

Cowdall



YORKSHIRES PREMIER AVIATION SOCIETY



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PAUL WHINCUP

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2003-2004

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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

7th March 2004 - to be advised

AIR YORKSHIRE AVIATION SOCIETY NEWS

At our first Society meeting of 2004, Cliff Jayne opened the meeting, to forty members, with the sad announcement that David Bates, Chairman of the Society, had passed away on Sunday 28 December 2003.

Cliff explained that the Society's Officers and Committee had discussed whether or not the January meeting should be cancelled but had received a message from David's wife Gillian and sons Jonathan and Matthew that the meeting should go ahead as planned and that David would have supported this decision.

The meeting paid tribute to David's service and work on behalf of the Society as a member and as the Chairman. Cliff read two short Bible readings, following which members stood in silence as a mark of respect, and the minute's silence was closed with a prayer.

It was announced that the funeral service would be on Wednesday 7 January 2004 at 2.20pm at Rawdon Crematorium. Society members and friends had been invited to join David's family after the service for light refreshments at the Peasehill House Hotel.

During the meeting a collection was taken, to be donated to the Yorkshire Air Ambulance in lieu of flowers as requested by the family.

After a short break the meeting resumed. Jim Stanfield gave a superb commentary whilst showing us some first class aircraft pictures projected from slides. The first half of the programme was from his

continued inside back cover

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



MOVEMENTS NOVEMBER 2003

01 Saturday

EC-HJP	Boeing 737 800	0018 0058	G-BUPS	ATR.42 300	0222 0720(03)
G-JALC	Boeing 757	0449 0715	G-STRA	Boeing 737 300	0453 0548
G-JEDD	DHC-8 300	0854 0941	G-BVJD	Fokker 100	0937 1059
El-COX	Boeing 737 200	0939 1025	PH-OFE	Fokker 100	1009 1107
G-RJXA	EMB 145	1011 1302(02)	G-CELS	Boeing 737 300	1018 1127
EC-IEZ	Boeing 737 300	1124 1206	G-BYAJ	Boeing 757	1209 2135
G-ESTA	C.550 Citation 2	1230 1822	G-RJXG	EMB 1451232	1414(02)
N145DF	C.550 Citation 2	1243 1759	PH-OFH	Fokker 100	1540 1628
G-CLHD	BAe 146 200	1607 1853	G-JEDD	DHC-8 300	1621 1704
N79EL	Beechjet 400	1628 1651	G-CELS	Boeing 737 300	1735 1128(02)
El-COB	Boeing 737 200	1844 1922	G-CELV	Boeing 737 300	1907 1306(02)
PH-OFG	Fokker 100	2012 1137(02)	G-CELU	Boeing 737 300	2024 1346(02)
G-BXWE	Fokker 100	2106 0758(02)	G-JALC	Boeing 757	2145 0807(02)
G-STRA	Boeing 737 300	2339 0722(02)			

02 Sunday

PH-HZI	Boeing 737 800	0004 0054	EC-ICK	Airbus 320	0009 0104
G-CELV	Boeing 737 300	0114 0915	G-BYAJ	Boeing 757	0334 0617
PH-OFF	Fokker 100	0938 1055	G-MIDR	Airbus 320	0943 1105
G-BYAJ	Boeing 757	1213 1448	El-CKR	Boeing 737 200	1319 1405
G-RJXK	EMB 135	1529 1604	G-CELV	Boeing 737 300	1540 1711
PH-OFA	Fokker 100	1546 1646	G-RJXA	EMB 1451606	1744
G-MAJM	Jetstream 41	1631 1755	G-RJXG	EMB 1451650	1820
G-MAJB	Jetstream 41	1654 1740	G-JEDO	DHC-8 400	1703 1747
G-CELS	Boeing 737 300	1712 1829	SE-RAA	EMB 1351731	1816
G-BXWE	Fokker 100	1805 1905	G-CELV	Boeing 737 300	1856 1302(03)
El-CNZ	Boeing 737 200	1915 1955	G-JEDO	DHC-8 400	1944 2029
G-MAJM	Jetstream 41	2005 0659(03)	G-CELU	Boeing 737 300	2008 1353(03)
SE-RAA	EMB 135	2010 0713(03)	PH-OFA	Fokker 100	2025 0623(03)
G-RJXK	EMB 135	2040 2129	G-RJXA	EMB 1452108	0749(03)
G-CELS	Boeing 737 300	2112 0711(03)	G-RJXG	EMB 1452124	0716(03)
El-CNY	Boeing 737 200	2126 2201	G-CELV	Boeing 737 300	2140 0841(03)
G-BXWE	Fokker 100	2152 0705(03)	G-STRA	Boeing 737 300	2242 0510(03)

03 Monday

G-PIDS	Boeing 757	0522 1111	G-JEDO	DHC-8 400	0741 0828
G-RJXG	EMB 145	0924 1010	G-MAJM	Jetstream 41	0930 1014
PH-KLG	Fokker 100	0939 1041	G-BUVD	Jetstream 31	0943 1052
G-BUPS	ATR.42 300	0945 1510	G-BXWE	Fokker 100	1004 1133
TF-ELV	Boeing 737 400	1007 1046	SE-RAA	EMB 135	1012 1056
G-CELS	Boeing 737 300	1018 1214	N750NS	C.750 Citation X	1022 1342
G-JEDO	DHC-8 400	1034 1117	G-RJXA	EMB 145	1142 1227
G-RJXG	EMB 145	1209 1347	G-MAJM	Jetstream 41	1212 1443
G-BYAH	Boeing 757	1252 1432	El-CJG	Boeing 737 200	1321 1415
SE-RAA	EMB 135	1325 1410	D-CATL	Lear Jet 55	1345 1608
PH-OFK	Fokker 100	1403 1618	G-RJXK	EMB 135	1421 1502
G-BXDS	Jet Ranger	1426 1500	G-CELV	Boeing 737 300	1439 0833(05)
G-RJXA	EMB 145	1454 1736	G-BXWE	Fokker 100	1514 1601
N421CA	Cessna 421C	1519 1554	G-BUVD	Jetstream 31	1624 1709
G-CELS	Boeing 737 300	1641 1828	G-RJXK	EMB 135	1645 1822

G-RJXG	EMB 145	1656 1742	SE-RAA	EMB 135	1659 1746
G-MAJM	Jetstream 41	1703 1758	G-JEDO	DHC-8 400	1709 1750
G-BUPS	ATR.42 300	1727 1805	G-BXWE	Fokker 100	1813 1914
N2PG	Gulfstream 4	1843 0710(05)	G-CELX	Boeing 737 300	1908 1304(06)
EI-CKQ	Boeing 737 200	1911 2013	LX-ONE	Lear Jet 35A	1916 2056
G-RJXA	EMB 145	1927 0718(04)	G-BUVD	Jetstream 31	1952 0654(04)
PH-OFA	Fokker 100	1954 0630(04)	G-JEDO	DHC-8 400	1957 2042
G-MAJM	Jetstream 41	2003 0756(04)	G-BUPS	ATR.42 300	2011 2136
G-CELU	Boeing 737 300	2015 1340(04)	SE-RAA	EMB 135	2035 0709(04)
G-PIDS	Boeing 757	2037 0722(04)	G-RJXG	EMB 145	2052 0805(04)
G-CELS	Boeing 737 300	2113 0713(04)	EI-CNV	Boeing 737 200	2115 2150
G-BXWE	Fokker 100	2145 0706(04)	XW219	Puma	2247 2316
G-STR	Boeing 737 300	2313 0001(04)			

04 Tuesday

G-BUPS	ATR.42 300	0300 0725	G-JEDO	DHC-8 400	0733 0814
G-RJXA	EMB 145	0924 1018	G-BUPS	ATR.42 300	0942 1509
G-BUVD	Jetstream 31	0947 1051	G-MIDJ	Airbus 321	0952 1105
PH-KLI	Fokker 100	0956 1100	TF-ELV	Boeing 737 400	1000 1055
SE-RAA	EMB 135	1008 1042	G-MAJM	Jetstream 41	1010 1045
G-CELS	Boeing 737 300	1014 1125	G-JEDO	DHC-8 400	1025 1108
G-BAVZ	PA-23 Aztec	1107 1146	G-RJXA	EMB 145	1204 1346
G-MAJM	Jetstream 41	1212 1437	G-RJXG	EMB 145	1224 1446
G-RANI	Twin Squirrel	1233 0827(05)	SE-RAA	EMB 135	1310 1402
EI-CNZ	Boeing 737 200	1319 1406	G-BXWE	Fokker 100	1339 1516
PH-KLI	Fokker 100	1352 1612	G-BYAF	Boeing 757	1506 1657
G-BAVZ	PA-23 Aztec	1515 1630	OY-CYV	C.550 Citation 2	1607 1651
G-BUVD	Jetstream 31	1640 1719	N170SW	Global Express	1650 1752
G-PIDS	Boeing 757	1652 1001(06)	G-RJXG	EMB 145	1656 1734
G-RJXA	EMB 145	1659 1748	SE-RAA	EMB 135	1701 1800
G-MAJM	Jetstream 31	1706 1755	G-JEDO	DHC-8 400	1710 1758
G-CELS	Boeing 737 300	1720 1821	G-BUPS	ATR.42 300	1727 1804
G-BVJD	Fokker 100	1755 1900	CS-DFH	Falcon 900	1812 1909
G-CEGR	King Air 200	1842 0751(05)	EI-CNV	Boeing 737 200	1921 1959
G-RJXG	EMB 145	1939 0717(05)	G-JEDO	DHC-8 400	1953 2029
PH-OFE	Fokker 100	1957 0620(05)	G-CELU	Boeing 737 300	2001 1327(05)
G-BUVD	Jetstream 31	2005 0654(05)	G-MAJM	Jetstream 41	2010 0703(05)
G-BUPS	ATR.42 300	2023 2148	SE-RAA	EMB 135	2038 0743(05)
G-RJXA	EMB 145	2047 0824(05)	G-CELS	Boeing 737 300	2130 0706(05)
G-BVJD	Fokker 100	2140 0701(05)			

05 Wednesday

G-BUPS	ATR.42 300	0300 0719	G-JEDO	DHC-8 400	0748 0826
G-BVJD	Fokker 100	0919 1058	G-RJXG	EMB 145	0923 1009
G-BUPS	ATR.42 300	0935 1510	G-MAJM	Jetstream 41	0938 1013
TF-ELD	Boeing 737 400	0940 1024	G-BUVD	Jetstream 31	0943 1948
G-BAVZ	PA-23 Aztec	1007 1154	G-CELS	Boeing 737 300	1010 1838
PH-OFJ	Fokker 100	1015 1106	SE-RAA	EMB 135	1019 1055
G-JEDO	DHC-8 400	1028 1108	N671B	A.36 Bonanza	1043 1052(12)
G-RJXA	EMB 145	1136 1443	G-RJXG	EMB 145	1204 1335
G-MAJM	Jetstream 41	1210 1436	CS-DNP	Falcon 2000	1256 1332
SE-RAA	EMB 135	1314 1359	EI-CNX	Boeing 737 300	1317 1401
G-BVJD	Fokker 100	1337 1515	PH-KLE	Fokker 100	1355 1604
G-CELV	Boeing 737 300	1430 0951(06)	G-BUVD	Jetstream 31	1644 1719
G-RJXA	EMB 145	1648 1740	G-JEDO	DHC-8 400	1650 1735
G-RJXG	EMB 145	1655 1746	G-MAJM	Jetstream 41	1659 1749
SE-RAA	EMB 135	1703 1744	G-BZSD	PA-46 Malibu	1730 1206(12)
G-BUPS	ATR.42 300	1738 1813	G-BVJD	Fokker 100	1803 1903
EI-CJC	Boeing 737 200	1902 1944	G-RJXA	EMB 145	1931 0726(06)

G-JEDO	DHC-8 400	1940 2017	G-CELU	Boeing 737 300	1951 0645(06)
PH-OFJ	Fokker 100	1955 0623(06)	G-BUVD	Jetstream 31	2000 0658(06)
G-MAJM	Jetstream 41	2000 0658(06)	G-MAJM	Jetstream 41	2011 0708(06)
G-BUPS	ATR.42 300	2033 2140	SE-RAA	EMB 135	2037 0702(06)
G-RJXG	EMB 145	2047 0800(06)	G-CELS	Boeing 737 300	2114 0712(06)
G-BVJD	Fokker 100	2142 0730(06)			

06 Thursday

G-BUPS	ATR.42 300	0255 0732	G-JEDO	DHC-8 400	0746 0824
G-RJXA	EMB 145	0921 1008	G-MAJM	Jetstream 41	0930 1018
G-BUVD	Jetstream 31	0939 1047	G-BUPS	ATR.42 300	0941 1511
G-BVJD	Fokker 100	0948 1100	PH-JCH	Fokker 70	0953 1041
TF-ELD	Boeing 737 400	0955 1045	SE-RAA	EMB 135	1004 1051
G-CELS	Boeing 737 300	1006 1207	G-JEDO	DHC-8 400	1031 1112
G-BAVZ	PA-23 Aztec	1042 1137	G-RJXG	EMB 145	1144 1452
G-RJXA	EMB 145	1150 1340	G-MAJM	Jetstream 41	1218 1444
G-CELU	Boeing 737 300	1243 1345	G-BYAK	Boeing 757	1259 1439
EC-INZ	Airbus 320	1303 1421	SE-RAA	EMB 135	1309 1400
EI-COA	Boeing 737 200	1317 1403	G-DINA	AA-5B Tiger	1321 1438(07)
G-CBPI	PA-28R Arrow	1323 1457	G-BXWE	Fokker 100	1426 1527
PH-OFF	Fokker 100	1438 1602	G-CDUO	Boeing 757	1448 1643
N6593W	Cessna P.210N	1613 1127(07)	G-MAJB	Jetstream 41	1615 1711
G-CELV	Boeing 737 300	1618 1234(07)	G-JEDO	DHC-8 400	1639 1746
G-CELS	Boeing 737 300	1646 1823	G-RJXA	EMB 145	1652 1743
G-RJXG	EMB 145	1654 1737	SE-RAA	EMB 135	1658 1750
G-MAJM	Jetstream 41	1726 1801	F-GDLR	Falcon 10	1728 1805
N560GT	C.560 Citation 5	1731 1758(08)	G-BUPS	ATR.42 300	1733 1813
N900CB	Cessna 421C	1810 0932(24)	G-BXWE	Fokker 100	1815 1906
N64VB	Be.58 Baron	1837 1846	G-PIDS	Boeing 757	1909 0715(07)
G-CELX	Boeing 737 300	1914 1311(07)	EI-CNZ	Boeing 737 200	1925 1957
G-RJXG	EMB 145	1937 0724(07)	G-JEDO	DHC-8 400	1944 2040
G-MAJB	Jetstream 41	1948 2013	PH-OFK	Fokker 100	2002 0625(07)
G-CELU	Boeing 737 300	2007 1352(07)	G-BYLR	C.404 Titan	2020 1319(07)
G-MAJM	Jetstream 41	2027 0706(07)	G-CBCS	Jetstream 31	2030 0659(07)
G-BUPS	ATR.42 300	2035 2150	SE-RAA	EMB 135	2043 0739(07)
G-CELS	Boeing 737 300	2116 0732(07)	G-BVJD	Fokker 100	2121 0713(07)
G-RJXA	EMB 145	2223 0746(07)			

