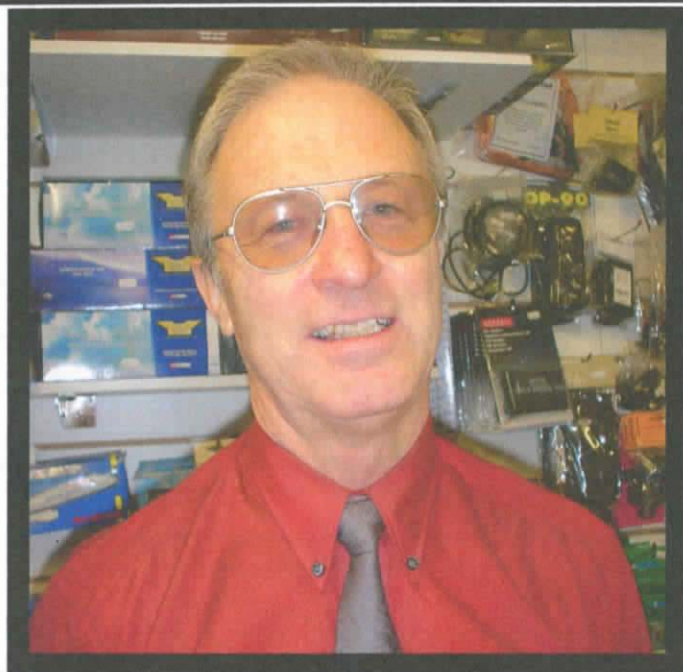




YORKSHIRES PREMIER AVIATION SOCIETY



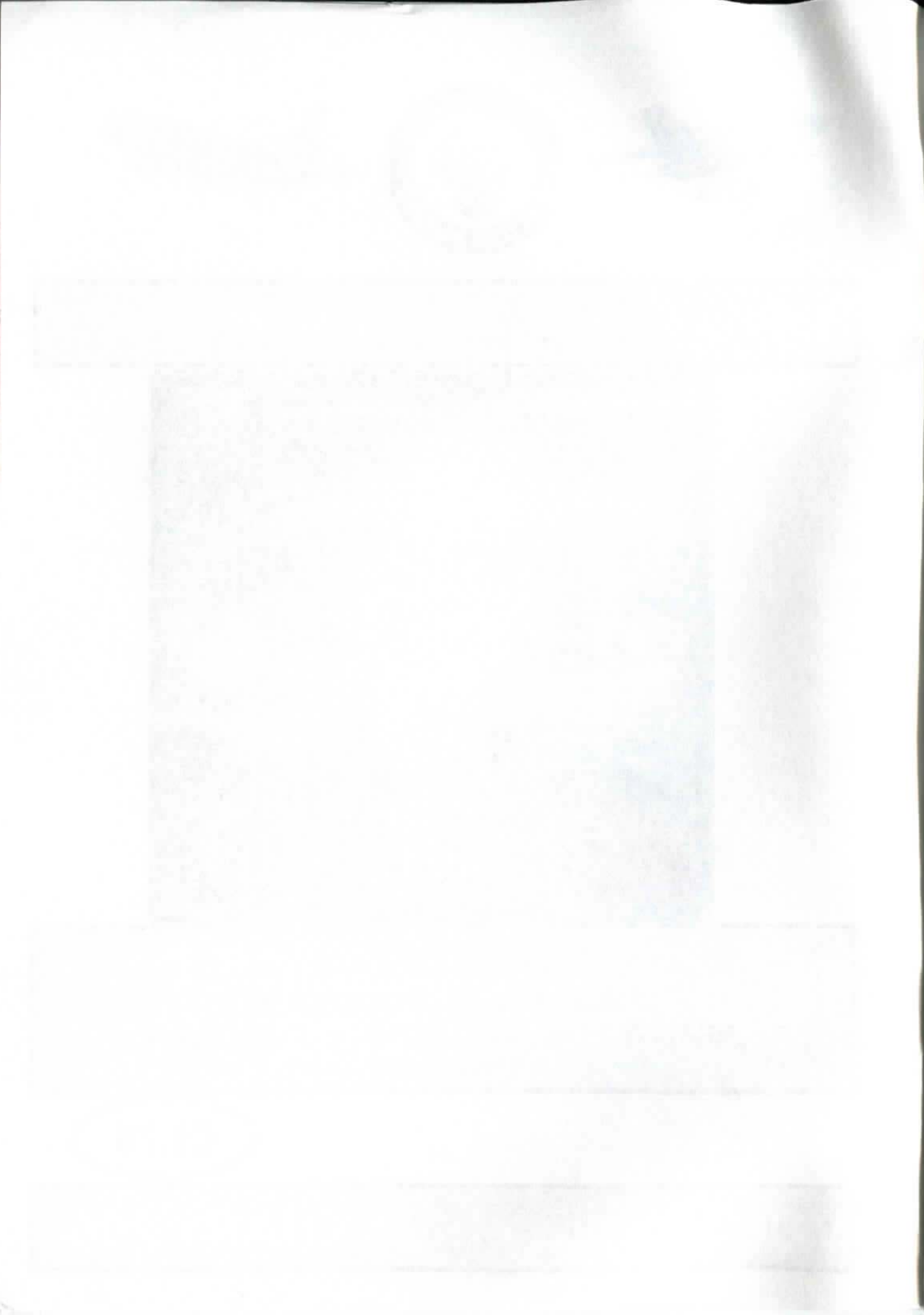
DAVID BATES

13 MAY 1944 - 28 DECEMBER 2003
AIR YORKSHIRE AVIATION SOCIETY CHAIRMAN
2001 - 2003

£1.75

VOL 30 Number 1

JANUARY 2004



OBITUARY

During many years with *Air Yorkshire* I have written many hundreds of words, but those I have to write now are the hardest.

It is with deep regret that I have to confirm the death on Sunday 28th December 2003 of our Chairman David Bates.

David joined *Air Yorkshire* in late 1985 after chatting with Noreen Barrett at the Yeadon end of runway 32. He soon became an established member, always charming and unassuming but very friendly. This continued for many years, with attendances at nearly every meeting.

David was a very talented artist and this talent was soon put to use when he designed the Society's logo, badge and sweat shirts. I have on my office wall a Limited Edition print of a Yorkshire European Airways Bandeirante and the Certificate he prepared for me on my retirement.

David's success in promoting and marketing the badges and shirts showed that apart from his warm and gentle smile, he had underneath the capability to organise and lead. When I finally retired in December 2000, David, after some "persuasion", became temporary Chairman. At the Annual General Meeting in November 2001, he was to become fully elected Chairman.

This is when he turned the Society around. He organised the committee, giving members different responsibilities for the various aspects of running the Society. He also found time to put on his shop assistant's hat and helped out Ken at his Air Supply shop in Yeadon.

Most of us will have our own special memories of David, but all of us will remember the quiet way he performed his duties as Chairman, with a smile and a word for everyone. They say no-one is indispensable but David came pretty damn close.

I am sure you will all join me, the officers, and the committee of *Air Yorkshire* in expressing our deepest sympathy to Gillian, Mathew and Jonathan at this sad time.

Mike Willingale

David M. Bates

With the passing of David, Doreen and I have not only lost a good friend, but a valued member of Air Supply staff. David's kindness and patience with customers at the shop was a major contribution to the business. His gentle manner brought him a lot of respect, and he will always be remembered with the greatest respect by all who came, and continue to come, to the shop.

Doreen and I feel we are very privileged to have known David as our friend and employee.

