

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



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2001-2002

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Laurie COLDBECK, Geoff WARD, David TENNANT.

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

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

- 3 March Royal International Air Tattoo 2001 Video, the odd question, and prize.
7 April Ken Cothliff takes us on a journey with Shuttleworth through the years.

AIR YORKSHIRE AVIATION SOCIETY NEWS

Our thanks go to Kevin Widowson who works at Manchester ATC. He gave an interesting talk, at the Society's meeting on 6 January 2002, on his travels and experiences in Russia on various group tours to airports and Air Force bases from 1992 to 1999.

The 1999 tour involved hiring a car, which was to be a Lada due to the numerous number of them in Russia and the fact that it was a better choice for spare parts etc. in case of a breakdown. On this tour, 13,000kms were covered in seventeen days. As in other years, Kevin and his colleagues found aircraft viewing less restricted by explaining on arrival at a base, what they were in Russia for, to spot and request closer inspections of aircraft. In many cases the reward was well worth the effort.

To follow at the same Society meeting, Steve Bruce gave a much appreciated demonstration. A working monitor was connected to a spotters' database by AIRLINEDATAUNLIMITED. For those who revel in aircraft registrations, how many of various aircraft types, or photographs recorded by digital scanning etc., the monitor will display the text or pictures by purely keying on the associated keyboard.

John Dale



MOVEMENTS DECEMBER

01 Saturday

G-UKTB	Fokker 50	0750 0902	G-OBMP	Boeing 737	0932 1053
G-MAJF	Jetstream 41	0954 1026	EI-CNX	Boeing 737	1003 1048
G-GRID	AS.355	1025 1049	N198SL	Citation 550	1029 1620 (2)
G-UKTG	Fokker 50	1105 1227	G-RJXC	EMB 145	1120 0756 (3)
G-JEDB	DHC.8	1245 1504	G-MAJA	Jetstream 41	1248 1517
G-MRMR	PA.31	1354 0720 (13)	G-MAJC	Jetstream 41	1439 1605 (2)
G-UKTG	Fokker 50	1537 1620	G-GRID	AS.355	1613 1134 (2)
G-MAJA	Jetstream 41	1716 1708 (2)	G-MAJI	Jetstream 41	1745 1505 (2)
G-BCTF	PA.28	1749 1814	N421N	C.421C	1808 1831
G-UKTG	Fokker 50	1947 0628 (2)	G-BVZG	Boeing 737	2054 0644 (2)
G-OBWZ	Boeing 737	2217 2315			

02 Sunday

G-OOOI	Boeing 757	0551 0718	EI-CNZ	Boeing 737	0843 0917
G-BVZG	Boeing 737	0931 1051	G-UKTG	Fokker 50	0959 1046
G-JEDB	DHC.8	1048 1130	VP-CCP	Citation 550	1257 1943 (3)
G-MAJE	Jetstream 41	1304 1423	G-BYAJ	Boeing 757	1333 1535
G-UKTG	Fokker 50	1438 1548			
G-BDYD	RC.114	1451 1333 (8)	G-JECD	CL600 RJ	1546 1638
G-RJXK	EMB 135	1633 1805	G-UKTH	Fokker 50	1645 1812
G-FCDB	Citation 550	1648 1832	G-RJXH	EMB 145	1651 1751
G-MAJI	Jetstream 41	1717 1809	G-ONMM	Boeing 737	1824 1913
G-JECD	CL600 RJ	1907 1953	G-MAJC	Jetstream 41	1946 0751 (3)
G-UKTG	Fokker 50	1957 0632 (3)	G-RJXK	EMB 135	2004 0746 (3)
G-MAJI	Jetstream 41	2017 2241	G-RJXI	EMB 145	2044 0740 (3)
G-RJXH	EMB 145	2107 0726 (3)	G-MAJA	Jetstream 41	2140 0730 (3)
G-OBMM	Boeing 737	2150 0712 (3)	G-OOOI	Boeing 757	2156 2302

03 Monday

G-MAJI	Jetstream 41	0024 0735	G-UKTC	Fokker 50	0813 0857
G-RJXH	EMB 145	0945 1045	G-MAJI	Jetstream 41	1004 1039
G-MAJC	Jetstream 41	1013 1057	G-OBMM	Boeing 737	1019 1120
G-MAJE	Jetstream 41	1035 1338	EI-CON	Boeing 737	1038 1116
G-OSM	Citation 560XL	1041 1211	G-RJXI	EMB 145	1054 1407
G-JECD	CL600 RJ	1136 1221	G-DEXY	Beech E90	1303 1438
G-RJXH	EMB 145	1335 1459	G-OBMM	Boeing 737	1419 1531
G-UKTG	Fokker 50	1424 1543	G-AMRA	DC3	1428 1537
G-MAJI	Jetstream 41	1451 1535	G-JECD	CL600 RJ	1550 1632
G-UKTD	Fokker 50	1645 1802	G-RJXC	EMB 145	1702 1756
G-RJXK	EMB 135	1704 1806	G-RJXI	EMB 145	1714 1758
G-MAJI	Jetstream 41	1721 1752	G-MAJE	Jetstream 41	1735 1820
G-MAJC	Jetstream 41	1827 1858	G-MAJA	Jetstream 41	1847 1924
G-JECD	CL600 RJ	1904 1946	CS-DNQ	Falcon 2000	1913 1305 (4)
G-JEDI	DHC 8	1917 1958	G-BVZG	Boeing 737	1933 2014 (4)
G-RJXH	EMB 145	1941 0728 (4)	G-UKTG	Fokker 50	2008 0629 (4)
G-MAJI	Jetstream 41	2011 0710 (4)	G-JALC	Boeing 757	2020 1151 (4)
G-MAJE	Jetstream 41	2121 0732 (4)	G-MAJC	Jetstream 41	2126 0654 (4)
G-MAJA	Jetstream 41	2140 0705 (4)	G-BVZG	Boeing 737	2220 0651 (4)

04 Tuesday

G-JECD	CL600 RJ	0745 0824	G-UKTC	Fokker 50	0752 1043
G-DEXY	Beech E90	0915 0944	G-MAJA	Jetstream 41	0920 1002
G-BVZG	Boeing 737	0925 1057	G-RJXH	EMB 145	0929 1514
G-MAJI	Jetstream 41	0935 1016	G-UKTG	Fokker 50	0947 1059
G-MAJC	Jetstream 41	0952 1347	EI-CON	Boeing 737	1026 1125
G-RJXC	EMB 145	1041 1343	G-JECD	CL600 RJ	1051 1138
G-BOKD	Bell 206	1056 1434	G-RJXI	EMB 145	1106 1456
G-BXXT	Beech 76	1131	VP-CFG	Citation 501	1145 1618 (6)
G-MAJI	Jetstream 41	1252 1441	G-BVZG	Boeing 737	1400 1529
G-BYAS	Boeing 757	1418 1558	G-UKTG	Fokker 50	1423 1510
G-MAJD	Jetstream 41	1431 1510	N421N	Cessna 421C	1539 1614
G-JECD	CL600 RJ	1546 1643	G-MAJI	Jetstream 41	1703 1742
G-RJXC	EMB 145	1715 1759	G-MAJD	Jetstream 41	1718 1803
G-MAJC	Jetstream 41	1730 1833	G-BVZG	Boeing 737	1806 1909
G-JEVD	CL600 RJ	1906 1944	G-RJXH	EMB 145	1930 0745 (5)
G-MAJI	Jetstream 41	1953 0708 (5)	G-RJXK	EMB 135	2008 0736 (5)
G-UKTG	Fokker 50	2010 0620 (5)	G-MAJD	Jetstream 41	2022 0727 (5)
G-MAJC	Jetstream 41	2112 0659 (5)	G-MAJE	Jetstream 41	2118 0656 (5)
G-JALC	Boeing 757	2131 1127 (5)	G-BVZG	Boeing 737	2136 0642 (5)
G-RJXI	EMB 145	2315 0720 (5)			

05 Wednesday

G-JETJ	Citation 550	0546 0613	G-JECD	CL600 RJ	0741 0833
G-MAJC	Jetstream 41	0927 1002	G-BVZG	Boeing 737	0932 1051
G-MAJM	Jetstream 41	0936 1359	G-RJXC	EMB 145	0939 1414
G-UKTG	Fokker 50	1005 1106	G-MAJE	Jetstream 41	1011 1056
EI-CNY	Boeing 737	1028 1109	G-RJXI	EMB 145	1034 1515
G-JECD	CL600 RJ	1048 1135	HB-VJV	Falcon 20	1058 1628
G-RJXH	EMB 145	1123 1345	G-MAJE	Jetstream 41	1322 1449
G-BVZG	Boeing 737	1329 1538	F-GRSE	Airbus A320	1336 1044 (7)
G-UKTG	Fokker 50	1421 1600	G-MAJC	Jetstream 41	1424 1506
G-JETJ	Citation 550	1510 1542	G-JECD	CL600 RJ	1544 1633
G-RJXI	EMB 145	1715 1800	G-MAJE	Jetstream 41	1718 1757
G-RJXK	EMB 135	1728 1812	G-MAJM	Jetstream 41	1742 1826
G-BVZG	Boeing 737	1808 1906	G-JECD	CL600 RJ	1908 1951
G-MAJE	Jetstream 41	2013 0737 (6)	G-RJXI	EMB 145	2015 0729 (6)
G-MAJC	Jetstream 41	2023 0706 (6)	G-UKTG	Fokker 50	2031 0626 (6)
G-JALC	Boeing 757	2034 1005 (6)	G-MAJD	Jetstream 41	2120 0649 (6)
G-BVZG	Boeing 737	2157 0644 (6)	G-MAJM	Jetstream 41	2130 0644 (6)

06 Friday

G-JECD	CL600 RJ	0735 0825	G-UKTH	Fokker 50	0806 0852
G-RJXH	EMB 145	0923 1753	G-MAJC	Jetstream 41	0924 0957
G-BVZG	Boeing 737	0941 1054	G-MAJI	Jetstream 41	0945 1029
G-UKTG	Fokker 50	0959 1047	G-RJXI	EMB 145	1022 1410
G-MAJE	Jetstream 41	1025 1103	EI-CKQ	Boeing 737	1027 1117
G-JECD	CL600 RJ	1045 1136	G-AMRA	DC3	1233 1320
G-LINC	H.369	1251 1438	G-MAJI	Jetstream 41	1300 1445
G-BVZG	Boeing 737	1345 1529	G-SOUL	Cessna 310	1417 1733
N132CK	Cessna 421A	1415 1601 (7)	EC-GZD	Airbus A.320	1421 1537
G-MAJE	Jetstream 41	1502 1546	G-RJXH	EMB 145	1708 1749
G-RJXI	EMB 145	1722 1807	G-MAJD	Jetstream 41	1746 1842
G-MAJI	Jetstream 41	1814 1854	G-BVZG	Boeing 737	1822 1909
G-MAJE	Jetstream 41	1839 1915	G-OBYE	Boeing 767	1844 2029
G-JECD	CL600 RJ	1906 1948	G-JALC	Boeing 757	1928 0931 (7)
G-UKTG	Fokker 50	2001 0643 (7)	G-MAJC	Jetstream 41	2035 0657 (7)
G-RJXI	EMB 145	2105 0742 (7)	G-MAJD	Jetstream 41	2129 0654 (7)
G-MAJE	Jetstream 41	2135 0728 (7)	G-BVZG	Boeing 737	2138 0650 (7)

D-AISY	Fokker F27	2357 1119 (7)			
07 Friday					
G-JECD	CL600 RJ	0733 0825	G-OMNH	Beech 200	0743 0758
G-UKTA	Fokker 50	0802 0843	PH-HZA	Boeing 737	0916 1955
G-RJXH	EMB 145	0920 1033	G-BVZG	Boeing 737	0933 1058
G-RJXK	EMB 135	0944 1513	G-MAJD	Jetstream 41	0946 1356
G-UKTG	Fokker 50	1003 1052	G-MAJE	Jetstream 41	1005 1109
G-RJXI	EMB 145	1035 1815	EL-CKQ	Boeing 737	1037 1114
G-JECD	CL600 RJ	1052 1137	G-JPSI	Falcon 50EX	1108 1305
N6107Y	Rockwell Com 114	1151	G-SOUL	Cessna 310	1224 1637
G-BYAJ	Boeing 757	1235 1419	G-MAJI	Jetstream 41	1248 1440
G-BVZG	Boeing 737	1350 1546	G-PZIZ	PA.31	1409 1516
G-MAJC	Jetstream 41	1427 1508	G-UKTA	Fokker 50	1434 1556
G-MAJE	Jetstream 41	1453 1535	SE-DZK	Boeing 737	1533 1658
G-JECD	CL600 RJ	1543 1643	G-OMNH	Beech 200	1614 1625
G-BZSD	PA-46	1649 1722	G-OOS	Boeing 757	1653 1823
G-MAJI	Jetstream 41	1656 1836	G-UKTG	Fokker 50	1659 1817
G-JXC	EMB 145	1703 1757	G-RJXH	EMB 145	1720 1812
G-MAJC	Jetstream 41	1724 1841	G-BVZG	Boeing 737	1813 1910
G-MAJE	Jetstream 41	1837 1915	G-JECD	CL600 RJ	1905 1949
G-JALC	Boeing 757	1908 1143 (10)	G-UKTA	Fokker 50	1959 0644 (8)
G-RJXH	EMB 145	2004 1816 (9)	G-MAJD	Jetstream 41	2028 1528 (9)
G-MAJC	Jetstream 41	2056 0714 (8)	G-RJXI	EMB 145	2115 0816 (8)
G-MAJI	Jetstream 41	2119 1005 (8)	G-BVZG	Boeing 737	2140 0652 (8)
G-MAJE	Jetstream 41	2148 1621 (9)			

