



YORKSHIRES PREMIER AVIATION SOCIETY



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

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

Sunday 02 March	-	Air Yorkshire Aviation Quiz, second edition
Sunday 06 April	-	Dave Senior with Military Airfields in Yorkshire

AIR YORKSHIRE AVIATION SOCIETY NEWS

The January meeting was held at, what has become a welcome regular venue, Gate 20 in the Airport Terminal, courtesy of the Airport Management. Our guest speaker was Martin Powell, Chair of the Rossendale Aviation Society and a previous editor of Yorkshire Air News (now the Air Yorkshire Magazine). His illustrated talk/slide-show was entitled "Something for Everyone" and he was true to his word with a wide range of subjects, types, locations and decades. There was little opportunity for forty-winks as we sped around the globe.

An opening tribute to the Mustang was followed by visits to museums, airfields, airports, hangars, fields, back-yards and air-shows covering a catholic variety of flying machines. The final section featured a series of shots of the Boeing 707 including many taken over the fence from the back roads of Stansted, when "seven-ohs" from many intriguing locations used to end up at this airport carrying goodness knows what, from/to goodness knows where! Thanks to Martin.

Don't forget the Society Dinner on Friday 4 April at the Pease Hill Hotel in Rawdon. John Dale is the man to contact to reserve your place for this delightful evening in convivial surroundings with nice people. Another date, for all those new diaries, is Saturday 27 September when we are arranging a coach trip to the Aerospace Museum at Cosford with a sojourn to see some current aeroplanes from the purpose built spectator gallery at Birmingham Airport. Why do Manchester, Birmingham and Newcastle Airports all have viewing galleries but Leeds/Bradford does not?

Jim Stanfield

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



MOVEMENTS NOVEMBER

01 Friday

C-FTDA	Airbus 320	0403 0643	G-PIDS	Boeing 757	0618 1145
G-JECA	CL600 RJ	0743 0820	G-RJXJ	EMB 135	0908 0952
G-BVZG	Boeing 737 500	0931 1058	G-RJXG	EMB 145	0934 0819(02)
G-MAJJ	Jetstream 41	0938 1012	El-CNV	Boeing 737	0945 1031
G-UKFI	Fokker 100	0953 1115	G-MAJG	Jetstream 41	1006 1053
G-MAJE	Jetstream 41	1008 1349	G-RJXH	EMB 145	1025 1106
G-JECA	CL600 RJ	1029 1120	G-RJXC	EMB 145	1107 1353
G-RJXA	EMB 145	1113 1153	EC-HZU	Airbus 320	1116 1243
G-UKTH	Fokker 50	1128 1319	OE-GPS	Citation Bravo	1144 1517
EC-HJP	Boeing 737 800	1156 1326	G-RJXJ	EMB 135	1206 1418
El-CJH	Boeing 737	1254 1331	G-MAJG	Jetstream 41	1316 1425
G-RJXH	EMB 145	1333 1456	G-BVZG	Boeing 737 500	1343 1520
G-BYAN	Boeing 757	1402 1527	G-UKFJ	Fokker 100	1427 1610
G-RJXA	EMB 145	1429 1523	G-MAJJ	Jetstream 41	1433 1414(02)
G-JECA	CL600 RJ	1605 1702	G-VUEA	Citation II	1637 1724
G-RJXH	EMB 145	1649 1737	G-RJXJ	EMB 135	1706 1547(03)
G-RJXC	EMB 145	1711 1748	G-MAJM	Jetstream 41	1716 1757
G-MAJA	Jetstream 41	1720 1807	G-RJXA	EMB 145	1733 1818
G-MAJG	Jetstream 41	1744 1821	G-MAJE	Jetstream 41	1752 1837
G-BVZG	Boeing 737 500	1803 1905	El-CJG	Boeing 737	1833 1911
G-JECA	CL600 RJ	1902 1955	G-UKFJ	Fokker 100	1931 0619(02)
G-RJXH	EMB 145	1938 0810(02)	G-RJXA	EMB 145	2010 1456(03)
G-MAJM	Jetstream 41	2026 1003(03)	G-MAJA	Jetstream 41	2032 1403(02)
G-MAJG	Jetstream 41	2050 1708(02)	G-MAJE	Jetstream 41	2127 0657(02)
G-PIDS	Boeing 757	2136 0717(02)	G-BVZG	Boeing 737 500	2149 0653(02)

02 Saturday

G-BVZG	Boeing 737 500	0931 1047	G-MAJE	Jetstream 41	0950 1030
G-UKFJ	Fokker 100	0959 1110	El-CNW	Boeing 737	1016 1049
G-RJXH	EMB 145	1104 1206(03)	G-GNTC	Bandeirante	1124 1856
G-RJXG	EMB 145	1157 1511(03)	G-UKTF	Fokker 50	1220 1300
G-JECA	CL600 RJ	1234 1311	G-BYAN	Boeing 757	1309 1449
G-UKFJ	Fokker 100	1407 1556	G-MAJC	Jetstream 41	1643 1315(03)
G-MAJA	Jetstream 41	1752 1353(03)	G-MAJG	Jetstream 41	1931 1407(03)
G-UKFJ	Fokker 100	1937 0611(03)	El-CNZ	Boeing 737	2031 2111
G-BVKC	Boeing 737 500	2058 0646(03)	G-PIDS	Boeing 757	2104 0802(03)

03 Sunday

G-BVKC	Boeing 737 500	0934 1054	G-BMLC	Short 360	0937 1851
G-UKFJ	Fokker 100	0944 1059	G-UKTH	Fokker 50	1114 1225
G-JEDX	DHC-8	1215 1256	El-CNY	Boeing 737	1246 1321
G-MAJM	Jetstream 41	1254 1506	G-UKFJ	Fokker 100	1358 1608
G-RJXH	EMB 145	1449 1611	G-MAJC	Jetstream 41	1535 1613
G-JECD	CL600 RJ	1557 1707	G-RJXG	EMB 145	1712 1801
G-MAJG	Jetstream 41	1717 1756	G-MAJM	Jetstream 41	1720 1813
G-RJXA	EMB 145	1730 1817	G-MAJA	Jetstream 41	1732 1832
G-BVKC	Boeing 737 500	1812 1925	El-CNX	Boeing 737	1836 1911
G-RJXH	EMB 145	1904 0728(04)	G-JECD	CL600 RJ	1907 1949
G-UKFJ	Fokker 100	1940 0616(04)	G-MAJC	Jetstream 41	1959 1354(05)

G-MAJG	Jetstream 41	2027 0703(04)	G-MAJM	Jetstream 41	2029 0659(04)
G-RJXJ	EMB 135	2034 0711(04)	G-RJXG	EMB 145	1051 0734(04)
G-RJXA	EMB 145	2115 0755(04)	G-MAJA	Jetstream 41	2135 0655(04)
G-BVKC	Boeing 737 500	2155 0652(04)	G-JALC	Boeing 757	2247 1122(04)
04 Monday					
G-JECD	CL600 RJ	0741 0815	G-VUEA	Citation II	0904 0959
G-RJXJ	EMB 135	0917 1004	G-MAJM	Jetstream 41	0925 1008
G-MAJG	Jetstream 41	0928 1011	G-RJXH	EMB 145	0934 1019
G-UKFJ	Fokker 100	0937 1042	G-BVKC	Boeing 737 500	0944 1128
El-CNY	Boeing 737	0948 1024	G-MAJA	Jetstream 41	0950 1032
G-JECD	CL600 RJ	1027 1118	G-RJXG	EMB 145	1030 1112
G-RJXA	EMB 145	1101 1342	G-UKTH	Fokker 50	1105 1304
N671B	A36 Bonanza	1134 1256(05)	G-RJXJ	EMB 135	1150 1510
G-MAJG	Jetstream 41	1245 1450	G-MAJA	Jetstream 41	1252 1354
G-RJXH	EMB 145	1310 1401	El-CNZ	Boeing 737	1323 1358
G-RJXG	EMB 145	1343 1453	G-BVKC	Boeing 737 500	1345 1517
G-MAJE	Jetstream 41	1349 1440	G-UKFJ	Fokker 100	1356 1612
G-FLAV	PA-28 Warrior II	1405 1534	G-MAJM	Jetstream 41	1422 1505
G-MRMR	PA-31 Navajo	1547 1803(19)	G-JECD	CL600 RJ	1555 1704
G-RJXG	EMB 145	1648 1732	G-RJXA	EMB 145	1656 1746
G-RJXH	EMB 145	1702 1755	G-RJXJ	EMB 135	1706 1806
G-MAJG	Jetstream 41	1710 1749	G-MAJE	Jetstream 41	1722 1809
G-MAJM	Jetstream 41	1724 1801	G-MAJA	Jetstream 41	1740 1834
G-BBXL	Cessna 310Q	1749 0758(15)	G-BVKC	Boeing 737 500	1802 1905
G-BZSD	PA-46 Malibu	1818 0659(05)	VP-CCP	Citation Bravo	1829 1926(1/12)
El-CKQ	Boeing 737	1838 1915	G-JECD	CL600 RJ	1901 1948
G-RJXG	EMB 145	1927 0732(05)	G-UKFJ	Fokker 100	1939 0620(05)
G-RJXJ	EMB 135	1957 0735(05)	G-MAJM	Jetstream 41	2013 0704(05)
G-MAJE	Jetstream 41	2017 1022(05)	G-MAJG	Jetstream 41	2022 0710(05)
G-RJXH	EMB 145	2048 0724(05)	G-JALC	Boeing 757	2052 0728(05)
G-RJXA	EMB 145	2105 0802(05)	G-MAJA	Jetstream 41	2128 0707(05)
G-BVKC	Boeing 737 500	2150 0652(05)			
05 Tuesday					
G-JECD	CL600 RJ	0737 0815	G-VUEA	Citation II	0824 0852
G-RJXJ	EMB 135	0921 1005	G-MAJM	Jetstream 41	0933 1057
G-BVKC	Boeing 737 500	0935 1047	G-RJXH	EMB 145	0939 1026
El-CKQ	Boeing 737	0942 1016	HB-GJR	King Air 350	0945 1748(07)
G-MAJG	Jetstream 41	0959 1506	G-UKFJ	Fokker 100	1003 1104
G-MAJA	Jetstream 41	1010 1043	G-RJXG	EMB 145	1019 1101
G-JECD	CL600 RJ	1024 1117	G-UKTF	Fokker 50	1055 1202
G-RJXA	EMB 145	1109 1340	G-RJXJ	EMB 135	1148 1502
El-CJC	Boeing 737	1247 1322	G-MAJE	Jetstream 41	1251 1453
G-MAJA	Jetstream 41	1254 1435	G-RJXH	EMB 145	1304 1401
G-RJXG	EMB 145	1335 1445	G-UKFR	Fokker 100	1409 1608
G-BYAJ	Boeing 757	1428 1554	G-MAJJ	Jetstream 41	1454 1532
N671B	A36 Bonanza	1509 1218(06)	G-JECD	CL600 RJ	1612 1709
G-RJXG	EMB 145	1650 1743	G-RJXH	EMB 145	1658 1755
G-RJXJ	EMB 135	1718 1811	G-RJXA	EMB 145	1724 1801
G-MAJA	Jetstream 41	1729 1818	G-MAJE	Jetstream 41	1732 1815
G-JALC	Boeing 757	1735 1130(06)	G-MAJJ	Jetstream 41	1738 1821
G-MAJG	Jetstream 41	1749 1836	G-BVKC	Boeing 737 500	1752 1900
G-BZSD	PA-46 Malibu	1756 1827	El-CNZ	Boeing 737	1829 1906
G-VUEA	Citation II	1838 1909	G-JECD	CL600 RJ	1902 1954
G-UKFR	Fokker 100	1935 0619(06)	G-RJXG	EMB 145	1939 0714(06)
G-RJXJ	EMB 135	1956 0740(06)	G-MAJA	Jetstream 41	2028 0704(06)
G-MAJJ	Jetstream 41	2041 0701(06)	G-MAJE	Jetstream 41	2043 0706(06)
G-RJXH	EMB 145	2050 1407(06)	G-RJXA	EMB 145	2104 0816(06)

G-MAJC	Jetstream 41	2132 0650(06)	G-BVKC	Boeing 737 500	2140 0656(06)
G-RJXI	EMB 145	2258 0822(06)			
06 Wednesday					
G-JECD	CL600 RJ	0737 0820	G-RJXG	EMB 145	0922 1046
G-MAJE	Jetstream 41	0926 1004	G-BVKC	Boeing 737 500	0928 1056
G-MAJA	Jetstream 41	0931 0959	G-UKFR	Fokker 100	0942 1044
El-CKQ	Boeing 737	0946 1024	G-MAJC	Jetstream 41	0950 1051
G-MAJJ	Jetstream 41	1010 0650(07)	G-RJXI	EMB 145	1019 1102
G-JECD	CL600 RJ	1022 1126	G-RJXJ	EMB 135	1041 1118
PH-RPN	BN2 Islander	1100 1148	G-UKTF	Fokker 50	1105 1210
G-RJXA	EMB 145	1121 1338	G-RJXG	EMB 145	1243 1445
El-CKS	Boeing 737	1250 1324	G-MAJE	Jetstream 41	1252 1441
G-MAJC	Jetstream 41	1304 1344	G-RJXI	EMB 145	1321 0745(07)
G-RJXJ	EMB 135	1346 1506	G-BVKC	Boeing 737 500	1348 1515
G-UKFR	Fokker 100	1358 1604	G-MAJA	Jetstream 41	1421 1502
G-JECD	CL600 RJ	1600 1702	G-RJXG	EMB 145	1645 1737
N671B	A36 Bonanza	1648 0915(07)	G-RJXA	EMB 145	1656 1746
RJXH	EMB 145	1659 1817	G-MAJE	Jetstream 41	1707 1749
G-MAJA	Jetstream 41	1723 1813	G-MAJC	Jetstream 41	1732 1826
G-CEGP	King Air 200	1735 1810	G-RJXJ	EMB 135	1739 1819
N601HW	Challenger 3A	1744 1308(07)	G-BVKC	Boeing 737 500	1807 1905
El-COA	Boeing 737	1834 1909	G-JECD	CL600 RJ	1902 1950
G-UKFR	Fokker 100	1952 0618(07)	G-MAJE	Jetstream 41	2015 2054
G-RJXJ	EMB 135	2018 0731(07)	G-MAJA	Jetstream 41	2030 0703(07)
G-JALC	Boeing 757	2040 1013(07)	G-RJXG	EMB 145	2043 2116
G-RJXJ	EMB 145	2058 0722(07)	G-RJXA	EMB 145	2113 0738(07)
G-MAJC	Jetstream 41	2125 0700(07)	G-BVKC	Boeing 737 500	2136 0648(07)
G-MAJE	Jetstream 41	2303 0655(07)			