Ken and Doreen Cothliff



MOVEMENTS OCTOBER 2003

01 Wednesday

G-JALC	Boeing 757	0132 0756	G-JEDL	DHC-8 400	0804 0833
G-MAJL	Jetstream 41	0919 1009	G-RJXC	EMB 145	0923 1002
PH-KLD	Fokker 100	0948 1044	El-CNT	Boeing 737 200	0951 1025
G-BVJC	Fokker 100	1000 1055	G-RJXI	EMB 145	1005 1047
G-RJXJ	EMB 135	1010 1358	G-CELX	Boeing 737 300	1013 1125
SE-LIL	Metroliner	1033 1614(02)	OY-NPE	Metroliner	1037 1610(02)
G-RJXE	EMB 145	1042 1116	G-UKHP	BAe 146 300	1131 1218
G-DENZ	PA-44 Seminole	1146 1654(02)	G-MAJL	Jetstream 41	1152 1443
G-RJXC	EMB 145	1203 1332	G-CELS	Boeing 737 300	1228 1334
G-VUEA	C.550 Citation 2	1252 1407	El-CNY	Boeing 737 200	1302 1343
G-RJXI	EMB 145	1326 1450	G-RJXE	EMB 145	1348 1504
G-BVJC	Fokker 100	1411 1543	PH-KLD	Fokker 100	1415 1552
N147CD	Cirrus SR.20	1432 1520	G-PFCL	Cessna 172S	1550 1814
G-JEDL	DHC-8 400	1607 1711	G-UMMI	PA-31 Navajo	1609 1629
G-BYRM	Jetstream 31	1626 1706	G-RJXI	EMB 145	1641 1731
G-RJXJ	EMB 145	1653 1759	G-RJXC	EMB 145	1656 1744
G-JALC	Boeing 757	1659 0737(02)	G-RJXE	EMB 145	1708 1806
G-MAJL	Jetstream 41	1713 1750	G-CELX	Boeing 737 300	1714 1826
G-BSER	PA-28 Cherokee	1818 1224(03)	G-BVJC	Fokker 100	1822 1917
El-CNW	Boeing 737 200	1827 1904	G-CELU	Boeing 737 300	1849 1011(02)
G-JEDL	DHC-8 400	1906 1953	G-RJXI	EMB 145	1929 0721(02)
G-BYRM	Jetstream 31	1944 0652(02)	PH-OFK	Fokker 100	1951 0612(02)
G-CELS	Boeing 737 300	1958 0728(02)	G-RJXE	EMB 145	2005 0714(02)
G-MAJL	Jetstream 41	2016 0658(02)	G-RJXJ	EMB 135	2050 0724(02)
G-RJXC	EMB 145	2054 0810(02)	G-CELX	Boeing 737 300	2114 0702(02)
PH-AHS	Boeing 757	2126 2256	G-BVJC	Fokker 100	2148 0710(02)
VP-BGE	C.500 Citation 1	2201 1119(02)			

02 Thursday

G-BYAR	Boeing 757	0041 0621	G-JEDL	DHC-8 400	0749 0830
G-PIDS	Boeing 757	0752 0943	G-HAMA	King Air 200	0822 0949
G-RJXE	EMB 145	0912 1116	G-MAJL	Jetstream 41	0919 1007
G-CPMS	TB.20 Trinidad	0925 1353	G-RJXI	EMB 145	0928 1020
PH-OFE	Fokker 100	0940 1042	G-VVIP	Cessna 421C	0946 1618
G-BYRM	Jetstream 31	0957 1456	G-BVJC	Fokker 100	1000 1102
G-CELX	Boeing 737 300	1012 1129	F-GKID	C.500 Citation 1	1017 1336(03)
G-TTFN	C.560 Citation V	1022 1454	El-COA	Boeing 737 200	1025 1059
G-RJXJ	EMB 135	1045 1122	G-RJXC	EMB 145	1112 1452
G-UKHP	BAe 146 300	1127 1219	G-MAJL	Jetstream 41	1155 1441
G-AVYS	PA-28R Arrow	1201 1514	G-RJXI	EMB 145	1204 1338
G-DHJZ	Airbus 320	1300 1446	G-OOBD	Boeing 757	1304 1425
G-MAJK	Jetstream 41	1312 1328	G-CELS	Boeing 737 300	1316 1415
El-COB	Boeing 737 200	1333 1410	G-RJXJ	EMB 135	1340 1419
G-BVJC	Fokker 100	1355 1536	G-RJXE	EMB 145	1402 1510
G-BZZA	Boeing 737 300	1405 1503	PH-OFH	Fokker 100	1409 1608
G-LNTY	Twin Squirrel	1418 Res.	EC-HZU	Airbus 320	1423 1648
G-CELU	Boeing 737 300	1438 1543	G-PIDS	Boeing 757	1602 1859
G-JEDL	DHC-8 400	1604 1708	G-BYRM	Jetstream 31	1624 1705

G-RJXC	EMB 145	1650 1729	G-CELX	Boeing 737 300	1707 1824
G-RJXI	EMB 145	1709 1748	G-RJXE	EMB 145	1712 1806
G-RJXJ	EMB 135	1714 1759	G-MAJL	Jetstream 41	1717 1752
G-VUEA	C.550 Citation 2	1739 1820	G-BVJC	Fokker 100	1814 1914
EI-COA	Boeing 737 200	1837 1912	G-CELV	Boeing 737 300	1859 1306(03)
G-JEDL	DHC-8 400	1906 1953	G-RJXC	EMB 145	1931 0735(03)
PH-OFE	Fokker 100	1936 0618(03)	G-BYRM	Jetstream 31	1945 2016
G-RJXE	EMB 145	2010 0720(03)	G-MAJL	Jetstream 41	2015 0658(03)
G-BYAR	Boeing 757	2026 0635(03)	G-RJXJ	EMB 135	2030 0715(03)
G-CELS	Boeing 737 300	2033 0708(03)	G-RJXI	EMB 145	2033 0708(03)
G-CELX	Boeing 737 300	2110 1356(03)	G-BVJC	Fokker 100	2151 0753(03)
G-CELU	Boeing 737 300	2217 1208(03)	G-BYRM	Jetstream 31	2244 0655(03)
G-PZAZ	PA-31 Navajo	2316 2337			

03 Friday

G-PIDS	Boeing 757	0355 0649	G-JEDL	DHC-8 400	0749 0833
G-RJXE	EMB 145	0913 0951	G-MAJL	Jetstream 41	0916 1009
G-RJXC	EMB 145	0927 1047	PH-OFG	Fokker 100	0936 1037
EI-COA	Boeing 737 200	0952 1028	G-CBCS	Jetstream 31	0955 1444
G-RJXJ	EMB 135	1014 1153	G-CELS	Boeing 737 300	1018 1241
G-BVJC	Fokker 100	1021 1109	LZ-HMW	TU.154M	1025 1118
VP-CBM	C.550 Citation 2	1111 1915	EC-HJJ	Boeing 737 800	1132 1256
G-JEAM	BAe 146 300	1134 1220	G-BAVZ	PA-23 Aztec	1140 1544
G-MAJL	Jetstream 41	1150 1439	G-RJXI	EMB 145	1154 1405
G-RJXE	EMB 145	1158 1339	EC-HRB	Boeing 757	1214 1332
EI-CNW	Boeing 737 200	1308 1354	G-RJXC	EMB 145	1328 1453
G-BVJC	Fokker 100	1351 1539	PH-OFG	Fokker 100	1401 1609
G-RJXJ	EMB 135	1421 1529	N64VB	Be.58 Baron	1440 1507
G-JEDL	DHC-8 400	1603 1707	G-CELU	Boeing 737 300	1628 1827
G-RJXC	EMB 145	1633 1729	G-CBCS	Jetstream 31	1637 1718
G-RJXE	EMB 145	1642 1749	G-SMTJ	Airbus 321	1648 1903
G-HTRL	PA-34 Seneca	1650 1725	G-RJXI	EMB 145	1657 1801
G-RJXJ	EMB 135	1721 1807	G-MAJL	Jetstream 41	1726 1803
G-GOJP	PA-46 Malibu	1755 1633(04)	N123SX	PA-46 Malibu	1757 1835
G-BVJC	Fokker 100	1810 1912	EI-CNW	Boeing 737 200	1828 1909
G-CELS	Boeing 737 300	1831 1909(04)	G-JEDL	DHC-8 400	1905 2246
G-CELV	Boeing 737 300	1918 1306(04)	G-RJXC	EMB 145	1920 0729(04)
PH-OFI	Fokker 100	1936 0621(04)	G-CBCS	Jetstream 31	1942 0700(06)
G-RJXJ	EMB 135	2002 0711(06)	G-MAJL	Jetstream 41	2016 1503(05)
G-PIDS	Boeing 757	2022 2225	G-RJXE	EMB 145	2053 1341(04)
G-RJXI	EMB 145	2057 0813(04)	G-CELU	Boeing 737 300	2101 0702(04)
EI-CON	Boeing 737 200	2105 2134	G-CELX	Boeing 737 300	2124 1406(04)
G-BVJC	Fokker 100	2138 0711(04)	G-BYAR	Boeing 757	2249 0657(04)
EC-INZ	Airbus 320	2254 0004(04)	EC-HBM	Boeing 737 800	2313 0032(04)