08 Saturday

G-MARA	Airbus A321	0616 0738	G-DJAR	Airbus A320	0747 0858
G-UKTG	Fokker 50	0756 0843	G-SMDB	Boeing 737	0939 1053
G-UKTA	Fokker 50	1001 1049	EL-CKQ	Boeing 737	1016 1059
G-HMMV	Citation 525	1024 1124	LY-AMP	YAK 52	1110 1331
G-RJXI	EMB 145	1126 1408 (9)	N797HG	PA46	1201 1514 (9)
G-JEDD	DHC.8	1248 1400	G-MAJI	Jetstream 41	1258 1506
G-UKTA	Fokker 50	1415 1544	G-BDYD	RC.114	1618 1130 (14)
G-MAJI	Jetstream 41	1714 1011 (9)	G-MAJC	Jetstream 41	1742 1502
G-UKTA	Fokker 50	1942 0631 (9)	G-MARA	Airbus A321	2036 0743 (9)
G-BVZE	Boeing 737	2051 0714 (9)			

09 Sunday

G-UKTH	Fokker 50	2100 0640 (10)	G-RJXH	EMB 145	2137 0739 (10)
G-SMDB	Boeing 737	2152 0648 (10)	G-MAJC	Jetstream 41	2159 07.?? (10)
G-MAJD	Jetstream 41	2212	G-RJXK	EMB 135	2216 0758 (10)
G-RJXI	EMB 145	2256 0747	G-MAJI	Jetstream 41	? 0715 (10)

10 Monday

G-JECD	CL600 RJ	0730 0827	G-RJXD	EMB 145	0803 0858
G-UKTA	Fokker 50	0853 0943	G-MAJC	Jetstream 41	0935 1018
G-RJXH	EMB 145	0950 1049	G-MAJI	Jetstream 41	0959 1103
G-UKTH	Fokker 50	1002 1100	G-RJXK	EMB 135	1015 1513
D-CEWR	Learjet 45	1023 1606	G-UKTG	Fokker 5-	1046 1342
EL-CKP	Boeing 737	1051 1130	G-JECD	CL600 RJ	1054 1149
G-RJXI	EMB 145	1111 1639	CS-DFB	Falcon 900	1127 1320
G-RJXD	EMB 145	1146 1412	G-FRBY	Beech E55	1216 1330
G-MAJC	Jetstream 41	1315 1357	G-MAJE	Jetstream 41	1341 1436
G-BUVD	BAE 31	1344 1654	G-BVKD	Boeing 737	1351 1538
G-UKTA	Fokker 50	1431 1556	G-MAJI	Jetstream 41	1502 1543
G-BUVC	BAE 31	1511 1930	G-BXLY	1518	1518
N421CA	Cessna 421	1537 1013 (18)	G-JECD	CL600 RJ	1549 1643
G-MANA	BAE ATP	1549 1627	G-LOUN	AS.355N	1604 1231 (11)
G-UKTH	Fokker 50	1648 1816	G-RJXH	EMB 145	1659 1842

G-MAJE	Jetstream 41	1706 1809	G-UKTG	Fokker 50	1712 1909
G-RJXB	EMB 145	1722 1849	G-BVKB	Boeing 737	1824 1925
G-BVKB	Boeing 737	2155 0706 (11)	G-RJXB	EMB 145	2207 0752 (11)
G-RJXD	EMB 145	2301 0721 (11)			

11 Tuesday

G-MAJM	Jetstream 41	0745 0825	G-JECD	CL600 RJ	0749 0835
G-UKTB	Fokker 50	0802 1005	G-BZSD	PA-46	0821 0931
G-UKTA	Fokker 50	0853 1119	G-UKTH	Fokker 50	0905 1233
G-BUIO	BAE 31	0922 1211	G-HAMA	B.200	0947 1153
G-BVKB	Boeing 737	1017 1325	N220SC	PA-31T	1022 1508 (13)
G-MAJE	Jetstream 41	1024 1219	G-MAJC	Jetstream 41	1028 1110
G-MANO	BAE ATP	1032 1343	EI-CJE	Boeing 737	1038 1127
G-RJXE	EMB 145	1041 1145	G-EMBD	EMB 145	1045 1321
G-JECD	CL600 RJ	1049 1148	G-MANE	BAE ATP	1053 1334
G-IJYS	BAE 31	1055 1318	G-RJXD	EMB 145	1057 1430
G-MANJ	BAE ATP	1103 1518	G-RJXB	EMB 145	1104 1353
G-BRYP	DHC 8	1107 1259	G-TYNE	TB.20	1110 1347
G-EMBA	EMB 145	1111 1405	G-BRYU	DHC.8	1113 1214
G-JALC	Boeing 757	1116 1226	EC-HHG	Boeing 737	1203 1555
G-RJXH	EMB 145	1303 1504	G-RJXK	EMB 135	1314 1512
N335J	Citation 525	1332 1508	G-MAJI	Jetstream 41	1358 1443
G-JPAL	AS.355	1439	G-RJXG	EMB 145	1457 1556
G-FRBY	Beech 55	1457 1556	G-MAJE	Jetstream 41	1506 1543
G-BYAN	Boeing 757	1514 1634	G-JECD	CL600 RJ	1549 1639
G-UKTC	Fokker 50	1603 1651	G-BRYP	DHC.8	1605 1722
G-AMRA	DC3	1631 1839	G-RJXH	EMB 145	1659 1742
G-MAJI	Jetstream 41	1733 1831	G-MAJC	Jetstream 41	1759 1844
N79EL	Beechjet 400	1823 2244	G-MAJE	Jetstream 41	1828 1908
G-MIDX	Airbus A.320	1833 1926	G-JECD	CL600 RJ	1905 1948
G-RJXH	EMB 145	1934 0735 (12)	G-RJXK	EMB 135	2013 0739 (12)
G-UKTC	Fokker 50	2026 0654 (12)	D-CAAM	DO.228	2054 2133
G-MAJC	Jetstream 41	2118 0808 (12)	G-MAJI	Jetstream 41	2124 0705 (12)
G-JALC	Boeing 757	2136 1053 (12)	G-RJXD	EMB 145	2140 0745 (12)
G-RJXB	EMB 145	2146 0804 (12)	G-BVZH	Boeing 737	2202 0643 (12)
G-MAJE	Jetstream 41	2205 0649 (12)			

12 Wednesday

G-JECD	CL600 RJ	0742 0821	LX-IMS	Learjet 45	0922 1744
G-MAJC	Jetstream 41	0925 1005	G-UKTI	Fokker 50	0927 1021
G-BVZH	Boeing 737	0931 1050	G-MAJF	Jetstream 41	0937 1011
G-RJXH	EMB 145	0947 1459	G-MAJE	Jetstream 41	0950 1138
G-RJXD	EMB 145	0953 1514	EI-COX	Boeing 737	1054 1145
G-RJXB	EMB 145	1056 1343	G-JECD	CL600 RJ	1059 1141
G-RJXK	EMB 135	1102 1417	G-BRPU	Beech 76	1147 1317 (14)
N900CB	Cessna 421C	1154 1357 (14)	G-EJMG	Cessna F150	1211 1251
G-MAJF	Jetstream 41	1254 1346	G-BVZH	Boeing 737	1407 1530
G-UKTC	Fokker 50	1423 1600	G-MAJE	Jetstream 41	1516 1551
G-JECD	CL600 RJ	1549 1638	G-RJXB	EMB 145	1654 1810
G-RJXH	EMB 145	1707 1750	G-RJXD	EMB 145	1710 1821
G-MAJF	Jetstream 41	1734 1834	G-MAJC	Jetstream 41	1744 1831
G-BVZH	Boeing 737	1818 1914	G-MAJH	Jetstream 41	1825 1908
G-MAJE	Jetstream 41	1839 1920	G-JECD	CL600 RJ	1906 1955
G-RJXH	EMB 145	1943 0732	G-BXSE	Cessna 172	1948 1326
G-UKTC	Fokker 50	2001 0628	G-JALC	Boeing 757	2007 1008
G-RJXD	EMB 145	2019 0740	G-MAJC	Jetstream 41	2056 0653 (13)
G-RJXB	EMB 145	2107 0758 (13)	G-MAJF	Jetstream 41	2117 0701 (13)
G-RJXK	EMB 135	2120 0728 (13)	G-MAJH	Jetstream 41	2123 0711 (13)
G-OBMP	Boeing 737	2148 0651 (13)	G-MAJE	Jetstream 41	2152 0735 (13)

13 Thursday

G-JECD	CL600 RJ	0729 0827	G-UKTA	Fokker 50	0755 0843
G-SOUL	Cessna 310	0831 1346	G-MAJH	Jetstream 41	0942 1027
G-BVZH	Boeing 737	0945 1054	D-ILIN	Beech 200	0947 1417
G-UKTC	Fokker 50	0952 1057	G-MAJC	Jetstream 41	0956 1036
G-RJXD	EMB 145	1002 1344	G-MAJE	Jetstream 41	1021 1110
G-LEAF	Cessna F406	1031 1143	G-JECD	CL600 RJ	1051 1139
G-RJXJ	EMB 135	1055 1411	EI-CKR	Boeing 737	1058 1128
G-RJXB	EMB 145	1104 1506	G-RJXH	EMB 145	1200 1514
G-MRMR	PA.31	1209 0809 (18)	EC-HZU	Airbus A320	1249 1415
G-MAJH	Jetstream 41	1252 1500	G-BVZH	Boeing 737	1347 1533
G-UKTC	Fokker 50	1410 1556	G-MAJE	Jetstream 41	1501 1540
G-JECD	CL600 RJ	1554 1638	G-LNAA	MD.900	1602 1631
G-BYAU	Boeing 737	1630 1804	G-BZSD	PA.46	1635 1721
G-RJXD	EMB 145	1653 1754	G-RJXH	EMB 145	1702 1807
G-MAJH	Jetstream 41	1709 1757	G-RJXB	EMB 145	1720 1801
G-RJXJ	EMB 135	1722 1811	G-MAJF	Jetstream 41	1729 1828
G-VKC	Boeing 737	1831 1923	G-MAJC	Jetstream 41	1833 1934
G-MAJE	Jetstream 41	1837 1907	G-JECD	CL600 RJ	1905 1948
G-RJXB	EMB 145	1952 0759 (14)	G-RJXH	EMB 145	2000 0729 (14)
G-MAJH	Jetstream 41	2010 0718 (14)	G-UKTA	Fokker 50	2015 0642 (14)
G-PIDS	Boeing 757	2028 0929 (14)	G-RJXJ	EMB 135	2108 0736 (14)
G-RJXD	EMB 145	2112 0726 (14)	G-MAJF	Jetstream 41	2125 0721 (14)
G-MAJE	Jetstream 41	2143 0700 (14)	G-BVKC	Boeing 737	2145 0651 (14)
G-MAJC	Jetstream 41	2209 0647 (14)			

14 Friday

G-JECD	CL600 RJ	0739 0821	G-UKTH	Fokker 50	0742 0844
G-LEAR	Learjet 35A	0802 0852	G-BVKC	Boeing 737	0924 1052
G-RJXJ	EMB 135	0927 1522	G-RJXH	EMB 145	0933 1039
G-MAJC	Jetstream 41	0954 1354	G-UKTA	Jetstream 41	1006 1101
G-MAJF	Jetstream 41	1013 1110	EI-COA	Boeing 737	1036 1119
G-RJXD	EMB 145	1041 1413	G-JECD	CL600 RJ	1049 1135
N525AD	Citation 525	1203 1500	G-MAJH	Jetstream 41	1309 1543
D-CAAM	DO.228	1312 1406	G-BVKC	Boeing 737	1340 1532
G-BOKA	PA.28	1356 1136 (15)	G-UKTA	Fokker 50	1415 1537
G-LEAR	Learjet 35A	1437 1517	G-MAJR	Jetstream 41	1501 1549
SE-DZK	Boeing 737	1506 1628	G-JECD	CL600 RJ	1548 1643
G-UKTH	Fokker 50	1652 1827	G-RJXB	EMB 145	1657 1802
G-BRPU	B.76	1700 1218	G-RJXH	EMB 145	1703 1750
G-RJXD	EMB 145	1711 1805	G-RJXJ	EMB 135	1715 1811
G-MANO	BAE ATP	1720 1758	G-BDYD	RC.114	1727 1006 (15)
G-BOOS	Boeing 757	1735 1842	G-MAJC	Jetstream 41	1742 1833
LX-ONE	Learjet 45	1815 2143	G-BVKC	Boeing 737	1818 1907
CS-DFB	Falcon 900	1824 0721 (15)	G-MAJF	Jetstream 41	1828 1856
G-PIDS	Boeing 757	1903 0732 (15)	G-JECD	CL600 RJ	1909 1948
G-RJXJ	EMB 135	2003 2037	G-UKTA	Fokker 50	2029 0630 (15)
G-RJXD	EMB 145	2053 0823 (15)	G-RJXB	EMB 145	2059 1809 (16)
G-MAJF	Jetstream 41	2125 1721 (16)	G-MAJC	Jetstream 41	2127 1016 (15)
G-MAJH	Jetstream 41	2134 0652 (15)	G-BVKC	Boeing 737	2145 0643 (15)

15 Saturday

G-OOOM	Boeing 757	0619 0744	G-UKTB	Fokker 50	0739 0842
G-OBMP	Boeing 737	0936 1053	G-MAJH	Jetstream 41	0956
G-UKTA	Fokker 50	0950 1050	N375SA	PA.34	1011 1258
EI-CKP	Boeing 737	1029 1101	N198SL	Citation 550	1127 1306
G-BDYD	RC.114	1225	G-JECD	CL600 RJ	1231 1402
G-MAJC	Jetstream 41	1303 1506	N800PA	BAE 125	1311 1038 (16)
G-BLFZ	PA.31	1328 1852	G-UKTA	Fokker 50	1411 1555

G-LFSC	PA.28	1521 0925 (16)	G-RJXD	EMB 145	1554 1825 (16)
G-MAJJ	Jetstream 41	1608 1413 (16)	G-MAJE	Jetstream 41	1729 1008 (16)
G-UKTA	Fokker 50	1957 0628 (16)	CS-DFB	Falcon 900	2031 1047 (16)
G-OOOM	Boeing 757	2045 0340 (16)	G-BVKA	Boeing 737	2053 0645 (16)
G-PIDS	Boeing 757	2145			