07 Thursday

G-JECD	CL600 RJ	0736 0823	G-BODY	Cessna 310R	0818 1500
G-MAJC	Jetstream 41	0918 0956	G-MAJA	Jetstream 41	0920 1009
G-RJXH	EMB 145	0923 1018	G-BVKC	Boeing 737 500	0941 1057
El-COA	Boeing 737	0943 1021	G-RJXA	EMB 145	0946 1031
G-BZSD	PA-46 Malibu	0949 1119	G-MAJJ	Jetstream 41	0952 1352
G-UKFR	Fokker 100	0954 1100	G-MAJE	Jetstream 41	0959 1042
G-JECD	CL600 RJ	1027 1110	G-RJXJ	EMB 135	1038 1116
G-UKTF	Fokker 50	1055 1156	G-RJXI	EMB 145	1136 1340
G-RJXH	EMB 145	1212 1404	G-SIRS	Citation Excel	1237 1645
El-CJC	Boeing 737	1250 1327	G-MAJA	Jetstream 41	1256 1439
G-MAJE	Jetstream 41	1307 1431	G-OOAW	Airbus 320	1310 1453
RJXA	EMB 145	1325 1457	G-BVKC	Boeing 737	1336 1519
EC-IEQ	Airbus 320	1342 1500	G-RJXJ	EMB 135	1244 1504
G-MAJC	Jetstream 41	1422 1514	G-BYAO	Boeing 757	1450 1607
G-UKFN	Fokker 100	1502 1643	G-JECD	CL600 RJ	1602 1706
G-RJXA	EMB 145	1651 1741	G-MAJA	Jetstream 41	1704 1820
G-RJXI	EMB 145	1708 1758	G-MAJE	Jetstream 41	1715 1804
F-GTOD	Falcon 10	1724 1755	G-RJXJ	EMB 135	1727 1808
G-MAJC	Jetstream 41	1736 1814	G-MAJJ	Jetstream 41	1739 1830
G-BVKC	Boeing 737 500	1752 1859	N560GT	Citation V	1802 1911
N671B	A36 Bonanza	1823 1102(08)	El-CNY	Boeing 737	1836 1913
G-RJXH	EMB 145	1857 0753(08)	G-JECD	CL600 RJ	1908 1951
OY-NPD	SA227DC Metro 3	1931 1302(08)	G-JALC	Boeing 757	1943 1209(08)
OY-NPE	SA227DC Metro 3	1947 1258(08)	G-RJXA	EMB 145	1949 2029
G-RJXJ	EMB 135	2000 0721(08)	G-UKFF	Fokker 100	2010 0616(08)
G-MAJE	Jetstream 41	2032 0714(08)	G-MAJA	Jetstream 41	2038 0707(08)
G-MAJC	Jetstream 41	2042 0702(08)	G-RJXI	EMB 145	2113 0813(08)
G-MAJJ	Jetstream 41	2138 0658(08)	G-BVKC	Boeing 737 500	2158 0725(08)

G-RJXA	EMB 145	2309 0729(08)			
08 Friday					
G-JECD	CL600 RJ	0750 0819	G-RJXJ	EMB 135	0908 1000
G-RJXA	EMB 145	0922 1033	G-MAJA	Jetstream 41	0927 1004
G-MAJE	Jetstream 41	0943 1044	G-BVKC	Boeing 737 500	0945 1048
EI-CNZ	Boeing 737	0953 1029	G-UKFG	Fokker 100	0956 1058
G-MAJJ	Jetstream 41	1005 1039	G-MAJC	Jetstream 41	1010 1410
G-JECD	CL600 RJ	1026 1113	G-RJXH	EMB 145	1035 1117
G-UKTE	Fokker 50	1112 1215	EC-HZU	Airbus 320	1115 1237
G-RJXI	EMB 145	1152 1432	EC-ICD	Boeing 737 800	1159 1317
G-RJXJ	EMB 135	1203 1459	G-CTFF	Cessna T206H	1220 1524
EI-CJI	Boeing 737	1301 1337	G-MAJE	Jetstream 41	1306 1443
G-EXEC	PA-34 Seneca	1309 1532	G-MAJJ	Jetstream 41	1311 1438
G-RJXA	EMB 145	1314 1413	G-BAVZ	PA-23 Aztec	1323 1504
G-BYAO	Boeing 757	1331 1511	G-BVKC	Boeing 737 500	1344 1521
G-RJXH	EMB 145	1349 1453	G-UKFG	Fokker 100	1407 1609
G-MAJA	Jetstream 41	1435 1514	G-HMMV	CitationJet	1446 1516
G-JECD	CL600 RJ	1604 1706	G-RJXI	EMB 145	1649 1752
G-RJXH	EMB 145	1655 1739	G-RJXA	EMB 145	1704 1759
G-MAJE	Jetstream 41	1710 1755	G-OBHL	Twin Squirrel	1718 1800
G-RJXJ	EMB 135	1722 1805	G-MAJA	Jetstream 41	1729 1807
G-MAJJ	Jetstream 41	1734 1813	G-MAJC	Jetstream 41	1750 1833
G-BVKC	Boeing 737 500	1817 1918	EI-CKQ	Boeing 737	1850 1923
G-JECD	CL600 RJ	1904 1955	G-UKFG	Fokker 100	1938 0618(09)
G-RJXH	EMB 145	1953 2028	G-MAJE	Jetstream 41	2008 1005(09)
G-RJXJ	EMB 135	2011 0821(09)	G-MAJA	Jetstream 41	2025 0816(09)
G-MAJJ	Jetstream 41	2050 1347(09)	G-RJXI	EMB 145	2104 0808(09)
G-RJXA	EMB 145	2106 1250(10)	G-JALC	Boeing 757	2136 0907(09)
G-MAJC	Jetstream 41	2143 1511(09)	G-BVKC	Boeing 737 500	2157 0643(09)
09 Saturday					
G-KDMA	Citation Encore	0812 0835	G-BVKC	Boeing 737 500	0919 1044
G-UKFG	Fokker 100	0944 1034	N671B	A36 Bonanza	0954 1055(11)
EI-CKP	Boeing 737	0958 1031	G-MAJA	Jetstream 41	1109 1157
G-UKTI	Fokker 100	1112 1255	G-RJXJ	EMB 135	1114 1541(10)
G-RJXI	EMB 145	1142 1420(10)	G-NOTE	PA-28 Archer 3	1210 1237(10)
G-JECD	CL600 RJ	1231 1313	G-MAJE	Jetstream 41	1253 1500(10)
G-BYAX	Boeing 757	1318 1435	G-MAJK	Jetstream 41	1324 1017(10)
N560GT	Citation V	1354 1730	G-UKFG	Fokker 100	1400 1558
N750NS	Citation X	1600 1801(10)	G-MAJC	Jetstream 41	1734 1439(14)
G-MAJJ	Jetstream 41	1741 1311(10)	G-UKFG	Fokker 100	1938 0638(10)
G-KDMA	Citation Encore	2030 2043	EI-CNXX	Boeing 737	2034 2104
G-BVKC	Boeing 737 500	2100 0642(10)	G-JALC	Boeing 757	2233 0800(10)
10 Sunday					
G-UKFG	Fokker 100	0959 1050	G-BVKC	Boeing 737 500	1008 1135
G-UKTH	Fokker 50	1109 1209	G-JEDX	DHC-8	1226 1301
G-MAJK	Jetstream 41	1245 1402	EI-CKQ	Boeing 737	1256 1329
G-RJXH	EMB 145	1335 1514	G-UKFG	Fokker 100	1351 1610
G-RJXA	EMB 145	1526 1612	G-MAJJ	Jetstream 41	1547 1617
G-JECD	CL600 RJ	1559 1703	G-RJXI	EMB 145	1648 0747(11)
G-RJXH	EMB 145	1712 1755	G-MAJE	Jetstream 41	1723 1831
G-MAJK	Jetstream 41	1726 1758	G-BVKC	Boeing 737 500	1817 1909
EI-COB	Boeing 737	1839 1913	G-BNDY	Cessna 425	1904 1551(12)
G-JECD	CL600 RJ	1907 1954	G-RJXA	EMB 145	1911 1944
G-UKFG	Fokker 100	1931 0616(11)	G-MAJJ	Jetstream 41	1941 2009
G-MAJK	Jetstream 41	2002 0705(11)	G-RJXJ	EMB 135	2025 0712(11)
G-RJXH	EMB 145	2059 0741(11)	G-MAJE	Jetstream 41	2128 0707(11)
G-BVKC	Boeing 737 500	2158 0653(11)	G-LCRC	Boeing 757	2218 1122(11)

G-MAJJ	Jetstream 41	2220 0657(11)	G-RJXA	EMB 145	2235 0722(11)
11 Monday					
G-JECD	CL600 RJ	0739 0816	D-IBAB	King Air 300	0804 0902
G-RJXJ	EMB 135	0909 1000	G-MAJE	Jetstream 41	0925 1011
G-BVKC	Boeing 737 500	0927 1050	G-RJXA	EMB 145	0937 1032
G-UKFG	Fokker 100	0944 1039	G-MAJK	Jetstream 41	1004 1045
El-CKP	Boeing 737	1009 1041	G-MAJJ	Jetstream 41	1013 1052
G-JDBC	PA-34 Seneca	1015 1513	G-ORJB	Citation I	1022 1523
G-RJXH	EMB 145	1027 1103	G-JECD	CL600 RJ	1029 1113
G-RJXI	EMB 145	1054 1339	G-UKTH	Fokker 100	1106 1214
G-BRYX	DHC-8	1143 1219	CS-DFA	Falcon 900	1151 1223
G-RJXJ	EMB 135	1202 1508	El-CKR	Boeing 737	1248 1323
ZG845	Islander AL.1	1253 1422	G-MAJJ	Jetstream 41	1305 1351
G-MAJK	Jetstream 41	1307 1434	G-RJXA	EMB 145	1317 1409
G-RJXH	EMB 145	1325 1440	G-BVKC	Boeing 737 500	1328 1515
G-BAVZ	PA-23 Aztec	1347 1517	N12295	Cessna 208B	1400 1551
G-UKFG	Fokker 100	1410 1601	N671B	A36 Bonanza	1458 1418(15)
G-MAJM	Jetstream 41	1500 1536	G-JECD	CL600 RJ	1556 1708
G-RJXH	EMB 145	1639 1724	G-RJXI	EMB 145	1648 1744
G-RJXA	EMB 145	1656 0717(12)	G-RJXJ	EMB 135	1720 1757
G-BZSD	PA-46 Malibu	1730 0627(12)	G-MAJK	Jetstream 41	1737 1826
G-MAJJ	Jetstream 41	1741 1833	G-BVKC	Boeing 737 500	1745 1859
G-MAJM	Jetstream 41	1748 1823	D-CHSW	Beechjet 400A	1801 1856
El-CNX	Boeing 737	1828 1901	G-JECD	CL600 RJ	1855 1955
G-RJXH	EMB 145	1952 0721(12)	G-RJXJ	EMB 135	2002 0735(12)
G-UKFR	Fokker 100	2027 0619(12)	G-MAJM	Jetstream 41	2030 0707(12)
G-LCRC	Boeing 757	2034 0731(12)	G-RJXI	EMB 145	2053 0819(12)
G-MAJJ	Jetstream 41	2127 0655(12)	G-BVKC	Boeing 737 500	2130 0649(12)
G-MAJK	Jetstream 41	2207 0705(12)			

12 Tuesday

G-STR	Boeing 737 300	0556 0713	G-JECD	CL600 RJ	0743 0822
G-RJXA	EMB 145	0913 1008	G-MAJK	Jetstream 41	0924 1010
G-BVKC	Boeing 737 500	0926 1056	G-RJXH	EMB 145	0929 1015
G-MAJM	Jetstream 41	0932 1001	G-UKFR	Fokker 100	0949 1045
G-MAJJ	Jetstream 41	0952 1033	El-CKP	Boeing 737	0955 1043
G-BXZM	Cessna 182S	1031 1214	G-JECD	CL600 RJ	1034 1121
G-RJXJ	EMB 135	1036 1112	G-UKTF	Fokker 50	1104 1204
G-MAJE	Jetstream 41	1109 1453	G-RJXI	EMB 145	1153 1340
G-RJXA	EMB 145	1201 1443	G-MAJK	Jetstream 41	1245 1439
G-MAJJ	Jetstream 41	1250 1356	G-RJXH	EMB 145	1253 1400
G-COA	Boeing 737	1256 1335	G-RJXJ	EMB 135	1332 1503
CS-DNP	Falcon 2000	1335 1517	G-BVKC	Boeing 737 500	1340 1513
G-BYAY	Boeing 757	1350 1616	G-UKFR	Fokker 100	1353 1622
G-MAJM	Jetstream 41	1416 1506	G-JECD	CL600 RJ	1605 1707
G-RJXA	EMB 145	1639 1725	D-IBAB	King Air 300	1647 1803
G-RJXI	EMB 145	1649 1755	G-MAJK	Jetstream 41	1651 1749
G-RJXH	EMB 145	1654 1759	G-LCRC	Boeing 757	1703 1119(13)
G-RJXJ	EMB 135	1716 1801	G-MAJM	Jetstream 41	1718 1807
G-MAJJ	Jetstream 41	1732 1834	G-MAJE	Jetstream 41	1737 1809
G-BVKC	Boeing 737 500	1752 1926	El-CKS	Boeing 737	1826 1901
G-TICL	Airbus 320	1849 0847(13)	G-JECD	CL600 RJ	1915 1958
G-RJXA	EMB 145	1927 0726(13)	G-UKFR	Fokker 100	1945 0619(13)
G-MAJK	Jetstream 41	1954 0720(13)	G-FLTB	BAe 146 200	2005 0917(13)
G-RJXJ	EMB 135	2007 0750(13)	G-MAJE	Jetstream 41	2020 0705(13)
G-MAJA	Jetstream 41	2033 0710(13)	G-RJXH	EMB 145	2040 0731(13)
G-RJXI	EMB 145	2053 0743(13)	G-STR	Boeing 737 300	2121 0717(13)
G-MAJJ	Jetstream 41	2123 0658(13)	G-BVKC	Boeing 737 500	2146 0649(13)

13 Wednesday

G-JECD	CL600 RJ	0904 0938	G-MAJK	Jetstream 41	0930 1008
G-RJXA	EMB 145	0935 1024	G-MAJA	Jetstream 41	0940 1014
G-UKFR	Fokker 100	0945 1052	G-BVKC	Boeing 737 500	0951 1100
G-RJXH	EMB 145	0956 1040	G-MAJJ	Jetstream 41	1000 1358
EI-COB	Boeing 737	1006 1037	G-MAJE	Jetstream 41	1010 1056
G-RJXJ	EMB 135	1048 1126	G-RJXI	EMB 145	1108 1339
G-JECD	CL600 RJ	1121 1201	G-RJXA	EMB 145	1215 1451
G-MAJK	Jetstream 41	1244 1447	EI-CKQ	Boeing 737	1254 1327
G-MAMD	King Air B200	1302 1853(21)	G-RJXH	EMB 145	1304 1402
G-MAJE	Jetstream 41	1307 1434	G-BVKC	Boeing 737 500	1329 1516
G-RJXJ	EMB 135	1352 1504	G-UKFC	Fokker 100	1409 1616
G-MAJA	Jetstream 41	1417 1459	G-JECD	CL600 RJ	1611 1711
N400AJ	Beechjet 400A	1646 1855	G-RJXA	EMB 145	1657 1742
G-RJXH	EMB 145	1702 1755	G-MAJK	Jetstream 41	1705 1745
G-RJXI	EMB 145	1708 1759	G-RJXJ	EMB 135	1716 1810
G-MAJJ	Jetstream 41	1725 1831	N79EL	Beechjet 400A	1728 1807
G-MAJA	Jetstream 41	1731 1804	G-MAJE	Jetstream 41	1735 1814
G-BVKC	Boeing 737 500	1748 1902	EI-COB	Boeing 737	1846 1917
G-MAJK	Jetstream 41	2003 0657(14)	G-UKFI	Fokker 100	2036 0621(14)
G-MAJA	Jetstream 41	2045 0703(14)	G-MAJE	Jetstream 41	2059 0709(14)
G-MAJJ	Jetstream 41	2125 0707(14)	G-BVKC	Boeing 737 500	2228 0643(14)
G-RJXH	EMB 145	2232 0726(14)	G-RJXA	EMB 145	2235 0721(14)
G-JMCE	Boeing 757	2240 0653(14)	G-RJXJ	EMB 135	2248 0801(14)
G-RJXI	EMB 145	2336 0806(14)			

