH	EMB 145	0915 0959
CS-TPJ	EMB 145	0919 1513	G-UKFC	Fokker 100	0927 1051

G-MAJL	Jetstream 41	0937 0705(19)	G-BVJA	Fokker 100	0944 1059
G-CBDA	Jetstream 31	0949 1048	EI-COB	Boeing 737	1005 1038
G-RJXF	EMB 145	1008 1053	G-CELU	Boeing 737 300	1017 1136
G-RJXG	EMB 145	1036 1120	N750NS	Citation X	1056 1111
EC-HMK	Boeing 737 800	1134 1246	G-JEAM	BAe 146 300	1139 1227
EC-IMA	Airbus 321	1143 1303	G-RJXH	EMB 145	1155 2009
G-CELV	Boeing 737 300	1201 1310	G-CELX	Boeing 737 300	1230 1338
G-CBDA	Jetstream 31	1240 1457	EI-CJF	Boeing 737	1320 1358
G-RJXF	EMB 145	1322 1414	G-UKFC	Fokker 100	1353 1614
G-RJXG	EMB 145	1358 1445	G-MAJC	Jetstream 41	1402 1448
G-BVJA	Fokker 100	1404 1539	G-CBDA	Jetstream 31	1627 1719
G-RJXE	EMB 145	1643 1745	G-NIKO	Airbus 321	1647 1855
G-RJXG	EMB 145	1650 1731	G-JECA	CL600 RJ	1654 1736
G-RJXF	EMB 145	1658 1754	G-UKTH	Fokker 50	1704 1806
CS-TPJ	EMB 145	1711 1831	G-CELU	Boeing 737 300	1715 1827
G-MAJC	Jetstream 41	1734 1811	G-LFSG	PA-28 Cherokee	1757 1813
G-BVJA	Fokker 100	1822 1915	EI-CJF	Boeing 737	1838 1912
G-CELV	Boeing 737 300	1851 0703(17)	G-JECA	CL600 RJ	1927 2005
G-UKFC	Fokker 100	1938 0626(17)	G-RJXG	EMB 145	1945 0732(17)
G-CBDA	Jetstream 31	1955 0707(19)	G-CELX	Boeing 737 300	2002 1340(17)
G-MAJC	Jetstream 41	2022 0835(17)	CS-TPJ	EMB 145	2026 0730(19)
G-RJXE	EMB 145	2056 0809(17)	G-RJXF	EMB 145	2110 0743(18)
G-CELU	Boeing 737 300	2112 0710(17)	CS-DFM	Citation Excel	2115 1016(17)
EI-CJC	Boeing 737	2117 2146	G-BVJA	Fokker 100	2141 0707(17)
EC-HJP	Boeing 737 800	2219 2343	EC-ICK	Airbus 320	2259 0012(17)
G-BYAA	Boeing 767	2331 0705(17)			

17 Saturday

G-JALC	Boeing 757	0003 0119	G-DHJZ	Airbus 320	0033 0140
G-JALC	Boeing 757	0712 0832	G-JEDZ	DHC-8	0744 0814
G-RJXH	EMB 145	0747 0828	G-UKFC	Fokker 100	0926 1039
G-BVJA	Fokker 100	0945 1049	EI-COX	Boeing 737	0949 1022
G-CELU	Boeing 737 300	1011 1131	G-RJXH	EMB 145	1102 1155
G-RJXE	EMB 145	1138 1226	G-CELV	Boeing 737 300	1150 1258
G-BYAA	Boeing 767	1211 1405	G-RJXG	EMB 145	1219 1336
G-STRE	Boeing 737 300	1308 1412	EI-CNX	Boeing 737	1311 1351
G-UKFC	Fokker 100	1358 1605	G-BRYV	DHC-8	1439 1546
G-RJXH	EMB 145	1442 1434(18)	G-PIDS	Boeing 757	1508 1626
G-JECB	CL600 RJ	1521 1557	EC-HGO	Boeing 737 800	1613 1739
G-RJXG	EMB 145	1632 1137(18)	EC-FXY	DC-9 82	1646 1805
EC-GCV	DC-9 82	1703 1852	G-UKTC	Fokker 50	1706 1759
G-CELU	Boeing 737 300	1737 1909	G-CELV	Boeing 737 300	1857 1127(18)
G-RJXE	EMB 145	1905 1220(18)	G-UKFC	Fokker 100	1937 0614(18)
G-CELX	Boeing 737 300	2009 0712(18)	G-BYAA	Boeing 767	2034 2154
G-MAJC	Jetstream 41	2110 1451(18)	G-BVJA	Fokker 100	2114 0659(18)
EC-FXP	Boeing 737 400	2124 2225	G-PIDS	Boeing 757	2206 2335

18 Sunday

G-CELU	Boeing 737 300	0113 1329	G-BYAA	Boeing 767	0340 0633
G-PIDS	Boeing 757	0847 1006	G-UKFC	Fokker 100	0912 1034
CS-TMW	Airbus 320	0940 1052	G-BVJA	Fokker 100	1014 1102
G-JEDZ	DHC-8	1157 1239	G-BYAA	Boeing 767	1207 1354
G-CELV	Boeing 737 300	1250 1716	EI-COA	Boeing 737	1308 1350
G-UKFC	Fokker 100	1421 1602	G-RJXF	EMB 145	1442 1530
G-RJXG	EMB 145	1447 1543	G-RJXE	EMB 145	1510 2002
G-JECB	CL600 RJ	1605 1713	G-PIDS	Boeing 757	1628 1751
G-MAJC	Jetstream 41	1633 1746	CS-DHF	Citation 7	1701 1415(19)
G-RJXH	EMB 145	1703 1753	G-UKTC	Fokker 50	1710 1806
G-RJXF	EMB 145	1717 1800	G-CELV	Boeing 737 300	1719 1826

G-EEST	Jetstream 31	1755 1823	EI-CJC	Boeing 737	1847 1917
G-BVJD	Fokker 100	1850 1934	G-CELS	Boeing 737 300	1854 0712(19)
G-JECB	CL600 RJ	1908 1956	G-UKFC	Fokker 100	1930 0615(19)
G-MAJC	Jetstream 41	2000 1032(19)	G-CELU	Boeing 737 300	2016 1140(20)
G-RJXG	EMB 145	2046 0722(19)	G-RJXF	EMB 145	2052 0720(19)
G-RJXH	EMB 145	2059 0746(19)	EI-CON	Boeing 737	2105 2130
G-CELV	Boeing 737 300	2125 0702(19)	G-BVJD	Fokker 100	2145 0715(19)
G-CELY	Boeing 737 300	2220 0630(19)	G-PIDS	Boeing 757	2249 0828(19)
G-BYAA	Boeing 767	2307 1010(19)			

19 Monday

G-RJXE	EMB 145	0736 1130	G-RJXG	EMB 145	0926 1014
G-MAJL	Jetstream 41	0930 1018	CS-TPJ	EMB 145	0939 1507
G-MAJE	Jetstream 41	0943 1022	G-BVJD	Fokker 100	0946 1053
G-UKFC	Fokker 100	0952 1057	G-JEDD	DHC-8	1000 1035
EI-CNT	Boeing 737	1002 1039	G-RJXF	EMB 145	1009 1044
G-CELS	Boeing 737 300	1015 1142	N160GC	Lear Jet 36A	1114 1015(23)
G-EBA	BAe 146 300	1127 1218	G-OAKJ	Jetstream 31	1145 1450
G-RJXG	EMB 145	1152 2017	G-MAJL	Jetstream 41	1155 1437
G-RJXH	EMB 145	1201 1358	G-CELV	Boeing 737 300	1212 1440
G-CELY	Boeing 737 300	1238 1349	EI-COA	Boeing 737	1316 1351
G-RJXF	EMB 145	1319 1406	G-UKFC	Fokker 100	1355 1616
G-RJXE	EMB 145	1401 1446	G-BXWE	Fokker 100	1403 1538
PH-RAZ	SA226TC Metro 2	1420 1604	G-BYAA	Boeing 767	1553 1748
G-JECB	CL600 RJ	1613 1703	G-OAKJ	Jetstream 31	1626 1716
G-RJXE	EMB 145	1636 1729	G-RJXF	EMB 145	1659 1824
G-RJXH	EMB 145	1706 1832	G-MAJL	Jetstream 41	1710 1752
G-UKTC	Fokker 50	1714 1828	CS-TPJ	EMB 145	1717 1805
G-BZSD	PA-46 Malibu	1720 0642(20)	G-CELS	Boeing 737 300	1743 1850
N900CB	Cessna 421C	1822 0911	EI-CNW	Boeing 737	1828 1906
G-BXWE	Fokker 100	1839 1925	G-PIDS	Boeing 757	1902 2025
G-JECB	CL600 RJ	1913 1959	G-RJXE	EMB 145	1928 0737(20)
G-UKFK	Fokker 100	1932 1214(20)	G-CBCS	Jetstream 31	1956 0659(20)
CS-TPJ	EMB 145	2007 0742(20)	G-CELV	Boeing 737 300	2013 0703(20)
G-CELY	Boeing 737 300	2023 0746(20)	G-MAJL	Jetstream 41	2027 0656(20)
G-RJXF	EMB 145	2051 0724(20)	EI-CNX	Boeing 737	2059 2130
G-RJXH	EMB 145	2123 1747(20)	G-CELS	Boeing 737 300	2127 0721(20)
G-BXWE	Fokker 100	2155 0728(20)			

20 Tuesday

G-BYAA	Boeing 767	0302 0522	G-BYAB	Boeing 767	0418 0636
G-PIDS	Boeing 757	0528 0852	G-JECB	CL600 RJ	0738 0829
G-RJXG	EMB 145	0756 0840	G-MAJH	Jetstream 41	0835 1012
G-MAJL	Jetstream 41	0923 1024	G-RJXF	EMB 145	0928 1000
G-UKFA	Fokker 100	0932 1136	EI-CKQ	Boeing 737	0943 1021
G-CBCS	Jetstream 31	0946 1450	G-BYLM	PA-46 Malibu	0950 1636(22)
CS-TPJ	EMB 145	0953 1046	G-BXWE	Fokker 100	0956 1053
G-CJAD	CitationJet	1000 1615	G-CELS	Boeing 737 300	1033 0703(21)
G-RJXE	EMB 145	1041 1123	9H-ADM	Boeing 737 300	1043 1206
G-RJXG	EMB 145	1126 1350	G-ZAPO	BAe 146 200QC	1144 1228
G-CELV	Boeing 737 300	1158 1309	G-MAJH	Jetstream 41	1200 1445
G-RJXF	EMB 145	1202 1414	G-CELY	Boeing 737 300	1232 1334
EI-CNX	Boeing 737	1303 1340	G-BVYF	PA-31 Navajo	1315 1401(21)
CS-TPJ	EMB 145	1327 1501	G-BXWE	Fokker 100	1347 1537
G-RJXE	EMB 145	1400 1448	G-UKFA	Fokker 100	1427 1605
EC-HJP	Boeing 737 800	1435 1613	G-PIDS	Boeing 757	1512 1627
G-JECB	CL600 RJ	1602 1702	G-RJXE	EMB 145	1640 1753
G-RJXG	EMB 145	1646 1734	G-CBCS	Jetstream 31	1649 1722
G-RJXF	EMB 145	1705 1757	G-MAJH	Jetstream 41	1712 1813

CS-TPJ	EMB 145	1715 1800	G-BZSD	PA-46 Malibu	1726 0933(28)
G-UKTF	Fokker 50	1740 1815	G-CELU	Boeing 737 300	1743 1830
G-BXWE	Fokker 100	1817 1906	EI-CKQ	Boeing 737	1850 1924
G-JECB	CL600 RJ	1901 1955	G-UKFA	Fokker 100	1927 0618(21)
G-RJXG	EMB 145	1932 2009	G-CELV	Boeing 737 300	1937 0708(21)
G-CBCS	Jetstream 31	2000 0657(21)	G-BGJB	PA-44 Seminole	2005 1617(21)
CS-TPJ	EMB 145	2007 0741(21)	G-CELV	Boeing 737 300	2023 0634(21)
G-MAJH	Jetstream 41	2042 0658(21)	G-RJXE	EMB 145	2049 0736(21)
G-RJXF	EMB 145	2053 0725(21)	G-CELU	Boeing 737 300	2112 0744(22)
G-BXWE	Fokker 100	2200 0833(21)	G-BYAB	Boeing 767	2227 0746(21)