16 Sunday

El-CON	Boeing 737	0844 0927	G-BVKA	Boeing 737	0920 1054
G-BLDK	R22	0933 1240	G-UKTA	Fokker 50	0935 1058
G-BMUZ	PA.28	0959 1149	G-JEDX	DHC.8	1051 1137
G-UKTH	Fokker 50	1200 1306	G-MAJC	Jetstream 41	1259 1503
G-BYAJ	Boeing 757	1352 1535	G-UKTA	Fokker 50	1408 1553
G-JECD	CL600 RJ	1542 1636	G-UKTH	Fokker 50	1633 1819
G-RJXH	EMB 145	1708 1816	G-MAJF	Jetstream 41	1723 1828
G-MAJC	Jetstream 41	1730 1802	N421N	Cessna 421	1750 0806 (17)
G-RJXJ	EMB 135	1823 0737 (17)	G-BVKA	Boeing 737	1826 1917
G-JECD	CL600 RJ	1904 1944	G-MAJH	Jetstream 41	1941 0704 (17)
G-UKTA	Fokker 50	1952 0643 (17)	G-MAJJ	Jetstream 41	1956 0654 (17)
G-RJXH	EMB 145	2017 0727 (17)	G-MAJC	Jetstream 41	2028 0709 (17)
G-RJXD	EMB 145	2108 0739 (17)	G-RJXB	EMB 145	2119 0745 (17)
G-MAJF	Jetstream 41	2127 0718 (17)	G-BVKA	Boeing 737	2141 0650 (17)

17 Monday

G-BZSD	PA-46 Malibu	0732 0830	G-UKTG	Fokker 50	0735 0838
G-JECD	CL600 RJ	0741 0825	G-MAJC	Jetstream 41	0921 1000
G-BVKA	Boeing 737 500	0928 1102	G-RJXH	EMB 145	0930 1043
G-MAJH	Jetstream 41	0930 1011	G-RJXD	EMB 145	0944 1548
G-MAJJ	Jetstream 41	0954 1348	G-UKTA	Fokker 50	0958 1046
G-UVIP	Cessna 421C	1007 1612(18)	G-MAJF	Jetstream 41	1009 1108
G-JTCA	PA-23 Aztec	1023 1033	G-RJXJ	EMB 135	1047 1413
G-JECD	CL600 RJ	1052 1135	El-CI	Cessna 340	1105 1416
G-BXNT	JetRanger	1109 1428	El-CKQ	Boeing 737	1130 1202
G-RJXB	EMB 145	1133 1353	G-MAJH	Jetstream 41	1303 1444
G-BVKA	Boeing 737 500	1329 1527	G-UKTA	Fokker 50	1408 1555
G-MAJC	Jetstream 41	1418 1411	G-RJXH	EMB 145	1422 1518
G-MAJF	Jetstream 41	1452 1538	N900CB	Cessna 421C	1505 1214(02)
G-OLDL	Lear Jet 45	1541 1707	G-JECD	CL600 RJ	1543 1638
G-UKTG	Fokker 50	1634 1757	G-RJXB	EMB 145	1654 1752
G-MAJH	Jetstream 41	1700 1743	G-RJXJ	EMB 135	1702 1804
G-RJXH	EMB 145	1712 1803	G-MAJC	Jetstream 41	1727 1808
G-MAJJ	Jetstream 41	1739 1824	G-RJXD	EMB 145	1741 1821
G-BVKA	Boeing 737 500	1759 1904	G-JTCA	PA-23 Aztec	1815 1825
G-MAJF	Jetstream 41	1841 1919	G-JECD	CL600 RJ	1902 1946
G-BZSD	PA-46 Malibu	1943 1958	G-UKTA	Fokker 50	1949 0629(18)
N421N	Cessna 421C	1950 0955(18)	G-MAJH	Jetstream 41	1954 0705(18)
G-RJXH	EMB 145	2002 0718(18)	G-RJXD	EMB 145	2010 0721(18)
G-MAJC	Jetstream 41	2028 0702(18)	G-PIDS	Boeing 757	2036 1142(18)
G-RJXJ	EMB 135	2044 0730(18)	G-RJXB	EMB 145	2058 0801(18)
G-MAJJ	Jetstream 41	2116 0733(18)	G-MAJF	Jetstream 41	2136 0747(18)
G-BVKA	Boeing 737 500	2141 0650(18)			

18 Tuesday

G-JECD	CL600 RJ	0740 0820	G-UKTG	Fokker 50	0743 0837
40109	C-21A	0812 1205	I-KELM	Lear Jet 35A	0913 1826
G-RJXH	EMB 145	0917 1749	G-MAJH	Jetstream 41	0922 1001
G-MAJC	Jetstream 41	0924 1006	G-BVKA	Boeing 737 500	0938 1055
G-RJXJ	EMB 135	0946 1511	G-UKTA	Fokker 50	0950 1045
G-RJXD	EMB 145	1021 1402	G-MAJJ	Jetstream 41	1024 1400
G-MAJF	Jetstream 41	1026 1103	El-CKQ	Boeing 737	1032 1112
G-RJXB	EMB 145	1102 1349	G-JECD	CL600 RJ	1107 1132

G-BODY	Cessna 310R	1209 1308	G-BYLM	PA-46 Malibu	1241 0928(22)
G-MAJC	Jetstream 41	1245 1448	VP-CFG	Citation I	1404 1219(20)
G-BVKA	Boeing 737 500	1408 1529	G-UKTG	Fokker 50	1412 1559
G-MAJH	Jetstream 41	1415 1505	G-BYAL	Boeing 757	1420 1557
G-MAJF	Jetstream 41	1456 1545	CS-DFB	Falcon 900	1542 1832(19)
G-JECD	CL600 RJ	1547 1643	G-OLDL	Lear Jet 45	1551 1632
N287AB	Citation I	1553 1610	G-UKTA	Fokker 50	1641 1808
G-RJXB	EMB 145	1656 1802	G-RJXJ	EMB 135	1712 1506(19)
G-RJXD	EMB 145	1715 0746(19)	G-MAJC	Jetstream 41	1718 1757
G-MOHS	PA-31 Navajo	1721 n/s+	G-MAJH	Jetstream 41	1725 1805
G-MAJJ	Jetstream 41	1730 1830	G-BVKA	Boeing 737 500	1810 1910
G-MAJF	Jetstream 41	1833 1915	G-JECD	CJ600 RJ	1900 1951
G-RJXH	EMB 145	1945 0729(19)	G-UKTG	Fokker 50	2001 0714(19)
G-MAJC	Jetstream 41	2013 0703(19)	G-MAJH	Jetstream 41	2029 0707(19)
G-RJXB	EMB 145	2105 0725(19)	G-PIDS	Boeing 757	2117 1114(19)
G-MAJJ	Jetstream 41	2133 0722(19)	G-BVKA	Boeing 737 500	2147 0646(19)
G-MAJF	Jetstream 41	2206 0711(19)			

Wednesday

G-BZSD	PA-46 Malibu	0625 0718	VP-CED	Citation Bravo	0726 0738
G-JECD	CL600 RJ	0733 0822	G-UKTA	Fokker 50	0756 0839
G-MAJH	Jetstream 41	0919 1009	G-MAJC	Jetstream 41	0923 1007
G-BVKA	Boeing 737 500	0928 1105	G-RJXH	EMB 145	0936 1739
G-MAJF	Jetstream 41	0958 1052	G-MAJJ	Jetstream 41	1004 1118
G-UKTG	Fokker 50	1018 1057	EI-COX	Boeing 737	1020 1125
G-RJXB	EMB 145	1024 1419	G-JECD	CL600 RJ	1054 1143
G-RJXD	EMB 145	1102 1342	OE-FDM	Citation I	1151 1854
G-MAJC	Jetstream 41	1245 1448	G-MAJF	Jetstream 41	1312 1345
G-BMAV	Ecureuil	1333 —	G-BVKA	Boeing 737 500	1334 1534
G-MAJH	Jetstream 41	1417 1522	G-MAJJ	Jetstream 41	1442 1540
G-BJYD	Cessna F152	1456 1524	G-UKTG	Fokker 50	1510 1654
G-JECD	CL600 RJ	1546 1632	G-UKTA	Fokker 50	1648 1840
G-RJXD	EMB 145	1651 1753	G-RJXJ	EMB 135	1708 1508(20)
G-MAJC	Jetstream 41	1713 1749	G-RJXB	EMB 145	1719 0755(20)
G-MAJF	Jetstream 41	1741 1834	G-MAJH	Jetstream 41	1745 1828
G-BVZG	Boeing 737 500	1814 0647(20)	G-MAJJ	Jetstream 41	1826 1910
G-JECD	CL600 RJ	1904 1949	G-RJXH	EMB 145	1942 0723(20)
G-MAJC	Jetstream 41	2012 0659(20)	G-UKTG	Fokker 50	2016 0627(20)
G-PIDS	Boeing 757	2019 1104(20)	G-MAJH	Jetstream 41	2052 0704(20)
G-RJXD	EMB 145	2100 0726(20)	G-MAJJ	Jetstream 41	2126 0710(20)
G-MAJF	Jetstream 41	2131 0729(20)			

Thursday

G-JECD	CL600 RJ	0738 0843	G-UKTI	Fokker 50	0854 0937
G-BVZG	Boeing 737 500	0920 1048	G-RJXD	EMB 145	0925 0726(21)
G-MAJJ	Jetstream 41	0928 1006	G-MAJH	Jetstream 41	0930 1009
G-EFSM	T67M Firefly	0938 1109	G-MAJC	Jetstream 41	0959 1438
G-UKTG	Fokker 50	1004 1100	G-MAJF	Jetstream 41	1014 1106
G-RJXH	EMB 145	1023 1409	EI-CNZ	Boeing 737	1040 1119
G-BJYD	Cessna F152	1050 1126	G-JECD	CL600 RJ	1056 1137
G-RJXB	EMB 145	1058 1343	EC-GZD	Airbus 320	1307 1611
G-MAJH	Jetstream 41	1309 1354	G-BVZG	Boeing 737 500	1339 1536
G-MAJJ	Jetstream 41	1420 1511	G-CLHA	BAe 146 200	1427 1517
G-UKTG	Fokker 50	1443 1556	G-MAJF	Jetstream 41	1452 1547
G-JECD	CL600 RJ	1553 1636	G-BYAL	Boeing 757	1644 1821
D-COEB	King Air 350	1647 1326(21)	G-UKTB	Fokker 50	1649 1805
G-RJXB	EMB 145	1654 1759	G-RJXJ	EMB 135	1700 1132(27)
G-MAJC	Jetstream 41	1704 1745	G-RJXH	EMB 145	1710 1754
G-BDYD	Rockwell 114	1717 1411(01)	G-MAJJ	Jetstream 41	1735 1810

G-MAJH	Jetstream 41	1740 1833	G-CLHA	BAe 146 200	1815 1849
G-BVZG	Boeing 737 500	1818 0646(21)	G-MAJF	Jetstream 41	1838 1912
G-JECD	CL600 RJ	1908 2004	G-RJXH	EMB 145	1947 0756(21)
G-MAJC	Jetstream 41	2003 0653(21)	G-UKTG	Fokker 50	2006 0939(21)
G-MAJJ	Jetstream 41	2045 0700(21)	G-RJXB	EMB 145	2106 0719(21)
G-MAJH	Jetstream 41	2128 0704(21)	G-MAJF	Jetstream 41	2139 0729(21)
G-PIDS	Boeing 757	2225 0948(21)			

21 Friday

G-JECD	CL600 RJ	0734 0835	G-UKTF	Fokker 50	0748 0958
G-MAJH	Jetstream 41	0922 1007	G-RJXB	EMB 145	0926 1034
G-MAJJ	Jetstream 41	0931 1010	G-BVZG	Boeing 737 500	0934 1059
G-MAJC	Jetstream 41	1000 1528	G-MAJF	Jetstream 41	1023 1111
G-RJXD	EMB 145	1026 1617	G-JECD	CL600 RJ	1053 1141
EI-CON	Boeing 737	1056 1135	G-RJXH	EMB 145	1106 1554
G-ERAD	King Air C90A	1112 1601	EC-IAG	Airbus 320	1148 1304
N525AD	CitationJet	1221 1519	G-MAJH	Jetstream 41	1300 1506
G-UKTG	Fokker 50	1329 1650	G-BXWF	Fokker 100	1344 1609
G-RJXB	EMB 145	1349 1703	G-BVZG	Boeing 737 500	1353 1623
XW214	Puma HC.1	1358 1620	G-MAJJ	Jetstream 41	1509 1557
G-MAJF	Jetstream 41	1513 1604	G-JECD	CL600 RJ	1545 1645
SE-DZK	Boeing 737	1548 1718	G-UKTF	Fokker 50	1714 1904
G-MAJC	Jetstream 41	1747 1825	G-MAJH	Jetstream 41	1750 1848
G-MAJJ	Jetstream 41	1808 1846	G-BVZG	Boeing 737 500	1844 1931
G-RJXB	EMB 145	1856 1944	G-JECD	CL600 RJ	1906 1956
G-RJXD	EMB 145	1910 2051	G-PIDS	Boeing 757	1920 0730(22)
G-RJXH	EMB 145	1941 1357(22)	G-MAJC	Jetstream 41	2032 1005(22)
G-UKTG	Fokker 50	2044 0653(22)	G-MAJJ	Jetstream 41	2047 2127
G-MAJH	Jetstream 41	2135 0657(22)	G-RJXB	EMB 145	2140 2213
G-MAJF	Jetstream 41	2152 1422(23)	G-BVZG	Boeing 737 500	2201 0647(22)
G-MAJJ	Jetstream 41	2347 1011(23)			

22 Saturday

G-RJXD	EMB 145	0004 0826	G-UKTI	Fokker 50	0808 0854
G-ODSK	Boeing 737 300	0936 1102	G-JEDD	DHC-8	1012 1058
EI-CJF	Boeing 737	1014 1107	G-UKTG	Fokker 50	1028 1115
G-MAJK	Jetstream 41	1054 1423	G-BVZH	Boeing 737 500	1110 1414
G-RJXD	EMB 145	1151 1302	G-FLVU	Citation I	1210 1835
N421N	Cessna 421C	1214 1248	G-MAJC	Jetstream 41	1258 1505
G-JEDD	DHC-8	1318 1419	G-JEAK	BAe 146 200	1354 1442
G-UKTG	Fokker 50	1446 1606	G-RJXD	EMB 145	1554 1003(23)
G-RJXH	EMB 145	1727 0718(24)	G-MAJC	Jetstream 41	1726 1519(23)
G-MAJH	Jetstream 41	1733 1340(24)	OE-LFI	Fokker 70	1558 1934
G-UKTG	Fokker 50	2014 1035(23)	G-BVZH	Boeing 737 500	2010 0642(23)
G-OOOS	Boeing 757DIV	2154 2358	G-UKTA	Fokker 50 DIV	2200 0635(23)
G-PIDS	Boeing 757	2230 0811			