14 Thursday

G-JECD	CL600 RJ	0746 0821	G-CCMY	Boeing 757	0903 1027
G-RJXA	EMB 145	0917 1016	G-BVKC	Boeing 737 500	0920 1140
G-RJXH	EMB 145	0924 1022	G-MAJJ	Jetstream 41	0928 1001
G-MAJE	Jetstream 41	0930 1012	G-UKFI	Fokker 100	0947 1048
EI-CJG	Boeing 737	1003 1040	G-MAJK	Jetstream 41	1006 1042
G-JECD	CL600 RJ	1033 1116	PH-KVI	Fokker 50	1055 1209
G-RJXJ	EMB 135	1104 1138	G-RJXI	EMB 145	1127 1413
G-RJXA	EMB 145	1206 1346	G-BYAX	Boeing 757	1245 1435
G-MAJK	Jetstream 41	1249 1354	G-OOAS	Airbus 320	1251 1443
EC-GZE	Airbus 320	1255 1555	G-MAJA	Jetstream 41	1303 1447
EI-COA	Boeing 737	1311 1358	G-RJXH	EMB 145	1339 1453
G-RJXJ	EMB 135	1405 1502	G-UKFI	Fokker 100	1409 1615
G-MAJJ	Jetstream 41	1425 1506	G-BVKC	Boeing 737 500	1451 1546
D-ICIA	Citation I	1522 1548	G-JECD	CL600 RJ	1609 1721
OO-SKM	King Air B200	1626 1738	G-RJXC	EMB 145	1656 1918
G-RJXH	EMB 145	1700 1756	G-MAJE	Jetstream 41	1707 1750
G-RJXA	EMB 145	1710 1759	G-RJXJ	EMB 135	1725 1817
G-MAJJ	Jetstream 41	1731 1812	G-MAJC	Jetstream 41	1745 1821
N421N	Cessna 421C	1748 1838	G-MAJK	Jetstream 41	1753 1842
G-BVKC	Boeing 737 500	1814 1926	EI-CKS	Boeing 737	1836 1900
G-JECD	CL600 RJ	1922 1959	G-CCMY	Boeing 757	1930 2359
G-UKFI	Fokker 100	1941 0618(15)	G-RJXH	EMB 145	1957 0755(15)
G-MAJE	Jetstream 41	2015 0727(15)	G-RJXJ	EMB 135	2019 0722(15)
G-MAJJ	Jetstream 41	2032 0702(15)	G-MAJC	Jetstream 41	2037 0655(15)
G-RJXA	EMB 145	2100 0731(15)	G-MAJK	Jetstream 41	2139 0715(15)
G-RJXC	EMB 145	2146 0737(15)	G-BVKC	Boeing 737 500	2210 0639(15)
G-JMCE	Boeing 757	2307 2349			

15 Friday

G-FLTB	BAe 146 200	0010 0050	G-JECD	CL600 RJ	0742 0820
D-ISWA	CitationJet	0818 1620	G-MAJJ	Jetstream 41	0916 0955
G-RJXJ	EMB 135	0921 1007	G-RJXA	EMB 145	0924 1023

G-BVKC	Boeing 737 500	0928 1049	F-GHOC	King Air 200	0931 1513
G-MAJK	Jetstream 41	0938 1013	G-JALC	Boeing 757	0945 1152
EI-CKQ	Boeing 737	0949 1025	G-MAJI	Jetstream 41	0958 1414
G-UKFI	Fokker 100	1003 1059	VP-BSL	Falcon 50	1005 1749
G-MAJC	Jetstream 41	1012 1101	G-MAJE	Jetstream 41	1015 1443
N750NS	Citation X	1019 1341	G-JECD	CL600 RJ	1029 1126
G-RJXC	EMB 145	1048 1130	G-RJXH	EMB 145	1054 1343
EC-HZU	Airbus 320	1105 1234	EC-IDT	Boeing 737 800	1141 1304
D-ICIA	Citation I	1148 1309	G-RJXJ	EMB 135	1153 1518
G-UKTC	Fokker 100	1159 1257	G-BXXT	B.76 Duchess	1213 1625
EI-COA	Boeing 737	1254 1330	G-MAJC	Jetstream 41	1258 1459(16)
G-MAJK	Jetstream 41	1301 1446	G-RJXA	EMB 145	1315 1404
G-BVKC	Boeing 737 500	1319 1521	G-BYAX	Boeing 757	1334 1506
G-RJXC	EMB 145	1347 1457	G-UKFM	Fokker 100	1400 1617
G-MAJG	Jetstream 41	1421 1511	G-TICL	Airbus 320	1522 1717
G-JECD	CL600 RJ	1603 1707	G-RJXH	EMB 145	1648 1745
G-MAJK	Jetstream 41	1653 1753	G-RJXA	EMB 145	1705 1806
G-RJXJ	EMB 135	1721 1803	G-MAJG	Jetstream 41	1728 1813
G-MAJE	Jetstream 41	1736 1816	G-MAJI	Jetstream 41	1738 1831
G-BVKC	Boeing 737 500	1800 1905	G-BUPS	ATR 42	1807 1851
G-BZSD	PA-46 Malibu	1810 1835	EI-CKS	Boeing 737	1829 1910
N79EL	Beechjet 400A	1844 1908	G-JECD	CL600 RJ	1906 1953
G-UKFM	Fokker 100	1935 0742(16)	G-CORP	BAe ATP	1951 1045(16)
G-RJXJ	EMB 135	2000 0815(16)	G-MAJK	Jetstream 41	2010 0853(16)
G-MAJG	Jetstream 41	2028 1005(17)	G-MAJM	Jetstream 41	2043 1403(17)
G-RJXH	EMB 145	2045 0931(16)	G-RJXA	EMB 145	2051 0701(16)
G-JALC	Boeing 757	2100 0728(16)	G-TGRA	Agusta A109A	2104 2145
G-STR	Boeing 737 300	2105 0724(16)	G-BUPS	ATR 42	2111 2153
G-MAJI	Jetstream 41	2126 1009(16)	G-BVKC	Boeing 737 500	2150 0718(16)

16 Saturday

G-PZAZ	PA-31 Navajo	0520 0906	EI-CKQ	Boeing 737	0942 1017
G-BVKC	Boeing 737 500	1035 1306	G-BVTF	Fokker 50	1059 1206
G-RJXJ	EMB 135	1109 1543(17)	G-UKFM	Fokker 100	1132 1227
G-MAJK	Jetstream 41	1228 1325(17)	G-RJXH	EMB 145	1240 1204(17)
G-JECD	CL600 RJ	1246 1319	G-MAJI	Jetstream 41	1251 1351
G-BYAX	Boeing 757	1321 1454	G-UKFM	Fokker 100	1503 1600
G-MAJC	Jetstream 41	1728 1947(17)	G-MAJI	Jetstream 41	1731 1346(17)
G-UKFM	Fokker 100	1937 0619(17)	EI-CJG	Boeing 737	2027 2100
G-JALC	Boeing 757	2057 0814(17)	G-CORP	BAe ATP	2122 2211
G-BVKC	Boeing 737 500	2133 0647(17)	G-STR	Boeing 737 300	2219 0701(17)

17 Sunday

G-UKFM	Fokker 100	0929 1112	G-BVKC	Boeing 737 500	0934 1135
VP-BSL	Falcon 50	0940 1040	G-UKTH	Fokker 50	1101 1212
G-VUEA	Citation II	1132 1850	G-RJXC	EMB 145	1213 1518
G-JEDX	DHC-8	1220 1301	G-RJXB	EMB 145	1243 1423
N312CJ	CitationJet	1245 1845	EI-COA	Boeing 737	1250 1322
G-MAJG	Jetstream 41	1258 1502	G-UKFM	Fokker 100	1349 1609
G-RJXH	EMB 145	1444 1606	CS-DFB	Falcon 900	1453 1600
G-MAJK	Jetstream 41	1528 1611	G-JECD	CL600 RJ	1602 1705
G-RJXB	EMB 145	1646 1742	N750NS	Citation X	1702 1938
G-MAJM	Jetstream 41	1711 1754	G-RJXC	EMB 145	1716 1758
G-MAJG	Jetstream 41	1724 1808	G-MAJI	Jetstream 41	1733 1827
HB-GJR	King Air 350	1745 0729(18)	N671B	A36 Bonanza	1830 1150(19)
EI-COA	Boeing 737	1833 1910	G-JECD	CL600 RJ	1908 2000
G-RJXH	EMB 145	1913 0733(18)	G-UKFM	Fokker 100	1934 0748(18)
G-MAJK	Jetstream 41	1952 0708(18)	G-MAJM	Jetstream 41	1955 0711(18)
G-OMNH	King Air 200	1957 2016	G-MAJG	Jetstream 41	2026 0716(18)

G-RJXJ	EMB 135	2036 0743(18)	G-RJXC	EMB 145	2047 0720(18)
G-RJXB	EMB 145	2055 0838(18)	G-MAJI	Jetstream 41	2124 0724(18)
G-STR	Boeing 737 300	2130 2224	G-BVKC	Boeing 737 500	2151 0659(18)
G-PIDS	Boeing 757	2233 1204(18)			
18 Monday					
HB-GPI	King Air 300LW	0735 1713	G-JECD	CL600 RJ	0739 0816
G-ORJB	Citation I	0918 1119(20)	G-RJXC	EMB 145	0925 1016
G-MAJK	Jetstream 41	0944 1019	G-MAJI	Jetstream 41	0953 1035
G-RJXH	EMB 145	1000 1050	G-MAJM	Jetstream 41	1004 1054
El-CON	Boeing 737	1008 1045	G-BVKC	Boeing 737 500	1011 1116
G-RJXJ	EMB 135	1022 1125	G-JECD	CL600 RJ	1032 1119
G-MAJG	Jetstream 41	1040 1435	G-BXVA	TB200 Tobago XL	1047 1211
G-UKFM	Fokker 100	1051 1302	G-RJXC	EMB 145	1206 1443
G-RJXB	EMB 145	1244 1347	G-MAJK	Jetstream 41	1249 1438
G-MAJM	Jetstream 41	1305 1352	El-CKR	Boeing 737	1308 1339
G-BAVZ	PA-23 Aztec	1312 1445	G-RJXH	EMB 145	1328 1413
G-BVKC	Boeing 737 500	1336 1516	G-RJXJ	EMB 135	1348 1503
G-MAJI	Jetstream 41	1425 1459	G-FLTB	BAe 146 200	1528 1105(19)
G-OLDL	Lear Jet 45	1538 0615(19)	G-JECD	CL600 RJ	1607 1701
G-UKFM	Fokker 100	1630 1728	G-RJXB	EMB 145	1647 1737
G-RJXC	EMB 145	1652 1744	G-RJXE	EMB 145	1656 1750
G-MAJK	Jetstream 41	1706 1752	G-RJXJ	EMB 135	1720 1808
G-MAJI	Jetstream 41	1725 1815	G-MAJG	Jetstream 41	1740 1852
G-MAJM	Jetstream 41	1746 1834	G-BVKC	Boeing 737 500	1804 1902
G-BZSD	PA-46 Malibu	1812 1837	El-CJI	Boeing 737	1824 1909
G-JECD	CL600 RJ	1906 1953	G-RJXC	EMB 145	1951 0734(19)
G-RJXJ	EMB 135	2005 0752(19)	G-MAJK	Jetstream 41	2010 0710(19)
G-UKFD	Fokker 100	2028 0620(19)	G-MAJI	Jetstream 41	2032 0706(19)
G-RJXE	EMB 145	2050 0716(19)	G-RJXB	EMB 145	2055 0759(19)
G-MAJG	Jetstream 41	2109 0742(19)	G-PIDS	Boeing 757	2138 0747(19)
G-BVKC	Boeing 737 500	2154 0721(19)	G-MAJM	Jetstream 41	2157 0729(19)
19 Tuesday					
G-MAJI	Jetstream 41	0931 1003	G-MAJK	Jetstream 41	0940 1011
163836	Beech UC-12M	0944 1625	G-UKFD	Fokker 100	0949 1041
El-CJC	Boeing 737	0952 1026	G-RJXE	EMB 145	0955 1046
G-RJXC	EMB 145	0959 1057	G-MAJM	Jetstream 41	1019 1101
G-RJXJ	EMB 135	1043 1120	G-BVKC	Boeing 737 500	1047 1148
G-MAJG	Jetstream 41	1052 1351	G-RJXB	EMB 145	1117 1343
G-JECD	CL600 RJ	1132 1210	G-RJXE	EMB 145	1230 1357
G-MAJK	Jetstream 41	1255 1436	El-CJD	Boeing 737	1258 1329
G-MAJM	Jetstream 41	1314 1426	G-RJXC	EMB 145	1318 1446
G-RJXJ	EMB 135	1337 1500	G-BXVA	TB200 Tobago XL	1345 1620
G-UKFD	Fokker 100	1353 1617	G-CJAD	CitationJet	1405 1448
G-BYAW	Boeing 757	1408 1801	N671B	A36 Bonanza	1413 1544(22)
G-MAJI	Jetstream 41	1416 1505	G-BVKC	Boeing 737 500	1428 1525
G-JECD	CL600 RJ	1612 1709	G-PIDS	Boeing 757	1701 1122(20)
G-RJXC	EMB 145	1712 1755	G-RJXB	EMB 145	1716 1819
G-RJXE	EMB 145	1721 1910	G-MAJK	Jetstream 41	1726 1807
G-MAJM	Jetstream 41	1732 1812	G-RJXJ	EMB 135	1735 1817
G-MAJI	Jetstream 41	1740 1822	G-MAJG	Jetstream 41	1743 1830
G-BVKC	Boeing 737 500	1751 1903	El-CON	Boeing 737	1835 1912
G-JECD	CL600 RJ	1906 1949	G-UKFD	Fokker 100	1930 0613(20)
G-RJXC	EMB 145	2000 0731(20)	G-RJXJ	EMB 135	2007 0723(20)
G-MAJK	Jetstream 41	2021 0707(20)	G-MAJM	Jetstream 41	2023 0701(20)
G-RJXE	EMB 145	2043 0726(20)	G-MAJI	Jetstream 41	2050 0710(20)
G-RJXB	EMB 145	2121 0751(20)	G-MAJG	Jetstream 41	2127 0655(20)
G-BVKC	Boeing 737 500	2135 0644(20)			

20 Wednesday

G-JECD	CL600 RJ	0743 0815	G-ROWN	King Air 200	0915 0935
VP-CBM	Citation II	0918 1144	G-RJXE	EMB 145	0921 0959
G-MAJK	Jetstream 41	0925 1003	G-BVKC	Boeing 737 500	0928 1055
G-RJXC	EMB 145	0933 1014	G-UKFD	Fokker 100	0942 1050
G-MAJI	Jetstream 41	0946 1019	El-COB	Boeing 737	0949 1024
G-MAJG	Jetstream 41	0955 1350	G-MAJM	Jetstream 41	1007 1045
G-RJXJ	EMB 135	1027 1107	G-JECD	CL600 RJ	1030 1111
G-UVIP	Cessna 421C	1043 1452(21)	G-RJXB	EMB 145	1035 1345
G-UKTF	Fokker 50	1105 1210	G-RJXE	EMB 145	1203 1238
El-CNT	Boeing 737	1251 1324	G-MAJK	Jetstream 41	1254 1446
G-RJXC	EMB 145	1304 1418	G-MAJM	Jetstream 41	1308 1451
G-RJXF	EMB 145	1315 1456	G-BVKC	Boeing 737	1337 1515
G-RJXJ	EMB 135	1341 1507	G-UKFE	Fokker 100	1400 1617
G-MAJI	Jetstream 41	1442 1519	G-JECD	CL600 RJ	1604 1715
G-MAJK	Jetstream 41	1709 1750	G-MAJI	Jetstream 41	1734 1814
G-MAJG	Jetstream 41	1741 1833	G-MAJM	Jetstream 41	1822 1902
G-FLTB	BAe 146 200	1825 1335(21)	El-CON	Boeing 737	1852 1934
G-JECD	CL600 RJ	1905 1952	G-RJXC	EMB 145	1914 2007
G-RJXF	EMB 145	1921 1957	G-RJXJ	EMB 135	1927 2017
G-RJXB	EMB 145	1930 2013	G-UKFE	Fokker 100	1938 0617(21)
G-MAJK	Jetstream 41	2001 0820(21)	G-PIDS	Boeing 757	2010 1011(21)
G-MAJI	Jetstream 41	2043 0703(21)	G-MAJM	Jetstream 41	2123 0650(21)
G-MAJG	Jetstream 41	2128 0659(21)	G-RJXF	EMB 145	2143 0714(21)
G-BVKC	Boeing 737 500	2203 0646(21)	G-RJXJ	EMB 135	2207 0720(21)
G-RJXC	EMB 145	2244 0734(21)	G-RJXB	EMB 145	2303 0730(21)