21 Wednesday

G-PIDS	Boeing 757	0132 0755	G-JECB	CL600 RJ	0740 0830
G-RJXG	EMB 145	0752 0838	G-RJXF	EMB 145	0920 1004
G-MAJH	Jetstream 41	0924 1006	G-UKFA	Fokker 100	0928 1039
CS-TPJ	EMB 145	0946 1047	EI-CNX	Boeing 737	0948 1021
G-BYRA	Jetstream 31	0951 1459	G-OARA	PA-28R Arrow	0954 1502
M522MM	Gulfstream IV	0956 1745	G-CELS	Boeing 737 300	1007 1129
N9533Y	Cessna T210N	1037 1613	G-RJXE	EMB 145	1042 1134
G-BXWE	Fokker 100	1106 1139	G-RJXG	EMB 145	1110 1343
G-JEAM	BAe 146 300	1123 1226	G-MAJH	Jetstream 41	1157 1445
G-RJXF	EMB 145	1200 1407	G-CELV	Boeing 737 300	1223 1314
N671B	A36 Bonanza	1233 1203(29)	G-CELV	Boeing 737 300	1239 1341
G-RJXH	EMB 145	1304 1452	CS-TPJ	EMB 145	1318 1512
EI-COB	Boeing 737	1321 1350	G-BXWE	Fokker 100	1353 1543
G-UKFA	Fokker 100	1358 1603	G-RJXE	EMB 145	1514 1951
G-JECB	CL600 RJ	1600 1705	N900CB	Cessna 421C	1618 1255(29)
G-BYRA	Jetstream 31	1636 1719	G-RJXH	EMB 145	1648 1731
G-RJXG	EMB 145	1653 1739	G-UKTF	Fokker 50	1659 1756
G-PIDS	Boeing 757	1702 2026	G-MAJH	Jetstream 41	1711 1800
CS-TPJ	EMB 145	1714 1805	G-CELS	Boeing 737 300	1716 1825
G-RJXF	EMB 145	1724 1809	G-BXWE	Fokker 100	1810 1905
EI-COA	Boeing 737	1847 1923	G-CELV	Boeing 737 300	1904 0705(22)
G-JECB	CL600 RJ	1907 1947	G-RJXH	EMB 145	1926 0738(22)
G-UKFA	Fokker 100	1940 0624(22)	CS-TPJ	EMB 145	2001 0724(22)
G-BYRA	Jetstream 31	2003 0707(22)	G-CELV	Boeing 737 300	2016 0636(22)
G-MAJH	Jetstream 41	2030 0712(22)	G-RJXG	EMB 145	2053 0730(22)
G-RJXF	EMB 145	2055 0719(22)	G-BYAB	Boeing 767	2118 0640(22)
G-CELS	Boeing 737 300	2129 1123(22)	G-BXWE	Fokker 100	2144 0716(22)

22 Thursday

G-JECB	CL600 RJ	0735 0828	G-RJXE	EMB 145	0741 1344
CS-TPJ	EMB 145	0928 1006	G-UKFA	Fokker 100	0933 1051
N8BX	Falcon 900B	0936 1541	G-RJXG	EMB 145	0940 1036
N750NS	Citation X	0943 1530	G-MAJH	Jetstream 41	0947 1025
G-CBCS	Jetstream 31	0958 1459	EI-CNV	Boeing 737	1004 1040
VP-CBM	Citation II	1007 1619	G-BXWE	Fokker 100	1009 1100
G-RJXF	EMB 145	1018 1105	G-CELU	Boeing 737 300	1033 0746(23)
G-JALC	Boeing 757	1058 1211	G-RJXH	EMB 145	1108 1147
G-JEAM	BAe 146 300	1126 1230	CS-TPJ	EMB 145	1155 1519
G-CELV	Boeing 737 300	1203 1310	G-MAJH	Jetstream 41	1209 1440
G-CELV	Boeing 737 300	1238 1349	N621MM	Agusta A109C	1241 1301
G-TABS	Bandeirante	1246 1433	G-RJXE	EMB 145	1315 1506
G-OOBE	Boeing 757	1318 1448	EI-COB	Boeing 737	1333 1414
G-RJXF	EMB 145	1341 1422	EC-GZE	Airbus 320	1346 1502
G-BXWE	Fokker 100	1350 1534	G-UKFA	Fokker 100	1406 1611
EC-HQV	Boeing 757	1452 1901	G-RJXH	EMB 145	1521 2000
G-ATBI	A-23 Musketeer	1527 1252(23)	G-JECB	CL600 RJ	1602 1706
G-CBCS	Jetstream 31	1647 1728	G-RJXE	EMB 145	1649 1749

G-RJXI	EMB 145	1704 1754	G-UKTH	Fokker 50	1707 1804
G-MAJH	Jetstream 41	1711 1752	G-RJXG	EMB 145	1715 1808
CS-TPJ	EMB 145	1719 1816	G-CELS	Boeing 737 300	1724 1840
G-BXWE	Fokker 100	1809 1906	EI-COA	Boeing 737	1843 1918
G-JALC	Boeing 757	1903 2034	G-JECB	CL600 RJ	1909 1952
G-CELV	Boeing 737 300	1920 0710(23)	G-UKFA	Fokker 100	1935 0625(23)
G-CBCS	Jetstream 31	2005 0649(23)	G-RJXG	EMB 145	2015 2116
G-CELX	Boeing 737 300	2017 0743(23)	CS-TPJ	EMB 145	2021 0735(23)
G-MAJH	Jetstream 41	2024 0657(23)	G-BYAB	Boeing 767	2027 0635(23)
G-RJXE	EMB 145	2102 0717(23)	G-CELS	Boeing 737 300	2114 0708(24)
G-BXWE	Fokker 100	2128 0727(23)	G-RJXG	EMB 145	2357 0737(23)
23 Friday					
G-JALC	Boeing 757	0540 0835	VP-CED	Citation II	0728 0751
G-RJXH	EMB 145	0732 0823	G-JECB	CL600 RJ	0740 0819
LZ-HMW	Tupolev TU-154	0832 0952	G-UKFA	Fokker 100	0925 1046
G-RJXE	EMB 145	0928 1012	G-MAJH	Jetstream 41	0931 1019
G-BYRA	Jetstream 31	0937 1453	CS-TPJ	EMB 145	0946 1058
EI-CJI	Boeing 737	0949 1031	G-BXWE	Fokker 100	0956 1101
G-CELU	Boeing 737 300	1033 1135	G-RJXG	EMB 145	1048 1133
G-RJXH	EMB 145	1104 1349	EC-IMA	Airbus 321	1108 1234
G-LVES	Cessna 182S	1127 1323	EC-HMK	Boeing 737 800	1137 1340
G-JEAM	BAe 146 300	1139 1239	G-CELV	Boeing 737 300	1159 1307
G-RJXE	EMB 145	1204 1518	G-MAJH	Jetstream 41	1217 1449
G-CELV	Boeing 737 300	1231 1352	ZG844	Islander AL.1	1237 1315
G-LUND	Cessna 340	1241 1256	G-RJXI	EMB 145	1243 1407
CS-TPJ	EMB 145	1334 1500	EI-CKR	Boeing 737	1337 1410
G-UKFA	Fokker 100	1400 1606	G-BXWE	Fokker 100	1403 1542
G-RJXG	EMB 145	1429 2008	G-OETI	JetRanger	1432 1628
G-BSDO	Cessna 152	1438 1300(27)	N507QS	Gulfstream V	1446 1538
N79EL	Beechjet 400A	1601 1622	N147CD	Cirrus SR-20	1606 1629
G-JECB	CL600 RJ	1609 1706	G-BYRA	Jetstream 31	1639 1735
CS-TPJ	EMB 145	1702 1741	G-CELU	Boeing 737 300	1709 1828
G-UKTF	Fokker 50	1712 1941	G-RJXI	EMB 145	1714 1802
G-RJXH	EMB 145	1716 1809	G-MAJH	Jetstream 41	1719 1811
G-RJXE	EMB 145	1721 1819	G-NIKO	Airbus 321	1732 2059
VP-CED	Citation II	1757 1804	G-BXWE	Fokker 100	1830 1928
EI-CNX	Boeing 737	1841 1914	G-TELY	Eurocopter 120B	1851 1922
G-CELV	Boeing 737 300	1852 0700(24)	G-JECB	CL600 RJ	1907 1952
G-UKFA	Fokker 100	1937 0712(24)	CS-TPJ	EMB 145	1943 2032
G-RJXE	EMB 145	2011 0818(24)	G-CEGP	King Air 200	2014 0845(24)
G-BYRA	Jetstream 31	2018 0655(24)	G-CELV	Boeing 737 300	2023 0836(24)
G-MAJH	Jetstream 41	2030 1454(25)	G-RJXI	EMB 145	2040 0725(24)
G-CELU	Boeing 737 300	2105 1316(24)	EI-CNW	Boeing 737	2107 2137
G-RJXH	EMB 145	2122 0802(24)	G-JALC	Boeing 757	2135 2302
G-BXWE	Fokker 100	2139 0717(24)	EC-HJQ	Boeing 737 800	2220 2338
EC-IMU	Airbus 320	2244 2355	G-BYAB	Boeing 767	2249 0718(24)
24 Saturday					
G-JALC	Boeing 757	0448 0642	D-CGRC	Lear Jet 35A	0731 0828
G-JECB	CL600 RJ	0735 0815	G-RJXG	EMB 145	0741 0839
N750NS	Citation X	0925 1735	PH-BTG	Boeing 737 400	1003 1101
EI-CNV	Boeing 737	1008 1047	G-CELS	Boeing 737 300	1013 1136
G-BXWE	Fokker 100	1016 1107	G-RJXG	EMB 145	1109 1157
G-RJXE	EMB 145	1150 1236	G-CELV	Boeing 737 300	1204 1348
G-RJXI	EMB 145	1238 1342	G-JALC	Boeing 757	1244 1425
G-BYAB	Boeing 767	1249 1421	G-OACG	PA-34 Seneca	1259 1646
G-BZZA	Boeing 737 300	1307 1428	EI-DBC	Airbus 320	1318 1439
G-RJXH	EMB 145	1337 1510	EI-COA	Boeing 737	1339 1415

G-UKFO	Fokker 100	1410 1612	EC-HKQ	Boeing 737 800	1442 1605
OE-LCP	CL600 RJ	1446 1542	LX-ONE	Lear Jet 35A	1448 1655
G-RJXG	EMB 145	1455 1556	G-JECB	CL600 RJ	1503 1547
G-CELX	Boeing 737 300	1521 0719(25)	G-BRYV	DHC-8	1531 1614
G-RJXI	EMB 145	1634 1344(26)	EC-GAT	DC9-82	1635 1742
G-UKTE	Fokker 50	1705 1802	G-RJXF	EMB 145	1746 1821
G-CELS	Boeing 737 300	1751 1904	G-RJXG	EMB 145	1831 0741(25)
G-CEGR	King Air 200	1837 2127	G-CELU	Boeing 737 300	1855 1709(25)
G-UKFO	Fokker 100	1932 0628(25)	EC-IFV	Boeing 737 300	1940 2030
G-RJXE	EMB 145	1944 0957(25)	G-RJXH	EMB 145	1956 1222(25)
G-JALC	Boeing 757	2002 2153	G-CELV	Boeing 737 300	2015 1307(25)
G-GOJP	PA-46 Malibu	2016 1620(25)	EC-FXQ	Boeing 737 400	2102 2206
G-BYAB	Boeing 767	2108 2230			

