

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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SOCIETY CONTACTS

CHAIR	David BATES	tel: 0113 250 2694
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and MEMBERSHIP MAGAZINE	Cliff JAYNE	27 Luxor Road Leeds LS8 5BJ tel: 0113 249 7114 e-mail: Crsjayne@aol.com

HON. LIFE PRESIDENT Mike WILLINGALE

Committee Members 2001-2002 Noreen BARRETT, Laurie COLDBECK, John DALE, Denis STENNING,
David TENNANT, Geoff WARD, Paul WINDSOR

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

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

6 January 2002: Kevin Widowson (Manchester ATC Assistant)
"17 Days, 13,000 Km, round Russia in a Lada!"

Steve Bruce
demonstrating AIRLINEDATAUNLIMITED (spotters' data base)

AIR YORKSHIRE AVIATION SOCIETY NEWS

Thanks go to David Bates, to all officers and to the members of the committee for their work on behalf of the Society throughout the last year.

Special mention goes to our Secretary Noreen Barrett, and to Andrew Edwards, who have decided to relinquish posts - our thanks for all their efforts.

There are two revisions to the committee. Firstly, Jim Stanfield has agreed to become our Secretary; secondly, I would like to welcome Cliff Jayne our magazine editor; both of them will bring fresh views and ideas to the Society.

Some of our members do not fully appreciate the time and effort given by officers and members of the committee to the preparation necessary for meetings and special events.

Please remember this is "your Society", not an exclusive club! I hope you will continue to support us at meetings and other events which are organised as an additional interest.

If any member has topics of aviation interest to suggest for future meetings, please contact any member of the committee during Society meetings.

The Society's magazine now has additional pages (as well as the colour cover) and the committee has agreed upon an increase in cover price to £1.75 as from January 2002.

Paul Windsor



MOVEMENTS OCTOBER

01 Monday

G-BYNC	Boeing 737 800	0352 0654	C-GTDB	Airbus 320	0609 0928
G-UKTE	Fokker 50	0749 0851	G-OBMP	Boeing 737 300	0921 1110
G-MAJC	Jetstream 41	0925 0957	G-RJXC	EMB 145	0929 1038
G-RJXJ	EMB 135	0935 1411	G-JEDE	DHC-8	0939 1019
G-MAJD	Jetstream 41	0942 1015	EC-HKQ	Boeing 737 800	0954 1125
G-UKTA	Fokker 50	1001 1102	G-MAJK	Jetstream 41	1022 1106
FLCOA	Boeing 737	1105 1141	G-RJXE	EMB 145	1113 1344
OMJE	BAe 146 200	1123 1157	G-UKTE	Fokker 50	1233 1313
G-JEDE	DHC-8	1236 1512	G-MAJD	Jetstream 41	1254 1438
G-RJXC	EMB 145	1338 1507	N220SC	PA-31T Cheyenne	1405 1702(03)
G-MAJC	Jetstream 41	1408 1500	G-OBMP	Boeing 737 300	1418 1510
G-UKTA	Fokker 50	1432 1604	G-MAJK	Jetstream 41	1454 1533
OO-DJS	Avro 146 RJ85	1523 1601	G-FIND	Cessna F406	1553 1753
G-UKTE	Fokker 50	1647 1811	G-VIPI	BAe 125 800B	1649 1730
G-RJXJ	EMB 135	1659 1747	G-MAJD	Jetstream 41	1703 1743
N5003G	Beechjet 400	1705 1106(04)	G-RJXC	EMB 145	1716 1806
G-JEDE	DHC-8	1719 1825	G-MAJC	Jetstream 41	1726 1808
G-RJXE	EMB 145	1736 1823	G-FCLA	Boeing 757	1750 1841
G-MAJK	Jetstream 41	1829 1903	G-OBMP	Boeing 737 300	1831 1920
G-RJXJ	EMB 135	1953 0709(02)	G-MAJD	Jetstream 41	2006 0717(02)
C-GTDB	Airbus 320	2008 2122	G-RJXC	EMB 145	2011 0728(02)
G-UKTA	Fokker 50	2015 0628(02)	G-BYNC	Boeing 737 800	2025 2211
G-MAJC	Jetstream 41	2029 1105(02)	G-JEDE	DHC-8	2034 0714(02)
G-MAJL	Jetstream 41	2116 0701(02)	G-MAJK	Jetstream 41	2123 0734(02)
G-OBMP	Boeing 737 300	2134 0653(02)	G-RJXE	EMB 145	2151 0741(02)
OO-DJN	Avro 146 RJ85	2236 0712(02)			

02 Tuesday

G-FCLA	Boeing 757	0037 0109	G-BYNC	Boeing 737 800	0359 0626
C-GTDB	Airbus 320	0623 0813	G-UKTE	Fokker 50	0754 0846
G-JEDE	DHC-8	0920 1016	G-MAJL	Jetstream 41	0923 0957
G-RJXJ	EMB 135	0926 1412	G-RJXC	EMB 145	0931 1553
G-OBMP	Boeing 737 300	0934 1017	G-MAJD	Jetstream 41	0945 1025
ELCON	Boeing 737	0959 1032	G-UKTA	Fokker 50	1004 1101
G-MAJK	Jetstream 41	1023 1519(04)	OO-MJE	BAe 146 200	1030 1126
G-RJXE	EMB 145	1039 1337	9H-ABS	Boeing 737 300	1050 1152
CS-DFB	Falcon 900	1133 1450	G-BCGJ	PA-28 Cherokee	1207 1725
G-JEDE	DHC-8	1224 1508	G-UKTE	Fokker 50	1233 1328
G-MAJD	Jetstream 41	1258 1439	G-OBMP	Boeing 737 300	1401 1556
G-MAJL	Jetstream 41	1410 1459	C-GTDB	Airbus 320	1415 1625
G-UKTA	Fokker 50	1430 1631	OO-DJO	Avro 146 RJ85	1452 1546
G-MAJC	Jetstream 41	1454 1550	OO-SXB	EMB 121 Xingu	1610 1747
G-RJXJ	EMB 135	1643 1738	G-UKTE	Fokker 50	1653 1823
G-RJXE	EMB 145	1656 1807	G-MAJD	Jetstream 41	1658 1742
G-MAJL	Jetstream 41	1717 1801	G-JEDE	DHC-8	1723 1819
G-RJXC	EMB 145	1757 1842	G-OJTW	Boeing 737 300	1826 1914
G-MAJC	Jetstream 41	1837 1907	G-CEGA	PA-34 Seneca	1851 1858
OO-DJL	Avro 146 RJ85	1854 2003	G-BZSD	PA-46 Malibu	1856 1910

G-RJXJ	EMB 135	1939 0707(03)	G-MAJD	Jetstream 41	1959 0701(03)
G-MAJL	Jetstream 41	2016 0725(03)	G-UKTA	Fokker 50	2025 0625(03)
G-JEDE	DHC-8	2031 0727(03)	G-RJXC	EMB 145	2035 0723(03)
G-BYNC	Boeing 737 800	2050 2237	G-RJXE	EMB 145	2108 0739(03)
G-MAJC	Jetstream 41	2121 0654(03)	G-OJTW	Boeing 737 300	2134 0717(03)
OO-DWA	Avro 146 RJ100	2251 0731(03)			

03 Wednesday

C-GTDB	Airbus 320	0144 0817	G-BYNC	Boeing 737 800	0400 0906
CS-DFB	Falcon 900	0556 0720	G-UKTH	Fokker 50	0746 0847
G-MAJC	Jetstream 41	0915 1006	G-MAJD	Jetstream 41	0924 1019
D-IANA	King Air 200	0928 1648	G-JEDE	DHC-8	0931 1016
G-RJXC	EMB 145	0932 1038	G-RJXJ	EMB 135	0935 1404
PH-AJS	TBM 700	0952 1407	EI-CNV	Boeing 737	0955 1031
G-OJTW	Boeing 737 300	0956 1100	G-MAJL	Jetstream 41	1011 1054
G-UKTA	Fokker 50	1014 1104	G-RJXE	EMB 145	1034 1343
OO-DJH	BAe 146 200	1043 1129	G-JEDE	DHC-8	1226 1514
G-UKTH	Fokker 50	1228 1308	G-MAJD	Jetstream 41	1252 1439
G-RJXC	EMB 145	1332 1501	N2683Y	Cessna 421C	1347 n/s+
G-PROM	Ecureuil	1348 1620	G-OJTW	Boeing 737 300	1350 1556
G-MAJC	Jetstream 41	1412 1506	G-UKTA	Fokker 50	1424 1552
G-MAJL	Jetstream 41	1446 1534	OO-DJZ	Avro 146 RJ85	1451 1549
G-UKTH	Fokker 50	1642 1813	G-RJXJ	EMB 135	1646 1734
G-RJXE	EMB 145	1649 1754	G-MAJD	Jetstream 41	1712 1811
G-RJXC	EMB 145	1717 1809	G-MAJC	Jetstream 41	1720 1805
G-JEDE	DHC-8	1724 1821	C-GTDB	Airbus 320	1727 1837
G-IRJX	RJX 100	1750 1832	G-OJTW	Boeing 737 300	1818 1917
G-MAJL	Jetstream 41	1834 1907	OO-DJO	Avro 146 RJ85	1846 1937
G-BYNB	Boeing 737 800	1851 0652(04)	CS-DFB	Falcon 900	1923 0947(04)
G-RJXJ	EMB 135	1942 0711(04)	G-UKTA	Fokker 50	2003 0626(04)
G-RJXC	EMB 145	2013 0720(04)	G-MAJC	Jetstream 41	2020 0726(04)
G-MAJD	Jetstream 41	2022 0714(04)	G-JEDE	DHC-8	2028 0723(04)
G-RJXE	EMB 145	2059 0738(04)	G-MAJL	Jetstream 41	2123 0707(04)
G-OJTW	Boeing 737 300	2143 0649(04)	OO-DWH	Avro 146 RJ100	2225 0704(04)

04 Thursday

C-GTDB	Airbus 320	0003 0814	G-UKTE	Fokker 50	0744 0839
G-BAVZ	PA-23 Aztec	0904 1400	N9AY	Cessna 421C	0907 1841
F-HACA	Citation II	0912 1554	G-OJTW	Boeing 737 300	0921 1052
G-JEDE	DHC-8	0924 1016	G-RJXC	EMB 145	0926 1510
G-RJXJ	EMB 135	0929 1407	G-MAJD	Jetstream 41	0932 1012
G-UKTA	Fokker 50	0941 1056	G-MAJL	Jetstream 41	0955 1027
ZA773	Gazelle AH.1	0956 1103	EI-COB	Boeing 737	0958 1042
G-MAJC	Jetstream 41	1014 1100	G-BYLM	PA-46 Malibu	1020 1352
OO-DJJ	BAe 146 200	1039 1114	G-RJXE	EMB 145	1054 1345
G-UKTE	Fokker 50	1209 1316	G-ERAD	King Air C90A	1221 1526
G-JEDE	DHC-8	1226 1514	G-MAJD	Jetstream 41	1306 1355
G-OOOS	Boeing 757	1311 1436	G-OJTW	Boeing 737 300	1342 1548
EI-DAB	Citation Bravo	1347 1507	EC-GZD	Airbus 320	1409 1530
G-MAJL	Jetstream 41	1420 1517	G-YJBM	Airbus 320	1427 1646
G-TMDP	Airbus 320	1431 1546	G-UKTA	Fokker 50	1433 1550
OO-DJV	Avro 146 RJ85	1443 1556	N35AL	PA-34 Seneca	1450 1559
G-MAJC	Jetstream 41	1453 1537	G-BRPU	B.76 Duchess	1500 1555
G-RJXJ	EMB 135	1644 1735	G-UKTE	Fokker 50	1654 1813
G-RJXE	EMB 145	1658 1757	G-RJXC	EMB 145	1715 1804
G-MAJK	Jetstream 41	1722 1753	G-JEDE	DHC-8	1728 1823
G-MAJL	Jetstream 41	1731 1810	G-LINC	Hughes 369	1745 1811
C-GTDB	Airbus 320	1748 1907	G-MAJC	Jetstream 41	1830 1910
G-BRPU	B.76 Duchess	1839 1519(09)	G-OJTW	Boeing 737 300	1840 1938

OO-DJL	Avro 146 RJ85	1844 1957	G-RJXJ	EMB 135	1935 0712(05)
G-UKTA	Fokker 50	2010 0635(05)	G-MAJK	Jetstream 41	2012 0727(05)
G-RJXC	EMB 145	2025 0743(05)	G-MAJL	Jetstream 41	2027 0708(05)
G-JEDE	DHC-8	2031 0705(05)	G-RJXE	EMB 146	2105 0723(05)
G-BYNB	Boeing 737 800	2107 0632(05)	G-MAJC	Jetstream 41	2122 0702(05)
G-OJTW	Boeing 737 300	2135 0652(05)	OO-DWK	Avro 146 RJ100	2248 0719(05)

05 Friday

C-GTDB	Airbus 320	0421 0748	G-UKTE	Fokker 50	0808 0856
F-GSCN	Falcon 900	0816 1733	N220SC	PA-31T Cheyenne	0859 1712(08)
G-OJTW	Boeing 737 300	0914 1109	G-JEDE	DHC-8	0921 1008
G-MAJC	Jetstream 41	0926 1006	G-RJXE	EMB 145	0930 1034
G-RJXJ	EMB 135	0923 1411	G-MAJL	Jetstream 41	0936 1015
G-UKTA	Fokker 50	0952 1059	EI-CNV	Boeing 737	1012 1051
G-MAJK	Jetstream 41	1018 1102	G-ISEH	Cessna 182R	1025 1634
OO-DJE	Avro 146 RJ85	1038 1127	G-MAJD	Jetstream 41	1048 1625(07)
G-RJXC	EMB 145	1055 1343	EC-HZS	Boeing 737 800	1150 1305
G-OJAC	Mooney M20J	1155 1639	G-UKTE	Fokker 50	1228 1316
G-JEDE	DHC-8	1230 1512	N213CT	King Air C90	1233 1212(07)
G-MAJL	Jetstream 41	1312 1438	G-BRWX	Cessna 172P	1326 1504
G-RJXE	EMB 145	1339 1518	G-OJTW	Boeing 737 300	1404 1554
N198SL	Citation Bravo	1414 1741	G-BYNB	Boeing 737 800	1423 1606
G-UKTA	Fokker 50	1432 1556	G-MAJC	Jetstream 41	1441 1520
G-MAJK	Jetstream 41	1453 1542	OO-DJK	Avro 146 RJ85	1502 1600
G-JMCE	Boeing 757	1527 1658	G-WBPR	BAe 125 800B	1603 2302
G-UKTE	Fokker 50	1640 1811	G-RJXJ	EMB 135	1647 1747
G-PASX	Bolkow 105DBS	1658 1542(16)	G-MAJL	Jetstream 41	1704 1742
G-RJXE	EMB 145	1713 1818	OY-JKH	Lear Jet 60	1715 1815
G-FLVU	Citation I	1718 1847	G-RJXC	EMB 145	1721 1808
G-JEDE	DHC-8	1735 1825	G-MAJC	Jetstream 41	1737 1821
G-OJTW	Boeing 737 300	1824 1918	G-MAJK	Jetstream 41	1838 1921
OO-DJT	Avro 146 RJ85	1845 1934	G-UKTA	Fokker 50	2000 0619(06)
G-MAJL	Jetstream 41	2004 1008(07)	G-RJXJ	EMB 135	2008 0905(06)
G-RJXE	EMB 145	2012 2043	C-GTDB	Airbus 320	2032 2222
G-JEDE	DHC-8	2038 0815(06)	G-MAJC	Jetstream 41	2041 1011(06)
G-BVJA	Fokker 100	2105 0752(06)	G-RJXC	EMB 145	2108 0813(06)
G-MAJK	Jetstream 41	3141 1405(07)	G-OJTW	Boeing 737 300	2156 2234
EC-GUR	Airbus 320	2203 2320	G-BYNB	Boeing 737 800	2207 2332
OO-DWG	Avro 146 RJ100	2230 0703(06)	EC-HJJ	Boeing 737 800	2248 2355
EC-HBN	Boeing 737 800	2357 0058(06)			

06 Saturday

C-GTDB	Airbus 320	0416 0655	G-BYNB	Boeing 737 800	0509 0706
G-UKTD	Fokker 50	0750 0837	EI-CRC	Boeing 737 400	0807 0935
G-MIDA	Airbus 321	0927 1101	G-UKTA	Fokker 50	0939 1038
EI-CNW	Boeing 737	0954 1032	G-BDGM	PA-28 Warrior	1133 1832(17)
G-RJXJ	EMB 135	1152 1811(07)	G-RJXC	EMB 145	1209 0956(07)
G-BYNB	Boeing 737 800	1214 1406	CS-DNS	Falcon 2000	1236 1517
G-MAJC	Jetstream 41	1302 1507	G-JEDZ	DHC-8	1317 1412
C-GTDB	Airbus 320	1320 1442	G-BVJC	Fokker 100	1326 1424
G-JEDE	DHC-8	1419 1510(07)	G-UKTA	Fokker 50	1429 1549
OO-DJS	Avro 146 RJ85	1440 1544	G-MSKB	Boeing 737 500	1504 1617
G-LJET	Lear Jet 35A	1528 1619	D-CAVE	Lear Jet 35A	1538 1846
EC-HKQ	Boeing 737 800	1554 1705	G-MAJC	Jetstream 41	1728 2151(07)
N79EL	Beechjet 400A	1753 1823	OO-DWI	Avro 146 RJ100	1844 0659(07)
G-BYNB	Boeing 737 800	2000 2140	G-UKTA	Fokker 50	2011 0617(07)
C-GTDB	Airbus 320	2034 2232	G-BYZJ	Boeing 737 300	2053 0653(07)
G-BXKB	Airbus 320	2119 2244	EC-HGQ	Boeing 737 800	2226 2334
EC-HKR	Boeing 737 800	2229 2354	N451QS	Gulfstream IV SP	2255 0108(08)