21 Thursday

G-JECD	CL600 RJ	0743 0815	G-RJXF	EMB 145	0901 0959
G-BVKC	Boeing 737 500	0922 1047	G-MAJI	Jetstream 41	0927 1002
G-MAJM	Jetstream 41	0940 1014	G-RJXC	EMB 145	0945 1027
G-UKFE	Fokker 100	0955 1100	El-CJD	Boeing 737	1009 1042
G-MAJG	Jetstream 41	1017 1056	G-RJXJ	EMB 135	1019 1106
G-JECD	CL600 RJ	1037 1114	G-MAJK	Jetstream 41	1053 1445
G-RJXB	EMB 145	1055 1350	G-UKTH	Fokker 50	1105 1154
G-RJXF	EMB 145	1157 1450	G-MAJM	Jetstream 41	1237 1438
G-OOAP	Airbus 320	1245 1434	G-BYAX	Boeing 757	1252 1443
El-CJH	Boeing 737	1300 1337	EC-ICK	Airbus 320	1304 1436
G-RJXC	EMB 145	1308 1408	G-MAJG	Jetstream 41	1311 1352
G-SOUL	Cessna 310R	1333 1618	G-BVKC	Boeing 737 500	1336 1515
G-RJXJ	EMB 135	1342 1503	G-UKFE	Fokker 100	1415 1614
G-MAJI	Jetstream 41	1425 1458	G-JMXA	Agusta A109E	1509 1531
G-JECD	CL600 RJ	1615 1704	G-RJXF	EMB 145	1651 1742
G-VVIP	Cessna 421C	1654 1733	G-RJXC	EMB 145	1658 1759
G-RJXB	EMB 145	1701 1745	G-MAJK	Jetstream 41	1711 1754
G-RJXJ	EMB 135	1721 1810	G-MAJG	Jetstream 41	1731 1822
G-MAJM	Jetstream 41	1736 1821	G-MAJI	Jetstream 41	1741 1817
G-BVKC	Boeing 737 500	1755 1910	G-KDMA	Citation Encore	1826 1415(27)
G-JECD	CL600 RJ	1907 1947	G-PIDS	Boeing 757	1915 1134(22)
G-UKFE	Fokker 100	1921 0615(22)	G-RJXF	EMB 145	1945 0725(22)
G-MAJK	Jetstream 41	2016 0707(22)	G-RJXJ	EMB 135	2034 0711(22)
G-MAJI	Jetstream 41	2037 0714(22)	G-MAJM	Jetstream 41	2041 0657(22)
G-RJXC	EMB 145	2054 0747(22)	G-RJXB	EMB 145	2100 0718(22)
N170SW	Global Express	2119 1603(24)	G-MAJG	Jetstream 41	2132 0701(22)
G-BVKC	Boeing 737 500	2148 0642(22)			

22 Friday

G-JECD	CL600 RJ	0745 0815	G-RJXJ	EMB 135	0914 1000
G-MAJG	Jetstream 41	0920 0955	G-RJXB	EMB 145	0924 1020

G-MAJK	Jetstream 41	0927 1004	G-BVKC	Boeing 737 500	0930 1051
G-UKFE	Fokker 100	0936 1057	EI-CJH	Boeing 737	0958 1031
G-MAJM	Jetstream 41	1008 1042	G-MAJI	Jetstream 41	1017 1355
G-JECD	CL600 RJ	1028 1119	G-RJXF	EMB 145	1039 1116
G-RJXC	EMB 145	1059 1347	G-UKTC	Fokker 50	1109 1210
G-XLAF	Boeing 737 800	1125 1314	EC-ICK	Airbus 320	1130 1244
G-RJXJ	EMB 135	1158 1501	C-GMND	Falcon 900C	1220 1558
G-MAJK	Jetstream 41	1254 1433	G-MAJM	Jetstream 41	1257 1440
EI-CJI	Boeing 737	1302 1343	G-RJXB	EMB 145	1306 1400
G-BVKC	Boeing 737 500	1334 1519	G-BYAX	Boeing 757	1338 1516
G-RJXF	EMB 145	1340 1447	G-UKFD	Fokker 100	1354 1609
G-MAJG	Jetstream 41	1428 1507	G-JECD	CL600 RJ	1607 1711
ZE395	BAe 125 CC.3	1617 0924(23)	G-RJXF	EMB 145	1646 1737
G-RJXC	EMB 145	1700 1756	G-MAJM	Jetstream 41	1709 1748
G-RJXJ	EMB 135	1727 1813	G-MAJK	Jetstream 41	1733 1808
G-MAJG	Jetstream 41	1743 1822	G-MAJI	Jetstream 41	1745 1830
G-BVKC	Boeing 737 500	1802 1930	EI-CNT	Boeing 737	1826 1910
G-JECD	CL600 RJ	1907 1953	G-RJXF	EMB 145	1927 2018
G-UKFD	Fokker 100	1941 0619(23)	G-MAJM	Jetstream 41	2009 1308(24)
G-RJXJ	EMB 135	2016 2208	G-MAJK	Jetstream 41	2025 1006(23)
G-MAJG	Jetstream 41	2045 0658(23)	G-RJXC	EMB 145	2100 0813(23)
G-PIDS	Boeing 757	2105 0720(23)	G-MAJI	Jetstream 41	2145 1013(24)
G-BVKC	Boeing 737 500	2154 0644(23)	G-RJXF	EMB 145	2306 0822(23)

23 Saturday

G-RJXE	EMB 145	0221 1443(24)	G-BVKC	Boeing 737 500	0931 1055
G-UKFM	Fokker 100	0936 1040	EI-CJG	Boeing 737	0953 1024
G-MAJG	Jetstream 41	0959 1345	G-UKTH	Fokker 50	1103 1209
G-RJXF	EMB 145	1124 1211(24)	G-RJXC	EMB 145	1137 1215
N55EN	B.55 Baron	1201 1525(24)	G-JECD	CL600 RJ	1236 1314
G-MAJK	Jetstream 41	1250 1458	G-BYAX	Boeing 757	1307 1445
G-UKFM	Fokker 100	1356 1603	F-GLPT	SA226T Merlin 3B	1442 1730
N671B	A.36 Bonanza	1558 1241(25)	G-MAJG	Jetstream 41	1725 1353(24)
G-MAJK	Jetstream 41	1727 1407(24)	G-BUKA	SA227AC Metro 3	1928 2006
G-UKFM	Fokker 100	1935 0617(24)	EI-CJE	Boeing 737	2030 2103
G-BVZI	Boeing 737 500	2048 0647(24)	G-PIDS	Boeing 757	2107 1856(25)

24 Sunday

G-BVZI	Boeing 737 500	0937 1050	G-MAJI	Jetstream 41	1323 1504
EI-COB	Boeing 737	1328 1358	G-RJXC	EMB 145	1434 1512
G-RJXK	EMB 135	1437 1548	G-RJXF	EMB 145	1454 1605
G-MAJM	Jetstream 41	1521 1608	G-JECD	CL600 RJ	1618 1704
G-UKFM	Fokker 100	1626 1725	G-RJXE	EMB 145	1705 1748
G-MAJK	Jetstream 41	1715 1752	G-RJXC	EMB 145	1722 1803
G-MAJI	Jetstream 41	1730 1808	G-MAJG	Jetstream 41	1734 1824
G-OBMM	Boeing 737 400	1826 1925	EI-COB	Boeing 737	1834 1909
G-JECD	CL600 RJ	1906 1955	G-RJXF	EMB 145	1918 0741(25)
G-MAJM	Jetstream 41	1949 0719(25)	G-MAJK	Jetstream 41	2004 0804(25)
G-UKFM	Fokker 100	2006 0629(25)	G-MAJI	Jetstream 41	2043 0714(25)
G-RJXK	EMB 135	2048 0725(25)	G-RJXC	EMB 145	2053 0755(25)
G-RJXE	EMB 145	2111 0736(25)	G-MAJG	Jetstream 41	2209 1356(25)
G-BVZI	Boeing 737 500	2216 0645(25)	G-JALC	Boeing 757	2329 1140(25)

25 Monday

G-BVZI	Boeing 737 500	1204 1255	G-MAJK	Jetstream 41	1234 1506
G-RJXK	EMB 135	1247 1352	G-MAJM	Jetstream 41	1259 1447
EI-CTB	Boeing 737 800	1304 1347	G-UKTG	Fokker 50	1332 1430
G-MAJI	Jetstream 41	1451 0714(26)	G-OBMM	Boeing 737 400	1456 1553
G-UKFM	Fokker 100	1625 1723	G-RSCJ	CitationJet	1732 1431(26)
G-RJXF	EMB 145	1653 1817	G-RJXE	EMB 145	1701 1749

G-RJXX	EMB 135	1709 0732(26)	G-JECD	CL600 RJ	1720 1801
G-RJXC	EMB 145	1725 1812	G-MAJK	Jetstream 41	1733 1808
G-MAJM	Jetstream 41	1738 1820	G-MAJG	Jetstream 41	1743 1838
G-UKTI	Fokker 70	1814 2026	G-BVZI	Boeing 737 500	1828 2016
El-CJE	Boeing 737	1832 1907	G-JECD	CL600 RJ	1954 2032
G-UKFM	Fokker 100	2001 0617(26)	G-RJXF	EMB 145	2007 0726(26)
G-RJXE	EMB 145	2014 1108(26)	G-JALC	Boeing 757	2037 0740(26)
G-MAJK	Jetstream 41	2040 0707(26)	G-MAJM	Jetstream 41	2043 0711(26)
G-RJXC	EMB 145	2100 1459(26)	G-MAJG	Jetstream 41	2136 0718(26)
G-BVZI	Boeing 737 500	2300 0722(26)			

26 Tuesday

G-JECD	CL600 RJ	0804 0831	G-MAJM	Jetstream 41	0920 1000
G-RJXF	EMB 145	0928 1016	G-MAJI	Jetstream 41	0934 1010
G-BYLM	PA-46 Malibu	0940 1340(30)	G-BVZI	Boeing 737 500	0945 1115
G-MAJK	Jetstream 41	0949 1347	G-UKFM	Fokker 100	0951 1040
ELCOB	Boeing 737	1017 1048	G-JECD	CL600 RJ	1021 1118
MAJG	Jetstream 41	1024 1104	G-RJXX	EMB 135	1034 1121
G-VBAC	Short 360	1037 1100	G-UKTH	Fokker 50	1117 1211
G-CJAD	CitationJet	1144 1559	G-RJXF	EMB 145	1222 1354
El-COB	Boeing 737	1259 1326	G-MAJM	Jetstream 41	1302 1437
G-MAJG	Jetstream 41	1317 1440	G-OWAX	King Air 200	1332 1529
N750NS	Citation X	1350 1627(27)	G-RJXX	EMB 135	1356 1507
G-BVZI	Boeing 737 500	1359 1521	G-BODY	Cessna 310R	1404 1655
G-MAJI	Jetstream 41	1417 1509	G-UKFM	Fokker 100	1428 1609
N671B	A.36 Bonanza	1451 1545(29)	G-BYAU	Boeing 757	1549 1713
G-BYRA	Jetstream 31	1553 1623	G-JECD	CL600 RJ	1602 1704
G-RJXC	EMB 145	1653 1740	G-RJXF	EMB 145	1658 1758
G-MAJM	Jetstream 41	1702 1750	G-JALC	Boeing 757	1716 1115(27)
G-BNUN	B.58PA Baron	1725 1857	G-MAJI	Jetstream 41	1727 1805
G-RJXX	EMB 135	1731 1812	G-MAJK	Jetstream 41	1734 1829
G-MAJG	Jetstream 41	1737 1817	G-BVZI	Boeing 737 500	1744 1909
El-CJG	Boeing 737	1830 1901	G-OOBA	Boeing 757	1838 0904(27)
G-JECD	CL600 RJ	1914 1951	G-UKFM	Fokker 100	1938 0709(27)
G-RJXC	EMB 145	1944 0722(27)	G-RJXX	EMB 135	2008 0729(27)
G-MAJM	Jetstream 41	2011 1139(27)	G-MAJG	Jetstream 41	2036 0701(27)
G-MAJA	Jetstream 41	2046 0653(27)	G-RJXF	EMB 145	2049 0719(27)
G-RDVE	Airbus 320	2116 0846(27)	G-MAJK	Jetstream 41	2121 0705(27)
G-BVZI	Boeing 737 500	2138 0645(27)			

27 Wednesday

G-RJXE	EMB 145	0737 0827	G-JECD	CL600 RJ	0743 0822
OO-SKL	King Air B200	0814 1412	G-RJXF	EMB 145	0916 1006
G-MAJG	Jetstream 41	0920 0956	D-IDAS	CitationJet	0926 1621
G-OGTX	Cessna T310R	0929 1435	G-BVZI	Boeing 737 500	0922 1046
G-RJXC	EMB 145	0936 1028	G-MAJK	Jetstream 41	0940 1013
G-MAJA	Jetstream 41	0949 1433	El-CJI	Boeing 737	0952 1024
G-UKFM	Fokker 100	1004 1126	G-RJXX	EMB 135	1026 1110
G-JECD	CL600 RJ	1031 1123	G-TBGL	Agusta A109A	1126 1150
G-UKTI	Fokker 50	1150 1233	G-RJXF	EMB 145	1202 1347
El-CKQ	Boeing 737	1302 1327	G-MAJK	Jetstream 41	1306 1353
G-RJXC	EMB 145	1322 1410	G-BVZI	Boeing 737 500	1328 1519
G-RJXX	EMB 135	1335 1506	G-RJXE	EMB 145	1345 1451
G-MAJM	Jetstream 41	1405 1616	G-MAJG	Jetstream 41	1421 1454
G-UKFM	Fokker 100	1424 1608	G-BOEI	Short 360	1513 1650
G-JECD	CL600 RJ	1557 1956	G-RJXC	EMB 145	1655 1758
G-RJXE	EMB 145	1659 1742	G-MAJG	Jetstream 41	1718 1755
G-RJXX	EMB 135	1730 1813	G-MAJK	Jetstream 41	1735 1848
G-MAJA	Jetstream 41	1740 1850	G-RJXF	EMB 145	1750 1829

G-BVZI	Boeing 737 500	1804 1910	G-MAJM	Jetstream 41	1836 1914
EI-COB	Boeing 737	1839 1912	G-JEAW	BAe 145 200	1916 2002
G-BZSD	PA-46 Malibu	1921 0701(28)	G-UKFN	Fokker 100	1934 0616(28)
G-RJXE	EMB 145	2000 0710(28)	G-RJXK	EMB 135	2009 0718(28)
G-MAJG	Jetstream 41	2011 0712(28)	G-JALC	Boeing 757	2018 1024(28)
G-RJXC	EMB 145	2048 0735(28)	G-MAJA	Jetstream 41	2058 0655(28)
G-RJXF	EMB 145	2119 0727(28)	G-MAJM	Jetstream 41	2123 0644(28)
G-MAJK	Jetstream 41	2137 0722(28)	G-BVZI	Boeing 737 500	2152 0648(28)

