



YORKSHIRES PREMIER AVIATION SOCIETY



SOUTH AFRICAN AIRWAYS - HISTORIC FLIGHT
DOUGLAS DC4 ZS-AUB COTTESMORE JULY 2000
KEN COTHLIFF

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2001-2002

Mike WILLINGALE
Noreen BARRETT, Paul WINDSOR, Denis STENNING, John DALE,
Laurie COLDBECK, Geoff WARD, David TENNANT.

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

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

- 3 February** Captain Ian Burrell the Police helicopter pilot makes a welcome return.
- 3 March** Royal International Air Tattoo 2001 Video, the odd question, and prize.
- 7 April** Ken Cothliff takes us on a journey with Shuttleworth through the years.

AIR YORKSHIRE AVIATION NEWS

Many thanks to all those who attended the December Christmas meeting/aviation fair, hopefully a good time was had by all. The raffle raised £63.00 and the aviation fair £92.50. After expenses for coffee and mince pies, presentation of chocolates etc. we were left with a clear profit of £60.00 which is excellent news, as in past years we may have made a small loss.

Geoff Ward took two boxes of chocolates to the airport staff who helped us through the past year with the use of gate 20 and once again our sincere thanks and gratitude go to them and the L.B.I.A.

Congratulations to Paul Whincup (Aviation Photographer of the Year) on winning the photo competition, which I am sure we all agree has been a great success. It gave me much pleasure to present Paul with the trophy and ten pounds in cash. Also very well done, Laurie Coldbeck for the best photo on the back cover. The winner of my 'teaser' was Ian Morton who got the answer in double quick time. For those of you who were not at the meeting, the following four items were laid out on a board, a ladies ring, a packet of Morrison's ham, some building sand and a pair of men's shorts with the question, what is the aircraft?? The answer, Shorts Sand-ring-ham!!

Many thanks also go to the following: Ken and Doreen Cothliff who very kindly presented the Society with a lovely iced cake, Mike Dixon who called in to see us, gave us an update and answered a few questions and finally Chris Smith (Senior ATC Engineer) who explained the problems with receiver licences. Chris is willing to give us a talk on his work at the airport maintaining various ATC equipment at the airport, which I'm sure we will all find very interesting. In all my years at AY (man and boy) I can't remember a talk on this subject before. Watch this space!!

David Bates



MOVEMENTS - NOVEMBER

01 Thursday

G-BZSD	PA-46 Malibu	0726	0805	G-JECA	CL600 RJ	0735	0825
G-UKTE	Fokker 50	0740	0836	G-BXXT	B.76 Duchess	0827	1507
G-JALC	Boeing 757	0918	1035	G-MAJI	Jetstream 41	0920	0954
G-SMDB	Boeing 737 3	0923	1052	G-RJXJ	EMB 135	0926	1502
G-MAJB	Jetstream 41	0933	1005	G-RJXC	EMB 145	0935	1514
G-MAJG	Jetstream 41	0942	1816	G-UKTD	Fokker 50	0950	1049
G-MAJC	Jetstream 41	1032	1108	El-CKP	Boeing 737	1038	1116
OO-DJG	BAe 146 200	1045	1126	G-JECA	CL600 RJ	1054	1140
G-BTEK	TB-20 Trinidad	1109	1354	G-BCDK	P68B Victor	1208	1615
G-BZJE	PA-46 Malibu	1244	1546	G-MAJB	Jetstream 41	1257	1438
EC-GLT	Airbus 320	1337	1450	G-SMDB	Boeing 737 3	1340	1529
G-BJYD	Cessna F152	1345	1448	G-AZLY	Cessna F150L	1347	1431
G-MAJI	Jetstream 41	1417	1506	G-UKTD	Fokker 50	1436	1553
OO-DJW	Avro 146 RJ85	1443	1544	G-BNOH	PA28 Warrior II	1455	1537
G-MAJC	Jetstream 41	1500	1540	G-OLDJ	Learjet 45	1518	1623
G-JECA	CL600 RJ	1549	1638	G-BOHT	PA38 Tomahawk	1609	1628
G-BYAX	Boeing 757	1644	1831	G-RJXH	EMB 145	1647	1756
G-UKTE	Fokker 50	1649	1819	G-MAJB	Jetstream 41	1700	1747
G-RJXJ	EMB 135	1703	1744	G-RJXC	EMB 145	1705	1810
N16NK	Gulfstream V	1722	1123 (04)	N900SJ	Falcon 900	1725	1143 (04)
G-MAJI	Jetstream 41	1741	1913	G-MAJE	Jetstream 41	1738	0700 (02)
G-BDYD	Rockwell 114	1808	1002 (04)	G-SMDB	Boeing 737 3	1814	1909
G-MAJC	Jetstream 41	1834	1915	OO-DWH	Avro 146 RJ100	1840	1936
G-JECA	CL600 RJ	1905	1949	G-JALC	Boeing 757	1934	0927 (02)
G-RJXJ	EMB 135	1938	0715 (02)	G-UKTD	Fokker 50	1954	0632 (02)
G-RJXC	EMB 135	1958	0753 (02)	G-MAJB	Jetstream 41	2008	0705 (02)
G-MAJG	Jetstream 41	2036	0721 (02)	G-RJXH	EMB 145	2047	0737 (02)
G-SMDB	Boeing 737 3	2130	0642 (02)	G-MAJI	Jetstream 41	2142	1354 (02)
G-MAJC	Jetstream 41	2148	0653 (02)	OO-DJK	Avro 146 RJ85	2215	0637 (02)

02 Friday

HB-IEE	Boeing 757	0040	0329	G-BYNB	Boeing 737-8	0108	0207
G-JECA	CL600 RJ	0742	0831	G-UKTE	Fokker 50	0751	0836
G-MAJE	Jetstream 41	0915	1004	G-MAJB	Jetstream 41	0921	1007
G-RJXJ	EMB 135	0937	1505	G-RJXH	EMB 145	0940	1034
G-SMDB	Boeing 737 3	0942	1057	G-MAJC	Jetstream 41	0944	1120
G-SIRS	Citation Excel	0948	1106	G-UKTD	Fokker 50	0956	1053
G-AXBH	Cessna F172H	0957	1402	OO-DJJ	BAe 146 200	1014	1108
G-MAJG	Jetstream 41	1018	1102	El-CJG	Boeing 737	1036	1124
G-JECA	CL600 RJ	1049	1139	G-RJXC	EMB 145	1051	1352
G-BWHY	Robinson R22B	1057	1548	G-BFZD	Cessna FR182	1100	1309
G-BAVZ	PA-23 Aztec	1112	1540	EC-GUR	Airbus 320	1118	1245
G-WARH	PA28 Warrior	1153	1358	G-BYAJ	Boeing 757	1224	1439
G-MRMR	PA31 Navajo	1241	1153 (05)	G-MAJB	Jetstream 41	1259	1446
SE-DZK	Boeing 737 8	1307	1432	G-SMDB	Boeing 737 3	1337	1536

G-RJXH	EMB 145	1342	1517	G-UKTD	Fokker 50	1421	1601
G-MAJD	Jetstream 41	1430	1512	OO-DJO	BAe 146 RJ85	1434	1545
G-MAJG	Jetstream 41	1451	1711	CS-DNK	Hawker 800XP	1510	1251 (04)
G-VICE	Hughes 369	1536	1618	G-JECA	CL600 RJ	1540	1637
G-BKVT	PA 23 Aztec	1551	1303 (03)	G-BRPU	B76 Duchess	1608	1121 (09)
G-SIRS	Citation Excel	1616	1634	G-UKTE	Fokker 50	1643	1818
G-RJXC	EMB 145	1651	1753	G-MAJB	Jetstream 41	1706	1824
G-RJEJ	EMB 135	1709	1803	G-MAJD	Jetstream 41	1724	1805
G-MAJI	Jetstream 41	1727	1830	G-RJXH	EMB 145	1738	1835
G-SMDB	Boeing 737 3	1800	1915	TF-SUN	Boeing 737	1807	2125
OO-DJL	BAe 146 RJ85	1844	1932	G-REDB	Cessna 310Q	1906	1919
G-JALC	Boeing 757	1908	0827 (03)	G-JECA	CL600 RJ	1910	1956
G-RJXJ	EMB 135	2001	1456 (04)	G-MAJG	Jetstream 41	2009	2051
G-MAJD	Jetstream 41	2017	1512 (03)	G-RJXH	EMB 145	2028	1757 (04)
G-MAJB	Jetstream 41	2033	0737 (05)	G-RJXC	EMB 145	2059	0837 (03)
G-UKTH	Fokker 50	2111	0616 (03)	G-MAJI	Jetstream 41	2117	0722 (03)
G-SMDB	Boeing 737 3	2142	0752 (03)	OO-DJW	BAe 146 RJ85	2234	0639 (03)
G-MAJG	Jetstream 41	2306	1006 (03)				

03 Saturday

G-UKTE	Fokker 50	0748	0837	G-UKTH	Fokker 50	0953	1048
EI-CJI	Boeing 737	1009	1054	G-MAJI	Jetstream 41	1012	1416
G-SMDB	Boeing 737 3	1014	1152	N359DW	Twin Comanche	1107	1721
G-RJXC	EMB 145	1146	1349 (04)	G-OSEA	BN2 Islander	1203	1217 (10)
G-JEDB	DHC 8	1241	1405	G-MAJG	Jetstream 41	1259	1005 (04)
G-VELA	SIAI 205	1338	1438	OO-DJN	BAe 146 RJ85	1430	1540
G-UKTB	Fokker 50	1446	1540	G-BWRP	B58 Baron	1506	1615
G-BUPS	ATR-42	1625	1557 (04)	G-MAJI	Jetstream 41	1728	1423 (04)
G-MAJD	Jetstream 41	1730	1409 (04)	OO-DJW	Avro 146 RJ85	1846	0635 (04)
G-UKTB	Fokker 50	2016	0629 (04)	G-OBMP	Boeing 737 3	2054	0642 (04)
G-JALC	Boeing 757	2201	1815 (04)	G-OPMN	BOEING 727	2306	0742 (04)

04 Sunday

EI-CJG	Boeing 737	0847	0924	G-OBMP	Boeing 737 3	0918	1047
G-UKTF	Fokker 50	0957	1043	OO-DJH	BAe 146 200	1018	1109
N80JN	Mitsubishi MU-2J	1033	1316	G-JEDY	DHC-8	1040	1125
G-BOHT	PA-38 Tomahawk	1042	1106	G-SPUR	CITATION II	1058	1525
G-BDYD	Rockwell 114	1156	1216	G-UKTI	Fokker 50	1229	1310
G-MAJG	Jetstream 41	1246	1506	G-UKTF	Fokker 50	1421	1548
G-BYAP	Boeing 757	1444	1614	G-MAJC	Jetstream 41	1448	1603
OO-DJL	Avro 146 RJ85	1458	1552	N273TB	B.58 Baron	1522	1559
G-JECA	CL600 RJ	1543	1639	G-RJXC	EMB 145	1642	1808
G-RJXJ	EMB 135	1647	0719 (05)	G-UKTI	Fokker 50	1653	1811
G-MAJD	Jetstream 41	1706	1752	G-MAJ	Jetstream 41	1724	1818
G-MAJI	Jetstream 41	1731	1826	G-OBMP	Boeing 737 3	1846	1912
CS-DNV	Hawker 800XP	1901	0950 (05)	N198SL	Citation Bravo	1902	0943 (06)
OO-DJN	Avro 146 RJ85	1907	1952	G-JECA	CL 600 RJ	1923	1958
G-MAJC	Jetstream 41	1949	0656 (05)	G-UKTF	Fokker 50	2006	0632 (05)
G-RJXC	EMB 145	2008	0758 (05)	G-MAJD	Jetstream 41	2013	0709 (05)
G-MAJG	Jetstream 41	2029	0734 (05)	G-OPMN	Boeing 727	2054	0752 (05)
G-RJXH	EMB 145	2103	0731 (05)	G-MAJI	Jetstream 41	2128	1027 (05)
G-OBMP	Boeing 737 3	2133	0653 (05)	OO-DJS	Avro 146 RJ85	2225	0644 (05)
G-JALC	Boeing 757	2323	1108 (05)				

05 Monday

G-JECA	CL600 RJ	0741	0835	G-UKTI	Fokker 50	0755	0839
G-MAJD	Jetstream 41	0921	1002	G-OBMP	Boeing 737 3	0925	1050
G-RJXH	EMB 145	0930	1036	G-RJXJ	EMB 135	0933	1454
G-MAJB	Jetstream 41	0945	1020	G-UKTF	Fokker 50	0956	1056
G-MAJC	Jetstream 41	0959	1350	G-MAJG	Jetstream 41	1032	1116

OO-DJF	BAe 146 200	1034	1124	EI-COB	Boeing 737	1038	1120
G-BTHY	JetRanger	1045	1411	G-JECA	CL600 RJ	1102	1139
G-RJXC	EMB 145	1113	1348	CS-DNS	Falcon 2000	1159	1403
G-MAJD	Jetstream 41	1256	1440	R-RJXH	EMB 145	1334	1511
G-OBMP	Boeing 737 3	1336	1530	G-MAJB	Jetstream 41	1424	1505
G-UKTF	Fokker 50	1426	1500	G-BLXY	PA-28 Warrior	1446	1513 (06)
OO-DJQ	Avro 146 RJ85	1450	1549	G-MAJG	Jetstream 41	1458	1536
G-JECA	CL600 RJ	1545	1636	G-BZJE	PA-46 Malibu	1551	0915 (06)
G-UKTI	Fokker 50	1647	1815	G-RJXC	EMB 145	1654	1759
G-RJXJ	EMB 135	1658	1741	G-RJXH	EMB 145	1701	1803
G-MAJD	Jetstream 41	1711	1753	G-MAJB	Jetstream 41	1717	1808
G-MRMR	PA-31 Navajo	1735	1811	G-MAJC	Jetstream 41	1738	1827
G-OBMP	Boeing 737 3	1806	1904	G-MAJG	Jetstream 41	1838	1914
CS-DNV	Hawker 800XP	1845	1131 (06)	OO-DJS	Avro 146 RJ8	1848	1942
G-JECA	CL600 RJ	1906	1952	G-RJXJ	EMB 135	1940	0730 (06)
G-RJXH	EMB 145	1959	0753 (06)	G-MAJD	Jetstream 41	2003	0658 (06)
G-UKTF	Fokker 50	2006	0654 (06)	G-MAJB	Jetstream 41	2039	0725 (06)
G-JALC	Boeing 757	2100	1135 (06)	G-RJXC	EMB 145	2106	0716 (06)
G-MAJC	Jetstream 41	2129	0712 (06)	G-MAJG	Jetstream 41	2139	0703 (06)
G-OBMP	Boeing 737 3	2146	0647 (06)	OO-DJT	Avro 146 RJ85	2221	0640 (06)