07 Friday

G-RJXG	EMB 145	0923 1003	G-MAJM	Jetstream 41	0939 1029
G-CELS	Boeing 737 300	1036 1203	EC-ICD	Boeing 737 800	1114 1255
G-RJXA	EMB 145	1151 1452	G-MAJM	Jetstream 41	1217 1445
PH-KLE	Fokker 100	1244 1415	G-BUPS	ATR.42 300	1246 1515
G-RJXG	EMB 145	1253 1402	G-RJXK	EMB 135	1257 1409
SE-RAA	EMB 135	1303 1424	EC-ICL	Airbus 320	1315 1138(08)
EI-CNZ	Boeing 737 200	1329 1418	PH-OFI	Fokker 100	1411 1608
G-BVJD	Fokker 100	1551 1646	G-CELS	Boeing 737 300	1625 1825
G-RJXK	EMB 135	1635 1810	G-RJXA	EMB 145	1648 1738
G-CBCS	Jetstream 31	1703 1742	SE-RAA	EMB 135	1706 1753
G-JEDO	DHC-8 400	1710 1745	G-RJXG	EMB 145	1714 1802
G-MAJM	Jetstream 41	1717 1812	G-BUPS	ATR.42 300	1735 1820
D-CLEO	C.560 Citation 5	1747 1518(09)	N83M	Gulfstream 5	1758 1355(08)
G-CELX	Boeing 737 300	1903 1143(08)	G-BVJD	Fokker 100	1911 2005
EI-COA	Boeing 737 200	1919 2002	G-RJXA	EMB 145	1937 0808(08)
G-JEDO	DHC-8 400	1945 2027	G-CBCS	Jetstream 31	2015 0650(10)
G-MAJM	Jetstream 41	2020 1459(09)	G-CELU	Boeing 737 300	2025 1332(08)
SE-RAA	EMB 135	2035 1552(09)	G-BUPS	ATR.42 300	2037 2154
G-RJXG	EMB 145	2101 0731(08)	EI-CNY	Boeing 737 200	2113 2149
G-CELS	Boeing 737 300	2119 0704(08)	PH-KLE	Fokker 100	2129 0619(08)

G-BVJD	Fokker 100	2215 0701(08)			
08 Saturday					
G-BUPS	ATR.42 300	0250 1823(09)	G-PIDS	Boeing 757	0349 0717
G-JEDD	DHC-8 300	0857 0943	PH-KLE	Fokker 100	0941 1047
G-BVJD	Fokker 100	0944 1058	G-CSNA	Cessna 421C	0955 1830(09)
TF-ELD	Boeing 737 400	1005 1050	G-RJXG	EMB 145	1015 1254(09)
G-CELS	Boeing 737 300	1024 1915	G-RJXA	EMB 145	1132 1204
G-BBPX	PA-34 Seneca	1228 n/s+	F-GTOD	Falcon 10	1428 1750
PH-KLG	Fokker 100	1441 1547	G-PZAZ	PA-31 Navajo	1455 1807
G-JEDD	DHC-8 300	1628 1709	G-CELC	Boeing 737 300	1648 1827(09)
F-GDLR	Falcon 10	1654 1754	G-CELX	Boeing 737 300	1724 1302(09)
EI-CNX	Boeing 737 200	1945 2024	G-CELU	Boeing 737 300	1952 1338(09)
PH-OFK	Fokker 100	1958 0620(09)	G-CELV	Boeing 737 300	2042 0918(09)
G-PIDS	Boeing 757	2045 0754(09)	G-BXWF	Fokker 100	2049 0652(09)
09 Sunday					
G-CELS	Boeing 737 300	0111 1316(10)	G-BXWF	Fokker 100	0938 1053
PH-KLD	Fokker 100	0953 1043	EI-CJE	Boeing 737 200	1325 1402
G-RJXA	EMB 145	1336 1421	PH-KLD	Fokker 100	1346 1608
G-CELV	Boeing 737 300	1545 1711	G-RJXG	EMB 145	1603 1739
G-MAJM	Jetstream 41	1639 1750	G-BYLR	C.404 Titan	1649 1002(10)
G-MAJI	Jetstream 41	1654 1730	G-RJXA	EMB 145	1702 1748
G-JEDN	DHC-8 400	1706 1744	G-BVJD	Fokker 100	1822 1908
G-CELX	Boeing 737 300	1913 0710(10)	EI-CNY	Boeing 737 200	1932 2004
G-JEDN	DHC-8 400	1941 2023	PH-OFB	Fokker 100	1956 0617(10)
G-CELU	Boeing 737 300	1959 1335(10)	G-RJXF	EMB 145	2001 0715(10)
G-MAJM	Jetstream 41	2017 0704(10)	G-BUPS	ATR.42 300	2020 0723(10)
SE-RAA	EMB 135	2034 0720(10)	G-RJXG	EMB 145	2046 0821(10)
G-RJXK	EMB 135	2053 2130	G-CELC	Boeing 737 300	2118 1134(11)
EI-CNV	Boeing 737 200	2122 2200	G-CELV	Boeing 737 300	2138 0849(10)
G-BVJD	Fokker 100	2206 0700(10)	G-PIDS	Boeing 757	2213 1117(10)
10 Monday					
G-JEDN	DHC-8 400	0744 0825	PH-OFH	Fokker 100	0937 1040
G-BXWF	Fokker 100	0943 1144	G-CBCS	Jetstream 31	0947 1056
TF-ELD	Boeing 737 400	0951 1038	G-MAJM	Jetstream 41	0958 1034
SE-RAA	EMB 135	1011 1052	G-CELV	Boeing 737 300	1013 1204
G-BUPS	ATR.42 300	1019 1509	G-RJXF	EMB 145	1023 1106
G-BNDY	Cessna 425	1045 1413(14)	G-JEDN	DHC-8 400	1102 1138
G-RJXG	EMB 145	1129 1206	G-MAMD	King Air 200	1151 1127(15)
G-MAJM	Jetstream 41	1222 1447	G-RJXE	EMB 145	1240 1341
G-RJXF	EMB 145	1242 1452	G-BYAK	Boeing 757	1251 1441
CS-DFE	C.560 Citation XL	1309 1357	SE-RAA	EMB 135	1319 1402
EI-COA	Boeing 737 200	1354 1428	G-RJXG	EMB 145	1423 1513
G-BXWF	Fokker 100	1435 1522	PH-OFK	Fokker 100	1440 1603
G-CELV	Boeing 737 300	1444 1143(11)	G-BUVD	Jetstream 31	1633 1720
G-CELX	Boeing 737 300	1642 1823	G-RJXE	EMB 145	1650 1731
SE-RAA	EMB 135	1654 1738	G-JEDN	DHC-8 400	1657 1733
G-RJXF	EMB 145	1700 1743	G-MAJM	Jetstream 41	1703 1752
G-BUPS	ATR.42 300	1727 1807	G-BXWF	Fokker 100	1758 1857
EC-GPE	Metroliner	1858 2056	EI-CJE	Boeing 737 200	1902 1953
G-CELS	Boeing 737 300	1908 0708(12)	G-RJXF	EMB 145	1928 0805(11)
G-JEDN	DHC-8 400	1942 2016	PH-OFK	Fokker 100	1959 0639(11)
G-BUVD	Jetstream 31	2005 0653(11)	G-CELU	Boeing 737 300	2007 0635(13)
G-MAJM	Jetstream 41	2012 0659(11)	G-BUPS	ATR.42 300	2020 2159
SE-RAA	EMB 135	2029 0734(11)	G-PIDS	Boeing 757	2043 0718(11)
G-RJXE	EMB 145	2046 0715(11)	EI-CNV	Boeing 737 200	2051 2129
G-CELX	Boeing 737 300	2106 0704(11)	G-BXWF	Fokker 100	2132 0720(11)

11 Tuesday

G-BUPS	ATR.42 300	0301 0724	G-JEDN	DHC-8 400	0831 0912
G-BUPS	ATR.42 300	1028 1506	PH-OFC	Fokker 100	1034 1130
SE-RAA	EMB 135	1039 1127	G-CELX	Boeing 737 300	1049 1338
G-RJXF	EMB 145	1117 1346	G-BXWF	Fokker 100	1121 1220
G-RJXE	EMB 145	1222 1500	EI-COB	Boeing 737 200	1330 1410
G-MAJM	Jetstream 41	1334 1456	G-GMAA	Lear Jet 45	1351 1545
SE-RAA	EMB 135	1356 1458	G-CELX	Boeing 737 300	1419 1914
G-BXWF	Fokker 100	1448 1530	G-BUVD	Jetstream 31	1645 1724
G-PIDS	Boeing 757	1652 1908	G-RJXF	EMB 145	1659 0807(12)
SE-RAA	EMB 135	1707 1749	G-RJXE	EMB 145	1712 1756
G-BUPS	ATR.42 300	1743 1842	G-BXWF	Fokker 100	1857 1941
G-CELX	Boeing 737 300	2013 0837(12)	EI-CNW	Boeing 737 200	2017 2054
PH-OFF	Fokker 100	2022 0635(12)	G-RJXE	EMB 145	2038 0829(12)

12 Wednesday

G-RJXD	EMB 145	0430 0728	G-JEDN	DHC-8 400	0735 0817
HB-VDO	C.551 Citation 2	0833 1634(13)	SE-RAA	EMB 135	0854 0942
G-RJXD	EMB 145	0918 1020	PH-OFF	Fokker 100	0929 1039
G-DNCS	PA-28R Arrow	0953 1506	TF-ELD	Boeing 737 400	0957 1034
G-CELC	Boeing 737 300	1000 1338	G-CELS	Boeing 737 300	1010 0708(17)
G-JEDN	DHC-8 400	1031 1121	G-MAJI	Jetstream 41	1041 1113
G-CELV	Boeing 737 300	1105 0914(13)	G-JIVE	Hughes 369E	1128 1146
SE-RAA	EMB 135	1140 1408	G-MAJM	Jetstream 41	1153 1441
G-RJXD	EMB 145	1206 1415	G-MAJK	Jetstream 41	1243 1321
G-RJXE	EMB 145	1251 1457	G-MAJI	Jetstream 41	1253 1319
G-CBEE	PA-28R Arrow	1259 1601	G-BUKA	Metroliner	1314 1452
EI-CJD	Boeing 737 200	1331 1402	EI-IAW	Lear Jet 60	1335 1643
G-BXWF	Fokker 100	1340 1530	PH-OFF	Fokker 100	1417 1559
G-BUPS	ATR.42 300	1434 1520	G-CELX	Boeing 737 300	1447 1830
G-LIDE	PA-31 Chieftain	1449 1725	G-RKJT	PA-46 Malibu	1553 0731(17)
G-RJXH	EMB 145	1635 0830(13)	G-BUVC	Jetstream 31	1642 1737
SE-RAA	EMB 135	1646 1741	G-JEDN	DHC-8 400	1658 1750
G-RJXE	EMB 145	1701 1747	G-MAJM	Jetstream 41	1707 1759
G-BUPS	ATR.42 300	1734 1809	G-BXWF	Fokker 100	1756 1915
G-RJXD	EMB 145	1814 1905	TF-ELD	Boeing 737 300	1931 2015
G-RJXE	EMB 145	1937 0737(13)	G-JEDN	DHC-8 400	1948 2027
PH-OFF	Fokker 100	2004 0623(13)	G-BUVC	Jetstream 31	2019 0656(13)
G-MAJM	Jetstream 41	2021 0705(13)	G-BUPS	ATR.42 400	2024 2201
SE-RAA	EMB 135	2035 0715(13)	G-CELC	Boeing 737 300	2041 0712(13)
G-CELC	Boeing 737 300	2112 1306(13)	G-BXWF	Fokker 100	2146 0722(13)
G-RJXD	EMB 145	2159 0719(13)			

13 Thursday

G-BUPS	ATR.42 300	0305 0725	G-JEDN	DHC-8 400	0728 0930
G-RJXD	EMB 145	0928 1007	G-BUPS	ATR.42 300	0937 1500
G-MAJM	Jetstream 41	0939 1018	TF-ELV	Boeing 737 400	0945 1027
PH-KLI	Fokker 100	0948 1119	G-CDBA	Jetstream 31	0953 1044
G-BXWF	Fokker 100	1002 1100	CS-DNP	Falcon 2000	1014 1455
G-CELC	Boeing 737 300	1018 1214	SE-RAA	EMB 135	1025 1104
G-TONS	Slingsby T.67M	1029 1343	G-BZYB	Gazelle	1030 1051
G-JEDN	DHC-8 400	1135 1217	G-MICI	Cessna 182S	1146 1347
G-RJXH	EMB 145	1153 1344	G-RJXD	EMB 145	1156 1450
G-MAJM	Jetstream 41	1213 1438	G-CELU	Boeing 737 300	1224 1335
G-JALC	Boeing 757	1232 1339	EC-INZ	Airbus 320	1241 1412
G-BYAW	Boeing 757	1302 1447	SE-RAA	EMB 135	1318 1401
EI-CJC	Boeing 737 200	1331 1408	G-BXWF	Fokker 100	1340 1511
PH-KLI	Fokker 100	1356 1601	G-CDUO	Boeing 757	1436 1647
N79EL	Beechjet 400	1439 1457	G-CELV	Boeing 737 300	1527 1825

G-CBCS	Jetstream 31	1632 1715	G-CELC	Boeing 737 300	1638 1207(14)
SE-RAA	EMB 135	1658 1754	G-RJXD	EMB 145	1700 1744
G-MAJM	Jetstream 41	1702 1747	CS-DNM	Hawker 800XP	1708 0906(14)
G-RJXH	EMB 145	1711 1758	G-BUPS	ATR.42 300	1731 1811
G-JEDN	DHC-8 400	1806 1924	G-BXWF	Fokker 100	1808 1857
G-CELC	Boeing 737 300	1904 1305(14)	El-CJE	Boeing 737 200	1919 1954
G-RJXD	EMB 145	1930 0728(14)	PH-KLG	Fokker 100	1955 0622(14)
G-CELU	Boeing 737 300	1958 0710(14)	G-CBCS	Jetstream 31	2007 0652(14)
G-MAJM	Jetstream 41	2012 0657(14)	G-BUPS	ATR.42 300	2025 2145
SE-RAA	EMB 135	2048 0714(14)	G-CELV	Boeing 737 300	2119 1855(15)
G-JEDN	DHC-8 400	2128 2208	G-BXWF	Fokker 100	2143 0707(14)
G-RJXH	EMB 145	2150 0716(14)	G-JALC	Boeing 757	2229 0757(14)