04 Saturday

G-PIDS	Boeing 757	0419 0639	G-JEDY	DHC-8 200	0748 0821
G-BVJC	Fokker 100	0936 1047	EI-COX	Boeing 737 200	0940 1020
PH-OFG	Fokker 100	0944 1043	G-RJXC	EMB 145	1005 1158
G-CELU	Boeing 737 300	1025 1131	TC-ELL	Lear Jet 60	1034 1358
G-RJXI	EMB 145	1138 1226	G-VUEA	C.550 Citation 2	1209 1827
G-BYAR	Boeing 757	1212 1401	EI-DBC	Airbus 320	1237 1427
EC-HGO	Boeing 737 800	1245 1415	G-PIDS	Boeing 757	1301 1421
EI-COA	Boeing 737 200	1309 1353	PH-OFG	Fokker 100	1403 1601
G-JEDL	DHC-8 400	1457 1550	G-UVIP	Cessna 421C	1708 0956(05)
G-CELU	Boeing 737 300	1722 1201(05)	G-OLDC	Lear Jet 45	1846 1933
G-CELV	Boeing 737 300	1906 1305(05)	G-RJXC	EMB 145	1911 1123(05)
G-RJXI	EMB 145	1914 0752(05)	PH-OFG	Fokker 100	1940 0620(05)
G-PIDS	Boeing 757	1950 2109	G-RJXE	EMB 145	2037 1428(05)

G-BYAR	Boeing 757	2040 2201	G-CELX	Boeing 737 300	2048 0911(05)
G-BXWF	Fokker 100	2118 0708(05)	EC-FXP	Boeing 737 400	2126 2235

05 Sunday

G-CELS	Boeing 737 300	0130 1337	G-BYAR	Boeing 757	0345 0617
G-PIDS	Boeing 757	0633 0817	PH-KLG	Fokker 100	0932 1033
G-BXWF	Fokker 100	0942 1056	G-JEDZ	DHC-8 200	1013 1047
N750NS	C.750 Citation X	1125 1205	G-BYAR	Boeing 757	1210 1347
G-BHAY	PA-28RT Arrow	1239 1816	G-BIXH	Cessna F.152	1250 1355
El-CJG	Boeing 737 200	1311 1349	PH-OFD	Fokker 100	1435 1608
G-RJXI	EMB 145	1437 1521	G-RJXC	EMB 145	1444 1544
G-PIDS	Boeing 757	1535 1654	G-PASH	Twin Squirrel	1544 1018(06)
G-CELX	Boeing 737 300	1551 1730	LX-LAR	Lear Jet 35A	1555 1807
G-JEDL	DHC-8 400	1607 1713	G-MAJL	Jetstream 41	1650 1752
G-RJXE	EMB 145	1700 1744	G-BUVC	Jetstream 31	1706 1740
G-RJXI	EMB 145	1709 1759	G-JIVE	Hughes 369E	1731 1753
G-CELU	Boeing 737 300	1748 1846	N64VB	Be.58 Baron	1800 1809
El-CJD	Boeing 737 200	1840 1919	G-JEDL	DHC-8 400	1916 2007
G-CELV	Boeing 737 300	1929 1310(06)	PH-OFD	Fokker 100	1940 0620(06)
G-BVJA	Fokker 100	1944 2034	G-CELS	Boeing 737 300	2008 0636(06)
G-MAJL	Jetstream 41	2011 0707(06)	G-RJXC	EMB 145	2031 0740(06)
G-RJXI	EMB 145	2045 0736(06)	G-RJXE	EMB 145	2050 0808(06)
G-CELU	Boeing 737 300	2116 1213(06)	El-CNW	Boeing 737 200	2139 2216
G-PIDS	Boeing 757	2142 0828(06)	G-CELX	Boeing 737 300	2154 0704(06)
G-BVJA	Fokker 100	2253 0732(06)	G-BYAR	Boeing 757	2300 0757(06)

06 Monday

LZ-BHA	Airbus 320	0744 0841	G-JEDL	DHC-8 400	0748 0927
I-RVRP	CitationJet 1	0902 1723	G-MAJL	Jetstream 41	0938 1020
G-RJXI	EMB 145	0940 1024	G-CBCS	Jetstream 31	0949 1500
G-CLOW	King Air 200	0958 0818(07)	El-CKR	Boeing 737 200	1003 1036
PH-KLG	Fokker 100	1009 1119	G-RJXE	EMB 145	1011 1052
G-RJXJ	EMB 135	1013 1403	N64VB	Be.58 Baron	1015 1228
G-CELV	Boeing 737 300	1018 1126	G-BVJA	Fokker 100	1021 1115
G-RJXC	EMB 145	1111 1155	G-JEAM	BAe 146 300	1123 1221
G-MAJL	Jetstream 41	1202 1447	G-RJXI	EMB 145	1226 1332
G-CELS	Boeing 737 300	1238 1340	G-BYLM	PA-46 Malibu	1242 1355(08)
G-RJXE	EMB 145	1312 1451	El-COA	Boeing 737 200	1317 1350
G-BYAR	Boeing 757	1359 1527	G-BVJA	Fokker 100	1409 1540
PH-OFJ	Fokker 100	1413 1654	G-RJXC	EMB 145	1420 1537
G-JEDL	DHC-8 400	1605 1703	N64VB	Be.58 Baron	1610 1705
G-CELU	Boeing 737 300	1644 1826	G-CBCS	Jetstream 31	1648 1727
G-RJXE	EMB 145	1650 1732	G-RJXJ	EMB 135	1652 1744
G-RJXI	EMB 145	1656 1740	G-MAJL	Jetstream 41	1713 1751
G-CELV	Boeing 737 300	1721 1340(07)	G-BVJA	Fokker 100	1813 1918
G-GMPA	Twin Squirrel	1819 1833	El-CNW	Boeing 737 200	1828 1915
G-PIDS	Boeing 757	1906 2029	N111SX	PA-46 Malibu	1909 0909(07)
G-JEDL	DHC-8 400	1912 1954	G-CELV	Boeing 737 300	1921 0844
G-RJXC	EMB 145	1939 2019	G-RJXE	EMB 145	1943 0731(07)
PH-OFJ	Fokker 100	2013 0654(07)	G-MAJL	Jetstream 41	2017 0700(07)
G-CELS	Boeing 737 300	2022 1132(07)	G-CBDA	Jetstream 31	2025 0703(07)
G-RJXJ	EMB 135	2046 0722(07)	G-RJXI	EMB 145	2056 0739(07)
El-CNV	Boeing 737 200	2102 2134	G-CELU	Boeing 737 300	2114 1305(07)
G-BVJA	Fokker 100	2114 0719(07)	G-RJXH	EMB 145	2241 0736(07)

07 TUESDAY

G-BYAR	Boeing 757	0040 1026	G-PIDS	Boeing 757	0545 0838
G-JEDL	DHC-8 400	0751 0829	PH-HZY	Boeing 737 800	0840 0940
G-RJXE	EMB 145	0927 1009	El-CKR	Boeing 737 200	0942 1023
G-RJXH	EMB 145	0945 1056	G-MAJL	Jetstream 41	0948 1029