25 Sunday

G-CELS	Boeing 737 300	0110 1125	G-BYAB	Boeing 767	0403 0614
G-JALC	Boeing 757	0725 0853	G-RJXB	EMB 145	0905 1424
G-UKFO	Fokker 100	0912 1038	G-BXWF	Fokker 100	0949 1054
G-JEDY	DHC-8	1011 1045	CS-TMW	Airbus 320	1031 1138
G-CELX	Boeing 737 300	1211 1333	G-BYAB	Boeing 767	1215 1355
G-SHED	PA-28 Archer II	1300 1721	El-COA	Boeing 737	1314 1343
G-BOKA	PA-28 Dakota	1316 1450	G-UKFO	Fokker 100	1348 1608
G-RJXG	EMB 145	1434 0731(26)	G-RJXH	EMB 145	1458 1802
G-JALC	Boeing 757	1526 0825(26)	G-JECB	CL600 RJ	1600 1704
G-MAJH	Jetstream 41	1633 1755	G-UKTE	Fokker 50	1655 1757
G-CBCS	Jetstream 31	1657 1752	D-EPLK	PA-46 Malibu	1701 1323(31)
G-RJXB	EMB 145	1706 1753	G-JIVE	Hughes 369	1707 1734
G-CELS	Boeing 737 300	1714 1820	G-MIDR	Airbus 320	1825 1922
El-CNZ	Boeing 737	1842 1910	G-CELV	Boeing 737 300	1854 0737(26)
G-JECB	CL600 RJ	1902 1954	G-UKFO	Fokker 100	1929 0617(26)
G-MAJH	Jetstream 41	2002 1019(26)	G-RJXH	EMB 145	2043 2012(26)
G-RJXB	EMB 145	2045 1047(26)	G-CELV	Boeing 737 300	2057 0659(26)
G-CELS	Boeing 737 300	2105 0708(26)	El-CNX	Boeing 737	2108 2136
G-CELU	Boeing 737 300	2159 1128(26)	G-BYAB	Boeing 767	2314 0958(26)

26 Monday

ZH887	Hercules C.5	0218 0227	G-PIDS	Boeing 757	0632 1025
LZ-HMN	Tupolev TU-154	0701 0839	G-UKFO	Fokker 100	0913 1043
El-CJB	Boeing 737	0942 1027	G-CELS	Boeing 737 300	1015 1308
G-RJXG	EMB 145	1039 1115	G-JEAM	BAe 146 300	1122 1218
G-MAJH	Jetstream 41	1201 1747	G-CELV	Boeing 737 300	1226 1334
G-BSSE	PA-28 Cruiser	1237 1409	El-CNZ	Boeing 737	1302 1342
G-CELX	Boeing 737 300	1310 1825	G-RJXB	EMB 145	1313 1359
CS-TPJ	EMB 145	1337 1448	G-RJXG	EMB 145	1355 1500
G-UKFO	Fokker 100	1357 1610	G-BVJC	Fokker 100	1401 1539
G-BYAB	Boeing 767	1546 1713	G-JECB	CL600 RJ	1558 1659
PH-KZD	Fokker 70	1638 1751	CS-TPJ	EMB 145	1643 0725(27)
G-RJXI	EMB 145	1646 1734	G-RJXB	EMB 145	1649 0720(27)
N273TB	B.58 Baron	1656 1724	G-RJXG	EMB 145	1708 1407(27)
G-CELU	Boeing 737 300	1715 0704(27)	G-BVJC	Fokker 10	1807 0711(27)
El-CJI	Boeing 737	1832 1906	G-RJGR	Boeing 757	1854 2029
G-CELS	Boeing 737 300	1900 1313(27)	G-JECB	CL600 RJ	1904 1950
G-UKFO	Fokker 100	1928 0622(27)	N79EL	Beechjet 400A	1952 2004
G-MAJH	Jetstream 41	2002 0714(27)	G-CELV	Boeing 737 300	2009 0659(27)
G-RJXI	EMB 145	2054 0718(27)	G-CELV	Boeing 737 300	2010 1441(27)
El-CJD	Boeing 737	2117 2143			

27 Tuesday

G-BYAB	Boeing 767	0221 0648	G-PIDS	Boeing 757	0545 0832
G-RJXH	EMB 145	0736 1142	G-JECB	CL600 RJ	0757 0835

G-RJXB	EMB 145	0915 0952	CS-TPJ	EMB 145	0921 1049
G-UKFO	Fokker 100	0927 1033	G-MAJH	Jetstream 41	0946 1456
G-BVJC	Fokker 100	0949 1056	G-BYRA	Jetstream 31	0957 1740
G-RJXI	EMB 145	1003 1121	El-CNW	Boeing 737	1006 1045
G-CELU	Boeing 737 300	1016 1817	9H-ABS	Boeing 737 300	1029 1153
G-VVIP	Cessna 421C	1043 1719(28)	G-JEAY	BAe 145 200	1127 1221
G-RJXB	EMB 145	1151 1420	G-CELV	Boeing 737 300	1200 1305
El-CNZ	Boeing 737	1315 1354	G-BVJC	Fokker 100	1340 1542
CS-TPJ	EMB 145	1343 1448	G-BFLH	PA-34 Seneca	1345 1656
G-UKFO	Fokker 100	1352 1558	G-RJXI	EMB 145	1403 1527
EC-HKQ	Boeing 737 800	1553 1720	G-JECB	CL600 RJ	16-3 1715
G-PIDS	Boeing 757	1609 1730	G-BUVC	Jetstream 31	1615 1724
CS-TPJ	EMB 145	1638 1734	G-MAJH	Jetstream 41	1648 1757
G-RJXG	EMB 145	1659 1755	G-UKTI	Fokker 50	1704 1804
G-RJXI	EMB 145	1706 1801	G-BVJC	Fokker 100	1829 1918
G-CJD	Boeing 737	1852 1924	G-JECB	CL600 RJ	1913 1952
CS-TPJ	EMB 145	1939 0730(28)	G-UKFC	Fokker 100	1958 0615(28)
G-BUVC	Jetstream 31	2003 0659(28)	G-RJXI	EMB 145	2005 2041
G-CELS	Boeing 737 300	2008 0741(28)	CS-DNW	Citation Excel	2012 1013(18)
G-MAJH	Jetstream 41	2015 0706(28)	G-RJXG	EMB 145	2038 0716(28)
N400AJ	Beechjet 400A	2051 0813(28)	G-CELV	Boeing 737 300	2059 0715(28)
G-CELV	Boeing 737 300	2108 0631(28)	G-CELU	Boeing 737 300	2111 0709(28)
G-RJXH	EMB 145	2123 0722(28)	G-BVJC	Fokker 100	2133 0719(28)
G-BYAB	Boeing 767	2341 0803(28)			

28 Wednesday

G-PIDS	Boeing 757	0240 0757	G-RJXI	EMB 145	0738 0827
G-JECB	CL600 RJ	0745 0831	G-GAFT	PA-44 Seminole	1808 1251
G-BSSW	PA-28 Warrior II	0854 0923	G-RJXG	EMB 145	0913 1004
G-UKFC	Fokker 100	0919 1050	G-MAJH	Jetstream 41	0924 1020
CS-TPJ	EMB 145	0936 1046	G-BVJC	Fokker 100	0950 1057
G-BUVD	Jetstream 31	0956 1724	El-CNZ	Boeing 737	1005 1040
G-CELU	Boeing 737 300	1010 1130	G-RJXH	EMB 145	1017 1119
G-RJXI	EMB 145	1122 1333	G-BPNT	BAe 146 300	1133 1219
G-RJXB	EMB 145	1137 1406	G-RJXG	EMB 145	1159 1740
G-MAJH	Jetstream 41	1210 1752	G-CELV	Boeing 737 300	1236 1330
G-CELS	Boeing 737 300	1243 1317(29)	D-INTA	Cessna 421B	1245 1938
G-WACW	Cessna 172P	1247 1414	G-CELV	Boeing 737 300	1250 1403
CS-TPJ	EMB 145	1320 1611	El-CJI	Boeing 737	1322 1351
G-OMO	PA-31T Cheyenne	1341 0155(29)	G-UKFC	Fokker 100	1356 1644
G-RJXH	EMB 145	1400 1613	G-BVJC	Fokker 100	1404 1625
D-CAUW	Citation Encore	1425 n/s+	G-JECB	CL600 RJ	1659 1735
G-PIDS	Boeing 757	1709 0624(29)	S5-BAX	Citation II	1716 1950
G-UKTF	Fokker 50	1722 1803	G-CELU	Boeing 737 300	1736 1833
G-RJXI	EMB 145	1738 1815	G-RJXB	EMB 145	1742 1830
CS-TPJ	EMB 145	1757 0731(30)	G-RJXH	EMB 145	1759 1839
N400AJ	Beechjet 400A	1810 0758(29)	El-CJD	Boeing 737	1836 1943
G-BVJC	Fokker 10	1842 1931	G-CELV	Boeing 737 300	1858 0655(29)
G-JECB	CL600 RJ	1911 1954	G-UKFC	Fokker 100	1934 0619(29)
G-RJXG	EMB 145	1936 2005	G-MAJH	Jetstream 41	2010 0708(29)
G-BUVD	Jetstream 31	2019 0701(29)	G-CELV	Boeing 737 300	2027 0632(29)
G-RJXH	EMB 145	2029 0730(29)	G-RJXI	EMB 145	2051 0721(29)
G-CELU	Boeing 737 300	2110 0705(29)	G-RJXB	EMB 145	2113 0715(29)
G-BYAB	Boeing 767	2123 0647(29)	G-BVJC	Fokker 100	2138 0712(29)

29 Thursday

G-BZSD	PA-46 Malibu	0650 0717	G-RJXG	EMB 145	0738 0834
G-JECB	CL600 RJ	0745 0828	G-ROWN	King Air 200	0831 0855

G-RJXI	EMB 145	0919 1007	G-MAJH	Jetstream 41	0924 1014
CS-DNL	Hawker 800XP	0926 1319	G-UKFC	Fokker 100	0928 1043
G-BVJC	Fokker 100	0943 1059	G-BUVC	Jetstream 31	1000 1456
EI-CNW	Boeing 737	1002 1033	G-RJXB	EMB 145	1004 1120
G-CELU	Boeing 737 300	1012 1131	G-RJXG	EMB 145	1023 1106
G-RJXH	EMB 145	1040 1336	N53486	PA-34 Seneca	1054 1518
G-BPNT	BAe 146 300	1141 1236	G-RJXI	EMB 145	1159 1453
G-MAJH	Jetstream 41	1201 1436	G-CELV	Boeing 737 300	1229 0654(30)
G-CELY	Boeing 737 300	1236 1333	G-PIDS	Boeing 757	1253 1648
EC-GZE	Airbus 320	1305 1446	G-OOOY	Boeing 757	1309 1441
EI-COA	Boeing 737	1321 1356	G-RJXG	EMB 145	1324 1804
G-BVJC	Fokker 100	1344 1538	G-UKFC	Fokker 100	1353 1604
G-RJXB	EMB 145	1405 1508	G-BZSD	PA-46 Malibu	1431 1627
G-BZZA	Boeing 737 300	1516 1634	G-JECB	CL600 RJ	1600 1707
EC-ILG	Airbus 321	1614 1729	HB-JEA	EMB 135	1625 1814
G-BUVC	Jetstream 31	1643 1725	G-RJXI	EMB 145	1649 1734
G-RJXH	EMB 145	1656 1750	G-MAJH	Jetstream 41	1703 1844
G-RJXB	EMB 145	1705 1809	G-UKTE	Fokker 50	1709 1759
G-CELU	Boeing 737 300	1722 1823	CS-DNT	Hawker 800XP	1741 1000(30)
G-ROWN	King Air 200	1757 1807	G-BVJC	Fokker 100	1812 1908
EI-CNZ	Boeing 737	1844 1916	G-JECB	CL600 RJ	1905 1954
G-CELS	Boeing 737 300	1919 0703(30)	G-UKFC	Fokker 100	1925 0614(30)
G-RJXI	EMB 145	1930 2000	G-MAJH	Jetstream 41	1950 0658(30)
G-CELY	Boeing 737 300	2002 0741(30)	G-RJXB	EMB 145	2014 0725(30)
G-BYAB	Boeing 767	2021 2204	G-BYMA	Jetstream 31	2037 0656(30)
G-RJXG	EMB 145	2041 0706(30)	G-RJXH	EMB 145	2046 0713(30)
G-CELU	Boeing 737 300	2102 0704(31)	G-BVJC	Fokker 100	2134 0721(30)
G-CBDA	Jetstream 31	2140 2159			