14 Friday

G-BUPS	ATR.42 300	0313 0721	G-JEDN	DHC-8 400	0819 0901
G-RJXG	EMB 145	0917 1005	G-BXWF	Fokker 100	0924 1102
G-MAJM	Jetstream 41	0929 1019	G-CBCS	Jetstream 31	0936 1050
G-BUPS	ATR.42 300	0939 1515	SE-RAA	EMB 135	0957 1038
TF-ELV	Boeing 737 400	1008 1048	G-CELU	Boeing 737 300	1014 1335
PH-OFB	Fokker 100	1026 1122	G-RJXD	EMB 145	1032 1114
EC-IEQ	Airbus 320	1057 1230	G-JEDN	DHC-8 400	1100 1137
EC-III	Boeing 737 800	1105 1247	G-RJXG	EMB 145	1155 1404
G-MAJM	Jetstream 41	1212 1443	SE-RAA	EMB 135	1218 1424
EC-IAZ	Airbus 320	1312 1447	G-BXWF	Fokker 100	1342 1522
G-RJXD	EMB 145	1356 1456	PH-OFI	Fokker 100	1505 1603
El-CNV	Boeing 737 200	1507 1542	G-CBCS	Jetstream 3	11625 1730
G-CELC	Boeing 737 300	1636 1831	G-RJXD	EMB 145	1648 1740
G-MAJM	Jetstream 41	1705 1751	SE-RAA	EMB 135	1709 1746
G-RJXG	EMB 145	1713 1800	G-JEDM	DHC-8 400	1717 1811
G-BUPS	ATR.42 300	1738 1826	G-BXWF	Fokker 100	1808 1942
G-CELC	Boeing 737 300	1857 1305(16)	El-CJF	Boeing 737 200	1919 1959
G-RJXD	EMB 145	1934 0811(15)	G-CELU	Boeing 737 300	2003 1336(15)
G-CBCS	Jetstream 31	2006 0657(17)	G-JEDM	DHC-8 400	2010 2057
G-MAJM	Jetstream 41	2016 1452(16)	PH-OFH	Fokker 100	2038 0625(15)
G-BUPS	ATR.42 300	2040 2203	SE-RAA	EMB 135	2042 1458(16)
El-CJG	Boeing 737 200	2052 2133	G-RJXG	EMB 145	2055 0736(15)
G-CELC	Boeing 737 300	2113 0704(15)	G-BXWF	Fokker 100	2223 0656(15)

15 Saturday

G-BUPS	ATR.42 300	0302 0729(17)	G-JALC	Boeing 757	0410 0712
G-JEDD	DHC-8 300	0853 0936	G-BXWF	Fokker 100	0932 1056
PH-OFE	Fokker 100	0942 1038	TF-ELV	Boeing 737 400	0956 1033
G-RJXG	EMB 145	1006 1307(16)	G-CELC	Boeing 737 300	1011 1129
VP-BKQ	Bell 430	1139 1334	G-RJXD	EMB 145	1212 1422(16)
PH-OFE	Fokker 100	1348 1555	G-JEDD	DHC-8 300	1616 1706
N79EL	Beechjet 400	1618 1629	G-CELC	Boeing 737 300	1703 0913(16)
TF-ELD	Boeing 737 400	1824 1905	PH-OFF	Fokker 100	1950 0612(16)
G-CELU	Boeing 737 300	2005 1329(16)	G-JALC	Boeing 757	2044 0802(16)
G-BXWF	Fokker 100	2047 0651(16)			

16 Sunday

G-CELV	Boeing 737 300	0058 1712	G-BVJC	Fokker 100	0922 1051
PH-OFF	Fokker 100	0927 1036	G-KTOL	Robinson R-44	1031 1222
G-EEVA	PA-23 Aztec	1057 1150	El-CNZ	Boeing 737 200	1318 1356
PH-OFB	Fokker 100	1354 1610	N64VB	Be.58 Baron	1419 1427
G-JURA	Jetstream 31	1509 1605	G-RJXK	EMB 135	1519 1557
G-RJXG	EMB 145	1608 1749	G-MAJM	Jetstream 41	1636 1744
G-CELC	Boeing 737 300	1638 1824	G-JEDI	DHC-8 400	1641 1741
G-MAJI	Jetstream 41	1647 1733	G-RJXD	EMB 145	1700 1752
SE-RAA	EMB 135	1746 1818	G-BVJB	Fokker 100	1806 1913

G-CELX	Boeing 737 300	1905 1306(17)	EI-COX	Boeing 737 200	1908 1946
OG-JEDI	DHC-8 400	1939 2020	G-MAJM	Jetstream 41	2007 0705(17)
SE-RAA	EMB 135	2011 0727(17)	PH-OFF	Fokker 100	2013 0624(17)
G-RJXK	EMB 135	2033 2103	G-RJXD	EMB 145	2046 0834(17)
G-CELU	Boeing 737 300	2051 0724(17)	G-RJXG	EMB 145	2105 0721(17)
G-CELC	Boeing 737 300	2111 0835(19)	EI-CON	Boeing 737 200	2113 2158
G-CELV	Boeing 737 300	2140 0832(17)	G-BVJB	Fokker 100	2142 0713(17)
G-JALC	Boeing 757	2303 1109(17)			

17 Monday

G-CJAD	C.525 CitationJet	0909 1324	G-CELU	Boeing 737 300	0926 1330
G-RJXB	EMB 145	0936 1021	G-CBCS	Jetstream 31	0944 1045
G-FLTY	Bandeirante	0946 1034	G-BXWE	Fokker 100	0949 1106
G-MAJM	Jetstream 41	0952 1031	G-BUPS	ATR.42 300	0954 1509
PH-OFF	Fokker 100	1005 1101	TF-ELV	Boeing 737 400	1015 1053
G-CELS	Boeing 737 300	1023 1208	SE-RAA	EMB 135	1028 1114
G-JEDF	DHC-8 300	1142 1258	G-JEDI	DHC-8 400	1205 1327
G-RJXB	EMB 145	1212 1343	G-RJXD	EMB 145	1214 1303
G-MAJM	Jetstream 41	1219 1434	G-BYAT	Boeing 757	1315 1429
G-BVJB	Fokker 100	1330 1513	G-RJXK	EMB 135	1334 1443
SE-RAA	EMB 135	1337 1415	EI-CJF	Boeing 737 200	1350 1420
PH-OFF	Fokker 100	1406 1637	G-CELV	Boeing 737 300	1440 1835
G-GURU	PA-28 Warrior	1448 New res.	G-RJXD	EMB 145	1541 1733
G-CBCS	Jetstream 31	1634 1718	G-RJXK	EMB 135	1639 1713
G-CELS	Boeing 737 300	1643 1824	G-RKJT	PA-46 Malibu	1650 0722(18)
SE-RAA	EMB 135	1657 1746	G-RJXB	EMB 145	1700 1742
G-MAJM	Jetstream 41	1707 1740	G-BUPS	ATR.42 300	1728 1800
G-BVJB	Fokker 100	1757 1913	G-CELX	Boeing 737 300	1921 0716(18)
EI-COX	Boeing 737 200	1923 2002	G-JEDI	DHC-8 400	1927 2008
G-RJXD	EMB 145	1937 0741(18)	G-CELU	Boeing 737 300	1959 0730(18)
G-CBCS	Jetstream 31	2003 0645(18)	G-BUPS	ATR.42 300	2013 2149
G-MAJM	Jetstream 41	2019 0703(18)	PH-OFF	Fokker 100	2023 0628(18)
G-CELV	Boeing 737 300	2033 1839(18)	G-JALC	Boeing 757	2040 0738(18)
SE-RAA	EMB 135	2044 0713(18)	G-RJXB	EMB 145	2056 0719(18)
G-CELS	Boeing 737 300	2105 1831(21)	G-JEAS	BAe 146 200	2108 2138
EI-CNW	Boeing 737 200	2115 2145	G-BVJB	Fokker 100	2135 0708(18)

18 Tuesday

G-BUPS	ATR.42 300	0328 0725	G-JEDI	DHC-8 400	0715 0831
G-RJXB	EMB 145	0918 1013	G-CELU	Boeing 737 300	0925 1335
G-MAJM	Jetstream 41	0928 1009	G-BVJB	Fokker 100	0930 1100
G-FLTY	Bandeirante	0935 1658	G-CBCS	Jetstream 31	0939 1044
PH-OFF	Fokker 100	0942 1038	G-BUPS	ATR.42 300	0956 1506
G-OAKJ	Jetstream 31	0959 1554	G-CELX	Boeing 737 300	1004 1128
SE-RAA	EMB 135	1007 1050	EI-CNY	Boeing 737 200	1010 1048
G-JEDI	DHC-8 400	1034 1116	G-RJXD	EMB 145	1037 1344
G-ZIZI	C.525 CitationJet	1109 1109(19)	G-RJXB	EMB 145	1206 1455
G-MAJM	Jetstream 41	1214 1442	SE-RAA	EMB 135	1314 1404
EI-CJF	Boeing 737 200	1318 1357	G-BVJB	Fokker 100	1341 1528
PH-OFF	Fokker 100	1354 1600	G-CDUO	Boeing 757	1504 1644
G-CBCS	Jetstream 31	1632 1720	CS-DNP	Falcon 2000	1652 0813(19)
G-RJXB	EMB 145	1655 1749	SE-RAA	EMB 135	1659 1755
G-JALC	Boeing 757	1701 1019	G-MRMR	PA-31 Chieftain	1706 0803(19)
G-RJXD	EMB 145	1709 1800	G-CELX	Boeing 737 300	1711 1831
G-MAJM	Jetstream 41	1714 1803	G-JEDI	DHC-8 400	1718 1826
G-BUPS	ATR.42 300	1723 1808	G-BAVZ	PA-23 Aztec	1730 1743
G-BVJB	Fokker 100	1758 1911	G-RKJT	PA-46 Malibu	1805 1209(20)
N64VB	Be.58 Baron	1856 0753(19)	EI-CJE	Boeing 737 200	1903 1944
G-FLTY	Bandeirante	1915 1548(19)	G-RJXB	EMB 145	1941 0800(19)

PH-OFF	Fokker 100	1951 0616(19)	G-CBCS	Jetstream 31	1957 0655(19)
G-CELU	Boeing 737 300	2006 0726(19)	G-MAJM	Jetstream 41	2017 0713(19)
G-BUPS	ATR.42 300	2021 2143	G-JEDI	DHC-8 400	2024 2103
G-CELV	Boeing 737 300	2032 0720(19)	SE-RAA	EMB 135	2039 0710(19)
G-RJXD	EMB 145	2058 0717(19)	G-CELV	Boeing 737 300	2120 0722(19)
CS-DNF	C.650 Citation 7	2140 0739(19)	G-BVJB	Fokker 100	2209 0659(19)

19 Wednesday

G-BUPS	ATR.42 300	0322 0722	G-JEDI	DHC-8 400	0732 0816
G-ORJA	King Air 200	0902 1606	VH-TGG	Gulfstream 4	0915 1218
G-CELU	Boeing 737 300	0919 1337	G-BVJB	Fokker 100	0926 1539
G-MAJM	Jetstream 41	0932 1010	PH-OFF	Fokker 100	0935 1043
G-RJXD	EMB 145	0940 1019	G-CBCS	Jetstream 31	0948 1054
TF-ELV	Boeing 737 400	0957 1038	G-BUPS	ATR.42 300	1008 1514
G-CELV	Boeing 737 300	0957 1038	SE-RAA	EMB 135	1017 1102
G-UFCA	Cessna 172S	1022 1328	G-JEDI	DHC-8 400	1029 1115
G-RJXB	EMB 145	1107 1455	G-BFTT	Cessna 421C	1112 dep.12/12
G-RJXD	EMB 145	1156 1341	G-MAJM	Jetstream 41	1219 1437
El-CJF	Boeing 737 200	1314 1355	PH-OFF	Fokker 100	1358 1603
SE-RAA	EMB 135	1409 1802	G-RJXK	EMB 135	1414 1459
G-CELC	Boeing 737 300	1426 1840	G-MIDJ	Airbus 321	1428 1535
G-BUVD	Jetstream 31	1633 1721	G-JEDI	DHC-8 400	1657 1745
G-RJXD	EMB 145	1659 1757	G-MAJM	Jetstream 41	1701 1751
G-RJXB	EMB 145	1704 1754	G-BUPS	ATR.42 300	1731 1806
G-RJXK	EMB 135	1739 1838	CS-DNF	C.650 Citation 7	1748 1921
G-BVJB	Fokker 100	1823 1914	CS-DFC	Falcon 2000	1841 0959(20)
El-CJE	Boeing 737 200	1917 1951	G-RJXB	EMB 145	1937 0712(20)
G-JEDI	DHC-8 400	1940 1037(20)	G-CELU	Boeing 737 300	1955 0702(20)
G-BUVD	Jetstream 31	2000 0648(20)	G-MAJM	Jetstream 41	2002 0704(20)
PH-OFF	Fokker 100	2004 0620(20)	G-BUPS	ATR.42 300	2024 2129
G-CELC	Boeing 737 300	2043 0635(20)	SE-RAA	EMB 135	2048 0825(20)
G-RJXD	EMB 145	2058 0716(20)	G-CELV	Boeing 737 300	2118 0919(20)
G-BVJB	Fokker 100	2139 0708(20)	G-JEDF	DHC-8 300	2312 2358

20 Thursday

G-BUPS	ATR.42 300	0253 0724	G-RJXD	EMB 145	0914 1003
G-CELV	Boeing 737 300	0922 1315	G-BVJB	Fokker 100	0926 1058
G-MAJM	Jetstream 41	0928 1022	PH-OFC	Fokker 100	0932 1042
G-BUPS	ATR.42 300	0937 1506	TF-ELV	Boeing 737 400	0940 1032
G-BUVD	Jetstream 31	0943 1054	G-CELU	Boeing 737 300	1001 1202
G-RJXB	EMB 145	1005 1047	G-OOON	PA-34 Seneca	1109 1412
SE-RAA	EMB 135	1129 1338	G-RJXD	EMB 145	1156 1409
G-MAJM	Jetstream 41	1220 1439	G-CSNA	Cessna 421C	1224 1719
G-CELC	Boeing 737 300	1226 1334	G-BYAT	Boeing 757	1247 1436
EC-IEQ	Airbus 320	1255 1421	G-JEDF	DHC-8 300	1258 1340
El-CNW	Boeing 737 200	1317 1405	G-RJXB	EMB 145	1320 1451
G-BVJB	Fokker 100	1329 1518	PH-OFE	Fokker 100	1346 1604
N671B	A.36 Bonanza	1432 1004(23)	G-BYAN	Boeing 757	1449 1645
G-CELV	Boeing 737 300	1539 1839	G-CELU	Boeing 737 300	1642 1830
SE-RAA	EMB 135	1647 1750	G-RJXI	EMB 145	1658 1753
G-RJXB	EMB 145	1700 1743	G-MAJM	Jetstream 41	1703 1758
G-MAJC	Jetstream 41	1725 1800	G-RKJT	PA-46 Malibu	1728 0631(25)
G-BUPS	ATR.42 300	1730 1812	G-JEDI	DHC-8 400	1747 1821
G-BVJB	Fokker 100	1756 1902	El-CJE	Boeing 737 200	1917 1955
G-BYCP	King Air 200	1919 1143(21)	G-CELV	Boeing 737 300	1921 1302(21)
G-JALC	Boeing 757	1928 0704(21)	G-RJXB	EMB 145	1948 1059(21)
G-CELC	Boeing 737 300	1951 1209(21)	G-JEDI	DHC-8 400	2007 2047
G-MAJM	Jetstream 41	2012 0706(21)	G-MAJB	Jetstream 41	2019 2054
G-BUPS	ATR.42 300	2021 2156	G-MAJC	Jetstream 41	2030 2102

SE-RAA	EMB 135	2035 0716(21)	G-CELV	Boeing 737 300	2039 0712(21)
G-RJXI	EMB 145	2048 0722(21)	PH-OFF	Fokker 100	2052 0618(21)
G-CELU	Boeing 737 300	2113 0737(21)	G-BVJB	Fokker 100	2141 0730(21)