G-CBDA	Jetstream 31	0952 1502	G-BVJA	Fokker 100	0959 1101
G-RXJ	EMB 135	1042 1409	PH-OFB	Fokker 100	1044 1209
G-RJXI	EMB 145	1054 1135	9H-ADH	Boeing 737 300	1107 1205
N125ZZ	Hawker 800XP	1124 1347	G-JEBE	BAe 146 300	1141 1221
G-CELV	Boeing 737 300	1148 0636(08)	G-RJXE	EMB 145	1151 1334
G-MAJL	Jetstream 41	1211 1453	El-CNW	Boeing 737 200	1318 1345
G-RJXH	EMB 145	1322 1448	G-BVJA	Fokker 100	1343 1539
G-RJXI	EMB 145	1406 1507	G-PIDS	Boeing 757	1436 1609
EC-IDT	Boeing 737 800	1450 1546	PH-OFB	Fokker 100	1456 1604
G-BRMS	PA-28RT Arrow	1459 1654(08)	G-JEDL	DHC-8 400	1606 1703
F-GSLZ	Falcon 100	1614 1144(08)	N64VB	Be.58 Baron	1623 1941
G-CBDA	Jetstream 31	1641 1718	G-RJXH	EMB 145	1645 1733
N111SX	PA-46 Malibu	1654 0640(08)	G-RJXJ	EMB 135	1700 1755
G-RJXI	EMB 145	1712 1801	G-RJXE	EMB 145	1716 1751
G-MAJL	Jetstream 41	1725 1807	G-CELS	Boeing 737 300	1742 1832
G-BVJA	Fokker 100	1813 1918	El-CNX	Boeing 737 200	1835 1909
PH-HZY	Boeing 737 800	1846 1928	G-JEDL	DHC-8 400	1907 1948
G-CELU	Boeing 737 300	1920 1131(08)	G-RJXH	EMB 145	1934 0715(08)
PH-OFB	Fokker 100	1945 0623(08)	G-CBDA	Jetstream 41	1953 0705(08)
G-RJXI	EMB 145	2004 0731(08)	G-CELX	Boeing 737 300	2020 0638(09)
G-MAJL	Jetstream 41	2032 0703(08)	G-RJXJ	EMB 135	2057 0711(08)
G-RJXE	EMB 145	2100 0737(08)	G-CELS	Boeing 737 300	2140 0724(08)
G-BVJA	Fokker 100	2143 0729(08)			

08 Wednesday

G-BYAR	Boeing 757	0119 1034	G-PIDS	Boeing 757	0128 0746
N64VB	Be.58 Baron	0804 0812	G-JEDL	DHC-8 400	0810 0841
G-RJXA	EMB 145	0928 1008	G-RJXI	EMB 145	0931 1046
G-MAJL	Jetstream 41	0938 1013	El-CNY	Boeing 737 200	0941 1025
G-CBDA	Jetstream 31	0946 1454	G-BVJA	Fokker 100	0952 1110
PH-OFB	Fokker 100	0956 1048	G-RJXJ	EMB 135	1004 1405
G-CELS	Boeing 737 300	1022 1304	G-RJXE	EMB 145	1040 1120
N6039X	Commander 114B	1108 1504	G-BFBU	P.68B Victor	1121 1351
G-JEBE	BAe 146 300	1128 1214	N64VB	Be.58 Baron	1154 1244
G-MAJL	Jetstream 41	1200 1446	G-RJXA	EMB 145	1203 1333
G-CELV	Boeing 737 300	1233 1345	El-CNW	Boeing 737 200	1310 1348
G-RJXI	EMB 145	1318 1442	G-BVJA	Fokker 100	1342 1547
G-RJXE	EMB 145	1358 1509	PH-OFD	Fokker 100	1402 1625
G-RKJT	PA-46 Malibu	1502 0843(09)	N64VB	Be.58 Baron	1554 1914
G-JEDL	DHC-8 400	1603 1702	G-CBDA	Jetstream 31	1638 1722
G-RJXI	EMB 145	1646 1741	G-RJXJ	EMB 135	1650 1751
G-RJXE	EMB 145	1713 1805	G-CELU	Boeing 737 300	1716 1825
G-MAJL	Jetstream 41	1726 1808	G-PIDS	Boeing 757	1734 1829
El-CNV	Boeing 737 200	1832 1911	G-BXWE	Fokker 100	1840 1933
G-CELS	Boeing 737 300	1903 1309(09)	G-JEDL	DHC-8 400	1908 1947
G-RJXI	EMB 145	1925 2011	G-RJXH	EMB 145	1957 0724(09)
G-RJXE	EMB 145	2001 0733(09)	G-CBDA	Jetstream 31	2005 0652(09)
PH-OFI	Fokker 100	2016 0618(09)	G-MAJL	Jetstream 41	2031 0714(09)
G-RJXJ	EMB 135	2103 0705(09)	G-CELU	Boeing 737 300	2119 0709(09)
G-BXWE	Fokker 100	2149 0722(09)	G-RJXI	EMB 145	2301 0718(09)
G-BYAR	Boeing 757	2318 0649(09)			

09 Thursday

G-PIDS	Boeing 757	0400 0926	G-LUND	Cessna 340A	0732 0807
G-JEDK	DHC-8 400	0746 0830	G-RDBS	C.550 Citation 2	0850 1551
G-RJXI	EMB 145	0920 0959	CS-TPJ	EMB 145	0934 1043
PH-OFD	Fokker 100	0939 1044	G-CBDA	Jetstream 31	0943 1454
G-BXWE	Fokker 100	0947 1056	G-MAJL	Jetstream 41	0953 1032
El-CNY	Boeing 737 200	0956 1028	G-CELU	Boeing 737 300	1020 1134

G-RJXJ	EMB 135	1023 1403
G-JEBE	BAe 146 300	1131 1226
G-RJXI	EMB 145	1215 1334
G-CELX	Boeing 737 300	1240 1345
G-DHJZ	Airbus 320	1315 1503
EI-CJC	Boeing 737 200	1322 1357
G-BXWE	Fokker 100	1351 1542
G-RJXE	EMB 145	1359 0723(10)
G-BDUN	PA-34 Seneca	1607 1636
G-CBDA	Jetstream 31	1644 1724
G-RJXI	EMB 145	1649 1805
G-CELU	Boeing 737 300	1704 1821
G-RKJT	PA-46 Malibu	1743 0723(15)
EI-CNY	Boeing 737 200	1824 1905
G-JEDK	DHC-8 400	1932 2012
PH-OFF	Fokker 100	1941 0623(10)
G-CBDA	Jetstream 31	2006 0657(10)
CS-TPJ	EMB 145	2028 2106
G-MAJL	Jetstream 41	2034 1010(10)
G-RJXJ	EMB 135	2051 0739(10)
G-CELU	Boeing 737 300	2109 1207(10)
CS-TPJ	EMB 145	2250 0720(10)

10 Friday

G-CELV	Boeing 737 300	0140 1310
HB-IVN	Falcon 2000	0753 1619
G-RJXF	EMB 145	0915 1042
G-VOAR	PA-28 Archer	0936 1610
N64VB	Be.58 Baron	0943 1005
EI-CNY	Boeing 737 200	0959 1032
G-RJXJ	EMB 135	1014 1403
G-CBDA	Jetstream 31	1038 1500
EC-HHG	Boeing 737 800	1114 1231
EC-IMA	Airbus 321	1152 1320
G-MAJL	Jetstream 41	1203 1447
G-RJXF	EMB 145	1322 1456
G-BXWE	Fokker 100	1401 1552
G-JEDK	DHV-8 400	1604 1708
G-CBDA	Jetstream 31	1634 1720
G-CELU	Boeing 737 300	1648 1818
G-RJXJ	EMB 135	1653 1800
G-CELS	Boeing 737 300	1711 0711(11)
OE-GAA	C.560 Citation 5	1725 1931
G-BXWE	Fokker 100	1824 1925
G-CELV	Boeing 737 300	1853 1314(11)
PH-KLG	Fokker 100	1937 0619(11)
CS-DNL	Hawker 800XP	1952 1015(11)
G-CBDA	Jetstream 31	2001 0656(13)
G-PIDS	Boeing 757	2031 2306
G-RJXJ	EMB 135	2049 0716(13)
EI-CNX	Boeing 737 200	2104 2138
G-BXWE	Fokker 100	2145 0716(11)
G-BYAR	Boeing 757	2254 0738(11)