06 Tuesday

G-JECA	CL600 RJ	0736	0826	G-UKTI	Fokker 50	0758	0939
G-RJXC	EMB 145	0918	1517	G-OBMP	Boeing 737 3	0924	1049
G-MAJG	Jetstream 41	0926	1007	G-MAJC	Jetstream 41	0934	1010
G-RJXJ	EMB 135	0936	1509	G-MAJD	Jetstream 41	0948	1342
G-UKTF	Fokker 50	0959	1149	G-TFYN	PA32R Lancer	1003	1030
G-MAJB	Jetstream 41	1013	1100	EI-COA	Boeing 737	1026	1120
OO-DJJ	BAe 146 200	1031	1115	G-BCKV	Cessna FRA150L	1044	1123
G-JECA	CL600 RJ	1056	1138	G-RJXH	EMB 145	1106	1338
G-BCTF	PA 28 Warrior	1109	1141	G-MAJC	Jetstream 41	1254	1447
G-MRMR	PA-31 Navajo	1302	0819 (15)	G-OOOS	Boeing 757	1305	1400
G-OBMP	Boeing 737 3	1341	1535	G-LENY	PA-34 Seneca	1345	1600
G-BYAX	Boeing 757	1416	1540	G-MAJG	Jetstream 41	1424	1514
G-BXLY	PA-28 Warrior	1450	n/s	G-UKTF	Fokker 50	1505	1637
G-MAJB	Jetstream 41	1507	1605	G-JECA	CL600 RJ	1548	1642
LX-IMS	Lear Jet 45	1552	1715	OO-DWK	BAe 146 RJ100	1614	1649
G-RJXH	EMB 145	1702	1759	G-RJXJ	EMB 135	1707	1752
G-MAJC	Jetstream 41	1711	1747	G-RJXC	EMB 145	1713	1813
G-MAJG	Jetstream 41	1734	1809	G-MAJD	Jetstream 41	1737	1825
G-FIT	PA-31 Navajo	1741	1544 (07)	G-OBMP	Boeing 737 3	1805	1904
G-MAJB	Jetstream 41	1852	1927	G-OOOA	Boeing 757	1859	1942
G-JECA	CL600 RJ	1906	1946	G-RJXJ	EMB 135	1936	0730 (07)
G-MAJC	Jetstream 41	1959	1703 (07)	G-RJXC	EMB 145	2001	0752 (07)
G-UKTF	Fokker 50	2009	0628 (07)	G-MAJG	Jetstream 41	2037	0651 (07)
G-RJXH	EMB 145	2119	0739 (07)	G-JALC	Boeing 757	2122	1345 (07)
G-MAJD	Jetstream 41	2134	0722 (07)	G-MAJB	Jetstream 41	2140	0701 (07)
G-ECAS	Boeing 737 3	2203	0644 (07)	G-NEWR	PA-31 Navajo	2207	1047 (07)

07 Wednesday

G-JECA	CL600 RJ	0736	0823	G-UKTG	Fokker 50	0801	0838
G-ECAS	Boeing 737 3	0922	1056	G-RJXJ	EMB 135	0926	1459
G-MAJC	Jetstream 41	0928	1001	G-AWFJ	Cherokee Arrow	0936	1318
G-MAJB	Jetstream 41	0941	1011	G-RJXH	EMB 145	0948	1510
G-MAJG	Jetstream 41	0953	1341	G-UKTF	Fokker 50	1025	1116
EI-COB	Boeing 737	1028	1112	G-MAJD	Jetstream 41	1033	1108
N250SM	Citation Excel	1039	1109 (09)	N198SL	Citation Bravo	1042	0933 (08)
G-JECA	CL600 RJ	1045	1139	EI-WYO	PA-31 Navajo	1051	1740 (09)
G-RJXC	EMB 145	1101	1349	G-MAJC	Jetstream 41	1300	1439

HB-VII	Lear Jet	1313	1836	40112	C-21A	1325	1744
G-ECAS	Boeing 737 3	1339	1534	ZG846	Islander AL.1	1411	1520
G-MAJB	Jetstream 41	1418	1506	G-MAJD	Jetstream 41	1453	1541
G-UKTF	Fokker 50	1512	1606	G-JECA	CL600 RJ	1547	1642
N92CJ	CitationJet	1636	1714	G-RJXJ	EMB135	1702	1738
G-RJXH	EMB 145	1705	1813	G-MAJC	Jetstream 41	1707	1748
G-RJXC	EMB 145	1717	1800	G-MAJB	Jetstream 41	1720	1810
G-MAJG	Jetstream 41	1741	1823	G-MAJD	Jetstream 41	1826	1905
G-ECAS	Boeing 737 3	1840	1930	G-JECA	CL600 RJ	1908	1950
G-RJXJ	EMB 135	1933	0718 (08)	G-MAJC	Jetstream 41	2002	0702 (08)
G-UKTG	Fokker 50	2008	0737 (08)	G-RJXH	EMB 145	2015	0757 (08)
G-MAJB	Jetstream 41	2036	0705 (08)	G-RJXC	EMB 145	2116	0732 (08)
G-MAJG	Jetstream 41	2124	0726 (08)	G-MAJD	Jetstream 41	2134	0713 (08)
G-ECAS	Boeing 737 3	2146	0640 (08)	G-JALC	Boeing 757	2225	1030 (08)

08 Thursday

F-GNMA	King Air C90A	0041	0120	G-JECA	CL600 RJ	0741	0832
G-MAJC	Jetstream 41	0928	1003	G-RJXJ	EMB 135	0931	1453
G-ECAS	Boeing 737 3	0935	1053	G-MAJD	Jetstream 41	0939	1011
G-RJXC	EMB 145	0941	1508	G-NEWR	PA-31 Navajo	0946	1018
G-MAJB	Jetstream 41	0953	1353	G-MAJG	Jetstream 41	1027	1116
EI-CJD	Boeing 737	1043	1130	G-UKTG	Fokker 50	1046	1132
G-JECA	CL600 RJ	1050	1137	G-RJXH	EMB 145	1110	1340
HB-VIK	BAE 125 800B	1118	1321	G-MAJD	Jetstream 41	1255	1440
EC-GZE	Airbus 320	1317	1432	G-OWAX	King Air 200	1330	1639
G-ECAS	Boeing 737 3	1342	1533	G-MAJC	Jetstream 41	1416	1514
G-MAJG	Jetstream 41	1442	1536	G-UKTD	Fokker 50	1456	1636
G-PROM	Ecureuil	1530	1205 (09)	G-JECA	CL600 RJ	1554	1643
G-BYAP	Boeing 757	1615	1809	OO-SXD	EMB 121 Xingu	1633	1723
G-RJXJ	EMB 135	1654	1744	G-RJXC	EMB 145	1659	1835
G-MAJD	Jetstream 41	1702	1758	F-GRAX	Falcon 900	1720	1819
N510PS	Cessna 310	1726	1309 (13)	G-RJXJ	EMB 145	1729	1817
G-MAJC	Jetstream 41	1732	1812	G-MAJB	Jetstream 41	1737	1827
G-ECAS	Boeing 737 3	1806	1905	G-MAJG	Jetstream 41	1855	1931
G-JECA	CL600 RJ	1908	1952	G-JALC	Boeing 757	1935	0933 (09)
G-RJXJ	EMB 135	1944	0726 (09)	G-MAJD	Jetstream 41	2008	0654 (09)
G-UKTG	Fokker 50	2026	0635 (09)	G-RJXC	EMB 145	2029	0735 (09)
G-MAJC	Jetstream 41	2033	0704 (09)	G-BPPM	King Air B200	2051	2256
G-RJXH	EMB 145	2123	0745 (09)	G-MAJB	Jetstream 41	2126	0740 (09)
G-MAJG	Jetstream 41	2132	0707 (09)	G-ECAS	Boeing 737 3	2140	0640 (09)

09 Friday

G-JECA	CL600 RJ	0739	0824	F-BXON	King Air E90	0836	0955
G-MAJC	Jetstream 41	0925	1000	G-MAJG	Jetstream 41	0927	1005
G-RJXJ	EMB 135	0929	1504	G-ECAS	Boeing 737 3	0939	1056
EI-DMG	Cessna 441	0947	0924 (10)	G-RJXH	EMB 145	0954	1114
G-MAJD	Jetstream 41	1002	1352	G-MAJB	Jetstream 41	1022	1111
EI-CON	Boeing 737	1038	1122	G-BYLM	PA-46 Malibu	1047	0859 (14)
G-UKFI	Fokker 100	1051	1156	G-RJXC	EMB 145	1058	1346
G-JECA	CL600 RJ	1102	1139	EC-GUR	Airbus 320	1143	1302
G-MAJF	Jetstream 41	1244	1602 (11)	G-MAJG	Jetstream 41	1255	1445
G-BRPU	B.76 Duchess	1314	0948 (14)	G-BYAS	Boeing 757	1316	1441
G-ECAS	Boeing 737 3	1353	1530	G-RJXH	EMB 145	1400	1517
SE-DZI	Boeing 737 8	1403	1526	G-MAJC	Jetstream 41	1422	1512
G-MAJB	Jetstream 41	1501	1543	G-UKTH	Fokker 50	1513	1605
N92CJ	CitationJet	1521	1614	G-JECA	CL600 RJ	1545	1636
G-BBPX	PA-34 Seneca	1551	n/s	G-JAPL	Twin Squirrel	1608	1742
G-UKTF	Fokker 50	1642	1811	R-RJXJ	EMB 135	1703	1744
G-RJXH	EMB 145	1709	1808	G-MAJG	Jetstream 41	1717	1754

G-MAJC	Jetstream 41	1732	1803	G-MAJD	Jetstream 41	1734	1830
G-MIND	Cessna 404	1737	1955	G-RJXC	EMB 145	1750	1839
G-ECAS	Boeing 737 3	1814	1906	G-MAJB	Jetstream 41	1837	1915
G-JECA	CL600 RJ	1909	1947	G-RJXH	EMB 135	1953	1501 (11)
G-JALC	Boeing 757	1958	0747 (10)	G-RJXH	EMB 145	2003	1351 (11)
G-MAJG	Jetstream 41	2007	1442 (13)	G-MAJC	Jetstream 41	2027	1408 (11)
G-MAJM	Jetstream 41	2106	2138	G-UKTI	Fokker 50	2108	0621 (10)
G-MAJD	Jetstream 41	2121	0647 (10)	G-MAJB	Jetstream 41	2137	1006 (10)
G-RJXC	EMB 145	2141	0859 (10)	G-OBMP	Boeing 737 3	2147	0645 (10)

10 Saturday

G-UKTF	Fokker 50	0743	0839	VP-CNM	Citation II	0834	0911
G-OBMP	Boeing 737 3	0931	1052	G-MAJD	Jetstream 41	0939	1417
G-UKTI	Fokker 50	0954	1047	El-CJI	Boeing 737	1013	1056
G-EWFN	TB-20 Trinidad	1146	1244	G-RJXC	EMB 145	1211	1757 (11)
G-JEDE	DHC 8	1250	1359	G-MAJB	Jetstream 41	1255	1501
G-UKTI	Fokker 50	1410	1546	G-OOFT	PA-28 Warrior	1512	1128 (11)
CS-DNX	Hawker 800XP	1644	1114 (11)	G-BNTC	Turbo Arrow IV	1650	1028 (11)
F-XA	Falcon 900	1655	1754	G-MAJB	Jetstream 41	1717	1001 (11)
G-LORR	PA-28 Archer III	1723	1035 (11)	G-MAJD	Jetstream 41	1725	1428 (11)
G-DENZ	PA-44 Seminole	1738	n/s	G-ORJB	Citation I	1826	1834
G-UKTI	Fokker 50	1956	0635 (11)	G-ODSK	Boeing 737 3	2053	0654 (11)
G-JALC	Boeing 757	2246	0805 (11)				

11 Sunday

G-MPCD	Airbus 320	0622	0734	El-CNX	Boeing 737	0841	1014
G-ODSK	Boeing 737	0924	1040	G-UKTI	Fokker 50	0955	1052
G-JEDY	DHC 8	1112	1147	G-UKTF	Fokker 50	1211	1309
G-AZFI	PA.28R	1237	1328	N900RK	Mooney M.20J	1242	1334
G-MAJB	Jetstream 41	1255	1509	G-BYAJ	Boeing 757	1403	1530
G-TYNE	TB.20	1410	1512	G-CLHA	BAe 146	1424	0838 (12)
G-BDWY	PA.28	14.30	1503	G-UKTI	Fokker 50	1448	1550
G-JECA	CL600 RJ	1556	1638	G-RJXH	EMB 145	1630	1808
G-UKTF	Fokker 50	1701	1810	G-RJXH	EMB 135	1703	1753
G-MAJC	Jetstream 41	1706	1745	G-MAJB	Jetstream 41	1724	1803
G-MAJD	Jetstream 41	1743	1826	G-ODSK	Boeing 737	1805	1902
G-JECA	CL600 RJ	1908	1953	G-MAJF	Jetstream 41	1943	0651 (12)
G-RJXH	EMB 145	2001	0736 (12)	G-UKTI	Fokker 50	2004	0632 (12)
G-MAJC	Jetstream 41	2006	0657 (12)	G-MAJB	Jetstream 41	2024	0705 (12)
G-MPCD	Airbus A320	2042	2123	G-RJXC	EMB 145	2100	0726 (12)
G-MAJD	Jetstream 41	2126	0732 (12)	G-ODSK	Boeing 737	2143	0645 (12)
G-RJXF	EMB 145	2203	0723 (12)	G-JALC	Boeing 757	2248	1159 (12)

12 Monday

G-JECA	CL600 RJ	0742	0828	G-UKTF	Fokker 50	0746	0843
F-GLGY	Falcon 900	0835	0938	VP-BMX	Learjet 31A	0841	1345
G-MAJB	Jetstream 41	0922	1014	G-ODSK	Boeing 737	0925	1056
G-MAJC	Jetstream 41	0931	1003	G-RJXH	EMB 145	0933	1042
G-MAMD	Beech B.200	0941	1758 (21)	G-MAJF	Jetstream 41	0946	1350
G-UKTI	Fokker 50	0953	1047	G-RJXC	EMB 145	1001	1503
G-MAJD	Jetstream 41	1009	1101	G-RJXF	EMB 145	1020	1703
N198SL	Citation 550	1039	1537	G-FFRI	AS.355	1042	1212
El-CKQ	Boeing 737	1043	1122	G-JECA	CL600 RJ	1052	1140
G-CLHA	BAe 146	1233	1347	VP-CFG	Citation 550	1245	0949 (15)
G-MAJB	Jetstream 41	1303	1442	G-ODSK	Boeing 737	1328	1528
G-RJXH	EMB 145	1343	1509	G-MAJE	Jetstream 41	1416	1505
G-UKTG	Fokker 50	1421	1549	G-MAJD	Jetstream 41	1451	1532
G-JECA	CL600 RJ	1552	1638	G-JPAL	AS.355	1636	1639
G-UKTA	FOKKER 50	1646	1802	G-RJXC	EMB 145	1701	1747
G-MAJB	Jetstream 41	1706	1744	G-RJXH	EMB 145	1708	1810