23 Sunday

EI-CKS	Boeing 737	0842 0930	G-BVZH	Boeing 737 500	0923 1111
G-UKTA	Fokker 50	0947 1047	G-JEDX	DHC-8	1040 1132
G-UKTC	Fokker 50	1203 1304	G-MAJJ	Jetstream 41	1301 1503
G-RJXD	EMB 145	1307 1355	G-LNAA	MD900	1409 1504
G-UKTA	Fokker 50	1424 1552	G-BYAK	Boeing 757	1427 1558
G-JECA	CL600 RJ	1544 1636	G-RJXD	EMB 145	1647 1806
G-MAJJ	Jetstream 41	1726 1801	G-MAJF	Jetstream 41	1741 1821
G-MAJC	Jetstream 41	1758 1836	G-MANM	BAe ATP	1833 1913
G-JECA	CL600 RJ	1909 2000	G-UKTA	Fokker 50	2020 0643(24)
G-MAJJ	Jetstream 41	2022 0709(24)	G-MAJC	Jetstream 41	2044 0650(24)

G-MANM	BaE ATP	2059 2138	G-RJXD	EMB 145	2108 0715(24)
G-MAJF	Jetstream 41	2118 0724(24)	G-BVZG	Boeing 737 500	2131 1058(24)
G-PIDS	Boeing 757	2244 1105(24)			

24 Monday

G-UKTF	Fokker 50	0747 0835	G-MAJJ	Jetstream 41	0923 1004
G-UKTA	Fokker 50	1003 1054	N79EL	Beechjet 400	1006 1029
G-MAJF	Jetstream 41	1008 1108	G-MAJC	Jetstream 41	1012 1100
G-RJXH	EMB 145	1014 1758(26)	El-COX	Boeing 737	1031 1118
G-RJXD	EMB 145	1036 1348	G-JECA	CL600 RJ	1050 1134
G-UKTF	Fokker 50	1212 1543	G-MAJJ	Jetstream 41	1255 1344
G-MAJF	Jetstream 41	1321 1503	G-BVZG	Boeing 737 500	1324 1524
G-MAJC	Jetstream 41	1424 1509(26)	N65JF	PA-28 Archer II	1545 1125(25)
G-JECA	CL600 RJ	1555 1645	G-MAJH	Jetstream 41	1609 1350(26)
G-UKTA	Fokker 50	1647 0616(26)	G-MAJF	Jetstream 41	1715 1758
G-MAJJ	Jetstream 41	1727 1009(27)	G-RJXD	EMB 145	1737 1801(26)
G-BVZG	Boeing 737 500	1746 1052(26)	G-MAJF	Jetstream 41	2011 1048(27)
G-PIDS	Boeing 757	2035 1137(25)			

25 Tuesday

G-BYAW	Boeing 757	1350 1527	G-PIDS	Boeing 757	2107 1101(26)
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26 Wednesday

G-UKTA	Fokker 50	0943 1054	G-OOHO	JetRanger	1028 1512
G-JEAW	BAe 146 200	1134 1225	El-COX	Boeing 737	1147 1219
G-UKTG	Fokker 50	1222 1542	G-BVZG	Boeing 737 500	1337 1522
G-SOHI	Agusta A.109E	1340 1400	G-JEAW	BAe 146 200	1558 1644
G-UKTA	Fokker 50	1702 0627(27)	G-MAJC	Jetstream 41	1728 1808
G-MAJH	Jetstream 41	1731 1831	G-BVZG	Boeing 737 500	1755 1101(27)
G-PIDS	Boeing 757	2018 1029(27)	G-MAJC	Jetstream 41	2029 0707(27)
G-RJXD	EMB 145	2054 1514(27)	G-RJXH	EMB 145	2109 1346(27)
G-MAJH	Jetstream 41	2121 0653(27)			

27 Thursday

G-UKTG	Fokker 50	0815 0858	G-MAJC	Jetstream 41	0937 1015
G-MAJH	Jetstream 41	0943 1816	G-RJXB	EMB 145	0946 1040
G-UKTA	Fokker 50	0954 1051	El-CNY	Boeing 737	1024 1113
G-JECA	CL600 RJ	1058 1142	N525AD	CitationJet	1203 1417(28)
G-MAJC	Jetstream 41	1251 1413	G-MAJF	Jetstream 41	1320 1355
EC-HZU	Airbus 320	1322 1434	G-BVZG	Boeing 737 500	1329 1532
G-RJXB	EMB 145	1331 1416	G-UKTC	Fokker 50	1352 1437
G-RJXJ	EMB 135	1420 1520	G-UKTA	Fokker 50	1424 1552
G-MAJJ	Jetstream 41	1426 1508	G-JECA	CL600 RJ	1549 1640
G-BYAR	Boeing 757	1631 1827	G-RJXH	EMB 145	1703 1756
G-MAJC	Jetstream 41	1710 1759	G-RJXB	EMB 145	1713 1423(28)
G-RJXJ	EMB 135	1716 1528(28)	G-RJXG	EMB 145	1719 1130(28)
G-MAJJ	Jetstream 41	1728 1419(28)	G-MAJF	Jetstream 41	1731 1823
G-BVKD	Boeing 737 500	1803 1107(28)	G-JECA	CL600 RJ	1906 1953
G-PIDS	Boeing 757	1930 1028(28)	G-UKTA	Fokker 50	2005 0737(28)
G-MAJC	Jetstream 41	2009 1221(28)	G-MAJH	Jetstream 41	2040 1428(28)
G-RJXH	EMB 145	2058 1357(28)	G-MAJF	Jetstream 41	2118 0655(28)

28 Friday

G-UKTE	Fokker 50	0807 1154	G-CBFS	King Air 200	1017 1113
El-CKQ	Boeing 737	1038 1126	G-JECA	CL600 RJ	1055 1150
G-UKTA	Fokker 50	1104 1216	EC-GZD	Airbus 320	1109 1240
G-UKTB	Fokker 50	1316 1410	G-BVJC	Fokker 100	1328 1432
G-BVKD	Boeing 737 500	1341 1532	G-RJXG	EMB 145	1414 1512
G-MAJC	Jetstream 41	1425 1515	G-UKTA	Fokker 50	1549 1703
SE-DZK	Boeing 737	1551 1709	N79EL	Beechjet 400	1554 1615
G-JECA	CL600 RJ	1557 1637	G-RJXH	EMB 145	1659 0847(29)
G-RJXB	EMB 145	1707 0740(31)	G-RJXG	EMB 145	1711 1755

G-MAJJ	Jetstream 41	1724 1800	G-MAJC	Jetstream 41	1727 1805
G-RJXJ	EMB 135	1734 1149(02)	G-MAJH	Jetstream 41	1746 1833
G-MAJF	Jetstream 41	1752 1428(30)	G-BVKD	Boeing 737 500	1758 0735(29)
G-CBFS	King Air 200	1831 1855	G-JECA	CL600 RJ	1908 1948
G-MAJJ	Jetstream 41	2001 0755(29)	G-PIDS	Boeing 757	2010 0830(29)
G-MAJC	Jetstream 41	2014 1117(29)	G-UKTA	Fokker 50	2024 0713(29)
G-MAJH	Jetstream 41	2136 1418(30)			

29 Saturday

G-UKTB	Fokker 50	0747 0840	G-LIPE	Robinson R-22B	0905 1234
G-KDMA	Citation V	0920 1113	G-OJTW	Boeing 737 300	0925 1100
El-CKQ	Boeing 737	1006 1054	G-UKTA	Fokker 50	1010 1104
G-MAJJ	Jetstream 41	1119 1418	G-RJXH	EMB 145	1201 0959(30)
G-BLYE	TB-10 Tobago	1217 1322	G-JEDD	DHC-8	1311 1409
G-MAJC	Jetstream 41	1332 1507	G-UKTA	Fokker 50	1426 1552
G-JEAW	BAe 146 200	1527 1633	N600PV	MD 600	1528 1600
G-MAJJ	Jetstream 41	1726 1007(30)	G-MAJC	Jetstream 41	1731 1410(30)
OE-LFK	Fokker 70	1823 1906	TF-ELP	Boeing 737	1912 1941
G-BVKD	Boeing 737 500	2054 0647(30)	G-UKTE	Fokker 50	2131 0653(30)
G-RJGR	Boeing 757	2139 0821(30)	G-JALC	Boeing 757	2213 2334

30 Sunday

El-COX	Boeing 737	0854 0931	G-BVKD	Boeing 737 500	0920 1048
G-UKTE	Fokker 50	1009 1111	G-JEDZ	DHC-8	1057 1140
N250SM	Citation Excel	1127 1153	G-LACA	PA-28 Warrior II	1158 1306
G-MAJA	Jetstream 41	1233 1610	G-UKTH	Fokker 50	1238 1335
G-MAJJ	Jetstream 41	1259 1508	G-RJXH	EMB 145	1309 1401
G-BYAP	Boeing 757	1352 1533	G-UKTE	Fokker 50	1439 1604
G-JECA	CL600 RJ	1556 1638	G-RJXH	EMB 145	1640 1809
G-BMDK	PA-34 Seneca	1651 1738	G-UKTB	Fokker 50 DIV	1705 0624(03)
G-MAJJ	Jetstream 41	1732 1817	G-MAJF	Jetstream 41	1735 1837
G-MAJC	Jetstream 41	1824 1901	G-UKTE	Fokker 50	2004 0837(31)
G-MAJA	Jetstream 41	2008 1109(31)	G-MONW	Airbus 320	2026 0824(01)
G-MAJJ	Jetstream 41	2036 0653(31)	G-RJXH	EMB 145	2111 0710(31)
G-MAJC	Jetstream 41	2116 1010(31)	G-MAJF	Jetstream 41	2138 0713(31)
G-BVKA	Boeing 737 500	2156 1050(31)	G-RJGR	Boeing 757	2314 1127(31)

31 Monday

G-CHEM	PA-34 Seneca	0755 0910	G-MAJF	Jetstream 41	0916 0956
G-RJXH	EMB 145	0937 0735(01)	G-MAJJ	Jetstream 41	0945 1030
CS-DNP	Falcon 2000	0959 1153	G-UKTH	Fokker 50	1002 1054
OE-GAA	Citation V	1021 1130	G-RJXB	EMB 145	1035 1343
El-CKS	Boeing 737	1038 1122	G-JECA	CL600 RJ	1104 1145
G-LEEZ	LongRanger	1204 1417	G-UKTE	Fokker 50	1211 1555
G-MAJJ	Jetstream 41	1239 1347	G-MAJF	Jetstream 41	1252 1444(02)
G-BVZG	Boeing 737 500	1330 1050(01)	G-RVRF	PA-38 Tomahawk	1335 1458
G-MAJA	Jetstream 41	1357 1430	G-MAJC	Jetstream 41	1419 1504
G-MAJL	Jetstream 41	1547 1249(01)	G-JECA	CL600 RJ	1551 1632
G-AWPJ	Cessna F150H	1618 1728	G-RJXB	EMB 145	1650 1040(02)
G-BUPS	ATR-42	1655 2351(01)	G-MAJA	Jetstream 41	1706 0714(02)
G-MAJC	Jetstream 41	1722 1506(01)	G-MAJJ	Jetstream 41	1725 0720(02)
G-UKTC	Fokker 50	1730 0842(01)	G-RJGR	Boeing 757	2039 1223(01)

From and to

01) N198SL/F & T Jersey; N421N/Bournemouth-Humberside: 02) VP-CCP/F & T Blackpool 03) N250SM/??; CS-DNQ/Paderborn-Le Bourget: 04) VP-CFG/Cardiff-Waterford; N421N/Bournemouth-Humberside: 05) HB-VJV/F & T Zurich; F-GRSE/?: 06) N132CK/F & T Weston; D-AISY/Maastricht-Cologne: 07) PH-HZA/F & T Amsterdam; N6107Y/from Guernsey 08) LY-AMP/F & T Sherburn; N797HG/F & T Shoreham: 10) D-CEWR/Nuremberg-Norwich; CS-DFB/Nice-Biggin Hill: 12) LX-IMS/Hawarden-Luxembourg; N900CB/F & T Guernsey: 13) D-ILIN/from Mannheim: 14) N525AD/F & T Edinburgh; D-CAAM/Mannheim-Hannover; LX-ONE/F & T

Luxembourg; CS-DFB/Le Bourget-Stuttgart: 15) N375SA/F & T Gamston; N198SL/F & T Jersey; N800PA/Luton-Keflavik: 16) N421N/Humberside-Bournemouth: 17) EI-CIJ/Cardiff-Liverpool; N900CB/F & T Guernsey; N421N/Bournemouth-n/s-Humberside: 18) I-KELM/F & T Villafranca; VP-CFG/Coventry-Guernsey; CS-DFB/Luton-??; N287AB/Luton-Le Bourget: 19) VP-CED/F & T Hawarden; OE-FDM/Vienne-??: 20) D-COEB/??: 21) N525AD/F & T Edinburgh: 22) N421N/Bournemouth-Humberside: 24) N79EL/EMA-Dublin; N65JF/EMA-n/s-Crowfield: 27) N525AD/Edinburgh-n/s-Annecy: 28) N79EL/F & T Dublin: 29) N600PV/??; TF-ELP/Southampton-Stanstead: 30) N250SM/Jersey-Edinburgh: 31) CS-DNP/Le Bourget-Nice; OE-GAA/Innsbruck-Berne:

Overshoots

04) ZJ237/SYS97; XX492/CWL45; XX160/Javelin82; XX228/Javelin69: 12) XX838/Colt86: 13) XX493/CWL65; XX496/CWL75; XX493/CWL70: 17) XX496/CWL63: 18) XX493/CWL70: 19) XX146/Colt09; G-BXXT:

LBA movements review, December 2001

Well here we are back from the antipodes again and I would like to thank Paul Wincup for looking after the movements last month. December started off on the 1st with Citation Bravo N198SL from and to Jersey using the callsign "Beauport 4SL", also noted was the Cessna 421C N421N which was from Bournemouth out to Humberside, the 421 visited quite a few times during the month and was usually on flights between the same two places using the callsign "Solo 1". On the 2nd the Citation Bravo VP-CCP was from and to its base at Blackpool. The Citation Excel N250SM used the callsign "Beauport 2SM" on a flight from Hawarden to Jersey on the 3rd and the Falcon 2000 CS-DNQ was from Paderborn to Le Bourget.