30 Friday

G-PIDS	Boeing 757	0143 0650	G-BYAB	Boeing 767	0441 0645
G-RJXI	EMB 145	0739 1333	G-JECB	CL600 RJ	0751 0828
G-RJXH	EMB 145	0919 0957	G-MAJH	Jetstream 41	0921 1017
G-UKFC	Fokker 100	0923 1040	CS-TPJ	EMB 145	0936 1043
G-BVJC	Fokker 100	0939 1057	EI-CNX	Boeing 737	0951 1021
G-BYMA	Jetstream 31	1002 1102	G-OGRG	Citation Ultra	1004 1105
G-CELS	Boeing 737 300	1013 1128	G-RJXG	EMB 145	1015 1125
G-RJXB	EMB 145	1033 1755	EC-IMA	Airbus 321	1107 1253
EC-HMK	Boeing 737 800	1123 1321	G-BPNT	BAe 146 300	1139 1257
G-CELV	Boeing 737 300	1152 1306	G-RJXH	EMB 145	1159 2010
G-MAJH	Jetstream 41	1201 1438	G-HMPF	Robinson R-44	1219 1252
G-CELY	Boeing 737 300	1243 1338	G-CBDA	Jetstream 31	1249 1503
EI-CJL	Boeing 737	1319 1351	CS-TPJ	EMB 145	1326 1450
G-RJXG	EMB 145	1358 1508	OO-VLM	Fokker 50	1401 1510
G-UKFC	Fokker 100	1403 1611	G-BVJC	Fokker 100	1406 1539
G-JECB	CL600 RJ	1602 1700	N900CB	Cessna 421C	1607 0626(3/6)
G-BSYI	Twin Squirrel	1610 1905	G-RJXI	EMB 145	1642 1745
CS-TPJ	EMB 145	1651 1735	G-MAJH	Jetstream 41	1701 1752
G-RJXG	EMB 145	1704 1835	G-UKTC	Fokker 50	1706 1800
G-CBDA	Jetstream 31	1709 1739	G-CELS	Boeing 737 300	1722 1837
G-EFPA	Airbus 321	1726 1855	G-BXWF	Fokker 100	1823 1925
EI-COA	Boeing 737	1833 1904	G-CELV	Boeing 737 300	1903 1353(31)
G-JECB	CL600 RJ	1906 1954	G-UKFC	Fokker 100	1942 0617(31)
G-CELY	Boeing 737 300	2002 0855(31)	CS-TPJ	EMB 145	2005 0724(31)
G-MAJH	Jetstream 41	2009 1453(1/6)	G-RJXG	EMB 145	2012 0732(31)
G-MCEA	Boeing 757	2022 2228	G-CBDA	Jetstream 31	2025 0701(2/6)
G-RJXB	EMB 145	2047 0814(31)	G-RJXI	EMB 145	2049 0833(31)
EI-CNZ	Boeing 737	2108 2132	G-CELS	Boeing 737 300	2113 0708(31)

G-BXWF	Fokker 100	2130 0719(31)	EC-HBN	Boeing 737 800	2214 2328
EC-GZE	Airbus 320	2243 0003(31)	G-BYAB	Boeing 767	2318 0657(31)
31 Saturday					
G-MCEA	Boeing 757	0419 0643	G-RJXH	EMB 145	0746 1316
G-JECB	CL600 RJ	0809 0850	G-UKFC	Fokker 100	0936 1057
El-CKQ	Boeing 737	0946 1020	LZ-BHA	Airbus 320	1007 1107
G-CELS	Boeing 737 300	1012 1134	G-BXWF	Fokker 100	1015 1103
G-RJXI	EMB 145	1114 1206	G-WACW	Cessna 172P	1116 1239
G-RJXB	EMB 145	1143 1232	G-CELU	Boeing 737 300	1210 1345
G-BBPX	PA-34 Seneca	1212 n/s+	G-BYAB	Boeing 767	1218 1402
G-RJXG	EMB 145	1242 1338	CS-TPJ	EMB 145	1246 1938
G-MCEA	Boeing 757	1258 1413	El-COA	Boeing 737	1321 1355
El-DBD	Airbus 320	1350 1505	G-BZZA	Boeing 737 300	1407 1516
G-UKFC	Fokker 100	1411 1610	EC-HGP	Boeing 737 800	1444 1616
OE-LCM	CL600 RJ	1503 1622	G-CELEX	Boeing 737 300	1521 0721(01)
G-RJXI	EMB 145	1541 1628	G-RJXH	EMB 145	1614 1705
266	Tucano T.1	1618 1009(02)	G-BAXU	Cessna F150L	1626 1709
G-BRYW	DHC-8	1630 1750	EC-GCV	DC9-82	1643 1747
G-RJXG	EMB 145	1648 1431(01)	EC-IFV	Boeing 737 300	1654 1854
G-UKTE	Fokker 50	1713 1803	G-BOBT	Stolp SA.500	1733 1003(01)
G-CELS	Boeing 737 300	1744 1922	G-RJXI	EMB 145	1849 1135(01)
G-JECB	CL600 RJ	1852 1928	G-CELV	Boeing 737 300	1908 1301(01)
G-UKFN	Fokker 100	1933 0620(01)	OO-VLM	Fokker 50	1937 1957
G-RJXB	EMB 145	1944 1225(01)	G-MCEA	Boeing 757	1951 2206
G-CELU	Boeing 737 300	2011 1721(01)	G-BYAB	Boeing 767	2112 2317
G-BXWF	Fokker 100	2122 0702(01)	EC-HXT	Boeing 737 400	2143 2302
N637CG	Agusta A109C	2156 2242	G-RJXH	EMB 145	2219 0745(01)

From and To

01) El-DMG/Waterford-Swansea: 02) El-DMG/Swansea-Waterford: 04) N750NS/F & T Jersey; N671B/F n/s T Isle of Man; N601HW/Gamston-n/s-Biggin Hill; N273TB/Hawarden -Elstree; CS-DNN/Stornoway-Paderborn: 07) N750NS/F and T Jersey; D-CFXD/Cologne-Glasgow: 09) CS-DNM/Barcelona-Northolt; N273TB/Northolt-Hawarden; N180BB/Weston-n/s-? 10) N900CB/Cranfield-n/s-Nuremberg: 11) N5010X/Luton-Le Bourget: 12) N601HW/Birmingham-n/s-? 14) N569CW/F and T Stansted-ERJC/F and T Farnboro; N671B/F-n/s-T Isle of Man; El-PAL/F and T Belfast International: 15) N273TB/Elstree-Hawarden: 16) N750NS/F and T Jersey; CS-DFM/Manchester-n/s-Florence: 18) CS-DHF/Shannon-Pyrenees (?): 19) N160GC/St Johns-n/s-Keflavik; PH-RAZ/Rotterdam-Chalons Vatry; N900CB/Nuremberg-n/s-Jersey: 21) N722MM/Manchester-Luton; N8533Y/Deauville-Charleroi; N671B/F-n/s-T Isle of Man; N900CB/Guernsey-n/s-Bergamo: 22) N8BX/Shannon-Stockholm; N750NS/F and T Jersey; VP-CBM/F and T Norwich; N621MM/???: 23) VP-??/Hawarden-Blackbushe: 24) D-CGRC/Frankfurt-Malta; N750NS/F and T Jersey; LX-ONE/Tenerife-Luxemburg: 25) D-EPLK/F-n/s-T Mannheim: 26) N273TB/Biggin Hill-Bristol: N79EL/Farnboro-EMA: 27) CS-DNW/Manchester-n/s-unich; N400AJ/Stuttgart-n/s-???: 28) D-INTA/??-Manchester-POMO/Jersey-n/s-Milan; D-CAUW/Hannover-n/s+; S5-BAX/?? -Manchester; N400AJ/?? -Donauessingen: 29) CS-DNL/Northolt-Edinburgh; N53486/F and T Bournemouth; HB-JEA/Dublin-Zurich; CS-DNT/Bergamo-Madrid: 30) N900CB/Bergamo-n/s-Guernsey: 31) N637CG/?? /Thurleigh:

Overshoots

02) XX738/Colt72: 06) XX500/CWL73: 08) XX495/CWL78; XX500/CWL70: 09) G-YPOL/Police 42: 12) G-YPOL/Police 42: 15) XX491/CWL67: 17) G-BAVZ/Raven88T: 19) ZF622/BDN61 (PA31 Navajo); ZH868/Ascot518: 20) XX496/CWL45; XX482/CWL64: 21) XX494/CWL70: 22) XX491/CWL74; XX496/CWL63; XX491 (again)/CWL70; XX482/CWL63 (again); XX496 (again)/CWL65: 23) XV200/Ascot651: 30) XX496/CWL78:

LBA movements review, May 2003

The Dawn Meats Cessna 441 El-DMG was the first foreigner of the month appearing on the 1st from Waterford to Swansea and then on the 2nd doing the return trip. Old faithful Cessna Citation X N750NS made the first of a number of visits this month on the 4th with its usual callsign "Beauport 6NS" from and to Jersey, also making the first of a number of visits this month on the same day was Beech A36 N671B from

and to the Isle of Man with a night stop. Night stopping on the 6th we had Challenger 601 3R N601HW from Gander to Biggin Hill whilst Beech Baron N273TB was from Hawarden to Elstree and the Hawker 800XP CS-DNN of Net jets was from Stornoway to Paderborn as "Skyshare 2742-742P". N750NS was back on the 7th and joining it was the Shorts 360 D-CFXD of Express Airways going from Cologne to Glasgow as "EPA241".

Another Netjets Hawker 800XP on the 9th was CS-DNM with call sign "Skyshare 6792-792P" from Barcelona to Northolt, the same day saw Baron N273TB back again and the Cessna 180K N180BB arrived from Weston and departed to places unknown (but it is said to be based at Humberside). Night stopping from Cranfield on the 10th was Cessna 421C N900CB, which departed to Nuremburg on the 18th. Raytheon Premier N5010X was from Luton to Le Bourget on the 11th and night stopping once again on the 12th was the Challenger N601HW in bound from Birmingham. Gulfstream 4 N569CW on the 14th was from and to Stansted and is registered to Countrywide Homes, Lear Jet 45 I-ERJC of Eurojet was from and to Farnboro as "ERJ 1362" and the Citation Bravo EI-PAL was calling "Go-jet 145C-145X" from and to Belfast International.

Back again on the 15th was Baron N273TB from Elstree to Hawarden. The 16th found Citation X N750NS visiting again from and to Jersey and Netjets Citation Excel CS-DFM was operating as "Skyshare 7883" from Manchester n/s to Florence. On the 18th Netjets Citation 7 CS-DHF was operating as "Skyshare 2562-562P" from Shannon. Night stopping on the 19th was the Lear Jet 36A N160GC from St Johns to Keflavik, also night stopping was the Cessna 421C N900CB from Nuremburg to Jersey whilst the Metro 2 PH-RAZ was from Rotterdam to Challons Vetry as "BIO 3A-03". Back yet again on the 21st was Beech A36 N671B along with the Cessna 421C N90CB but new to the LBA were Gulfstream 4 N722MM from Manchester to Luton and the Cessna T210N N8533Y from Deauville to Charleroi. Falcon 900 N8BX was from Shannon to Stockholm on the 22nd and the same day saw Bernard Mathews Citation 2 VP-CBM from and to its base at Norwich, Citation X N750NS once again and Agusta A109C N621MM from and to points unknown.

Citation 2 VP-CED was from Hawarden to Blackbushe on the 23rd. Two Lear Jets on the 24th were the 35A D-CGRC as "TAQ 363" from Frankfurt to Malta and the other 35A LX-ONE as "Duke one Ambulance" from Tenerife to Luxembourg. The German PA-46 Malibu D-EPLK is becoming a regular visitor and it was back on the 25th from and to Manheim with a night stop. Two regulars on the 26th were Baron N273TB and the Beechjet 4090A N79EL from Farnboro to East Midlands. Netjets Citation Excel on the 27th was CS-DNW and this was "Skyshare 188P-750P" which means it positioned in from Manchester and night stopped before positioning out to Munich, meanwhile the Beechjet 400 N400AJ arrived from Stuttgart and night stopped. Pandemonium on the 28th when the Citation D-CAUW arrived from Hanover and ran off the side of the runway clipping the ILS and closing the airport for a while. Other arrivals were Cessna 421B D-INTA from points unknown to Manchester, Cheyenne I-POMO from Jersey night stop to Milan and the extremely exotic Citation 2 S5-BAX, which is a Slovenian registration.

Hawker 800XP CS-DNL was from Northolt to Edinburgh as "Skyshare 9840-9850" on the 29th and its compatriot CS-DNT was another Hawker 800XP from Bergamo and out to Madrid as "Skyshare 1447", joining them was the Seneca N53486 from and to Bournemouth and the Embreair 135 HB-JEA with Paul McCartney from Dublin to Zurich. Cessna 421C N900CB was back on the 30th and ending the month on the 31st was Agusta A109C N637CG departing to Thurleigh. Military notes are as follows, on the 5th Hercules XV196 was from Lyneham to Munster as "Ascot 5832", on the 7th Gazelle XZ323 was "Army 454", on the 23rd Islander ZG844 was "Army349" from Belfast International to Wittering, on the 26th Hercules ZH887 was an early visitor from Akrotiri to Lyneham as "Ascot 4897" and night stopping on the 31st was the Tucano ZF266 as "LOP94" from Lossiemouth to Linton on Ouse.