28 Thursday

XV202	Hercules C.3	0420 0434	G-CVYG	Airbus 320	0612 0913
G-JECD	CL600 RJ	0741 0832	N39N	Citation V	0826 1123
G-RJXE	EMB 145	0910 0957	G-BVZI	Boeing 737 500	0923 1056
G-MAJG	Jetstream 41	0926 1012	G-RJXF	EMB 145	0928 1026
G-MAJK	Jetstream 41	0931 1009	G-MAJM	Jetstream 41	0937 1438
G-UKFN	Fokker 100	0948 1616	EI-CJC	Boeing 737	0951 1029
G-MAJA	Jetstream 41	0959 1038	G-GLTT	PA-31 Navajo	1004 1732
G-RJXK	EMB 135	1020 1103	G-JECD	CL600 RJ	1031 1120
G-RJXC	EMB 145	1034 1346	G-UKTF	Fokker 50	1059 1220
G-RJXE	EMB 145	1153 1446	G-MAJA	Jetstream 41	1242 1351
G-OOAP	Airbus 320	1244 1450	EC-IAG	Airbus 320	1254 1423
G-MAJG	Jetstream 41	1257 0708(29)	EI-COB	Boeing 737	1306 1348
G-RJXF	EMB 145	1314 1400	G-BVZI	Boeing 737 500	1331 1514
G-RJXK	EMB 135	1342 1502	G-CDUP	Boeing 757	1409 1532
G-MAJK	Jetstream 41	1435 1516	G-JECD	CL600 RJ	1606 1710
G-MAJC	Jetstream 41	1645 1758	G-RJXE	EMB 145	1652 1740
G-RJXB	EMB 145	1654 1749	G-RJXC	EMB 145	1710 1755
G-RJXK	EMB 135	1717 1805	G-MAJK	Jetstream 41	1725 1810
N55EN	B.55 Baron	1735 1759	G-MAJM	Jetstream 41	1738 1812
G-BVZI	Boeing 737 500	1743 1903	G-MAJA	Jetstream 41	1746 1835
G-BZSD	PA-46 Malibu	1752 1601(5/12)	EI-CJH	Boeing 737	1832 1910
G-JECD	CL600 RJ	1900 1959	G-RJXE	EMB 145	1935 0749(29)
G-JALC	Boeing 757	1940 1207(29)	G-RJXK	EMB 135	2002 0713(29)
G-MAJC	Jetstream 41	2011 1411(29)	G-MAJM	Jetstream 41	2029 0701(29)
G-MAJD	Jetstream 41	2041 0725(29)	G-RJXB	EMB 145	2045 0721(29)
G-UKFG	Fokker 100	2050 0629(29)	G-RJXC	EMB 145	2059 0756(29)
G-MAJA	Jetstream 41	2122 0656(29)	G-BVZI	Boeing 737 500	2137 0643(29)

29 Friday

G-RJXK	EMB 135	0909 0958	G-RJXB	EMB 145	0915 1017
G-BVZI	Boeing 737 500	0925 1130	G-MAJD	Jetstream 41	0938 1041
G-UKFG	Fokker 100	0947 1105	EI-CJI	Boeing 737	0953 1027
G-MAJA	Jetstream 41	1001 1155	G-MAJM	Jetstream 41	1005 1047
EI-COB	Boeing 737	1056 1403	G-JECD	CL600 RJ	1137 1218
EC-IAG	Airbus 320	1144 1318	EC-ICD	Boeing 737 800	1216 1335
EI-CNZ	Boeing 737	1303 1350	G-BVZI	Boeing 737 500	1343 1519
G-RJXK	EMB 135	1606 1736	G-MAJD	Jetstream 41	1612 1704
G-UKFD	Fokker 100	1617 1714	G-OOBA	Boeing 757	1623 1720
G-BXWF	Fokker 100	1633 1813	G-RJXC	EMB 145	1742 1853
G-JECD	CL600 RJ	1748 1836	G-RDVE	Airbus 320	1827 1952
G-BVZI	Boeing 737 500	1840 1946	EI-CNZ	Boeing 737	1855 1929
G-RJXJ	EMB 135	1902 2017	G-MAJD	Jetstream 41	1934 2013
G-MAJM	Jetstream 41	1940 2020	G-UKFD	Fokker 100	1956 0633(30)
G-RJXK	EMB 135	2004 0946(30)	G-MAJA	Jetstream 41	2033 2118
G-RJXB	EMB 145	2053 1436(01)	G-JECD	CL600 RJ	2100 2136
G-BXWF	Fokker 100	2116 2152	G-MAJC	Jetstream 41	2131 0703(30)
G-RJXC	EMB 145	2133 0820(30)	G-BVZI	Boeing 737 500	2157 0644(30)
G-RJXJ	EMB 135	2159 0941(30)	G-MAJM	Jetstream 41	2116 1309(01)
G-JALC	Boeing 757	2221 2350	G-MAJD	Jetstream 41	2225 0712(02)

G-MAJA	Jetstream 41	2331	1515(30)			
30 Saturday						
G-OZBD	Airbus 321	0710	0751	G-BODY	Cessna 310R	0955 1459
G-BVZI	Boeing 737 500	0925	1047	El-CJE	Boeing 737	0950 1026
G-UKFD	Fokker 100	1001	1218	G-MAJC	Jetstream 41	1008 1116
G-RJXC	EMB 145	1113	1212(01)	G-RJXE	EMB 145	1128 1516(01)
G-UKTH	Fokker 50	1208	1258	G-HMMV	CitationJet	1215 1532(01)
G-BYTY	Dornier 328	1241	1331	G-JECD	CL600 RJ	1245 1327
G-RJXK	EMB 135	1308	1538(01)	G-MAJC	Jetstream 41	1333 1419
G-CDUP	Boeing 757	1347	1524	G-UKFD	Fokker 100	1517 1600
G-MAJA	Jetstream 41	1730	1004(01)	G-MAJC	Jetstream 41	1747 1407(01)
G-UKFD	Fokker 100	1929	0618(01)	El-CJC	Boeing 737	2020 2101
G-BVKD	Boeing 737 500	2057	0648(01)	G-OZBD	Airbus 321	2123 2214

From and to

OE-GPS/Vienna-Innsbruck: 04) N671B/Isle of Man-n/s-Blackpool; VP-CCP/Blackpool-Jersey: 05) HB-GJR/Lausanne-n/s-Geneva; N671B/Birmingham-n/s-IoM; 06) PH-RPN/Amstrad-Cumbernauld; N671B/F n/s T IoM; N601HW/Brussels-n/s-Bangor; 07) F-GTOD/Northolt-Le Bourget; N560GT/F & T Le Bourget; N671B/Birmingham-n/s-IoM; OY-NPD/Luton-n/s-Billund; OY-NPE/Luton-n/s-Aarhus: 09) N671B/F-n/s-T IoM; N560GT/???-Le Bourget; N750NS/F-n/s-T Jersey: 11) D-IBAB/F-T Lahr; CS-DFA/Northolt-Luton; N12295/F & T Halfpenny Green; N671B/F-n/s-T IoM; D-CHSW/Munich-Rouen: 12) CS-DNP/Le Bourget-Palma; D-IBAB/F & T Lahr: 13) N400AJ/Rouen-Le Bourget; N79EL/EMA-Northolt: 14) D-ICIA/Coventry-Luton; OO-SKM/Brussels-Oxford; N421N/Humberside-Bournemouth: 15) D-ISWA/F & T Donaueschingen; F-GHOC/F & T Le Bourget; VP-BSL/F & T Farnboro; N750NS/F & T Jersey; D-ICIA/Waterford-Dublin; N79EL/Gamston-EMA: 17) N312CJ/F & T IoM; CS-DFB/Palma-Luton; N750NS/F & T Jersey; HB-GJR/Lausanne-n/s-Copenhagen; PH-RSA/Le Bourget-Luton; N671B/F-n/s-T IoM: 19) N671B/F-n/s-T IoM: 20) VP-CBM/F & T Norwich: 21) N170SW/Rogers-n/s-Dusseldorf: 22) C-GMND/Cardiff-Stanstead: 23) N55EN/F-n/s-T Elstree; N709EL/Blackbushe-EMA; F-GLPT/Bordeaux-n/s-Le Bourget: 26) N750NS/Farnboro-n/s-Jersey; N671B/F-n/s-T IoM: 27) OO-SKL/F & T Birmingham; D-IDAS/Menueu Hohente-Bremen: 28) N39N/Staverton-Sheffield; N55EN/F & T Elstree:

Overshoots

01) XX847/Colt47: 04) G-BLVI/CWL80; G-BWXU/BKH16; G-BNSP/CWL82; G-KONG/BKH19; G-BNSO/CWL81; G-BNSR/CWL83: 05) XX495/CWL66: 06) XX493/CWL74: 08) ZF244/LOP32; XX497/CWL63: 09) G-SUZN; N800HL: 11) XX493/CWL70; ???/CWL79: 12) XX493/CWL73; XX847/Colt87: 13) XX499/CWL70; XX492/CWL76; XX497/CWL78: 14) ZH883/Ascot502; XX494/CWL76; XX160/LEE69: 15) XX497/Colt75; XX494/CWL74: 17) ZA718/Vortex526; ZH891/Vortex531: 19) XX842(?)Colt55: 20) XX499/CWL73; XX494/CWL76; ZF489/LOP32: 21) XX499/CWL69A: 27) ZF291/LOP09; XX482/CWL05; XX495/CWL64; XX499/CWL75; XX482/CWL64 (again): 28) G-BXXT; ZF345/LOP21:

LBA Movements review, November 2002

The first foreigner noted this month was Citation Bravo OE-GPS on the 1st from Vienna to Innsbruck. On the 4th the Bonanza N671B made its first visit of the month from the Isle of Man n/s to Blackpool, this is now a regular visitor and as such I am not going to log its froms and to's in this section every time as its invariably from and to the IoM or Blackpool. Also noted visiting on the 4th was the Citation Bravo VP-CCP from its base at Blackpool to Jersey. Night stopping on the 5th was the King Air 350 HB-GJR from Lausanne to Geneva whilst the Challenger N601HW was from Brussels n/s to Bangor with N671B also on a n/s. Falcon 10 F-GTOD on the 7th was from Northolt to Le Bourget as "Darta 8905" and Citation V N560GT was from and to Le Bourget, the two Metros the same day were both from Luton for a night stop then OY-NPD ("NFA124") went to Billund and OY-NPE ("NFA114") went to Aarhus, meanwhile N671B night stopped again.

On the 9th Citation V N560GT was back and departed to Le Bourget whilst Citation X N750NS was from night stop to Jersey as "Beauport6NS" and N671B also n/s. King Air 300 D-IBAB was from and to Lahr on the 11th and it was joined by Beechjet D-CHSW from Munich to Rouen, meanwhile Falcon 900 CS-DFA was from Northolt to Luton as "Skyshare5276" and the Brand new Cessna 208B N12295 was from and to Halfpenny Green on demo to Multiflight. Falcon 2000 CS-DNP was from Le Bourget to Palma as

"Skyshare672P" on the 12th and King Air 300 D-IBAB was back from and to Lahr for a second time. Two Beechjets on the 13th were N400AJ from Rouen to Le Bourget & DFS Furnitures N79EL from EMA to Northolt. Citation D-ICIA on the 14th was using callsign "RUS862" on a flight from Coventry to Luton whilst King Air 200 OO-SKM was from Brussels to Oxford and Cessna 421C N421N was from Humberside to Hum.

Citation D-ICIA was back on the 15th as "RUS862" again this time from Waterford to Dublin and keeping it company were CitationJet D-ISWA from and to somewhere called Donaueschingen and three with callsigns, King Air 200 F-GHOC ("Darta8924") from and to Le Bourget, Falcon 50 VP-BSL ("Shell751") from and to Farnboro and the Citation X N750NS ("Beauport6NS") from and to Jersey with Beechjet N79EL Gamston-EMA. Another CitationJet noted on the 17th was N312CJ from and to the Isle of Man, others noted were Falcon 900 CS-DFB as "Skyshare 4948" from Palma to Luton, Citation X N750NS as "Beauport 6NS" from and to Jersey, King Air 350 HB-GJR from Lausanne n/s to Copenhagen, Citation Excel PH-RSA from Le Bourget to Luton and N671B night stopping. From and to Norwich on the 20th was Citation II VP-VBM and night stopping on the 21st was Global Express N170SW of Wall-mart from Rogers to Dusseldorf.

From Cardiff to Stanstead on the 22nd was the Falcon 900C C-GMND. Night stopping on the 23rd as Baron N55EN from and to its base at Elstree whilst DFS's other Beechjet N709EL was from Blackbushe to EMA and the Merlin F-GLPT was on a n/s from Bordeaux to Le Bourget as "Airlec 302" and N671B was night stopping. N671B was back on the 26th for another night stop as was Citation X N750NS with the usual callsign from Farnboro to Jersey. The King Air 200 OO-SKL was from and to Birmingham on the 27th and the CitationJet D-IDAS on the same day was from some place called Menuen Hohente to Bremen. Ending the month early on the 28th was a Citation V N39N from Staverton all the way to Sheffield and the Baron N55EN from and to Elstree.

Not much military to record, on the 11th Islander ZG845 was "Army 116" on a flight from Middle Wallop to Liverpool. On the 19th the USN sent in the UC-12M 163836 as "Victor 145" from and to Northolt and on the 28th Hercules XV202 used callsign "Ascot 5067" from Edinburgh to Lyneham. Departing to Toronto on the 1st was the Airbus 320 C-FTDA after its summer holiday here with Airtours. The King Air 200 N123NA which arrived on 23 September has been painted up as G-MOUN and was first flown as this on the 11th. Dauphin N4H which had arrived on September 16th finally departed to Compton Abbas on the 28th.