07 Sunday

C-GTDB	Airbus 320	0334 0828	G-BYNB	Boeing 737 800	0339 0615
EI-COB	Boeing 737	0909 0942	G-BVJA	Fokker 100	0921 1052
G-UKTA	Fokker 50	0948 1048	G-BULH	Cessna 172N	0959 1112
OO-DJF	BAe 146 200	1019 1116	G-JEDZ	DHC-8	1120 1202
G-UKTG	Fokker 50	1228 1328	G-RJXC	EMB 145	1236 1631
G-MAJL	Jetstream 41	1248 1505	G-BYNB	Boeing 737 800	1305 1437
G-UKTA	Fokker 50	1434 1554	OO-DJW	Avro 146 RJ85	1448 1601
C-GTDB	Airbus 320	1521 1646	G-UKTG	Fokker 50	1641 1817
G-MAJK	Jetstream 41	1717 1754	G-MAJL	Jetstream 41	1733 1815
G-JEDE	DHC-8	1737 1826	N198SL	Citation Bravo	1741 2005
G-RJXD	EMB 145	1755 1840	OO-DJV	Avro 146 RJ85	1844 1950
G-BVKA	Boeing 737 500	1906 2035	G-RJXC	EMB 145	1914 0950(08)
G-UKTA	Fokker 50	1955 0632(08)	G-VCED	Airbus 320	2016 2153
G-MAJK	Jetstream 41	2024 0733(09)	G-JEDE	DHC-8	2042 0710(08)
G-MAJD	Jetstream 41	2047 0740(08)	G-MAJL	Jetstream 41	2057 0714(08)
G-RJXJ	EMB 135	2102 0732(08)	G-RJXD	EMB 145	2156 0746(08)
OO-DWA	Avro 146 RJ100	2301 0750(08)	G-ECAS	Boeing 737 300	2330 0738(08)
C-GTDB	Airbus 320	2351 0141(08)			

08 Monday

G-MAJF	Jetstream 41	0032 0703	G-BYNB	Boeing 737 800	0345 0719
OY-GGG	Citation VII	0652 0753	C-GTDB	Airbus 320	0728 0918
G-UKTG	Fokker 50	0751 0839	XZ311	Gazelle AH.1	0848 0856
G-JEDE	DHC-8	0927 1009	G-MAJF	Jetstream 41	0929 1004
G-RJXJ	EMB 135	0937 1036	G-MAJL	Jetstream 41	0941 1027
N421CA	Cessna 421C	0944 1816(09)	G-UKTA	Fokker 50	0946 1056
G-RJXD	EMB 145	0948 1044	EC-HKR	Boeing 737 800	0952 1118
EI-CJH	Boeing 737	0955 1041	G-ECAS	Boeing 737 300	1014 1103
G-MAJD	Jetstream 41	1033 1110	OO-DJJ	BAe 146 200	1053 1126
G-BXNS	JetRanger	1059 1506	G-UKTG	Fokker 50	1202 1307
G-JEDE	DHC-8	1219 1513	G-MAJL	Jetstream 41	1302 1443
G-RJXC	EMB 145	1304 1356	G-BWXd	T67M Firefly	1312 1521
G-RJXD	EMB 145	1334 1431	G-ECAS	Boeing 737 300	1407 1554
G-UKTA	Fokker 50	1414 1602	G-MAJF	Jetstream 41	1416 1451
G-MAJD	Jetstream 41	1451 1534	OO-DJK	Avro 146 RJ85	1457 1559
G-RJXJ	EMB 135	1502 1552	N79EL	Beechjet 400A	1610 1707
G-UKTG	Fokker 50	1635 1807	G-RJXD	EMB 145	1641 1733
XZ311	Gazelle AH.1	1645 1704	D-IGOS	Cessna 421C	1649 1823
G-MAJL	Jetstream 41	1703 1748	G-MAJF	Jetstream 41	1724 1809
G-JEDE	DHC-8	1726 1818	G-RJXC	EMB 145	1729 1813
G-RJXJ	EMB 135	1755 1844	G-FCLA	Boeing 757	1758 1847
G-ECAS	Boeing 737 300	1827 1917	G-MAJD	Jetstream 41	1832 1904
OO-MJE	BAe 146 200	1842 1943	G-RJXD	EMB 145	1937 0728(09)
C-GTDB	Airbus 320	1955 2124	G-UKTA	Fokker 50	1957 0619(09)
G-MAJL	Jetstream 41	2004 0707(09)	G-MAJF	Jetstream 41	2026 0702(09)
G-RJXJ	EMB 135	2031 0711(09)	G-JEDE	DHC-8	2036 0704(09)
G-RJXC	EMB 145	2120 0743(09)	G-MAJD	Jetstream 41	2131 1557(09)
G-ECAS	Boeing 737 300	2133 0642(09)	G-BYNB	Boeing 737 800	2158 0005(09)
OO-DWH	Avro 146 RJ100	2225 0731(09)			

09 Tuesday

G-FCLA	Boeing 757	0036 0123	G-BYNB	Boeing 737 800	0551 0833
C-GTDB	Airbus 320	0625 0816	G-UKTH	Fokker 50	0748 0842
N273TB	B.58 Baron	0808 0828	N220SC	PA-31T Cheyenne	0856 1720(10)
G-ECAS	Boeing 737 300	0908 1110	G-LOFT	Citation I	0911 0945
G-JEDE	DHC-8	0915 1015	G-MAJF	Jetstream 41	0918 1013
G-RJXD	EMB 145	0920 1504	G-RJXJ	EMB 135	0924 1411
G-MAJL	Jetstream 41	0927 1005	G-UKTA	Fokker 50	0954 1045

N708SP	Lear Jet 45	0957 1057	EI-CNX	Boeing 737	0959 1039
G-MAJK	Jetstream 41	1020 1104	OO-DJG	BAe 146 200	1029 1127
G-RJXC	EMB 145	1046 1347	G-MILI	JetRanger	1049 1507
9H-ABS	Boeing 737 300	1051 1206	G-UKTH	Fokker 50	1206 1306
G-JEDE	DHC-8	1224 1514	G-BHKJ	Cessna 421C	1235 1523(10)
G-WLLY	JetRanger	1241 1309	G-MAJL	Jetstream 41	1252 1438
G-ECAS	Boeing 737 300	1344 1601	G-UKTA	Fokker 50	1414 1551
G-MAJB	Jetstream 41	1431 1507	C-GTDB	Airbus 320	1435 1623
OO-DJS	Avro 146 RJ85	1451 1549	G-MAJK	Jetstream 41	1458 1554
G-UKTF	Fokker 50	1636 1805	G-RJXJ	EMB 135	1639 1740
D-ICHS	Cessna 425	1642 1814	G-RJXC	EMB 145	1649 1758
G-MAJL	Jetstream 41	1655 1744	EI-WYO	PA-31 Navajo	1657 1910
G-RJXD	EMB 145	1705 1812	G-MAJB	Jetstream 41	1723 1803
G-OSMD	JetRanger	1724 1730	G-JEDE	DHC-8	1730 1820
G-BRPU	B.76 Duchess	1756 1315(11)	G-ECAS	Boeing 737 300	1827 1922
G-MAJD	Jetstream 41	1843 1918	OO-DJZ	Avro 146 RJ85	1847 1944
G-LENI	Twin Squirrel	1854 1541(11)	OY-GGG	Citation VII	1937 1958
G-RJXJ	EMB 135	1941 0721(10)	G-UKTA	Fokker 50	1955 0619(10)
G-MAJL	Jetstream 41	2002 0710(10)	G-MAJB	Jetstream 41	2020 0734(10)
G-RJXD	EMB 145	2023 0731(10)	G-JEDE	DHC-8	2031 0713(10)
G-RJXC	EMB 145	2050 0802(10)	G-ECAS	Boeing 737 300	2133 0707(10)
G-MAJD	Jetstream 41	2142 0702(10)	OO-DWD	Avro 146 RJ100	2222 0728(10)
G-BYNB	Boeing 737 800	2326 0030(10)			

10 Wednesday

G-GTDB	Airbus 320	0242 0746	G-BYNB	Boeing 737 800	0529 0902
G-UKTF	Fokker 50	0758 0846	N525AD	CitationJet	0918 1413(11)
HB-GPF	King Air 350	0920 1508	G-MAJL	Jetstream 41	0924 1047
G-MAJD	Jetstream 41	0926 1003	G-RJXD	EMB 145	0929 1036
G-ECAS	Boeing 737 300	0931 1103	G-JEDE	DHC-8	0936 1012
G-RJXJ	EMB 135	0945 1411	EI-COA	Boeing 737	0951 1026
G-UKTA	Fokker 50	1000 1045	G-MAJB	Jetstream 41	1034 1107
G-RJXC	EMB 145	1056 1351	G-MAJK	Jetstream 41	1221 0701(11)
G-UKTF	Fokker 50	1224 1308	G-JEDE	DHC-8	1226 1514
N184CD	Cirrus SR20	1231 1515(11)	G-MAJL	Jetstream 41	1250 1440
G-WARH	PA-28 Warrior	1305 1603	G-RJXD	EMB 145	1340 1512
N1120Z	King Air 200	1342 1556	G-ECAS	Boeing 737 300	1349 1550
G-UKTA	Fokker 50	1421 1601	G-MAJI	Jetstream 41	1437 1520
G-CEXB	Friendship 500	1451 1633	OO-DJP	Avro 146 RJ85	1453 1553
G-MAJB	Jetstream 41	1459 1533	N808SP	Lear Jet 45	1615 1656
G-RJXC	EMB 145	1642 1750	G-RJXJ	EMB 135	1649 1745
G-MAJL	Jetstream 41	1701 1753	G-UKTF	Fokker 50	1704 1808
G-RJXD	EMB 145	1714 1811	C-GTDB	Airbus 320	1731 1836
G-MAJI	Jetstream 41	1734 1814	G-JEDE	DHC-8	1736 1828
G-MAJB	Jetstream 41	1823 1904	G-ECAS	Boeing 737 300	1825 1915
OO-DJF	BAe 146 200	1901 1949	G-BYNC	Boeing 737 800	1918 0651(11)
G-MRMR	PA-31 Navajo	1921 n/s+	G-RJXJ	EMB 135	1954 0722(11)
G-MAJL	Jetstream 41	2007 1507(11)	G-RJXD	EMB 145	2009 0735(11)
G-BZSD	PA-46 Malibu	2014 0630(11)	G-UKTA	Fokker 50	2031 0637(11)
G-JEDE	DHC-8	2033 0707(11)	G-MAJI	Jetstream 41	2038 0724(11)
G-RJXC	EMB 145	2109 0748(11)	G-MAJB	Jetstream 41	2123 0716(11)
G-ECAS	Boeing 737 300	2136 0656(11)	OO-DWB	Avro 146 RJ100	2237 0719(11)
C-GTDB	Airbus 320	2346 0800(11)			

11 Thursday

N273TB	B.58 Baron	0844 0909	G-ECAS	Boeing 737 300	0912 1053
G-MAJK	Jetstream 41	0925 1000	G-BRHR	PA-38 Tomahawk	0928 1357
G-JEDE	DHC-8	0932 1023	G-RJXJ	EMB 135	0934 1406
G-MAJB	Jetstream 41	0937 1014	G-RJXD	EMB 145	0940 1512

N411QS	Gulfstream IV	0944 0749(12)	EI-CKP	Boeing 737	0951 1036
G-BBGB	PA-23 Aztec	1004 1431	N228CX	TMB 700	1006 0949(12)
G-OHAT	CitationJet	1009 1752	G-UKTA	Fokker 50	1012 1055
CS-DNK	Hawker 800XP	1017 1208	G-MAJI	Jetstream 41	1021 1100
OO-DJE	BAe 146 200	1032 1115	G-RJXC	EMB 145	1043 1348
G-FRYI	King Air 200	1047 1122	G-BRND	Cessna 152	1145 1321
G-UKTE	Fokker 50	1212 1311	G-JEDE	DHC-8	1229 1509
G-HTRL	PA-34 Seneca	1233 1544	G-BYKP	Turbo Arrow IV	1243 1808
G-OOOI	Boeing 757	1245 1428	G-MAJB	Jetstream 41	1258 1444
G-SBAS	King Air 200	1309 1343	EC-GZE	Airbus 320	1326 1441
G-ORJB	Citation I	1329 0607(16)	G-FCDB	Citation Bravo	1346 1435
G-OJTW	Boeing 737 300	1350 1555	G-COEZ	Airbus 320	1352 1520
G-UKTA	Fokker 50	1420 1559	OO-DJQ	Avro 146 RJ85	1436 1557
G-MAJH	Jetstream 41	1447 1011(13)	G-MAJI	Jetstream 41	1455 1538
VP-CFG	Citation I	1458 1550(12)	G-BRPU	B.76 Duchess	1610 1818
G-LOFT	Citation I	1635 1805	G-UKTE	Fokker 50	1652 1810
G-RJXC	EMB 145	1654 1759	G-RJXJ	EMB 135	1656 1743
G-MAJB	Jetstream 41	1702 1755	C-GTDB	Airbus 320	1704 1919
G-RJXD	EMB 145	1713 1816	G-SUEE	Airbus 320	1721 1843
G-MAJL	Jetstream 41	1732 1822	G-JEDE	DHC-8	1734 1827
G-JURG	Rockwell 114A	1745 2059(24)	G-OJTW	Boeing 737 300	1820 1916
G-MAJI	Jetstream 41	1834 1910	OO-DJR	Avro 146 RJ85	1841 1957
G-BEXW	PA-28 Archer II	1858 1612(12)	G-RJXJ	EMB 135	1941 0713(12)
G-UKTA	Fokker 50	2007 0631(12)	G-MAJB	Jetstream 41	2009 0708(12)
G-RJXD	EMB 145	2018 0729(12)	G-MAJL	Jetstream 41	2041 0701(12)
G-JEDE	DHC-8	2043 0705(12)	G-RJXC	EMB 145	2050 0752(12)
G-MAJI	Jetstream 41	2115 0732(12)	G-BYNC	Boeing 737 800	2140 0623(12)
G-BRPU	B.76 Duchess	2154 1551(15)	OO-DJT	Avro 146 RJ85	2222 0738(12)
G-OJTW	Boeing 737 300	2252 0736(12)			

12 Friday

C-GTDB	Airbus 320	0440 0651	G-UKTE	Fokker 50	0742 0835
G-JEDE	DHC-8	0913 1014	G-MAJL	Jetstream 41	0915 0956
G-MAJB	Jetstream 41	0923 1011	G-RJXD	EMB 145	0936 1043
G-FRYI	King Air 200	0939 1017	G-RJXJ	EMB 135	0945 1411
G-OJTW	Boeing 737 300	0958 1108	G-UKTA	Fokker 50	1001 1101
G-OAJS	Twin Comanche CR	1006 1159	OO-DJF	BAe 146 200	1012 1114
EI-CKR	Boeing 737	1022 1105	G-MAJI	Jetstream 41	1026 1136
G-RJXC	EMB 145	1119 1355	N80533	Cessna 172M	1213 1605
G-UKTE	Fokker 50	1218 1310	EC-HJQ	Boeing 737 800	1223 1334
G-JEDE	DHC-8	1231 1516	G-MAJB	Jetstream 41	1326 1438
G-BYNC	Boeing 737 800	1343 1528	G-OJTW	Boeing 737 300	1346 1555
G-RJXD	EMB 145	1348 1523	G-UKTA	Fokker 50	1430 1557
G-MAJE	Jetstream 41	1433 1627	G-BZSD	PA-46 Malibu	1443 1546
OO-DJQ	Avro 146 RJ85	1448 1553	G-MAJI	Jetstream 41	1457 1537
G-FCLA	Boeing 757	1509 1708	G-BNOJ	PA-28 Warrior II	1613 1715
N421CA	Cessna 421C	1634 1719	G-UKTE	Fokker 50	1646 1804
G-MAJB	Jetstream 41	1657 1747	G-RJXJ	EMB 135	1659 1743
G-RJXC	EMB 145	1705 1800	G-RJXD	EMB 145	1723 1817
G-JEDE	DHC-8	1729 1826	G-MAJE	Jetstream 41	1746 1821
G-OJTW	Boeing 737 300	1822 1914	G-MAJI	Jetstream 41	1833 1909
OO-DJW	Avro 146 RJ85	1906 1953	N55EN	B55C Baron	1916 1743(14)
G-RJXJ	EMB 135	1947 1820(14)	G-MAJB	Jetstream 41	1958 0729(15)
G-BIOW	T67A Firefly	2001 0915(13)	G-UKTA	Fokker 50	2010 0635(13)
G-RJXD	EMB 145	2016 1758(14)	G-MAJE	Jetstream 41	2029 1011(14)
C-GTDB	Airbus 320	2034 2240	G-JEDE	DHC-8	2037 0810(13)
G-RJXC	EMB 145	2059 0822(13)	G-BVJA	Fokker 100	2104 0744(13)
G-MAJI	Jetstream 41	2118 1418(14)	G-BYNC	Boeing 737 800	2120 2323

EC-HBN	Boeing 737 800	2201 2315	G-OJTW	Boeing 737 300	2206 2233
OO-DWE	Avro 146 RJ100	2215 0657(13)	EC-GLT	Airbus 320	2220 2341
EC-HMJ	Boeing 737 800	2300 0006(13)			
13 Saturday					
C-GTDB	Airbus 320	0428 0711	G-BYNC	Boeing 737 800	0503 0702
G-UKTE	Fokker 50	0746 0841	EI-CNY	Boeing 737	0947 1023
G-BVJA	Fokker 100	0950 1056	G-UKTA	Fokker 50	0952 1042
EC-HIN	CitationJet	1025 2100(14)	G-RJXF	EMB 145	1120 1257
G-RJXA	EMB 145	1123 1304	G-RJXC	EMB 145	1126 1405(14)
G-BYNC	Boeing 737 800	1220 1532	G-MAJH	Jetstream 41	1312 1507
G-BVJC	Fokker 100	1322 1431	G-JEDX	DHC-8	1325 1407
C-GTDB	Airbus 320	1351 1527	G-MSKE	Boeing 737 500	1410 1612
G-BVTG	Fokker 70	1413 1450	G-UKTA	Fokker 50	1417 1549
G-JEDE	DHC-8	1420 1518(14)	G-AVXF	Cherokee Arrow	1434 1604
OO-DJO	Avro 146 RJ85	1442 1538	G-AWBH	PA-28 Cherokee	1453 1545
G-BXKB	Airbus 320	1721 1849	G-MAJH	Jetstream 41	1727 1553(14)
G-DJN	Avro 146 RJ85	1834 0656(14)	G-UKTC	Fokker 50	1958 0619(14)
G-HKR	Boeing 737 800	2039 2137	G-ECAS	Boeing 737 300	2051 0759(14)
G-BYNC	Boeing 737 800	2107 2224	C-GTDB	Airbus 320	2120 2230
EC-HJP	Boeing 737 800	2308 0018(14)			