21 Friday

G-BUPS	ATR.42 300	0253 0718	G-OAKJ	Jetstream 31	0708 0739
G-JEDI	DHC-8 400	0826 0904	El-DMG	Cessna 441	0841 0910
ZH 872	Hercules C.4	0907 0919	G-RJXI	EMB 145	0914 1004
PH-OFF	Fokker 100	0921 1040	G-REDB	Cessna 310Q	0926 1155
G-MAJM	Jetstream 41	0930 1020	G-CELU	Boeing 737 300	0934 1335
G-BUPS	ATR.42 300	0936 1513	TF-ELV	Boeing 737 400	0950 1048
G-BVJB	Fokker 100	0954 1137	G-OAKJ	Jetstream 31	0958 1050
SE-RAA	EMB 135	1005 1043	G-CELV	Boeing 737 300	1025 1837
G-RJXK	EMB 135	1045 1120	EC-IEQ	Airbus 320	1054 1236
G-JEDI	DHC-8 400	1057 1138	EC-IDA	Boeing 737 800	1100 1238
G-BAVZ	PA-23 Aztec	1145 1710	G-RJXI	EMB 145	1203 1243
G-MAJM	Jetstream 41	1216 1437	EC-IAZ	Airbus 320	1257 1433
SE-RAA	EMB 135	1320 1405	El-COX	Boeing 737 200	1323 1403
PH-OFF	Fokker 100	1356 1607	G-RJXK	EMB 135	1359 1522
G-RJXB	EMB 145	1408 1454	G-BVJB	Fokker 100	1443 1540
G-BTXG	Jetstream 31	1511 1553	N64VB	Be.58 Baron	1535 1557
G-CELC	Boeing 737 300	1644 1134(22)	G-OAKJ	Jetstream 31	1647 1721
G-RJXI	EMB 145	1655 1738	G-MAJM	Jetstream 41	1700 1744
SE-RAA	EMB 135	1702 1745	G-RJXB	EMB 145	1705 1748
N957PH	C.550 Citation 2	1707 1756	El-DMG	Cessna 441	1713 1733
G-BUPS	ATR.42 300	1731 1803	G-JEDI	DHC-8 400	1751 1834
G-BVJB	Fokker 100	1816 1914	G-BUVD	Jetstream 31	1845 2131(Div)
El-CJE	Boeing 737 200	1921 1959	G-CELC	Boeing 737 300	1925 1805(23)
G-RJXB	EMB 145	1941 0734(22)	G-CELU	Boeing 737 300	2001 0721(22)
G-MAJM	Jetstream 41	2005 1500(23)	G-OAKJ	Jetstream 31	2007 0656(24)
G-BUPS	ATR.42 300	2010 2149	PH-KLG	Fokker 100	2013 0616(22)
G-CELV	Boeing 737 300	2029 0709(22)	G-JEDI	DHC-8 400	2032 2122
SE-RAA	EMB 135	2037 1459(23)	G-RJXI	EMB 145	2040 0807(22)
G-CELS	Boeing 737 300	2120 1838(23)	G-BVJB	Fokker 100	2151 0657(22)
El-CNW	Boeing 737 200	2155 2227			

22 Saturday

G-JALC	Boeing 757	0342 0711	G-CELU	Boeing 737 30	00921 1334
G-BVJC	Fokker 100	0928 1103	PH-OFF	Fokker 100	0953 1045
G-JEDD	DHC-8 300	0955 1020	TF-ELV	Boeing 737 400	0957 1042
G-RJXB	EMB 145	0959 1256(23)	G-CELV	Boeing 737 300	1011 1910
G-RJXI	EMB 145	1121 1418(23)	N312CJ	C.525 CitationJet 2	1235 1823
CS-DNR	Falcon 200	1238 1352	G-BVWZ	PA-32 Saratoga	1345 1228(23)
PH-OFF	Fokker 100	1348 1550	G-JEDD	DHC-8 300	1630 1707
G-CELC	Boeing 737 300	1718 1302(23)	TF-ELD	Boeing 737 400	1834 1915
G-BUPS	ATR.42 300	1836 0744(24)	PH-OFF	Fokker 100	1950 0612(23)
G-CELU	Boeing 737 300	1953 1335(23)	G-BXWE	Fokker 100	2055 0656(23)
G-JALC	Boeing 757	2127 0814(23)			

23 Sunday

G-CELV	Boeing 737 300	0108 0915	G-BXWE	Fokker 100	0930 1058
PH-OFF	Fokker 100	0936 1100	PH-OFF	Fokker 100	1350 1607
El-CJG	Boeing 737 200	1352 1427	G-RJXK	EMB 145	1523 1601
G-CELV	Boeing 737 300	1544 1900(24)	G-BYLR	C.404 Titan	1551 0947(24)
G-RJXB	EMB 145	1556 1745	G-MAJM	Jetstream 41	1645 1759
G-RJXI	EMB 145	1659 1756	G-MAJB	Jetstream 41	1701 1747
G-JEDI	DHC-8 400	1703 1750	SE-RAA	EMB 135	1733 1820
G-BVJD	Fokker 100	1835 1924	G-CELC	Boeing 737 300	1845 1937
El-CNW	Boeing 737 200	1919 1957	G-JEDI	DHC-8 400	1943 2017
G-CELU	Boeing 737 300	1956 0733(24)	PH-OFF	Fokker 100	2002 0618(24)

SE-RAA	EMB 135	2014 0716(24)	G-MAJM	Jetstream 41	2020 0702(24)
G-CELS	Boeing 737 300	2040 0841(24)	G-RJXK	EMB 135	2043 2134
G-RJXI	EMB 145	2050 0727(24)	G-RJXB	EMB 145	2053 0751(24)
EI-CNZ	Boeing 737 200	2112 2150	G-BVJD	Fokker 100	2158 0711(24)
G-CELC	Boeing 737 300	2208 1127(25)	G-CELX	Boeing 737 300	2230 0720(24)
G-JALC	Boeing 757	2255 1107(24)			

24 Monday

VP-CGE	C.650 Citation 7	0755 1220	G-JEDI	DHC-8 400	0815 0915
G-BKBV	TB.10 Tobago	0847 1530	G-MAJM	Jetstream 41	0918 1016
PH-OFH	Fokker 100	0927 1039	G-CELU	Boeing 737 300	0931 1239
G-RJXI	EMB 145	0934 1028	G-OAKJ	Jetstream 31	0943 1213
G-BVJD	Fokker 100	0949 1100	G-BUPS	ATR.42 300	0957 1504
SE-RAA	EMB 135	1010 1049	ZE 395	BAe 125 CC.3	1023 1626
G-CELX	Boeing 737 300	1026 1307	G-RJXB	EMB 145	1058 1131
G-JEDI	DHC-8 400	1104 1203	G-RJXI	EMB 145	1205 1336
G-MAJM	Jetstream 41	1210 1447	G-BAVZ	PA-23 Aztec	1222 1450
TF-ELV	Boeing 737 400	1230 1316	G-TONS	T.67M Firefly	1247 1429
G-BYAT	Boeing 757	1309 1422	SE-RAA	EMB 135	1314 1358
EI-CNW	Boeing 737 200	1324 1400	G-BVJD	Fokker 100	1337 1517
G-RJXB	EMB 145	1402 1454	G-CELS	Boeing 737 300	1437 1542
N2683Y	Cessna 421C	1537 n/s+	PH-OFH	Fokker 100	1548 1638
G-RJXI	EMB 145	1643 1739	G-CELU	Boeing 737 300	1650 1907
SE-RAA	EMB 135	1652 1814	G-RJXB	EMB 145	1655 1733
G-MAJM	Jetstream 41	1704 1754	G-JEDI	DHC-8 400	1710 1746
G-BUPS	ATR.42 300	1713 1806	G-OAKJ	Jetstream 31	1716 1756
G-BVJD	Fokker 100	1804 1903	N64VB	Be.58 Baron	1809 1854
G-CELX	Boeing 737 300	1909 0720(25)	EI-COB	Boeing 737 200	1914 1952
G-RJXB	EMB 145	1939 0717(25)	G-JEDI	DHC-8 400	1943 2014
G-MAJM	Jetstream 41	2007 0707(25)	G-BUPS	ATR.42 300	2019 0728(25)
G-OAKJ	Jetstream 31	2021 0656(25)	PH-KLE	Fokker 100	2026 0627(25)
G-JALC	Boeing 757	2037 0725(25)	SE-RAA	EMB 135	2045 0711(25)
G-RJXI	EMB 145	2048 0816(25)	EI-CNX	Boeing 737 200	2054 2133
G-CELU	Boeing 737 300	2108 0732(25)	G-CELV	Boeing 737 300	2129 1945(25)
G-BVJD	Fokker 100	2136 0701(25)	G-CELS	Boeing 737 300	2201 0728(27)

25 Tuesday

G-JEDI	DHC-8 400	0744 0824	G-RJXB	EMB 145	0920 1010
PH-OFG	Fokker 100	0924 1103	G-MAJM	Jetstream 41	0930 1012
G-CELU	Boeing 737 300	0933 1343	TF-ELD	Boeing 737 400	0940 1025
G-BUPS	ATR.42 300	0943 1513	G-CBCS	Jetstream 31	0945 1058
G-BVJD	Fokker 100	0950 1056	G-CELX	Boeing 737 300	1013 0840(27)
SE-RAA	EMB 135	1016 1048	G-JEDI	DHC-8 400	1051 1139
VP-CRB	Lear Jet 60	1100 1428	G-RJXI	EMB 145	1123 1449
G-RJXB	EMB 145	1202 1337	G-MAJM	Jetstream 41	1210 1608
G-BAVZ	PA-23 Aztec	1220 1631	SE-RAA	EMB 135	1309 1400
EI-CJE	Boeing 737 200	1313 1406	G-BVJB	Fokker 100	1325 1524
PH-OFB	Fokker 100	1445 1603	G-BYAW	Boeing 757	1509 1640
G-CBCS	Jetstream 31	1633 1745	G-JALC	Boeing 757	1647 1002(27)
SE-RAA	EMB 135	1649 1732	G-RJXB	EMB 145	1653 1742
G-CELC	Boeing 737 300	1701 1829	G-BUPS	ATR.42 300	1717 1754
G-IFTE	H.S.125/700B	1721 1803	G-RJXI	EMB 145	1725 1820
G-JEDI	DHC-8 400	1730 1825	G-BVJA	Fokker 100	1810 1904
G-MAJM	Jetstream 41	1831 1914	EI-CJF	Boeing 737 200	1910 1948
PH-OFE	Fokker 100	2001 0620(26)	G-BUPS	ATR.42 300	2006 0720(26)
G-CBCS	Jetstream 31	2010 0657(26)	G-CELU	Boeing 737 300	2014 0730(26)
G-RJXI	EMB 145	2018 0724(26)	G-JEDI	DHC-8 400	2023 2053
SE-RAA	EMB 135	2037 0709(26)	G-RJXB	EMB 145	2054 0734(26)
G-CELC	Boeing 737 300	2118 0849(26)	G-MAJM	Jetstream 41	2131 0718(26)

G-BVJA	Fokker 100	2145 0703(26)	G-CELV	Boeing 737 300	2151 0834(26)
26 Wednesday					
G-JEDI	DHC-8 400	0732 0819	G-BMIV	PA-28RT Arrow	0817 0840
G-CELU	Boeing 737 300	0927 1341	G-BVJA	Fokker 100	0931 1127
PH-OFE	Fokker 100	0936 1041	TF-ELD	Boeing 737 400	0938 1022
G-RJXI	EMB 145	0943 1025	N48HB	PA-32R Saratoga	0945 1607
G-BUPS	ATR.42 300	0948 1509	G-BUVD	Jetstream 31	0951 1103
G-MAJM	Jetstream 41	0956 1037	SE-RAA	EMB 135	1009 1044
G-JEDI	DHC-8 400	1028 1114	G-BAVZ	PA-23 Aztec	1054 1650
G-RJXB	EMB 145	1059 1452	G-CELC	Boeing 737 300	1134 1820
N811VT	King Air 200	1151 1447(28)	G-RJXI	EMB 145	1210 1356
G-MAJM	Jetstream 41	1220 1441	SE-RAA	EMB 135	1309 1403
G-CBTU	C.550 Citation 2	1317 1705	EI-CNT	Boeing 737 200	1321 1406
G-BVJA	Fokker 100	1348 1523	G-CELV	Boeing 737 300	1432 1900
LX-LAR	Lear Jet 35A	1455 1648	G-BUVD	Jetstream 31	1642 1741
SE-RAA	EMB 135	1645 1747	G-RJXB	EMB 145	1655 1743
G-JEDI	DHC-8 400	1701 0641(27)	G-RJXI	EMB 145	1709 1756
G-RKJT	PA-46 Malibu	1712 0957(29)	G-MAJM	Jetstream 41	1715 1801
G-BUPS	ATR.42 300	1730 1811	G-BVJB	Fokker 100	1800 1917
N250AC	PA-31 Navajo	1908 2024	EI-CJE	Boeing 737 200	1915 1952
G-RJXB	EMB 145	1941 0720(27)	PH-OFF	Fokker 100	1949 0621(27)
G-CELU	Boeing 737 300	2000 0639(27)	G-MAJM	Jetstream 41	2022 0707(27)
G-BUPS	DHC-8 400	2026 0736(27)	G-OAKJ	Jetstream 31	2028 0653(27)
SE-RAA	EMB 135	2048 0807(27)	G-RJXI	EMB 145	2058 0718(27)
G-CELV	Boeing 737 300	2101 0914(27)	G-CELC	Boeing 737 300	2108 0713(27)
G-BVJC	Fokker 100	2144 0704(27)	G-JEBE	BAe 146 300	2223 2253

27 Thursday

G-RANI	Twin Squirrel	0840 1824	G-JEDI	DHC-8 400	0848 0924
N250AC	PA-31 Navajo	0900 1104	VP-CTJ	C.550 Citation 2	0917 1430
G-BVJC	Fokker 100	0918 1059	G-MAJM	Jetstream 41	0922 1017
G-JCBA	Sikorsky S.76B	0923 0954	G-CELS	Boeing 737 300	0932 1214
G-OAKJ	Jetstream 31	0940 1050	G-LUND	Cessna 340A	0953 1111
TF-ELV	Boeing 737 400	0955 1032	G-BUPS	ATR.42 300	1000 1510
G-RJXI	EMB 145	1011 1057	G-CELV	Boeing 737 300	1053 1304
PH-OFC	Fokker 100	1115 1316	G-JEDI	DHC-8 400	1120 1202
G-CELC	Boeing 737 300	1125 1344	G-BAVZ	PA-23 Aztec	1139 1754
G-BYDA	Douglas DC-10-30	1157 1403	G-RJXB	EMB 145	1201 1405
SE-RAA	EMB 135	1206 1353	G-MAJM	Jetstream 41	1216 1450
G-BNDY	Cessna 425	1225 dep. 12/12	ZA 712	Chinook HC.2	1248 1359
G-CELU	Boeing 737 300	1255 0742(28)	G-BYAT	Boeing 757	1310 1441
EC-IEQ	Airbus 320	1322 1435	EI-CJF	Boeing 737 200	1325 1407
G-RJXI	EMB 145	1333 1458	G-BVJC	Fokker 100	1347 1530
G-NAAA	MBB Bo.105	1446 1516	G-CDUO	Boeing 757	1454 1640
G-JCBA	Sikorsky S.76B	1523 1543	G-CELV	Boeing 737 300	1559 1903
ZA 705	Chinook HC.2	1622 1702	G-LUND	Cessna 340A	1626 1653
G-OAKJ	Jetstream 31	1632 1722	G-CELS	Boeing 737 300	1639 1925
PH-KLG	Fokker 100	1644 1854	G-AVII	Jet Ranger	1651 1804
G-RJXC	EMB 145	1656 1740	G-RJXI	EMB 145	1659 1743
G-RJXK	EMB 135	1703 1751	G-MAJM	Jetstream 41	1720 1802
G-BUPS	ATR.42 300	1725 1806	G-JEDI	DHC-8 400	1737 1816
G-BVJC	Fokker 100	1808 1907	SE-RAA	EMB 135	1813 0710(28)
EI-COX	Boeing 737 200	1913 1956	G-CELV	Boeing 737 300	1922 1305(28)
G-RJXI	EMB 145	1942 0721(28)	G-OAKJ	Jetstream 31	2007 0700(28)
G-CELC	Boeing 737 300	2010 0720(29)	G-MAJM	Jetstream 41	2012 0705(28)
G-JEDI	DHC-8 400	2020 2055	G-BUPS	ATR.42 300	2023 0729(28)
G-RJXC	EMB 145	2105 0804(28)	G-CELV	Boeing 737 300	2110 0725(28)
G-RJXK	EMB 135	2118 2146	G-BVJC	Fokker 100	2148 0733(28)