11 Saturday

G-PIDS	Boeing 757	0451 0640
PH-KLG	Fokker 100	0939 1047
G-BXWE	Fokker 100	0944 1049
G-CELS	Boeing 737 300	1027 1129

G-RJXE	EMB 145	1053 1137
N780F	Gulfstream 5	1157 1740
G-MAJL	Jetstream 41	1218 1445
G-OOBC	Boeing 757	1304 1513
CS-TPJ	EMB 145	1319 1835
EC-IAG	Airbus 320	1347 1508
PH-OFF	Fokker 100	1354 1620
G-PIDS	Boeing 757	1548 1814
G-BSYI	Twin Squirrel	1631 2150
G-JEDK	DHC-8 400	1647 1733
G-RJXJ	EMB 135	1654 1817
G-MAJL	Jetstream 41	1716 1757
G-BXWE	Fokker 100	1811 1914
G-CELS	Boeing 737 300	1853 0727(10)
G-LUND	Cessna 340A	1938 1948
G-CELX	Boeing 737 300	2001 1328
G-BYAR	Boeing 757	2023 0648
G-BFBU	P.68B Victor	2030 1012(10)
G-IJYS	Jetstream 31	2037 2101
G-RJXI	EMB 145	2058 0735(10)
G-BXWE	Fokker 100	2141 0730(10)

G-PIDS	Boeing 757	0253 0653
G-JEDK	DHC-8 400	0759 0851
CS-TPJ	EMB 145	0925 1002
G-MAJL	Jetstream 41	0941 1021
PH-OFF	Fokker 100	0955 1047
G-BXWE	Fokker 100	1010 1104
G-CELS	Boeing 737 300	1028 1124
G-RJXI	EMB 145	1045 1129
G-JEBE	BAe 146 300	1126 1227
CS-TPJ	EMB 145	1200 1333
EI-CNZ	Boeing 737 200	1304 1349
G-RJXI	EMB 145	1358 1510
PH-OFF	Fokker 100	1404 1602
G-BODD	PA-28 Warrior	1622 Res
CS-TPJ	EMB 145	1644 1751
G-RJXF	EMB 145	1650 1732
G-SMTJ	Airbus 321	1656 1846
G-RJXC	EMB 145	1722 1806
G-MAJL	Jetstream 41	1727 1809
EI-CJD	Boeing 737 200	1836 1921
G-JEDK	DHC-8 400	1912 1950
G-RJXF	EMB 145	1941 0733(11)
G-CELX	Boeing 737 300	1957 1335(12)
G-RJXC	EMB 145	2004 1124(12)
G-MAJL	Jetstream 41	2044 1450(12)
CS-TPJ	EMB 145	2101 0810(11)
G-CELU	Boeing 737 300	2114 1343(11)
EC-HGO	Boeing 737 800	2226 2337

G-JEDZ	DHC-8 200	0755 0826
EI-CJC	Boeing 737 200	0941 1019
G-RJXF	EMB 145	0957 1235
G-BWDB	ATR.72	1135 1810

CS-TPJ	EMB 145	1140 1424(12)	G-PIDS	Boeing 757	1230 1355
G-JIVE	Hughes 369E	1239 1316	G-BYAR	Boeing 757	1242 1443
EI-DBC	Airbus 320	1244 1439	EI-CJG	Boeing 737 200	1310 1351
PH-KLG	Fokker 100	1357 1557	EC-HBN	Boeing 737 800	1436 1555
G-JEBD	BAe 146 300	1459 1552	N708SP	Lear Jet 45	1638 1702(12)
G-CELS	Boeing 737 300	1705 1907	G-OLDC	Lear Jet 45	1743 2103
G-CELV	Boeing 737 300	1854 1306(12)	G-RJXF	EMB 145	1858 0738(12)
PH-KLG	Fokker 100	1945 0631(12)	G-CELU	Boeing 737 300	1959 0901(12)
G-BYAR	Boeing 757	2106 2212	G-BXWF	Fokker 100	2112 0705(12)
EC-GUO	Boeing 737 400	2134 2244	G-JALC	Boeing 757	2217 2317

12 Sunday

G-CELS	Boeing 737 300	0110 1127	G-BYAR	Boeing 757	0347 0620
G-JALC	Boeing 757	0823 0946	PH-OFA	Fokker 100	0935 1045
G-BXWF	Fokker 100	0950 1054	G-JEDZ	DHC-8 200	1012 1049
N750NS	C.750 Citation X	1154 1612	G-AZTW	Cessna F.177RG	1213 1602
G-BYAR	Boeing 757	1214 1545	CS-DNG	C.650 Citation 7	1251 1759
EI-CNZ	Boeing 737 200	1317 1355	PH-OFA	Fokker 100	1414 1655
G-RJXF	EMB 145	1422 1514	G-RJXC	EMB 145	1505 1547
G-CELU	Boeing 737 300	1530 1720	G-JALC	Boeing 757	1600 1725
G-JEDK	DHC-8 400	1609 1707	G-MAJL	Jetstream 41	1627 1748
N64VB	Be.58 Baron	1643 1713	G-BUVD	Jetstream 31	1657 1735
G-CELS	Boeing 737 300	1700 1824	CS-TPJ	EMB 145	1704 1745
G-RJXF	EMB 145	1713 1754	G-OLCP	Twin Squirrel	1829 1621(13)
EI-CNZ	Boeing 737 200	1841 1912	G-CELV	Boeing 737 300	1850 1300(13)
G-BXWF	Fokker 100	1902 1949	G-JEDK	DHC-8 400	1913 1958
PH-KLI	Fokker 100	1947 0625(13)	G-CELV	Boeing 737 300	1955 0704(13)
G-MAJL	Jetstream 41	2012 0711(13)	G-RJXC	EMB 145	2029 0727(13)
CS-TPJ	EMB 145	2049 0731(13)	G-RJXF	EMB 145	2055 0757(13)
EI-CJD	Boeing 737 200	2102 2136	G-CELS	Boeing 737 300	2111 0708(13)
G-CELU	Boeing 737 300	2148 1201(13)	G-MOMO	Agusta A.109E	2152 1546(13)
G-JALC	Boeing 757	2220 0831(13)	G-BVJC	Fokker 100	2330 0738

13 Monday

G-BYAR	Boeing 757	0058 0748	G-JEDK	DHC-8 400	0809 0845
G-BKBV	TB.10 Tobago	0816 1406	G-BYEM	Cessna R.182RG	0840 1210
G-RJXC	EMB 145	0931 1124	CS-TPJ	EMB 145	0934 1019
PH-KZI	Fokker 70	0956 1053	EI-COB	Boeing 737 200	1000 1038
G-CBDA	Jetstream 31	1003 1456	G-RJXJ	EMB 135	1009 1046
G-CELS	Boeing 737 300	1022 1126	G-BVJC	Fokker 100	1031 1118
G-MAJF	Jetstream 41	1052 1132	G-RJXF	EMB 145	1107 1501
G-UKHP	BAe 146 300	1128 1218	CS-TPJ	EMB 145	1159 1335
G-MAJI	Jetstream 41	1233 1441	G-CELV	Boeing 737 300	1301 1355
G-RJXJ	EMB 135	1309 1403	G-MAJF	Jetstream 41	1312 1339
EI-CNY	Boeing 737 200	1324 1358	G-BYAR	Boeing 757	1330 1531
G-RJXC	EMB 145	1353 1447	G-BVJC	Fokker 100	1408 1541
PH-OFB	Fokker 100	1600 1659	G-JEDK	DHC-8 400	1605 1705
G-CELU	Boeing 737 300	1632 1828	G-MAJE	Jetstream 41	1636 1645
G-CBDA	Jetstream 31	1640 1715	G-RJXC	EMB 145	1643 1731
G-BBGB	PA-23 Aztec	1655 1823	G-RJXJ	EMB 135	1701 1756
CS-TPJ	EMB 145	1704 1745	G-RJXF	EMB 145	1706 1802
G-MAJI	Jetstream 41	1709 1747	G-CELV	Boeing 737 300	1713 0643(15)
G-CELS	Boeing 737 300	1717 1336(15)	G-BXWF	Fokker 100	1814 1912
EI-CJD	Boeing 737 200	1833 1908	G-JEDK	DHC-8 400	1907 1951
G-CELV	Boeing 737 300	1917 1301(14)	G-JALC	Boeing 757	1924 2040
G-RJXC	EMB 145	1936 1030(14)	G-CBDA	Jetstream 31	1954 0650(14)
PH-OFI	Fokker 100	1958 0654(14)	G-RJXF	EMB 145	2005 0719(14)
G-CELV	Boeing 737 300	2013 1343(14)	G-MAJI	Jetstream 41	2019 0656(14)
HB-FOW	Pilatus PC-12	2021 1144(14)	G-RJXJ	EMB 135	2043 0709(14)