14 Sunday

EC-HBM	Boeing 737 800	0008 0111	C-GTDB	Airbus 320	0348 0805
G-BYNC	Boeing 737 800	0420 0558	N170SW	Global Express	0641 0725
G-BVKC	Boeing 737 500	0920 1059	OO-DJO	Avro 146 RJ85	1006 1107
G-DJAR	Airbus 320	1636 1830	G-MAJH	Jetstream 41	1837 1913
OO-DJO	Avro 146 RJ85	1849 1957	G-RDVE	Airbus 320	1940 2043
G-RJXD	EMB 145	2102 0710(15)	G-UKTF	Fokker 50	2110 0629(15)
G-MAJH	Jetstream 41	2119 0731(15)	G-MAJI	Jetstream 41	2126 0716(15)
G-RJXC	EMB 145	2132 0804(15)	G-RJXJ	EMB 135	2147 0723(15)
G-MAJE	Jetstream 41	2152 0718(16)	OO-DWJ	Avro 146 RJ100	2242 0726(15)
C-FTDF	Airbus 320	2318 0037(15)			

15 Monday

G-LCRC	Boeing 757	0335 0420	G-BYNC	Boeing 737 800	0555 0713
C-FTDF	Airbus 320	0626 0924	G-UKTA	Fokker 50	0757 0852
VP-CFG	Citation I	0902 1846(16)	G-SFBH	Boeing 737 400	0915 1105
G-RJXJ	EMB 135	0934 1408	G-MAJI	Jetstream 41	0937 1004
EC-HKR	Boeing 737 800	0944 1125	EI-COA	Boeing 737	1001 1045
G-MAJB	Jetstream 41	1006 1041	G-UKTF	Fokker 50	1009 1058
G-JEDE	DHC-8	1013 1057	G-MAJH	Jetstream 41	1021 1109
OO-DJF	BAe 146 200	1028 1129	G-RJXD	EMB 145	1032 1306
G-RJXC	EMB 145	1120 1345	G-UKTA	Fokker 50	1252 1321
G-JEDE	DHC-8	1304 1517	G-MAJB	Jetstream 41	1313 1435
G-SFBH	Boeing 737 400	1358 1601	G-MAJK	Jetstream 41	1424 1506
G-UKTF	Fokker 50	1430 1557	OO-DJW	Avro 146 RJ85	1440 1548
G-MAJH	Jetstream 41	1449 1545	G-DOEA	AA5A Cheetah	1502 1625
G-RJXD	EMB 145	1540 0735(16)	G-UKTA	Fokker 50	1636 1808
G-RJXJ	EMB 135	1640 1812	G-MAJB	Jetstream 41	1656 1746
G-RJXC	EMB 145	1659 1753	G-MAJK	Jetstream 41	1717 1805
G-JEDE	DHC-8	1734 0709(16)	G-BZJE	PA-46 Malibu	1737 1038(16)
G-FCLH	Boeing 757	1749 1849	G-SFBH	Boeing 737 400	1824 1927
OO-DJP	Avro 146 RJ85	1853 1946	G-MAJH	Jetstream 41	1842 1918
G-BRPU	B.76 Duchess	1856 1151(18)	G-TREC	Cessna 421C	1901 1232(16)
C-FTDF	Airbus 320	1943 2116	G-UKTF	Fokker 50	2000 0635(16)
G-MAJB	Jetstream 41	2002 0728(16)	G-RJXJ	EMB 135	2006 0757(16)
G-MAJK	Jetstream 41	2018 0704(16)	G-BYNC	Boeing 737 800	2054 2213
G-RJXC	EMB 145	2049 0753(16)	G-MAJH	Jetstream 41	2141 1801(17)
G-SFBH	Boeing 737 400	2151 0654(16)	OO-DWC	Avro 146 RJ100	2222 0722(16)

G-JEAK BAe 146 200 2233 2303

16 Tuesday

G-FLCH	Boeing 757	0037 0119	G-BYNC	Boeing 737 800	0404 0619
G-BZSD	PA-46 Malibu	0644 0743	C-GTDB	Airbus 320	0706 0819
G-UKTA	Fokker 50	0751 0835	N33CJ	CitationJet	0851 1528(19)
G-JEDE	DHC-8	0914 1008	G-SFBH	Boeing 737 400	0922 1057
G-MAJK	Jetstream 41	0931 1003	G-MAJE	Jetstream 41	0933 1019
G-RJXD	EMB 145	0943 1824	G-RJXJ	EMB 135	0946 1409
G-UKTF	Fokker 50	0949 1051	El-CKR	Boeing 737	0952 1035
G-MAJB	Jetstream 41	1013 1104	G-MAMD	King Air B200	1016 1251
G-OJIM	Turbo Arrow III	1028 1449	OO-DJG	BAe 146 200	1031 1109
9H-ADH	Boeing 737 300	1053 1154	N900CB	Cessna 421C	1058 1450(17)
G-RJXC	EMB 145	1201 1342	G-UKTA	Fokker 50	1206 1308
G-JEDE	DHC-8	1228 1511	G-MAJK	Jetstream 41	1246 1448
G-SFBH	Boeing 737 400	1353 1600	C-GTDB	Airbus 320	1427 1610
G-MAJE	Jetstream 41	1432 1520	G-PASG	Bolkow 105	1436 —
G-UKTF	Fokker 50	1440 1557	OO-DJQ	Avro 146 RJ85	1447 1548
G-MAJB	Jetstream 41	1451 1536	G-BFZD	Cessna FR182	1518 1604
N500UD	PA-31 Navajo	1529 n/s+	G-BZSD	PA-46 Malibu	1530 1642
D-INUS	Cessna F406	1628 1759	G-RJXJ	EMB 135	1634 1749
G-UKTA	Fokker 50	1636 1804	G-RJXC	EMB 145	1647 1756
G-MAJK	Jetstream 41	1706 1751	G-JEDE	DHC-8	1724 1818
G-MAJE	Jetstream 41	1746 1830	G-OBMP	Boeing 737 300	1822 1921
G-MAJB	Jetstream 41	1827 1906	OO-DJZ	Avro 146 RJ85	1843 1941
G-RJXJ	EMB 135	1937 0736(17)	G-MAJK	Jetstream 41	1957 0711(17)
G-RJXD	EMB 145	2015 0740(17)	G-UKTF	Fokker 50	2023 0622(17)
G-JEDE	DHC-8	2034 0705(17)	G-MAJE	Jetstream 41	2055 0708(17)
G-BYNC	Boeing 737 800	2056 0914(17)	G-RJXC	EMB 145	2100 0803(17)
G-MAJB	Jetstream 41	2123 0730(17)	G-OBMP	Boeing 737 300	2145 0715(17)
OO-DWC	Avro 146 RJ100	2230 0734(17)			

17 Wednesday

C-GTDB	Airbus 320	0114 0756	G-BPYR	PA-31 Navajo	0738 0806
G-UKTA	Fokker 50	0800 0842	G-JEDE	DHC-8	0919 1016
G-MAJE	Jetstream 41	0930 1008	G-RJXJ	EMB 135	0932 1404
G-MAJK	Jetstream 41	0934 1014	G-RJXD	EMB 145	0940 1034
G-OBMP	Boeing 737 300	0944 1055	G-UKTF	Fokker 50	0952 1043
El-CNV	Boeing 737	1011 1049	G-MAJB	Jetstream 41	1018 1121
OO-MJE	BAe 146 200	1035 1110	G-RJXC	EMB 145	1104 1339
F-GJPN	SA227AC Metro 3	1118 0004(19)	F-GTRB	SA227AC Metro 3	1139 2359(18)
G-OJIL	PA-31 Navajo	1150 1656	G-UKTA	Fokker 50	1206 1304
N198SL	Citation Bravo	1217 1346	G-JEDE	DHC-8	1226 1513
G-HERB	Cherokee Arrow 3	1236 1241(22)	G-MAJK	Jetstream 41	1300 1446
G-RJXD	EMB 145	1326 1518	G-OBMP	Boeing 737 300	1356 1557
G-MAJE	Jetstream 41	1420 1521	G-UKTF	Fokker 50	1428 1550
G-BXXT	B.76 Duchess	1434 1548	OO-DJZ	Avro 146 RJ85	1437 1544
G-MAJB	Jetstream 41	1453 1528	G-RJXJ	EMB 135 1638	1741
G-UKTA	Fokker 50	1646 1810	G-RJXC	EMB 145 1648	1754
G-MAJK	Jetstream 41	1708 1749	G-BPYR	PA-31 Navajo	1713 1831
G-RJXD	EMB 145	1718 1813	G-JEDE	DHC-8	1728 1810
G-MAJE	Jetstream 41	1738 1814	G-ORJB	Citation I	1800 1221(24)
C-GTDB	Airbus 320	1816 2150	G-OBMP	Boeing 737 300	1821 1918
G-MAJB	Jetstream 41	1824 1903	G-BYNC	Boeing 737 800	1845 0647(18)
OO-DJP	Avro 146 RJ85	1859 1952	G-RJXJ	EMB 135	1941 0717(18)
G-UKTF	Fokker 50	1959 0636(18)	G-MAJK	Jetstream 41	2016 0701(18)
G-RJXD	EMB 145	2021 0730(18)	G-MAJE	Jetstream 41	2035 0721(18)
G-JEDE	DHC-8	2039 0711(18)	G-RJXC	EMB 145	2046 0746(18)
G-MAJB	Jetstream 41	2131 1107(18)	G-OBMP	Boeing 737 300	2153 0706(18)

OO-DJQ Avro 146 RJ85

2215 0715(18)

18 Thursday

C-GTDB	Airbus 320	0353 0825	G-UKTA	Fokker 50	0753 0842
G-JCBJ	Sikorsky S76C	0829 0853	G-MAJK	Jetstream 41	0925 1008
G-RJXJ	EMB 135	0931 1408	G-RJXD	EMB 145	0936 1515
G-JEDE	DHC-8	0941 1020	G-OBMP	Boeing 737 300	0946 1059
G-MAJE	Jetstream 41	0952 1026	EI-CKQ	Boeing 737	1002 1039
OO-DJJ	BAe 146 200	1011 1116	G-UKTF	Fokker 50	1017 1105
G-RJXC	EMB 145	1048 1342	G-NEWR	PA-31 Navajo	1054 1105
G-BZIT	B.55 Baron	1111 1635	F-GNFH	Boeing 737 300	1113 0023(19)
G-BZOL	Robin R.3000	1144 1618	G-UKTA	Fokker 50	1157 1307
G-HVRD	PA-31 Navajo	1159 1801	G-MOHS	PA-31 Navajo	1301 1759
G-JEDE	DHC-8	1229 1522	N170SW	Global Express	1234 1346
N6107Y	Rockwell 114B	1240 1318	G-MAJE	Jetstream 41	1252 1445
G-OOOU	Boeing 757	1254 1434	EC-HCR	Airbus 320	1319 1457
ZG845	Islander AL.1	1337 1524	G-COEZ	Airbus 320	1346 1519
G-OBMP	Boeing 737 300	1351 1550	G-BRPU	B.76 Duchess	1356 1712(22)
G-CDB	Citation Bravo	1405 1443	G-UKTF	Fokker 50	1418 1559
G-JANN	PA-34 Seneca	1425 1617	G-MAJG	Jetstream 41	1427 1510
G-JCBJ	Sikorsky S.76C	1431 1450	OO-DJO	Avro 146 RJ85	1438 1549
G-SUEE	Airbus 320	1453 1605	G-MAJB	Jetstream 41	1504 1542
G-KKES	TB-20 Trinidad	1532 1640	G-UKTA	Fokker 50	1645 1812
G-RJXC	EMB 145	1647 1755	G-RJXJ	EMB 135	1651 1743
C-GTDB	Airbus 320	1704 1914	G-MAJE	Jetstream 41	1707 1745
G-RJXD	EMB 145	1716 1808	G-MAJG	Jetstream 41	1727 1804
G-JEDE	DHC-8	1729 1821	G-OBMP	Boeing 737 300	1818 1909
G-FLVU	Citation I	1830 0835(19)	OO-DJL	Avro 146 RJ85	1834 1939
G-MAJB	Jetstream 41	1853 1932	G-RJXJ	EMB 135	1941 0717(19)
G-UKTF	Fokker 50	1955 0905(19)	G-NEWR	PA-31 Navajo	1957 2010
G-MAJE	Jetstream 41	2000 0719(19)	G-RJXD	EMB 145	2013 2206
G-MAJG	Jetstream 41	2020 0709(19)	G-JEDE	DHC-8	2036 0711(19)
G-BYNC	Boeing 737 800	2055 0629(19)	G-RJXC	EMB 145	2105 0758(19)
G-RJXB	EMB 145	2122 0726(19)	G-OBMP	Boeing 737 300	2131 0657(19)
G-MAJB	Jetstream 41	2144 0722(19)	OO-DWJ	Avro 146 RJ100	2225 0913(19)

19 Friday

C-GTDB	Airbus 320	0431 0652	G-OBMP	Boeing 737 300	0946 1104
EI-CNV	Boeing 737	1112 1140	G-MAJB	Jetstream 41	1135 1222
G-RJXB	EMB 145	1149 1258	G-RJXJ	EMB 135	1155 1428
G-RJXC	EMB 145	1322 1415	G-UKTF	Fokker 50	1328 1417
G-JEDE	DHC-8	1336 1521	N250SM	Citation Excel	1346 1402
G-BYNC	Boeing 737 800	1357 1536	G-OBMP	Boeing 737 300	1421 1558
G-MAJD	Jetstream 41	1452 1541	G-MAJB	Jetstream 41	1516 1549
G-FCLD	Boeing 757	1514 1702	OO-DWA	Avro 146 RJ100	1517 1605
N900CB	Cessna 421C	1529 1631(23)	G-RJXB	EMB 145	1538 1624
G-LEAF	Cessna F406	1556 1704	G-RJXJ	EMB 135	1650 1742
G-MAJE	Jetstream 41	1653 1736	G-MAJG	Jetstream 41	1722 1754
G-RJXC	EMB 145	1729 1816	G-UKTE	Fokker 50	1736 1820
G-JEDE	DHC-8	1751 1832	G-BSYI	Twin Squirrel	1806 1431(21)
G-MAJD	Jetstream 41	1811 1855	G-OBMP	Boeing 737 300	1825 1918
G-RJXB	EMB 145	1828 1356(21)	OO-DJL	Avro 146 RJ85	1852 1950
G-RJXJ	EMB 135	1959 1823(21)	G-UKTF	Fokker 50	2003 0625(20)
G-MAJE	Jetstream 41	2006 2126	G-MAJG	Jetstream 41	2016 0845(22)
C-GTDB	Airbus 320	2044 2244	G-JEDE	DHC-8	2047 0817(20)
G-MAJB	Jetstream 41	2050 1228(21)	G-MAJD	Jetstream 41	2111 1412(21)
G-RJXC	EMB 145	2120 0826(20)	G-BYNC	Boeing 737 800	2124 2317
G-BVJD	Fokker 100	2141 0653(20)	EC-HGO	Boeing 737 800	2148 2328
G-OBMP	Boeing 737 800	2201 2237	EC-GLT	Airbus 320	2207 2322