The 4th saw Citation I VP-CFG calling "Sark 1" when it flew from Cardiff over to Waterford. From and to Zurich on the 5th was the Falcon 20 HB-VJV of TAG and it used the callsign "FPG 987", also from and to Zurich was the Star Airlines Airbus 320 F-GRSE which was "Starway 928L" with the Grasshoppers football team. Doing a night stop on the 6th was the Cessna 421A N132CK (ex EI-TCK) from and to Weston where it believed to live, arriving the same day but just before midnight was the WDL Friendship D-AISY from Maastricht as "WDL 531" and departing to Cologne. From and to Amsterdam on the 7th as "Transavia 7561" was Boeing 737 800 PH-HZA whilst Rockwell 114B N6107Y arrived from Guernsey and night stopped. YAK 52 LY-AMP came from and to its base at Sherburn on the 8th and the PA-46 N797HG night stopped from and to Shoreham but is believed to live in Luxembourg. Lear Jet 45 D-CEWR of Maha GmbH was from Nuremberg to Norwich on the 10th and was joined by Falcon 900 CS-DFB from Nice to Biggin and Cessna 421C N421CA night stopping from the Isle of Man to Gamston.

Callsign "Sark 1" was heard again on the 11th but this time it was the Cheyenne N220SC from Dublin to Albi, also noted that day were CitationJet N335J going out to Le Bourget, Beechjet 400A N79EL from Birmingham to Luton and the Dornier 228 D-CAAM from and to Mannheim as "Arcus 021". Another Lear Jet 45 on the 12th was LX-IMS of Husky Injection Molding Systems from Hawarden to Luxembourg and on the same day Cessna 421C N900CB was from and to Guernsey. King Air 200 D-ILIN called in from Mannheim to Egelsbach on the 13th. The 14th saw CitationJet N525AD from and to its base at Edinburgh and Lear Jet 45 LX-ONE calling "Duke One Ambulance" from and to Luxembourg, others that day were the night stopping Falcon 900 CS-DFB from Le Bourget to Stuttgart and Dornier 228 D-CAAM again from Mannheim and out to Hannover still as "Arcus 021". Seneca N375SA on the 15th was from and to its nominal base at Gamston whilst Citation Bravo N198SL was again "Beauport 4SL" on a trip from and to Jersey with Falcon 900 CS-DFB going from Stuttgart to Luton and the BAe 125 800 N800PA from Luton to Keflavik.

Cessna 421 N421N was "Solo 1" again on the 16th and 17th and was joined on the 17th by Cessna 340 EI-CIJ of Airlink as "HYR 341" from Cardiff to Liverpool plus the night stopping Cessna 421C N900CB from and to Guernsey. On the 18th Lear Jet 35AI-KELM of Kelemata was from and to Villafranca, two Citation I's were VP-CFG as "Sark 1" from Coventry to Guernsey and N287AB of Capital Aviation Trading Ltd from Luton to Le Bourget, arriving from Luton was the Falcon 900 CS-DFB. From and to its base at Hawarden on the 19th was the Iceland Foods Citation 2 VP-CED with Citation I OE-FDM from Vienna. Night stopping on the 20th was the King Air 350 D-COEB and on the 21st CitationJet N525AD was from and to Edinburgh. On the 24th Beechjet 400A N79EL was from its base at EMA to Dublin and Cherokee Archer N65JF which is Tollerton based arrived from EMA and departed on Christmas day outbound to Crowfield. CitationJet N525AD was back on the 27th from Edinburgh and after a night stop it went to Annecy, similarly Beechjet N79EL was back on the 28th from and to Dublin. Visiting on the 29th was MD600 N600PV of Astral

Communications which is reported to be based at Tadcaster, also noted was the Boeing 737 TF-ELP as "Channel 5005" from Southampton to Stanstead with Leeds United. The Citation Excel N250SM returned on the 30th as "Beauport 2SM" from Jersey to Edinburgh and to wind up the year on the 31st Falcon 2000 CS-DNP was from Le Bourget to Nice and the Citation V OE-GAA was from Innsbruck to Berne.

On the military side all we have to report is the C21A 40109 of the USAF on the 18th as "Jalopy 87" from Mildenhall to Fairford and on the 21st Puma XW214 came from Belfast International as "Vortex 07" and departed to Carlisle. Jersey's new Dash-8 G-JEDI made its first visit on the 3rd crew training as "Jersey 075T" and Iberworlds new Airbus 320 EC-IAI made its first visit on the 21st. Possibly to do with the new order for T67's from the Royal Jordanian Air Force we had G-EFSM in on the 20th as "Slingsby 1", the new aircraft used to go through YLA's hangar to be weighed before delivery-maybe Multiflight are continuing the practice.

Terry Sykes



Dornier 228-212 D-CAAM Arcus Air Leeds Bradford International Airport - December 2001

Geoff Ward



LEEDS/BRADFORD NEWS

The second airbridge was brought in to use on Monday 17th December 2001, and is located to serve Stand 7. It will be used predominately by bmi british midland and means that bmi's London Heathrow passengers should now be able to embark and disembark at LBA under cover on every flight.

Managing Director, Ed Anderson said, "Leeds Bradford is one of the very few airports of its size to have airbridge facilities. We see this as a major step forward in terms of improving customer service".

The following article appeared in the Bradford based newspaper *Telegraph and Argus*, and could be good news for many local enthusiasts.

Plane spotters could soon have a formal viewing spot - if plans to improve an area near Leeds Bradford Airport go ahead. The land at Plane Tree Hill, off Bayton Lane, Yeadon, is popular with aviation enthusiasts and walkers. But it is also well used by bike riders and illegal fly tippers who dump builders rubbish, tyres and industrial waste.

Now, calls have been made for the whole area to be tidied up and a formal maintenance programme drawn up - once the area's complicated ownership is sorted out. Councillor Clive Fox (Con, Otley and Wharfedale) said: "The present situation is unacceptable. The area is neglected and run down and something needs to be done." Coun Fox has had assurances from Leeds City Council that the whole problem is being looked into and he is hopeful that the area will eventually be tidied up.

"At least a start has been made looking into the problem. I would like to see a general environmental enhancement for the area incorporating a more formal airport viewing point. I hope there will be consultation with nearby residents at an early stage once the ownership issues have been resolved. Then we can look at the question of funding, eventually I hope to see a major improvement in this part of Yeadon."

At the moment, the main access to Plane Tree Hill is a heavily rutted, uneven track. Coun Fox said: "This has been made worse by bike riders devastating the landscape with their activities generating muddy conditions during wet weather. There have been a number of instances when people have been injured and the noisy activities have understandably upset people living in nearby houses."

Coun Fox claimed the whole area suffered from a lack of management on top of an ongoing problem with litter and illegal dumping. "Apart from being a favourite spot for the plane enthusiasts, the area is well used for recreational purposes. It lies immediately adjacent to the airport perimeter fence and is crossed by public footpaths, one of which runs alongside Horsforth Golf course towards Scotland Lane."

Following residents' complaints, Coun Fox discovered management of the area was the responsibility of Leeds City Council's property arm, the Leeds Development Agency. But the ownership was joint, with some in private ownership and the rest by the airport authority and Leeds City Council. Coun Fox said tackling problems at the site would involve a comprehensive scheme currently in the planning stage. But he added there would be difficulties because of the joint ownership. "There might also be highways concerns about the access to the site and the dangers of generating more traffic, but the biggest single hurdle will be getting funding."

A council spokesman said: "We are taking steps to bring forward proposals for the area, but there is a long way to go. Firstly, the site is owned by several different people, secondly, there are serious issues of access, and thirdly, of course, funding will have to be found. For these reasons, it is too early to say more than that."

AIRPORT NEWS

Sultan-Muhammad Faizi was relaxing over a meal of bread and spinach in the control tower of Kabul International Airport when his radio crackled to life. A United States government plane was arriving from Tajikistan and needed directions on how to land. It is no easy proposition to land a plane at this ruined airfield. The main gateway to Afghanistan is a gantlet - ringed by mines, pocked by bomb craters and littered with the charred hulks of destroyed aircraft.

"You'll have to land on the taxiway," Mr. Faizi instructed the pilots on Monday, after padding barefoot over to the radio. "The runway is not usable." Turning to a visitor, he said there was "no place in the world where they let planes land on a taxiway," which in Kabul is much narrower than the runway, not to mention curved. "But what can we do?"

Six American bombs rained on Kabul airport's runway during the United States-led bombing campaign in October, leaving yawning craters in the tarmac. Several others landed on the taxiway and apron. One bomb, still unexploded, is buried under a fleet of jets owned by the state carrier, Ariana Airlines. For all that, Kabul is determined to have its airport back in business. Since last month, bomb-clearing teams have been combing the runway and adjacent fields, digging up nearly 2,000 unexploded bombs.

This dangerous work has enabled the airport to start a twice-weekly commercial flight between here and the western Afghanistan city of Herat; it also takes off and lands on the taxiway. By mid January, the airport authorities said, Kabul will be able to reopen its runway to larger jets. "Everybody is determined to help Afghanistan reclaim its national airport," Lakhdar Brahimi, the United Nations special envoy to Afghanistan, said. Mr. Brahimi said that fully reopening the airport, which had been closed since autumn, would help relief efforts. The United Nations has had to use a military air base at Bagram, about 30 miles north of Kabul, which makes bringing in food and other supplies cumbersome.

Reopening Kabul airport would also restore a semblance of normality to Afghanistan's capital. Nearly two months after Northern Alliance troops drove the Taliban out of the capital, it remains largely cut off from the world. Land routes are hazardous because of bandits, while Bagram is accessible only to military planes and flights organized by the United Nations.

"Many people, after five years, want to come back to Kabul," said Ghulam Ali Timar, the airport general manager, who took over after the Taliban fled. "The reopening of the airport means that Kabul is safe."

Kabul, of course, is far from safe. And judging by the extent of the devastation at the airport, regular operations are likely to be months away. Beyond the damage from the recent bombs, Kabul airport has been a battleground ever since the Soviet occupation of Afghanistan. Like everything here, it is also impoverished. Mr. Ghulam said he had no fire trucks, no weather monitoring equipment and no snowploughs, crucial for an airport in a place where winters can be severe. He also has no radio transmitter to communicate with commercial flights from outside the country. It was ripped out of the air traffic control centre in the chaos of the bombing raids. "Somebody took it. I don't know who it was," Mr. Ghulam said with a shrug. "But we are starting from zero."

The United Nations had offered to help the airport obtain new radio equipment. But before any international commercial flights can arrive, the Afghan interim government must negotiate with the United States to reopen large parts of Afghanistan's airspace. With American warplanes still bombing suspected Al Qaeda redoubts in eastern Afghanistan, that seems unlikely to happen soon. Meantime, the airport is being held together with wire and glue.

The United States replaced windows in the control tower that were blown out when two American bombs landed near the terminal. A rocket crashed into the offices of Ariana Airlines, two floors below, narrowly missing the tower. On the runway, more than 100 mine clearing experts are using bomb detectors, bomb-sniffing dogs and their eyes to scour the airfield. When they see a suspicious object, they mark it with red paint.

The British military has supplied a heavily armoured vehicle known as a flail, which trundles up and down

the runway, pounding the asphalt with powerful hammers to set off mines and other explosives. Crews are filling the craters left by the bombs. But an American plane that landed in early January had to swerve after touching down to avoid a particularly nasty pothole. A team of mine-clearers scurried across the taxiway just before it landed, like pedestrians trying to beat a traffic light.

Running a seat-of-the-pants operation frustrates Mr. Faizi, who has worked for 39 years as an air traffic controller. "We used to be able to warn people on the ground about planes coming in," he said, noting that the ground communications system was also broken. "Now I just stand here and watch them."

AIRLINE NEWS

Air Europa has become the first airline in Spain to operate a Boeing 737-800 equipped with winglets. Air Europa plans to install the winglets on its entire fleet of Boeing 737-800s.

BMI British Midland plans to launch a low-cost airline in time for Easter.

The airline will operate out of its East Midlands hub, flying to European destinations including Barcelona, Nice, Palma, Malaga, Alicante and Faro. Both Easyjet and Ryanair have seen passenger numbers increase in recent months, while woes continue to mount for traditional airlines.

BMI said tickets would be priced competitively with other discount airlines and could start at £25 each way. Further discounts will be offered for fares booked over the internet. The new airline will be set up as a subsidiary of BMI, which will continue to operate its full-service, scheduled service alongside the budget airline. Bookings for the new airline began in late January, with a service due to start on 23 March.

The discount airline will be set up as a separate venture, but will be supported by existing BMI resources and staff. The company's finance director, Nigel Turner, will take responsibility for the new airline at board level. He is not, however, the airline's chief executive designate, stressed the spokesman. "BMI is launching this new airline in response to a clear market opportunity and consumer demand," said Mr Turner.

BMI's announcement seems to contradict denials by chief executive Austin Reid last autumn that it would become a low-cost airline. "We are certainly not going to be a no-frills carrier... I think that we do clearly have to look at our cost base, the key to being successful in the airline industry is to get your costs down," Mr Reid told the BBC in November. The company spokesman defended Mr Reid by saying that BMI would continue to offer its full-service airline. "I don't think that Austin Reid was being disingenuous, he was just rather misunderstood," he told BBC News Online.

BMI's full-service airline still plans to break into the transatlantic route if air regulations, such as Bermuda II, are revised. "Nothing changes at all for BMI's full-service airline," said the spokesman. BMI is also determined not to "make the same mistakes that British Airways made," said the spokesman. BA set up the low-cost airline, Go, but then admitted its strategy to compete in both the full-service and no-frills markets was not working. It sold Go for a profit last year. "BMI is a different creature from British Airways," said the spokesman, adding that the new airline would only be run from the East Midlands airport to keep costs down. "It won't be a massive mega-hub with a regional network," he said.