G-CELS	Boeing 737 300	2203 1336(28)	PH-OFA	Fokker 100	2225 0623(28)
28 Friday					
G-PIDS	Boeing 757	0602 0718	G-JEDI	DHC-8 400	0734 0814
OO-SKM	King Air 200	0820 1517	G-YACB	Robinson R-22B	0852 1109
N7070A	C.550 Citation S/2	0920 1932	G-MAJM	Jetstream 41	0924 1021
G-RJXI	EMB 145	0927 1018	G-OAKJ	Jetstream 31	0932 1046
G-BUPS	ATR.42 300	0938 1515	PH-OFJ	Fokker 100	0940 1053
G-CELU	Boeing 737 300	0943 1841	G-BVJC	Fokker 100	0947 1057
TF-ELD	Boeing 737 400	0940 1034	SE-RAA	EMB 135	1005 1045
N64VB	Be.58 Baron	1015 1056	G-CELV	Boeing 737 300	1028 1203
G-JEDI	DHC-8 400	1031 1117	G-RJXC	EMB 145	1112 1145
EC-IEQ	Airbus 320	1127 1250	EC-III	Boeing 737 800	1132 1255
G-RJXI	EMB 145	1206 1345	N77YY	PA-32R Saratoga	1214 1431(30)
G-MAJM	Jetstream 41	1219 1455	G-LUND	Cessna 340A	1221 1253
SE-RAA	EMB 145	1221 1253	EI-CJF	Boeing 737 200	1322 1408
G-BVJC	Fokker 100	1327 1513	G-BAVZ	PA-23 Aztec	1330 1723
EC-ICL	Airbus 320	1347 1508	G-MAJC	Jetstream 41	1356 1450
G-RJXD	EMB 145	1405 1445	PH-KLD	Fokker 100	1415 1607
G-LUND	Cessna 340A	1558 1620	G-CELV	Boeing 737 300	1629 1833
G-BUVD	Jetstream 31	1637 1718	G-RJXI	EMB 145	1653 1747
G-RJXC	EMB 145	1659 1737	G-JEDN	DHC-8 400	1705 1743
SE-RAA	EMB 135	1714 1752	G-MAJM	Jetstream 41	1721 1800
G-BVJC	Fokker 100	1806 1859	G-CELV	Boeing 737 300	1909 1301(30)
EI-CJF	Boeing 737 200	1911 1958	G-RJXC	EMB 145	1925 0734(29)
G-JEDN	DHC-8 400	1948 2059	G-BUVD	Jetstream 31	1952 0703(01)
G-CELV	Boeing 737 300	2006 1846(30)	G-MAJM	Jetstream 41	2022 0904(29)
PH-OFC	Fokker 100	2031 0618(29)	G-BUPS	ATR.42 300	2034 2112
G-CELU	Boeing 737 200	2043 0714(29)	SE-RAA	EMB 135	2046 1505(30)
G-RJXI	EMB 145	2053 0814(29)	EI-CJG	Boeing 737 200	2114 2150
G-BVJC	Fokker 100	2142 0651(29)	G-CELV	Boeing 737 300	2210 1112(29)

29 Saturday

G-PIDS	Boeing 757	0321 1258(01)	G-JEDD	DHC-8 300	0855 0933
G-CELC	Boeing 737 300	0927 1131	PH-KLE	Fokker 100	0939 1040
G-BVJC	Fokker 100	0948 1054	TF-ELD	Boeing 737 400	1017 1058
G-RJXC	EMB 145	1023 1303(30)	G-CELU	Boeing 737 300	1029 1344
N136SA	AG-5B Tiger	1047 1107(30)	G-RJXI	EMB 145	1142 0812(30)
G-RJXJ	EMB 135	1240 1423(30)	G-CELV	Boeing 737 300	1357 1900
PH-OFK	Fokker 100	1432 1556	G-JEDF	DHC-8 300	1614 1705
G-CSNA	Cessna 421C	1616 1713(30)	F-GGVG	Merlin 3B	1632 1735
G-CELC	Boeing 737 300	1710 1833(30)	TF-ELV	Boeing 737 400	1834 1915
PH-KLG	Fokker 100	1955 0622(30)	G-CELU	Boeing 737 300	2012 1351(30)
G-MAJM	Jetstream 41	2017 1454(30)	G-BVJC	Fokker 100	2058 0655(30)

30 Sunday

G-CELV	Boeing 737 300	0055 0914	XR 807	VC-10C.1K	0129 0212
G-RJXE	EMB 145	0416 1544	G-BVJC	Fokker 100	0927 1050
PH-OFC	Fokker 100	0940 1037	EI-CJF	Boeing 737 200	1333 1405
G-HMMV	C.525 CitationJet 1	1344 1426	PH-OFJ	Fokker 100	1443 1600
G-CELV	Boeing 737 300	1543 1700	G-RJXC	EMB 145	1605 1741
G-MAJM	Jetstream 41	1630 1744	G-MAJC	Jetstream 41	1653 1738
G-RJXJ	EMB 135	1705 1755	SE-RAA	EMB 135	1730 1811
G-JEDK	DHC-8 400	1753 1842	G-BVJD	Fokker 100	1841 1932
G-CELV	Boeing 737 300	1854 1303(01)	EI-CJE	Boeing 737 200	1914 1954
SE-RAA	EMB 135	2012 0710(01)	PH-OFK	Fokker 100	2016 0621(01)
G-MAJM	Jetstream 41	2020 0706(01)	G-RJXE	EMB 145	2025 0721(01)
G-CELU	Boeing 737 300	2032 0733(01)	G-JEDK	DHC-8 400	2038 2122
G-CELS	Boeing 737 300	2051 0742(01)			
G-CELC	Boeing 737 300	2113 0713(01)	EI-CNV	Boeing 737 200	2118 2151

From and To

01) N145DF F/T Luton; N79EL Cannes – East Midlands; 03) N750NS F/T Jersey; D-CATL F/T Nuremberg; N421CA Barcelona – Isle of Man; N2PG Gatwick – Frankfurt n/s; LX-ONE Faro – Luxembourg; 04) OY-CYV F/T Copenhagen; N170SW Dusseldorf – Gatwick; CS-DFH Barcelona – Gatwick; 05) N671B F/T Isle of Man n/s; CS-DNP Farnborough – Alicante; 06) N6593W Filton – Eindhoven; F-GDLR F/T Le Bourget; N560GT F/T Le Bourget n/s; N900CB F/T Guernsey n/s; N64VB Elstree – Hawarden; 07) D-CLEO F/T Munich; N83M Birmingham – Minneapolis/St.Paul n/s; 08) F-GTOD Luton – Orleans; F-GDLR F/T Le Bourget; 10) CS-DFE Northolt – Luton; EC-GPE Pamplona – Nuremberg; 12) HB-VDO F/T Geneva n/s; EI-IAW East Midlands – Dublin; 13) CS-DNP F/T Edinburgh; N79EL East Midlands – Gamston; CS-DNM Oslo – Luton; 15) VP-BKQ Blackbushe – Westland heliport; N79EL Blackbushe – East Midlands; 16) N64VB Tattenhill – Elstree; 18) CS-DNP Le Bourget – Hamburg n/s; N64VB F/T Elstree; CS-DNF Cologne – Le Bourget n/s; 19) VH-TGG Stansted – Rome; CS-DNF Le Bourget – Heathrow; CS-DFC Hamburg – Luxembourg n/s; 20) N671B F/T Isle of Man n/s; 21) EI-DMG Waterford – Swansea and return; N64VB Elstree – Hawarden; N957PH F/T Antwerp; 22) CS-DNR Dresden – Nice; N312CJ F/T Isle of Man; 24) N2683Y From Santiago de Compostela n/s; N64VB Tattenhill – Biggin Hill; 25) VP-CRB F/T Guernsey; 26) N48HB Near Southend – Southend; N811VT Biggin Hill – Gatwick n/s; LX-LAR Palma – Luxembourg; N250AC Liverpool – Dublin; 27) VP-CTJ Biggin Hill – Stansted; N250AC Liverpool – Dublin; 28) OO-SKM F/T Ostend; N7070A F/T Dublin; N64VB Elstree – Hawarden; N77YY Guernsey – Bournemouth n/s; 29) N136SA Isle of Man – Thruxton; F-GGVG F/T Le Bourget.

Overshoots

01) G-BAVZ(PA-23)/Raven 88T; 03) ZH879(C-130)/Ascot 520; 04) XX492/CWL 77; G-OBLC (Be.76); G-YPOL(MD.900)/Police 42; 05) ZH885(C-130)/Ascot 522; XX495/CWL 68; 06) XX499/CWL 60; G-BXXT(Be.76); 07) XX146/Colt 23; 08) G-BBGB(PA-23)/Raven 99T; 10) XX496/CWL 79; G-OBLC(Be.76); 12) XX494/CWL 68; XX482/CWL 76; G-OBLC(Be.76); 13) XX495/CWL 77; XX497/CWL 77; 17) XX494/CWL 69; XX499/CWL 77; XX496/CWL 68; 18) XX499/CWL 04; 19) XX500/CWL 64; 20) XX499/CWL 60; XX146/Colt 91; G-OBLC(Be.76); 23) G-BPXX(PA-34); 24) G-OBLC(Be.76), twice; 25) G-JTCA(PA-23)/Eastex 31T; G-OBLC (Be.76); XX494/CWL 66; 26) G-BWXF(T.67M)/CWL 82; G-OBLC(Be.76); G-BFAI(RC.114); 27) ZA679(Chinook)/Vortex 577; ZA705(Chinook)/Vortex 551/2(see notes).

LBA Movements Review – November 2003

Once again this month the Bizjets have provided the bulk of the interesting visitors and as with last month the stars have come from the Gulfstream family. Top of the list is Australian G.4 VH-TGG, which arrived from Stansted on the morning of the 19th heading to Rome later in the day. Proctor and Gamble's G.4/SP N2PG put in appearance on the 3rd from Gatwick, leaving for Frankfurt on the 5th. G.5 N83M of the 3M Company arrived from Birmingham on the 7th. This aircraft left the following day to its home base of Minneapolis/St.Paul. Wal-Mart Global Express N170SW was noted on the 4th from Dusseldorf to Gatwick. Lear Jet 55 D-CATL ("Falcon Air 630") visited on the 3rd F/T Nuremberg and we also had a pair of Lear 60's, EI-IAW on the 12th ("Emerald 007", EMA – Dublin) and on the 25th VP-CRB was from and to its base of Guernsey. Both the Ducair Lear 35A's visited with LX-ONE ("Lion King 1 Ambulance") on the 3rd Faro – Luxembourg and LX-LAR ("Lion King 2 Ambulance") on the 26th Palma – Luxembourg. Falcon 10 F-GDLR ("Leadair 151R") was F/T Le Bourget on the 6th. This machine was back on the 8th as "Leadair 152R" again F/T Le Bourget and was joined by another of the type F-GTOD ("Darta 1360/3012", Luton – Orleans). A plethora of Citation 2s this month starting with HB-VDO, a 1979 vintage aircraft of Speedwings, which was F/T Geneva on the 12th. N145DF visited on the 1st F/T Luton, while on the 27th VP-CTJ was from its base of Biggin Hill to Stansted. On the 21st N957PH was F/T Antwerp and on the 28th N7070A was F/T Dublin. Finally, on the C.550s, OY-CYV ("Norflying 052/052E") was F/T Copenhagen on the 4th. The Duke of Westminster's Citation 7 VP-CGE paid a visit on the 24th, from Lyneham to Hawarden.

A busy month for Netjets, with Falcon 900 CS-DFH making its first visit to Leeds on the 4th as "Skyshare 7396/396P" from Barcelona to Jersey. Falcon 2000 CS-DNP made three visits, on the 5th ("Skyshare 397P/7397", Farnboro' – Alicante), on the 13th ("Skyshare 6388/9", F/T Edinburgh) and on the 18th ("Skyshare 848P/4848", Le Bourget – Hamburg). Another pair of 2000s were CS-DFC on the 19th ("Skyshare 4849/839P", Hamburg – Luxembourg) and CS-DNR on the 22nd ("Skyshare 341P/3341", Dresden – Nice). Citation 7 CS-DNF put in a couple of appearances, on the 18th ("Skyshare 312P/8031", Cologne – Le Bourget, n/s) and the following day ("Skyshare 0313/533P", Le Bourget – Heathrow). Just one visit by a Hawker 800XP this month when CS-DNM arrived as "Skyshare 3448/727P" from Oslo to Luton on the 13th. Finally, on the 10th Citation XL CS-DFE visited ("Skyshare 2994/881P", Northolt – Luton). Citation X N750NS made just one

visit, on the 3rd ("Beauport 6NS", F/T Jersey) whilst Citationjet N312CJ was about on the 22nd F/T Isle of Man. Lastly the Beechjet N79EL made three visits, on the 1st (Cannes – EMA), on the 13th (EMA – Gamston) and on the 15th (Blackbushe – EMA).

On the lighter side the visitors were again predominantly British/Americans. Baron N64VB was less active this month, making just 5 visits, whilst the regular Beech 36 N671B arrived on the 5th and the 20th from its IOM base. Cessna 421C N900CB arrived from Guernsey on the 6th, staying until the 24th and similar type N2683Y arrived on the 24th from Santiago de Compostela and stayed beyond the end of the month. PA-32R N48HB on the 26th booked in from "near Southend" returning to Southend later the same day. Another Saratoga was N77Y on the 28th from Guernsey, staying 2 days before routing to Bournemouth. Be.200 N811VT on the 26th was from Biggin Hill, to Gatwick on the 28th. Another '421C was N421CA on the 3rd, this aircraft arriving from Barcelona before heading home to the Isle of Man. Arriving from the Isle of Man on the 29th was AG-5B Tiger N136SA, routing later to Thruxton. The Shannon based, diesel-powered (i.e. it runs on Jet fuel instead of Avgas), Cessna P.210N N6593W called on the 16th while enroute Filton – Eindhoven, using its normal call-sign "Pacnet 1". Another Irishman was C.441 Conquest EI-DMG of Dawn Meat Group, routing Waterford – Swansea on morning of the 21st and making the reverse journey in the evening. Bell 430 VP-BKQ visited on the 15th Blackbushe – Westland Heliport. On the 28th Skyservice King Air 200 OO-SKM was F/T Ostend and the following day Merlin F-GGVG was F/T Le Bourget using the c/s "Air Lec 226".