OO-DWC	Avro 146 RJ100	2224 0730(20)			
20 Saturday					
G-MAJE	Jetstream 41	0010 1024	C-GTDB	Airbus 320	0513 0736
G-UKTD	Fokker 50	0757 0904	G-BVJD	Fokker 100	0937 1101
G-UKTF	Fokker 50	0948 1043	EL-CNV	Boeing 737	1019 1057
G-MAJM	Jetstream 41	1118 1405	G-RJXC	EMB 145	1130 1434
G-MAJE	Jetstream 41	1319 1501	G-JEDY	DHC-8	1327 1408
G-BVJA	Fokker 100	1331 1445	C-GTDB	Airbus 320	1416 1519
G-UKTF	Fokker 50	1420 1551	G-JEDE	DHC-8	1430 1529
OO-DJN	Avro 146 RJ85	1439 1548	G-MSKE	Boeing 737 500	1444 1641
G-BYNC	Boeing 737 800	1602 1703	EC-HBL	Boeing 737 800	1604 1709
G-BXKB	Airbus 320	1634 1810	CS-DNT	Hawker 800XP	1652 1003(21)
G-RJXC	EMB 145	1658 1749(21)	G-MAJE	Jetstream 41	1721 1002(21)
OO-DWE	Avro 146 RJ100	1827 0701(21)	G-JEDE	DHC-8	1843 1523(21)
G-FJET	Citation II	1921 2012	G-UKTF	Fokker 50	1951 0618(21)
N504QS	Gulfstream V	2010 2246(22)	G-BYZJ	Boeing 737 300	2056 0650(21)
C-GTDB	Airbus 320	2128 2238	EC-HGQ	Boeing 737 800	2134 2254
9A-CTJ	Airbus 320	2202 2316	EC-HJQ	Boeing 737 800	2219 2332
G-BYNC	Boeing 737 800	2224 2350			
21 Sunday					
C-GTDB	Airbus 320	0352 0815	G-BYNC	Boeing 737 800	0614 0755
D-IHOL	CitationJet	0640 0735	G-BVJD	Fokker 100	0914 1056
EL-CNY	Boeing 737	0916 1022	G-UKTF	Fokker 50	0940 1044
OO-DJE	BAe 146 200	0959 1107	G-JEDY	DHC-8	1109 1149
G-UKTC	Fokker 50	1202 1259	G-DJAE	Citation I	1252 0708(22)
G-MAJE	Jetstream 41	3121 1517	G-UKTF	Fokker 50	1408 1552
G-BYNC	Boeing 737 800	1417 1530	D-IHOL	CitationJet	1429 1527
OO-DJZ	Avro 146 RJ85	1447 1559	C-GTDB	Airbus 320	1453 1608
G-BDGM	PA-28 Warrior	1502 1148(28)	G-MAJB	Jetstream 41	1511 1545
G-VCED	Airbus 320	1631 1805	G-RJXB	EMB 145	1636 1759
G-MAJD	Jetstream 41	1718 1801	G-UKTG	Fokker 50	1721 1813
G-JEDE	DHC-8	1740 1827	N250SM	Citation Excel	1756 1812
OO-DJX	Avro 146 RJ85	1825 1940	G-BVKA	Boeing 737 500	1835 1922
G-MAJB	Jetstream 41	1945 0725(22)	G-UKTF	Fokker 50	1955 0617(22)
G-RJXC	EMB 145	1856 2045	G-MAJD	Jetstream 41	2016 0702(24)
G-RJXJ	EMB 135	2022 1136(22)	G-MAJE	Jetstream 41	2030 0737(22)
G-JEDE	DHC-8	2042 0714(22)	G-RJXB	EMB 145	2101 0723(22)
G-OBMP	Boeing 737 300	2141 0711(22)	OO-DWB	Avro 146 RJ100	2227 0731(22)
G-RJXC	EMB 145	2309 0752(22)	C-GTDB	Airbus 320	2322 0018(22)
22 Monday					
G-BYNC	Boeing 737 800	0419 0624	G-BZSD	PA-46 Malibu	0627 0717
C-GTDB	Airbus 320	0735 0921	G-UKTD	Fokker 50	0744 0841
G-JEDE	DHC-8	0928 1013	G-UKTF	Fokker 50	0942 1047
EC-HJP	Boeing 737 800	0944 1108	G-MAJE	Jetstream 41	0957 1040
EL-CKP	Boeing 737	0959 1130	G-UVIP	Cessna 421C	1001 1559(23)
G-OBMP	Boeing 737 300	1009 1101	N198SL	Citation Bravo	1025 1116
G-MAJB	Jetstream 41	1031 1125	G-RJXB	EMB 145	1037 1142
VP-CFG	Citation I	1043 1712(24)	OO-DJH	BAe 146 200	1051 1139
G-RJXC	EMB 145	1103 1341	CS-DNM	Hawker 800XP	1112 1210
G-MAJG	Jetstream 41	1122 1204	G-BWXS	T67M Firefly	1127 1705
G-JEDE	DHC-8	1228 1512	G-MAJE	Jetstream 41	1326 1439
G-RJXJ	EMB 135	1328 1407	G-RJXB	EMB 145	1412 0723(23)
G-MAJG	Jetstream 41	1421 1510	G-OBMP	Boeing 737 300	1424 1555
G-CEGA	PA-34 Seneca	1434 1542	G-UKTF	Fokker 50	1453 1549
G-MAJB	Jetstream 41	1457 1538	OO-DJP	Avro 146 RJ85	1508 1546
G-BJIR	Citation II	1522 1708(23)	G-UKTD	Fokker 50	1643 1813
G-RJXJ	EMB 135	1646 1804	G-RJXC	EMB 145	1651 1755

G-MAJE	Jetstream 41	1654 1744	G-MAJG	Jetstream 41	1726 1807
G-JEDE	DHC-8	1742 1824	G-FCLD	Boeing 757	1751 1848
G-OBMP	Boeing 737 300	1809 1907	G-MAJB	Jetstream 41	1822 1901
OO-DJT	Avro 146 RJ85	1903 1946	G-BZSD	PA-46 Malibu	1926 2003
C-GTDB	Airbus 320	1955 2111	G-UKTF	Fokker 50	2002 0619(23)
G-MAJE	Jetstream 41	2006 0657(23)	G-BYNB	Boeing 737 800	2009 2242
G-RJXJ	EMB 145	2015 0735(23)	G-MAJG	Jetstream 41	2020 0705(23)
G-JEDE	DHC-8	2035 0711(23)	G-RJXC	EMB 145	2107 0755(23)
G-OBMP	Boeing 737 300	2130 0648(23)	G-MAJB	Jetstream 41	2133 0750(23)
OO-DWK	Avro 146 RJ100	2232 0716(23)			

23 Tuesday

G-FCLD	Boeing 757	0031 0119	G-BYNB	Boeing 737 800	0411 0613
C-GTDB	Airbus 320	0627 0828	G-UKTD	Fokker 50	0744 0858
G-OBMP	Boeing 737 300	0924 1124	G-MAJE	Jetstream 41	0927 1015
G-JEDE	DHC-8	0931 1024	G-MAJG	Jetstream 41	0936 1009
G-RJXJ	EMB 135	0957 1417	G-UKTF	Fokker 50	1001 1111
G-RJXB	EMB 145	1008 1506	EI-CNW	Boeing 737	1011 1049
OO-DJH	BAe 146 200	1013 1121	G-WIZO	PA-34 Seneca	1018 1517
I-TOPJ	Beechjet 400	1032 1620	9H-ADH	Boeing 737 300	1035 1151
G-RJXC	EMB 145	1104 1345	G-MAJB	Jetstream 41	1108 1140
G-JEDE	DHC-8	1230 1515	G-MAJG	Jetstream 41	1251 442
G-LEAF	Cessna F406	1258 1341	G-OBMP	Boeing 737 300	1352 1547
G-MAJE	Jetstream 41	1421 1509	G-BRPU	B.76 Duchess	1426 1101(25)
G-UKTC	Fokker 50	1429 1606	C-GTDB	Airbus 320	1438 1618
OO-DJN	Avro 146 RJ85	1452 1550	G-MAJB	Jetstream 41	1455 1537
G-BXXT	B.76 Duchess	1500 1556	G-RJXJ	EMB 135	1643 1738
G-RJXC	EMB 145	1652 1754	G-MAJG	Jetstream 41	1656 1749
F-GOCT	Falcon 50	1705 1937(24)	G-RJXB	EMB 145	1713 1808
G-MAJE	Jetstream 41	1717 1804	G-UKTD	Fokker 50	1721 1814
G-JEDE	DHC-8	1726 1820	G-OBMP	Boeing 737 300	1826 1913
G-MAJB	Jetstream 41	1833 1909	G-OMGE	BAe 125 800B	1840 0926(24)
OO-DJW	Avro 146 RJ85	1848 1943	G-RJXJ	EMB 135	1941 0708(24)
G-MAJG	Jetstream 41	2001 1550(24)	G-UKTC	Fokker 50	2004 0621(24)
G-RJXB	EMB 145	2007 0724(24)	G-MAJE	Jetstream 41	2018 0704(24)
G-JEDE	DHC-8	2031 0712(24)	G-RJXC	EMB 145	2047 0744(24)
G-BYNB	Boeing 737 800	2059 1619(24)	G-MAJB	Jetstream 41	2119 0731(24)
G-OBMP	Boeing 737 300	2127 0645(24)	OO-DWB	Avro 146 RJ100	2216 0715(24)

24 Wednesday

C-GTDB	Airbus 320	0121 0819	G-UKTD	Fokker 50	0741 0840
G-JEDE	DHC-8	0918 1021	G-RJXB	EMB 145	0921 1035
G-MAJE	Jetstream 41	0924 1004	G-OBMP	Boeing 737 300	0928 1057
G-MAJD	Jetstream 41	0937 1016	G-RJXJ	EMB 135	0935 1404
G-UKTC	Fokker 50	0945 1100	EI-CNV	Boeing 737	1010 1050
OO-DJH	BAe 146 200	1013 1115	G-MAJB	Jetstream 41	1017 1104
G-SOUL	Cessna 310R	1031 1347	G-BXDS	JetRanger	1034 1435
G-RJXC	EMB 145	1051 1340	G-CHEM	PA-34 Seneca	1055 1628
EI-CDX	Cessna 210K	1202 1558	G-OAJS	Twin Comanche CR	1226 1501
G-JEDE	DHC-8	1230 1519	G-MAJE	Jetstream 41	1256 1443
G-RJXB	EMB 145	1336 1510	G-OBMP	Boeing 737 300	1348 1547
G-BLYE	TB-10 Tobago	1356 1556	G-MAJI	Jetstream 41	1423 1508
G-UKTG	Fokker 50	1427 1553	OO-DJV	Avro 146 RJ85	1448 1544
G-SAIR	Cessna 421C	1535 1007(25)	G-OMGE	BAe 125 800B	1539 1605
G-JPAL	Twin Squirrel	1554 n/s+	G-RJXJ	EMB 135	1640 1738
G-UKTD	Fokker 50	1651 1806	G-MAJE	Jetstream 41	1706 1750
G-PZIZ	PA-31 Navajo	1707 1804	G-RJXC	EMB 145	1711 1753
G-RJXB	EMB 145	1714 1811	G-MAJI	Jetstream 41	1724 1801
C-GTDB	Airbus 320	1732 1840	G-JEDE	DHC-8	1735 1831

G-MAJB	Jetstream 41	1759 0730(25)	G-OBMP	Boeing 737 300	1821 1913
G-MAJG	Jetstream 41	1825 1904	OO-DJV	Avro 146 RJ85	1849 1951
G-RJXJ	EMB 135	1947 0715(25)	G-MAJE	Jetstream 41	2003 0701(25)
G-UKTG	Fokker 50	2005 0650(25)	G-RJXB	EMB 145	2013 0733(25)
G-BXXD	Cessna 172R	2019 2101	G-MAJI	Jetstream 41	2028 0702(26)
G-JEDE	DHC-8	2033 0708(25)	G-RJXC	EMB 145	2103 0758(25)
G-MAJG	Jetstream 41	2117 0711(25)	G-OBMP	Boeing 737 300	2133 0654(25)
OO-DWK	Avro 146 RJ100	2223 0722(25)	C-GTDB	Airbus 320	2344 0830(25)

25 Thursday

G-BYNB	Boeing 737 800	0139 0647	G-BZSD	PA-46 Malibu	0728 0808
G-EEJE	PA-31 Navajo	0737 0807	G-UKTH	Fokker 50	0755 0843
VP-CFG	Citation I	0853 1717(26)	G-JEDE	DHC-8	0914 1014
G-OBMP	Boeing 737 300	0916 1058	G-SOUL	Cessna 310R	0921 1317
G-BJXJ	EMB 145	0923 1419	G-MAJE	Jetstream 41	0926 1002
G-MAJG	Jetstream 41	0938 1011	G-RJXB	EMB 145	0942 1037
N451QSS	Gulfstream IV	0957 1143(28)	G-UKTG	Fokker 50	1001 1105
EI-CJF	Boeing 737	1004 1043 +	G-MAJB	Jetstream 41	1021 1107
OO-DJH	BAe 146 200	1030 1113	G-RJXC	EMB 145	1051 1344
G-KKES	TB-20 Trinidad	1214 1259	G-JEDE	DHC-8	1227 1728
G-MAJG	Jetstream 41	1250 1442	G-BRPU	B.76 Duchess	1303 1041(02)
G-OOOG	Boeing 757	1329 1429	G-RJXH	EMB 145	1336 1508
G-FCDB	Citation Bravo	1339 1452	G-OBMP	Boeing 737 300	1349 1602
OE-GMI	Citation Ultra	1354 1752	EC-GZE	Airbus 320	1358 1514
G-TICL	Airbus 320	1414 1525	G-MAJE	Jetstream 41	1420 1510
G-UKTG	Fokker 50	1423 1547	G-TMDP	Airbus 320	1425 1554
G-BNDY	Cessna 425	1435 1516	OO-DJO	Avro 1436 RJ85	1440 1550
G-MAJB	Jetstream 41	1456 1539	G-SOUL	Cessna 310R	1636 1711
G-RJXC	EMB 145	1650 1749	G-RJXJ	EMB 135	1652 1737
G-UKTI	Fokker 50	1656 1800	G-MAJG	Jetstream 41	1703 1745
C-GTDB	Airbus 320	1713 1859	G-RJXH	EMB 145	1724 1807
G-MAJE	Jetstream 41	1736 1812	G-BDYD	Rockwell 114	1739 1107(27)
G-OBMP	Boeing 737 300	1815 1910	G-MAJB	Jetstream 41	1837 1914
G-EEJE	PA-31 Navajo	1839 1723(26)	OO-DJR	Avro 146 RJ85	1853 1938
G-BZSD	PA-46 Malibu	1924 1955	G-RJXJ	EMB 135	1942 0708(26)
G-JEDE	DHC-8	1952 2030	G-MAJG	Jetstream 41	2000 0725(26)
G-RJXH	EMB 145	2015 0723(26)	G-UKTG	Fokker 50	2018 0637(26)
G-MAJE	Jetstream 41	2027 0710(26)	G-BYNB	Boeing 737 800	2048 0625(26)
G-RJXC	EMB 145	2057 0805(26)	G-OBMP	Boeing 737 300	2135 0649(26)
G-MAJB	Jetstream 41	2138 1011(27)	OE-GMI	Citation Ultra	2219 0713(26)
OO-DWE	Avro 146 RJ100	2229 0729(26)	G-JEDE	DHC-8	2234 0704(26)

26 Friday

C-GTDB	Airbus 320	0410 0632	G-UKTI	Fokker 50	0809 0847
G-JEDE	DHC-8	0911 1008	G-OBMP	Boeing 737 300	0919 1056
G-RJXH	EMB 145	0922 1034	G-MAJI	Jetstream 41	0923 1003
G-RJXJ	EMB 135	0933 1412	G-MAJE	Jetstream 41	0936 1014
G-UKTG	Fokker 50	1000 1045	EI-CJF	Boeing 737	1003 1037
G-MAJG	Jetstream 41	1014 1102	OO-DJJ	BAe 146 200	1022 1124
G-BLYE	TB-10 Tobago	1050 1634	G-RJXC	EMB 145	1104 1338
EC-HKR	Boeing 737 800	1137 1312	G-JEDE	DHC-8	1219 1519
G-MAJE	Jetstream 41	1301 1447	G-RJXH	EMB 145	1338 1505
G-OBMP	Boeing 737 300	1357 1558	G-BYNB	Boeing 737 800	1404 1536
G-BYLM	PA-46 Malibu	1425 1539	G-MAJI	Jetstream 41	1428 1507
G-UKTG	Fokker 50	1444 1554	G-MAJG	Jetstream 41	1456 1543
OO-DJV	Avro 146 RJ85	1502 1552	G-FCLG	Boeing 757	1508 1646
G-RJXC	EMB 145	1643 1749	G-UKTI	Fokker 50	1652 1808
G-RJXJ	EMB 135	1656 1739	G-MAJE	Jetstream 41	1714 1755
G-RJXH	EMB 145	1722 1818	G-MAJI	Jetstream 41	1729 1804

G-JEDE	DHC-8	1731 1821	G-OBMP	Boeing 737 300	1815 1915
G-MAJG	Jetstream 41	1828 1906	OO-DJN	Avro 146 RJ85	1846 1921
G-RJXJ	EMB 135	1957 1454(28)	G-UKTG	Fokker 50	2012 0635(27)
G-MAJE	Jetstream 41	2014 1506(27)	G-RJXH	EMB 145	2024 0817(27)
G-MAJI	Jetstream 41	2037 1406(28)	C-GTDB	Airbus 320	2039 2321
G-JEDE	DHC-8	2050 0810(27)	G-RJXC	EMB 145	2055 1348(28)
G-BYNB	Boeing 737 800	2114 0050(27)	G-MAJG	Jetstream 41	2019 1002(28)
G-BVJD	Fokker 100	2150 0650(27)	EC-GLT	Airbus 320	2153 2253
G-OBMP	Boeing 737 300	2200 2238	OO-DWJ	Avro 146 RJ100	2235 0708(27)
EC-HHG	Boeing 737 800	2311 0021(27)	EC-HBL	Boeing 737 800	2354 0130(27)

27 Saturday

HB-ITY	Friendship	0014 0121	C-GTDB	Airbus 320	0452 0704
HB-ITY	Friendship	0603 2002	G-BYNB	Boeing 737 800	0620 0729
G-UKTI	Fokker 50	0752 0836	N198SL	Citation Bravo	0821 1217
G-BVJD	Fokker 100	0932 1058	EI-CNV	Boeing 737	1001 1037
G-UKTD	Fokker 50	1007 1050	G-RJXH	EMB 145	1119 1804(28)
G-BYNB	Boeing 737 800	1222 1416	G-MAJB	Jetstream 41	1254 0819(29)
DOJP	Rockwell 114B	1312 1535	G-JEDZ	DHC-8	1323 1407
G-BVJA	Fokker 100	1335 1433	G-SPUR	Citation II	1341 2011
C-GTDB	Airbus 320	1345 1450	G-UKTD	Fokker 50	1420 1554
G-JEDE	DHC-8	1426 1525	OO-DJK	Avro 146 RJ85	1502 1547
G-MSKE	Boeing 737 500	1512 1615	G-BSDH	Robin DR400	1545 1614(28)
EC-HGO	Boeing 737 800	1606 1648	G-OLDJ	Lear Jet 45	1613 1353(28)
G-BXKB	Airbus 320	1628 1730	CS-DNT	Hawker 800XP	1651 0908(28)
G-MAJE	Jetstream 41	1717 1414(28)	G-BDYD	Rockwell 114	1738 1147(30)
OO-DWB	Avro 146 RJ100	1846 0630(28)	G-BYNB	Boeing 737 800	1937 2142
G-JEDA	DHC-8	1940 1042(28)	G-UKTD	Fokker 50	2019 0624(28)
C-GTDB	Airbus 320	2023 2204	9A-CTJ	Airbus 320	2052 2224
G-SMDB	Boeing 737 300	2102 0643(28)	G-BNOH	PA-28 Warrior II	2130 0942(28)
EC-HBM	Boeing 737 800	2157 2252	EC-HGP	Boeing 737 800	2219 2327