Terry Sykes

HELICOPTER ACTIVITY – MAY 2003

01	G-IFDM	R.44	Tadcaster-Stamford
01	G-TGRA	A.109	Shobdon-Coney-Hawes
03	N709AT	A.109E	Blackpool-Brighthouse-Banbury
03	G-NAAA	Bo.105	"Helimed O8A" Chorley-St James-LBA
04	G-CBAK	R.44	Bridlington-Beverley
05	G-BWZI	A.109A	Battersea-Doncaster
05	N9208V	MD.900	Wakefield-Hexham
06	N620LH	Twin Squirrel	LBA-Elvington-Luton
06	N600MG	MD.600	Teesside-Site 8W of Skipton
06	G-BOOV	Twin Squirrel	Coney-Wakefield
07	G-LEEZ	Long Ranger	Harrogate-Saddleworth
09	G-PASF	Twin Squirrel	"Helicharter 02" Hilton Hotel, Garforth
09	G-JBCB	Jet Ranger	Sheffield-Gargrave-Coney
09	G-JETU	Twin Squirrel	York-Scarborough-York-Coney
09	G-PKPK	R.44	Louth-Rufforth
09	G-ROUT	R.22	Bagby-Malton-Skipton
10	G-BXYC	Sch.269	Tickton-Rufforth
11	G-BZMG	R.44	Eldwick-Devonshire Arms (twice)
11	G-BRVI	R.22B	Devonshire Arms-Coney-Addingham
13	G-BAML	Jet Ranger	Harewood (filming Emmerdale all day)
14	G-INDY	R.22A	Potters Bar-Rufforth
14	G-UNYT	R.22	Coventry-near Sherburn
15	OY-HLN	R.44	Halifax-Barton
15	G-MFHT	R.22	Pickering-Blackpool
15	G-BWAV	Sch.269C	Sywell-Benningborough Hall (York)
18	G-HPAD	Jet Ranger	Bramham Park (pleasure flights)
18	G-ULES	Twin Squirrel	Stapleford-near Pocklington
19	G-BXXW	Enstrom	Sturgate-Sheffield
20	G-XXEA	S.76	"Rainbow IR" York-Harrogate-Coney
21	G-TUNE	R.22	Beverley-Bracknell
21	G-WIZA	R.22	Sheffield-Peterlee
22	G-JERL	A.109	Clitheroe-Lydd
23	G-EFTF	Squirrel	Eggborough-Cummock, Fife
24	G-NEWS	Jet Ranger	Cambridge-Sheffield
25	G-BAML	Jet Ranger	Castle Howard-Walton Wood
25	G-BZYB	Gazelle	York-Devonshire Arms-Tadcaster
28	G-OTOY	R.22	Malton-Nottingham
28	G-ODHG	R.44	East Morton (LBA diversion)
28	G-XXEA	S.76	"Rainbow IR" Selby-Newcastle
29	G-CORN	Jet Ranger	Harrogate-Costock
30	G-ASAZ	Hiller UH.12	Sherburn-Calverley
30	N600MG	MD.600	Teesside-Sheffield
30	HA-PPY	Gazelle	Skelton Grange-Bolton Abbey-Barnsley
30	G-TRCY	R.22	Newark-Windermere
31	G-ICSG	Twin Squirrel	Stapleford-Harrogate
31	G-BXYC	Sch.269C	Devonshire Arms-Beverley
31	G-WHRL	Sch.269C	York-Devonshire Arms
31	N637CG	A.109C	10 miles N Linton-on-Ouse-LBA

Brand new R.22 G-CCDE overflew LBA 09.55 on 14/5 enroute Wellesbourne-Newcastle. Helicopters visiting York Races included A.109 G-BWZI on all three days (13/14/15), Squirrel G-PROB (14/5), MD500 G-JIVE (15/5). S76's G-BOYF, "Premier 22" and G-POAH, "Premier 23" arrived on 14/5, then went to Brighton for fuel

before returning to the race course to transport their VIPs to LBA to catch their awaiting 747SP. The Jet Ranger D-HARN which arrived last month seems to be living at Beckwithshaw near Harrogate. Also new to the area is Gazelle G-BZYB which arrived from Birmingham on 24/5 and appears to live near Tadcaster. Excitement on 7/5 when LBA-based Schweizer 269 G-ODNH put out a May Day call and made an emergency landing 5 miles north of Menwith Hill. The two people on board were unhurt but the status of the aircraft is unknown.

Bank Holiday Monday 26/5 saw Sherburn host a very successful fly-in with over 100 visiting aircraft noted. Amongst the gaggle of local Pipers, Cessnas etc. the more noteworthy visitors were: Stearman N65200; Cessna 182N382AS; Cap232 F-GOTC; Rans G-RVDJ, G-ORVG, G-CBUY, G-RIVT; Austers G-AJAM, G-AKSY, G-ANRP, G-ARIH, G-BEAB; Jodels G-ARRE, G-AZHC, G-BFXR, G-BIWN, G-BYFM; Pitts G-EWIZ, G-FOLY, G-IIIV; Europas G-BWWB, G-EOFS, G-LEZZ, G-OPRC; Tiger Moth G-ARTL; Belfair G-APIE; Isaacs Fury G-PFAR; Aerona G-BPXV; Cyclone G-WAKY; Foxbat G-CBJH; Renegade G-RENE; Chipmunk G-BTWF; Pups G-AXPC, G-AXPN; Emeraude G-AYEC, G-AZYS; Luscombe G-BPVZ; PA.22s G-ARHP, G-ARYH; Bede BD.4 G-BOPD; Tailwind G-BOHV. Hurricane G-HURR and Jungmeister G-TAFF gave a short display and were joined by Putzer G-APVF, Hawk Trainer G-AKAT and Falco G-BYLL all from Briehton. Aircraft from outside the area included PA.28R G-BZKL, PA.28 G-BTYI, FR.172 G-PARI and C.182 G-MICI. On 4/5 a Sukhoi 26 and Pitts using c/s Goldair 1 arrived from Biggin Hill for a fuel stop. The 28th saw Be.76 G-OADY, Cougar G-OOGS, PA.28 G-BSLT and Robins G-BXGW and G-BYLH divert in whilst Leeds was closed due to the Citation accident. A couple of interesting visitors on 18/5 were Jet Provost G-BWGT and newly registered Yak.52 G-OIPB from IoM. Amongst other visitors: 3/5 TB9 G-BRIV, PA.28 G-CIFR; 4/5 Bulldog G-BZME, DR.235 G-BYHP; 5/5 Bonanza G-VICM; 6/5 PA.28 G-MASF, PA.38 G-EDNA; 8/5 DR.400 G-CBMT; 9/5 PA.28 G-BSKW; 11/5 Junior G-ECGO, EC.120 G-IGPW; 12/5 Baladou G-ATZS; 15/5 C.210 D-ECAL; 18/5 PA.24 G-BYTI; 22/5 PA.28 G-BNOF; 23/5 WA.52 G-BTLB; 25/5 C.195 G-BSPK; 28/5 Sokol G-AIXN.

Sheffield is now a hive of activity since they started welcoming singles. Resident here now are the Police Squirrel G-SYPA, Schwiezer G-OCBI and an R.22 of Kuki Helicopters from Gamston usually G-KUKI. Dragon Helicopters use Jet Ranger G-HPAD whilst PA.38s G-BOMO and G-BRSJ are used for training. TB.10 G-MOOR is also now resident. Seneca I-ELPB arrived on 28/5 with passenger for the football at Old Trafford. Citation X N39N arrived on 9/5 after routing low level down the A1 from Topcliffe! Unidentified on 15/5 was N1224J.

A trio of Germans called in Rufforth on 13/5 from "Scotland", C172 D-ECJM, PA.18 D-EFCN and Falke D-KAAC. After a short stay they left for Hawarden. During York Races the modified C.182 N6593W c/s Pacnet 1 was f/t Connaught on 14/5. Others here were: 5/5 PA.28R G-AVWV; 11/5 PA.32 G-BRNX, PA.18 G-BTUR; 23/5 C.140 G-BPUU; 24/5 Ximanga G-JTPC, C.206H G-MGMG; 27/5 Huskey G-ASNC, Sipa 903 G-ASXC (to Oxenhope); 28/5 Baron G-FLAK; 29/5 PA.28 G-JADJ.

New resident at Bagby is Aztec G-BBEY. Visitors: 8/5 PA.38 G-BRLO; 9/5 TB.10 G-PATN; 15/5 PA.18 G-BVMI; 18/5 Rallye G-BKGT; 24/5 Jet Ranger D-HAFN, X'air 582 G-CBCI; 26/5 Stearman N65200; 27/5 RC.114 G-OOJP. Another Aztec G-BCRP appears to have moved into Sandtoft, where the following visited: 10/5 PA.28 G-BTFO; 15/5 Coyote G-BUWK, Jabiru G-BZUL; 26/5 Arv.2 G-BNHB, Bonanza G-VTAL, PA.28 G-EHGF; 28/5 C.182R G-OCJW; 29/5 C.120 G-BPWD, PA.28 G-CIFR.

On 4/5 Sky Arrow G-BYZR was noted on air test from Gamston. DA.20 OE-KAI was operating from here during the month and may be resident. Also here: 3/5 Cap.10 G-WIXI; 4/5 PA.28R G-BYKP; 10/5 PA.28R G-BHFJ, RC.112 G-BEPY; 13/5 Be.90 N41AK; 21/5 SMG.92 HA-YDF; 24/5 Be400 N79EL.

Other notable visitors to the area: PA.46 N638DB (Crosland Moor 1/5), Yak 50 G-YKSO (Briehton 5/5), C.303 N154DJ (Eddsfield 10/5), Jabiru G-BZAP (Pocklington 15/5). Bulldog G-BZME arrived at Church Fenton on 10/5 in formation with Chipmunks G-BTWF and G-BWNK. Sokol G-AIXN visited Hushwaite near Thirsk on 7/5 whilst Jodel G-AWFW visited Birds Edge (Penistone) on 15/5. Hollym (near Withensea) had a visit from PA.28 G-BPKM on 14/5 whilst at Willow Farm (Bawtry) on 27/5 was Murphy Rebel G-BWFZ. Operating locally out of Croft (North Yorkshire) on 27/5 was C.120 G-AKVM whilst Yak18 RA.02933 was on air test from Wickenby 4/5. Finally B.O.B.M.F. Dakota ZA947 made a flypast at Elvington on 5/5 and the Red Arrows did similarly at LBA on 24/5 (12.10) whilst enroute to display at the Rugby Union Cup Final in Dublin.

Trevor Smith



LEEDS HELIPORT

06/06/03	G-TBGL	AUGUSTA 109A	09:30	11:00
09/06/03	G-SCOI	AUGUSTA 109E	11:15	11:20
09/06/03	G-HIPO	ROBINSON R22	13:20	16:50
09/06/03	G-BWZI	AUGUSTA 109A	18:20	18:25
10/06/03	G-HUGS	ROBINSON R22	13:00	16:35
11/06/03	G-JIVE	HUGHES 369E	12:00	12:10
11/06/03	G-JIVE	HUGHES 369E	15:05	15:15
11/06/03	G-JIVE	HUGHES 369E	15:25	15:28
11/06/03	G-TGRA	AUGUSTA 109A	15:30	15:40
11/06/03	G-IBHH	HUGHES 269C	15:30	16:00
12/06/03	G-HUGS	ROBINSON R22	12:40	
13/06/03	G-OETI	BELL 206B JETRANGER	10:55	14:00
13/06/03	G-HIMJ	AUGUSTA 109E	15:03	15:16
15/06/03	G-BSCE	ROBINSON R22	11:15	11:40
16/06/03	G-TGRA	AUGUSTA 109A	13:15	13:40
17/06/03	G-ONTV	BELL 206B JETRANGER	13:30	14:00
18/06/03	G-FIBS	AS350BA ECUREUIL	10:10	10:30
18/06/03	G-FIBS	AS350BA ECUREUIL	13:00	14:05
18/06/03	G-YIHK	ROBINSON R44	17:45	18:15
20/06/03	G-SDCI	BELL 206B JETRANGER	10:45	
21/06/03	G-LUKI	ROBINSON R44	16:10	16:45
22/06/03	G-TASS	SCHWEIZER 269CS	11:45	13:30
25/06/03	G-FIBS	AS350BA ECUREUIL	14:20	15:00
25/06/03	G-BOOV	AS355F2 TWIN SQUIRREL	15:00 N/S	09:05
30/06/03	G-PWER	AUGUSTAA109E	09:35	10:30



Argosy EI-AVJ Aer Turas Leeds Bradford 1972

Norman Smart



LEEDS/BRADFORD NEWS

As reported last month, JET2 have announced Geneva as their new winter ski destination. The press announcement read as follows:

Well now you can ski the slopes with Jet2 ... we are delighted to announce that following being 'snowed' under with your requests for a ski destination, we will commence flights to GENEVA on 18th December 2003.