G-CLHA	BAE 146	1717	1806	G-RJXF	EMB 145	1720	1758
G-MAJE	Jetstream 41	1725	1826	G-MAJF	Jetstream 41	1735	1824
G-ODSK	Boeing 737	1814	1912	G-MAJD	Jetstream 41	1829	1903
D-CNAC	Metro	1901	2006	G-JECA	CL600 RJ	1909	1948
F-GLGY	Falcon 900	1931	2014	G-RJXC	EMB 145	1944	0720
G-MAJB	Jetstream 41	2003	0702 (13)	G-RJXH	EMB 145	2018	0730 (13)
G-RJXF	EMB 145	2042	0713 (13)	G-MAJE	Jetstream 41	2112	0724 (13)
G-CLHA	BAE 146	2117	0803 (13)	G-MAJF	Jetstream 41	2120	0707 (13)
G-JALC	Boeing 757	2127	1132 (13)	G-UKTB	Fokker 50	2129	0628 (13)
G-MAJD	Jetstream 41	2134	0715 (13)	G-ODSK	Boeing 737	2136	0646 (13)

13 Tuesday

G-BZSD	PA 46	0641	0741	G-JECA	CL600 RJ	0744	0823
G-UKTF	Fokker 50	0748	0841	G-RJXC	EMB 145	0927	1459
G-MAJF	Jetstream 41	0928	1004	G-BCRP	PA23	0933	1009
G-RJXH	EMB 145	0935	1513	G-MAJD	Jetstream 41	0938	1014
G-BVZI	Boeing 737	0940	1040	40318	C-12	0951	1450
G-MAJB	Jetstream 41	0956	0720 (15)	N250TM	Beech B.200	0957	1343 (17)
G-MAJE	Jetstream 41	1007	1108	G-RJXF	EMB 145	1026	
EI-CKR	Boeing 737	1041	1142	G-JECA	CL600 RJ	1056	1142
G-CLHA	BAe 146	1105	1337	G-JPAL	AS.355	1144	1335
G-UKTA	Fokker 50	1151	1307	EC-HHH	Boeing 737	1207	1305
G-MAJD	Jetstream 41	1254	1345	G-BVZI	Boeing 737	1339	1528
G-MAJF	Jetstream 41	1421	1508	G-BYAJ	Boeing 757	1424	1546
G-JPAL	AS 355	1455	1550	G-MAJE	Jetstream 41	1456	1535
N510PS	Cessna 310	1521	0949	G-UKFB	Fokker 50	1540	1609
XZ651	LYNX	1544	1614	XZ616	LYNX	1544	1614
G-JECA	CL600 RJ	1556	1641	G-RJXC	EMB 145	1658	1744
G-MAJG	Jetstream 41	1711	1752	G-CLHA	BAE 146	1714	1803
G-BZSD	PA.46	1719	1820	G-RJXF	EMB 145	1728	1818
G-MAJD	Jetstream 41	1739	1830	G-SPUR	Citation 550	1742	2324
G-DBYE	M.20M	1746	1127 (14)	G-BVZI	Boeing 737	1808	1904
G-MAJE	Jetstream 41	1827	1909	G-JECA	CL600 RJ	1907	1953
G-RJXC	EMB 145	1935	0710 (14)	G-RJXJ	EMB 135	1937	0725 (14)
G-MAJG	Jetstream 41	2005	0730 (14)	G-RJXH	EMB 145	2009	0743 (14)
G-MAJF	Jetstream 41	2045	0706	G-RJXF	EMB 145	2057	0736 (14)
G-JALC	Boeing 757	2105	1122	G-CLHA	BAE 146	2115	2201
G-MAJE	Jetstream 41	2127	0648 (14)	G-MAJD	Jetstream 41	2130	0710 (14)
G-OJTW	Boeing 737	2146	0645 (14)	G-UKTF	Fokker 50	2151	0633 (14)

14 Wednesday

G-JECA	CL600 RJ	0742	0825	G-UKTA	Fokker 50	0754	0831
G-RJXC	EMB 145	0920	1505	G-MAJF	Jetstream 41	0926	1003
G-OJTW	Boeing 737	0928	1115	G-MAJD	Jetstream 41	0939	1019
G-RJXF	EMB 145	0944	1415	G-UKTF	Fokker 50	0946	1053
G-MAJG	Jetstream 41	1012	1145	G-MAJE	Jetstream 41	1015	1737
F-GKID	Citation 500	1017	1402	G-RJXK	EMB 135	1021	1513
G-SOUL	Cessna 310	1026	1346	G-BKAS	PA.38	1042	1104
G-RJXH	EMB 145	1046	1344	EI-CON	Boeing 737	1051	1150
G-JECA	CL600 RJ	1055	1152	G-BRPU	B.76	1156	1258 (15)
G-AXCA	PA.28R	1212	1454	N900CB	Cessna 421C	1223	0707 (19)
G-MAJD	Jetstream 41	1252	1350	G-OJTW	Boeing 737	1342	1536
G-MAJF	Jetstream 41	1433	1520	G-BCRP	PA.23	1448	1558
G-MAJG	Jetstream 41	1502	1541	G-JECA	CL600 RJ	1545	1644
N3003G	Beechjet 400A	1607	0859 (16)	N79EL	Beechjet 400A	1640	1731
G-RJXH	EMB 145	1651	1756	G-MAJE	Jetstream 41	1655	1740
G-RJXC	EMB 145	1707	1747	VP-CSC	Citation 560	1711	1200 (20)
G-RJXK	EMB 135	1713	1810	G-RJXF	EMB 145	1717	1759
G-MAJD	Jetstream 41	1742	1835	G-OJTW	Boeing 737	1814	1910

G-MAJG	Jetstream 41	1832	1914	N425HS	Cessna 425	1859	1933
F-GJIS	Beech 36	1905	1746 (15)	G-JECA	CL600 RJ	1912	1947
G-RJXC	EMB 145	1952	0729 (15)	G-RJXX	EMB 135	1955	0737
G-UKTA	Fokker 50	1957	0640 (15)	G-MAJE	Jetstream 41	2002	0715 (15)
G-RJXF	EMB145	2037	0727 (15)	G-JALC	Boeing 757	2041	1010 (15)
G-RJXH	EMB 145	2111	0746	G-MAJF	Jetstream 41	2116	0703 (15)
G-MAJG	Jetstream 41	2124	1502	G-MAJD	Jetstream 41	2128	0653 (15)
G-OJTW	Boeing 737	2139	0650 (15)				

15 Thursday

G-JECA	CL600 RJ	0740	0822	G-FIND	Cessna F406	0744	0845
G-UKTF	Fokker 50	0816	0908	G-SOUL	Cessna 310R	0839	1438
VP-CSN	Citation 560	0905	0943	G-OJTW	Boeing 737	0920	1058
G-MAJF	Jetstream 41	0928	1015	G-RJXX	EMB 145	0931	1511
G-MAJE	Jetstream 41	0935	1013	G-MAJD	Jetstream 41	0952	1113
G-RJXC	EMMB 145	1017	1456	G-MAJB	Jetstream 41	1021	1445
EI-COA	Boeing 737	1039	1118	G-JECA	CL600 RJ	1056	1132
G-RJXH	EMB 145	1104	1345	G-UKTA	Fokker 50	1111	1154
G-OJUN	AS.355	1148	1700	G-RJXF	EMB 145	1213	1408
N-533	Cessna 172	1254	1351	EC-HZU	Airbus A.320	1311	1427
G-OJTW	Boeing 737	1340	1520	G-BNRL	Cessna 152	1355	1457
G-MAJE	Jetstream 41	1420	1822	G-MAJD	Jetstream 41	1500	1539
G-UKTF	Fokker 50	1518	1604	CS-DNO	BAE 125	1520	1652
N510PS	Cessna 310	1532	0737 (23)	G-BRPU	B.76	1537	1436
G-JECA	CL600 RJ	1545	1645	G-BYAS	Boeing 757	1617	1805
G-OLDJ	L.45	1619	1656	G-MAJB	Jetstream 41	1658	1743
G-RJXC	EMB 145	1704	1819	G-RJXX	EMB 135	1707	1808
G-RJXF	EMB 145	1712	1816	G-RJXH	EMB 145	1716	1800
G-MAJF	Jetstream 41	1731	1832	G-MAJG	Jetstream 41	1734	0655 (16)
G-MRMR	PA-31	1757	1148 (21)	G-OJTW	Boeing 737	1813	1915
G-MAJD	Jetstream 41	1831	1929	G-JALC	Boeing 757	1911	0928 (16)
G-JECA	CL600 RJ	1912	1957	G-RJXX	EMB 135	1955	0742 (16)
G-MAJB	Jetstream 41	1959	0716 (16)	G-UKTF	Fokker 50	2001	0642 (16)
G-RJXC	EMB 145	2007	0721 (16)	G-MAJE	Jetstream 41	2059	1055 (16)
G-RJXH	EMB 145	2109	0745 (16)	G-MAJF	Jetstream 41	2119	0739 (16)
G-RJXF	EMB 145	2134	0734 (16)	N79EL	Beechjet 400A	2136	2203
G-OJTW	Boeing 737	2139	0646 (16)	G-MAJD	Jetstream 41	2157	0658 (16)

16 Friday

N170SW	BD700	0639	0755	G-JECA	CL600 RJ	0736	0830
G-UKTA	Fokker 50	0752	0834	G-RJXC	EMB 145	0922	1031
G-RJXF	EMB 145	0925	1520	G-MAJD	Jetstream 41	0930	1003
G-MAJB	Jetstream 41	0932	1348	G-OJTW	Boeing 737	0934	1053
G-MAJG	Jetstream 41	0948	1206	G-UKTF	Fokker 50	0956	1103
G-MAJR	Jetstream 41	1017	1105	G-RJXX	EMB 135	1029	1413
EI-COA	Boeing 737	1042	1126	G-RJXH	EMB 145	1044	1346
G-JECA	CL600 RJ	1054	1132	G-BGTU	PA34	1127	1242
G-BXXT	Beech 76	1140	1704	G-SBAS	Beech 200	1223	1251
G-MAJE	Jetstream 41	1318	1446	SE-DZK	Boeing 737	1324	1443
G-RJXC	EMB 145	1338	1459	G-OJTW	Boeing 737	1340	1529
G-OLDJ	Learjet 45	1342	1411	G-UKTD	Fokker 50	1408	1556
G-BYAJ	Boeing 757	1411	1544	G-MAJD	Jetstream 41	1435	1507
G-MAJF	Jetstream 41	1502	1536	G-JECA	CL600 RJ	1553	1639
G-BBNG	BELL 206	1604	1621	G-UKTA	Fokker 50	1655	1821
G-RJXH	EMB 145	1659	1754	G-OBWY	Boeing 737	1703	0736 (17)
G-MAJE	Jetstream 41	1706	1747	G-RJXC	EMB 145	1710	1801
G-RJXF	EMB 145	1716	1809	G-OOOX	Boeing 757	1720	1856
G-RJXX	EMB 135	1723	1813	G-MAJD	Jetstream 41	1720	1805
G-MAJB	Jetstream 41	1732	1827	N5003G	Beechjet .400A	1737	0803 (20)

G-OJTW	Boeing 737	1818	1913	G-MAJF	Jetstream 41	1840	1917
G-JALC	Boeing 757	1850	0756 (17)	C-GMND	Falcon 900	1853	1939
G-JECA	CL600 RJ	1909	1951	G-RJXC	EMB 145	1953	1507 (18)
G-MAJE	Jetstream 41	1956	1003 (17)	G-UKTD	Fokker 50	1959	0622 (17)
G-RJXF	EMB 145	2007	0842(17)	G-MAJD	Jetstream 41	2027	0654 (17)
G-RJXH	EMB 135	2047	0805 (19)	G-RJXH	EMB 145	2101	0814 (17)
G-MAJB	Jetstream 41	2127	1610 (18)	G-MAJF	Jetstream 41	2133	1004 (18)
G-OJTW	Boeing 737	2143	0644 (17)				

17 Saturday

G-UKTC	Fokker 50	0741	2105	VP-CSN	Citation 560	0835	0901
G-OJTW	Boeing 737	0935	1049	G-MAJD	Jetstream 41	0947	1412
G-UKTD	Fokker 50	0949	1044	EI-COB	Boeing 737	1013	1053
G-BOPV	PA 34	1059	1212	G-RJXF	EMB 145	1109	1759 (18)
G-RJXH	EMB 145	1130	1355 (18)	G-JEDF	DHC.8	1242	1359
G-MAJE	Jetstream 41	1257	1757	G-BYML	DO.328	1307	1209 (18)
G-UKTD	Fokker 50	1421	1549	G-OOJP	Commander 114B	1618	1711 (18)
G-MAJD	Jetstream 41	1722	1706 (18)	G-MAJE	Jetstream 41	1726	1420 (18)
G-UKTB	Fokker 50	2015	0635 (18)	G-OBWY	Boeing 737	2018	2100
G-SMDB	Boeing 737	2054	0639	G-JALC	Boeing 757	2217	0756 (18)

18 Sunday

EI-CKA	Boeing 737	0851	0925	G-UKTB	Fokker 50	0939	1046
G-SMDB	Boeing 737	0945	1053	G-JEDF	DHC.8	1040	1117
G-UKTF	Fokker 50	1204	1257	G-MAJF	Jetstream 41	1253	1502
G-BYAS	Boeing 757	1344	1518	G-UKTB	Fokker 50	1416	1550
G-JECD	CL600 RJ	1540	1634	G-RJXH	EMB 145	1637	1756
G-RJXC	EMB 145	1658	1815	G-MAJD	Jetstream 41	1710	1748
G-MAJF	Jetstream 41	1716	1803	VP-CCP	Citation 550	1725	1742 (19)
ZG847	Islander	1720	1822	G-MAJE	Jetstream 41	1731	1827
G-SMDB	Boeing 737	1810	1908	G-JECD	CL600 RJ	1910	1947
G-MAJB	Jetstream 41	1952	0703 (19)	G-UKTB	Fokker 50	1956	0629 (19)
G-MAJD	Jetstream 41	2000	0710 (19)	G-RJXC	EMB 145	2004	0741 (19)
G-RJXF	EMB 145	2055	0758 (19)	G-RJXH	EMB 145	2058	0728 (19)
G-MAJE	Jetstream 41	2116	0650	G-SMDB	Boeing 737	2137	0657 (19)
G-JALC	Boeing 757	2219	1055 (19)				