CS-TPJ	EMB 145	2101 0724(14)	EI-COX	Boeing 737 200	2113 2136
G-CELU	Boeing 737 300	2128 0705(14)	G-BVJC	Fokker 100	2151 0722(14)
14 Tuesday					
G-BYAR	Boeing 757	0050 0627	G-JALC	Boeing 757	0546 0831
N200CH	Falcon 2000EX	0746 1250	G-JEDK	DHC-8 400	0752 0835
PH-HZX	Boeing 737 800	0852 0941	G-MAJI	Jetstream 41	0925 1004
G-RJXF	EMB 145	0932 1154	CS-TPJ	EMB 145	0935 1020
EI-COB	Boeing 737 200	0946 1024	G-CBDA	Jetstream 41	0950 1453
G-BVJC	Fokker 100	1007 1125	G-RJXJ	EMB 135	1011 1053
PH-OFI	Fokker 100	1014 1056	G-CELU	Boeing 737 300	1017 1134
9H-ADN	Boeing 737 300	1041 1152	G-RJXC	EMB 145	1058 1447
G-JEBD	BAe 146 300	1129 1215	G-MAJI	Jetstream 41	1148 1437
CS-TPJ	EMB 145	1207 1336	G-BAVZ	PA-23 Aztec	1210 1738
G-RJXJ	EMB 135	1314 1408	EI-CKR	Boeing 737 200	1318 1352
G-BVJC	Fokker 100	1402 1549	PH-OFI	Fokker 100	1405 1607
G-RJXF	EMB 145	1410 1504	G-JALC	Boeing 757	1433 1604
G-JEDK	DHC-8 400	1605 1706	G-CBDA	Jetstream 31	1630 1710
G-RJXI	EMB 145	1657 1735	G-RJXJ	EMB 135	1702 1749
G-MAJI	Jetstream 41	1719 1756	G-RJXF	EMB 145	1723 1805
CS-TPJ	EMB 145	1725 1809	G-CELU	Boeing 737 300	1730 1825
EI-CJD	Boeing 737 200	1827 1904	PH-HZX	Boeing 737 800	1832 0918(15)
G-CELV	Boeing 737 300	1902 2029	G-JEDK	DHC-8 400	1906 1955
G-KDMA	C.560 Citation 5	1916 1455(22)	PH-OFK	Fokker 100	1936 0619(15)
G-RJXC	EMB 145	1940 0716(15)	G-CBDA	Jetstream 31	1953 0654(15)
G-RJXF	EMB 145	2004 0727(15)	G-MAJI	Jetstream 41	2012 0657(15)
G-CELX	Boeing 737 300	2016 0712(15)	G-RJXJ	EMB 135	2039 0705(15)
G-BYAR	Boeing 757	2050 0744(15)	CS-TPJ	EMB 145	2105 0740(15)
G-CELU	Boeing 737 300	2114 1316(16)	G-BXWE	Fokker 100	2342 0720(15)

15 Wednesday

G-JALC	Boeing 757	0134 0758	G-JEDK	DHC-8 400	0751 0828
G-RJXA	EMB 145	0921 1009	PH-KLG	Fokker 100	0929 1039
G-MAJI	Jetstream 41	0935 1021	EI-COB	Boeing 737 200	0949 1021
CS-TPJ	EMB 145	0943 0817(16)	G-CBDA	Jetstream 31	0949 1450
G-BVJD	Fokker 100	1004 1102	G-RJXJ	EMB 135	1018 1104
G-CELX	Boeing 737 300	1024 1131	G-RJXF	EMB 145	1027 1118
G-JEBE	BAe 146 300	1122 1214	G-MAJI	Jetstream 41	1150 1234
G-MAJL	Jetstream 41	1153 1441	G-BAVZ	PA-23 Aztec	1155 1754
G-RJXA	EMB 145	1203 1338	G-CELC	Boeing 737 300	1233 1340
EI-CJD	Boeing 737 200	1312 1353	G-RJXJ	EMB 135	1317 1408
G-RJXF	EMB 145	1343 1508	G-RJXC	EMB 145	1352 1502
G-BVJD	Fokker 100	1355 1555	PH-KLG	Fokker 100	1401 1610
N524SF	C.525 CitationJet 1	1433 1726	OE-GAA	C.560 Citation 5	1451 1829
G-OLDF	Lear Jet 45	1600 1622	G-JEDK	DHC-8 400	1607 1658
G-CBDA	Jetstream 31	1643 1719	G-RJXJ	EMB 135	1654 1808
G-RJXA	EMB 145	1657 1750	G-RJXC	EMB 145	1701 1739
G-JALC	Boeing 757	1704 0938(16)	G-MAJL	Jetstream 41	1708 1752
G-RJXF	EMB 145	1711 1809	G-CELV	Boeing 737 300	1719 1826
N77YY	PA-32R Saratoga	1723 1233(16)	N123AX	PA-32R Saratoga	1804 1230(16)
G-BVJD	Fokker 100	1823 1922	G-RKJT	PA-46 Malibu	1835 1536(16)
EI-CNV	Boeing 737 200	1838 1911	G-JEDK	DHC-8 400	1905 1948
G-CELS	Boeing 737 300	1925 0708(16)	PH-OFA	Fokker 100	1940 0614(16)
G-CBDA	Jetstream 31	1955 0653(16)	G-CELC	Boeing 737 300	1958 1025(16)
G-RJXF	EMB 145	2010 0732(16)	G-MAJL	Jetstream 41	2014 0704(16)
G-RJXC	EMB 145	2047 2124	G-RJXJ	EMB 135	2054 0711(16)
G-BYAR	Boeing 757	2101 0621(16)	G-RJXA	EMB 145	2108 0716(16)
G-CELX	Boeing 737 300	2118 0631(16)	G-WELL	King Air E.90	2122 2326
G-BVJD	Fokker 100	2206 0724(16)			