BMI itself is also currently challenging Go, which recently announced plans to operate flights from East Midlands airport, BMI's home base. BMI is questioning Go's application to fly from the East Midlands to Prague by seeking clarification on a bilateral capacity agreement between the Czech Republic and the UK. "We are concerned about the wider issues as well," said Simon Gregory, BMI's marketing director. The company is also looking for clarification on other agreements between the UK and European countries outside the EU.

The airline has been launched under the name BMI baby (B MI Baby), but many in the industry think this is just a publicity stunt and the airline will be renamed shortly after its March start up.

British Airways is launching a £5.3 million campaign to get business travellers flying again after the events of September 11. The sales drive will include special incentives for business travellers. It's being spearheaded by a television advertising campaign with the message: "It's better to be there".

Rod Eddington, BA's chief executive says: "The last 12 months have been extremely challenging and 2002 will be equally demanding. "Our campaign will give a real boost to stimulate the business travel market and is designed to significantly increase demand for premium travel." Special offers for business travellers will include free car parking at airports and free car hire, as well as cabin upgrades on flights. Members of the airline's executive club who have not flown since September 11 will be offered a bonus of 5,000 free BA Air Miles if they travel between January 21 and March 31.

A recent survey by BA showed that 73% of business leaders believed face-to-face communication was the most effective way of building and maintaining business relationships. BA's 40-second television advert is being shown on ITV, and will run for a period of four weeks.

British Airways, has also announced it is to cut back its short-haul routes in an attempt to avert major losses. Rod Eddington said details of the plan would be announced in February. Analysts have said about 15 of the company's European routes are likely to be affected. "All parts of our route network have to pull their weight," Mr Eddington told the BBC. "We can't be all things to all people in all markets." The move is part of a restructuring plan which will see the company focusing once more on the lucrative transatlantic business travel market.

BA has in recent years tried to market itself as a global airline serving all segments of the passenger market, dubbing itself "the world's favourite airline." But last year's global economic downturn, coupled with stiff competition from a new generation of no-frills carriers such as Ryanair and Easyjet, have hurt the company badly.

In November, BA said profits for the previous three-month period were down by 98% on the year, with City analysts predicting a full-year loss of around £750m. Losses on such a scale would come as a severe blow to the company, which has made a profit every year since it was privatised in 1987. The route cuts are the latest move in a programme of retrenchment which began in the immediate aftermath of the 11 September attacks.

In late September, the company suspended dozens of daily flights to the US, and mothballed its Heathrow-Belfast route indefinitely. It also axed 7,000 jobs, around 9% of its workforce. But analysts have said that BA is one of a small handful of European carriers which stands a good chance of surviving the wave of consolidation that is now under way in the global airline industry. The company has substantial cash reserves, as well as some easily disposable assets which it could sell in an emergency.

D.A.T. and Virgin Express have confirmed that the two Belgian airlines are in discussions about the possibility of forming a single airline. The new airline would be renamed and aimed at serving business clients travelling to leading European destinations.

EasyJet is planning to buy up to a further 75 new aircraft in what would be the largest order placed by a low-cost airline in Europe. US-based manufacturer Boeing and its European rival Airbus have been pitched into head-to-head competition for the order, which could be worth £2.75bn.

Easyjet could expand its fleet to 100 aircraft by 2007. It is a major boost for the civil airliner market which has been depressed since the September 11 attacks on the US.

Lufthansa has placed an order for 15 A.380's, bringing the total of orders received to nearly 100.

AIRCRAFT NEWS

The U.S. Air Force grounded all its C141 Starlifter transport aircraft after a wing on one of the transport planes collapsed on December 21st, as it refuelled at Memphis International Airport, spilling 9,000 gallons of jet fuel. The plane was headed for Ramstein Air Force Base in Germany. Details on its mission were not immediately available. One airman suffered a fractured leg while another was treated for a strained shoulder, the Memphis newspaper *The Commercial Appeal* reported.

The spilled fuel flowed into a storm drain, but crews sealed it off before the fuel could reach Nonconah Creek. The order to ground the Starlifters came from Air Mobility Command at Scott Air Force Base, and affected 99 C141 s in service worldwide, spokesman Lt. Col. Tom LaRock said.

The United States Air Force has not used the C141 in Afghanistan, relying instead on the roomier and more responsive C17 Globemaster, but the grounding nonetheless was expected to put a strain on domestic operations as the nation continues its war on terrorism. The C141 is still an integral part of our airlift capability," LaRock said.

Lt. Col. Lamar Spencer, executive officer of the 164th Airlift Wing of the Tennessee Air National Guard, estimated the damaged C141 to be 28 to 30 years old. "It's the most bizarre thing that I've ever been associated with," Spencer said. "Obviously, we don't know the cause." The grounding lasted for a week, but no announcement on the cause of the failure has yet been given.

The Air Force relies on its fleet of C141s to transport troops and equipment both domestically and overseas. It began using the aircraft in the 1960s and once had up to 270 in its fleet, but it plans to phase out the aircraft by 2006 and replace it with the C17.

Theorizing that an airplane would be more efficient if it could change shapes during flight, researchers at NASA's Langley Research Center in Virginia are testing materials that could allow an airplane to morph. The "Morphing Project" is evaluating "smart" materials that can change shape and react much as a living organism reacts to stimuli such as heat and electricity. The project is looking at materials that can "heal" from bullet holes or other damage, bend to change camber so that flaps are not needed, and make it easier for commercial planes to fly at mach speeds.

OTHER NEWS

A Cathay Pacific pilot, sacked after throwing peanuts at Cathay Pacific CEO David Turnbull, is back in the cockpit - this time with Virgin Blue. Senior Captain Scott Munro was summarily relieved of his job back in early 2001 when some of his wayward peanuts landed on or near Turnbull while both were seated in a bar. The peanut incident does not distress Virgin Blue owner Sir Richard Branson. When asked about it, a spokesman for the airline told the South China Post, "If he threw some peanuts at our senior executives, certainly if he threw some peanuts at Richard, I think the worst thing that could happen is that Richard would throw some peanuts back at him. Isn't that the way life is supposed to be?"

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David Wooler

MILITARY MATTERS



KEY DATES IN RAF HISTORY 1918 - 1998

1992

- 15 Jul Announced that the RAF Regiment Depot would move from its traditional home at Catterick to RAF Honington. Consequently, the RAF Regiment Museum would also be re-located at Honington. The Museum's exhibits pre-date the formation of the RAF Regiment on 1 February 1942 and includes the pre-World War II Armoured Car Companies, RAF Levies in Iraq and the Aden Protectorate Levies. The Museum is not open to the general public but group visits may be made and individual visits for research purposes.
- 21 Sep The RAF's last airworthy Vulcan (XH558) was retired after its last airshow appearance at Cranfield. As reported earlier in these columns, efforts are being made to make XH558 airworthy again so it may not have made its last airshow appearance, hopefully. Perhaps the Society should make some effort, however small, to fund-raising; watch this space! See also later note.
- 30 Sep The Officer and Aircrew Selection Centre (OASC) was moved from RAF Biggin Hill to RAF Cranwell. The Centre assesses the suitability for training of candidates for cadetship, scholarship, commission and aircrew.
- 30 Sep RAF Church Fenton was closed with the last course completing training at 7 Flying Training School (7FTS). At that time the airfield was retained as a Relief Landing Ground (RLG). It has since partially re-opened operating Slingsby Fireflies on detachment from the Joint Elementary Flying Training School which has its headquarters at Barkston Heath.

1993

- 31 Mar RAF Hullavington was handed over to the Army. It was formerly the base for an RAF balloon unit used in parachute training for the first two descents of the Services parachute course, the six subsequent descents being carried out from Hercules at RAF Brize Norton. Hullavington airfield is currently used by 621 and 625 Volunteer Gliding Schools (VGS) operating Viking TX1s to provide gliding flight to Air Cadets.
- 01 Apr The Queen presented a new Colour to the RAF at RAF Marham to mark the 75th Anniversary of the founding of the Service.
- 24 Jun After 72 years of providing apprentice training, RAF Halton closed with the graduation of the 155th and final entry.
- 17 Dec A number of closures of RAF Stations had taken place during the year culminating in the closure today of RAF Swinderby, the home of the Elementary Flying Training Squadron and No 1 School of Recruit Training. Other stations closed during the year included Gutersloh, Jurby Head, Upavon and Wattisham. Gutersloh, Upavon and Wattisham were transferred to the Army.

1994

- 01 Apr Women were fully integrated into the RAF and the Women's Royal Air Force (WRAF) was disbanded and the post of Director of the WRAF was disestablished.
- 01 Apr On the same day, the RAF's anniversary day, two new RAF Commands were established: Personnel & Training Command and Logistics Command, based at RAF Innsworth and RAF Brampton, respectively.
- 01 Oct The RAF's first female Air Electronics Operator received her brevet at the Air Electronics, Engineer and Loadmaster School at RAF Finningley.

Credits: Brace by Wire to Fly by Wire
Military Aviation Review United Kingdom 2001

VULCAN NEWS

The latest 'Vulcan to the Sky' Newsletter reports that the campaign ceased to raise funds overtly for one month, as a mark of respect to those who died on 11 September in New York and "as a tribute to the Anglo-American quest for peace and the abolition of terrorism". Despite this, £10,000 was received in October bringing the total raised to £400,000. CAA approval of the major overhaul by Marshall of Cambridge is awaited and official support by BAE Systems, Rolls Royce and Marshall has been promised. The project is looking forward to a first flight before the end of 2002. This would mark exactly a decade since XH558 came to rest at Bruntingthorpe (Leicester) and 2003 is the centenary of the Wright Brothers flight. Progress can be followed on www.tvoc.co.uk

Credit: Vulcan to the Sky Newsletter

LAST RNAS PILOT DIES

The last RNAS (Royal Naval Air Service) pilot, Conrad Philip Bristow, died in January, two weeks short of his 102nd birthday! He joined the RNAS in 1917 and, on his 18th birthday, joined the Royal Naval College, Greenwich, for ground training. He was posted to France for flying training and soloed after a few trips in a Caudron biplane. He later returned to the Naval Air Station at Lee-on-Solent for seaplane training. He transferred to the RAF on its formation in 1918 but left the RAF in May, 1919 with the rank of Flight Lieutenant; however, he mainly continued to wear his naval uniform and described his RAF uniform as "rarely worn"! In common with World War I surviving veterans, he was made a Chevalier of the Legion d'Honneur in 1999.

Credit: Navy News

SPITFIRES REBORN!

Historic Flying Ltd (HFL), based at Duxford Airfield exists to restore Spitfires to airworthy condition. A ten-strong team of engineers expend 20,000 man-hours, taking a year, and £1m in costs to completely rebuild one aircraft, they then sell at about £1.5m! The firm's owners maintain that HFL's rebuilds are made to a higher standard than the wartime versions which were mass-produced in diverse locations before final assembly. Additionally, advantage is taken of modern technology including a transponder system, a digital communications panel, bag fuel tanks and a Global Positioning System (GPS). For obvious reasons, the firewall behind the pilot has to be replaced as it is made from asbestos. So, the question remains: how much of the original remains after HFL have been to work? The firm responds: "as much as seventy per cent". The engines are re-built now by only one company in the world, Universal Air-motive of Chicago, as they bought all the tools, jigs and fixtures from Rolls-Royce; the engines are, therefore, shipped across the Atlantic and back to Duxford. May we continue to hear the familiar 'whistle' of the Spitfire's Merlin on the airshow circuit for many years to come!

Credits: Bob Kilbey
The Ford Magazine

ARK TESTS MERLIN

Speaking of that venerable name, the modern successor the Merlin helicopter has been undergoing extensive foul weather trials aboard the newly launched Ark Royal. To ensure this the Ark went deep into the Atlantic. 775 deck approaches and landings were carried out and almost eighty hours of flying. The Merlin passed its tests with flying colours and is now in process of becoming the Royal Navy's standard antisubmarine maritime patrol helicopter.

Credit: Navy News

Please send any information for inclusion in Military News to:
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (tel: 01274 873336)

Eric Martin

FLIGHT LIEUTENANT WILLIAM REID VC

I was saddened to learn, recently, of the death at 79 of "Bill" Reid VC who, although a Scot, had Yorkshire "connections" going back almost 60 years to the summer of 1943 when, as a pilot newly converted to the Lancaster, he was posted to No.61 Squadron at Syerston (Notts) where he was allocated a Yeadon-built Lancaster 111: LM360 OR-O (for Orange). His crew comprised: Flt.Sgt J A Jeffries RAAF (Navigator), Flt Sgt L Rolton (Bomb Aimer), Flt Sgt J W Norris (Flight Engineer), Flt Sgt J J Mann (Wireless Operator), Flt Sgt D Baldwin DFM (Mid-Upper Gunner) and Flt Sgt "Joe" Emerson (Rear Gunner), who was on his second "tour" of Ops.

On 3 November 1943, Flt Lt Reid's crew, along with others of his Squadron, were briefed for attack on Dusseldorf. It was to be his 10th Op. and what follows is his account of the action which followed:

"We were over Holland at around 20,000 feet on our way to Dusseldorf when I received an almighty thump on my left shoulder. At the same time there was a blast of cold air and fragments of perspex peppered my



**FL/LT BILL REID VC, RECEIVING SILVER MODEL LANCASTER FROM THE WORKS MANAGER H W HARPER
ON HIS VISIT TO THE FACTORY JANUARY 1944.**

**THE FOUR SURVIVING MEMBERS OF HIS CREW WERE (LEFT TO RIGHT) P/O LES ROLTON DFC (BOMB AIMER),
SGT JIM NORRIS CGM (FLIGHT ENGINEER), F/SGT FRANK EMMERSON DFM (REAR GUNNER),
FL/LT BILL REID VC, F/SGT CYRIL BALDWIN (MID UPPER GUNNER).**

CREDIT W REID VC BSC

face as the windscreen panels shattered. The night fighter didn't attack again - he was either driven off by the gunners or lost us when the kite started skidding around. The elevator trim had obviously been hit, but I could not get any information from the rest of the crew as the intercom was out. Eventually Jim Norris, the flight engineer, came up to me and indicated that everyone else was all right. To protect my eyes from the grains of perspex coming off the shattered windscreen I put on a pair of flying goggles. The silky gloves I usually wore were no longer sufficient to keep my hands warm and the heavy leather pair kept in the cockpit were used to lessen the effects of the icy blast. The compass was u/s but as I could remember the briefed course changes there was no reason not to go on to the target. My shoulder was a bit sore but I wasn't really aware of any injuries at that busy time. Then, crash, we were riddled with cannon-shells and bullets gain. I dived the Lancaster in an effort to evade, but the enemy fighter gave us a second burst before he lost us. My hands had been hit by shell fragments and the oxygen supply was failing. After a minute or two the flight engineer came back from the navigator's cabin and spread his arms out, meaning

that Jeff was out; I didn't realise he was dead and that the wireless operator was wounded. I made signs for Norris to get me a portable oxygen bottle which I connected to my mask.