19 Monday

G-UKTF	Fokker 50	0746	0838	N273TB	Beech 58	0749	0806
G-JECD	CL600 RJ	0754	0835	G-MAJB	Jetstream 41	0916	1000
G-RJXH	EMB 145	0938	1104	G-MAJD	Jetstream 41	0942	1016
G-UKTB	Fokker 50	0943	1057	G-MAJE	Jetstream 41	0946	1345
G-UVIP	Cessna 421C	0951	1600 (20)	G-SMDB	Boeing 737	0958	1101
G-RJXH	EMB 135	1008	1518	G-MAJF	Jetstream 41	1019	1110
G-ECZZ	EC-120B	1024	1111	G-RJXC	EMB 145	1034	1412
EI-CKR	Boeing 737	1045	1123	G-JECD	CL600 RJ	1051	1136
G-BXDS	BELL 206	1054	1410	G-RJXF	EMB 145	1116	1348
G-LHPL	AS.350B	1130	1313	CS-DNK	BAE 125	1243	
G-MAJD	Jetstream 41	1255	1439	OE-LPO	Katana	1344	1418
G-SMDB	Boeing 737	1353	1526	G-UKTB	Fokker 50	1421	1551
G-MAJA	Jetstream 41	1432	1640	G-MAJF	Jetstream 41	1446	1529
G-ECZZ	EC-120B	1459	1534	G-JECD	CL600 RJ	1544	1631
G-UKTF	Fokker 50	1638	1807	G-RJXF	EMB 145	1644	1754
G-RJXH	EMB 145	1659	1800	G-MAJD	Jetstream 41	1703	1747
G-RJXH	EMB 135	1709	1811	G-TBGL	A.109A	1712	0751 (20)
G-RJXC	EMB 145	1716	1814	G-MAJE	Jetstream 41	1732	1826
G-MAJF	Jetstream 41	1750	1823	G-SMDB	Boeing 737	1818	1907
G-JECD	CL600 RJ	1904	1953	G-MAJA	Jetstream 41	1922	2001
G-RJXH	EMB 145	1951	0725 (20)	G-UKTD	Fokker 50	1954	0630 (20)
G-MAJD	Jetstream 41	1959	0705 (20)	G-JALC	Boeing 757	2026	1133 (20)

G-RJXK	EMB 135	2028	0742 (20)	G-MAJF	Jetstream 41	2039	0720 (20)
G-RJXC	EMB 145	2100	0730 (20)	G-RJXF	EMB 145	2103	0739 (20)
G-JPAL	AS.355	2107	1306 (23)	G-MAJE	Jetstream 41	2110	0703 (20)
G-SMDB	Boeing 737	2154	0650 (20)	G-MAJA	Jetstream 41	2212	1345 (21)

20 Tuesday

G-JECD	CL600 RJ	0736	0824	G-BZSD	PA46	0748	0830
G-UKTH	Fokker 50	0812	0846	G-SOUL	Cessna 310R	0819	1120
G-MAJE	Jetstream 41	0925	1000	G-MAJD	Jetstream 41	0928	1009
G-RJXH	EMB 145	0937	1500	G-SMDB	Boeing 737	0940	1055
G-UKTD	Fokker 50	0949	1046	G-RJXC	EMB 145	1007	1410
G-BUKA	Metro	1018	1723 (21)	EI-COA	Boeing 737	1026	1107
G-RJXF	EMB 145	1042	1347	G-JECD	CL600 RJ	1044	1139
G-VBAC	Shorts 360	1112	1203	G-DAAC	CL604 Challenger	1137	1740
G-MAJD	Jetstream 41	1251	1338	N754AM	A109A	1254	1502
N5003G	Beechjet 400A	1305	0949	G-SMDB	Boeing 737	1344	1528
G-MAJJ	Jetstream 41	1413	1450	G-MAJE	Jetstream 41	1415	1506
G-UKTD	Fokker 50	1419	1558	G-BYAX	Boeing 737	1425	1553
G-OSW	BD700	1433	1523	G-MAJF	Jetstream 41	1446	1531
G-JECD	CL600 RJ	1540	1635	N295SS	PA46	1628	1145 (22)
G-RJXF	EMB 145	1647	1759	G-KKES	TB20	1655	0739 (21)
G-RJXK	EMB 135	1701	1808	G-MAJJ	Jetstream 41	1704	1750
G-BRPU	Beech 76	1706	1324 (23)	G-RJXH	EMB 145	1708	1755
G-BZSD	PA46	1718	1813	G-RJXC	EMB 145	1726	1806
G-MAJE	Jetstream 41	1730	1811	G-MAJD	Jetstream 41	1733	1830
G-SMDB	Boeing 737	1801	1903	G-MAJF	Jetstream 41	1824	1906
HB-IEE	Boeing 757	1829	0936 (21)	G-JECD	CL600 RJ	1908	1954
G-TBGL	A.109A	1917	1944	G-RJXH	EMB 145	1952	0727 (21)
G-MAJJ	Jetstream 41	2006	0702	G-MAJE	Jetstream 41	2022	0706 (21)
G-RJXC	EMB 145	2047	0735 (21)	G-JALC	Boeing 757	2107	1102 (21)
G-RJXF	EMB 145	2110	0749 (21)	G-MAJD	Jetstream 41	2118	0651(21)
I-FXRC	AVANTI	2130	0752 (21)	G-ECAS	Boeing 737	2134	0648 (21)

21 Wednesday

G-JECD	CL600 RJ	0737	0832	G-UKTF	Fokker 50	0746	0835
G-JMCF	Boeing 757	0829	0923	EI-PAL	Citation 550	0853	1454 (22)
G-ECAS	Boeing 737	0919	1053	G-MAJJ	Jetstream 41	0925	1004
G-MAJE	Jetstream 41	0927	1006	G-RJXH	EMB 145	0930	1050
G-RJXK	EMB 135	0945	1533	G-MAJD	Jetstream 41	0950	1231
G-UKTD	Jetstream 41	0957	1044	G-MAJF	Jetstream 41	1012	1058
G-RJXC	EMB 145	1018	1411	EI-COA	Boeing 737	1028	1107
G-RJXF	EMB 145	1039	1351	G-JECD	CL600 RJ	1052	1139
G-MAJJ	Jetstream 41	1254	1444	G-ECAS	Boeing 737	1335	1536
G-RJXH	EMB 145	1339	1501	G-OOIO	AS.350B	1346	
G-IOIO	Bell 206	1348	1425	G-MAJE	Jetstream 41	1422	1519
G-UKTD	Fokker 50	1430	1633	G-XPSS	Shorts 360	1512	1930
G-JECD	CL600 RJ	1542	1639	G-RJXF	EMB 145	1659	1826
G-RJXH	EMB 145	1714	1756	G-RJXC	EMB 145	1718	1814
G-MAJA	Jetstream 41	1735	1835	G-MAJE	Jetstream 41	1742	1832
G-ECAS	Boeing 737	1811	1902	G-OBYB	Boeing 767	1823	0813 (22)
I-FXRC	AVANTI	1829	1934	G-MAJF	Jetstream 41	1838	1911
G-MRMR	PA31	1927	0101 (30)	G-MAJJ	Jetstream 41	2002	0734 (22)
G-RJXK	EMB 135	2009	0738 (22)	G-UKTD	Fokker 50	2029	0638 (22)
G-JALC	Boeing 757	2034	1003 (22)	G-MAJE	Jetstream 41	2053	0659 (22)
G-MAJF	Jetstream 41	2130	0705 (22)	G-MAJA	Jetstream 41	2132	0655 (22)
G-ECAS	Boeing 737	2136	0650 (22)				

22 Thursday

G-RJXF	EMB 145	0200	0728	G-JECD	CL600 RJ	0731	0825
G-UKTG	Fokker 50	0804	0852	G-MAJE	Jetstream 41	0922	0957
G-MAJF	Jetstream 41	0930	1011	G-RJXK	EMB 135	0932	1512
G-ECAS	Boeing 737	0935	1055	G-MAJA	Jetstream 41	0947	1349
G-UKTD	Fokker 50	1013	1057	G-MAJJ	Jetstream 41	1016	1115
G-TRDM	TB20	1020	1144	G-RJXH	EMB 145	1026	1425
EI-CKR	Boeing 737	1035	1120	G-JECD	CL600 RJ	1052	1138
G-RJXC	EMB 145	1208	1503	G-BPRY	PA.28	1227	1335
G-MAJF	Jetstream 41	1252	1439	EC-HZU	Airbus A320	1328	1446
G-ECAS	Boeing 737	1330	1529	G-UKTD	Fokker 50	1449	1603
G-MAJJ	Jetstream 41	1451	1534	G-JECD	CL600 RJ	1550	1650
G-BYAS	Boeing 757	1635	1800	G-RJXC	EMB 145	1657	1750
G-MAJF	Jetstream 41	1712	1745	G-RJXF	EMB 145	1717	1806
G-MAJE	Jetstream 41	1729	1809	G-MAJA	Jetstream 41	1738	1833
N900CB	C421C	1757	1234 (24)	G-ECAS	Boeing 737	1812	1914
G-OLDC	Learjet 45	1817	2031	G-MAJJ	Jetstream 41	1828	1905
G-WBPR	BAE 125	1850	1911	G-JECD	CL600 RJ	1909	1951
G-JALC	Boeing 757	1922	0937 (23)	G-RJXC	EMB 145	1938	0722 (23)
G-MAJF	Jetstream 41	2009	0700 (23)	G-UKTD	Fokker 50	2011	0646 (23)
G-MAJE	Jetstream 41	2023	0655 (23)	G-RJXF	EMB 145	2119	0731 (23)
G-MAJJ	Jetstream 41	2121	0710 (23)	G-MAJA	Jetstream 41	2130	0718 (23)
G-ECAS	Boeing 737	2133	0641 (23)				

23 Friday

HB-IEE	Boeing 757	0025	0339	G-OBYB	Boeing 767	0041	0156
G-JMCF	Boeing 757	0045	0129	G-JECD	CL600 RJ	0736	0825
G-UKTE	Fokker 50	0756	0840	N12NM	Citation 501	0900	1252
G-RJXH	EMB 145	0919	1037	G-MAJJ	Jetstream 41	0924	1005
G-RJXK	EMB 135	0927	1517	G-ECAS	Boeing 737	0931	1057
G-MAJF	Jetstream 41	0934	1009	G-UKTD	Fokker 50	0953	1045
G-MAJA	Jetstream 41	1014	1104	G-RJXC	EMB 145	1022	1417
EI-CNY	Boeing 737	1033	1110	G-RJXF	EMB 145	1052	1348
G-JECD	CL600 RJ	1055	1141	N5003G	Beechjet 400A	1148	
G-BLHR	GA.7	1157	1316	XV290	Hercules	1202	1215
XW221	PUMA	1224	1354	G-BYAX	Boeing 757	1250	1425
G-MAJJ	Jetstream 41	1258	1429	N510PS	C.310N	1314	
SE-DZK	Boeing 737	1342	1456	G-ECAS	Boeing 737	1435	1526
G-RJXH	EMB 145	1349	1459	G-WBPR	BAE 125	1352	1552
CS-DNN	BAE 125	1414	1558	G-UKTD	Fokker 50	1423	1547
G-BRPU	B.76	1442	1424 (26)	G-MAJA	Jetstream 41	1450	1533
N198SL	Citation 550	1505	1914	G-JECD	CL600 RJ	1539	1639
G-UKTE	Fokker 50	1649	1819	G-RJXH	EMB 145	1655	1735
G-RJXK	EMB 135	1719	1817	G-OOOS	Boeing 757	1720	1826
G-RJXC	EMB 145	1722	1802	G-MAJE	Jetstream 41	1740	1839
G-ECAS	Boeing 737	1813	1910	G-SPOR	B200	1822	0943 (24)
G-MAJA	Jetstream 41	1830	1906	G-JECD	CL600 RJ	1919	1955
G-RJXH	EMB 145	1932	0854 (24)	G-JALC	Boeing 757	1947	0751 (24)
G-UKTD	Fokker 50	2011	0638 (24)	G-RJXK	EMB 135	2015	1302 (24)
G-MAJF	Jetstream 41	2026	1719 (24)	G-RJXC	EMB 145	2055	1352 (25)
G-MAJE	Jetstream 41	2125	1422 (25)	G-MAJA	Jetstream 41	2128	1006 (24)
G-ECAS	Boeing 737	2134	0646 (24)	N421N	Cessna 421	2155	1032 (24)

24 Saturday

G-MONC	Boeing 757	0624	0756	G-UKTE	Fokker 50	0740	0835
G-CLHA	BAE 146	0832	0914	G-ECAS	Boeing 737	0924	1050
G-MAJJ	Jetstream 41	0941	1406 (25)	G-UKTD	Fokker 50	0950	1045
EI-CON	Boeing 737	1018	1053	G-MAJA	Jetstream 41	1258	1505
G-JEDC	DHC.8	1304	1428	G-RJXH	EMB 145	1313	1809 (25)