We know that you will be so excited about this prospect that you may want to book as soon as possible ... well the good news is you can! Flights to GENEVA are on sale from 9am Friday 27th June and start from £39.

Located in Switzerland but bordering France you really do get the best of both worlds when you fly in to GENEVA ... simply head one way for France and the other for Switzerland, or combine your stay with a visit to both countries!

GENEVA is a skiers paradise but in addition virtually every sport can be practised in this Swiss haven, from sailing to water-skiing to canoeing on the river Rhone or Arve or golfing on one of the 26 courses which are surrounded with panoramic views. Then you can finish the day off with a gourmet meal in one of GENEVA's many outstanding restaurants, some of which even hold the prestigious five Michelin Guide stars.

Without a doubt GENEVA is the gateway to the best skiing areas in the Alps. Skiers and snowboarders can take to the piste 'Swiss style' at a range of mountain ski resorts such as Gstaad, Crans-Montana and St Moritz or say 'bonjour' to one of the many French ski resorts including the world-renowned Chamonix and Val D'Isere. So go on, get your skies on! Book now at Jet2.com, where you can also view maps of the Swiss and French ski resorts and more information on GENEVA.

Flights will be operated on Thursdays, Saturdays and Sundays (different timings on each day). Flights commence on 18th December.

Jet 2 also issued a press release indicating how please they are with their services from LBA:

Jet2 made the right choice. Philip Meeson, boss of low cost airline, Jet2, is delighted that the airline has obviously chosen the perfect destinations for its customers' summer holidays.

Six months on from the first Jet2 flight to Amsterdam, the airline is now gearing itself up to fly thousands of holiday-makers at the height of the summer season to the region's preferred European hot spots of Malaga, Barcelona, Palma and Alicante.

Back in October, Philip invited would-be holiday-makers in the region to tell him where they would most like to travel to. After receiving over 4,000 suggestions, Spanish destinations were the top three in the poll, securing them as Yorkshire's favourite holiday spots. The number one destination where people most wanted to travel to was Malaga, closely followed by Barcelona and then Alicante.

Jet2 responded to the region's requests and secured flights to each of these airports and in addition, Palma, which featured highly on peoples 'wish list'. Since the Spanish destinations have been on sale Jet2 has increased the number of flights to meet the huge demand for low cost travel in the region.

Philip comments: "Since Jet2 first started flying in February 2003 I have been really surprised and encouraged at the demand we have had for low cost services from the North of England, particularly to Spanish destinations.

"Everyone here at Jet2 is now working flat out to ensure our first summer season is a huge success and we are delighted that we have actually had to add additional services to meet demand. The success so far is a real testament to all those people whom originally contacted us to request that we fly to these Spanish hot-spots. We will continue to listen to the views of the people of Yorkshire when we plan our services for next year, which may include more new destinations.

"Over the past six months we have recruited and trained more than 60 cabin crew and in turn have over 100 people at Leeds Bradford dedicated to the future of Jet2 - everyone is committed to keeping our present and future customers extremely happy."

From the airport itself a Press Release on the 7th July gave details of the opening of new catering facilities in the terminal and record passenger numbers for June:

The month of June gave Leeds Bradford Airport two reasons for celebration. As the new £5 million catering facilities were officially opened, we also surpassed all previous records for monthly throughput of travellers.

A total of 207,658 passengers used Leeds Bradford Airport during the month of June. This was an increase of 37% versus the same month last year. In what has been a difficult year for the travel industry both the scheduled and the charter market are showing significant signs of growth from LBA.

Total scheduled services saw an increase of 54% (127,408) with Yorkshire's own low cost carrier, Jet2, accounting for 45,844 of those passengers. The inclusive tour market also saw a healthy increase of 16% year on year, that's a total of 79,825 passengers.

Ed Anderson, Managing Director commented, "It is extremely encouraging that we are breaking passenger records prior to the peak periods of July and August. With new facilities now available to our passengers, we can assure you even more choice and comfort when starting your journey!"

AIRPORT NEWS

The CAA have released April's passenger figures, and as you can see Leeds/Bradford is starting to climb the table!

UK Airports Passenger Figures - April 2003

	April 2003	April 2002	% +/-
Heathrow	4,907,528	5,097,115	-3.72%
Gatwick	2,251,785	2,088,714	+7.81%
Manchester	1,311,589	1,263,171	+3.83%
Stansted	1,271,879	1,218,816	+4.35%
Birmingham	659,644	581,776	+13.38%
Edinburgh	605,677	550,159	+10.09%
Glasgow	595,647	547,525	+8.79%
Luton	540,527	457,210	+18.22%
East Midlands	307,661	209,556	+46.82%
Belfast Int.	292,867	259,818	+12.72%
Bristol	284,209	245,176	+15.92%
Newcastle	259,299	219,466	+18.15%
Liverpool	249,356	179,226	+39.13%
Aberdeen	205,475	211,019	-2.63%
Belfast City	169,035	147,624	+14.50%
Leeds/Bradford	145,765	109,861	+32.68%
Prestwick	142,065	114,083	+24.53%
Jersey	129,881	116,864	+11.14%
Cardiff	128,418	76,938	+66.91%

	April 2003	April 2002	% +/-
London City	124,314	144,649	-14.06%
Southampton	89,555	62,898	+42.38%
Guernsey	78,798	73,042	+7.88%
Isle of Man	65,012	56,730	+14.60%
Teesside	42,854	40,052	+7.00%
Bournemouth	39,510	30,317	+30.32%
Inverness	38,461	30,570	+25.81%
Norwich	31,584	30,170	+4.69%
Humberside	30,225	30,761	-1.74%
Exeter	28,731	27,178	+5.71%

AIRLINE NEWS

Aer Lingus will discontinue its service from Dublin to London Gatwick route on 15 July 2003.

Air Plus Comet. This week the Spanish carrier became the first airline in the world to operate a Boeing 737-300 with winglets. Amongst performance improvements the winglets allow the aircraft to fly close to 200kms further.

AirTran has placed an order for 50 Boeing 737-700/800s with delivery starting in the summer of 2004 at a rate of approximately one aircraft a month until 2008. The airline also took options on 50 additional Boeing 737s. AirTran also ordered 10 Boeing 717-200s.

BMI Baby has announced that they are switching their Cardiff - Glasgow route to operate from Cardiff to Glasgow Prestwick from 28 July. Flight will operate twice daily Monday to Friday and once on Saturday and Sunday.

Continental is re-negotiating the delivery of 11 Boeing 757s scheduled to arrive between 2005 and 2006. Because Continental is the only airline scheduled to take delivery of 757s in those years and because Boeing has not received a new order for the aircraft since New Year's Eve of 2001, the company is considering closing the 757 production line as early as next summer.

Hellas Jet has initiated operations with a flight from Athens to Brussels. The airline operates three Airbus A320-200s and will fly twice a day to Brussels and Paris and daily to London Heathrow and Zurich.

Icelandair has added a Boeing 767-300ER to its fleet. The aircraft 'TF-FIA' was previously operated by TWA and will operate on behalf of Portugal's charter airline Yes Charter. Icelandair is planning to add a second B767 later in the year and has already secured a contract for this aircraft with new Manchester-based Start-up Man-Air.

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



SHERBURN 1942-1943

It was 1942. Although still wearing short trousers I was already a keen aeroplane spotter, living in Bramley. My father nurtured my growing enthusiasm with recognition aids obtained from his factory's Raid Spotter and occasionally wangled access for me to his eyrie, a small box perched on the roof and wallpapered with three-view silhouettes of "friend and foe". My comics were now being replaced by that invaluable, peerless publication, "The Aeroplane Spotter".

Secrecy surrounded all military technical innovation during World War II. Any sightings of strange equipment on aircraft, such as the ventral blister housing the H2S scanner which began to appear on Lancasters coming off the assembly line at Avro's Yeadon factory, were tucked away in one's memory or were discreetly discussed with trusted fellow spotters. "Careless Talk Costs Lives!" as posters frequently reminded us at the time.

One day, the grapevine brought a rumour of some "interesting activity" at Sherburn-in-Elmet aerodrome. Dad suggested a Saturday visit and we caught the green West Riding bus from Leeds to Sherburn village. After a mile walk, we came to the northern perimeter of the airfield, which was separated from the road by a long drainage dyke and continuous coils of barbed wire. On the western side of the airfield were factory buildings and hangars and a variety of dispersed aircraft, and what a variety! Assorted singles, twins, one or two four-engined bombers and, unusually it seemed for this inland location, Swordfish, Skua and Roc aircraft of the Fleet Air Arm!

I had just acquired my first full-size bicycle and I was relishing the prospect of cycling to Sherburn when I was a little older. Later Dad and I made a second visit to the airfield. During the war years many signposts had been taken down, with a view to making life more difficult to any possible invading force, so, in order to confirm the route for a future cycle trip, I wrote down the name of each public house which we passed on the bus: "Dog and Gun" ... "Wykebeck Arms" ... "Woodman Inn" etc. I finished up with nine on my list. My theory was that most people would know the way to the next pub, and the system worked!

So it was that in 1943, I made several visits by bike to Sherburn, usually in school holidays. The spotting was getting better all the time; on one occasion, I noted thirty different types of aircraft and I witnessed some fascinating, varied and sometimes puzzling activity. At this point, I must briefly describe the sources of the spotters' cornucopia, distilled in later years from various publications.

First, Blackburn Aircraft had established a repair depot at Sherburn in 1940. The thousandth aircraft to pass through the workshops in June 1945 was a Barracuda. In addition, Swordfish torpedo-spotter reconnaissance biplanes were built there and between 1941 and 1944 some 1700 were produced, along with spares. The Swordfish was reputed to be able to "turn on a sixpence" and I saw some on test keeping very well within the boundaries of the airfield.

Secondly, Blackburn carried out modifications to US aircraft supplied to the Royal Navy under Lease-Lend agreements from 1940, to meet British operational requirements. These 'mods' included radio and camera equipment, machine-gun mountings and rocket projectile installations. This work was initially undertaken at the Blackburn parent factory at Brough, but as the momentum of the war increased, a large amount of embodiment work was carried out at Sherburn. Thus, Corsairs, Martlets and Hellcats added to the naval aviation flavour of sightings.

Thirdly, Sherburn was the base of 7 Ferry Pilots Pool who flew aircraft from both Sherburn and the Yeadon Avro factory to units around the country, using Anson, Argus and other types to deliver batches of pilots.

Lastly, and most significantly, there was the establishment in 1942 of The Airborne Forces Experimental Establishment (AFEE). Following the formation of airborne units of the British Army and the consequent use

of much new and unorthodox equipment, the AFEE was formed to carry out development and flight-testing of troop-carrying gliders, transport aircraft and supply-dropping equipment.



Subsequently, I saw various stores or containers being dropped from the air at low-level along the runway, using parachutes with red or blue canopies. The large gliders on view held a particular fascination. The Hamilcar's angular fin towered above other aircraft on the ground, although I never had the good fortune to see one in flight. There was much activity with Horsas and Hadrians and small aerial convoys of these types occasionally flew quite low over my home on calm evenings. At Sherburn, I noted several types used as tugs for these aircraft including a Boston, a Hudson and a Wellington. Were they mid-identifications by a young spotter (without the aid of binoculars) or were they part of the on-going experimental activity? In the

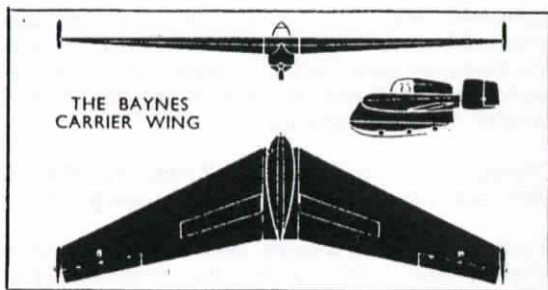
actions in Europe from D-Day onwards, most photographic records I have seen show the Halifax, Stirling, Albemarle and Dakota utilised as standard tugs.