16 Thursday

G-JEDK	DHC-8 400	0752 0829	G-MUVG	Cessna 421C	0814 1802
G-RJXA	EMB 145	0911 1001	N250AC	PA-31 Navajo	0925 2011(17)
G-MAJL	Jetstream 41	0930 1013	G-CBDA	Jetstream 31	0941 1458
EI-CKR	Boeing 737 200	0944 1029	PH-OFF	Fokker 100	0948 1042
G-BVJD	Fokker 100	0956 1110	CS-TPJ	EMB 145	1002 1048
G-CELS	Boeing 737 300	1020 1134	G-RJXJ	EMB 135	1023 1418
G-RJXF	EMB 145	1037 1148	G-JEBE	BAe 146 300	1125 1222
G-BAVZ	PA-23 Aztec	1140 1748	G-MAJL	Jetstream 41	1153 1441
G-RJXA	EMB 145	1158 1334	G-CELX	Boeing 737 300	1228 1341
N132CK	Cessna 421A	1259 n/s+	G-SUEW	Airbus 320	1318 1433
EI-CNX	Boeing 737 200	1321 1353	CS-TPJ	EMB 145	1325 1455
EC-IEQ	Airbus 320	1329 1448	G-BVJD	Fokker 100	1359 1541
PH-KLI	Fokker 100	1402 1605	G-RJXF	EMB 145	1411 1506
G-CELC	Boeing 737 300	1450 1547	G-JALC	Boeing 757	1558 1839
G-JEDK	DHC-8 400	1637 1742	G-CBDA	Jetstream 31	1642 1717
CS-TPJ	EMB 145	1651 1737	G-RJXA	EMB 145	1654 1745
G-RJXJ	EMB 135	1704 1753	G-RJXF	EMB 145	1716 1806
G-CELS	Boeing 737 300	1723 1824	G-MAJL	Jetstream 41	1733 1812
G-BVJD	Fokker 100	1808 1916	EI-COA	Boeing 737 200	1835 1919
G-CELU	Boeing 737 300	1859 1212(17)	G-JEDK	DHC-8 400	1938 2014
CS-TPJ	EMB 145	1946 0720(17)	G-CBDA	Jetstream 31	1954 0658(17)
PH-OFF	Fokker 100	2004 0616(17)	G-CEGR	King Air 200	2008 0955(17)
G-CELX	Boeing 737 300	2011 1335(17)	G-RJXF	EMB 145	2015 0729(17)
G-BYAR	Boeing 757	2020 0639(17)	G-MAJL	Jetstream 41	2026 0734(17)
G-RJXA	EMB 145	2049 0742(17)	G-RJXJ	EMB 135	2058 0707(17)
G-BUVD	Jetstream 31	2112 1001(17)	G-CELS	Boeing 737 300	2116 0703(17)
G-BVJD	Fokker 100	2150 0739(17)	G-CELC	Boeing 737 300	2227 1432(17)

17 Friday

G-JALC	Boeing 757	0334 0652	G-BHKJ	Cessna 421C	0745 1539
G-JEDK	DHC-8 400	0750 0830	G-BTWN	Maule MXT-7-180	0901 1513(19)
N125GP	Lear Jet 31A	0907 1726	G-RJXF	EMB 145	0940 1047
G-CBDA	Jetstream 31	0945 1502	EI-CNX	Boeing 737 200	0948 1029
PH-OFF	Fokker 100	0952 1051	G-RJXJ	EMB 135	0958 1401
G-MAJL	Jetstream 41	1003 1043	G-BVJD	Fokker 100	1013 1131
G-CELS	Boeing 737 300	1017 1146	CS-TPJ	EMB 145	1027 1103
G-RJXA	EMB 145	1049 1125	G-JEBE	BAe 146 300	1129 1222
EC-HHG	Boeing 737 800	1140 1316	LN-BRD	Boeing 737 500	1153 1252
EC-IMA	Airbus 321	1212 1332	G-MAJL	Jetstream 41	1223 1447
CS-TPJ	EMB 145	1239 1343	G-RJXF	EMB 145	1314 1443
EI-COB	Boeing 737 200	1318 1356	G-BVJD	Fokker 100	1355 1555
PH-OFF	Fokker 100	1405 1559	G-RJXA	EMB 145	1409 1457
G-BBXK	PA-34 Seneca	1518 1538	G-JEDK	DHC-8 400	1610 1705
G-BYVA	G.115E Tutor	1616 0910(18)	G-RKJT	PA-46 Malibu	1623 0724(20)
G-HMMV	C.525 CitationJet 1	1629 1747	G-CELU	Boeing 737 300	1644 1147(18)
G-RJXF	EMB 145	1649 1742	G-RJXJ	EMB 135	1652 1756
G-CBDA	Jetstream 31	1657 1738	CS-TPJ	EMB 145	1659 1745
G-RJXA	EMB 145	1710 1806	G-CELS	Boeing 737 300	1721 1824
G-MAJL	Jetstream 41	1728 1858	G-SMTJ	Airbus 321	1731 1854
G-LOBL	Global Express	1802 1838	G-BVJD	Fokker 100	1820 1922
EI-CNY	Boeing 737 200	1838 1907	G-JEDK	DHC-8 400	1910 1953
G-RJXF	EMB 145	1938 0729(18)	PH-OFD	Fokker 100	1941 0626(18)
G-CELC	Boeing 737 300	1949 1900(18)	G-CELX	Boeing 737 300	2007 1353(18)
G-RJXA	EMB 145	2010 0828(18)	G-CBDA	Jetstream 31	2037 0655(20)
G-JALC	Boeing 757	2040 2225	G-RJXJ	EMB 135	2045 1514(19)
CS-TPJ	EMB 145	2054 1427(19)	G-MAJL	Jetstream 41	2114 1457(19)
EI-CNX	Boeing 737 200	2118 2149	G-CELS	Boeing 737 300	2126 0705(18)

G-VICT	PA-31 Navajo	2134 2253
G-CELV	Boeing 737 300	2218 1307(18)
EC-HGQ	Boeing 737 800	2244 2359

18 Saturday

EC-ICK	Airbus 320	0055 0139
G-JEDX	DHC-8 200	0822 0856
EI-CNZ	Boeing 737 200	0944 1024
G-RJXF	EMB 145	1004 1227
G-CELS	Boeing 737 300	1022 1125(19)
G-RJXA	EMB 145	1155 0744(19)
EI-DBC	Airbus 320	1242 1411
EI-CJD	Boeing 737 200	1309 1358
EC-HGO	Boeing 737 800	1454 1601
G-CELU	Boeing 737 300	1735 1202(20)
G-CELV	Boeing 737 300	1849 0854(19)
PH-KLG	Fokker 100	1932 0617(19)
G-CELX	Boeing 737 300	2023 1334(19)
G-BXWE	Fokker 100	2145 0705(19)

19 Sunday

G-CELC	Boeing 737 300	0101 1316
G-JALC	Boeing 757	0803 0916
G-BXWE	Fokker 100	0957 1103
LN-BRQ	Boeing 737 400	1128 1223
G-VUEA	C.550 Citation 2	1202 1307
EI-CNY	Boeing 737 200	1312 1353
G-RJXF	EMB 145	1440 1548
G-JALC	Boeing 757	1541 1707
G-JEDK	DHC-8 400	1612 1703
G-HMMV	C.525 CitationJet 1	1654 1726
G-CBCS	Jetstream 31	1705 1740
G-RJXJ	EMB 135	1712 0717(20)
G-CELC	Boeing 737 300	1901 1128(22)
G-BVJB	Fokker 100	1921 2009
PH-OFF	Fokker 100	1936 0631(20)
G-CELX	Boeing 737 300	2008 0637(20)
G-RJXA	EMB 145	2042 0733(20)
G-CELS	Boeing 737 300	2116 0659(20)
EI-CNZ	Boeing 737 200	2145 2218
G-BXWE	Fokker 100	2221 0731(20)

20 Monday

G-JEDK	DHC-8 400	0756 0834
CS-TPJ	EMB 145	0918 1003
G-RJXA	EMB 145	0935 1110
G-CBDA	Jetstream 31	0944 1458
G-RJXJ	EMB 135	1009 1047
G-CELS	Boeing 737 300	1017 1126
G-JEBE	BAe 146 300	1127 1216
G-RJXF	EMB 145	1155 1502
G-CELX	Boeing 737 300	1245 1345
G-RJXJ	EMB 135	1331 1416
N25GV	Gulfstream 5	1338 1815
G-RJXA	EMB 145	1402 1450
PH-OFF	Fokker 100	1424 1605
G-CELU	Boeing 737 300	1628 1831
G-RJXA	EMB 145	1642 1732
CS-TPJ	EMB 145	1703 1741
G-RJXF	EMB 145	1710 1800

G-BVJD	Fokker 100	2205 0727(18)
G-BYAR	Boeing 757	2236 0707(18)