G-UKTD	Fokker 50	1412	1544	G-RJXK	EMB 135	1422	1458 (25)
F-GLPT	Merlin	1631	1801	G-MAJA	Jetstream 41	1721	1617
G-MAJF	Jetstream 41	1732	1009 (25)	G-UKTD	Fokker 50	1954	0620 (25)
G-MONC	Boeing 737	2052	0740 (25)	G-OJTW	Boeing 737	2110	0651 (25)
G-JALC	Boeing 757	2228	0757 (25)				
25 Sunday							
EI-CNV	Boeing 737	0836	0914	G-RUNG	SAAB 340	0923	0956
G-OJTW	Boeing 737	0937	1106	G-UKTD	Fokker 50	0948	1045
G-JEDC	DHC 8	1045	1119	G-UKTH	Fokker 50	1222	1308
G-MAJF	Jetstream 41	1254	1505	G-BYAX	Boeing 757	1348	1545
G-UKTD	Fokker 50	1419	1556	G-CBFO	Cessna 172	1531	0853 (26)
G-JECA	CL600 RJ	1542	1752	G-RJXC	EMB 145	1627	1752
G-UKTH	Fokker 50	1646	1818	G-MAJJ	Jetstream 41	1700	1742
N198SL	Citation 550	1708	1936	G-MAJE	Jetstream 41	1729	1828
G-MAJF	Jetstream 41	1805	1836	G-GNTG	SAAB 340	1815	1908
G-OJTW	Boeing 737	1823	1920	G-JECA	CL600 RJ	1904	1950
G-MAJA	Jetstream 41	1953	0653 (26)	G-MAJJ	Jetstream 41	1957	0706 (26)
G-UKTD	Fokker 50	2004	0614 (26)	G-RJXK	EMB 135	2006	0744 (26)
G-MAJF	Jetstream 41	2037	0709 (26)	G-RJXH	EMB 145	2053	0749 (26)
G-RJXC	EMB 145	2111	0741 (26)	G-MAJE	Jetstream 41	2137	0728 (26)
G-SMDB	Boeing 737	2138	0645 (26)	G-RJXI	EMB 145	2148	0738 (26)
G-JALC	Boeing 757	2237	1100 (26)				
26 Monday							
G-JECA	CL600 RJ	0736	0824	G-UKTG	Fokker 50	0802	0845
G-MAJF	Jetstream 41	0919	1001	G-SMDB	Boeing 737	0926	1057
G-RJXK	EMB 135	0933	1504	G-RJXC	EMB 145	0941	1050
G-BYLM	PA.46	0950	1106	G-MAJD	Jetstream 41	0955	1024
G-UKTD	Fokker 50	0959	1128	G-MAJE	Jetstream 41	1006	1111
VP-CFG	Citation 501	1012	1510 (29)	G-RJXI	EMB 145	1027	1359
EI-CON	Boeing 737	1042	1122	G-JECA	CL600 RJ	1054	1142
G-RJXH	EMB 145	1101	1337	N202AA	Cessna 421	1234	1407
G-MAJD	Jetstream 41	1254	1438	G-SMDB	Boeing 737	1327	1536
G-BGXD	TB.10	1330		G-RJXC	EMB 145	1351	1508
G-MAJF	Jetstream 41	1423	1517	G-UKTG	Fokker 50	1448	1614
G-MAJE	Jetstream 41	1450	1531	G-JECA	CL600 RJ	1553	1642
G-BRPU	Beech 76	1600	1422 (29)	G-UKTB	Fokker 50	1648	1817
G-MAJD	Jetstream 41	1653	1753	G-RJXH	EMB 145	1655	1749
G-RJXC	EMB 145	1704	1743	G-RJXI	EMB 145	1707	1928
G-MAJF	Jetstream 41	1726	1814	G-MAJA	Jetstream 41	1738	1830
G-SMDB	Boeing 737	1803	1909	G-MAJE	Jetstream 41	1820	1916
G-JECA	CL600 RJ	1902	1950	G-RJXC	EMB 145	1936	0746 (27)
G-MAJD	Jetstream 41	2000	0648 (27)	G-RJXK	EMB 135	2011	0736 (27)
G-JALC	Boeing 757	2022	1137 (27)	G-MAJF	Jetstream 41	2026	0704 (27)
G-RJXH	EMB 145	2101	0728 (27)	G-MAJA	Jetstream 41	2117	0700 (27)
G-MAJE	Jetstream 41	2125	0732 (27)	G-SMDB	Boeing 737	2130	0638 (27)
G-UKTG	Fokker 50	2134	0628 (27)	G-RJXI	EMB 145	2159	0725 (27)
27 Tuesday							
G-JECA	CL600 RJ	0730	0829	G-UKTF	Fokker 50	0753	0837
G-SMDB	Boeing 737	0921	1056	G-MAJF	Jetstream 41	0929	1000
G-RJXK	EMB 135	0934	1513	G-RJXH	EMB 145	0943	1509
G-MAJA	Jetstream 41	0947	1017	G-MAJA	Jetstream 41	0947	1017
G-MAJD	Jetstream 41	0950	1343	G-UKTD	Fokker 50	1002	1047
G-RJXI	EMB 145	1030	1407	G-MAJE	Jetstream 41	1033	1107
EI-CKR	Boeing 737	1037	1121	G-JECA	CL600 RJ	1044	1143
ZG845	ISLANDER	1057	1229	G-SOUL	Cessna 310	1140	1234
G-ORJB	Citation 500	1156	1504	G-MAJF	Jetstream 41	1247	1440
D-AHIC	Boeing 737	1304	0753	G-BYLM	PA46	1332	0904 (30)

G-SMDB	Boeing 737	1336	1520	G-MAJA	Jetstream 41	1409	1504
G-UKTG	Fokker 50	1421	1551	G-MAJE	Jetstream 41	1452	1534
G-JEAJ	BAE 146	1544	1637	G-RJXC	EMB 145	1651	1809
G-MAJF	Jetstream 41	1701	1742	G-RJXK	EMB 135	1703	1816
G-BYAB	Boeing 767	1713	1843	G-RJXI	EMB 145	1719	1804
G-MAJA	Jetstream 41	1723	1812	G-MAJD	Jetstream 41	1737	1828
G-SMDB	Boeing 737	1807	1910	G-MAJE	Jetstream 41	1826	1902
G-JECD	CL600 RJ	1859	1944	G-RJXH	EMB 145	1933	0734 (28)
G-MAJF	Jetstream 41	1956	0716 (28)	G-BZSD	PA.46	2002	0856 (28)
G-RJXK	EMB 135	2011	0758 (28)	G-UKTG	Fokker 50	2020	0628 (28)
G-MAJA	Jetstream 41	2030	0720 (28)	G-RJXI	EMB 145	2055	0724 (28)
G-RJXC	EMB 145	2102	0727 (28)	G-JALC	Boeing 737	2114	1057 (28)
G-MAJD	Jetstream 41	2123	0735(28)	G-SMDB	Boeing 737	2130	0643 (28)

28 Wednesday

G-JECD	CL600RJ	0742	0830	G-BOOE	GA.7	0902	1358
N525AD	Citation 525	0912	1758	G-SMDB	Boeing 737	0923	1101
G-MAJA	Jetstream 41	0928	1005	G-MAJF	Jetstream 41	0931	1008
G-RJXC	EMB 145	0933	1505	G-UKTG	Fokker 50	0952	1044
G-MAJE	Jetstream 41	0955	1350	EI-CON	Boeing 737	1020	1110
G-RJXI	EMB 145	1023	1410	G-MAJD	Jetstream 41	1029	1113
G-TYNE	TB.20	1034	1208	G-ROWL	AA-5B	1051	1444
G-JECD	CL600 RJ	1054	1135	G-RJXH	EMB 145	1106	1344
G-BCKV	Cessna 150	1159	1243	G-MAJF	Jetstream 41	1255	1440
G-SMDB	Boeing 737	1338	1528	G-MAJA	Jetstream 41	1418	1503
G-UKTG	Fokker 50	1425	1553	G-MAJD	Jetstream 41	1453	1530
G-JECD	CL600 RJ	1542	1638	G-BXXT	Beech 76	1600	1606
G-AWFJ	PA.28R	1602	1809	CS-DNR	Falcon 2000	1621	0831 (29)
G-TANS	TB20	1629		G-RJXC	EMB 145	1702	1810
G-MAJR	Jetstream 41	1705	1746	G-RJXK	EMB 135	1708	1813
G-RJXH	EMB 145	1711	1757	G-RJXI	EMB 145	1718	1807
G-MAJA	Jetstream 41	1721	1805	G-MAJE	Jetstream 41	1740	1830
G-SMDB	Boeing 737	1802	1901	G-MAJD	Jetstream 41	1822	1903
G-JECD	CL600 RJ	1907	1950	G-MAJF	Jetstream 41	1958	0700 (29)
G-RJXC	EMB 145	2002	0727 (29)	G-UKTG	Fokker 50	2005	0632 (29)
G-RJXK	EMB 135	2009	0745 (29)	G-JALC	Boeing 757	2019	1019 (29)
G-MAJA	Jetstream 41	2027	0730 (29)	G-RJXI	EMB 145	2050	0734 (29)
G-RJXH	EMB 145	2056	0724 (29)	G-MAJE	Jetstream 41	2116	0651 (29)
G-MAJD	Jetstream 41	2119	0705 (29)	G-SMDB	Boeing 737	2135	0657 (29)

29 Thursday

G-JECD	CL600 RJ	0743	0846	G-UKTC	Fokker 50	0759	0836
G-RJXH	EMB 145	0917	1455	G-MAJD	Jetstream 41	0919	1002
G-RJXK	EMB 135	0932	1514	G-SMDB	Boeing 737	0944	1058
G-MAJE	Jetstream 41	0952	1036	G-UKTG	Fokker 50	0955	1049
G-MAJA	Jetstream 41	1015	1103	G-RJXI	EMB 145	1022	1409
EI-CJE	Boeing 737	1034	1118	G-RJXC	EMB 145	1046	1350
G-JECD	CL600 RJ	1101	1141	G-MAJR	Jetstream 41	1154	1346
G-MAJD	Jetstream 41	1254	1434	VP-CSC	Citation 560	1306	1125 (30)
EC-HZU	Airbus A.320	1312	1430	G-SMDB	Boeing 737	1333	1539
G-UKTG	Fokker 50	1420	1558	HB-VHV	BAE 125	1440	1641
G-MAJE	Jetstream 41	1446	1536	G-MAJA	Jetstream 41	1449	1520
G-BRPU	B.76	1527		G-JECD	CL600 RJ	1545	1638
G-BYAJ	Boeing 757	1631	1820	G-MAJD	Jetstream 41	1705	1750
G-RJXH	EMB 145	1707	1746	G-RJXC	EMB 145	1710	1823
G-RJXI	EMB 145	1715	1759	G-MAJA	Jetstream 41	1732	1813
G-MAJF	Jetstream 41	1744	1830	G-SMDB	Boeing 737	1817	1913
G-MAJE	Jetstream 41	1839	1918	G-JALC	Boeing 757	1906	0923 (30)
G-JECD	CL600 RJ	1910	1819 (1)	F-GKCV	Beech 200	1921	1819 (1)

G-RJXH	EMB 145	1955	0727 (30)	G-MAJD	Jetstream 41	1959	0652 (30)
G-UKTG	Fokker 50	2002	0642 (30)	G-MAJA	Jetstream 41	2031	0659 (30)
G-RJXI	EMB 145	2056	0730 (30)	G-MAJF	Jetstream 41	2124	0702 (30)
G-MAJE	Jetstream 41	2130	0719 (30)	G-RJXC	EMB 145	2138	0740 (30)
G-SMDB	Boeing 737	2150	0641 (30)	G-FJET	Citation 550	2329	1540 (30)
30 Friday							
G-JECD	CL600 RJ	0747	0821	G-UKTI	Fokker 50	0809	1008
G-RJXH	EMB 145	0921	1035	G-SMDB	Boeing 737	0925	1050
G-MAJF	Jetstream 41	0928	1005	G-MAJA	Jetstream 41	0930	1011
G-MAJD	Jetstream 41	0958	1129	G-UKTG	Fokker 50	1013	1223
G-RJXI	EMB 145	1021	1414	EI-COX	Boeing 737	1031	1109
G-JECD	CL600 RJ	1048	1140	N900CB	C.421C	1101	
ZG993	ISLANDER	1209	1601	G-BIRS	Cessna 182P	1212	1324
G-BOVK	PA.28	1228		CS-DNQ	Falcon 2000	1244	
G-BYAX	Boeing 757	1247	1424	G-MAJF	Jetstream 41	1252	1343
ZAT05	CHINOOK	1301	1434	G-OBWZ	Boeing 737	1307	0755
G-FLVU	Citation 501	1326	1427	G-SMDB	Boeing 737	1331	1529
G-ZI	Boeing 737	1334	1502	G-MAJI	Jetstream 41	1345	1442
D-IHAN	Beech 200	1357	1953	G-MAJA	Jetstream 41	1421	1507
G-AYMW	Bell 206B	1543	0841 (4)	G-JECD	CL600 RJ	1549	1637
G-UKTG	Fokker 50	1606	1708	D-AHIC	Boeing 737	1639	1725
G-OOOI	Boeing 757	1655	1810	G-UKTH	Fokker 50	1703	1924
G-MAJI	Jetstream 41	1709	1748	G-RJXH	EMB 145	1715	1805
G-RJXI	EMB 145	1719	1808	G-MAJA	Jetstream 41	1735	1822
G-SMDB	Boeing 737	1817	1908	G-JALC	Boeing 757	1846	1110 (3)
G-JECD	CL600 RJ	1905	1949	G-MAJE	Jetstream 41	1911	1944
G-MAJI	Jetstream 41	2007	1507 (1)	G-RJXK	EMB 135	2010	1356 (2)
G-UKTG	Fokker 50	2027	0729 (1)	G-MAJA	Jetstream 41	2036	1007 (1)
G-RJXI	EMB 145	2053	1759 (2)	G-RJXC	EMB 145	2112	0817 (1)
G-MAJF	Jetstream 41	2123	0651 (1)	G-BVZG	Boeing 737	2130	0644 (1)
G-MAJE	Jetstream 41	2150	1003 (2)				