On the Airline front the day trip season started on the 1st with Astreus operating to Evanes in Norway with 737/300 G-STRa ("Flystar 805/6"). Arriving just after Midnight on the 2nd Transavia 737/800 PH-HZI ("Transavia 8242") operated a one off, end of season flight from Las Palmas. Due to the early retirement of some of their 737/200s Ryanair has leased in two 737/400s from Islandflug. The aircraft TF-ELD (first visit 5/11) and TF-ELV (first visit 3/11) usually operate the morning FR152/3 rotation but have been noted on other flights during to month. Planet Air are using a leased Spanair A.320 on their Friday Tenerife flight with EC-ICL, on the 7th and EC-IAZ, on the 14th making first visits. A first visit on the 1st was '146 G-CLHD which arrived to take Arsenal home after playing (beating) Leeds United ("Flightline 650P/650, Aberdeen – Luton). Metroliner EC-GPE operated a freight flight on the 10th ("Zorrex 101/102", Pamplona – Nuremberg) while G-BUKA made a visit on the 12th as "Atlantic 268/9". Highland Airways made two visits with Jetstreams during the month. On the 16th G-JURA ("Highway 32P/32A", Inverness – Aberdeen) and on the 21st G-BTXG ("Highway 32B/32P", Aberdeen – Inverness). Keenair Bandeirante G-FLTY operated on the 17th ("Keenair 421/2", Bristol – Cardiff) and the following day ("Keenair 423/4", Cardiff – Bristol and "Keenair 425/6", Bristol – Cardiff).

Once again Leeds Flying School have added to their fleet with PA-28 G-GURU delivered on the 17th. The former resident Cessna 421Cs G-MUVG and G-CSNA of Montgomery Aviation have left the LBA and are now listed as visitors, 'VG using c/s Monty 22 and 'NA being Monty 44. A couple of golden oldies in the visitors were 1960's vintage Aztec G-EEVA on the 16th, which is formerly G-ASND. Slightly newer is Jet Ranger G-AVII which visited on the 27th using c/s "Bristows 90A/B", whilst on a training detail. Edinburgh Air Charter C.404 Titan G-BYLR made its first visit on the 6th ("Saltyre 229R/208R") and was back on the 9th and 27th.

The Sunday morning peace was shattered on the 30th when VC-10 XR807 ("Ascot 2016") arrived from Basra at 0130, heading off to Brize Norton three quarters of an hour later. Also late, on the 3rd, was Puma XW219 ("Vortex 003", Belfast Int. – Liverpool) whilst on the 21st Hercules ZH872 visited at a more respectable hour ("Ascot 5568/9", Teesside – Brize Norton). On the 24th '125 ZE395 paid a visit F/T Northolt as "Kittyhawk 9". The 27th was Chinook day:- Firstly ZA679 ("Vortex 557") did an ILS and overshoot shortly before ZA712 ("Vortex 450") landed enroute Wattisham to Newcastle. Mid afternoon ZA705 ("Vortex 551") did an ILS and then routed to Humberside. The same aircraft returned later as "Vortex 552" and did another ILS and overshoot but then made a precautionary landing with a minor technical fault. On rectification it departed to East Midlands.

Well that's the end of my stint, standing in for Terry while he's been sunning himself in New Zealand, so from next month I'll hand you back to the "Boss".

Trevor Smith



HELICOPTER MOVEMENTS NOVEMBER

Following the interest in local helicopter operations I have tried to compile a list of locally based helicopters. I would welcome any information anyone has which could help to update or add to the following. I will start with machines that are based at Airports/Heliports and then list those which live in "back gardens":

Beverley(Tickton):	Gazelles G-BAGL, G-DFKI.
Coney Park(Leeds Heliport):	R-22B's G-BOYC, G-BRVI, G-BTHI, G-MRSN; Jet Ranger G-RAMI; Bell 222 N800HL.
Elloughton(Nunkeeling):	Hughes 369's G-LOGO, N59SD, N1089D; Jet Ranger G-RKEL.
Gamston(Retford):	R-22B's G-BODZ, G-HUGS, G-KUKI; R-44's G-REDI, G-UTTS; Enstrom F-28F G-BXXW; Jet Ranger G-EWAW.
Leconfield:	MD.900 Explorer G-HPOL, plus 2 Search and Rescue Sea Kings.
Leeds/Bradford:	Bell 47G G-BGID; R-22B G-TTHC, R-44's G-DRIV, G-LNTI; Jet Ranger G-ELLI; Twin Squirrels G-LNTY, N620LH; B0.105 G-PASG; Schweizer 269C G-ODNH; Dauphin G-MLTY; A.109A N188S.
Sheffield City Airport:	Twin Squirrel G-SYPA; MD.900 Explorer G-SYPS; Jet Ranger G-HPAD; Long Ranger G-LIMO; Schweizer 269C G-CCJE; R-22B G-REDY; Westland Wasp G-KAWW.
Sherburn:	R-22B's G-BVGS, G-BXUC, G-CBZF, G-HIEL, G-IAGD, G-IIFR, G-JONH; R-44's G-BZMG, G-IFDM, G-OLOW, G-JWEB; Schweizer 269C G-SAND; Hiller UH-12's N61271, G-ASAZ; Bell 47G G-XTUN; Hughes 369 G-ERIS; Jet Ranger G-STER.
Stainsby Hall(Teesside):	Gazelles G-BXZD, G-ZELE; MD.600 N600MG; R.22 G-DABS.
Tadcaster:	Gazelles G-BZLA, G-BZYB, MD.600 N600PV; Enstrom 280FX G-VRTX.
Wakefield(Carr Gate):	MD.900 Explorer G-YPOL.

Plus there are numerous Armyair Apaches, Lynx and Gazelles based at **Dishforth**.

Barnsley:	G-UGLY	Alouette 2
Beckwithshaw:	D-HAFN	Jet Ranger
Beelsby:	G-BWNJ	Hughes 369C
Bridlington:	G-CBAK	Robinson R-44
Calverley(Leeds):	G-BSBW	Jet Ranger
Darley:	G-TASS	Schweizer 269C
Drighlington:	G-JMDI	Schweizer 269C
Emley Moor:	G-QJRH	Robinson R-44
Finningley:	G-BROX	Robinson R-22B
Fulford(York):	G-BTRP	Hughes 369E
Garforth:	HA-LFZ	Alouette 3
Gildersome:	G-JMDI	S.269C and R.44 G-PRET
Halifax:	G-OFIL	Robinson R-44
Hedon(Hull):	G-BXYC	Schweizer 269C
Hornsea:	G-RHYS	Rotorway Executive
Malton:	G-ROUT	Robinson R-22B
Nun Monkton:	G-HRPN	Robinson R-44
Oldcotes(Newark):	G-IJBB	Enstrom 480
Oxenhope:	G-BXYK	Robinson R-22B
Pickering:	G-MFHT	Robinson R-22B
Pontefract:	G-OPCS	Hughes 369E
Ripponden:	G-LINC	Hughes 369HS
Rotherham:	G-PACL	Robinson R.22B

Scunthorpe:	G-HSLB	Jet Ranger
Shelf(Bradford):	G-JIVE	Hughes 369E
Sherburn village:	G-ZBED	Robinson R.22B
Shipley:	G-OCJK	Schweizer 269C
Skipton:	G-CPTS	Jet Ranger
Slaithwaite:	G-OJAE	Hughes 269C
Sutton Bank:	G-BFEF	Bell 47G
Temple Newsham:	HA-PPY	Gazelle
Todmorden:	G-WYSP	R.44 and G-BYCF R.22B
Walton Wood:	G-BTFX	Jet Ranger
Wike(Leeds):	G-BSCE	Robinson R-22B

Based at various locations in the York area apart from those specified above are Squirrels G-BPRJ and G-JARV along with Schweizer 269C G-WHRL. The Jet Ranger G-EWAW operated by Pleasure Island at Skegness is nominally based at Gamston but visits the owner's home near Doncaster most days. R.22B G-ZBED is a regular visitor to Beeston(Leeds) whilst Hughes G-ERIS can often be seen in the Elland Road area.

Once again if you have any comments or additions to the above please let us know.

Trevor Smith

AVIATION HUMOUR 1

- Pilot: Bratislava Tower, this is Oscar Oscar Kilo established ILS 16.
Tower: Oscar Oscar Kilo - Good evening! - cleared to land 16, wind calm and by the way: this is Vienna Tower.
Pilot: (after a short break): Bratislava.
Tower: Oscar Oscar Kilo passed the outer marker.
Tower: Oscar Oscar Kilo roger, and once more: you are approaching Vienna!
Pilot: (after a break): Confirm, this is NOT Bratislava?
Tower: You can believe me, this is Vienna!
Pilot: (after another break): But why? We want to go to Bratislava, not to Vienna!
Tower: Oscar Oscar Kilo, roger. Discontinue approach, turn left 030 and climb to 5000 feet, vectors to Bratislava.
- Tower: Shamu Two Two, please state estimated time of arrival.
Pilot: Ok, let's see, I think Tuesday would be nice...
- Tower: Have you got enough fuel or not?
Pilot: Yes.
Tower: Yes what?
Pilot: Yes, SIR!
- LH741: Tower, give me a rough timecheck.
Tower: It's Tuesday, Sir.
- Tower: Lufthansa 893, number one, check for workers on the taxiway.
Pilot: Roger. (After a short break) ...we've checked the workers, they are all working.
- Tower: You have traffic at 10 o'clock, 6 miles!
Pilot: Give us another hint, we have digital watches!



LEEDS/BRADFORD NEWS

I am delighted to report that LBA achieved its target of handling over two million passengers in 2003. The actual figure was 2,015,331. The press release read as follows:

It was double celebrations at Leeds Bradford International Airport as they looked forward to a 'New Year' after achieving two million passengers in 2003.

This milestone marks the end of a 'record breaking' year for one of the fastest growing regional airports in the UK. The busy Christmas period was the 'icing on the cake' for the passenger throughput in December and LBA Managing Director, Ed Anderson is delighted, "This represents growth of 32% over the previous year and is due in no small part to our new low cost airline jet2.com, which commenced operations last February." With more services and choice for customers, there has been continuous development over the last 12 months to enhance the facilities for passengers. April will see the completion of a new check in area that will provide a further 16 check in desks for the airport, bringing it to a total of 42.

Mr Anderson also comments, "It was very pleasing to hear the Government White Paper envisages a greater role for regional airports over the coming years, including the continuing growth and development of Leeds Bradford Airport."

As we close for press "the rumour department" is suggesting that two of the based BMI Embraer EMB-145's may be replaced by Fokker 100's on the Edinburgh and Paris services.

AIRPORT NEWS

Last month I reported on the Governments Aviation White paper and the recommendations for Leeds/Bradford. This month I will briefly list the other findings for other U.K. airports. It is important to understand this document does not "formally authorise or preclude" any development. Any projects will still have to apply for planning permission and find funding.

Aberdeen	Bigger terminal and possible runway extension
Belfast	Expansion within existing boundaries
Birmingham	Second runway to enable it to rival Manchester
Bournemouth	Terminal expansion is supported
Bristol	Runway extension and new terminal
Cardiff	Bigger terminal, plus improved access
Dundee	Bigger terminal
Edinburgh	Land to be set aside for a second runway
Gatwick	No expansion before 2019, but land set aside for second runway
Glasgow	Land to be set aside for another runway and terminal development
Heathrow	Permission for short runway, and Terminal 6 by 2020, but only if pollution targets are met
Inverness	Possible runway extension
Liverpool	Improved access and possible runway extension
Luton	Permission for runway extension to accommodate '747's, plus expansion of terminals
Manchester	Additional terminal capacity
Newcastle	Terminal and runway extension
Prestwick	Terminal development
Stansted	Second runway by 2012
Teesside	Possible runway and terminal expansion

Expansion at East Midlands was rejected as were new airports at Cliffe in Kent, Central Scotland, Rugby and South East Wales. Expansion of Blackpool, Carlisle, Coventry, Exeter, Plymouth and Newquay is to be decided locally.

It has been reported East Midlands is to be re-named Nottingham, East Midlands. Officials in Derby and Leicester appeared on radio, suggesting residents of Derby and Leicester should boycott the airport in protest of the new name!

London City Airport is conducting a survey into the interest in and requirements for a direct air link to LBA. The online survey can be found at <http://www.londoncityairport.com/leeds/default.asp>

AIRLINE NEWS

BAC Express has received its first Fokker 50 freighter, registration is G-BVOB.

BMI Baby will commence the following new services from Teesside. All are operated by Boeing 737. Prague will commence on 28th March. Services to Alicante, Jersey, Malaga, Nice and Palma will commence on 30th April.

Singapore Airlines received delivery of their first Airbus A340-500 at Singapore Changi Airport on Friday 2nd January. The SIA A345 LeaderShip will offer the longest non-stop commercial service in the world when it commences operations between Singapore and Los Angeles on 3rd February. The nonstop flight to LAX will take 16 hours, returning to SIN in 18.5 hours. Singapore Airlines ordered 5 A340-500s and took options on 5 additional aircraft.

Sobelair, the largest charter airline in Belgium, has been declared bankrupt and suspended all operations. Sobelair was formerly **Sabena's** charter subsidiary and survived the National airline for more than two years but was unable to find a viable plan to continue operations. Tour Operators who used Sobelair for its passengers are now making arrangements with other airlines, including Air Plus Comet, Dutchbird, Iberworld, LTE, LTU, Thomas Cook and Virgin Express.

AIRCRAFT NEWS

Boeing has decided the details on how the 757 production run will be finished off; for another 11 months, the following aircraft will be finished (one aircraft a month), the first figure is line number order (which equals the amount of 757's built):

1039	N74856	Continental	(delivery December 03)
1040	N57857	Continental	(delivery January 04)
1041		ATA Airlines	(delivery February 04)
1042	N75858	Continental	(delivery March 04)
1043	N56859	Continental	(delivery April 04) (final -300 series aircraft built)
1044		Shanghai Airlines	(delivery May 04)
1045		Shanghai Airlines	(delivery June 04)
1046		Shanghai Airlines	(delivery July 04)
1047		Xiamen Airlines	(delivery August 04)
1048		Xiamen Airlines	(delivery September 04)
1049		Shanghai Airlines	(delivery October 04)
1050		Shanghai Airlines	final aircraft, to be ceremonially delivered November 2004

It is interesting to see Boeing is finishing '757 production at a round number, just like the 200 MD-11s built by McDonnell-Douglas.

OTHER NEWS

Britain revealed the names of 11 non-EU airlines which have been subjected to bans since January 2000 due to safety and security concerns.

The list, tabled in Parliament by Secretary of State for Transport Tony McNulty also revealed that all airlines from Equatorial Guinea, Gambia, Liberia and Tajikistan are forbidden from flying into Britain.

All of the 11 banned airlines were from Africa, central Europe and Central Asia - and the majority had their suspensions lifted after they addressed and satisfied British concerns. Not on the list was Egypt's Flash Airlines, which operated the Boeing 737 that crashed into the Red Sea off Sharm el-Sheikh, killing all 148 people on board, most of them French tourists.

It subsequently emerged that Flash Airlines had been banned from Switzerland due to safety concerns. "There has been some media speculation over the safety of Flash Airlines who were involved in the recent crash off the coast of Egypt," a spokesman for the Department of Transport said. "The UK has not received an application to operate in the UK from Flash Airlines and the airline has never operated to the UK," he said.

Another Egyptian carrier, Air Memphis, was barred from British skies from April 1999 until May 2002 for what the list called "adverse ramp inspection findings".

"There was no response from the Egyptian authorities to the finding, and no further permit applications (from Air Memphis to fly into Britain), until May 2002," it said.

The airlines still prohibited from entering Britain include Cameroon Airlines, Albanian Airlines, Central Air Express of the Democratic Republic of Congo, and Air Universal from Sierra Leone.

Those which had been barred, but have since been allowed to resume services, include the Bosnian airline Air Bosna, Latvia's RAF-AVIA, Estonia's Enimex, Inter Trans Air from Bulgaria, and Star Air of Sierra Leone.