28 Sunday

C-GTDB	Airbus 320	0236 0759	G-BYNB	Boeing 737 800	0245 0604
EI-CKP	Boeing 737	0845 0920	G-SMDB	Boeing 737 300	0931 1052
G-UKTD	Fokker 50	0950 1048	LN-BRV	Boeing 737 500	1007 1106
OO-DJJ	BAe 146 200	1029 1109	G-DCAV	PA-32R Lance	1033 1513
G-JEDZ	DHC-8	1044 1920	G-MIND	Cessna 404	1126 1920
G-UKTG	Fokker 50	1205 1306	G-BYNB	Boeing 737 800	1233 1421
G-MAJG	Jetstream 41	1251 1502	G-MAJF	Jetstream 41	1350 1607
G-UKTD	Fokker 50	1418 1550	C-GTDB	Airbus 320	1443 1602
OO-DJX	Avro 146 RJ85	1449 1548	G-JECA	CL600 RJ	1530 1644
G-DGM	PA-28 Warrior	1553 n/s+	G-HMMV	CitationJet	1558 1639
G-RJXC	EMB 145	1637 1807	G-VCED	Airbus 320	1641 1818
G-UKTG	Fokker 50	1646 1810	G-RJXJ	EMB 135	1649 0714(29)
G-MAJI	Jetstream 41	1706 1746	G-MAJG	Jetstream 41	1719 1757
G-MAJE	Jetstream 41	1728 1823	G-BYLM	PA-46 Malibu	1815 1512(30)
G-SMDB	Boeing 737 300	1825 1914	OO-DJP	Avro 146 RJ85	1903 1946
G-JECA	CL600 RJ	1911 2003	G-UKTD	Fokker 50	1956 0631(29)
G-MAJI	Jetstream 41	1959 0710(29)	G-MAJF	Jetstream 41	2001 —
G-RJXC	EMB 145	2005 0732(29)	G-MAJG	Jetstream 41	2024 0719(29)
LX-ONE	Lear Jet 35A	2100 2316	G-RJXH	EMB 145	2111 0743(30)
G-MAJE	Jetstream 41	2132 0656(29)	G-SMDB	Boeing 737 300	2135 0650(29)
OO-DJX	Avro 1465 RJ85	2230 0706(29)	C-GTDB	Airbus 320	2243 0221(29)

29 Monday

G-BYNB	Boeing 737 800	0337 0615	G-JECA	CL600 RJ	0747 0831
C-GTDB	Airbus 320	0803 0923	G-SMDB	Boeing 737 300	0925 1054
G-RJXJ	EMB 135	0928 1023	G-MAJI	Jetstream 41	0933 1011
G-RJXC	EMB 145	0937 1037	G-MAJG	Jetstream 41	0940 1025

EC-HKR	Boeing 737 800	0956 1046	VP-CFG	Citation I	0958 1736(30)
G-MAJE	Jetstream 41	1005 1337	OO-DJE	BAe 146 200	1020 1128
EI-COX	Boeing 737	1029 1108	G-UKTD	Fokker 50	1042 1121
G-JECA	CL600 RJ	1052 1138	G-MAJB	Jetstream 41	1103 1140
G-RJXD	EMB 145	1242 1346	G-MAJG	Jetstream 41	1245 1437
G-BNDY	Cessna 425	1249 1601	G-RJXJ	EMB 135	1329 1500
G-RJXC	EMB 145	1340 1506	G-SMDB	Boeing 737 300	1344 1526
G-MAJI	Jetstream 41	1420 1510	G-UKTD	Fokker 50	1443 1552
G-MAJB	Jetstream 41	1452 1535	OO-DJS	Avro 146 RJ85	1455 1538
G-JECA	RJ600 RJ	1547 1642	G-UKTF	Fokker 50	1656 1814
G-RJXC	EMB 145	1659 1808	G-MAJC	Jetstream 41	1703 1507(30)
G-RJXJ	EMB 135	1707 1749	G-MAJG	Jetstream 41	1712 1744
G-RJXD	EMB 145	1716 1801	G-MAJI	Jetstream 41	1730 1812
G-MAJE	Jetstream 41	1736 1830	G-SMDB	Boeing 737 300	1757 1911
G-MAJB	Jetstream 41	1831 1907	OO-DJX	Avro 146 RJ85	1848 2000
G-JECA	RJ600 RJ	1904 1959	G-RJXJ	EMB 135	1956 0724(30)
G-RJXC	EMB 145	2002 0735(30)	G-MAJG	Jetstream 41	2005 0726(30)
G-UKTD	Fokker 50	2007 0634(30)	G-BYNB	Boeing 737 800	2016 2213
G-MAJI	Jetstream 41	2034 0704(30)	G-RJXD	EMB 145	2056 2135
G-MAJB	Jetstream 41	2119 0653(30)	G-MAJE	Jetstream 41	2130 0720(30)
G-SMDB	Boeing 737 300	2132 0650(30)	OO-DJZ	Avro 146 RJ85	2219 0630(30)
C-GTDB	Airbus 320	2121 0815(30)	G-FCLC	Boeing 757	2339 0027(30)

30 Tuesday

G-BYNB	Boeing 737 800	0344 0538	G-LCRC	Boeing 757	0647 0748
G-JECA	CL600 RJ	0729 0824	G-UKTB	Fokker 50	0800 0846
G-OHAT	CitationJet	0821 1130	G-VOAR	PA-28 Archer III	0905 1614
G-SMDB	Boeing 737 300	0919 1050	G-MAJI	Jetstream 41	0923 1004
G-RJXJ	EMB 135	0932 1510	G-RJXC	EMB 145	0934 1518
G-MAJB	Jetstream 41	0945 1344	G-MAJE	Jetstream 41	0949 1037
G-UKTD	Fokker 50	1013 1102	G-MAJG	Jetstream 41	1018 1114
G-BLDK	Robinson R-22	1026 1304	9H-ABS	Boeing 737 300	1029 1142
OO-DJG	BAe 146 200	1031 1109	El-CKP	Boeing 737	1033 1125
G-RJHX	EMB 145	1038 1342	G-BJYD	Cessna F152	1041 1114
G-JECA	RJ600 RJ	1051 1133	OY-BTZ	PA-31 Navajo	1127 1202
G-OGAZ	Gazelle	1129 1436	G-MAJE	Jetstream 41	1256 1436
G-SMDB	Boeing 737 300	1336 1529	G-BDYD	Rockwell 114	1411 1026(01)
G-MAJI	Jetstream 41	1412 1501	G-UKTD	Fokker 50	1418 1549
C-GTDB	Airbus 320	1425 1729	OO-DJK	Avro 146 RJ85	1446 1552
G-MAJG	Jetstream 41	1452 1532	G-JECA	RJ600 RJ1555	1639
G-UKTA	Fokker 50	1646 1807	HB-IEE	Boeing 757	1700 0942(31)
G-MAJE	Jetstream 41	1704 1748	G-RJXC	EMB 145	1708 1816
G-MAJI	Jetstream 41	1720 1800	G-RJXH	EMB 145	1724 1805
G-MAJB	Jetstream 41	1740 1832	G-SMDB	Boeing 737 300	1735 1938
G-RJXJ	EMB 135	1802 1851	G-MAJG	Jetstream 41	1835 1912
OO-DJQ	Avro 146 RJ85	1900 1945	G-OLDJ	Lear Jet 45	1908 1301(31)
G-JECA	CL600 RJ	1911 1950	G-MAJC	Jetstream 41	1958 1345(31)
G-UKTD	Fokker 50	2009 0706(31)	G-MAJE	Jetstream 41	2014 0747(31)
G-RJXC	EMB 145	2016 0751(31)	G-MAJI	Jetstream 41	2025 0710(31)
G-RJXJ	EMB 135	2036 0728(31)	G-BYNB	Boeing 737 800	2045 0913(31)
G-MAJB	Jetstream 41	2124 0731(31)	G-MAJG	Jetstream 41	2125 0703(31)
G-SMDB	Boeing 737 300	2152 0641(31)	G-RJXH	EMB 145	2200 0735(31)
OO-DJS	Avro 146 RJ85	2230 0632(31)			

31 Wednesday

C-GTDB	Airbus 320	0242 0800	G-JECA	CL600 RJ	0740 0826
G-UKTA	Fokker 50	0805 0944	TF-SUN	Boeing 737	0817 0917
G-BSBW	JetRanger	0918 0936	F-GVJB	Pilatus PC-12	0918 1425
G-RJXJ	EMB 135	0927 1504	G-MAJG	Jetstream 41	0932 1023

G-SMDB	Boeing 737 300	0936 1055	G-RJXC	EMB 145	1000 1512
G-MAJE	Jetstream 41	1001 1043	G-MAJI	Jetstream 41	1003 0716(01)
G-MAJB	Jetstream 41	1006 1101	G-UKTD	Fokker 50	1018 1217
OO-DJG	BAe 146 200	1040 1130	G-JECA	CL600 RJ	1050 1141
G-RJXH	EMB 145	1053 1340	CS-DNX	Hawker 800XP	1057 1221
El-COX	Boeing 737	1059 1146	N900CB	Cessna 421C	1106 1508(02)
G-MAJG	Jetstream 41	1253 1438	G-BYOD	T67C Firefly	1302 1621
G-SMDB	Boeing 737 300	1337 1527	OO-DJK	Avro 146 RJ85	1442 1546
G-MAJB	Jetstream 41	1448 1548	G-MAJE	Jetstream 41	1502 1550
G-JECA	CL 600RJ	1541 1636	G-UKTD	Fokker 50	1606 1741
G-RJXH	EMB 145	1700 1803	G-MAJG	Jetstream 41	1702 1751
G-RJXC	EMB 145	1704 1809	G-RJXJ	EMB 135	1707 1755
G-UKTE	Fokker 50	1710 2004	C-GTDB	Airbus 320	1736 1843
G-MAJC	Jetstream 41	1745 1830	G-SMDB	Boeing 737 300	1801 1910
G-MAJE	Jetstream 41	1808 1847	N82CW	CL604 Challenger	1815 1838
G-MAJB	Jetstream 41	1850 1925	OO-DWC	Avro 146 RJ100	1853 1937
G-BYNB	Boeing 737 800	1904 0913(01)	G-JECA	CL60 RJ	1907 1954
RJXC	EMB 145	1957 0742(01)	G-RJXJ	EMB 135	1206 0721(01)
G-MAJG	Jetstream 41	2014 0658(01)	CS-DNX	Hawker 800XP	2036 1112(01)
G-UKTD	Fokker 50	2102 0627(01)	G-MAJE	Jetstream 41	2106 1347(01)
G-RJXH	EMB 145	2116 1343(01)	G-MAJC	Jetstream 41	2133 0732(01)
G-SMDB	Boeing 737 300	2136 0645(01)	G-MAJB	Jetstream 41	2140 0714(01)
OO-DJZ	Avro 146 RJ85	2223 0640(01)	C-GTDB	Airbus 320	2342 0039(01)

From and To

01) N220SC/Biggin n/s Guernsey; N5003G/Olbia n/s Hawarden; 02) CS-DFB/Tours-Edinburgh; OO-SXB/F & T Kortrijk; 03) CS-DFB/Edinburgh-Madrid; D-IANA/F & T Nice; PH-AJS/F & T Weert; N2683Y/Liverpool-n/s; CS-DFB/Madrid n/s Le Bourget; 04) N9AY/F & T Elstree; F-HACA/F & T Le Bourget; EI-DAB/F & T Bristol; N35AL/Newcastle-Jersey; 05) F-GSCN/Heathrow-Edinburgh; N220SC/Guernsey n/s Isle of Man; N213CT/Bournemouth n/s Oxford; N198SL/F & T Jersey; OY-JKH/Olbia-Manchester; 06) CS-NS/Edinburgh-Tours; D-CAVE/Arrecife-Kharlshue; N79EL/Blackbush-EMA; N451QS/???-Bangorl 07) N198SL/F & T Jersey; 08) OY-GGG/Sonderborg-Aarhus; N421CA/F & T Isle of Man; N79EL/EMA-Blackbush; D-IGOS/Munich-Maastricht; 09) N273TB/Luton-Welshpool; N220SC/IoM n/s Guernsey; N708SP/Lydd-Luton; D-ICHS/F & T Hannover; EI-WYO/EMA-IoM; OY-GGG/Karup-Sonderborg; 10) N525AD/F n/s T Edinburgh; HB-GPF/F & T Lausanne; N184CD/F n/s T Turweston; N1120Z/Newcastle-Tollerton; N708SP/Luton-Biggin Hill; 11) N273TB/Welshpool-Elstree; N411QS/Dallas n/s LeBourget; N228CX/ F n/s T Southend; CS-DNK/Farnboro-Palma; VP-CFG/Biggin n/s Albi; 12) N80533/F & T Popham; N421CA/F & T IoM; N55EN/F & T Elstree; 13) EC-HIN/F & T Madrid; 14) N170SW/Rogers-Cologne; 15) VP-CFG/Albi n/s Guernsey; 16) N33CJ/F n/s T Blackpool; N900CB/Guernsey n/s Bergamo; N500UD/Sleap n/s; D-INUS/Coventry-Luxembourg; 17) F-GJPN/F & T Troyes; F-GRB/F & T Troyes; N198SL/F & T Jersey; 18) F-GNFH/F Reims n/s; N170SW/Cologne-Detroit; N6107Y/F & T Jersey; 19) N250SM/Jersey-Edinburgh; N900CB/Bergamo n/s Guernsey; 20) CS-DNT/Palma-Dublin; N44QS/St Maarten-Dallas; 21) D-IHOL/Munster-Inverness & return; N250SM/Edinburgh-Jersey; 22) N198SL/F & T Jersey; VP-CFG/Albi-IoM; CS-DNM/Nice-Porto; 23) I-TOPJ/ F & T Milan; F-GOCT/F & T Le Bourget; 24) EI-CDX/F & T Waterford; 25) VP-CFG/IoM-Guernsey; N451QS/Dallas n/s Teterboro; OE-GMI/Le Bourget-Munich then F n/s T Munich; 27) HB-ITY/F & T Charles de Gaulle twice; N198SL/F & T Jersey; CS-DNT/Luton n/s Palma; 28) LN-BRV/F & T Oslo; LX-ONE/F & T Luembourg; 29) VP-CFG/F & T Waterford; 30) OY-BTZ/ F & T EMA; 31) F-GVJB/Charleroi-Edinburgh; CS-DNX/Helsinki-Toulouse; N900CB/F & T Guernsey; N82CW/Newcastle-Manchester.

Overshoots

02) ZH887/Ascot511; XX500/CWL65; 03) XX498/CWL70; G-BWXD/CFN14; XX500/CWL64; 04) G-BYOB/CFN14; 05) G-BWXB/CFN10; 08) XX491/CWL67; G-BWXD/CFN10; 11) ZH883/ Ascot508; XX498/CWL67; XX500/CWL74; 13) XZ587/Rescue128; 18)? /CFN10; XX482/CWL66; 19) G-BWXS/CFN10; 22) XX482/CWL67; 24) XX496/CWL73; XX493/CWL68; 29) XX498/CWL76; XX496/CWL78; G-YPOL/Police42; 30) XX491/CWL63;

LBA Movements Review - October 2001

The Cheyenne N220SC has been replaced for a while by the Citation VP-CFG using the callsign "Sark 1" but on the 1st it was back, it night stopped from Biggin to Guernsey. It was also noted night stopping on the 5th from Guernsey to the Isle of Man, the 9th from IoM to Guernsey but on the 11th Citation VP-CFG was back as "Sark 1" from Biggin n/s to Albi and again on the 15th from Albi n/s to Guernsey. It was back again still as "Sark 1" on the 22nd from Albi to the IoM and on the 25th from the IoM to Guernsey and finally on the 29th from and to Waterford,

The UK Beechjet demonstrator N5003G night stopped on the 1st from Olbia to where it is believed to be based Hawarden. The first Netjets of the month was Falcon 900 CS-DFB from Tours to Edinburgh on the 2nd and it was joined by the EMB 121OO-SXB from and to Kortrijk. CS-DFB was back on the 3rd from Edinburgh to Madrid and Madrid n/s Le Bourget along with King Air B200 D-IANA from and to Nice, TBM700 PH-AJS from and to Weert and the night stopping Cessna 421C N2683Y from Liverpool. Cessna 421C N9AY on the 4th was from and to its base at Elstree whilst the Citation II F-HACA was from and to Le Bourget and the Citation Bravo EI-DAB was from and to Bristol as "Gojet 445" and the Seneca V N35AL was from Newcastle to its base in Jersey.

On the 5th Falcon 900 F-GSCN was from Heathrow to Edinburgh and the Corgi Toys King Air C90 N21 was from Bournemouth n/s to Oxford, Lear Jet 60 OY-JKH called "Vampire 105" on its flight from Olbia to Manchester. Making its first visit of the month on the 5th was Citation Bravo N198SL of Sealpoint Aviation using the callsign "Beauport 4SL" from and to Jersey, it also visited on the 17th, 22nd and the 27th with the same callsign. Another Netjets on the 6th in the shape of the Falcon 2000 CS-DNS from Edinburgh to Tours, also noted that day were Lear Jet 35A D-CAVE as "Ambulance 970" from Arrecife to Kharlschrue and Gulfstream IV N451QS which arrived from points unknown and departed to Bangor, Beechjet N79EL was from Blackbushe to its home at EMA.

On the 8th Citation VII OY-GGG was "Mermaid 5713" from Sonderborg to Aarhus and two Cessna 421C's were N421CA n/s from and to the IoM and D-IGOS which was from Munich to Maasticht, N79EL was back from EMA to Blackbushe. A German Cessna 525 CitationJet on the 9th was D-ICHS from and to Hannover with the Baron N273TB in from Luton and out to Welshpool, Irish Navajo EI-WYO was from EMA to IoM and the Lear Jet 45 N708SP was from Lydd to Luton whilst Citation VII OY-GGG returned as "Mermaid 4713" from Karup to Sonderborg. Night stopping on the 10th was Cessna 525 CitationJet N525AD from and to its base at Edinburgh whilst the King Air 350 HB-GPF was from and to Lausanne, also night stopping that day was the Cirrus SR20 N184CD from and to its base at Turweston. The King Air 200 N1120Z called in from Newcastle to Tollerton as "Clifton 91" and the Lear 45 N708SP was back from Luton to Biggin.