Terry Sykes



Boeing 737 - 3TS Britannia G-BOWR LBA 2 May 1989
Photograph *D.J.D Carter*

INBOUND DIVERSIONS

09	BRT96A	SOU	NCL	G-MAJI	JS41	ABZ	BRT2TS
22	UKA38X	AMS	HUY	G-UKTI	F50	AMS	UKA2106

REGULAR FLIGHTS

AEA296	TFS	06/EC-IDT	13/EC-HKR	20/EC-HKR	27/EC-HZS	
BAL035A	AGP	07/G-CDUP	14/G-BYAO	21/G-BYAO	28/G-BYAI	
BAL231A	ALC	05/G-CDUP	12/G-BYAO	19/G-BYAI	26/G-BYAI	
BAL387A	ALC	03/G-BYAO	10/G-BYAW	17/G-BYAU	24/G-BYAU	31/G-BYAD
BAL530A	PM	06/G-CDUP	13/G-BYAO			
BEE9125	CMF	21/G-JEAJ	28/G-JEAV			
IWD3214	ACE	05/EC-GZE	12/EC-IAG	19/EC-IEQ	26/EC-IEQ	
IWD3268	TFS	06/EC-HZU	13/EC-IEQ	20/EC-HZU	27/EC-HZU	
MYT313	TFS	06/G-PIDS	13/G-MCEA	20/G-MCEA	27/G-RJGR	
MYT317	ALC	21/G-MCEA	28/G-RJGR			
MYT319	AGP	22/G-MCEA	29/G-RJGR			
MYT325	FUE	04/G-PIDS	11/G-MCEA	18/G-MCEA	25/G-RJGR	
MYT327	ACE	05/G-PIDS	12/G-MCEA	19/G-MCEA	26/G-RJGR	
MYT329	ALC	24/G-MCEA	31/G-RJGR			
MYT347	LPA	02/G-PIDS	09/G-MCEA	16/G-PIDS	23/G-MCEA	30/G-RJGR
MYT349	TFS	03/G-PIDS	10/G-MCEA	17/OprMAN	24/G-MCEA	31/G-RJGR
TYR906L	INN	21/OE-LFK	28/OE-LFK			

OTHER FLIGHTS

01	G-BYTY	D328	SAY140A/141	Newcastle - Stansted	Charlton Ath FC
02	G-STRB	B733	AEU727P/727	Manchester -n/s- Kittila	Passenger Charter
02	G-JEAW	B462	BEE741/742	f/t Belfast City	Lieu CRJ2
02	G-JEAW	B462	BEE745/746	f/t Belfast City	Lieu CRJ2
03	<u>D-CAOA</u>	E120	AAG570/571	Coventry - Koln/Bonn	Freight Charter
03	G-STRB	B733	AEU728/729	Kittila -n/s- Nuremberg	Passenger Charter
04	G-STRB	B733	AEU730/730P	Nuremberg -n/s06- Norwich	Passenger Charter
07	G-OOAE	A321	AMM930F/8830	East Midlands - Prague	Passenger Charter
07	G-YJBM	A320	MYT6624/6625	Cardiff - Prague	Passenger Charter
07	G-COEZ	A320	MYT6609	Manchester - Exeter	Passenger Charter
07	G-OOAE	A321	AMM8831/8832	Prague -n/s- Kittila	Passenger Charter
08	G-RDVE	A320	MYT6610/192P	Exeter - Stansted	Passenger Charter
08	G-OOAE	A321	AMM8833/	Kittila -n/s- Manchester	Passenger Charter
09	G-YJBM	A320	MYT6626/6627	Prague - Cardiff	Passenger Charter
09	G-JEAX	B462	BEE729/730	f/t Belfast City	Lieu CRJ2
09	G-JEAX	B462	BEE733/734	f/t Belfast City	Lieu CRJ2
10	<u>G-CELS</u>	B733	EXS951P/958P	Bournemouth -n/s- Local	Jet2 press demo
11	G-CELS	B733	EXS958P/952P	Local - Stansted	Jet2 press demo
11	G-COEZ	A320	MYT662P/6620	Manchester - Local	Santa Flight
11	G-COEZ	A320	MYT6620/001P	Local - Brize Norton	Santa Flight
12	G-STRB	B733	AEU859/747	Malaga -n/s- Kittila	Football Charter
12	<u>G-STRC</u>	B737	AEU747P/860	Gatwick -n/s- Malaga	Football Charter
13	G-ZAPJ	AT42	BMA9151/405	Stansted - Edinburgh	Lieu BMA E145
13	G-STRB	B733	AEU748/749	Kittila -n/s- Vienna	Passenger Charter

14	G-RJGR	B752	MYT407P/6407	Manchester - Kittila	Passenger Charter
14	G-CELU	B733	EXS737P/6750	Edinburgh - Porto	Passenger Charter
15	G-STR A	B733	AEU751P/751	Manchester - Kittila	Passenger Charter
15	G-JALC	B752	MYT005P/6649	Glasgow - Local	Santa Flight
15	G-JALC	B752	MYT6649/006P	Local - Glasgow	Santa Flight
15	G-PIDS	B752	MYT6408/007P	Kittila - Manchester	Passenger Charter
15	G-STR A	B733	AEU752/752P	Kittila - Gatwick	Passenger Charter
16	ES-NOB	AN72	EXS112P/112	Bournemouth - Zweibrucken	Freight Charter
18	G-BUKA	SW4	AAG210/211	Coventry - Zweibrucken	Freight Charter
21	G-OOOU	B752	AMM944F/3344	Manchester - Rovaniemi	Passenger Charter
28	G-MCEA	B752	MYT01K	Manchester - East Midlands	Training
31	G-MONX	A320	MON384P/9384	Liverpool -n/s- Venice	Passenger Charter

Aircraft making first visits are underlined.



LEEDS HELIPORT MOVEMENTS - DEC 2002

04/12/02	XX442	GAZELLE	11:55	13:30
05/12/02	G-BAML	JETRANGER	11:50	12:30
12/12/02	G-TBGL	AGUSTA 109	09:45	12:00
18/12/02	G-ICSG	TWIN SQUIRREL	08:55	14:00
20/12/02	N70526	HUGHES 369	10:00	10:10



G-XXEA Sikorsky S-76C 76-0492 Queens Flight



LEEDS/BRADFORD NEWS

A second low cost carrier from LBA was officially launched to the general public on 2nd January. Here is the official press release:

A new Yorkshire airline service aimed at the independent holidaymaker will take off from Leeds Bradford International Airport in the spring.

The new airline - Planet Air - will offer a low-cost flight-only service to four of the most popular villa and apartment holiday destinations in Europe: Malaga, Alicante, Faro and Tenerife.

Although the airline is literally aiming for the sky, in true Yorkshire style its ideals remain firmly on the ground. The emphasis will be on cheap but comfortable flights at low prices and with maximum flexibility to accommodate the individual needs of the passengers.

Planet Air will be using a 167 seater aircraft and initially will be flying to Malaga four times a week, Faro twice a week and Alicante and Tenerife once a week. All the flights will coincide with the principal changeover days for villa / apartment holidays.

Luxury leather seats, convenient travel times and individual legroom of 31 inches - that's two inches more than many airlines - will ensure Planet Air passengers travel in style and comfort whilst the cost of the flights will ensure there is no serious damage to their wallets!

One-way flights to both Malaga and Faro next spring will start from under fifty pounds.

Behind the new venture are two Yorkshire brothers: Mike and Philip Firth. Managing Director Philip Firth has been involved in the travel and holiday business for more than thirty years, including three years as Head of Marketing and Business Development at Leeds Bradford International Airport, which is where he first had the idea for Planet Air.

"I said at that time I believed there was scope to attract far more passengers to the airport and even then I could see the gap in the market that Planet Air will be filling. We are confidently expecting to carry more than sixty thousand passengers a year, so that will fulfil not only a personal promise but a business dream."

"Each year round two million people from the Yorkshire and Humber region fly to holiday destinations from Manchester Airport, and within our main catchment area - North and West Yorkshire - more than seven hundred thousand people fly to our four destinations from other airports, mostly from Manchester" said Philip.

"But for passengers flying from Leeds Bradford International Airport, it's more convenient to get to, less hassle when they are here, easier car parking if it's needed, and with Planet Air most flights will depart and return during the daytime."

The Company Chairman is Philip's brother, Yorkshire business entrepreneur Mike Firth who was responsible for launching the hugely successful Yorkshire International Business Convention which has attracted some of the world's leading political and business figures to Yorkshire.

"There are two things people know about me," said Mike. "Firstly I don't take unnecessary business risks and secondly when I pay for a service I expect to get it, and both those facts are what Planet Air will be all about."

"We know we will particularly appeal to the growing number of people who own or rent villas and apartments, but also those who want the independence and flexibility of organising their own holiday and flights to suit their plans rather than those of some large charter operation.

"Because we are a flight-only service and only operate on the peak holiday departure dates during peak holiday periods we have an extremely low cost base, so we can afford to pass on that benefit to our passengers in a friendly and flexible service. That's why I know Planet Air is not a business gamble - everyone is a winner, but particularly our passengers."

Planet Air has already teamed up with Leeds Co-op Travel who will handle flight sales at each of its 18 offices in the airport catchment area, as well as through their Call Centre.

On January 3rd, one day after the Planet Air Launch, JET2 announced a new route, in competition with Planet Air, this being to Alicante. Details are:

12th April 2003 to 30th September 2003 inclusive

Flight	MTWTFSS	From	Depart	To	Arrive
LS275	X	LBA	19:00	ALC	22:50
LS276	X	ALC	23:30	LBA	01:25

19th May 2003 to 30th September 2003 inclusive

Flight	MTWTFSS	From	Depart	To	Arrive
LS271	X X X	LBA	06:25	ALC	10:15
LS272	X X X	ALC	10:55	LBA	12:15

Another press release regarding the withdrawal of B.A. from LBA:

British Airways CitiExpress plans to withdraw from 21 regional routes and will no longer fly from Cardiff and Leeds Bradford airports. Eastern Airways plan to operate routes from Leeds Bradford to Aberdeen, Southampton and Isle of Man.

British Airways CitiExpress has also signed a heads of terms with Eastern Airways with the intention of transferring its twelve-strong fleet of 29-seater Jetstream 41s and its associated engineering hangar at Glasgow to the Humberside-based airline. This will be the first part of an accelerated strategy to move to an all jet regional operation.

David Evans, British Airways general manager UK business, said: "The proposed withdrawal of all services from Cardiff and Leeds Bradford has been a tough decision to take but it was crucial to underpin the rest of the operation as we move forward.

"Due to redeployment opportunities within the company and the proposed transfer of some employees to Eastern we hope the overall impact on job numbers will be minimised. This will be the subject of consultation with our staff representatives and trade union partners in the coming weeks."

Aberdeen will transfer to Eastern Airways on 31st January; Southampton and Isle of Man will transfer to Eastern Airways on 28th March; London Gatwick will cease operation on 28th March; Dublin and Bristol will cease operation on 5th January. However Dublin is still available with Ryanair.

A rather late joint press release by Multiflight/LBA was made on the 20th January, regarding development of the new Multiflight development on the South Side.

In actual fact, preparations were made in December last year, with portacabins being placed just inside the airfield boundary by the crash gate at the side of the golf course. Most of the heavy plant also arrived on site in the lead up to Christmas.

Work on the site actually commenced on Monday 5th January, and as the following press release states, initial work is mainly connected with improvements and extension of taxiway golf.

Press release reads as follows:

The go-ahead was given today to provide world-class aircraft maintenance facilities and a new Business Executive Aviation Terminal at Leeds Bradford International Airport.

Multiflight Limited in partnership with Leeds Bradford Airport is to invest £8 million in a prestigious development on the south side of the airport. The project will include a new taxiway, apron and two new hangars providing over 6000 square metres of space. The new hangars will each be capable of housing a large air transport aircraft enabling full line maintenance to be carried out. Additionally a whole new business and executive aviation centre will be built offering the very best in facilities for business and general aviation. The existing aircraft hangar will also be completely refurbished and upgraded.

David Hood, Chairman of Multiflight said, "We are delighted to announce this decision today. Leeds Bradford Airport is the ideal location given the airline development that has recently been announced. This is the first time that high quality facilities of this kind are to be built within the region."

Councillor Denise Atkinson, Chair of the Airport Board of Directors added, "This development is a major step forward providing a top class aircraft maintenance Centre of Excellence and business aviation facilities at the airport. It will create more jobs and once again demonstrates that Leeds Bradford is the major regional airport for Yorkshire and the Humber."

Work on the scheme is expected to commence early in 2003 with the construction of the taxiway and apron to start first.

AIRPORT NEWS

Stornoway Airport is to have the first Sunday opening of a pub on the island - and the pub owner is the government.

Island councillors voted to allow the bar in the passenger terminal of the town's airport to open for seven days in what is being seen as the death knell of the previous never-on-Sunday policy on mainly Presbyterian Lewis and Harris.

The airport operating company is fully owned by the Scottish Executive. Previously, only hotels, which have automatic seven-day licences, and restaurants, were allowed to open officially on Sundays.

A challenge by the Lord's Day Observance Society collapsed when the Western Isles Licensing Board heard evidence that the objection papers were not properly served on the airport company.

Teesside airport has announced a financial deal with the Peel group who own Finningley, Sheffield and Liverpool airports. Peel is to take a 49% share in the airport and invest £20 million over the next five years.

AIRLINE NEWS

A New Scottish airline will be launched with the promise of cheap flights from Glasgow and Edinburgh airports to Mediterranean holiday resorts. Air Scotland, which has been set up by Glasgow travel firm Discount Holidays, is the latest company to try to cash in on the boom in low-cost air travel.

It is believed that the new airline will base one plane at each airport and flights will start in the summer. The company's website states that destinations would include Barcelona, Malaga and Palma, but a spokeswoman said the routes had not been finalised.

The new venture will face competition from charter airlines that fly from Glasgow and Edinburgh. Passengers also could benefit from a price war with Globespan, the Edinburgh tour operator. Globespan is recruiting staff for its new airline, flyglobespan.com, which will offer scheduled flights to Malaga, Nice, Palma and Rome from Prestwick. Edinburgh planes will fly to Malaga, Nice and Barcelona. Flights will begin in April.

The new airlines are expected to help sustain recent growth at Glasgow and Edinburgh airports. BAA Scottish Airports said that passenger numbers at Glasgow, Edinburgh and Aberdeen airports had grown by 8.9% to a record 17.2 million in 2002.

Passenger numbers at BAA's seven UK airports rose by 3.9% to 126 million in 2002, with Heathrow accounting for half of that traffic, with 63 million.

Glasgow passenger numbers rose 7.2% to 7.7 million, Edinburgh was up 14.5% to 6.9 million, and Aberdeen rose by a modest 0.6% to 2.5 million. Similar increases are possible this year because BAA Scottish Airports has set up a £60m route development fund and the Scottish Executive has promised to invest as much as £6m in attracting new routes.

British Airways have announced new flights from Manchester to Pisa, Bologna and Vienna. The airline will also double the number of flights to Rome, Geneva and Hanover and offer hundreds of extra seats a year with larger aircraft and more flights to Belfast, Dusseldorf, Frankfurt, Lyon, Madrid, Nice and Zurich.

EasyJet has agreed its deal to buy 120 new planes from Airbus. The deal is expected to see the no-frills airline take delivery of two A319 planes every month for five years starting this September.

EasyJet originally announced in October it had selected Airbus as preferred supplier for the planes - ending months of speculation over whether the airline would pick Airbus or Boeing.

It now says it's entered into a contract with the manufacturer on "substantially similar terms to those announced on 14 October".

The deal is expected to secure jobs at Airbus plants in Broughton, Flintshire and Filton, Bristol. Airbus is 80% owned by the European Aeronautic Defence & Space Company (EADS) and 20% owned by BAE Systems.

EasyJet is considering starting low priced services on the North Atlantic routes. If that was the case, the airline would use the name Easy Atlantic for the new services.

Malaysian Airlines has agreed to buy six Airbus A380-800s. Deliveries are scheduled to start in 2007.

QANTAS believes it has broken a world record, flying almost 17,000 kilometres from France to Melbourne without stopping. The twenty-hour non-commercial flight was to bring Qantas' new Airbus A330-200 plane home, after it was built in Toulouse, in southern France. The aircraft, Qantas' second new Airbus, went into service on key Cityflyer routes between Sydney and Brisbane, Melbourne and Perth.

"We believe we have achieved a 'distance without landing' milestone of 16,910 kilometres, improving on the current record of 11,249 kilometres which was accomplished on a flight from Toulouse to Santiago, Chile on 21 March 1998," Qantas executive general manager aircraft operations David Forsyth said. Mr Forsyth said the Airbus' efficiencies had enabled the normal delivery flight to operate non-stop between France and Australia.

Qantas is awaiting accreditation from the Australian Sport Aviation Confederation in Canberra that the flight was a world record. The potentially record-breaking flight was made at 856 km/hr and touched down in Melbourne at 4.46pm (AEDT) on Christmas Day.

Qantas has bought thirteen A330-200s and A330-300s from Airbus in a major fleet upgrade.

Ryanair took delivery of its 50th on the 8th January, a Boeing 737-800. Ryanair's fleet now stands at 29 Boeing 737-800s and 21 Boeing 737-200s. Ryanair is also considering launching domestic Italian flights at the end of this year or next year. Ryanair is also interested in adding routes to Italian islands Sardinia and Sicily.

Swiss have announced it will name its charter services "Swiss Sun". Swiss Sun is scheduled to start operations in April 2003 with a fleet of four Airbus A320-200s.