From and To

02) G-SIRS First Visit; SE-DZK First visit:03) N359DW PA.30 F/T Jersey-BUPS Tottenham Hotspur FC; G-OPMN Cougar Airlines:04) N80JN Waterford-Norwich; N273TB Welshpool-Elstree; CS-DNV Biggin Hill-Le Bourget; N198SL "Beauport 45L" From to Jersey:05) CS-DNS Northolt-Warton:06) G-BXLY Still present training; LX-IMS Coventry-Luxemburg; OO-DWK RJ100 Newcastle-Bristol The Last one!: 07) N250SM "Beauport 25M" from & to Jersey; N198SL from & to Jersey; EI-WYO from & to Isle of Man; 40112 from Fairford to Ramstein; ZG846 from Belfast to Belfast; N92CJ from Cambridge to Cambridge; HB-VIK from Geneva to Zurich;OO-SXD from & to Antwerp; F-GRAX from & to Le Bourget:09) F-BXON "champagne 0" From & To Le Bourget; EI-DMG From Waterford to Dublin; SE-DZI first visit; N92CJ from & to Norwich: 10) VP-CBM from Norwich to Farnborough; F-HAXA "leedair 062A" from & to Le Bourget: 11) N900RK from & to Tollerton:12) F-GLGY from Paris to Hamburg;VP-BMX from sion to Oxford;N198SL from & to Jersey; VP-CFG from & to Biggin hill; D-CNAC to Gothenburg; F-GLGY from Rotterdam to Le Bourget:13)N250TM from & to Cranfield;N510PS from Walton Wood to Farnborough; XZ651 & XZ616 both from Odiham to Dishforth:14) F-GKID from & to Kortrijk; G-RJXK first visit; N79EL from East Midlands to Naples; VP-CSC from & to Humberside; N425HS from & to Antwerp:15) VP-CSN from Edinburgh to Dublin; EC-HZU first visit;CS-DNO from Palma to Lisbon; N510PS from Biggin Hill to Northolt; N79EL from Naples to East Midlands:16)N170SW from Rougers to Le Bourget; N5003G c/n RK-323 from Siegen to Hawarden; C-GMND from Luton to Filton:17)VP-CSN from Dublin to Edinburgh; G-JEDF first visit: 18)G-JECD first visit; VP-CSN from & to Blackpool; ZG 847 "ARMY 909" from Shawbury to Belfast:19) N273TB from Welshpool to Elstree; CS-DNK from Stuttgart to Jersey; OE-LPO from & to Gamston: 20) N754AM from & to Biggin hill; N5003G from Hawarden to Le Bourget; N170SW from Leipzig to Detroit; N295SS from Liverpool to Fair Oaks; HB-IEE "Private 863" from Geneva to Zurich; I-FXR "Foxair 18C" from Genoa to Aberdeen: 21) EI-PAL from & to Dublin;G-XPSS "Rappex 210P" first visit; I-FXR "Foxair 18C" from Aberdeen to Bologna: 22) N900CB from Berlin to Guernsey; G-OLDC "Goldair 26B" first visit: 23) HB-IEE "Private 863" from Zurich to Geneva; N12NM from & to Gamston; XV 290 to Lyneham; CS-DNN from Luton

to Stuttgart: 24) F-GLPT from to Le Bourget: 25) G-RJXI first visit: 26) N202AA from Elstree to Tollerton: 27) from to Middle Wallop: 28) N525AD from to Edinburgh; CS-DNR from Hamburg: 29) VP-CSC "stadium 1T" from Humberside to Edinburgh; HB-VHV "CA2 201" from Manchester to Zurich: 30) ZG993 "army 351" from to Belfast; CS-DNQ from Luton to Nice; ZA 705 "vortex 427" from to Odiham; G-OBWZ first visit

Overshoots

1)"CWL 04" XX494: 6)"TYPHOON??" ZH 556: 9)"CWL 67" XX499; "CWL 66" XX 492; "CWL 67" XX 492 at 1540:12)"CWL 67" XX 493: 14)"CWL 68" XX496: 16)"ASCOT 518" ZH866: 19) "CWL 67" XX491: 20) "CWL 68" XX 497; "COLT 91" XX 838; "CWL 04" XX 493: 21) "COLT 91" XX 846; "COLT 86" XX 838; "COLT 91" XX 139: 22) "LOP 51" ZF 143; "COLT 90" XX 838: 27) "CWL 69" XX 496; "CWL 78" XX 491; "LEEMING 42" ZG 780: 28)"CWL 78" XX 497; "CWL 66" XX 492; "CWL 78" XX 491: 29) "CWL 04" XX 496; "CWL 73" XX 491

Paul Whincup



Britannia Boeing 757 G-BYAN 12 December 2001 Leeds Bradford Airport



LEEDS/BRADFORD NEWS

First a happy new year to each and every one of you. I certainly hope that 2002 turns out to be a much better year than 2001 for those of you who are connected with the aviation industry.

The airport summarised their year 2000/01 in the following press release:

I am pleased to report that 2000/01 has been the most successful year in the airport's history. We achieved passenger throughput in excess of 1.6 million, completed a further phase of terminal development and, in an increasingly competitive market, our profits were the highest ever recorded.

The number of passengers using the airport increased over the previous year by 8.7% to 1,603,323. This represented a further increase in market share and a continuation of the significant growth achieved since the relaxation of operating hours in 1994.

Charter Traffic grew by 12.3%, as more Yorkshire holidaymakers than ever before took the opportunity to fly from their local airport. Tour Operators continue to extend their programmes and capacity from LBA, increasing choice for passengers who would otherwise face lengthy surface journeys prior to departure. Charter passengers now represent 39% of our total traffic. Domestic scheduled traffic increased by 9.9%, partly as a result of the significant disruptions to the national rail network which occurred from October 2000 onwards. International scheduled traffic continued to grow during the year, most notably the Brussels service operated by Sabena which showed a year on year increase of 11.6%. Increasingly Yorkshire travellers are taking the opportunity to connect to hundreds of destinations worldwide through the major hub airports at Amsterdam, Brussels, Dublin, London Heathrow and Paris. We are pleased to announce that from October 2001 British Regional Airways commence their scheduled service to Gatwick, an important addition to the hubs we already serve. Our programme of expansion and improvements to the terminal building continued during the year, bringing the total investment over five years to £15 million during which time we have effectively doubled the capacity of the airport to 3 million passengers per year. The airport's ability to accommodate and handle large numbers of passengers over a short period of time was evident when 3,000 Leeds United supporters travelled to Spain to see Leeds United play Real Madrid in the Champions League.

The year 2000/01 was the most profitable since the company was formed in 1987. Gross Operating Profit increased during the year by 13.3% to £7.013 million whilst post tax profits increased by 10.4% to £2.982 million. For the first time since our major investment programme commenced in 1994, the Board is recommending that a dividend be paid to our local authority shareholders.

Coupled with our own investments, our business partners continue to demonstrate their commitment to the future success of the airport. During the year Alpha-Inflight completed a major investment in their airline catering facility to enable them to support future growth. A new valeting facility for the car hire operators came into use in January 2001 significantly improving customer service levels. In April 2001, Decker Media took over the management of all advertising sites at the airport and are already improving the offer to prospective advertisers. In July 2001, we were pleased to welcome WH Smith to the airport as they invested in two newspaper and book shops to entice passengers to browse and enjoy the extensive product range for which WH Smith are renowned.

The year ahead will see further development schemes reach fruition. Plans are being finalised to extend the catering and retail facilities on the first floor of the terminal building, ready for summer 2002. Shortly, a major redevelopment will commence to create office and business accommodation on the former Springfield School site in partnership with the Rushbond Group who are well respected in the area for prestigious developments of older properties.

Discussions are being finalised with Multiflight Limited for a major development of hangars and other

facilities for corporate and general aviation on the Southside of the airfield.

The dedication of our staff has continued to play a pivotal role in the success of the airport. In 2000 we launched two initiatives, one aimed at acknowledging the outstanding performance of individual or groups of employees and the second to encourage and reward ideas and contributions from staff which benefit the Company in some way. I am delighted to say that both of these initiatives are proving a great success.

One of our employees, Kuldip Mudhar, was commended in the Servicemark Leeds Awards for outstanding customer service. Another employee, Grant Coleman, accepted first prize under the Leeds in Bloom initiative on behalf of the Company. Also in 2000, the Company won the prestigious Yorkshire Insider Annual Report and Accounts award for last year's publication.

Another important part of our service to customers is through our website - lbia.co.uk, which we continued to develop over the year. The destinations and timetable section has been extended to include worldwide connections making it as easy as possible for passengers to plan their journey options. It also incorporates a pre-order facility with Alpha Travel Value for busy travellers to shop at leisure on the net and collect their pre-ordered goods in the departure lounge as they travel through.

The process of formulating a new national policy for air transport has continued and Leeds Bradford is playing a full part, both in its own right and through its membership of the Airport Operators Association, in continuing the national debate.

The events of 11th September will result in a downturn in air travel generally. Our expectation is that this will be temporary and that medium term forecasts of future demand remain valid.

It is important to the national economy that sufficient airport capacity is available to meet forecast future demand in the most sustainable way possible. Within this national framework, there is a need to make better use of regional airports to ease congestion in the south east and to avoid the need for passengers to have to make long surface access journeys to airports. As this region's premier airport, we are clear that there is major scope for Leeds Bradford to play a greater role in the provision of air services for Yorkshire and the Humber.

The air transport industry is becoming ever more competitive, which makes the successful performance in 2000/01 particularly creditable. The airport's success results from a genuine team effort, including the support of our Board of Directors and Shareholders, the tremendous commitment and enthusiasm of our staff, and the participation of all our Business Partners. Our sincere thanks are extended to all concerned.

Ed Anderson - Managing Director

AIRPORT NEWS

East Midlands Airport is to become Go's third base in the UK, for the first time making low air fares widely available to travellers from Nottingham, Derby, Leicester and Sheffield. This expansion comes after Go announced a major growth in profits in the first six months of this year and the success of Go's second base in Bristol.

Go will start scheduled services to a number of European cities at the end of May. Details of the destinations will be confirmed in the next few weeks, but they are expected to be selected from the most popular routes in Go's network with fare levels similar to those from London.

AIRLINE NEWS

Airtours, Britain's biggest holiday firm, has revealed that it has cut 1,600 jobs in the wake of the terrorist attacks on the US on September 11. Just over 50% of the cuts were in the US while 200 were in the UK and the rest in Europe.

Airtours, which also said it is to change its name to MyTravel Group, said the impact of the US attacks on its full-year profits would be around £10m. The new colour scheme is a rather attractive orange and blue. All aircraft should be in the new scheme by Summer 2003.

EasyJet has reported another jump in passenger traffic in November as no-frills carriers continue to win market share from struggling mainstream rivals. The discount airline carried 690,928 passengers in November, up 39% from 498,796 a year earlier.

Load factor, a measure of how successful an airline is at filling the seats on offer, stood at 85.2% last month, up from 80% a year ago. Meanwhile, BA said it saw a 17.8% slump in traffic during November.

In EasyJet joke at the moment, Stelios Haji-Ioannou has commenced painting his fleet of Boeing 737's in a new polka dot colour scheme. He is currently being held by Luton police for Greek illegal plane spotting.

AIRCRAFT NEWS

Defence giant BAE Systems is to close its regional jets business with the loss of 1,669 jobs due to a slump in sales after the September 11 attacks. The move will cost BAE £210m and it is to trim other activities at a cost of £125m in response to the severe downturn in the civil aviation market.

Deliveries for its key Airbus airliner would fall to 300 aircraft in 2002 from 320 this year, the company added. Profit expectations at Airbus had been "reduced significantly" next year.

Plans for a successor to Concorde which would be three times cheaper to fly are being drawn up by the American manufacturers, Boeing. The company said that it had been asked by airlines to revise its designs for a "Sonic Cruiser" to produce an aircraft capable of flying at 1.8 times the speed of sound, roughly 1,200mph.

Boeing's initial concept, announced nine months ago, envisaged a plane that would travel at 0.98 of the speed of sound, about 10 or 15 per cent faster than conventional jets. However, a group of leading carriers believes that the time gain offered by the original version will be insufficient, and wants to offer passengers much more radical reductions in journey times.

Wind tunnel tests on the basic Sonic Cruiser have shown that its unique front-located winglets and outward-leaning twin tails have reduced to almost zero the buffeting effect expected as the aircraft approaches the sound barrier.

Work is also proceeding on adapting the shape of the main double-delta wings to decrease the impact of the sonic boom, opening the possibility that supersonic flight over land might become achievable for the first time.

Pete Rumsey, Boeing's director of aircraft development, said advances in technology would allow the twin-engined aircraft to be as fuel-efficient per passenger as any existing jet.

OTHER NEWS

Hollywood superstar John Travolta has donated one of his aircraft, a Canadair CL41 Tutor, to Embry-Riddle Aeronautical University. The gift, which includes spare parts, is valued at more than \$700,000. Don't worry, Travolta won't be grounded. He still has a Gulfstream II and a Boeing 707 to play with.

A British teenager will get two years in jail to reconsider just how funny it is to call in a bomb threat to London's Heathrow Airport.

Alexander Farrar Walters of Brecon, mid-Wales, was walking his dog on September 15 when he decided it would be jolly good fun to phone in a bomb threat on his cellphone. Judge John Curran at Merthyr Crown Court didn't see it quite the same way and sentenced the youth to two years of detention for the distress that he caused.

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

DAVID WOOLER

MILITARY MATTERS



1989

- 01 Feb The basic flying school at the RAF College Cranwell was given the title No 3 Flying Training School (3FTS). 3FTS now operates Jetstream T1s (45(R) Squadron) and Dominie T1s (55(R) Squadron).
- 13 May The fortieth anniversary of the first flight of the Canberra was celebrated at RAF Wyton, which was the home base for the four units operating the remaining examples of the type. Canberras are still in service with 39 Squadron, also known as 1 Photographic Reconnaissance Unit (1PRU), at RAF Marham, with PR9s and T4s.
- 01 Jul The roll-out of the first Boeing E-3D Sentry AEW1 for the RAF took place in Seattle. Later in the year (Sep), one of the world's largest military hangars was opened at RAF Waddington, to be used for the servicing of the Sentry. The Sentry still operates from Waddington by 8 and 23 Squadrons. The seven aircraft operated carry dual 8/23 markings.
- 01 Dec 42 Basic Flying Course commenced flying instruction at RAF Church Fenton. It was the first course to be trained on the new Shorts Tucano T1. The Tucano is now chiefly operated by 1 Flying Training School (1FTS) at RAF Linton-on-Ouse.

1990

- 01 Feb British Aerospace were contracted to convert five former British Airways Super VC10s into flight refuelling tankers for the RAF. This would bring the total of VC10-tankers to fourteen. Currently, twenty-one VC10s are operated by 10 Squadron and 101 Squadron from RAF Brize Norton.
- 01 Mar RAF Hercules recorded one million flying hours in service.
- 01 May The last course of student pilots to train on the Jet Provost concluded their training at 7FTS at RAF Church Fenton.(see entry for 01:12:89 above).
- 01 May Twelve Senior NCOs, training at the NATO Base at Gelsenkirchen, as aircrew for the Sentry AEW1, were the first recipients of the new aircrew brevet 'AT' (Airborne Technician).
- 01 Jun The Red Arrows crossed the former Iron Curtain for the first time when they displayed at Kiev and Budapest.
- 04 Jul The Secretary of State for Defence announced 'Options for Change', proposals for drastic changes to Britain's Armed Forces.
- 02 Aug Iraqi Forces invaded Kuwait. This led to the Gulf War, in which the RAF was heavily involved.

1991

- 17 Jan Operation Desert Storm commenced against Iraqi forces. The ground offensive was launched 24 Feb, Iraq withdrew from Kuwait 26 Feb and Allied offensive military operations ended 28 Feb.
- 01 Jun Flight Lieutenant Julie Ann Gibson became the first woman in the service to gain pilot's wings. She subsequently joined 32 Squadron flying Andovers from RAF Northolt.
- 01 Jul The Shackleton AEW2 was finally retired from RAF service. It was replaced by the Nimrod MR1. Nimrod MR2s are now operated by the RAF Kinloss Wing which comprises 42(R) Squadron and 120, 201 and 206 Squadrons, the Wing 'pools' aircraft, which carry all four Squadron markings.