On the 11th Baron N273TB was from Welshpool to Elstree and the TBM700 N228CX did a night stop from and to its base at Southend, Hawker 800XP CS-DNK called in from Farnboro to Palma and the Gulfstream IV SP N411QS was from Dallas n/s and out to Le Bourget. All American on the 12th with Baron N55EN from and to Elstree, Cessna 421C N421CA from and to the IoM and Cessna 172M N80533 from and to its base at Popham. From and to Madrid as "Gestair 391" on the 13th was Cessna 525 CitationJet EC-HIN and on the 14th Global Express N170SW owned by Wal-Mart (who own ASDA) was from Rogers to Cologne. Another CitationJet on the 16th was N33CJ night stopping from and to its base at Blackpool, also doing night stops that day were Cessna 421C N900CB from Guernsey to Bergamo and Navajo N500UD from its base at Sleep, using the callsign "Witchcraft 462" was Cessna 406 D-INUS from Coventry to Luxembourg.

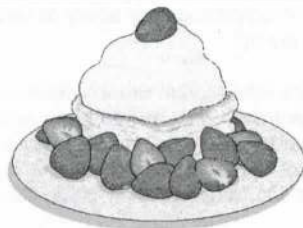
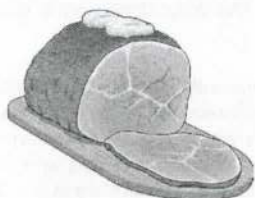
On the 17th the two Metroliners were for the football and brought in spectators from and to Troyes as Champagne 061"/F-GJPN and "Champagne 040"/F-GTRB. Night stopping from Reims on the 18th was the Boeing 737 F-GNFH as "Aeris 355", from & to Guernsey was the Rockwell 114B N6107Y whilst the Global Express N170SW flew back from Cologne to Detroit. On the 19th Beauport were using the Citation Excel N250SM from Jersey to Edinburgh as "Beauport 2SM" and the Cessna 421C N900CB was from Bergamo n/s to Guernsey. Another Netjets on the 20th when the Hawker 800XP CS-DNT was from Palma to Dublin and night stopping was the Gulfstream V N504QS from St Maarten (in the Netherlands Antilles) to Dallas!!

On the 21st the CitationJet D-IHOL was calling "GZA1271" when it was came from Munster and went to Inverness first then returned later, back again was the Excel N250SM with the same Beauport callsign from Edinburgh to Jersey. Hawker 800XP CS-DNM was noted on the 22nd from Nice to Porto whilst on the 23rd

callsigns in use were Beechjet 400 I-TOPS as "Euraviation 400" from and to Milan and Falcon 50 F-GOCT as "Occitania 118" from and to Le Bourget. On the 24th the Cessna 210K EI-CDX was from and to Aterford. Gulfstream IV N451QS returned on the 25th and was from Dallas n/s to Teterboro and joining it was Citation Ultra OE-GMI using callsign "JAF 241" from Le Bourget to Munich and from Munich n/s back to Munich. Visiting twice on the 27th from and to Charles de Gaulle each time was the F-27 B-ITY as "Farnair 124". From and to Oslo on the 28th was Boeing 737 LN-BRV with the callsign "Braathens 8147" and joining it was the Lear Jet 35A LX-ONE owned by Ducair SA and using callsign "Duke 1 ambulance" from and to Luxembourg.

The survey Navajo OY-BTZ visited on the 30th from and to its base at EMA and to end the month on the 31st we had Pilatus PC-12 F-GVJB from Charleroi to Edinburgh, Hawker 800XP CS-DNX from Helsinki to Toulouse, Cessna 421C N900CB from and to Guernsey and Challenger N82CW from Newcastle to Manchester. Not much from the military this month, on the 4th Gazelle ZA773 arrived from Netheravon calling "Army445", on the 8th Gazelle XZ311 was "Army373" from Shawbury to points unknown and return and on the 18th Islander ZG845 was from and to Middle Wallop as "Army 117". Twin Squirrel F-GSJP which had arrived here on August 23 from Fairoaks has been repainted as G-JPAL and departed back to Fairoaks as such on the 9th using callsign "Starspeed 20". From Aberdeen to Dubrovnik on the 20th was the Airbus 320 9A-CTJ "Croatia 2509P". Cessna 421C N132CK which had been here since the 12th May finally departed to Weston on the 28th. The Shorts 360 EI-BPD of Air Arran which was written off at Sheffield has now turned up on the fire dump here at the LBA.

Terry Sykes



SOCIETY DINNER

Friday 12 April 2002

Yes - this is the date we have booked for the next Society Dinner. Please put the date in your new 2002 diary. Venue - Peasehill House Hotel, Harrogate Road, Rawdon, Leeds. Time - evening! Cost - approximately £16 per person. Deposit - £ to be decided. Guest speaker - to be advised. Your contact on the committee is John Dale (tel: 0194 387 5315) who is leading the "dinner team".



MILITARY MATTERS



KEY DATES IN RAF HISTORY 1918-1998

1984

- 30 Mar The Vulcan came to the end of its operational life with the disbandment of 50 Squadron at RAF Waddington. Efforts are currently being made to make Vulcan HX558 airworthy in the "Vulcan to the Sky" project. Perhaps the Society should contribute to this project in some way?
- 01 Oct The Royal Auxiliary Air Force (RAuxAF) celebrated its 60th Anniversary. After something of a demise the RAuxAF has achieved a more important role recently (see a series of articles planned for 2002)
- 18 Dec Announced that the final selection of a new basic trainer for the RAF would be between the Brazilian-designed Embraer Tucano to be built by Shorts and the Swiss-designed Pilatus PC9 to be built by British Aerospace. In the event, the choice went to the Tucano whereas most other countries went for the Pilatus. Subsequent experience has shown that "other countries" made the better choice.

1985

- 25 Feb Wessex HC2 XT674 of 22 Squadron at RAF Valley flew the 3000th search and rescue operation from Valley since 1955: over 2000 people had been rescued.
- 18 Sep Harrier GR3 and GR4s from RAF Gutersloh operated from German autobahns for the first time, demonstrating their ability to use a 2km length of one lane. The operations centre was located in a lay-by!

1986

- 08 Jan The RAF Marine Branch disbanded at RAF Mount Batten, Plymouth. The need for High Speed Launches (HSLs) had been superseded by the use of helicopters for air-sea rescue.
- 21 Nov For the first time, a fully loaded passenger-carrying RAF transport was air refuelled. Carrying 129 troops from 5 Airborne Brigade a VC10 C1 of 10 Squadron rendezvoused with a VC10 K2 of 101 Squadron over Sicily. The C1 completed a non-stop flight of 1200 miles in 9hr 30min.

1987

- 01 Apr The Queen Mother attended the farewell to RAF Hendon, one of the services most historic bases on the occasion of its lamented closure. It is now the venue for the Metropolitan Police College but an RAF presence remains in the shape of the magnificent RAF Museum. An up-to-date report will be included in the military pages shortly.
- 01 Jul No 1 Squadron, normally land-based at RAF Wittering, deployed on HMS Ark Royal for an exercise: five Harriers, together with 65 personnel, spent a week training for operations against land and sea-based targets. This was a precursor to the recently-formed Joint Harrier force.
- 01 Sep Tornado ZE155 was the first F3 to make a transatlantic crossing, supported by a Tristar tanker. Later in the month (24th) the first unrefuelled crossing by a UK fighter was made by Tornado ZE153 which covered the 2200 nautical miles from Canada in 4hr 45min.

1988

- 05 May RAF St Athan returned one of the world's first rocket powered fighters to Germany when Messerschmitt Me 163 Komet 191904 was handed over to the new Aviation Heritage Centre at Oldenburg.
- 01 Jun Two Nimrod crews from 206 Squadron at RAF Kinloss conducted a 14-hour low level operation at the North Pole in support of two RN nuclear-powered hunter-killer submarines which had surfaced at the Pole.

Credit: Brace by Wire to Fly-by-Wire.

Eric Martin

CHRISTMAS COMEDY CRACKER



The Britannia B757 was making its approach into LBA. A typical winter's evening with a howling westerly wind. The Britannia pilot asked if the aircraft ahead of him on the approach "had a readout of the winds at 3000". The British Regional Jetstream came right back "Hey we're a Jetstream 41, we're lucky to know what county we're flying over!!!"

Leeds Controller: "Alpha Bravo your Mode Charlie appears not to be working"

Alpha Bravo: "I'll re-cycle it"

Leeds Controller: "I have it now, showing passing 1,400 feet now"

Alpha Bravo: "I'm showing 1,450 feet"

Leeds Controller: "That's close enough for government work"

Unidentified Pilot: "If I could just get you to do my taxes....."

A light aircraft pilot had a nice visit with my parents far away and, as usual, promised to call as soon as he arrived home safely at Leeds/Bradford.

A mag problem and weather delays made the trip longer than normal, but he eventually got near home and had this exchange with Leeds Approach:

Pilot: "Leeds Approach, good evening, G-ABCD, inbound Leeds with information Echo"

Leeds Approach: "Golf Charlie Delta, is there a "Mark" on board?"

Pilot sheepishly: "Uhh, yes"

Leeds Approach: "CALL YOUR MOTHER!"

Noted recently, stencilled on the engine cowl of a certain airliner:

"Do not open fan cowl door until leading edge slats are retracted and deactivated. See instructions inside door"

Yesterday, Ireland had what will be its worst ever aircraft disaster. A small two-seat Cessna crashed on a cemetery. Irish Search and Rescue teams have so far recovered 382 bodies, but digging continues.

Texan Business Jet just handed on to London Control while over the Irish Sea:

In typical Texan drawl: "London, Gulfstream November 1 2 with you, flight level 370, we have Liverpool and the rest of your little island in sight"

London: "O.K. November 1 2, just orbit our little island twice and we'll give you clearance to continue!!"

Tower: "Airline XXX, it looks like one of your baggage doors is open"

Captain (after quickly scanning the flight panel): Ah thanks tower, but you must be looking at our APU door"

Tower: "Okay, Airline XXX, cleared for takeoff"

Captain: "Cleared for takeoff, Airline XXX"

Tower (during the takeoff roll): "Airline XXX, ahh ... it appears that your APU is leaking luggage..."

A young boy took his first ever flight in a glider for a birthday treat. The instructor had to fly from the front seat to keep the weight and balance of the glider within the envelope. The instructor found a weak thermal and racked the glider into a steep 360-degree turn.

Since he was concentrating on milking all the lift he could from the thermal, he neglected to keep his young passenger apprised of what he was doing.

After completing about twenty consecutive 360s, a weak, quivering voice from the back seat asked, "What's the matter mister, is it stuck?"

David Wooler



LEEDS/BRADFORD NEWS

As you would expect, this month's section starts with the sad news of the demise of SABENA on Tuesday 6 November. I have always considered Sabena the success story at LBA. From Embraer Brasilia twice a day the service had blossomed into a five times a day RJ 85 / RJ 100 operated service, with over 10,000 passengers a month using the service.

If any good can come out of this, it was the service was restored very quickly. As DAT who operated the RJ's on behalf of Sabena stated they would commence a twice daily ATR-72 service from Friday 9 November. The airport quickly added the news to the LBA WEB site. However the press release quickly disappeared and the service never materialised on the Friday.

Meantime bmi (see press release below), announced they would launch a three times a day EMB-145 service commencing Monday 12 November. This, I am pleased to report, happened, a BAe 146 being ferried into LBA to operate the Paris service for a few days, until a third EMB-145 was allocated to LBA.

From the bmi WEB site:

bmi british midland is launching new services on 12 November 2001 to Brussels from Manchester and Leeds/Bradford airports ensuring that competition, consumer choice and continuity of service are protected from regional airports.

bmi will launch three services per day from both Manchester and Leeds/Bradford airports to Brussels. Flight times have been scheduled to ensure that travellers are able to enjoy a full day's business or leisure in the city. The services from Manchester will be operated on an 80 seat BAe 146 jet aircraft and from Leeds/Bradford on a 49 seat Embraer 145 jet aircraft, both offering customers a two class style of service. The Manchester service will also be of further benefit to travellers, who will be able to connect at Manchester onto bmi transatlantic services to Chicago O'Hare and Washington. For the month of November, passengers holding Sabena tickets for a confirmed reservation on a Sabena flight between Brussels and Leeds/Bradford, Manchester or Edinburgh can receive a 25 per cent discount.

The launch of the new services brings the number of bmi UK departing destinations for Brussels to five, with 34 flights per day; bmi will now serve Brussels from London Heathrow, Edinburgh, East Midlands, Manchester and Leeds/Bradford airports.

bmi is seeking a long term commitment from the airport authority at Brussels for suitable slots for the two new routes, so as to prevent any future passenger disruption.

The airline is also proposing to launch from 1 December 2001 a new Birmingham to Brussels route. bmi will again be seeking a long term commitment from Brussels airport on suitable slot times.

Schedule from/to LBA - times as follows:

LBA TO BRUSSELS

BD611	0710	0930	12345
BD611	0800	1020	6
BD613	1400	1620	12345
BD615	1800	2020	12345 7

BRUSSELS TO LBA

BD612	1020	1040	12345
BD612	1120	1140	6
BD614	1650	1710	12345
BD616	2030	2050	12345 7

The airport WEB site showed the following announcement regarding passenger figures:

As with companies in every section of the aviation business, ranging from aircraft manufacturers to providers of in-flight meals; aviation fuel suppliers to duty-free shops, Leeds Bradford International Airport (LBA) has been caught up in the current recessionary state of affairs.

Sadly for LBA, the current climate coincides with its 70th anniversary year when, had not the events of September 11 been imposed on an apparently unsuspecting world, this could have been its most successful year ever in terms of passenger totals.

But even now, all is not lost: improved passenger totals in the last two months of the year could be ahead of those of the comparative months of 2000: meaning there is still a chance of birthday cheer.

The overall total of passengers using LBA in the first ten months of this year was, despite a fall in October's figures, 1,351,623 against 1,342,444 for the comparative ten months of last year: meaning that if they improve in November and December, last year's annual total (1,575,275) could still be beaten, adding up to seven years of continuous increases.

The airport's fall in October totals was in line with airports world-wide. LBA's fell by 13.67% to 132,322

against 153,273 passengers in the same month last year.

Hardest hit were Scheduled Services (down 21.16% to 69,398 against 88,024 last October). Of these, International Scheduled Services suffered a fall of 25.97% (35,304 against 47,689); with a smaller reduction of 15.47% (34,304 against 40,335) on Domestic Scheduled Services.

Inclusive Tour flights fared better, with a fall of only 3.56% (62,924 against 65,249 in October 2000).

Services which came off best last month included bmi british midland's Edinburgh route with 3,389 passengers against 2,880 in October 2000 (up 17.67%). The same company's Jersey total was up 11.24%. British Regional's Dublin service passengers increase by 24.96% to 6,018, against 4,816) and the same company had an increase of 3.38% on its Southampton flights.

Of the three "hub and spoke" links with European airports, bmi's Paris (Charles de Gaulle) came off best with an increase of 5.45% to 4,898 on last October. KLMuk's Amsterdam service total fell by 13.94% (12,258 last October to 10,549 this year) and Sabena's Brussels route suffered a fall of 23.93% from 9,613 to 7,313.

Ryanair's Dublin route had the largest percentage drop in the month (down 60.04% to 6,525 from 16,328), whilst British European's Belfast City total was down 13.19% from 7,467 to 6,482.

The service which airport officials are counting on to help put annual figures back into the constant climb mode is British Airways Express re-introduced Gatwick link (from 28 October), which carried 5,266 passengers in October 1997 before it was closed down. Since then, there have been constant calls from passengers for it to be restarted and the hope is that it will add 50,000 plus passengers a year to LBA's annual total.

LBA is celebrating its 70th year as an airport, and a very interesting potted history has appeared on the airport's WEB site (see our magazine next month).

Steelwork for the second airbridge was delivered on Thursday 15 November 2001, and the apron "Alpha Taxiway" was closed between exits Bravo and Charlie, while the structure is put in place. By the following Tuesday the first section was attached to the terminal in the vicinity of Stand 6.

Another change in public transport services occurred in October and **from the airport WEB site** the details are as follows:

Metro (West Yorkshire Passenger Transport Executive) and Leeds Bradford International Airport are providing a modern and improved bus service, serving passengers and employees travelling between Leeds and the airport.

Cllr Mick Lyons, Chair of the West Yorkshire Passenger Transport Authority, launched the new service at 1100 on Friday 19 October 2001 together with Cllr Denise Atkinson MBE, Chair of Leeds Bradford International Airport.

Cllr Lyons said "By working closely with the airport and train and bus operators we have delivered a new branded, hourly, fully accessible bus service with more pick-up points. I am sure this new improved service will bring many benefits to passengers and workers going to Leeds Bradford International Airport. This has been achieved as a result of the hard work put in by all parties".

Cllr Atkinson said "I welcome the proposal as it marks better integration between public transport and air travel and I look forward to developing more innovative initiatives with WYPTA as part of the Airport's Sustainable Surface Access Strategy".

The new buses, provided by Aztecbird, will have low floor access for ease of use for wheelchair users, people with mobility problems and people with buggies and will contain luggage space. The service links Leeds City Centre (including Leeds Bus Station and Leeds Rail Station) to the airport via Kirkstall Road, Horsforth New Road Side and Rawdon Cross Roads. The new service also provides a link from Otley and Pool to the airport. Services are hourly from Leeds City Bus Station to the airport from 0500 to 2200. Concessionary Permits and MetroCards will now be accepted on the service and family tickets are available from the bus operator as well as single or return add-on tickets being available from the train operators. Metro has produced an information leaflet which can be obtained from Metro Travel Centres or by telephoning MetroLine on 0113 245 7676. The new bus service is provided by Aztecbird in accordance with the requirements of the West Yorkshire Passenger Transport Authority and Leeds Bradford International Airport.

For the bus enthusiasts among you Aztecbird have obtained V85EAK and V95EAK, Neoplan N4016's for the service (which I am told are rare in this part of England!!). Ironically the buses originate from Hallmark, at Gatwick.

AIRPORT NEWS

The French Government has announced the site of a third airport for the capital, and it has chosen a small town of 1,900 inhabitants in the Somme department, 130 kilometres (80 miles) to the north of Paris.

The name of Chaulnes is not unknown to historians. It once boasted a chateau - home to the Dukes of Chaulnes. In World War I it featured in the battle of the Somme. But other than that, it is an unexceptional farming community languishing among melancholy sugar-beet fields.