My most memorable sightings involved two very innovative projects developed at the AFEE. One fine afternoon, I saw a venerable biplane, which I identified at the time as an Avro Tutor, take off towing a small tail-less glider with swept-back wings and end-plate fins at the wing-tips. It was in standard green and brown camouflage with yellow under-surfaces, which bore diagonal black stripes. A small nacelle for the pilot could be seen in the wing centre-section. The pair made a wide turn over the eastern side of the airfield gaining height slowly. Turning back, the glider then released for a long approach, in my direction. As I watched, spellbound, the biplane formatted abreast of the glider, some distance away and accompanied it all the way down on a shallow descent to the runway, as though observing.

On another occasion, I was presented with a further bizarre surprise on Sherburn's long runway. During a lull in flying activity a lorry appeared, travelling at moderate speed, carrying what looked like a rotor-rig on the back, with the blades whirling around. More mystification and it was not until December 1946 that "The Aeroplane Spotter" published details shedding light on these events.

The tail-less glider which I had seen was designed by LE Baynes and built by Slingsby



Sailplanes of Kirbymoorside as a scaled-down precursor for a "carrier-wing" project. Baynes had proposed in 1941 that armoured fighting vehicles (AFVs), such as an 81/2 ton tank, could be fitted with detachable wings to enable them to be flown behind tugs. Once cast off, the tank's engine would be started and on touch-down, the wings would be released and the tank could go straight into action. Understandably, it was felt prudent to test the project's aerodynamic and control characteristics by first constructing a one-third scale piloted flying model.

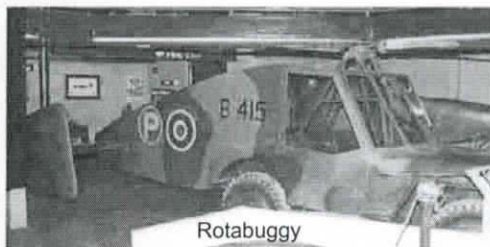
Thus I had seen the unique Baynes Bat, as it became called, at an early test flight. It is remarkable that Baynes seems to have "got it right" first time with this glider, as tail-less configurations can be prone to severe pitching movements, but the Bat, by all accounts, was quite docile to fly. Flt Lt Kronfield AFC, who carried out much of this early testing, lost his life in a later tail-less glider, the General Aircraft GAL 56/01, when it went into a sudden and severe outside loop during stalling tests on 12 February 1948. The full-sized "winged tank" never materialised, partly due to the non-availability of a suitable tank, and the more conventional and capacious Hamilcar glider fulfilled the role of transporting tanks into battle.

The lorry with the rotor-rig which I saw would be testing a project proposed by Raoul Hafner to air-drop a Jeep by the use of rotor-blades instead of a parachute. Rotaplane 10/42 involved the fitting of a 46ft diameter two-bladed rotor to a Willys Jeep. A fuselage was faired on to the rear of the vehicle and large twin fins were mounted on a tailplane for directional stability. It would be towed into the battle-zone and then released from its aerial tug. The rotor was tested by mounting it on a robust Diamond T lorry and when vibration problems had been overcome, the assembly was transferred to the Jeep. After towed trials down the runway behind a 4.5 litre Bentley the Rotabuggy, as it was called, was towed into the air behind a Whitley. At 85mph, however, severe vibration problems were encountered, taxing the pilot, Sqn Ldr IMD Little AFC, to the limit, and the machine never made a free flight. Hafner had proposed



Rotabuggy

earlier that a Valentine tank, weighing 35000 lb could be fitted with a 152ft diameter rotor, but the idea never progressed beyond the drawing board. At the other end of the spectrum, however, Hafner had designed the Rotachute 11/42, a small unpowered autogiro, to carry a soldier with a Bren gun and this was tested and flown successfully at AFEE Ringway through 1942-1943. It was envisaged that a modified aircraft would carry up to six Rotachutes to the battle zone but they never saw operational service.



Rotabuggy

In 1944, the AFEE decamped from Sherburn to RAF Beaulieu, Hampshire, apparently on account of inclement Yorkshire weather and uncomfortable living conditions. Excellent accounts by Philip Jarrett of the above three projects appeared in "Aeroplane Monthly" for May 1990 (Baynes Bat), August 1991 (Rotachute 11/42) and October 1991 (Rotaplane 10/42). Perhaps someone out there, who was privy to the whole panoply of the activity at Sherburn during 1942-1944, could possibly shed more light on the AFEE contribution to military aviation while in Yorkshire and share their reminiscences with me? I would be delighted to extend my research and may be contacted via the Editor. Nowadays, Sherburn Aero Club occupies a portion of the war-time airfield and the Swordfish factory has reverted to manufacturing weight scales for grocer's shops.



Rotachute

As the War turned to the offensive in 1944, I followed with interest the use of large gliders in the assault on Europe. In the aftermath of victory, it was with high anticipation that I went to the first post-war Battle of Britain Air Display at RAF Church Fenton, on 15 September 1945. For the first time in six years it was possible to see at close quarters many types of front-line aircraft and I was able to explore the interior of a Vickers Warwick. The highlight for me, however, came towards the end of

the flying display when a Halifax took off towing a Horsa. A little later, the Horsa released overhead and, after positioning, dived very steeply for a "battlefield landing" with its large flaps extended and flared out at the last moment. It landed on the runway and, after trundling along, came to a halt, not far from where I was watching.

That was the last occasion I saw a Horsa in the air but I was delighted to discover that one had been reassembled in the grounds of the Territorial Army Barracks at Thornbury, the base for TA Parachute Battalions since the end of the War and currently the Headquarters of 4 (Volunteer) Battalion, The Parachute Regiment. The Horsa bore the instructional airframe serial 6394M and it was still there in March 1948 when I was able to photograph it.

Raoul Hafner, ever the advocate of rotary-winged craft, went on to become the leader of the Bristol Aeroplane Company's helicopter department design team and their first machine, the Sycamore, flew in July 1947. This presaged the shape of things to come in airborne warfare as the days of insertion into battle by parachute or glider have long gone and the helicopter has become the vehicle for airborne insertion as evidenced by 16 Air Assault Brigade. Further, the helicopter has become firmly established in a multitude of roles by all three Armed Forces.

The tactical use of troop-carrying gliders of sixty years go has become part of military history and the Museum of Army Flying at Middle Wallop and The Airborne Forces Museum at Aldershot illustrate their role in excellent displays. Further, the project to build a Horsa and a Hadrian anew at RAF Shawbury will provide most appropriate memorials for the gallant men who flew "By Air to Battle".

Denis Yeardon

10 May 2003

with some minor "edits" by Eric Martin

Credits: The Aeroplane Spotter
Aeroplane Monthly
The Yorkshire Post
Otter, Patrick. Yorkshire Airfields in the Second World War
Catchpole, Brian. Balloons to Buccaneers

RIP

It is with deep regret that I have to inform you of the death of John Jackson who sadly passed away earlier this week.

John had been in hospital for an operation and returned home where he suffered a heart attack. John was a very amiable and friendly person who will be greatly missed by myself and all his friends at Air Yorkshire.

Our thoughts and condolences go out to John's wife and family.

David Bates

LEEDS BRADFORD AIRLINE REPORT - JUNE



INBOUND DIVERSIONS

06 EXS6104 EDI NCE TF-ELR B733 EDI EXS965P

REGULAR FLIGHTS

AEA174	PM	07/EC-FXP	14/EC-FXQ	21/EC-FXP	28/EC-FXQ	
AEA264	PM	06/EC-HBN	13/EC-HBL	20/EC-HBM	27/EC-HKQ	
AEA276	PM	03/EC-HGO	10/EC-HBL	17/EC-HGO	24/EC-HGP	
AEA638	PM	07/EC-HGP	14/EC-HKR	21/EC-HBM	28/EC-HBL	
AEU571	MLA	05/G-BZZA	12/G-STRD	19/G-STRA	26/G-BZZA	
AEU575	AGP	07/OprMAN	14/G-STRD	21/G-STRA	28/G-STRA	
AMC5203	MLA	03/9H-ADN	10/9H-ADH	17/9H-ADH	24/9H-ADH	
AMM639C	FAO	05/G-OOBD	12/G-OOBA	19/G-OOBE	26/G-OOBA	
AUA2374	INN	07/OE-LCP	14/OE-LCJ	21/OE-LCM	28/OE-LCJ	
AZI2612	FAO	07/EI-DBD	14/EI-DBD	21/EI-DBD	28/EI-DBC	
BAL076A	AGP	07/G-BYAA	14/G-BYAA	21/G-BYAA	28/G-BYAA	
BAL089A	CFU	06/G-BYAA	13/G-BYAA	20/G-BYAA	27/G-BYAA	
BAL148A	MAH	02/G-BYAB	09/G-BYAA	16/G-BYAA	23/G-BYAA	30/G-BYAA
BAL197A	DLM	02/G-BYAB	09/G-BYAA	16/G-BYAA	23/G-BYAA	30/G-BYAA
BAL213A	IBZ	04/G-BYAB	11/G-BYAA	18/G-BYAA	25/G-BYAA	
BAL217A	TFS	01/G-BYAB	08/G-BYAA	15/G-BYAA	22/G-BYAA	29/G-BYAA
BAL277A	PM	05/G-BYAB	12/G-BYAA	19/G-BYAA	26/G-BYAA	
BAL310A	ALC	03/G-BYAB	10/G-BYAA	17/G-BYAA	24/G-BYAA	
BAL329A	PM	01/G-BYAB	08/G-BYAA	15/G-BYAA	22/G-BYAA	29/G-BYAA
BAL468A	REU	07/G-BYAA	14/G-BYAA	21/G-BYAA	28/G-BYAA	
BAL587A	IBZ	07/G-BYAA	14/G-BYAA	21/G-BYAA	28/G-BYAA	
BGH5904	VAR	07/LZ-BHA	14/LZ-HMI	21/LZ-BHA	28/LZ-BHA	
BGH5950	BOJ	02/LZ-BHA	09/LZ-BHA	16/LZ-BHA	23/LZ-BHA	30/DivMAN
BMA7961	VRN	07/CS-TPJ	14/G-RJXD	21/CS-TPJ	28/G-RJXE	
BMA7963	VRN	07/CS-TPJ	14/CS-TPJ	21/CS-TPJ	28/G-RJXB	
BMA7991	PSA	07/G-RJXB	14/CS-TPJ	21/G-RJXD	28/G-RJXF	
BRT6ET	JER	07/G-BRYY	14/G-BRYW	21/G-BRYJ	28/G-BRYJ	
FUA1508	TFS	06/EC-HMK	13/EC-HMK	20/EC-HHH	27/EC-HMK	
HOA566	ALC	07/EC-IFV	14/EC-IFV	21/EC-IFV	28/EC-IFV	
IWD3232	TFS	06/EC-GZD	13/EC-GZD			
IWD3450	ACE	05/EC-HZU	12/EC-GZE	19/EC-IMU	26/EC-GZE	
JKK3158	PM	07/EC-HFS	14/EC-GNY	21/EC-HJB	28/EC-GVO	
LTE919	TFS	06/EC-IMA	13/EC-IMA	20/EC-IMA	27/EC-IMA	
LXR2772	FAO	01/CS-TMT	08/CS-TMW	15/CS-TMT	22/B-MAQ	29/CS-TMW
MYT337	MAH	05/G-YLBM	12/G-YLBM	19/G-YLBM	26/G-CRPH	
MYT351	TFS	03/G-MCEA	10/G-PIDS	17/G-PIDS	24/G-PIDS	
MYT353	REU	01/G-MCEA	08/G-PIDS	15/G-PIDS	22/G-PIDS	29/G-PIDS
MYT355	LPA	02/G-MCEA	09/G-PIDS	16/G-PIDS	23/G-PIDS	30/G-PIDS
MYT357	FUE	04/G-MCEA	11/G-PIDS	18/G-PIDS	25/G-PIDS	
MYT363	LPA	07/G-WJAN	14/G-PIDS	21/G-PIDS	28/G-PIDS	
MYT367	ACE	05/G-MCEA	12/G-PIDS	19/G-PIDS	26/G-PIDS	
MYT371	LCA	02/OprMAN	09/G-PIDS	16/G-PIDS	23/G-PIDS	30/G-PIDS
MYT373	ALC	03/G-MCEA	10/G-PIDS	17/G-PIDS	24/G-PIDS	
MYT375	IBZ	06/G-WJAN	13/G-PIDS	20/G-PIDS	27/G-PIDS	
MYT385	PM	07/G-WJAN	14/G-PIDS	21/G-PIDS	28/G-PIDS	
MYT387	ALC	07/G-WJAN	14/G-PIDS	21/G-PIDS	28/G-PIDS	
MYT391	MAH	06/G-WJAN	13/G-PIDS	20/G-PIDS	27/G-PIDS	