All airlines from Equatorial Guinea, Gambia, Liberia and Tajikistan are restricted due to "inadequate safety regulation," according to the list, which did not elaborate. "The United Kingdom has one of the most rigorous safety regimes in the world and plays a leading role in seeking to raise international safety standards," McNulty said.

"Any airline from outside the European Union or European Economic Area which wishes to pick up or put down passengers or cargo in the UK requires a permit from the Secretary of State," he said. "It is a condition of the permit that the airline should be operated in accordance with international safety standards established by the International Civil Aviation Organisation," he said.

"If we have evidence that international standards are not being met a permit may be refused or revoked. Permits may also be refused for other reasons, such as non payment of fines for offences under immigration legislation."

"All applications for a permit are considered on their merits," he added. "The fact that an airline is not listed above does not mean that it would necessarily qualify for a permit."

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David Wooler



Mixed (Tails Up) KLM
Schipol Amsterdam
30 September 2003
Jim Stanfield



UK PROCUREMENT UPDATE

Eurofighter Typhoon

The Typhoon programme is a joint one with Germany, Italy and Spain. As might be expected, with so many "fingers in the pie", the project has been beset with problems, many of them created by the procrastination of Germany. Further, technical problems and delays have increased the problems with the procurement.

Under current plans, although likely to be revised, the RAF is due to receive 232 Typhoons, to replace the Tornado F3 in the air defence role and the Jaguar in the offensive support role. It has often been suggested in the Press that the Typhoon is 'too costly' and that it was too narrowly focused to meet Cold War requirements. Some of these reports suggest that we should have gone for the F15, reputedly the best 'dog-fighter' of current aircraft, but Jon Lake of AirForces Monthly reports "Typhoon still promises to be cheaper than the F15 and with very much lower operating costs and costs of ownership".

Costly or not, too narrowly focused or not, the Typhoon is here to stay and it is hoped that 17 and 29 Squadrons will soon receive their full complements.

Lockheed F-35 (Joint Strike Fighter)

The UK joined the USA JSF programme as a Level 1 partner in the project and has committed £1.4 billion to the programme, partially to provide a replacement for the Sea Harrier from 2012. When Joint Force Harrier was formed, the project was widened to include replacement of the Harrier GR7/9. The Sea Harrier is being withdrawn prematurely and the F-35 (yet to be named by the RAF and RN) will replace all current Joint Force Harrier aircraft in both air defence and offensive support roles. It is reported that 150 F-35s will be procured, at an estimated total cost of £10 billion. Keep paying the taxes!

Nimrod MRA.4

It became obvious in late 1992, that a replacement for the Nimrod MR2 would be required in the not too distant future. Tenders were issued and the contract was awarded to British Aerospace for a rebuilt and upgraded Nimrod, known initially as Nimrod 2000, but now designated Nimrod MRA.4. The procurement covered the supply of 21 Nimrods, together with training and logistics.

Although the first MRA.4 was completed at Woodford in 2002, a revised in-service date of March 2005 was set; this was later amended to late 2005 and, later still, to 2009! The procurement has also been reduced to 18 aircraft, allegedly due to the increased capability and availability of the MRA.4.

Future Strategic Tanker Aircraft

It became obvious that replacements would be required for VC10s and Tristars in the air refueling and air transport roles. The Ministry of Defence is seeking a contractor who would own, manage and maintain the aircraft under a Private Finance Initiative. This would also permit the use of some of the aircraft commercially, when not required by the RAF.

Two aircraft are currently under consideration, the Boeing 767 and the Airbus A330. Initially, choice appeared to be veering towards the 767, but more recently it is moving towards the A330. We await the final decision with interest!

A400M

The necessity for a replacement for the Hercules became evident in the 1990s. This was partially solved by an order for 25 C-130Js. A longer term order was placed for the Airbus A400M. Again, the A400M was delayed, once more largely by German procrastination, but the aircraft now appear to be in the offing.

To fill an interim gap for Strategic Airlift requirements, four Boeing C17 Globemaster aircraft were leased. These have proved enormously successful in operation. However, they are expensive to lease and purchase, although it is rumoured that the four leased aircraft may be replaced by six further aircraft. Again, we await developments with interest.

Other procurements already made or in the offing are for Airborne Stand-Off Radar aircraft, Photo-Reconnaissance (PR) (to replace the Canberra PR9), Medium Support Helicopter, Support Amphibious and Battlefield Rotorcraft, and a range of new training aircraft. Information about these will appear in Military News when it becomes available.

Credit: AirForces Monthly

MILITARY NEWS

Procurement financial over-runs

As I was writing the article on Procurement included in Military Matters, the Audit Commission published a statement criticising the Ministry of Defence for financial excesses and lack of effective management of several procurement programmes, including the Eurofighter Typhoon and the Nimrod MRA.4. All of the programmes were contracted to BAE Systems, who entirely blame the MOD for the problems (they would, wouldn't they?). The statement from the Audit Commission appeared too late to be included in the main article. In any event, the situation is not entirely clear.

Credit: The Times

Formula One helps the Army Air Corps

The Formula One community has been advising Army Air Corps crews on re-fuelling and re-arming Apache helicopters, cutting the time from forty minutes to twenty to get the attack helicopter back in the air. Formula One technicians visited the School of Army Aviation at Middle Wallop and Army ground crews visited Silverstone in an unprecedented joint initiative. Nick Wirth, a consultant engineer with the FIA, the governing body of international motor sport, praised the professionalism of the Army Air Corps soldiers that he worked with.

Credit: Soldier (the magazine of the British Army)

RAF Officers gain Masters degrees

Twenty RAF Officers were recently awarded Masters degrees at a ceremony at Kingston University. They were amongst 38 officers from the Services, who were awarded these degrees after completing Service courses which involved personal development at the appropriate level. These involve all service branches, including management and engineering. This scheme is part of an initiative to enable service personnel to earn civilian qualifications for service courses. These range in level from basic City and Guilds Certificates to degrees at doctorate level.

Credit: Personnel Management

Merlin and Apache in action

RAF Merlins have been in action over Central Bosnia, transporting soldiers from The Highlands Regiment and Royal Gurkha Rifles. The Merlin HC Mk3 can transport up to 24 seated combat-equipped soldiers or up to 16 stretchers in the casualty-evacuation role. The Merlins were escorted by two US Apache attack helicopters.

Speaking of which: although none of the British Army Air Corps Apache helicopters are operational, Captain David Wilkins of the Army Air Corps has become the first member of the British Forces to fly an Apache in action. He is an exchange officer with the US Army 101st Airborne Division and led an attack in the desert south of Karbala in Iraq. He has flown subsequent missions in close-combat attacks on Iraqi infantry.

Credit: Soldier

Joint Helicopter Command

Air Vice Marshal Paul Luker has been recently appointed to be the commander of the Joint Helicopter Command. The first commander was a Royal Navy officer and the post is to be 'rotated' between the three Services. The Command comprises over 12,000 personnel and over 330 helicopters:

Navy: 37 Sea King Mk4
Army: 254 Gazelle and Lynx
RAF: 115 Puma, Chinook and Merlin

The Army's Apaches will be integrated into the Command, when operational.
Credit: Defence Helicopter

King Airs replace Jetstreams

The first two Beechcraft King Air 200s registered G-RAFJ and G-RAFK, have arrived at RAF Cranwell. Five more will be delivered later to Cranwell, under a contract operated by SERCO. They will provide the RAF with an interim arrangement to replace Jetstreams in the Multi-Engine Pilot Training (MEPT) role.

Credit: AirForces Monthly

Eric Martin

AERODROMES C.1939-45

In 'Military Matters' (January), Eric Martin's submission that, during the 1939-45 conflict, Britain could be described as "a floating aircraft carrier" will, I suspect, have raised a few eyebrows among Air Yorkshire's younger members? Yet, this was, in fact, the case.

Airfields - or aerodromes as we described them before the arrival of our American allies - from short grass strips, used occasionally, up to the asphalt/concrete expanses of the largest bomber stations in use every day or night, were built or enlarged up and down the length and breadth of the Kingdom, from the Shetlands to the Scilly Isles and from the Western Isles, through Northern Ireland to east Kent: ultimately totaling what, now, seems the incredible number of 812 locations; all of which required the support of personnel and logistics - not to mention their cost of construction! A huge commitment both physically and financially, yet of vital necessity in winning the air-war in Europe.

Despite such apparent overcrowding, the U.K. accommodated 153 flying training establishments but, as Eric suggests, many others were sensibly located in less populated airspace in the Dominions overseas: Canada 92; Australia 26; South Africa 25; Southern Rhodesia 10; India 9; New Zealand 6; Middle East 6; The Bahamas 1 and 5 in the U.S.A; the latter being run by the RAF as distinct from American schools which also trained Commonwealth aircrew.

Of additional interest to Air Yorkshire members should be the fact that all but the last two establishments operated AVRO Ansons built at Yeadon!

Gerald Myers



Canberra WJ731
231 O.C.U
RAF Wyton 1984
Norman Smart

THE EARLY SPOTTER CATCHES THE LAUNCH



If you want to be there in time for the first launch of the day then you need to be up very early, but it's worth it if you like to see, hear and feel the power of modern military aircraft.

RAF Waddington, which is a few miles south of Lincoln, is a good venue for that experience. It is especially good when the ACMI is being used by detachments from European air forces for combat training over the North Sea. It has good viewing facilities, a free supervised car park, toilets and a shop/café. Eat your heart out LBIA!

On the day, the visiting French and Belgians squadrons were also up early, because on arrival the sound of jet engines warming on the pan could be heard. Just time for a

quick cup of coffee before they started to move. Not many cars in the spectator car park so spotters and their ladders are few and far between and consequently the viewing is easy.

One of the nice things about Waddington is the way the aircraft pause on the taxi-way, by the fence, before entering the runway for take-off. This gives excellent opportunities for photographs with the pale early morning winter sun just in the right position.



First into view are four F-16s of the Belgian Air Force, followed very closely by five Mirages of the French Air Force. Some of the pilots wave to the handful of assembled spotters. The Belgians line up on the runway and take-off separately in a stream. With after burners on, the sound is awesome and the smell of kerosene adds to the spectacle.

The French follow suit with the same effect.

There is now a pause in the action. The second launch will be in about an hour and should coincide with the arrival back of the early birds. Time to re-charge with some food. The sausage sandwiches, from the car park café, smell good on the cold early morning air.

A Danish F-16 does a fly by. Then an Alphajet, followed by the return of a Sentry of the resident 8 Squadron. The passing traffic on the A15 has to wait for the Sentry to land low across the road. They get a grandstand view. A Sea King ASAC 7 clatters overhead to land.

The sound of more engines warming on the pan heralds the start of the second launch and at the same time the early Belgian foursome appears overhead to join the circuit. They peel and land, once again stopping the traffic. The five French Mirages follow suit. Tricky for photographs from the grass verge with these very high landing speeds.

The Mirages and F-16s start to appear for the second launch and we see, hear, feel and smell another eight aircraft take off on re-heat. Excellent.

The day is flying by so we head off round the airfield to check the aircraft remaining on the pans and tie them up to the posted list in the spectators' car park. We eyeball all those listed plus three RAF Tornados, four USAF F-15s and a C-9 of the US Navy. Apparently, the US aircraft all arrived last night because of fog at their home bases in East Anglia.

All in all a good morning's spotting. Flushed with success we decide to head south and see what the Yanks are up to at Mildenhall and Lakenheath.

Jim Stanfield

AVIATION HUMOUR 2

Tower: Mission 123, do you have problems?

Pilot: I think, I have lost my compass.

Tower: Judging the way you are flying, you lost the whole instrument panel.

Tower: (Washington D.C., Clearance Delivery): German Air Force 269, you are cleared to destination Indian Springs via after take-off radar vectors to 4000 feet thereafter present position direct BOM do not pass BOM at 6000 feet or below after passing 15000 feet turn right on heading 280 to intercept j156 direct ZZZ thereafter intercept j158 own navigation. Read back.

Pilot: (GAF 269): Roger, German Air Force 269 is cleared to destination Indian Springs via after take-off radar vectors to 4000 feet thereafter present position direct BOM do not pass BOM at 6000 feet or below after passing 15000 feet turn right on heading 280 to intercept j156 direct ZZZ thereafter intercept j158 own navigation, and I need another pencil.

Tower: Cannot read you, say again!

Pilot: Again!

Some Pilots have only two friends: Johnny Walker and Martin Baker.

...a bit off-topic,
'Naval Affairs'

(Actual radio transcript, released by the Chief of Naval Operations, October 1995)

Canadians: Please divert your course 15° to the south, to avoid a collision.

Americans: Recommend you divert your course 15° to the north, to avoid a collision.

Canadians: Negative. You will have to divert your course 15° to the south to avoid a collision.

Americans: This is the captain of a US Navy ship. I say again, would you divert your course.

Canadians: Negative. I say again. You will have to divert your course.

Americans: This is the aircraft carrier USS 'Abraham Lincoln', the second largest ship in the United States Atlantic Fleet. We are accompanied by three destroyers, three cruisers and numerous support vessels. I say again that's 15° north, or countermeasures will be taken to ensure the safety of this ship.

Canadians: We are a lighthouse. Your call.

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 2 April 2004 7.30pm for 8.00pm

Peasehill House, Harrogate Road, Rawdon, Leeds
We have again reserved the entire restaurant
in anticipation of a "full house" of members and their guests
at this popular social event

Celebration Menu - £18.00 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

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
telephone 01943 875 315

Please include details of your guest list
so that table plans and place cards can be prepared

LETS JET TWO TO BELFAST

Most members will be aware that Jet2 commenced a service to Belfast in November of last year. If not, why are you not reading my section! All fares on this service for flights during November were offered at the price of £1 plus taxes each way. To me this was an offer too good to miss and after brief discussion with the rest of the family three returns were booked, outward on Saturday 29th November with return on Sunday 30th.

We arrived at LBA on the Saturday morning, at 0600, on this rather overcast but dry day. I suspected a rather long check in queue as both the Amsterdam and Belfast Jet2 flights depart within ten minutes of each other. However, a pleasant surprise was the fact we marched straight up to the check in desk, and received instant attention.

Forty-five minutes later and we were being called to the gate for boarding. We were led to the latest addition to the fleet, G-CELC, and were soon settled in, ready for the off.

The aircraft seemed fairly full, and it was encouraging to hear many Irish accents, proving that it's not only Yorkshire folk using the service.

We pushed back to face east, and were given taxi instructions via "Bravo", 27 to enter and backtrack 14. No using the loop, quick 180 on the threshold. We made a sprightly departure up into the murk. It turned out to be only a fairly thin cloud covering and we burst through the tops into daylight. The sun was just coming over the horizon in the east as we made our right turn towards the Wallasey beacon and the west.

The cabin crew worked very hard during the short time available, to ensure everybody had been given the opportunity to purchase a drink, but having time to drink it was another issue.

All too soon we were descending back through the murk. When we came out of the cloud base, it was very clear the weather in Northern Ireland this particular day was very wet. Turbulence on short finals was rocking the wings a little. Thirty-five minutes after lift off from LBA we touched down on Aldergrove's runway 35 rather firmly. We vacated to the right and passed a DHL Airbus, and several Short SD.3-60's and H.S.748's on an apron to the west of the terminal, which is obviously used to park Freight/Royal Mail related flights.