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

As the last three pages usually earmarked for 'MILITARY NEWS' have been taken up with reports of air shows, some 'catching up' with news items over the last three months is necessary:

LOCKHEED MARTIN CHOSEN TO SUPPLY JOINT STRIKE FIGHTER

The long-awaited decision about the manufacturer of the Joint Strike Fighter (JSF) came out in favour of the Lockheed Martin X-35 in preference to the Boeing version. British services currently have a requirement for 150 aircraft which are due to enter service in 2012, replacing the RAF Harrier GR 7/9s and RN Sea Harrier F/A2s with the Joint Force Harrier command.

Credit: Military Aviation Review

WADDINGTON SQUADRON INVOLVED IN AFGHANISTAN

Nimrod R1s of 51 Squadron from RAF Waddington have been involved in reconnaissance and surveillance operations over Afghanistan. ZE107 was shown on BBC 'Look North', returning to Waddington, having completed its tour of duty, with a rotation of crews.

Credit: BBC Look North

BASES TO BE SOLD?

Strike Command is currently carrying out a study about the utilisation of three bases: Brize Norton, Lyneham and St Mawgan. Rumour has it that Lyneham is earmarked for a massive housing development but there are no whispers about where the Lyneham Transport Wing of Hercules will be relocated. All three bases are in prime housing locations so a 'sell-off' could make sense from the point of view of public finances.

Discussions are also said to be taking place about the location of Joint Helicopter Command.

Credits: The Times

Military Aviation Review

'JOHNNIE'S' MEDALS FETCH RECORD £241,500

The medals of Air Vice-Marshal 'Johnnie' Johnson, the RAF's most successful World War II fighter pilot, were sold recently at auction for £241,500. This broke the previous highest sum paid for medals won in combat, £180,000, for the medals of Canadian War poet, John McCree, who wrote "In Flanders Fields". The medals were sold by Spink of London, the famous medals firm, and were bought by a private collector. The set of medals, nineteen in number, included the Distinguished Service Order (DSO) and two bars, and the Distinguished Flying Cross (DFC) and one bar, and a number of foreign decorations. The RAF Museum bid for them, but was unsuccessful. It is to be hoped that the medals might be lent for public display, such a treasure should not be lost to the nation.

Credit: The Times

ARK ROYAL BACK IN COMMISSION

Aircraft carrier "Ark Royal" is now back in commission after a £147 million refit at Rosyth which should extend its life for a further fifteen years. The Queen Mother flew in to attend the Ark's rededication. She performed the original launching ceremony twenty years ago.

Credit: Navy News

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

Eric Martin



*Battle of Britain Lancaster - Mickey the Moocher PA474
Elvington 2001
Photograph Sheila Jayne*

Leeds Bradford Celebrates 70th Birthday



*Carly Brear, Sales and Marketing Executive
and
Stuart Owen, Senior Customer Services Officer*

LBA is celebrating its 70th year as an airport. Pictured with a celebration cake is one of the airport's longest serving employees alongside one of the most recent recruits. Stuart Owen started work at the airport 30 years ago and currently serves as a Senior Customer Services Officer, while Carly Brear recently joined as a Sales and Marketing Executive. The airport currently employs over 1500 staff and last year welcomed more than 1.5 million passengers.

Ed Anderson, Managing Director said, "We are delighted the airport has gone from strength to strength and has continued to be a success story. Those people who were present at the opening ceremony some 70 years ago would be amazed and proud to see how we have continued to develop. Thanks go to all staff, both past and present, who have helped Leeds Bradford International Airport achieve its aims."

History notes

Seventy years ago this month, a stretch of near-moorland on a Pennine spur which offered incredible views across Yorkshire from its lofty (682ft above sea level) position twixt Leeds and Bradford, was finally confirmed as the site of a municipal aerodrome to be jointly operated by the two cities, and it was officially opened in October, 1931.

For some years prior to that, Leeds officials had toyed with the idea of developing an aerodrome on the flatlands to the east of the city, but as rumours from Lancashire strengthened other opinions that an aerodrome would be best sited near to large centres of population, the attraction of Yeadon proved irresistible.

Preliminary negotiations regarding the site had been entered into in 1929. The site was then approved, in general terms, by Air Ministry officials and the necessary land acquired by Leeds and Bradford Corporations in 1930.

Did they make the right choice? Whatever else, the fact remains that some five million people live in the catchment area of what is now Leeds Bradford International Airport (LBIA) and even the furthest-flung amongst them can reach it in seventy minutes by road. Well over two million of them can get there in a little over half an hour.

The airport's progress has been steady but sure over the past 10 years and it now has a well-recognised position on the worldwide airline network, thanks to the success of its "hub and spoke" links which provide connections worldwide via London (Heathrow and Gatwick) and major European airports.

Birthday celebrations at the airport may be limited owing to various security conditions imposed upon airports world-wide following the World Trade Centre incidents in New York on September 11 and the resulting activities in the Middle East.

But some celebrations there will be and airport staff can look back with some pride on the fact that passenger totals have increased every year since 1994 when 811,975 passengers used the airport, climbing to 1,575,275 last year. "But for the events of September 11, that total would almost certainly have been broken this year when the total number of passengers carried in the first eight months amounted to 1,069,106" said airport Managing Director Mr Ed Anderson, raising a birthday toast.

DIARY

For the record, points of progression since the then Yeadon Aerodrome was born in 1930 include:

- 1932 "Skipper" Worrall, the Australian instructor to the Yorkshire Aeroplane Club which was then based at Yeadon, devised a scheme under which West Yorkshire bus drivers could be taught to fly for less than one shilling a week.
- 1933 The Joint Committee bought a strip of land, known as Horsforth Common, to extend the aerodrome.
- 1934 £6,000 was spent on improvements by the Joint Committee. In March, North Eastern Airways announced a Newcastle - Yeadon - London service with a fare of six pence per mile. In the first month, 600 passengers were carried.
- 1935 In June, West Coast Air Services began a service to the Isle of Man and United Air Services were flying to Blackpool.
- 1936 Plans for a £40,000 terminal building were announced, but only one wing was completed.
- 1937 January saw plans being discussed for an air link with York. By August, workmen had shifted 160,000 cubic yards of earth from Plane Tree Hill to enlarge the aerodrome.
- 1939 Using Hind light bombers, member of No.609 (West Riding) Squadron, Auxiliary Air Force, which had been formed at Yeadon in February 1936, started night-flying exercises.

The Second World War and after: From the outbreak of war, civilian flying ceased at the aerodrome, which was requisitioned by the Air Ministry. There followed a conversion, which was to change the whole face of the Aerodrome and also outline its future.

"Skipper" Worrall was packing away the belongings of the Yorkshire Aeroplane Club when he was greeted by Sir Roy Dobson, later Chief Executive of the giant Hawker Siddeley Group.

Sir Roy said he had been asked by the Ministry of Aircraft Production to find a site in Yorkshire for a "shadow factory" where bombers could be built, adding that he had been told to look at Doncaster and Yeadon.

"Why bother going to Doncaster?" asked "Skipper" Worrall. Sir Roy didn't bother. The result was the giant factory standing in fields to the north of the airport (now the Leeds Bradford Airport Industrial Estate). Hundreds of Lancaster bombers were built there.

Two hard runways - a blessing for Leeds Bradford International Airport in later years - plus taxiways were built in the wartime development.

- 1947 On January 1st, the aerodrome was taken over by the Ministry of Civil Aviation and operated on a limited scale for the West Riding Flying Club and the Lancashire Aircraft Corporation.

- 1953** Yeadon Aviation Ltd was formed towards the end of the year, primarily to continue the flying club under a licence from the Air Ministry. They later expanded these facilities to cater for charter and scheduled air services.
- 1954** The company provided facilities such as radio, approach and navigational aids, passenger accommodation and catering to deal with the developing services.
- 1955** The Airport's first all-year-round scheduled service was inaugurated by BKS Air Transport, which many older airport staff regard as the first "real" airline to operate from Leeds Bradford. Initially, all BKS services were operated by Douglas DC-3 aircraft (ex- military "Dakotas").
- Their first service was to Belfast and quickly became popular. Others followed to Jersey, Ostend, Southend, the Isle of Wight, Dusseldorf and Paris. Later on, London, Glasgow, Edinburgh and Dublin came into the network.
- 1956** H.M Customs facilities were introduced.
- 1959** On January 8th, the Joint Committee took over again and assumed full responsibility for the airport, providing new fire-fighting equipment, new crash and rescue vehicles, cathode ray direction-finding equipment, high and low-intensity lighting and a new aerial system for the non-directional beacon. There were extensions to the Passenger and Customs Halls, car parks were provided, obsolete hangars dismantled, a public bar and restaurant provided and new equipment fitted in the control tower.
- 1960** Towards the end of the year it was decided to demolish three-fifths of the huge wartime flight shed (where Lancaster bombers had been prepared for their first flights), to make more parking space on the Apron. It was also decided to enlarge the Passenger Hall in anticipation of the increased numbers of passengers in 1961. Plans were put in hand for a new terminal building, capable of dealing with 2,000 passengers an hour.

By now seasonal services were being operated to Bournemouth, Exeter and the Isle of Wight by North-South Airlines. The company also operated freight and charter services and announced its intention of introducing the "exciting" new turbo-prop Handley Page Herald. In the summer months, Starways of Liverpool operated a service between what was becoming to be known as Leeds and Bradford Airport, to Newquay.

The Airport had certainly come a long way in those first 30 years of its history; but that was nothing compared with what was to happen in the next 40 years.....taking us up to its 70th birthday in this October of 2001.

As for that decision on siting made back in 1930, one in every five of the five million people in LBA's catchment area now uses the airport.

Britannia Celebrates 25 Years from LBA

Britannia Airways, the company which has proudly carried one of Britain's best-known national emblems on its aircraft for many years, celebrates a quarter of a century of operations from Leeds Bradford International Airport this month.

Descended from some of the pioneering holiday charter companies, its association with Thomson Holidays was the key to its becoming one of the largest and best-known holiday charter companies in the world.

The services and aircraft introduced at LBA by Britannia in 1976, opened up a whole new set of further-flung destinations to holidaymakers in the North of England, putting LBA into the big league of holiday charter operations.

In the beginning, passengers travelled on Boeing 737-200 aircraft to mainland Spain and other Mediterranean destinations. Twenty five years on and thousands of flights later, Britannia now has a cabin crew base at LBA and has both 757 and 737-800 aircraft operating out of the airport. They are the largest aircraft on the regular summer and winter schedules and have a reputation for good time keeping, especially on long-haul routes.



Britannia Airways Station Manager, Lisa Brownlee said: "For the last 25 years we have enjoyed an excellent relationship with Leeds Bradford and we are delighted that the airport want to record this anniversary which underlines their goodwill. As an airline we have seen a marked improvement in our punctuality and performance from Leeds Bradford, and we wish them every success in the future".

Airport Chair Councillor Denise Atkinson MBE said: "The support for LBA which Britannia and Thomson Holidays have given over the past 25 years has been tremendous. Britannia were the first charter jet operator airline to fly into Leeds Bradford, the first to base an aircraft here and they are still one of our largest airline customers today".

Britannia's winter and summer programme of holidays from LBA can be found in Thomson brochures including the Crystal Holidays product and also Portland Direct.

*Left to Right
Councillor Denise Atkinson MBE.
Chair of the Board of Directors for Leeds Bradford Airport
Paul Cooper, Britannia
Kate O'Hara, Leeds Bradford Airport*

OUT AND ABOUT

December is probably not the best month for our aircraft hobby, so news is very thin on the ground.

If anybody is interested, I have a full 'official' list of aircraft visiting the Great Yorkshire Airshow at Elvington, over the August Bank Holiday. Contact myself if you require any details.

Any ideas as to the identities of the following would be appreciated:

An S&R Sea King lifting from the Bradford Royal Infirmary at about 1750 on Wednesday 24th October

An apparent RAF Twin Squirrel seen going north over Bradford at ap 1100 on Tuesday 6th November

A Sea King/S61 calling Bristow 85V, through the zone south from Newcastle to Ludlow, to the west of Eccup at about 1315 on Thursday 22nd November

An RAF Griffin, callsign SYS94 in the Leeds area Tuesday 4th December (presumably from Shawbury)

In light of recent well-publicised computer Virus problems, I would ask that any information sent to me is in Plain Text, please, NOT as an e-mail attachment. Thanks

Finally, I would wish everyone a very Happy New Year for 2002. May it bring you good spotting, and perhaps some reports for this Section?

e-mail pcjlm@globalnet.co.uk

John Lloyd-Martin



De Havilland Canadian DH83C (Fox Moth) G-AOJH

LEEDS BRADFORD AIRLINE REPORT

NOVEMBER 2001

INBOUND DIVERSIONS

09 BRT344 BHD SZD G-MAJM JS41 BHD BRT346

REGULAR FLIGHTS

AIH313	TFS	02/G-JALC	09/G-JALC	16/G-JALC	23/G-JALC	30/G-JALC
AIH317	ALC	03/G-JALC	10/G-JALC	17/G-JALC	24/G-JALC	
AIH319	AGP	04/G-JALC	11/G-JALC	18/G-JALC	25/G-JALC	
AIH325	FUE	07/G-JALC	14/G-JALC	21/G-JALC	26/G-JALC	
AIH327	ACE	01/G-JALC	08/G-JALC	15/G-JALC	22/G-JALC	29/G-JALC
AIH347	LPA	05/G-JALC	12/G-JALC	19/G-JALC	26/G-JALC	
AIH349	TFS	06/G-JALC	13/G-JALC	20/G-JALC	27/G-JALC	
AMM284	TFS	06/G-OOOS				
AMM403C	TFS	16/G-OOOX	23/G-OOOS	30/G-OOOI		
BAL003A	TFS	02/ <u>SE-DZK</u>	09/ <u>SE-DZI</u>	16/SE-DZK	23/SE-DZK	30/SE-DZI
BAL035A	AGP	04/G-BYAP	11/G-BYAJ	18/G-BYAS	25/G-BYAX	
BAL231A	ALC	01/G-BYAX	08/G-BYAP	15/G-BYAS	22/G-BYAS	29/G-BYAJ
BAL387A	ALC	06/G-BYAX	13/G-BYAJ	20/G-BYAX	27/G-BYAB	
BAL530A	FM	02/G-BYAJ	09/G-BYAS	16/G-BYAJ	23/G-BYAX	30/G-BYAX
FUA1374	TFS	13/EC-HHH				
IWD3214	ACE	01/EC-GLT	08/EC-GZE	15/ <u>EC-HZU</u>	22/EC-HZU	29/EC-HZU
IWD3268	TFS	02/EC-GUR	09/EC-GUR			