"Despite the mauling the Lancaster had received, all engines were operating satisfactorily and although we had no port elevator it was possible to keep the plane straight and level by holding the stick back hard. So I decided to continue to the target, an estimated 45 minutes away. To turn back now and fly a reciprocal course in the midst of the bomber stream presented a high risk of collision, while without communications or compass, guessing a new course away from the bomber stream might get us hopelessly lost and make us even more vulnerable to night fighters. In my mind, continuing to the target was the right action to take. I was now becoming conscious of my wounds; blood kept trickling down my face from under my helmet. My memory of course changes was proved correct and there was no difficulty in finding the target. After Les Rolton, the bomb-aimer, released our load I used the Pole Star and moon as direction guides to help in getting home.

"As the flight progressed I began to lose my concentration and felt I might lapse into unconsciousness. Norris and Rolton had been helping with the controls all along and now that the bombs had gone Les stayed at a position where he could help hold the stick back. As the intercom had been out the bomb-aimer had been unaware that there were casualties among the crew. We received the attention of the Flak batteries before leaving the Dutch coast. After crossing the North Sea, landfall was made over Norfolk and we prepared to land at the first airfield we saw that was big enough for us to get down on. Morning mist shrouded the runway making it difficult to see the lights, and what with the blood still getting in my eyes and my own weakened state, it required both the flight engineer and the bomb-aimer to put all their strength on the control column to counter the lack of an elevator on the approach. We made it, but one leg of the undercart started to fold and we ended up on our belly about fifty yards along the runway. Only after being removed from the aircraft did I learn that our navigator had died of his wounds.

"I was carted off to hospital to have metal and perspex removed from wounds that I had not realised were so extensive. There was a hole in the left shoulder and my hands were skinned on the surface like a gravel rash. My head had a bad cut just above the hairline and my face had been peppered with perspex fragments. Minute pieces of perspex appeared on my skin for weeks afterwards whenever I shaved. While in hospital I received a visit from AVM Cochrane who commanded No.5 Group. He was full of praise for my determination to carry on to the target and said this would be an example to others. I think they felt there were too many turn-backs on raids, and that some were not for genuine reasons. I got the impression that was why they made such a big fuss about my experience. It was not for me to say so at that time, but had I known the navigator was badly wounded - which I did not - and that there had been any hope of saving him, or if I had not felt the aircraft was still capable of reaching the target and bringing us home, then I would have turned back without hesitation. There was no intended act of bravado on my part; I did what I thought the right thing to do in the situation."

For his incredible courage and determination he was subsequently awarded the Victoria Cross, while Jim Norris deservedly received the Conspicuous Gallantry Medal, and "Joe" Emerson the Distinguished Flying Medal. Sadly, Flt Sgt J J Mann, their wireless operator, died from his injuries the next day.

Bill Reid brought LM360 back to earth at Shipdham, the wartime home of the 44th Bombardment Group US 8th Air Force (the first American heavy bomber base in Norfolk), and remarkably, after undergoing repairs, the Lancaster returned to operational service with No.50 Squadron at Skellingthorpe and No.9 Squadron at Bardney before, ultimately, being Struck-Off-Charge (SOC) on 11 November 1944.

During research on AVRO Yeadon (for my book *Mother Worked at AVRO*) I wrote to Bill at his home in Scotland and, despite the fact he was, hitherto, unaware of my existence, by return of post he sent a most encouraging and informative letter (the contents of which are contained in the foregoing narrative) and photographs of the damaged LM360 and of himself and surviving crew members when they visited the factory in January 1944, a gesture which, I believe, speaks volumes about the man. Later, I had the pleasure of meeting him and shall always feel privileged to have had the opportunity of doing so. One doesn't meet men of his calibre every day.

Gerald Myers

LEEDS BRADFORD AIRLINE REPORT

DECEMBER 2001

INBOUND DIVERSIONS

10	UKA38X	AMS	HUY	G-UKTG	F50	AMS	UKA48X
10	BMA2MR	FRA	EMA	G-RJXB	E145	CDG	BMA495
10	EZE751	ABZ	HUY	<u>G-BUVD</u>	JS31	ABZ	EZE752
10	EZE753	ABZ	HUY	<u>G-BUVC</u>	JS31	ABZ	EZE754
10	UKA78X	AMS	HUY	G-UKTG	F50	AMS	UKA18X
11	BRT337	BHD	SZD	G-MAJM	JS41	BHD	BRT338
11	UKA56W	AMS	HUY	G-UKTH	F50	AMS	UKA46W
11	EZE749	ABZ	HUY	G-BUIO	JS31	ABZ	EZE748A
11	BRT912	SOU	MAN	G-MANO	ATP	MAN	BRT100P
11	BMA3807	EDI	MAN	G-RJXE	E145	EDI	BMA9122
11	BRT820	ORK	MAN	G-EMBD	E145	MAN	BRT097
11	BRY18M	GLA	MAN	G-MANE	ATP	MAN	BRT101P
11	EZE751	ABZ	HUY	G-IJYS	JS31	HUY	EZE25P
11	BRT901	BHD	MAN	G-MANJ	ATP	MAN	BRT099
11	BRY67M	EDI	MAN	<u>G-BRYP</u>	DH8	ABZ	BRY04P
11	BRT804	STN	MAN	G-EMBA	E145	MAN	BRT098
11	BRY42M	ABZ	MAN	<u>G-BRYU</u>	DH8	GLA	BRY03P
11	FUA1503	TFS	HUY	EC-HHG	B738	TFS	FUA1504
11	BMA3922	GLA	MAN	G-RJXG	E145	GLA	BMA9123
11	BRY44M	ABZ	MAN	G-BRYP	DH8	ABZ	BRY06P
22	BMA5WT	LHR	<u>MME</u>	G-BVZH	B735	LHR	BMA2TW
22	AMM2289	RVN	<u>MME</u>	G-OOOS	B752	STN	AMM989F
22	UKA08Q	AMS	<u>MME</u>	G-UKTA	F50	AMS	UKA65V/23
30	UKA58Q	AMS	<u>MME</u>	G-UKTB	F50	AMS	UKA65V/03

REGULAR FLIGHTS

AIH313	TFS	07/G-JALC	14/G-PIDS	21/G-PIDS	28/G-PIDS	
AIH317	ALC	22/G-PIDS	29/G-PIDS			
AIH319	AGP	23/G-PIDS	30/G-RJGR			
AIH325	FUE	05/G-JALC	12/G-JALC	19/G-PIDS	26/G-PIDS	
AIH327	ACE	06/G-JALC	13/G-JALC	20/G-PIDS	27/G-PIDS	
AIH347	LPA	03/G-JALC	10/G-JALC	17/G-PIDS	24/G-PIDS	31/G-RJGR
AIH349	TFS	04/G-JALC	11/G-JALC	18/G-PIDS	25/G-PIDS	
AMM403C	TFS	07/G-OOOS	14/G-OOOS			
BAL003A	TFS	07/SE-DZK	14/SE-DZK	21/SE-DZK	28/SE-DZK	
BAL035A	AGP	02/G-BYAJ	09/DivMAN	16/G-BYAJ	23/G-BYAK	30/G-BYAP
BAL231A	ALC	06/G-OBYE	13/G-BYAU	20/G-BYAL	27/G-BYAR	
BAL387A	ALC	04/G-BYAS	11/G-BYAN	18/G-BYAL	25/G-BYAW	
BAL530A	PM	07/G-BYAJ				
BEE9125	CMF	22/G-JEAK	29/G-JEAW			
IWD3214	ACE	06/EC-GZD	13/EC-HZU	20/EC-GZD	27/EC-HZU	
IWD3268	TFS	21/ <u>EC-IAG</u>	28/EC-GZD			
TYR906C	INN	22/OE-LFI	29/OE-LFK			

OTHER FLIGHTS

01	G-OBWZ	B733	BWL262/262P	Dresden - Stansted	Passenger Charter
02	G-OOOI	B752	AMM918F/8866	Gatwick - Rovaniemi	Passenger Charter
02	G-OOOI	B752	AMM8867/967F	Rovaniemi - Gatwick	Passenger Charter
03	G-AMRA	DC3	AAG310/311	Coventry - Gothenburg	Save Freight Charter
03	<u>G-JEDI</u>	DH8	BEE075T/076T	f/t Birmingham	Training

05	<u>F-GRSE</u>	A320	SEU928L/929L	f/t Zurich n/s07	Football Charter
06	G-AMRA	DC3	AAG313/314	Coventry - Trollhattan	Freight Charter
06	D-AISY	F27	WDL531/532	Maastricht -n/s- Koln/Bonn	Freight Charter
07	<u>PH-HZA</u>	B738	TRA7561/7562	f/t Amsterdam	Passenger Charter
08	G-MARA	A321	MON364P/9364	Birmingham - Salzburg	Passenger Charter
08	G-DJAR	A320	AIH6181	Cardiff - Stockholm	Passenger Charter
08	G-MARA	A321	MON9365/026P	Salzburg -n/s- Prague	Passenger Charter
10	G-MANA	ATP	MNX411/410	f/t Isle of Man	Lieu JS41
11	G-AMRA	DC3	AAG316/317	Coventry - Gothenburg Save	Freight Charter
11	G-MIDX	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B733
11	<u>D-CAAM</u>	D228	AZE021/022	f/t Mannheim	Freight Charter
14	D-CAAM	D228	AZE021/022	Mannheim - Hanover	Freight Charter
14	G-MANO	ATP	BRT093/162	Manchester - Southampton	Lieu JS41
14	G-MANO	ATP	BRT107/094	Southampton - Manchester	Lieu JS41
15	G-OOOM	B752	AMM923F/5534	Manchester - Rovaniemi	Passenger Charter
15	G-PIDS	B752	AIH6121/6122	t/f Kittila	Passenger Charter
15	G-OOOM	B752	AMM5535/904P	Rovaniemi -n/s- Manchester	Passenger Charter
16	G-PIDS	B752	AIH6250	t/f Local	Passenger Charter
20	G-CLHA	B462	BMA9141/1254	East Midlands - Jersey	Lieu E145
20	G-CLHA	B462	BMA1264/9142	Jersey - East Midlands	Lieu E145
23	G-MANM	ATP	BRT094/MNX418	Glasgow - Isle of Man	Lieu JS41
23	G-MANM	ATP	BRT419/BRT096	Isle of Man - Glasgow	Lieu JS41
26	G-JEAW	B462	BEE733/734	f/t Belfast City	Lieu CRJ2
26	G-JEAW	B462	BEE741/742	f/t Belfast City	Lieu CRJ2
29	<u>TF-ELP</u>	B733	EXS5005/005P	Southampton - Stansted	Leeds United FC
30	G-MONW	A320	MON099P/9556	Dublin -n/s01- Venice	Passenger Charter
31	G-BUPS	AT42	AWC924A/924B	f/t Stansted n/s	West Ham FC

Aircraft making first visits are underlined.



Winter Scene Leeds Bradford International Airport - December 2000
Jim Stanfield

VISITORS JANUARY 2002



B143 G-UKAC LEEDS BRADFORD INTERNATIONAL AIRPORT 2 JANUARY 2002



A319 G-EUPL LEEDS BRADFORD INTERNATIONAL AIRPORT 5 JANUARY 2002

ON SAFARI IN KENYA

In March, my wife and I decided to have the holiday of a lifetime to Kenya. We booked through Kuoni for a four-night beach then four-night safari then seven-night beach holiday based at the Voyager beach resort in Mombasa. We spent Christmas quietly anticipating what our holiday would bring.

December 30th quickly arrived; we had booked a taxi for 9 o'clock to take us to Leeds Bradford for our flight on BD413 to Heathrow. To say that the girl on the bmi check-in desk was helpful is an understatement. She managed to check us through to Nairobi; would you like a seat next to the emergency exit, she enquired, on flight KQ101; brilliant, thanks very much, I added. I then asked her if she could tap into Kenya Airways and see if she could obtain seats on KQ606 from Nairobi to Mombasa. I am certain even she did not know how she did it but seats 8E and 8F were ours. The flight from Leeds to London was uneventful - the snow line stopped just south of Manchester with only few clouds during the entire flight.

We arrived at T4 and made our way to Klm check-in desk (Kenya Airways handling agents) just to ascertain we had been booked all the way through. Indeed, we had but we would have to pick up our luggage at Nairobi to go through customs and then on to domestic departures. A little after 1800 hrs. our flight was ready to board at gate number 12. We eventually handed over our boarding passes and overheard one girl talking into her radio that we had 166 plus 3 on board. We got comfy in our seats and before we knew it, we were pushing back and then to the holding point for 27L. We lined up in turn, gathered speed, and 36 seconds later we were airborne. A gentle turn to the left and we were on a south easterly heading which would be our track for the entire flight.

A little south of Paris, the Captain told us we were at our cruising altitude of 37,000 ft. We continued over Nice then down the Med with Italy on our left and Malta on our right. We left the Med just to the right of Benghazi, down over Libya, the Sudan, we started our descent into Nairobi. The map on the small television screen was telling us our level, air speed and eta for Nairobi, which told us we would land at 06.15. Not wishing to say the computer was anything but spot on - the wheels hit the runway at exactly 06.15, not bad for an eight hour flight. We quickly went through immigration and customs and transferred to the domestic side. I know I am now in a third world country but Nairobi International Airport was, to say the least, a little tatty.