MYT1301	DLM	06/G-NIKO	13/G-NIKO	20/G-EFPA	27/G-EFPA	
MYT1317	FAO	05/G-MCEA	12/G-PIDS	19/G-PIDS	26/G-PIDS	
MYT1375	AGP	01/G-MCEA	08/G-JALC	15/G-PIDS	22/G-PIDS	29/G-PIDS
TRA1381	HER	03/PH-HZY	10/PH-HZY	17/PH-HZX		

OTHER FLIGHTS

02	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
03	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
03	OY-NPA	SW2	NFA152	Aalborg - Skovde	Freight Charter
04	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
04	G-ZAPM	B733	EXS272/272P	Alicante - Stansted	Lieu EXS B733
05	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
05	G-MIDK	A321	BMA7JL/5LJ	f/t Heathrow	Lieu F100
09	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
10	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
11	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
11	G-JEDI	DH8	BEE741/742	f/t Belfast City	Lieu CRJ2
11	G-JEDI	DH8	BEE745/746	f/t Belfast City	Lieu CRJ2
12	PH-KZG	F70	KLM1545/1546	f/t Amsterdam	Lieu F100
12	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
12	<u>PH-KZP</u>	F70	KLM1549/1550	f/t Amsterdam	Lieu F100
12	G-MIDV	A320	BMA8JL/1LJ	f/t Heathrow n/s	Lieu F100
13	G-ZAPN	B462	BMA4JL/2LJ	f/t Heathrow	Lieu BMA F100
13	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
13	G-ZAPN	B462	BMA5JL/4LJ	f/t Heathrow	Lieu BMA F100
13	G-ZAPN	B462	BMA7JL/5LJ	f/t Heathrow	Lieu BMA F100
13	G-ZAPN	B462	BMA8JL/1LJ	f/t Heathrow n/s	Lieu BMA F100
14	ES-NOB	AN72	ENI9164	Shannon - Farnborough	Horse Charter
14	G-ZAPN	B462	BMA4JL/2LJ	f/t Heathrow	Lieu BMA F100
14	ES-NOB	AN72	ENI9165	Farnborough - Shannon	Horse Charter
16	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
17	<u>OE-HTG</u>	D328	HTG101/102	Vienna - Aberdeen	-
17	<u>OE-HTG</u>	D328	HTG103/104	Aberdeen - Birmingham	-
19	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
20	G-BPNT	B463	BEE733/734	f/t Belfast City	Lieu BEE B463
28	<u>G-OBBJ</u>	B738	-	f/t Hamburg	New resident
30	G-SWJW	A300	SCY471P/4711	Manchester - Lourdes	Passenger Charter

Aircraft making first visits are underlined.

VISITORS



RJ100 OO-DWK SN Brussels Airlines 18 July 2003

VISIT TO BIRMINGHAM AIRPORT

and

RAF COSFORD MUSEUM

on Saturday 27 September 2003

By popular demand, another luxury coach trip has been arranged for all members and their guests

Coach fare: £18 per person (does not include entrance fees)

Deposit on booking: £10 per person (non returnable deposit)

Cheques payable to: *Air Yorkshire Aviation Society*

2 pick-up points: 0700 hours from the public car park opposite Guiseley Theatre,
The Green
0710 hours from Finkhill car park near St Margaret's Hall, Horsforth

Depart return journey: 1730 hours from Cosford

Information: No meals are included in the cost
There are toilet facilities on board the coach

Booking Co-ordinator: Paul Windsor
221 Queensway, Yeadon, Leeds LS19 7PA
tel: 0113 250 4424

PLEASE SUPPORT YOUR SOCIETY AND ITS EVENTS

See editor's comments in Free Air

PRESS RELEASE



18th July 2003

SSP uncovers New Catering Facilities at Leeds Bradford International Airport

Today saw the official opening of three new catering facilities at Leeds Bradford International Airport, operated by Select Service Airport & Marine Restaurants Ltd (SSP) as part of a ten year contract worth £37 million in total turnover.

Following a £5 million refurbishment programme, the biggest part of the development programme is on the first floor in Departures which now covers over 1000 square metres of new catering units, providing customers with a wider choice of facilities including a new Food Village, a Burger King restaurant, and a Yates' pub.

SSP has introduced the new 'Travel Happy' theme to the newly built Food Village creating a relaxing atmosphere for families, couples and friends. The new hot food menu includes a variety of dishes from Thai green curry, traditional Northern breakfast to fish and chips, plus new snacks, freshly made Upper Crust baguettes, cakes, Tostitos sandwiches, drinks, a selection of ice creams and a new kids' menu. Next to the Food Village is a new Burger King restaurant in the Americano diner design seating up to 70 people, which is already popular with many passengers, as are the views over the apron, runway and the Yorkshire countryside.

As well as a wide range of competitively priced beers, spirits and soft drinks, the new Yates' pub offers the well known Yates' menu and includes dishes such as chicken caesar salad, braised minted lamb and sweet chilli noodles. This is one of the first newly designed Yates' to be rolled out and incorporates a more contemporary design, reflecting the very best in modern venues.

Richard Nieto, managing director of SSP Airport & Marine Restaurants said: "The refurbishment programme has been a fantastic opportunity to redevelop the new catering facilities at Leeds Bradford International Airport. We are confident that the modern design and our new range of brands will be welcomed by all of our customers, from passengers flying out to families on a day out at the airport."

Ed Anderson, managing director of Leeds Bradford International Airport comments: "Leeds Bradford Airport has had a good working relationship with Select Service Partner for the last fourteen years. Our new facilities are an excellent addition to the terminal and I am delighted that we are working together to provide the best in choice, service and comfort."

Councillor Tony Cairns, chairman of Leeds Bradford International Airport said: "This is an exciting time for Leeds Bradford International Airport. As passenger numbers are breaking all records, we are delighted the new catering facilities are now available for our customers."

24th July 2003

Leeds Bradford International Airport Goes Live on the Airwaves

Last week Leeds Bradford International Airport was busy celebrating the opening of the new multi-million pound catering facilities, which include a new Food Village, a Burger King Restaurant, and Yates' Bar with a host of activities and giveaways.

On Friday 18th July, Real Radio presenter Dave Sanders hosted a broadcast live from the new catering facilities area. There were plenty of Real Winners as part of a 'phone in' competition, where listeners were asked to call the station every time they heard a jet noise 'woosh' from their radio. Prizes included a short break to Milan with Jet2 and Thomson Holidays, a helicopter pleasure flight with local company, Helijet and a week's holiday to the sunny island of Rhodes with Airtours.

The celebrations did not stop there. All week the airport was also celebrating the 100th Anniversary of Flight. November this year will mark 100 years since Orville and Wilbur Wright flew the first ever powered aircraft.

Orville Wright took off at 10.35am on 17 December from their usual testing ground at the Kill Devil Hills, Kitty Hawk, with their Wright Flyer and flew for 12 seconds covering 120ft. - the world's first manned, powered, controlled and sustained flight in a heavier-than-air machine. During the fourth and final flight that day, Wilbur flew for 59 seconds covering 852ft.

To mark this tremendous occasion every 100th passenger to check in was given a special gift and sweets were handed out to the kids. While the adults were entertained by the Dixieland Jazz Quartet, the children were occupied by magicians and face painters.

25th July 2003

Captain Murray Addison has been a pilot with KLM since 1989 and last week he made his final touchdown at Leeds Bradford Airport, as he embarks on a new journey into retirement.

While he was saying his farewells to depart Amsterdam Schipol Airport, Leeds Bradford was busy preparing a real surprise for Murray upon his arrival.

As Flight KL1543 landed at LBA a staggering twenty minutes ahead of schedule, Murray was greeted with two airport fire tenders, which created an amazing arch of water over the Fokker 100 Jet; he gave a royal wave through the cockpit window to show his appreciation.

Once the aircraft had parked Murray emerged and was given a bouquet of flowers as he commented: "As I departed Amsterdam this evening the Dutch Air Traffic control all said their goodbyes to me over the radio. To arrive here at Leeds Bradford to such an amazing send off is excellent. I would like to thank all those involved in arranging this super send off and all those I have worked with over the years."

Planetair MD Goes 'Back to the Floor!'

Planet Air passengers who flew out on holiday to Malaga from Leeds Bradford International Airport last week must have felt like they were seeing double by the time the aircraft took off.

Because when they arrived to check in for flight AEU 575 they found Planet Air's Managing Director Philip Firth manning the check-in desk. And that was just the start of a busy day for Philip. Because he also:

- Helped load the passengers luggage
- Made the tannoy announcement for boarding
- Was on the tug that towed the plane from its parking area
- Was in Air Traffic Control to see the aircraft take off

"The main thing any holiday passenger wants is a low-cost flight and we know that is something we are already offering," said Philip. "But just as important to them is receiving a good friendly and efficient service and with the onset of the busy school holiday period I decided the best way to ensure we were delivering that was to get out of the office and try the jobs myself."

Philip is no stranger to the activity behind the scenes at the airport because he was previously Head of Marketing and Business Development, but he admits that his hands-on experience proved to be "a sharp learning curve" as well as a good work out.

"When I was helping load the baggage I couldn't believe how heavy some of the cases were. I'm sure some of the passengers must have taken the kitchen sink with them!" he said. "It was certainly a useful experience and enabled me to see things from the perspective of both the passengers and my team, although I don't think I'll give up my day job!" he added.

Planet Air began operating in April this year and operates weekly flights from Leeds Bradford International Airport to Alicante, Faro and Tenerife in addition to Malaga.

FREE AIR



Dear Cliff,

I must say that the addition of Trevor Smith's reports of local helicopter etc. activity to the magazine is an excellent innovation.

You might want to pass on to him this snippet of interesting information re local 'curry wars'. On 21st June Cessna185 G-AYNN was banner-towing around Bradford mid-afternoon to advertise one curry restaurant, while the very next day Maule G-RWJW was doing exactly the same for another one.

Keep up the good work,

Ian Vine

e-mail <ivine01@btinternet.com>

GIVE IT A FUNNY CAPTION

Lightning F3 RAF Leconfield Dump



A SMALL PRIZE FOR THE BEST

Hi Cliff

My suggestion.

Never park on a dodgy estate, you could get your alloys nicked and your engine as well !!!

Dave

I wonder if it is worth trying to run any competition in the magazine, other than the photographic one, as the number of returns are to say the least abysmal. At most with the spotters' corner I had three replies and with this caption only one reply. There seems to be a great reluctance among our members to take part. Free Air was introduced as a members' forum but is rarely used and for myself I find this most disheartening so come on members, give things a try and make your editor at least a happy bunny.

Cliff



YORKSHIRE

AIR AMBULANCE SERVICE CHARITY

Saving lives across the region

WE CAN TURN YOUR EMPTY
TONER CARTRIDGES
AND
INK JET CARTRIDGES
INTO
FLYING HOURS

PLEASE BRING EMPTY CARTRIDGES TO
AIR YORKSHIRE MEETINGS
AND PUT THEM IN THE CONTAINER PROVIDED

THANK YOU



AIR SUPPLY AVIATION STORE

Up-dated **WEB-SITE** www.airsupply.co.uk

**Now UK Distributor for Labusch
T-shirts, Caps and Mousemats.**

Also Aerosounds CDs

£9.99 each or £15.00 for both

**"Blackbird" Fighter T-shirts
Introductory Offer Only £11.99**

SHOP OPEN 7 DAYS A WEEK

0113 250 9581



Boeing 737 EC-HBL
Air Europa
D.J.D. Carter

Boeing 767-300 OE-LAU
Lauda Air (Marilyn Monroe)
Innsbruck 7 June 2003
Lawrie Coldbeck



Dash 8 G-BRYW
British Airways
CitiExpress
D.J.D. Carter