OTHER FLIGHTS

01	G-BYNB	B738	BAL802A	t Reims	Football Charter
02	HB-IEE	B752	PTI828	Chalons/Vatry - Geneva	Leeds United FC
02	G-BYNB	B738	BAL802B/981F	Reims - Gatwick	Football Charter
02	TF-SUN	B733	ICB2005/500	Paris Cdg - Reykjavik	Football Charter
03	G-BUPS	AT42	AWC797G/797H	f/t Stansted n/s	Tottenham FC
03	G-OPMN	B722	GCR178P/179	Glasgow -n/s- Venice	Passenger Charter
04	G-OPMN	B722	GCR180/181	Venice -n/s- Keflavik	Passenger Charter
06	G-OOOS	B752	AMM284	Manchester - Tenerife	Passenger Charter
06	OO-DWK	RJ10	SAB6055	Newcastle - Bristol	Last SAB flight
06	G-OOOA	B752	AMM157	Tenerife - Glasgow	Passenger Charter
09	G-UKFI	F100	UKA57Y/87Y	f/t Amsterdam	Lieu F50
11	G-MPCD	A320	MON320P/9320	Manchester - Prague	Passenger Charter
11	G-CLHA	BA46	BMA9673/493	Birmingham -n/s- Paris Cdg	Lieu E145
11	G-MPCD	A320	MON8321/321P	Prague - Gatwick	Passenger Charter
12	G-CLHA	BA46	BMA494/495	f/t Paris Cdg	Lieu E145
12	G-CLHA	BA46	BMA496/497	f/t Paris Cdg	Lieu E145
12	D-CNAC	SW4	NAG150/151	Flensburg - Gothenburg	Freight Charter
12	G-CLHA	BA46	BMA498/493	f/t Paris Cdg n/s	Lieu E145
13	G-CLHA	BA46	BMA494/495	f/t Paris Cdg	Lieu E145
13	G-UKFB	F100	UKA110/45V	Humberside - Amsterdam	Lieu F50
13	G-CLHA	BA46	BMA496/497	f/t Paris Cdg	Lieu E145
13	G-CLHA	BA46	BMA498/9622	Paris Cdg - Manchester	Lieu E145
14	<u>G-RJXK</u>	E135	BMA612/2XV	Brussels - Glasgow	-
16	G-OBWY	B733	BWL251P/251	Gatwick -n/s- Copenhagen	Passenger Charter
17	<u>G-BYML</u>	D328	SAY450/451	f/t Aberdeen	Passenger Charter
17	G-OBWY	B733	BWL252/252P	Copenhagen - Gatwick	Passenger Charter

18	<u>G-JECD</u>	CRJ2	BEE741/742	f/t Belfast City	-
20	G-BUKA	SW3	AAG152/153	f/t Cardiff n/s	Passenger Charter
20	G-VBAC	SH36	RPX202/203P	Bristol - Exeter	Passenger Charter
20	HB-IEE	B752	PTI863	Geneva -n/s- Zurich	Leeds United FC
21	G-JMCF	B752	JMC281P/281G	Manchester - Zurich	Football Charter
21	<u>G-XPSS</u>	SH36	RPX210P/211	Exeter - Bristol	Passenger Charter
21	<u>G-OBYB</u>	B763	BAL990F/878A	Glasgow -n/s- Zurich	Football Charter
23	HB-IEE	B752	PTI863	Zurich - Geneva	Leeds United FC
23	G-OBYB	B763	BAL878B/990F	Zurich - Manchester	Football Charter
23	G-JMCF	B752	JMC281H/281P	Zurich - Gatwick	Football Charter
24	G-MONC	B752	MON532P/9352	Gatwick - Vienna	Passenger Charter
24	G-CLHA	BA46	BMA673	Manchester - Brussels	Lieu E145
24	F-GLPT	SW3	ARL302	f/t Paris Le Bourget	Passenger Charter
24	G-MONC	B752	MON9353/234P	Vienna -n/s- Lisbon	Passenger Charter
25	G-RUNG	SF34	AUR1212/1215	f/t Guernsey	Passenger Charter
25	G-GNTG	SF34	AUR1214/1213	f/t Guernsey	Passenger Charter
27	<u>D-AHIC</u>	B737	HHI981F/8206	f/t Montichiari n/s	Passenger Charter
27	G-JEAJ	BA46	BEE741/742	f/t Belfast City	Lieu CRJ2
30	G-OBWZ	B733	BWL261P/261	Southend -n/s- Dresden	Passenger Charter
30	D-AHIC	B737	HHI8207/982F	Montichiari - Stansted	Passenger Charter

Aircraft making first visits are underlined.



Britannia Boeing 757 G-BYAN 12 December 2001 Leeds Bradford Airport

FLIGHT SIM 98 REVISITED

Lauda



MICROSOFT FS 98 – FLY LAUDA

When I review any flight simulation programme, I usually leave the summing up to the end of the article. In this case I'm putting it at the beginning. If you already own a copy of Microsoft's FS 98 Flight Simulator and have a reasonably fast P.C. i.e. 330 MH or faster, go out and buy 'Fly Lauda' now. You won't regret it. Read on to find out why. The PC games shops have it in stock for between £9-99 and £14-99.

This simulation, which took a team of programmers over a year to prepare, was produced in conjunction with Lauda Air, Papa Tango and Vienna Airport. It works as an add-on to FS 98. Offering eight return flights from a photo-realistic Vienna airport, these replicate real Lauda flights and are complete with authentic audio Air Traffic Control (ATC) from start up to touch down and parking. The co-pilot answers all messages for you, you merely have to respond to the instructions. You have to go through a full start up procedure. Weather details (ATIS) have to be obtained and permission to push back and start up requested. With the engines now running, taxi instructions are given to the holding point of the runway in use. Permission to



Microsoft Flight Simulator "2010"?

enter, line up and hold is eventually given and then permission to take off. Instructions to climb out on runway heading, along with speed and altitude to climb to, are followed by the required course to the first VOR beacon, along with all necessary radio frequencies, just as in real life. This process, using human voices, continues to your destination airport. The ATC chatter was recorded 'live' during one day at Vienna and adds atmosphere and authenticity to the experience. Weather is chosen at random by the programme and is claimed to be different on every single flight, no two flights being exactly the same. Cloud rendering is also much improved on the normal FS 98 and if you have SAM, snow can be added. Your flight begins with your aircraft docked on a fully detailed air bridge. To your left may be a Singapore Airlines 747, to your right a British Airways 757, also on air bridges. Other photo-realistic aircraft will be arriving and departing from the apron. At the holding point of the runway in use, you may hear, for example, Sabena 694 or whatever, being cleared to enter and line up ahead of you. If you now look ahead and to the right, a Sabena 737-400 should be moving on to the runway and lining up for take off. The programme is unusual in that instead of generic aircraft and airlines, it uses real airlines and photo-real fully detailed aircraft. They all have full titles, registration markings, windows, navigation and landing lights etc. They are all infinitely superior to the default aircraft which come with FS 98.

Airlines regularly visiting the airport include, Air France, ANA All Nippon Airways, Austrian, British Airways, Lauda, Lufthansa, Thai, Singapore Airlines, Sabena, Swissair, and Tyrolean. Aircraft shown include, A.320 and A.321, Boeing 737-300, 737-400, 747-400, 757-200, 767-200, Dash 8 and the Canadair Regional

Jet. All of these types come and go all day long, types depending on the time of day you choose to fly. There can be more than one of each type and of the same airline, on the ground at the same time. The Canadair Regional Jets seem to appear around mid-day when there may be three on the ground at once. Early morning there may be none. You can watch the aircraft appear at random intervals, up to three at a time, spaced out at five mile intervals or so on approach, as at Heathrow, watch them touch down, taxi onto the ramp and park up and stay there. Now comes the clever bit! While on the ramp, refuelling tankers and various service vans may pull alongside, stay a few minutes and then depart. When an aircraft is ready to depart, a yellow tug arrives, positions itself under the nose of the aircraft, pushes the aircraft back and turns it around and then departs, whereupon the aircraft taxis out to the runway in use. Various vehicles are continually moving around the airfield, some slowly, others quite quickly. There are around ten fully detailed and working air-bridges on each of the two satellite terminals. If say a Canadair Regional Jet, parks at a more remote stand, an airport bus (as used at LBIA) may go out to it and a few minutes later, return to the terminal building. All parking stand markings are shown with yellow lines leading to them. At the beginning of the yellow line, a blue circle with a white number on it, tells you which stand number you are heading for. Surprisingly, the airport is detailed, down to 1/4 of a metre square. All buildings appear to be shown. The control tower has see-through windows. Parts of the main terminal building have mirrored glass window panes which are complete with reflections. The closer you get, the more you see. As you approach the fire station, you see the fire engines parked inside. These are not noticeable from a distance. If you taxi out to one of the more remote hangers, you will find an Austrian A.340 parked inside, again not noticeable from a distance. There are wheels, access ladders and handrails on the air bridges and as you pass a workshop, there is the figure of a man with hands on hips with his back to you. Even with the aircraft docked on an air bridge, you can see things moving in the distance, through small gaps in the structure. The airport is complete with neon signs on the roof, tall slender lamp standards with lights on the top, which come on at night, and belts of trees, as at LBIA. The trees are similar to those used on golf simulations, once more being quite realistic. You have to pinch yourself to be reminded that you are still using FS 98. The airport bus, tugs, vans, trucks have company names and logo's printed on them for added realism. The programme notes suggest that eventually a car may be provided so that you can drive around the airport. There is just so much to see, the attention to detail is amazing. There is even a working laser guidance system to assist you when you are docking at an air bridge. The air bridge automatically adjusts to the aircraft type. Guidance is in the form of a rectangular illuminated sign ahead of you which tells you to move forward, left, right, keep on line or STOP. All this detail slows down the frame rate at times but it's a small price to pay for such reality. Four runways are used but when the wind is calm, the bulk of landings are on 11 with take off's on 29, i.e. the opposite end. This can be disconcerting, as on a clear day you can see approaching aircraft as you commence the take off run. After take off, an early turn onto a heading of 270 is necessary to take you clear of the aircraft on approach. Wide-bodied aircraft seem to use Runway 34/12 most of the time.

All of the new detail and new aircraft become part of FS 98 once the programme is installed. However, you only get Air Traffic Control messages and background chatter if you elect to use one of the eight routes out of Vienna. You can get around this by selecting one route and allowing it to initialise. This switches on the ATC chatter. Start the engines in the normal FS 98 way, use reverse thrust for push back and taxi out without contacting ATC. Eventually ATC will realise you are in the air. Just ignore any messages using your flight number. Three excellent new planes and new cockpits are added to your basic FS 98 library of aircraft, Boeing 737-300, B.737-400 and B.767-200, all in full Lauda Air colours. There are plenty of aircraft in the air around Vienna when you are flying and they don't suddenly vanish as they tend to do in FS 98. The other aircraft and airlines listed, only appear when using flights out of Vienna Airport. If you are a user of FS 98, this programme is great. It makes all other airports in FS 98, with the possible exception of the default Meigs Airfield, 'flat beer', by comparison.

Fly Lauda will almost certainly become your base airport once installed. You can position any aircraft from your library there and do bumps and circuits or your own routes to anywhere in the world. You still get all the additional benefits and detail of Fly Lauda.

Microsoft use the slogan 'As real as it gets'.

This programme certainly adds much needed weight to that claim.

John Booth, August 2001.

VISITORS TO LEEDS BRADFORD INTERNATIONAL AIRPORT



Airbus A320 EC-HZU 15 November 2001



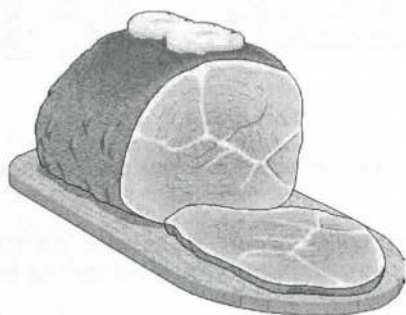
Boeing 737 DA-HAC 27 November 2001



Boeing 738 7 December 2001



Embrae E145 G-EMBA 12 December 2001

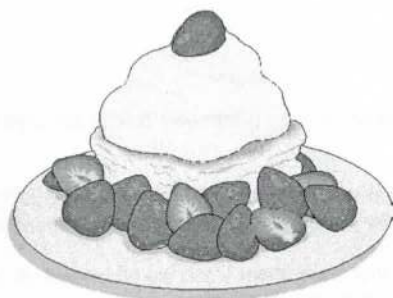


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What about?

THE AIR YORKSHIRE DINNER

Friday 12 April 2002
Evening
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Dress - Yes



Contact John Dale tel: 0194 387 5315

FREE AIR



The Second World War B24 Liberator was the most extensively produced American aircraft of the war. Over 18,000!!! were manufactured.

On 22 June 1941, Germany launched Operation Barbarossa, its attack on the Soviet Union. 1811 Soviet aircraft, 1489 of which were still on the ground, were lost to the Germans, making this loss the highest number of aircraft lost in a single day by any nation involved in World War II.

The Luftwaffe's Heinkel He219 twin engined night fighter became the world's first aircraft, equipped as standard, with crew ejection seats and was the Luftwaffe's first aircraft with retractable tricycle landing gear. (First flown 15 November 1942.)

Dave Bates

LIMITATIONS OF USE OF RADIO RECEIVERS IN AND AROUND AIRPORTS

Since July/August 2001, over fifty members have made an application for a permit from Leeds Bradford International Airport to use a radio receiver in and around the airport. A block application from the Society was made but various delays have arisen.

The latest concern is a matter pointed out by the Senior Air Traffic Engineer at LBA referring to a possible interference from older radio receivers. This has now raised a point of Conformity, to Electro Magnetic Compatibility (EMC) as directed by the CAA. I am asking for the matter to be discussed at the next committee meeting in January, to see what further information can be given.

John Dale

We have published a number of articles by John Booth on FS 98. I am sure that he is not the only one with Flight Simulator experience.

There are, I am certain, many of you who have flown Flight Simulator 2000 and some who are also flying Flight Simulator 2002 or other Flight Simulators. So let us have your comments on these for our Free Air column.

And where are all the photographs that were taken when we all tripped off to Manchester Airport? Don't be shy, let us have your photos and Pcomments on this trip.

Cliff Jayne Editor

Winter Timetable

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



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Boeing 717 EC-HNY
AeBal
Ibiza 11 Sept 2001
Jim Stanfield



Lockheed 1011 Tristar
D-AERC
LTU
Palma de Majorca
Sept 1992
David Bates



Boeing 747 C-FFDN
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