Flights are planned to operate to the Mediterranean region, the Canary Islands, North Africa and Iceland.

AIRCRAFT NEWS

Airbus states it delivered 303 jets in 2002 worth an estimated €19.5 billion, grabbing market share from arch-rival Boeing Co in a year of severe turbulence for the global aerospace industry.

The 2002 delivery figure represents a decline from the record 325 posted by Airbus in 2001, but the drop is smaller than the 28 percent fall seen by Boeing which delivered 381 jets in 2002. In 2003, Airbus is expected to deliver more planes than Boeing for the first time in their history, with the Toulouse-based manufacturer calling for 300 jets to roll off production lines and Boeing forecasting 275-285 planes.

Thanks to a huge 120-plane order from British no-frills carrier EasyJet, that Airbus sealed in late December, it also beat out its rival in the annual new orders race, posting gross 2002 orders for 300 new planes against 251 for Boeing.

Airbus suffered 67 order cancellations in 2002, bringing its net order intake to 233 aircraft worth \$18.4 billion. That compares to net orders of 176 for Boeing.

Boeing, like many, did not have its best year in 2002, but that isn't keeping the company's executives from keeping an optimistic eye for the future.

Chairman and CEO Philip Condit says the long-term outlook is a lot rosier for the U.S. based aerospace giant despite a recent trend that has included the loss of major sales campaigns, a slowdown in production and the shelving of the Sonic Cruiser program.

Philip Condit stood by the company's prediction that it would deliver 285 commercial airliners in 2003, down from an anticipated 380 last year and 527 in 2001. Aside from the struggling commercial market, Boeing does have a defence division currently eager to take part in the Bush administration's plan to deploy an airborne missile-defence system.

Almost twelve years and about \$1 billion later, Boeing has rolled out its first Boeing 737 with an enhanced rudder-control system. Boeing 737 crashes in 1991 and 1994 were blamed on rudders that suddenly swung without pilot input. In both cases the aircraft rolled over and crashed. A total of 157 people died. U.S. operators have until November 2008, to install the kit and foreign aviation agencies usually follow the FAA's lead.

OTHER NEWS

Carbon dioxide emissions from aircraft in the United Kingdom rose 85 percent between 1990 and 2000, according to a government report in the Financial Times. Another 30 percent increase is expected in this decade. The latest figures, coming on the heels of a recent report that showed air travel causes more pollution than trains, sparked calls for more study and new taxes.

"We have to start linking taxation with environmental damage in public transport," Liberal Democrat spokesman Norman Baker told the Times. The taxation would make trains more competitive and, presumably, discourage growth in the aviation sector.

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

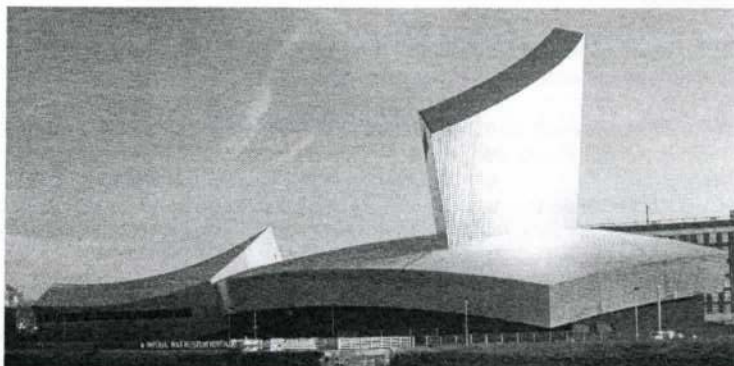
David Wooler



IMPERIAL WAR MUSEUM NORTH

This new museum, located on the Salford Quays in Greater Manchester, is the latest addition to the elements of the Imperial War Museum. As noted in the earlier article on the Society's visit to Duxford, the elements are:

- the Imperial War Museum itself at Lambeth
- HMS Belfast - a World War II cruiser moored on the Thames near Tower Bridge
- Duxford Air Museum near Cambridge
- the Cabinet War Rooms - the World War II site, off Whitehall.



At last, Imperial War Museum enthusiasts in the North, have a facility within reasonable access, as all the other sites are distant. By car, the route is by the M62 to the M60, leave at Junction 9 and join Parkway (A5081) towards Trafford Park, then follow the signs to Salford Quays. The best public transport is by train (frequent, relatively reliable service from Leeds, Dewsbury and Huddersfield) to Manchester Piccadilly, then Metrolink 'super-tram' to Harbour City provides a short walk to The Lowry and finally a footbridge to IWM North.

Both the structural design of the building and the layout of the Museum are unusual (some would say "weird" on both counts!). The structural design has been "created out of three 'Shards' or pieces of shattered globe, to reflect the way war has devastated our world. The Air, Earth and Water Shards represent war in the air, on land and at sea".

The layout of the Museum is based on six 'Timelines' and six 'Silos'. The Timelines are: 1900-1914, 1914-1918, 1919-1939, 1939-1945, 1946-1990, and 1990-Present. The current themes presented in the Silos (which will be changed from time-to-time) are: Experience of War; Women and War; Impressions of War; Empire, Commonwealth and War; Science, Technology and War; Legacy of War.

Main military aviation exhibits include an actual McDonnell-Douglas AV8A Harrier (CG159233), a tunic of Captain Albert Ball VC DSO** MC, Flying log-book of Lieutenant John Quinell RFC, a Rolls Royce RO1 Jet engine, as used to power the Avro Vulcan, and models of World War I and contemporary military aircraft.

A unique feature is the 'Timestacks'. Visitors can call up objects from the Museum's collections at the touch of a button, whereby trays of objects appear behind glass, grouped into themes. At certain times of the day, Museum staff are on hand so that visitors can touch, handle and discuss objects.

Another unique feature is three film shows projected as the 'Big Picture'. They are shown enveloping the main exhibition space. The initial three films are "Why War?", "Weapons of War" and "Children and War".

Admission to the Museum is free. A leaflet-guide is provided free and a glossy brochure-guide is available from the Museum Shop, along with books and gifts.

The Lowry Gallery is back across the footbridge along with a Designer Outlet, but if visiting the latter, leave your credit card at home - you have been warned!!

If you intend to visit, a pre-study of the guides would be well worthwhile. My copies are available by phoning the usual number, see end of Military News.

Credits: Museum Guides. "Despatches" (magazine of Friends of the IWM)

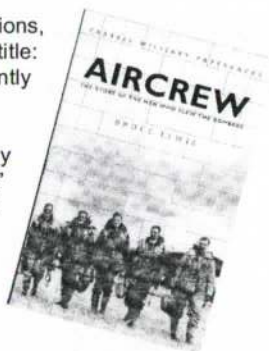
MILITARY NEWS

AIRCREW!

I often include book titles under "Credits" which, in effect, are recommendations, but this is the first occasion I have made a specific recommendation of a book title: "Aircrew" by Bruce Lewis, originally published by Leo Cooper in 1991, currently published, since 2000, in the Cassell Military Paperbacks series.

I can thoroughly recommend this book to anyone interested in aviation, not only military aviation. It is sub-titled "The story of the men who flew the bombers" and includes chapters on each aircrew category with chapters on a pilot under training and "Gunners of the United States 8th Army Air Force" for good measure.

Credit: Lewis B, (2000) Aircrew Cassell



FLANDERS, PASCHENDALE AND THE SOMME

This is the title of a battlefields tour I took in September. The main military aviation memorial I visited was the one to the missing of the Royal Flying Corps and Royal Naval Air Service, at the entrance to the Fauborg D' Amiens Cemetery near Arras. On the Memorial's columns are the names of the missing and it is topped by a globe representing earth, with a flight of doves circling it, following the path of the sun on the 11 November 1918.

This year, I hope to visit Normandy and the 'D' Day sites, including the place where my Division - 6th Airborne - landed in 1944. Of course, I did not serve with it until 1947-48 in Palestine.

Credit: Piuk, V. A Great War Tour of Remembrance

THE SECOND WORLD WAR EXPERIENCE CENTRE

This Centre has now established itself as a near neighbour of those of you who live in Horsforth: at 5 Feast Field, off Town Street. The Centre was "created in order to fill a crucial role in helping to save ... surviving material evidence and personal experiences of the men and women who participated in the Second World War". If you have any first hand experiences of World War II or documents or artefacts, the Centre would be most happy to hear from you.

Credit: Centre Leaflets. Phone: 0113 258 4993. Website: www.war-experience.org

TANGMERE ADDITIONS



I have included notes on Tangmere Military Aviation Museum several times in the past, as I used to visit annually, when staying at the home of old Fleet Air Arm/Parachute Regiment comrade Karl Matthews, following the Annual Parachute Regiment Officers' Dinner. The Dinner has changed its venue to London, so I no longer visit Tangmere regularly. However, Karl keeps me in touch by sending copies of "Talking Tangmere", the magazine of the Friends of the Museum, of which he is a member. The latest issue includes news of two recent additions: Hawker Hunter WP 190 and English Electric Lightning ZF578, which appears in the guise of XR753, the original of which is at RAF Leeming. The Museum is currently negotiating the acquisition of two other aircraft: a Meteor NF 11 and a Sud Aviation Gazelle.

Credits: Karl Matthews. Talking Tangmere

Please send any information for inclusion in Military News to:
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Eric Martin



Pucara - Usworth
Photograph *Terry Sykes*

THERE'LL BE BLUE BIRDS OVER

It was an early April evening in 1961, as our car approached to the Guard Room at the Main Gate of RAF Middleton St George. My first ever base visit as a spotter. What a prospect for an impressionable young lad who loved military aeroplanes.

Our first sight of a flying machine was the Tempest SN912, the gate guard in those days. No time to pause as we had other things in mind. Whatever happened to that Tempest?

Thankfully, we seemed to be expected by the Guard Room where we were met by a Flight Lieutenant who took us quickly to the crew room to meet the pilots of 92 Squadron who were our hosts for the evening. And what a splendid evening it turned out to be.

The squadron was equipped with the Hawker Hunter F.6 and had been selected to take over the role of RAF Aerobatic Team for the summer of 1961. They were following in the footsteps of a very well known aerobatic team, The Black Arrows of 111 Sqn. The Black Arrows also flew Hunters and had really caught the public's imagination. At the time they were reckoned to be a very hard act to follow

The C.O. of 92 Sqn, Squadron Leader Brian Mercer, and several of the pilots greeted us in the crew room. After the introductions we were shown a film (no video in those days) of the squadron practising its aerobatic sequences while on detachment at Akrotiri in Cyprus a few weeks earlier. During this Sqn/Ldr Mercer kept freezing the action to point out some particular point about the positions of the aircraft and drawing attention to the complexities of some formations. I seem to recall that one of the most striking, the bomb burst, was also one of the most straight forward for the pilots. The Black Arrows' forte had been a large formation roll of up to twenty-two aircraft. Sqn/Ldr Mercer explained he was more interested in quality than quantity and was planning a Diamond Nine roll that would be close to perfection.

By now we were itching to see some aeroplanes and I was particularly looking forward to my first sight of the team's colour scheme. Sitting on the pan three aircraft had been left out for our visit. Two were in the blue paint scheme soon to become so familiar at air-shows and the third was in the standard RAF fighter camouflage of the day. We were allowed to take photographs, but by this time on an April evening, Ilford Selexchrome in my Kodak Retinette(F3.5) and no tripod, meant I came away without any images of the evening.

Despite the fading light we were able to appreciate the overall shiny mid-blue paint scheme with a white flash along the fuselage. The squadron's badge, a striking cobra, was applied to the nose. The aircraft's serial was in black with an individual black code letter on the tip of the fin barely readable in the evening light.

A tour of the hangars allowed us to note several more Hunters in the blue scheme as well as some of 19 Sqn Hunters, which along with 33 Sqn (Javelin FAW 9) shared the airfield. A number of the Hunters we saw were aircraft that had previously been used by The Black Arrows and re-deployed to 92 Sqn.

Back in the crew room over mugs of cocoa we had time to talk with and question the pilots. It transpired that the squadron was undecided on a name for the aerobatic team. They had canvassed the local populace for their ideas through the local newspaper. Some suggestions had been received including one from an elderly lady who, as an ornithologist, had suggested "The Blue Tits". The roars of laughter told its own tale.

The name subsequently adopted was "The Blue Diamonds". I enjoyed their feats, including the "perfect Diamond Nine", all the more during the coming air-show season knowing that I had been so close to the sharp end on that unforgettable evening in April.

Jim Stanfield

PRESS RELEASES

"Wings of the Weird and Wonderful"

Air Supply Aviation Store, in conjunction with the Yorkshire Air Ambulance Charity (Reg. No. 1084305), is pleased to announce the commencement of a new series of aviation lectures. The series will be held in Leeds, at Pudsey Civic Hall, on the Leeds Ring Road.

The series will commence on Friday 21 February 2003, with a lecture by one of the most interesting aviators of the last century, Capt. Eric "Winkle" Brown, DSC, the pilot who holds the record for the most different types of aircraft flown. Capt. Brown will be giving his talk based on his unique experiences flying strange and wonderful aircraft including many captured German aircraft after World War Two. As part of his work as a test pilot he became the only Allied pilot to fly an Me163 rocket fighter, and the first pilot to land a jet aircraft on a flight deck.

All proceeds from the event will go towards the Yorkshire Air Ambulance Trust, to keep the ambulance helicopter flying in support of Yorkshire communities.

Ticket price £6.50 per head, and advance tickets at a reduced price of £5.50 + SAE (cheques only - payable to Yorkshire Air Ambulance Charity) are available from Air Supply Aviation Store or the Charity office. There will be a bar open and refreshments available from the Hall on the evening from 6pm. Lecture commences at 7.30pm. Plenty of free parking is available. Future lecture details including a "Spitfire Special" will be announced at the event.

For further details contact:

Ken Cothliff
Air Supply Aviation Store
97 High Street
Yeadon
LEEDS
LS19 7TA
Phone: 0113 250 9581
E-mail: ken@airsupply.co.uk

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John Sutherland
Yorkshire Air Ambulance Charity
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BD11 2AH
Phone: 01274 707115
E-mail: john.sutherland@wymas.nhs.uk



BMI, the Star Alliance carrier, which claims to be the UK's second largest full service scheduled airline, is launching daily Heathrow flights to Alicante and Venice on 12 April. Both these destinations are currently not served from the world's busiest international airport. Operating out of Terminal 1 the services will be flown by two class Airbus A320 aircraft. BMI now serves 19 destinations from Heathrow and holds 14% of total slots available.

In another move, the airline's regional division has caused an uproar on the UK's eastern coast by announcing the introduction of a four times daily Embraer jet service linking Norwich and Aberdeen in direct competition with Eastern Airways, who have carefully nurtured an identical operation, the airline's only pure jet service. Eastern recently took over much of BA's regional turboprop operation, which was sold to the national airline by BMI.

The airline is also using a 50-seat EMB 145 jet for another new service, this time linking Leeds Bradford daily with Copenhagen, with the introduction due on 7 April. <http://www.flybmi.com>

Ken Cothliff

Air Supply Aviation Store

Press Release
27th January 2003

Eastern Airways is taking over scheduled services between Aberdeen and Leeds Bradford effective Monday 3 February, initially mirroring the current timetable of British Airways CitiExpress, which is withdrawing from the route. Flights will operate twice daily, Monday to Friday, with one service on Sunday. All flights will be operated by BAE Jetstream aircraft.

Departures will be as follows:

Days	Depart Aberdeen	Arrive Leeds	Depart Leeds	Arrive Aberdeen
Mon-Fri	0845	1005	0650	0815
Mon-Fri	1615	1735	1430	1550
Sun	1600	1725	1400	1525

From 30 March, Eastern will offer an improved timetable on the route with later departures to and from Aberdeen, offering business and leisure travellers more time in each city. Eastern will introduce evening departures from Aberdeen at 1855, arriving 2015 in Leeds, plus a later departure from Leeds at 1705, arriving Aberdeen at 1825. These flights will operate Monday to Friday and on Sundays.