Domestics were just as bad. By the way, we had just flown on Kenya Airways brand new B767 300srs 5Y KQY. There was not a right lot on the tarmac - a British Airways 747 with the heading British Asia Airways along the fuselage. On the domestic side were a whole host of Kenyan 737s including their new 737 700srs aircraft; logged were 5Y KQA,B,C,D,G, all 300srs together with 5Y KQJ,K both 200srs. A Tanzanian 737 arrived but I missed the registration because I had fallen asleep. Two small twins arrived, 5Y FLA,B. Our flight to Mombasa on board 5Y KQB was uneventful apart from the fact that we had with us the Vice President of Kenya. I wondered why the two men in suits sitting in the row in front of us were not told to stop using their mobiles while the aircraft was airborne, and why two police cars were on the tarmac at Nairobi.

We arrived at our hotel wondering if it would get any cooler during the evening - the short answer to that is no, it did not. New Year's Eve was out of this world - a sumptuous buffet in the grounds of the hotel, entertainment throughout the evening, followed at midnight with a firework display that wouldn't quite put Disney to shame, just truly superb. To put it into perspective, there we are, a little after midnight on now New Year's Day, me dressed in dressy shorts, the Indian Ocean lapping up against my ankles, with the temperature in the 80's - I could get to like this.

Three days later we were on safari in Tsavo East. To cut a long story short, the safari was out of this world. It is so difficult to describe the feeling on seeing your first lion, your first elephant etc. The lodges we stayed in were first class and the staff, as in our hotel, were excellent. At the end of our safari we had seen more animals than we could ever remember, baby elephant, baby hippo's, practically baby everything. We (although I would not have liked to have seen it) just missed a kill. A pride of lions had, within the hour, taken out a zebra.

All too soon, the safari was over and we were heading back to our resort hotel for the final seven days. The hotel, as mentioned, was superb with three pools, one for serious swimming, one for water sports and the third, a relax pool that overlooked the Indian Ocean.

Departure day arrived far too quickly and the small coach arrived to take us to Mombasa airport. Just as quiet as the LBA on a wet Sunday afternoon! The only aircraft of note was a Shorts 360 5Y BKW. Our's arrived - our mount this time was 5Y KQD. We arrived in Nairobi some 45 minutes later to find on the tarmac 5Y KQL an airbus, a klm DC10, a cargolux 747, a British Airways 747, a British Airways 737 with a Kenyan registration. Our's was on the stand already - low and behold, it was the brand new 767 5Y KQY again.

As we were taking our seats, a 737 parked next to us; there were no titles on fuselage, the registration though was 5Y RAB. We headed back the way we had come. Climbing to 39,000 ft the outside air over the desert was minus 51 and at the same altitude over the Alps the outside air was minus 76. We made our descent into LHR. and arrived ten minutes early at 05.23. The Captain explained that after a short taxi we would cut the engines and be towed onto our stand so as not to disturb the neighbours.

We were booked back on BD414. I asked at the BM check-in desk if we could transfer to BD412. After a little tapping of the keys on the keypad, she found us two seats, at a cost, a tiny matter of £40 each. We were tired, we just wanted to get home, so we coughed up.

BD412 arrived back at Leeds about 09.20. Whoops, nearly forgot! In the BM departure lounge at LHR I got talking to a BA Captain who told me go had approached the Board at Leeds with a view to using Leeds as their northern hub airport. The Board turned go down, saying they did not want Leeds Bradford Airport to be seen as a low cost airport - his words, not mine. I have since written to Ed Anderson asking if what I was told is, in fact, true.

Would I go to Kenya again? Perhaps not. The hotel, as mentioned, was superb; the safari, out of this world; New Year's Eve, we will never forget. I do not think it could be as good second time around. However, one thing that also sticks to the memory is the poverty. The waiters in our hotel were on £1 per day, yet they could not do enough for us, always with a smile on their faces. We, it appears, still have a lot to learn, even from third world countries, on how to make people in the service industries treat their customers and clients with an occasional smile.

Nick Watson

OUT AND ABOUT

It seems like the Festive Season and bad weather have kept everybody inside this month. No reports have been received from anybody.

I heard a Twin Squirrel this afternoon, Tuesday 22nd January, at about 1300hrs over Eccup, en route to Coney Park, calling Topcat 01.

At about 1400hrs a similar looking Twin Squirrel was at Coney Park - G BOSN - probably the same machine.

The list from Elvington has at least been of benefit to one person. The official list was for Civilian Visitors, but I also have a list of show participants and others, made up from several sources.

Perhaps next month everything will improve.

John Lloyd-Martin

GENERAL NEWS

ANNUAL DINNER

Friday 12 April 2002 (see details on page 33)

A menu will be on display at the March and April Society meetings. Your choice will not be required until you arrive at the dinner on 12 April. Payment of £16.00 per person can be made at Society meetings and the final date for full payment is by Saturday 23 March 2002. If you are paying by cheque, please make it payable to *Air Yorkshire Aviation Society* and send it to:

John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG (tel: 01943 875 315).

PERMITS FOR AIRBAND RADIO RECEIVERS

At the Society committee meeting on Wednesday 9 January 2002, a decision was finally made with respect to members' radio receiver permits, for application to LBIA. The outcome, after difficulties and problems were considered, is that if you require to use your airband radio receiver in and around Leeds Bradford International Airport, the following information with respect to any such receiver must be available to the Society, to be viewed by me or any other committee member, in knowledge of the details of past applications, and the following additions:

- (1) The "CE" mark on the receiver is definitely shown
- (2) The serial number of that receiver is noted

If this is your first application for the particular receiver, the following details are required:

- (1) Name
- (2) Address
- (3) Telephone number
- (4) Receiver
 - (1) make
 - (2) model
 - (3) serial number
 - (4) "CE" mark shown

For older receivers without a "CE" mark, the following information must be supplied before the permit is applied for:

- (1) Name
- (2) Address
- (3) Telephone number
- (4) Receiver
 - (1) make
 - (2) model
 - (3) serial number
 - (4) A Certificate or Declaration of Conformity to Electro Magnetic Compatibility (EMC)

If any member wishes to apply for a permit, bring your receiver to the 3 March 2002 Society meeting, to satisfy these conditions.

John Dale

13 Greenfield Avenue, Guiseley, Leeds LS20 8HG

Tel: 01943 875 315

FLIGHT UNLIMITED II.

In what I promise will be my last report on PC based 'Flight Simulator programs' for some time, there was one program which I could not resist commenting on, **Flight Unlimited II**.

It is in the shops for just £4-99 as of October 2001 under the *Sold Out Software* brand. At that price, it **simply has to be the bargain of the year**. Don't let the low price put you off; this is a first rate and quite exceptional program. As one magazine said, "Flight Unlimited II does, rather spectacularly, blow Microsoft's Flight Simulator 98 clean out of the sky", giving it a rating of 9/10.

I have used most of the popular flight sims over the last ten years or more and I rate this as one of the best. It is the one I keep coming back to. This is the third copy of the program I have bought and includes all the latest patches. It requires 190mb of free disk space as opposed to 215mb with FS 98 in its basic form and 670mb with *FLY*, its closest rivals. Flight Unlimited III, its big brother, requires a massive 1.7 to 2.2 GB by comparison. Unfortunately the latter lost the plot somewhat. Despite a separate engine to drive the weather and twice as many planes (ten) to fly, the terrain graphics and sky rendering are not, in my opinion, as impressive as its predecessor. Granted, the clouds are more volumetric and therefore more realistic, but this slows the frame rate down to an unacceptable level at times on an average PC. So, back to the older FU II - what has it to offer?

Well, for starters, brilliant terrain graphics, based on satellite photographs of an 11,000 square mile area around San Francisco Bay, all rendered to the most precise detail. Looking like an aerial photograph, the detail at times is astounding. Included, are all major and minor roads, motorways, railway marshalling yards, bridges, sports arena's, lakes, footpaths on the hill tops and belts of trees. The locals in San Francisco claim to be able to pick out their street or even house. You can set cloud and cloud levels, set haze in varying degrees from 10 miles down to fog, choose a dry day, choose light, medium or heavy rain, set wind direction and strength, have turbulence set to on or off and choose the temperature and time of day.

There are five aircraft you can fly, Piper Arrow, Beaver sea plane, P-51D Mustang, Cessna 172 and a Beech Barron. All have quite good cockpit instruments covering all basic controls. Then there are eighteen various other civil and military types of aircraft which are around you, both in the air and when on the ground. These include 737, 747, 757, DC10, MD 80, Concorde, etc. Ideally, you need to set the primary display 3D accelerator to 'on' for the best visual effects.

There are 48 airports to choose from, including San Francisco, Oakland, Sacramento, San Jose and Santa Rosa.

There is a full and ongoing Air Traffic Control service, provided through the computer speakers, for the duration of the flight. You are expected to obey instructions and reply to all messages. Pressing the space bar on the keyboard gives you a range of messages to the Tower plus, when appropriate, a range of replies to messages sent to you. All standard Ground, Tower and Approach ATC messages are included. For example, permission to take off or land, reporting your position, i.e. downwind, base leg or finals, along with authentic replies from ATC. En route, you can request vectors to a particular airport or vectors for an ILS approach. There is a choice of eight different pilot voices. ATC personnel voices may be male or female, all spoken in real time to all aircraft. Generic Airlines are used and have names such as Ignited Airlines, Aeroflop, Excalibur, Paradox, Phoenix, Paradise, etc. These sound quite convincing on ATC and not as corny as they look in print.

The weather is chosen before a flight and stays that way, being a global setting. Set the conditions to overcast, moderate rain and clouds at 3,000 to 5,000 feet, with a strong wind, then request take off. While waiting clearance to take off, you can watch very realistic raindrops splattering against the cockpit windscreen, see them running down, you hear the rain battering the fuselage. As you accelerate down the runway, watch the rain stream up the windscreen diagonally and run sideways on the side windows.

The raindrops pick up reflections of the landing lights and runway lights. As you climb straight ahead the dark clouds start to brighten as you approach 5,000 feet. Suddenly you are in clear blue sky and sun. Wisps of cirrus cloud are above and a blanket of cotton wool clouds below. You can still hear the distant rumble of thunder below. Reduce speed to start your descent and you are back into the murk and rain. With nil visibility, you will almost certainly need Air Traffic Control to give you vectors back to the airport. Not only that, as you descend into the gloom, there is impressive thunder and lightning, superior to any other program I have seen so far. You may encounter a sudden and unexpected loss of airspeed or an increase in airspeed. There are strong up-draughts and down-draughts to contend with too.

The sound is in stereo and as another aircraft passes you at right angles on the ground, the sound of its engines also moves, as in real life, increasing in volume, then decreasing as the aircraft moves away. Looking out of the side cockpit windows also causes the sound of the engines to change, as it would in reality. This feature is particularly effective when using headphones and adds even more realism to the experience.

There can be as many as ten aircraft on the ground at San Francisco, with many moving about the airfield, heading for the holding point for one of the runways. There can also be as many as sixteen aircraft in the air under ATC supervision, at the same time.

There are so many nice touches about this program. The flyable aircraft are, in the main docile, climb realistically after take off, handle quite well and look good in the air. You can view your aircraft from any outside position during flight. You can also look back at the passenger cabins, which are quite well detailed though not in the same league as those in *FLY*. As you look back, you can see the scenery moving outside, through the passenger cabin windows. You can 'teleport' to any aircraft under Air Traffic Control. This puts you in the pilot's seat of that aircraft, with the co-pilot doing the flying. All you can do is look out of the window and enjoy the ride and the scenery. However, it's an interesting novelty to watch a landing from the pilot's seat of, say, a DC 10.

Minus points - there aren't that many really! Non-flyable aircraft are not as well rounded as they might be when viewed close up but from a distance they are fine. You can fly the ILS but you can't lock onto it, or do an auto-land. You have to fly manually. The runway lights don't come on in poor weather as they should but, for a 'fiver,' it's worth buying even if you are not interested in flight simulators. The graphics are so well detailed that it's rewarding to start your flight in the air over San Francisco Bay at, say, 3,000 feet and just fly in large circles looking down at the remarkably detailed scenery - you will be astounded. I have compared the computer generated scenery with actual satellite images of the SF Bay area. These real images can be viewed from various angles and altitudes and are remarkably similar to those used in *FU II*. The program is a credit to *Looking Glass Studios*, who created it. It's still the best Flight Simulator I have seen so far, taken all round, and a snip at the price.

If you fly in real life, then *FLY* is possibly the best bet. It's much more complex and therefore more complicated to use, being even harder than the real thing, according to one of my colleagues. **But for sheer fun and value for money, you can't beat *FU II*.**

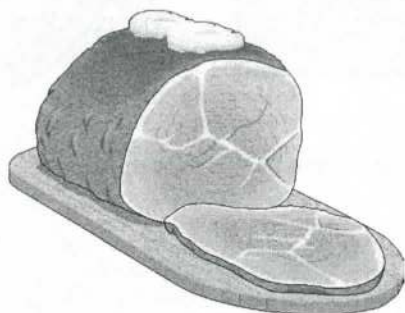
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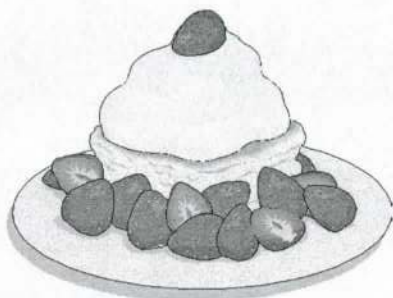


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I joined the Society in September 2001, so perhaps it is time I commented on what I have found.

Firstly, I find the magazine interesting and at some point I will search out my photographs from a few years ago and submit them to the monthly competition. Secondly, I have found the monthly meetings extremely interesting and congratulations must go to whoever organises the speakers, since it must be a very difficult task. I must also say that everyone is extremely friendly at the meetings and that makes it easier for new members to feel at home.

I have quickly renewed my membership for next year, but would like to make the following observation (it is not a criticism!).

Why do brand new full members pay an extra £10.00? I am sure there must be a logical explanation, but I just wonder whether £30.00 might put off prospective new members, when they are not aware of what an excellent Society *Air Yorkshire* is!

Alan Sinfield

Thank you Alan for your comments. I am sure that the Chairman and the Membership Secretary will be only too pleased to answer your question.

Cliff



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