We taxied onto stand, and it became obvious it was not just rain but a real downpour outside. We disembarked and made a run for the terminal, noting the only other two aircraft on the main terminal apron, which were My Travel Lite, A.320, G-DHJH and BMI Baby Boeing 737, G-ECAS.

As we had brought all our needs for the weekend in two rucksacks, and kept these as cabin baggage, we simply walked straight through the terminal, and out to the bus stops. The queue for the Belfast-bound bus was quite long, and boarding seemed incredibly slow. It soon became apparent the ticket machine had broken and the poor driver was having to handwrite emergency tickets.

The next shock, return to Belfast £9, nearly half the fare we had paid to fly to Aldergrove from LBA (and the bus journey took about the same time as the flight!). The bus - service number 300 - runs every thirty minutes on weekdays and hourly on Sundays. The countryside around Aldergrove looked beautiful, despite the heavy rain. Thirty minutes later we arrived in Belfast City Centre, and yes it was still pouring down. Belfast has two bus stations, Laganside and Europa. The airport bus calls at both, in that order.

My wife and son had been to Belfast earlier in the year, taking advantage of a "cheap day return" on FlyBE from LBA, so I was relying on them to lead the weekend and show me the sights.

We left the bus at the Europa bus station, which as the name suggests is close to the infamous Europa Hotel. My son took great pleasure in showing me various pieces of shrapnel still embedded in the wall. The Europa is the world's most bombed hotel, a total of 80 bombs were planted, 37 of which actually went off.

Across the road was another famous building the Crown Liquor saloon, but more about this later. We walked through the rain towards the City Hall, which is a truly spectacular building. From City Hall runs Donegal Place, the main shopping thoroughfare. Just on the left, at number 47, is the Belfast Welcome Centre, where we picked up a free street map and fairly comprehensive complementary guidebook. It was our first stopping point, and if you are a stranger in town, I'd recommend it be yours. I was now in desperate need of a coffee, and this need was soon satisfied, along with a rather delicious Chelsea bun, not the most healthy breakfast, but as I have said in previous articles, I am not an early morning person, and I was now just about waking up!

We then went to the Black Taxi Rank in front of the City Hall, and asked the driver if he did tours and what the cost was. £25 bought us an hour and a half tour, which was the same price my wife had paid, so we knew this was the going rate. In my books this was the highlight of the weekend, and is a definite "must do" for anybody visiting Belfast.

Our driver started the tour by driving up the Crumlin Road to the Police Station which is still ensconced in very high wire fences and surrounded by CCTV cameras. Directly opposite is the Crumlin Road jail, protected in a similar manner. From here we drove into the heart of Loyalist Belfast via the Shankill Road. The murals in both this and the Republican areas are true works of art. Many still depict the troubles, but as they become more of a tourist attraction, ones are being added depicting Irish history in general.

We drove down the peace line, which reminded me of the Berlin Wall and then through one of the crossing points into the Republican area. The crossing points are unmanned, but have gates, which can be remotely closed by the Forces if required to do so. After a tour of the Republican housing area we drove down Falls Road, stopping outside the Sinn Féin party headquarters, which also now has a souvenir shop attached! It had been local elections on the previous Thursday and the press were still in attendance big time. The driver pointed out an Army observation post, on top of a block of flats and also told us the Army occupies the top four floors of this building. However, should progress on resolving the differences in the province continue, the army plans to vacate the building by 2006.

We passed the Royal Victoria Hospital on the way back into the city centre which we crossed, and passed by the new Odyssey Centre, a huge new complex which houses cinemas, bars, shops, ten-pin bowling, W5 an interactive activity centre, and the Arena itself which as well as hosting shows, concerts etc, is home to the Belfast Giants ice hockey team. Our taxi driver was quick to point out the team actually only has one Irish player, but despite this receives a lot of support from the locals. Very close by is Harland and Wolff shipyard and the dock in which the Titanic was constructed. At one time the Belfast shipyards employed 32,000 workers, now it's just a few hundred, the yards hanging on by orders for two ships recently ordered by the Royal Navy. The other landmark or should I say landmarks at this end of town are Samson and Goliath, two of the world's biggest cranes, they are huge, yellow and dominate the skyline.

Next it was down to the university area and the beautiful Queens University, a truly gorgeous building. Although it was only built in 1849, the style is Tudor, with the entrance modelled on the Magdalen Tower in Oxford. Our hour and a half had now over-run, and it was time for some lunch. The driver agreed to drop us, where else, outside the pub, our choice being the Crown Liquor saloon.

The Crown Liquor saloon was also built in 1849 and is actually owned by the National Trust. It retains its original Victorian interior which includes individual doored booths, known as snugs, in which you can lock yourself away if you choose to. We were allocated our own snug, and had a good quality meal at reasonable prices.

We left the Crown and it was still raining. By now it was early afternoon, and we decided to check in at our hotel. Three weeks prior to our departure, I had searched laterooms.com, but the cheapest available family room in town was £80, no doubt due to a horse show taking place at the Odyssey and a motorbike show at the Albert Hall. I managed to book the last available family room at the Holiday Inn Express for £59

including breakfast. The hotel is about ten minutes walk from the city centre, and the phrase *drowned rats* springs to mind as we entered the lobby.

However we were soon allocated our room, and dried off and a cup of coffee later we were ready for more of what Belfast had to offer.

The hotel was close to the university, so we elected to visit the Botanical Gardens which are in the same area. The Victorian Palm House is in the park, and its boast is it is older than the more famous one at Kew. The Botanical Gardens are also home to the Ulster Museum. Admission is free (my sort of place!). Spread over five floors, the top three floors are an art museum, but the bottom two floors are the history of Ulster and Belfast in particular, and worth a visit. There is an area which shows a small display on the history of Shorts and aircraft building in Belfast.

I glanced out of one of the museum windows and was shocked. Not only had it stopped raining, but the clouds had lifted and I could see the mountains which surround the west of Belfast, a truly spectacular backdrop to the city, which had remained hidden for most of the day. It was now 5 o'clock and museum kicking out time. We walked onto the Golden Mile, so called because the road is a mile of boutiques, sleek bars and new cafes of every description. However, as we were not that hungry, a simple sandwich bar was all that was needed for tea, and back to the hotel for an early night.

Next morning we were up, breakfasted, checked out and in Belfast city centre for just after 1030. Mistake number one, nothing opens in Belfast on a Sunday until at least 1 o'clock! We decided to walk to the Waterfront at Lagan Lookout, passing the Albert Memorial Clock, which was built for a visit of Albert and Victoria. It is now known as the leaning tower of Belfast, having developed a lean of some eight feet.

We crossed the river, passed the Odyssey Centre and watched several mainland ferries and seacats come and go. We just had time to see St George's Market and New Waterfront Hall Opera House, before we made our way back to the main shopping centre for a look round. As well as all the big names you see in any High Street there was a good selection of smaller shops, and if you're a shopaholic it is a very compact, flat pleasant shopping area, which includes no less than three shopping centres, Forestside, Castle Court and Spires. Husbands be warned!

We caught the 1630 bus back to Aldergrove. Check in had not opened so we made our way to the viewing area. Not that easy to find but worth searching out. The area is located halfway down some stairs between the food village and the check ins. It is at first floor level, is carpeted, warm and because it is curved round the outside of the building provides panoramic views of the main runway 27/09 and the whole passenger apron. It seems to have almost been bolted onto the outside of the building and seems the ideal solution to the current viewing area, or lack of, problem we are experiencing at LBA at the moment.

Aldergrove really is dominated by low cost carriers, in particular EasyJet, and in the three hours we were there I noted Boeing 737's G-EZJC, G-EZYB, G-EZYS, G-IGOB (+ one missed while checking in). BMI Baby showed with 737's G-BVZE and G-BVKA, My Travel Lite again produced A.320 G-DHJH. Non low cost operations consisted only of Futura who were operating a couple of I.T. flights with 737's EC-GRX and EC-IOU. Freighters noted were TNT A.300, OO-TZA and a couple of H.S.748's G-DRCP and G-ORAL.

In between noting all this we managed a fairly quick check in, with only minimal queuing. A couple of local enthusiasts had turned out to see the still novel to them Jet2, but they appeared a little disappointed when it turned up and was G-CELS. Just the opposite of my reaction, as this now only leaves me G-CELU to travel on to have flown on the whole fleet.

We were boarded on time and were soon on our way out to holding point Alpha for a 27 departure back to Leeds. We left Belfast on a perfectly clear night, bombers' moon and all. We turned left after departure offering us spectacular night-time views of the city.

My son as always bagged the window seat, and after about twenty minutes claimed we were passing the Isle of Man. I quickly calculated we had either been flying at only about 80mph or he was mistaken. It turns

out we were passing over Merseyside, but the fact that all inland of the coast was covered in cloud made it appear like a small island.

We soon were on the drop and into cloud. We emerged over Keighley, heading down the Aire Valley trunk road, we swung a right at the Silsden roundabout and right again over Bolton Abbey. Unfortunately we disappeared back into cloud as we passed over Ilkley, fortunately re appearing again as we passed abeam Morrisons at Guiseley. A firm landing on 14 around the tunnel area, and moderate use of reverse thrust ensured we were able to vacate down taxiway Delta. Flight time on this sector thirty-seven minutes.

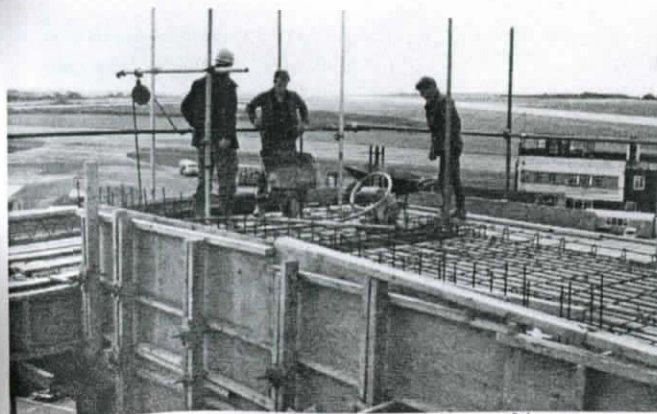
We were parked way down the eastern end of the apron. Despite LBA purchasing a new coach for the season, the arrival of the Jet2 Amsterdam just before us meant a shortage of coaches. But the captain kept us informed, even announcing he had now spotted one, which was definitely coming to us. A few passengers were moaning, but as I have explained in *Commercial Aviation News*, low cost carriers do not line airport operators' palms with silver. They as well as the airline have to control the costs, and I am sure cannot afford to run fleets of coaches and man them on the back of low cost carrier expansion. After all, isn't a five minute wait in your seat a small price to pay, when you've just had over half an hour in the air for just over a tenner!

I apologise if this article has been more about Belfast itself than the actual aviation side of the weekend. After several people have commented to me "Belfast, what do you want to go there for?", part of the aim of this article is to tempt you to participate in what must be the best value-for-money flights on offer, ever, from LBA, and not allow you to think you are going to some depressed, violent, nothing-to-do city when you reach your destination. Belfast is now the fifth most popular weekend destination in Britain, and it has not reached this position, so quickly after the troubles have ceased, for no good reason. Do not be alarmed by the past troubles that are now history, and hopefully will remain that way forever. We felt safe at all time and the city centre architecture is superb. OK - it could do to open a little earlier on the Sunday (I had hoped to visit the Ulster Folk and Transport Museum - which houses several aircraft - on the Sunday, but a late opening and the fact that it is out of town had not made this possible). I had a most enjoyable weekend at minimal cost. Even though most of the Jet2 weekend fares now have a lead in price of £9 plus taxes, the total return cost, with the extras, should be just over £40.

If you are able to go during the week, lead in fares are still £1, and because of the flight timings it would still be quite realistic to take in the things we did on the Saturday, in a day, and still catch your flight home. If you are an enthusiast and considering staying at the airport, my advice would be, unless you are very patient and can stand to watch EasyJet 737's all day, don't bother - enjoy the city instead.

I have taken advantage of the Ryanair offer in the *Yorkshire Evening Post*, and will be flying to Dublin for the day on 31st January. Again the fare is the enormous sum of £1 each way plus tax. This time I do plan to stay at the airport, so hopefully a report on this will appear in *Air Yorkshire* in the coming months.

David Wooler



Construction Leeds Bradford Tower
Peter Hall

AIRCRAFT RECOGNITION COMPETITION

(December magazine): ANSWERS AND WINNERS

1	F-111	11	Blenheim
2	Beech 18	12	A320
3	Caravelle	13	L39
4	747	14	F27
5	DC4	15	Fiat G91
6	Comet	16	Hercules
7	TU134	17	F16
8	Mig29	18	DC6
9	Learjet	19	F5
10	Solent	20	Stearman

Congratulations, B Learoyd and Paul Whincup - you are the joint winners with 19 correct answers. Thank you to all members who entered this competition and to Norman Smart for compiling it.

00PS

Photographs with thanks to Ken Cothliff





FREE AIR



29th January 2004

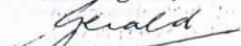
Dear Cliff and Sheila

May I add my condolences to those already expressed in print at the very sad loss of David Bates. To say it came as a shock on reading the magazine is a massive understatement for, although not in close contact, it was David who, in his quiet but charmingly persuasive manner, convinced me that I should act as the after dinner speaker at the Society's dinner last April. During the evening, he remained constantly attentive, making sure Nancy and I were 'at ease' and 'looked after': a perfect host, in fact. Given the succeeding sad developments, I am more than pleased I accepted David's invitation.

I also enclose a short piece, a follow-up in effect to Eric Martin's Military Matters' (January), which might be of interest to members?

Hope you are both well and every good wish for 2004.

Kind regards,


Gerald Myers.

Dear Cliff

Thank you for dealing with my query (December Magazine). I have another plea for help. I would like to know the previous identity of Fokker 50 PH-LXH (LBA 18.08.03 1721-1807). The only reference to re-registered KLM aircraft in Terry Sykes's November notes seems to be PH-OFC (ex G-UKFC), but this is, of course, an F100, (not an F50 as stated).

Best wishes for the New Year

Peter Gilbert

I am sure that there is someone in the Society who will be able to help with Peter's query, please send your reply via the magazine.

Thanks

Cliff

Friday 7th November supplied some very grotty weather to our favourite airport, entailing diversions and bringing the coaches into play. The first landing was Jet 2 from Amsterdam around 10:30am, on 32 at 250/300 metres with a 5/7 knot tail wind. Around 11:15am Iberworld diverted, however Air Europa made it. So if you consider a flight around this time of year it might influence your choice, Jet 2 certainly seem to get in where others fail!

According to the *Independent*, FRUITCAKE was banned from a plane at Montreal. It was stated that the airport's scanners could not penetrate the dense cake mixture - so if you are reading this, Ian Morton, fact or fiction?

David Tennant

travels to Spain during the 1960's, 70's and 80's. One aircraft type the DC 10 did appear more often than others but the liveries of all were colourful and striking. The airlines mainly ranged from Aviaco, Spantax, British Airtours, Dan Air and Laker. The second half of the presentation was of aircraft in the 21st century. The airlines here were Thomas Cook, My Travel, TUI, Monarch, Britannia Hapag-Lloyd and Neos.

The closing slide was a view in the sunset taken from an hotel balcony in Majorca. The hotel is at C'an Pastilla and is adjacent to the airport for Palma. By reserving a specific room, one has a view of aircraft approaching and landing on the runway. Jim told us that this was David Bates favourite hotel and the sunset seemed an appropriate closure for the meeting.

John Dale

Society members joined more than two hundred mourners at Rawdon Crematorium on 7 January 2004 to give thanks for the life of David Bates and to celebrate his many talents and achievements.



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