It appears little prepared for the fame about to be thrust upon it. There has been talk of a third airport for a decade now. According to figures from France's civil aviation authority (DGAC), the number of passengers using Charles de Gaulle and Orly is set to double in the next twenty years to 140million. While in theory the airports could be expanded, the government has already made commitments to angry residents that their capacity will be restricted - making the building of a third pole inevitable.

Chaulnes won out over the seven other sites - four to the east of Paris, one to the south-west, and two others also in the Somme - because its advantages are clear. It lies at the conjunction of two motorways - one heading north from Paris to Belgium and the English Channel, the other providing an east-west link. It is also on the TGV fast train line to Brussels and London. Indeed, regular users of the Eurostar service will recognise the spot, because it is also the site of an almost totally unused railway station on the TGV line, known humorously as "the sugar-beet stop". This was built as a sop to politicians of the nearby city of Amiens, who were disappointed that they were bypassed by the TGV line. Suddenly the station has found a purpose.

Chaulnes may lie at some considerable distance from the capital, but for its promoters this is more than offset by the fact that with its fast connections it could also draw passengers travelling to Belgium, Holland and even Britain.

On the down side, opponents point out that the A1 motorway and the TGV line are already saturated, so new parallel services will have to be built - adding to the nine billion euros that the airport will cost. Then, of course, there are the residents themselves of Chaulnes and the surrounding area. If some welcome the prospect of economic development, others fear the destruction of their rural lives. Around 17,000 people will be living within the so-called "noise-sensitive" zone once the airport is built, and 1,000 will have to be re-housed as the hamlets of Vermandovillers and Lihons are razed to make way for the runway. And, finally, there are the silent residents - the thousands of soldiers from World War I who were killed near here in the battle of the Somme. Chaulnes lay at the southern end of the Allied offensive of July 1916, and before the end of the war it had changed hands three times. Small British and French war cemeteries that lie nearby may have to be moved if the airport is built.

On an altogether different scale is the German graveyard at Vermandovillers, which is directly in the path of the planned runway. It contains 23,000 bodies. No one has decided what to do with them.

Sheffield has received another blow after Aer Arran dropped its Dublin to Sheffield service on 29 October, less than a year since the service was launched.

UK Airports Passenger Figures

	July 2001	July 2000	% +/-
1. Heathrow	6,099,142	6,321,726	- 3.52%
2. Gatwick	3,529,593	3,484,220	1.30%
3. Manchester	2,199,759	2,049,245	7.34%
4. Stansted	1,484,131	1,295,587	14.55%
5. Birmingham	854,302	820,302	4.14%
6. Glasgow	835,367	811,253	2.97%
7. Luton	636,467	629,699	1.07%
8. Edinburgh	597,332	563,729	5.96%
9. Belfast Int.	420,390	367,377	14.43%
10. Newcastle	399,953	368,943	8.41%
11. Bristol	309,812	235,651	31.47%
12. East Midlands	294,455	266,772	10.38%
13. Aberdeen	249,712	236,607	5.54%
14. Liverpool	202,998	181,614	11.77%
15. Cardiff	188,520	192,121	- 1.87%
16. Jersey	175,501	198,691	-11.67%
17. Leeds/Bradford	151,593	155,002	- 2.20%

18. London City	151,313	141,018	7.30%
19. Prestwick	141,750	105,760	34.03%
20. Belfast City	96,330	121,694	-20.84%
21. Guernsey	89,759	94,144	- 4.66%
22. Teesside	85,727	84,348	1.63%
23. Southampton	82,921	82,148	0.94%
24. Isle of Man	66,986	66,024	1.46%
25. Humberside	45,004	48,045	- 6.33%
26. Norwich	39,863	37,977	4.97%
27. Inverness	36,216	36,164	0.14%
28. Exeter	33,546	30,537	9.85%
29. Bournemouth	22,714	24,704	- 8.06%

AIRLINE NEWS

Easyjet announced sharp rise in passenger numbers in September, bucking the trend among full service airlines. The low cost airline carried 680,000 passengers against 535,000 in the same month in 2000.

Qantas is looking to swell its ranks with an order for fifteen Boeing 737-800 aircraft with options to buy sixty more to replace its ageing fleet of 737-300 and -400 jets. In different times, the order could represent as much as \$910 million, but the current economy might have dropped that figure.

SABENA as reported under Leeds/Bradford news ceased flying on Tuesday 6 November. The plan was to have all aircraft on the ground at midnight; however staff started walking off their jobs around mid-day, causing mayhem at Brussels and many other European airports.

Switzerland has announced that it will spend \$2.65 billion to create a new national airline to replace the ailing Swissair. The money to create the new airline is a combination of about one-third government and two-thirds industry financing. Under the plan, the profitable Crossair subsidiary would be placed in charge of the Swissair group. Even so, at least 9,000 jobs will be cut - but that's better than the estimated 27,000 jobs that would have been lost under another proposal. The new Swiss airline hopes to become fully operational for the Summer 2002 season, consisting of the current Crossair fleet as well as up to twenty-six long haul and twenty-six short haul aircraft from Swissair.

TWA will disappear on 5 December, when the TWA logo and name will officially cease to exist. TWA logos, banners, and signs will be replaced by the American Airlines livery. TWA started in 1925 and was once owned by Howard Hughes.

AIRCRAFT NEWS

In addition to the 20,000 to 30,000 mostly commercial business jobs Boeing will slice out of its ranks by the end of next year, Chairman Phil Condit has warned that the production of the 717 - already experiencing anaemic sales - may be halted altogether. Condit explained that the company examined the benefit of each production line and found them all to be economically viable ... except one.

Along with the 717, the future of the company's Long Beach, California, plant is now in question. Boeing has stepped up its plans to lay off approximately 30,000 workers - most will be slashed by the middle of next year. That's quicker than the original announcement that said 20,000 would be cut by mid-2002 with another 10,000 by the end of next year.

Concorde re-entered commercial service on 7 November. G-BOAE made the first Heathrow to New York revenue earning service since August last year. Among the pax: rock star Sting, who told the Associated Press: "Flying at twice the speed of sound gives you a buzz".

OTHER NEWS

The first test of a hypersonic "scramjet" engine, which scientists believe could one day allow people to fly at eight times the speed of sound, has been held deep in the Australian outback. Researchers say the supersonic combustion ramjet fired to an altitude of 196 miles then was allowed to fall back to earth, at Mach 7.6.

E-mail Dwooler@EGNM.screaming.net

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

David Wooler

ACROSS THE NORTH SEA IN A CESSNA 182



During 1970 I was associated with a local company which acquired Cessna Super 182N: G-AXZU (constructors No. 60104. CofA 16.4.70), which was hangared at Yeaddon ostensibly to facilitate "easier" travel for members of staff required to make visits to customers and suppliers in the U.K. and on the continent.

Thus for a period, excepting when required to make flights much further afield, my colleagues and I were spared the tedious delays in crowded airport terminals and customs halls. Due to its relatively diminutive size, the Cessna was not an ideal mode of transport for our requirements but, nonetheless, it fulfilled its role efficiently and, bad weather apart, comfortably, encompassing flights to destinations as diverse as the, then, rough grass of Cumbernauld to the wide concrete hectares of Copenhagen (Kastrup) and Cologne/Bonn, the photograph of Zulu Uniform having been taken on one to the latter.

On occasions the aircraft was also used in the transportation or entertainment of visiting influential customers, one such excursion being for the benefit of a buyer from New Zealand who, accompanied by yours truly, enjoyed a memorable flight one beautiful late autumn evening, just off shore coursing the seven-mile promenade at Blackpool, to gain a wonderful grandstand view of the town's illuminations reflected in the sea. On the majority of occasions and, in particular, those flights made to the continent, the Cessna was flown by the company pilot: Captain "Ted" Fenton, amiable as he was unflappable: a man who not only inspired confidence but one who, invariably, knew the most attractive route to travel - low over the Rhine following the windmills through Holland is one which springs to mind; and, also, the places where the very cheapest "duty free" could be obtained!

Ted always exuded imperturbability and, if asked, would readily explain the need for the particular course of action he was undertaking; but there was one occasion when even he was unable to assuage the fears of one of his passengers.

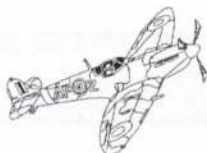
My colleague was a big, blunt, bluff Yorkshireman: on the ground that is for, once inside the tiny Cessna, such characteristics seemed to desert him. On the return leg of a flight from Germany and having re-fuelled at Rotterdam, Zulu Uniform had reached the point half way across the North Sea - never forgotten by former wartime aircrew - where land is completely lost to view when, to free the carburettor from any dangerous particles of ice which may have been forming, Ted chose to quickly decrease and increase the amount of throttle. Immediately, from the large frame alongside me, came a less than confident small voice of enquiry: "What happens if the engine stops?". The skipper, unruffled, replied "Oh, from this height we could glide quite some way". Silence, then, "Aye, mebbe, but which WAY?".

Gerald Myers

Cessna Super 182N
Cologne-Bonn
August 1970
Author



THE GREAT YORKSHIRE AIR SHOW ELVINGTON AUGUST 2001



The annual air show at Elvington is well established. It has now taken on the title "The GREAT YORKSHIRE Air Show" in a 'crib' from the Great Yorkshire Show. It has rightly taken on the adjective 'Great' as it goes from strength-to-strength and has progressively improved over the years since I first attended, more years ago than I care to remember. It has now become a regular family outing; for me, this has the advantage that my son-in-law, Rob, does the driving, as my aversion to driving is well known to regular readers of the military pages. Rob has 'pathfinded' a virtually traffic-free route, which enabled a smooth journey and an early arrival.



Shorts Tucano T1 ZF 243 *Author*

The show was originally primarily a 'large model' show with a few aircraft tacked on to the model flying show. Gradually, the number of aircraft has increased (largely, I believe, due to Ken's influence) with the large models flying early and the aircraft flying later in the day. Regrettably, in some respects, there was some kind of disagreement between the large model enthusiasts and the aircraft enthusiasts (which I needn't go into, even if I knew the background, which I don't) and the model flyers have hived themselves off to the airfield at Rufforth, the home of the York Gliding Centre. Unfortunately, their show is held during the same weekend as Elvington.

The Elvington show is held over the late-August Bank Holiday weekend, which this year was 26-27 August; we attended on the Monday, 27 August. I had to check with Ken that the Red Arrows were displaying on that day, as my granddaughter, Vicky, doesn't consider it an air show if the Arrows aren't there!

On display on the Monday were:

Victor K2	Buccaneer
Hunter	Tornado GR1
Red Arrows	Harrier GR7
Swordfish	Gnat
Spitfire	Apache Aviation PC75
Tucano	KIA Cars Stunt Team
Meteor TT20	Utterly Butterly Stearmans
Battle of Britain Memorial Flight	
Falcons RAF Parachute Display Team	
Power Aerobatics Extra 300 Team	



HS 125 Dominie T1 XS712 *Author*

To my delight, the Battle of Britain Memorial Flight included its Dakota C4 ZA947, which has to be my favourite aircraft, as I was idiotic enough to jump out of them eight times in 1947 (the idiotic things one does at the age of 20, scare one to death at 75, although I was pleased to receive a framed picture of a Dakota for my 75th birthday recently!).

As I said, the Elvington Show goes from strength-to-strength. With Ken's Canadian connections I fully expect to see the Canadian Snowbirds Display Team one year! If you live in Yorkshire and consider yourself an aviation enthusiast, be there in 2002!

Credits: Show Programme. Lesley, Rob and Vicky Kilbey. Joyce and Leslie Shackleton.

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

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

Eric Martin

LEEDS BRADFORD AIRLINE REPORT OCTOBER 2001



INBOUND DIVERSIONS

13	BMA240	GLA	EMA	G-RJXF	E145	EMA	BMA9163
13	BMA214	EDI	EMA	G-RJXA	E145	EMA	BMA9162
20	BRT337	BHD	SZD	G-MAJM	JS41	BHD	BRT338

REGULAR FLIGHTS

AEA174	PM	06/EC-HGQ	13/EC-HBM	20/EC-HGQ	27/EC-HBM	
AEA189	TFS	05/EC-HZS	12/EC-HJQ	19/DivLPL	26/EC-HKR	
AEA215	PM	05/EC-HBN	12/EC-HBN	19/EC-HGO	26/EC-HBL	
AEA235	LPA	01/EC-HKQ	08/EC-HKR	15/EC-HKR	22/EC-HJP	29/EC-HKR
AEA246	LPA	06/EC-HKR	13/EC-HJP	20/EC-HJQ	27/EC-HGP	
AEA259	PM	06/EC-HKQ	13/EC-HKR	20/EC-HBL	27/EC-HGO	
AIH313	MIR	07/G-VCED	14/G-DJAR	21/G-VCED	28/G-VCED	
AIH317	MAH	04/G-TMDP	11/G-COEZ	18/G-COEZ	25/G-TICL	
AIH349	REU	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH351	TFS	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH355	LPA	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH357	AGP	04/G-YJBM	11/G-SUEE	18/G-SUEE	25/G-TMDP	
AIH361	ACE	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH363	GRO	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH367	BJV	01/C-GTDB	08/C-GTDB	15/C-FTDF	22/C-GTDB	
AIH369	FUE	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH371	LCA	01/C-GTDB	08/C-GTDB	15/C-FTDF	22/C-GTDB	29/C-GTDB
AIH373	ALC	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH379	FAO	07/C-GTDB	14/G-RDVE	21/C-GTDB	28/C-GTDB	
AIH381	AGP	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH385	PM	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH387	ALC	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH389	IBZ	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH391	MAH	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH395	PM	07/C-GTDB	14/C-FTDF	21/C-GTDB	28/C-GTDB	
AMC5203	MLA	02/9H-ABS	09/9H-ABS	16/9H-ADH	23/9H-ADH	30/9H-ABS
AMM639C	FAO	04/G-OOOS	11/G-OOOI	18/G-OOOU	25/G-OOOG	
BAL042A	ALC	06/G-BYNB	13/G-BYNC	20/G-BYNC	27/G-BYNB	
BAL076A	MAH	06/G-BYNB	13/G-BYNC	20/G-BYNC	27/G-BYNB	
BAL089A	CFU	05/G-BYNB	12/G-BYNC	19/G-BYNC	26/G-BYNB	
BAL127A	IBZ	01/G-BYNC	08/G-BYNB	15/G-BYNC	22/G-BYNC	29/G-BYNB
BAL204A	PM	01/G-BYNC	08/G-BYNB	15/G-BYNC	22/G-BYNB	29/G-BYNB
BAL241A	TFS	03/G-BYNC	10/G-BYNB	17/G-BYNC	24/G-BYNB	31/G-BYNB
BAL268A	ALC	02/G-BYNC	09/G-BYNB	16/G-BYNC	23/G-BYNB	30/G-BYNB
BAL277A	PM	04/G-BYNB	11/G-BYNC	18/G-BYNC	25/G-BYNB	
BAL329A	AGP	07/G-BYNB	14/G-BYNC	21/G-BYNC	28/G-BYNB	
BAL397A	PM	05/G-BYNB	12/G-BYNC	19/G-BYNC	26/G-BYNB	
BAL455A	PM	07/G-BYNB	14/DivMAN	21/G-BYNC	28/G-BYNB	
BAL468A	REU	06/G-BYNB	13/G-BYNC	20/DivEMA	27/G-BYNB	
BAL488A	IBZ	05/G-BYNB	12/G-BYNC	19/G-BYNC	26/G-BYNB	
BAL506A	GRO	02/G-BYNC	09/G-BYNB			
FUA1354	TFS	05/EC-HJJ	12/EC-HMJ	19/DivEMA	26/EC-HHG	
FUA1410	PM	06/EI-CRC				
IWD3450	ACE	04/EC-GZD	11/EC-GZE	18/EC-HCR	25/EC-GZE	
IWD3454	TFS	05/EC-GUR	12/EC-GLT	19/EC-GLT	26/EC-GLT	

JMC580K	MAH	05/G-JMCE	12/G-FCLA	19/G-FCLD	26/G-FCLG
JMC694K	ALC	06/G-BXKB	13/G-BXKB	20/G-BXKB	27/G-BXKB
JMC731K	PM	01/G-FCLA	08/G-FCLA	15/G-FCLH	22/G-FCLD
MSK108	FAO	06/G-MSKB	13/G-MSKE	20/G-MSKE	27/G-MSKE

OTHER FLIGHTS

03	G-IRJX	RJ10	WFD04	Edinburgh - Woodford	Training
06	G-MIDA	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
10	G-CEXB	F27	EXS148P/148	Bournemouth - Maastricht	Freight Charter
12	EI-BPD	SH36	-	f/t Southend (by road)	Fire Ground Trainer
15	G-LCRC	B752	AIH382/382P	Malaga - Manchester	Lieu A320
15	G-JEAK	BA46	JEA747/744	f/t Belfast City	Lieu DH8
17	F-GJPN	SW4	CPH061	f/t Troyes n/s19	Troyes FC
17	<u>F-GTRB</u>	SW4	CPH040	f/t Troyes n/s19	Troyes FC
18	F-GNFH	B733	AIS355/356	f/t Reims n/s	Football Charter
20	G-RJXC	E145	BMA9761/7965	t/f Heathrow	Chelsea FC
20	9A-CTJ	A320	CTN2509P/2509	Aberdeen - Dubrovnik	Passenger Charter
21	G-RJXC	E145	BMA7966/9774	t/f Heathrow	Chelsea FC
27	HB-ITY	F27	FAT124/124F	f/t Paris Cdg	Freight Charter
27	HB-ITY	F27	FAT125/FRN125F	f/t Paris Cdg	Freight Charter
27	9A-CTJ	A320	CTN2508/2508P	Dubrovnik - Belfast Intl	Passenger Charter
28	LN-BRV	B735	BRA8147/1148	f/t Oslo	Passenger Charter
28	G-JECA	CRJ2	BEE031P/742	Edinburgh - Belfast City	-
30	G-LCRC	B752	AIH936	Bodrum - Glasgow	Lieu A320
30	HB-IEE	B752	PTI828	Heathrow -n/s- Chalons/Vatry	Leeds United FC
31	TF-SUN	B733	ICB414P/4014	Manchester - Paris Cdg	Football Charter

Aircraft making first visits are underlined.