At the end of March, Eastern will be taking over a further five regional routes from British Airways CitiExpress, together with 12 BAE Jetstream 41 aircraft. It will also be adding two more daily frequencies on its long established Aberdeen-Norwich route.

Eastern Airways, headquartered at Humberside International Airport, performs over 350 flights a week on an expanding domestic network which embraces Aberdeen, Belfast, Dundee, East Midlands, Edinburgh, Humberside, Inverness, Manchester, Teesside, Inverness and Wick. The independently owned airline carries some 300,000 passengers a year.

For more information see: www.easternairways.com

Alison Chambers
Emerald Media

AERO ENGINES

The earliest engines for fixed wing aircraft were, in simple terms, derivatives of the automobile engine.

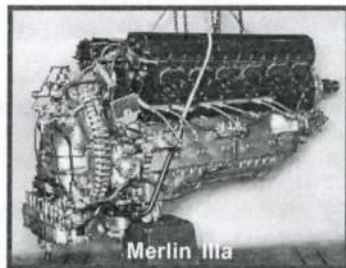


They were basically piston engines driving a propeller which was in turn connected to the crankshaft or power output shaft. The engine used by Orville and Wilbur Wright for the first free flight of an aeroplane in 1903 was designed and built by them. It had four in-line water cooled cylinders and an air cooled cylinder head. It weighed 179 lb and delivered 12hp. This represented a weight to power ratio of almost 15 to 1 ie fifteen pounds of weight for each horsepower developed. This relationship of weight to power or thrust was to become very important. As things stand today, the weight for this engine was far too great for the power developed. As the years went by though, the ratio was gradually reduced to parity or one to one and eventually to much less than one to one. The gross aircraft weight has to be kept as low as possible and as such there is a constant battle in design terms to save weight. Later, in 1903, Charles Manly designed and built a five cylinder engine producing 52hp for 151 lb weight, a ratio of only 2.88 to one. This ratio was not to be bettered for some time to come. The five water cooled cylinders were

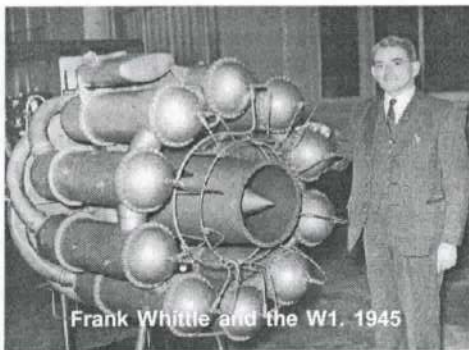
arranged radially around its crank case and this form of construction was to be maintained throughout the years when air cooled radial piston engines were popular.

The next advance from Manly's design was a similar engine but one where the cylinders rotated about a fixed crankshaft - a radical design change. These engines gradually grew in size, ranging from 80hp to 230hp and weighing 1.9 lb to 3 lb per horsepower developed. There were several disadvantages to the rotary engine but these were outweighed by lower overall weight and smoother running. Further design improvements kept the in-line water cooled engine in the running though. Generally these engines had typically eight or twelve cylinders set in a V formation and by 1918, units with outputs ranging from 300hp to 450hp and weight to power ratio's as low as 1.86 lb per horsepower were either being developed or were already available. The period between the two World Wars was remarkable. Many long distance flights were undertaken, including crossing the Atlantic, proving the reliability of the new engines. Better fuels and supercharging were introduced and outputs rose from around 500hp to 1000hp. Weight was also reduced from around 1.5 lb per horsepower to 1:1 or parity, a very significant step forward. By comparison, the present day Boeing 747-200 has engines which weigh around 8960 lb and give a thrust of around 50,000 lb, a ratio of 0.18 lb weight per pound of thrust.

The 1930's were a particularly fruitful period. The famous Rolls-Royce Merlin engine, which was to power the Spitfire and Hurricane fighters, came on the scene, rated initially at 900hp. In the USA, the General Electric Company brought out the exhaust turbo supercharger, an invention many companies around the world had tried to perfect. As is usual, the advent of the Second World War was the catalyst for many further significant improvements, the Merlin engine being a case in point. Its power output rose to around 1030hp by 1939 and to 1830hp by 1945, whilst its weight to power ratio fell to 1.33 lb per hp and then to 0.94 lb per hp. Even larger engines than the Merlin were introduced and by 1945 engines of 2500hp were being used. These larger engines maintained a ratio of around 1:1 despite the problems involved in scaling up an engine, in size. Both liquid cooled and air cooled "V" engines dominated the skies up to the end of the Second World War. The only major difference was the direct fuel injection system preferred by the Germans. The Allies used carburetors or bulk injectors for their engines. This system caused the Merlin engine to momentarily cut out when the aircraft was inverted in a roll or loop.



By this time though it was realised that, in reality, speed was limited by the use of conventional engines driving a propeller. The reason is that atmospheric density falls rapidly as altitude increases and at 44,000 ft is only 20% of its sea level value. In the piston engine, the power absorbed in overcoming internal friction



is quite considerable and is not connected to atmospheric density. However, as the engine burns a constant mixture of air and fuel in a given time, the power extracted varies almost directly with atmospheric density, unless the air in the engine induction manifold is pre-compressed by a supercharger. Therefore, power available to drive the propeller at 44,000 ft is only around 9% of that at sea level. By comparison, the gas turbine mass airflow falls less rapidly with increase in altitude and more importantly its internal frictional losses are negligible. Its mass airflow increases appreciably with an increase of airspeed. Therefore, the turboprop engine, a derivative of the turbojet engine, can maintain its sea level power up to around 20,000 ft at up to 400 mph.

A completely different type of propulsion was needed for altitudes of over 20,000 ft and speeds of over 400 miles per hour - ie the turbojet. The threat posed by the German V1 and V2 rockets brought about the development of the Meteor aircraft with its two Rolls-Royce Derwent turbojet engines each of 1600 lb static thrust. This aircraft was needed in order to climb quickly and chase the V1 rocket which was too fast for most of the fighters of that period. At the time, the German's own turbojets were heavy and uneconomical in general terms. Although giving 1800 lb thrust their weight was 0.82 lb per pound of thrust compared to the Derwent's 0.48 lb per pound of thrust.

The first Gas Turbine engine (or Jet as we know it today) powered a Heinkel in Germany in 1939. A later development of the Heinkel turbojet was abandoned and although a new axial version was subsequently brought out by them, it had not flown when Frank Whittle's (later Sir Frank Whittle) W1 Turbojet fitted to the Gloster E.28/39 aircraft made its maiden flight in Britain in May 1941. This engine, which gave 855 lb of thrust and weighed 620 lb, a ratio of 0.725 to one, was a direct ancestor to a new line of centrifugal turbojets designed by both Rolls-Royce in the UK and General Electric in the USA. The British Government sold the turbojet design to the Americans for approximately £10,000, much to the annoyance of Frank Whittle, a move they were later to regret. A later version of this engine was available by 1945 and was fitted to the Meteor. This unit gave 2000 lb of thrust and had a ratio of 0.48, a significant improvement. The Rolls-Royce Derwent was later converted into a turboprop by fitting a propeller and speed reduction gearbox to the original turbojet front end. This new experimental engine, fitted to a Gloster Meteor, became the first turboprop to fly and became known as the Trent turboprop.

In 1948, the Vickers Viscount in the UK and the Avro C-1021 in Canada became the world's first turboprop airliners. In 1949 the British built "Comet" became the world's first turbojet airliner to fly. These three events gave a clue to the way forward in aircraft propulsion. By the early 1950's the turbojet was also powering most military aircraft. Four main areas have to be taken into account when designing an aircraft engine.

1. The engine must be reliable and have long periods of continuous use between overhauls.
2. Engine weight must be as low as possible. The mass of the engines affects not only the overall weight of the aircraft but importantly its centre of gravity. The total weight of the four engines on a 747 is in excess of sixteen tons.
3. Fuel consumption must be as low as possible. This is one of the major factors taken into consideration by airlines, when choosing an aircraft. As an ongoing expenditure, it affects their operating costs throughout the life of the aircraft. Once built, an aircraft is normally tied to a particular type and make of engine. Enormous expense is involved in retrofitting alternative engines. This expenditure is difficult to recoup, even where it may extend the operational life of the aircraft.
4. The one final consideration concerns the speed, operating height and range of the aircraft. The design has to address these three sometimes conflicting parameters, and if possible satisfy them all.



In the 1950's the turbojet seemed to be the most satisfactory solution to propulsion. Though very noisy and consuming more fuel than traditional engines, they could power the aircraft to a much greater altitude, usually well above weather problems, leaving great plumes of smoke in their wake. The aircraft to which they were fitted were considerably faster and generally, from inside the aircraft cabin at least, quieter and almost vibration free. Apart from the problem of increased fuel consumption, the gains were all plus points, especially for the passengers. The increased speed meant a reduction of journey times and therefore in some cases more rotations or trips per working day. This suited the airlines very well. Added to all of this, were the much reduced maintenance costs, a big consideration for the operators of the then piston engine aircraft.

TURBOJET ENGINE

The turbojet engine was the first to go into commercial service with the airlines. It was fitted to, amongst others, the Caravelle, the Comet, the 707 and eventually Concorde. With the latter, afterburners or reheat is used to boost take off performance and increase thrust at high altitude.

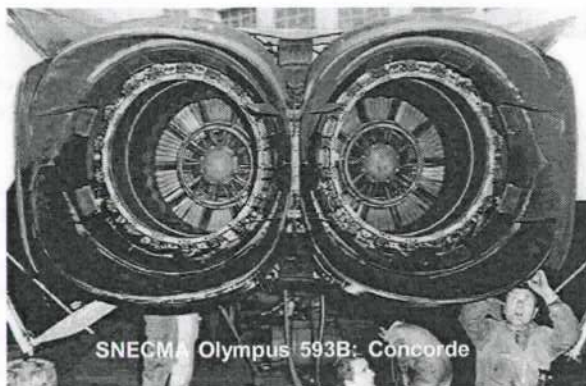
In this instance, additional fuel is injected, downstream of the turbine section. As sufficient oxygen remains at this point and as there are no moving parts, this procedure can be used to greatly boost power. The resulting rapid burning of the fuel in the exhaust gasses, provides significant additional thrust. It can however only be used economically at very high altitude or for short spells at low altitude. The turbojet engine has three basic sections to it. At the front end there is the compressor or ram stage. It is here that air is drawn into and forced through an increasingly smaller chamber by the rows of fan blades. These compress the air in the process. This action is assisted by the ram effect caused by wind rushing into the engine, once the aircraft is on the move. From this point, the compressed air is fed into the combustion chambers where it is mixed with aviation fuel. Ignition of the mixture of compressed air and fuel, causes the mixture to explode and the gasses to expand rapidly. The resultant force is directed onto a series of turbine blades attached to a shaft. This shaft also drives the compressor stage at the front of the engine, thereby keeping the whole explosive process going. All excess energy, in the form of a blast of hot gasses, escapes to atmosphere through the jet nozzle at the rear of the engine, thus providing the thrust to propel the aircraft forward.

TURBOPROP ENGINES

These work in exactly the same way as the turbojet, except that the bulk of the available power from the turbine section is used to drive the propeller via a reduction gearbox at the front of the engine. As the turbine section normally rotates at high speed, a gearbox is required to slow the propeller shaft down. At the same time it provides sufficient mechanical advantage to drive the propeller on start up. Only a relatively small amount of power is left over and this is used to provide additional thrust through the engines exhaust nozzle. The Rolls-Royce Dart turboprop as fitted to the early Vickers Viscount, developed 1950 shaft horsepower but only 430 lb of jet thrust. This engine had a two-stage compressor and a three-stage turbine section. The power was produced from seven combustion chambers, arranged in radial fashion, in each engine. The Dart engine was fitted to the Fokker F27, H.P.Herald and the Avro 748.

HIGH BY-PASS TURBOFAN ENGINES

Again the principle is similar. The difference here is that there are two engine casings, one inside the other and thus smaller in diameter. The large fan at the front of the engine blows some of the air down the inside of the smaller casing where it enters the



compressor section. The rest passes through the gap between the outside of the smaller and the inside of the larger casings. The air forced around the outside of the smaller casing, cools it in the process. Only the air flowing through the inner core of the smaller casing is compressed. This air then passes into the combustion chambers. The cool outer shroud of air helps muffle the noisy inner core of hot gasses as they both exit the engine.

JET PROPULSION AND EFFICIENCY

A jet engine's efficiency is at its maximum when the aircraft is travelling at high speed. For flights of up to 45 minutes or so, the speed advantage of a jet over a turboprop airliner is not great. ATC restrictions on departure and the necessary reduction in speed on approach to a landing, reduce the advantage of the jet's superior performance. In fact, the turboprop is around 85% efficient up to about 450 mph. At 600 mph though, the jet engine is between 60% and 80% efficient, compared to the turboprop's 50%. This then explains why there is a need for turboprop aircraft for short journeys where maximum height may be only 20,000 ft. Jet aircraft are clearly best suited to longer flights where attaining a height of 30,000 ft or more is the norm.

John Booth
2001

Air Yorkshire Aviation Society ANNUAL DINNER

Friday 4 April 2003

Celebration Menu - £17.50 per person

(your choice will not be required until you arrive at the dinner)

Deep fried goats cheese on a tomato and basil salad

Seafood pancake with a lobster and tarragon sauce

Traditional minestrone soup with warm rolls

Roast rib of beef with Yorkshire pudding

Seared sea bass fillet with mixed pepper and coriander salsa

Breast of chicken with garlic wild mushrooms and a mild mustard sauce

Strawberry brandy-snap basket with vanilla ice-cream

Sticky toffee pudding with a butterscotch sauce

English and continental cheese board

Filter coffee and mints

We have reserved the entire restaurant at Peasehill House, Harrogate Road, Rawdon, Leeds in anticipation of a "full house" of members and their guests at this popular social event. Please give John Dale, our co-ordinator, details of your guest list so that he can arrange the table plans and prepare place cards.

Your booking, together with payment of the deposit of £10 per person, can be made at a Society meeting (cheque made payable to *Air Yorkshire Aviation Society*) or sent to John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG (tel: 01943 875 315).

FREE AIR



Aircraft of Capitol at LBA parked up after going into liquidation

Photographs **Bruce Bainbridge**



VISIT to BIRMINGHAM AIRPORT and RAF COSFORD MUSEUM on Saturday 27 September 2003

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

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

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

Cheques payable to: *Air Yorkshire Aviation Society*

2 pick-up points: 0700 hours from the public car park opposite Guiseley Theatre

0710 hours from Finkhill car park near St Margaret's Hall, Horsforth

Depart return journey: 1730 hours from Cosford

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

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

SPOTTERS' CORNER

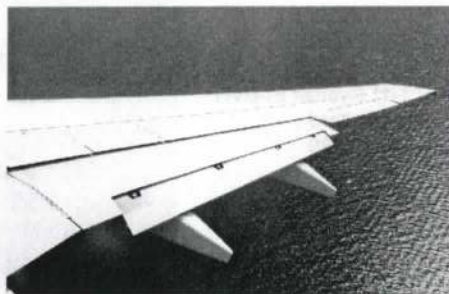
Photograph by: Peter Martin

Clue: This B has been published before

Answer to Cliff via e-mail or snail mail on a piece of paper by the 20th of the month.

Last month's answer: TSR2

Winner: Paul Windsor



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Terry Sykes



Boeing 747 Wardair CF-TOB
Leeds Bradford
29 June 1987

C.C. Hadwin