BA 46 OO-MJE
Leeds Brdford International
17 October 2001

Boeing 737 FG-NFH
Leeds Bradford International
18 October 2001



FS 98 REVISITED

Most people who know me, will be aware of my passion for PC-based flight simulation programs. My interest goes back about eight years to when I first saw FS4 run on my PC at work. I must also admit to being a frustrated "would be" aviator. Several people have asked why I haven't written anything about Microsoft's Flight Simulator 98 program so, here goes.

The competition. In the recent past, I have been a big fan of Flight Unlimited III and FLY, both of which have super ground detail and realistic three dimensional terrain graphics. In both cases, these were based on satellite imaging of the terrain over an 11,000 square mile (105m x 105m) area and this, to me at least, made their simulations so much more real. It was these two programs which had apparently galvanised Microsoft into producing FS 2000. For the first time, when using FU III, you could generate realistic weather. Heavy rain and thunderstorms could be added to your flight. You could sit in your aircraft as it rocked in the gusty wind and watch the approaching clouds darken the sky. Realistic raindrops would appear on the cockpit windows, streaking diagonally upwards and outwards, picking up reflections from landing lights etc.. You could see the lightning, hear the thunder, hear the rain battering the fuselage and the wind whistling outside. Each storm was different and the clouds were volumetric i.e. they had shape and roundness, had differing density, colour and varying transparency - in a word, brilliant. The drawbacks were, that you had only a limited area to fly in which the scenery was highly detailed, these being San Francisco in FU II and Seattle in FU III. You were therefore limited to relatively short-range flights of around 80 miles and to around 50 airfields in each area, many of these being small private landing strips. Worse, there were no airliners included in the aircraft library. You needed a minimum 333hz processor and masses of hard disk space, ranging from 1.7GB up to 2.2GB for a full install on Flight Unlimited III. On my 333hz PC, the graphics at times were still a little jerky, the result of a slow frame rate as the PC tried to cope with all the detail in the graphics. Despite this, FU III was and still is a very good simulation. In some respects, the more recent FLY is even better and even more life like, especially the ground detail which is more stable than it is with FU III.

So how then, does FS 98 shape up to the competition?

I was fortunate enough to receive an original copy of Microsoft FS 98 as a gift. I say fortunate, as it now appears to be out of stock in the shops, having been replaced by FS 2000. This surprise gift gave me the opportunity to make comparisons.

Initial reaction was of that of some disappointment, especially with the graphics. I had had to uninstall FLY in order to accommodate FS 98. On start up I chose at random from the "Adventures", an approach to Hong Kong. The sea was represented checkerboard style with light and dark blue patches, the sky as horizontally graduated bands of blue like a venetian blind. The clouds, when selected, were rectangular patches joined together, flat and thin, like sheets of paper. Worse, the ground was unrealistically textured and emerald green in parts, all much as it had been on FS 4 eight years ago, a big let down. It's as though the number of colours used is limited. Undeterred, I chose to "create" a flight from San Jose Airport to San Francisco International. This is an area I am familiar with and after take off, is an easy 30-mile flight. Just climb straight ahead to 3000ft, pick up the SFO localiser, make a 20 degree turn to port towards San Francisco to become established and then lock onto the glide slope for a landing on 28R, an 11,870ft long runway. The graphics at San Jose were better and more realistic but still inferior to the competition. Viewed from the air, the borders between hills, countryside and built up areas are generally shown as straight lines. However, one really big advantage immediately struck me. Accelerating down the runway, the graphics were very smooth with virtually no stepping of the picture. Even the airport buildings and surrounding terrain moved and changed perspective smoothly. So, what to do about the overall graphics? I chose to set the visibility to 5 miles. This simple step immediately improves the overall image. It tones down the vivid colours and changes the sky to a gloomy grey, giving it a wintry feel. I had also, at the time, been loaned a copy of a program called SAM (Scenery and Aircraft systems Manager). This program allows you to modify the weather to a degree and includes some additional cloud settings, over and above those included as standard in FS 98. Amongst other features, SAM gives you fifteen pre-set cloud and weather settings.

The most interesting of these was the snow option. Selecting this option, automatically positions your aircraft at San Francisco Airport, lined up on the runway ready for take off. The runway has been swept but there are still patches of snow on the surface. In addition, the powdery looking snow is already encroaching onto the runway ahead in varying amounts, on both sides. It looks very realistic. You feel as though the engines will blow the snow away as you start your take-off run. The snow cover also improves the appearance of the surrounding terrain as it is scattered and covers patches of mostly higher ground rather than giving an overall blanket. I have seen similar conditions on TV coverage of snowfalls. You can transfer this snow effect to any of the 3000 airports and regions included in the program and from which you may choose to start your flight. This is by far the best representation of snow I have seen on any flight simulation up to press. FS 98 is comprehensive in as much that you can set or change most things you would wish change or set, i.e. sensitivity of the controls, the radio / navigation equipment, rate of climb / decent, airspeed, altitude to climb to or descend to etc. The types of light aircraft available for you to fly is on a par with the competition but with the addition of a Boeing 737-400 and a helicopter, something the others don't have.

At this point I must add that I am indebted to my friend and fellow flight simulator enthusiast, Richard Whiteley, who advised me to take a look at a particular Flight Simulator Web Site on the Internet. I can recommend this site to anyone interested in flight simulation. Just have a look out of curiosity if you're on the web at www.flightsim.com. It is a huge site. Look for home page (www.flightsim.com) then find the main index lower down the page. Look under Free Downloads then "Latest Releases". The latest releases page changes almost daily. This section lists and shows pictures of the latest aircraft on offer for you to download free. There are some 300 downloads on offer at any one time, most are aircraft, some are cockpit panels and some adventures or scenery. As stated previously, FS 98 comes as standard with just one jet airliner, a Boeing 737-400 which is represented in a basic generic colour scheme. The above web site allows you to add as many aircraft as you wish, to the library of aircraft in the program. Choose which airline you are interested in, choose an aircraft and even choose a registration in some cases. With some airlines there are several 747's for example to choose from, each with a different registration. In many cases, the people who have created the models have based them on a specific aircraft. Having chosen, download the zipped file to your PC. You can download four or five aircraft in fifteen minutes or so with a 56hz modem, at an off peak cost of less than one penny per minute. All are as good as the generic 737, 95% are much better. Viewed from the outside, all have navigation lights, strobe lights if appropriate, landing lights and working landing gear, flaps, ailerons and rudder. On some aircraft the landing gear appears instantly when you select it, a sort of "now you see it, now you don't". On others, it drops down slowly and realistically. Many aircraft have illuminated cabin windows at night and some even have little blue lights in the cockpit to suggest there are TV type instrument displays in use. Cockpit instrumentation and engine sound effects on all that I have so far downloaded fall into one of four types: **a:** Old analogue type with round glass dials on a black background as you might find in a DC6 for instance plus piston engine sound effects: **b:** Combined digital / round analogue dial type with turboprop engine sounds as for say an ATR 72: **c:** cockpit and engine sounds based on the 737-400: and finally **d:** a Boeing 777 "glass" digital cockpit and turbofan engine sounds. Throttle controls are modified to suit the number of engines i.e. two, three or four, depending on aircraft type. Other cockpit panels are apparently available for Airbus aircraft and other types, for you to download free.

One download that particularly pleased me was a Continental Airlines Viscount 812, a type of aircraft I have flown in many times. However, this came with the more modern, ATR 72 type cockpit instrumentation. Having once sat in the pilot's seat of a Viscount, I knew it wasn't correct. Fortunately, I had previously downloaded a Pan Am DC6 with the old-fashioned type instrumentation. So, I simply went into the DC6 program files, found the **panel** file, right clicked copy, went to the Viscount **panel** file, right clicked delete and then paste, to replace the more modern type cockpit and instruments with the older type, then clicked exit. The Viscount now had the old type instrumentation you would expect to find in real life. I should stress that I am no computer buff, so, if I can do it Incidentally, older readers may remember Channel Airways introducing an American style bus stop service linking some of the major cities in the UK, including Leeds/Bradford. The original idea was to have three triangular routes, with the three triangles being linked. Three Viscounts would then progress around their own triangle. Passengers would change aircraft if necessary to get to their destination. The Viscount aircraft they used were purchased from Continental Airlines in the USA i.e. as per the version I had downloaded. One of these Viscounts visited Leeds/Bradford, to take travel agents and the press on a demonstration flight. The aircraft retained most of the Continental colour

scheme including the "Prop Jet" logo on the golden coloured tail fin. As I recall, the service actually started in a limited form but didn't last very long.

Some of the 777 glass cockpit instruments can be a little difficult to read on a 15" monitor, as the text under each mode button is tiny. You need to memorise what and where they all are. All aircraft seem to have auto throttle and on the 777 panel, you even get auto brakes. These can be set to 1-2-3-4-and Maximum just as on the real aircraft. On touchdown the brakes and reverse thrust are activated automatically leaving you free to concentrate on steering, handy on a short, wet or snow covered runway. The better examples of aircraft on offer are modelled to represent the dynamics of the real aircraft as closely as possible in terms of handling and performance. A joystick is an advantage when flying but not essential. Why then, you might ask, do you need any additional aircraft? I will try to answer that question.

The answer is simple. Only one airliner is included in the original FS 98 program and that is a 737 in an untitled generic colour scheme. A quick visit to www.flightsim.com on the Internet, gives you access to numerous additional aircraft of all types, especially airliners. Virtually all the aircraft that I have seen have been of outstanding quality. Many of the aircraft I have downloaded handle and perform differently and this can be a good thing or a bad. Some of the larger jets are harder to fly manually, needing more space and time to line up with the runway, responding more slowly to the joystick commands, just as you would expect. Others, for instance the Viscount, are easier to fly manually, being smaller, more agile and having a lower landing speed. Early versions of computer-generated aircraft have six sided hexagon shaped fuselage and engine nacelles. This is because computers have trouble drawing true circles and diagonal lines without using up lots of memory space. However, the hexagon construction is not apparent until you zoom close in. On the latest models, twelve sided fuselages and nacelles are now being used. This feature improves roundness and along with improved texture rendering and shading, gives the aircraft an almost photographic quality. Window frames, engine inspection lights, wing tip mounted tail fin logo illumination lights (which actually light up the tail fin at night), rear anti-collision lights and even the Rolls RR Royce logo and other markings on the engine nacelles are all shown on some of the latest models, where appropriate. Some of the more interesting downloads are the British Midland A320 and A321, both beautifully modelled, a Tri-Star of LTU in a striking red colour scheme which has see-through cockpit windows, an Atlas Cargo 747 in a full colour scheme and which is complete with etched lines showing the panels which make up the outer surface of the fuselage, along with cargo doors etc.. There's an Airtours DC10, Virgin A340 and even a British Midland A330 in the new colour scheme. The latter was available on the net less than two weeks after the new colour scheme was revealed by BMI. It's quite simply a case of, which airline are you interested in and which airliner do you want. The temptation is to think, "I'll just download a few more". It's not just civil aircraft either - there's military as well as light aircraft. Once again, I can almost hear you saying, "what's the point - you can only fly one plane at a time" which is true. Well, that raises another interesting point. There is yet another program available called "Traffic" and that's yet another story.

According to the packaging, the "Traffic" program allows you to draw from the library of aircraft stored in your PC's memory and use them as static models parked up, on the apron of your arrivals airport. You pick where you want them to be parked and the computer selects aircraft at random from the library and puts them there. Now, each time you land, there is a different group of aircraft parked on the ground. Alternatively you can choose to have aircraft from your library, making approaches to land, spaced out at set intervals. You choose the frequency at which they arrive, land and turn off the runway and park, say every three minutes for example, then the computer does the rest, selecting aircraft at random. FS 98 does provide additional aircraft which can be seen landing, taking off or parked up on the ramp and they all have navigation lights too. At Chicago O'Hare for example there are a good number parked up. Unfortunately, they are all 727's and although in a variety of basic two tone colour schemes, they have no markings or windows. They look OK from a distance but not so realistic close up. I have not had the opportunity to test "Traffic" yet so can't comment further but Richard has a copy and gives it the thumbs up. An improved version called "Traffic 2" has now been released.

ProFlight 98, yet another program, allows you to choose an aircraft type and the weather conditions at take off, en route and on arrival at destination. You then type in your departure airport, your arrivals airport and your *alternate* arrivals airport. The program then works out your route along with all the way points, height to fly at, distance and time taken, radio frequencies etc. and prints them out, much like the real thing.

The print out looks very professional. If you wish, the computer will transfer the key items of relative information into the aircraft's Flight Management Computer. An FMC is included in the 777-style glass cockpit and you can access information and check progress, during the flight.

So then, what's the verdict, how does FS 98 rate? Microsoft seems to have sacrificed detailed scenery in order to provide the user with smoother graphics, 3000 major airports and the whole world to fly in. It may be that my 3D graphics accelerator card is not initialised and therefore not working with FS 98, hence the graduated stripes in the sky, but it works fine with the competition. Not all UK airports are included among the 3000 available but, fortunately, LBIA is. This wide variety of airports gives the program a worldwide appeal. It doesn't however provide the same level of instrumentation or navigational aids that for instance FLY does. In some respects, this makes the aircraft easier to fly, as there is less to think about. On the other hand, it also makes finding your way around that much harder. Unless you are flying one of the adventures, air traffic control messages scroll across the screen as a text message, rather than being heard through the PC's speakers as they are on competitions' programs. It's all a question of balance. What does the end user need or want? In all fairness, most of us "flightsim nuts" are just dreaming of flying and will probably never fly anything other than our PC. In this respect FS 98 does a reasonable job but at a rather inflated price (£34.95), compared to FLY or FU III. What saves the day for FS 98 is the astonishing choice of add on packages, in the form of enhanced scenery, adventures, cockpits, aircraft and airports. Many of these have been created by enthusiasts and are provided free, via the Internet. No other flightsim program seems to have drummed up the same level of interest or enthusiasm worldwide. You are limited only by the free space available on your hard drive. Incidentally, FS 98 takes up only 100 MB of hard disc space with the scenery running off the CD during the flight. The people who create the aircraft and who include airline pilots are real artists. In many cases the resulting aircraft looks just like a photograph and most fly well too, once you get used to them.

Final comment. If you are thinking of, or are at present learning to fly, then choose FLY as it has great scenery and includes all controls, instrument and panels, just like the real aircraft. If you merely want to have serious fun and create your own virtual airport, try to find a copy of FS 98. Then download some of the great planes of your favourite airline free from the Internet, base your fleet of new aircraft at Leeds Bradford International Airport and start flying the routes of your choice. No route licences required, no slot problems and you have a never-ending supply of fuel. Thanks largely to a dedicated band of enthusiastic modellers and artists around the world, the vast and ever increasing choice of ultra realistic aircraft available from the Internet has made even me, a potential convert to FS 98. One final point. You do really need some airways maps in order to plan your longer routes and to determine the radio frequencies of the various VOR beacons, ILS etc. used en route to your destination. That is, of course, unless you are using ProFlight 98 but which is **not** included with the FS 98 program. You can get these maps from *Air Supply* in Yeoman. The FS 98 program does list all the airports and radio frequencies included but ideally, you need an airways map to find the ones relating to your proposed route.

John Booth



SW3 FG-TRB Leeds Bradford International 17 October 2001

FREE AIR



Titan 12

Around 1045am on Tuesday 6 November, a distinctly military voice was using this call sign on Leeds approach. Following a request for NDB, specific advice followed with regard to noise abatement.

Subsequently what looked like a Tornado was observed within the zone over North Leeds - with the proximity of Menwith Hill, and the current terrorist fears, could this have been a missile-armed patrol getting familiar with the landscape before the winter mist arrives?

Any comments would no doubt assist with Cliff's sparsely supported "Free Air".

David Tennant



SH36 EI-BPD
Leeds Bradford International
17 October 2001

Manchester ATC Visit - 27 October 2001

This was our first visit to Manchester Airport as "spotters" and to be able to include a visit to "the Tower" was just the icing on the cake! The weather was clear and bright, and from the Tower we could see for miles, even as far as Liverpool Cathedral on the horizon. The mini-coach from Yeadon was new(ish) and comfortable (a pity it was triple-booked on that day). Our thanks to the committee for arranging the visit. Cliff and I thoroughly enjoyed the whole day - the weather, the facilities for "spotters", the picnic lunch (my own preparation!) on the viewing platform during a lull, the interesting visit to the Tower and the safe journey home.

Sheila Jayne

A BRIEF INTRODUCTION TO "OUT AND ABOUT"

Back in the summer, Ian Vine suggested the idea of an 'out and about' type report, for local airfield sightings, helicopter movements and similar matters. Well, it looks like this will now come about, so a few words of introduction as your new collator of such items.

Yes, it is the same John Lloyd-Martin that some of the longer standing members may recall, only now I am retired from my previous occupation, after thirty years service. It is nice to be able to do what I want to, when I want to do it - or do nothing.

I don't propose to make the article a series of long reports of sightings at major airports, airfield residents or lists of airshow participants, but just little, local snippets. We are *Air Yorkshire*, so let's try and maintain it as near as possible, within Yorkshire.

Helicopter, balloon and microlight movements will be most welcome as will the unusual overflights of the county, but not dot-spotting of airliners at 35000 feet please. Non-resident movements at local airfields are fine, the sooner after the event the better, but if you want to know what lives at Netherthorpe or Bagby then I would refer you to the excellent Humberside Aviation Society's Residents Review. Rumours of intending visits will be clearly marked as such. Rufforth on York Race days often turns up some good visitors.

So, if you have some information, send me the details. I'll put them together and extract the useable bits. Items reaching me by the 18th of the month should see them in the next month's magazine. Thanks.

You can write to me at 4 Primley Park Rise, Alwoodley, Leeds LS17 7JN, or e-mail me: pcjlm@globalnet.co.uk

John Lloyd-Martin



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Winter Timetable

Ken Cothliff (Air Supply) has again supplied the Society with details for the LBIA Winter Timetable. Members will receive this free of charge (cover price £1-75) and we acknowledge and thank Ken for his continued and generous support of the Society.



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Terry Sykes



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