G-JALC	Boeing 757	0417 0631
PH-KLG	Fokker 100	0926 1044
G-BVJD	Fokker 100	0959 1058
G-VUEA	C.550 Citation 2	1006 1703
G-AVYS	PA-28R Arrow	1028 1522
G-BYAR	Boeing 757	1221 1347
G-JALC	Boeing 757	1252 1403
PH-KLG	Fokker 100	1356 1606
G-JEDK	DHC-8 400	1516 1554
VP-BGE	C.500 Citation 1	1840 0755(19)
G-RJXF	EMB 145	1903 1129(19)
G-BYAR	Boeing 757	2016 2129
G-JALC	Boeing 757	2136 2247
EC-GUO	Boeing 737 800	2234 2340

G-BYAR	Boeing 757	0320 0607
PH-OFF	Fokker 100	0935 1038
G-JEDX	DHC-8 200	1011 1049
G-BYAR	Boeing 757	1157 1350
G-JIVE	Hughes 369E	1206 1244
PH-OFF	Fokker 100	1408 1621
G-RJXA	EMB 145	1512 1754
G-CELV	Boeing 737 300	1543 1715
G-MAJL	Jetstream 41	1634 1750
CS-TPJ	EMB 145	1657 1743
G-CELS	Boeing 737 300	1710 1824
EI-CNX	Boeing 737 200	1827 1905
G-JEDK	DHC-8 400	1907 1959
VP-BGE	C.500 Citation 1	1934 2005
G-MAJL	Jetstream 41	2003 0706(20)
G-RJXF	EMB 145	2040 0803(20)
CS-TPJ	EMB 145	2107 0721(20)
G-CELV	Boeing 737 300	2134 1315(20)
G-JALC	Boeing 757	2207 0828(20)
G-BYAR	Boeing 757	2259 0800(20)

D-CIFA	C.550 Citation 2	0915 1409
G-MAJL	Jetstream 41	0924 1015
EI-COA	Boeing 737 200	0940 1027
PH-OFF	Fokker 100	0949 1040
G-BBCN	Robin HR.100	1013 1541
G-BXWE	Fokker 100	1019 1113
CS-TPJ	EMB 145	1153 1342
G-MAJL	Jetstream 41	1200 1505
EI-CNY	Boeing 737 200	1313 1352
G-BYAR	Boeing 757	1336 1515
G-CJAD	C.525 CitationJet 1	1348 1454
G-BXWF	Fokker 100	1402 1450
G-JEDK	DHC-8 400	1609 1708
G-CBDA	Jetstream 41	1632 1714
G-RJXJ	EMB 135	1653 1749
G-RKJT	PA-46 Malibu	1706 0718(21)
G-CELS	Boeing 737 300	1719 0856(21)

G-MAJL	Jetstream 41	1728 1803	EI-COA	Boeing 737 200	1825 1911
G-BXWF	Fokker 100	1828 1916	G-JALC	Boeing 757	1856 2020
G-CELV	Boeing 737 300	1908 1130(21)	G-RJXA	EMB 145	1924 0927(21)
PH-OFB	Fokker 100	1937 0624(21)	G-VUEA	C.550 Citation 2	1942 2046
G-CBDA	Jetstream 31	2001 1053(21)	G-RJXF	EMB 145	2203 1015(21)
G-CELV	Boeing 737 300	2006 1336(21)	G-JEDN	DHC-8 400	2008 2051
G-MAJL	Jetstream 41	2015 1033(21)	G-RJXJ	EMB 135	2040 0956(21)
CS-TPJ	EMB 145	2049 1105(21)	EI-CNX	Boeing 737 200	2056 2120
G-CELV	Boeing 737 300	2117 1149(23)	G-BXWF	Fokker 100	2140 1102(21)

21 Tuesday

G-BYAR	Boeing 757	0035 0920	G-CCMY	Boeing 757	0556 0917
G-JEDN	DHC-8 400	0742 0824	G-RJXH	EMB 145	0922 1025
N250AC	PA-31 Navajo	0931 1050	PH-OFF	Fokker 100	0945 1040
EI-COA	Boeing 737 200	0952 1037	G-BUVC	Jetstream 31	1017 1058
9H-ADI	Boeing 737 300	1044 1141	G-CELS	Boeing 737 300	1123 1306
G-JEBE	BAe 146 300	1127 1219	G-RJXF	EMB 145	1207 1258
G-RJXH	EMB 145	1216 1338	G-LOBL	Global Express	1231 1502
G-CBDA	Jetstream 31	1234 1457	G-RJXJ	EMB 135	1237 1407
G-RJXA	EMB 145	1239 1507	G-MAJL	Jetstream 41	1243 1444
EI-CJC	Boeing 737 200	1322 1351	CS-TPJ	EMB 145	1328 1449
G-BXWF	Fokker 100	1341 1541	PH-KLG	Fokker 100	1401 1610
G-RJXF	EMB 145	1523 1822	G-CCMY	Boeing 757	1527 1657
G-JEDN	DHC-8 400	1607 1705	G-CBDA	Jetstream 31	1632 1719
CS-TPJ	EMB 145	1636 1726	G-RJXJ	EMB 135	1645 1757
G-RJXH	EMB 145	1702 1749	G-MAJL	Jetstream 41	1712 1752
G-RJXA	EMB 145	1714 1805	G-CELV	Boeing 737 300	1717 1828
G-BXWF	Fokker 100	1807 1913	G-RKJT	PA-46 Malibu	1825 1836
PH-HZI	Boeing 737 800	1841 1948	EI-CJD	Boeing 737 200	1852 1920
G-CELS	Boeing 737 300	1856 0744(22)	G-JEDN	DHC-8 400	1917 1957
PH-OFF	Fokker 100	1936 0616(22)	CS-TPJ	EMB 145	1939 0738(22)
G-CELV	Boeing 737 300	1951 0637(22)	G-CBDA	Jetstream 31	1955 0704(22)
G-RKJT	PA-46 Malibu	1958 0814(23)	G-RJXA	EMB 145	2004 0750(22)
G-MAJL	Jetstream 41	2013 0720(22)	G-RJXJ	EMB 135	2040 0741(22)
G-RJXH	EMB 145	2042 0731(22)	G-CELV	Boeing 737 300	2117 1300(22)
G-BXWF	Fokker 100	2151 0728(22)			

22 Wednesday

G-BYAR	Boeing 757	0018 0810	G-CCMY	Boeing 757	0158 0805
G-JEDN	DHC-8 400	0753 0834	G-JANN	PA-34 Seneca	0914 1152
G-RJXH	EMB 145	0934 1012	G-MAJL	Jetstream 41	0941 1030
CS-TPJ	EMB 145	0948 1043	G-LUND	Cessna 340A	0951 1122
G-CBDA	Jetstream 31	0956 1500	G-BXWF	Fokker 100	0958 1103
PH-OFA	Fokker 100	1000 1057	G-RJXJ	EMB 135	1020 1356
G-CELS	Boeing 737 300	1036 1010(23)	G-BAVZ	PA-23 Aztec	1044 1722
EI-CNX	Boeing 737 200	1051 1118	G-RJXA	EMB 145	1109 1156
G-JEBE	BAe 146 300	1139 1221	G-RJXH	EMB 145	1159 1329
G-MAJL	Jetstream 41	1212 1441	G-CELV	Boeing 737 300	1246 1344
CS-TPJ	EMB 145	1328 1453	ZE 441	Jetstream T.3	1359 1418
PH-OFA	Fokker 100	1407 1600	G-BXWF	Fokker 100	1421 1542
G-RJXA	EMB 145	1432 1515	G-JEDN	DHC-8 400	1605 1700
EI-CNX	Boeing 737 200	1613 1643	G-CBDA	Jetstream 31	1641 1715
CS-TPJ	EMB 145	1650 1735	G-RJXJ	EMB 135	1652 1759
G-RJXH	EMB 145	1657 1747	G-MAJL	Jetstream 41	1706 1755
G-RJXA	EMB 145	1711 1802	G-CELC	Boeing 737 300	1719 1829
G-CCMY	Boeing 757	1749 0939(23)	G-BXWF	Fokker 100	1820 1918
G-CELV	Boeing 737 300	1901 0717(23)	G-JEDN	DHC-8 400	1905 1954
EI-CKR	Boeing 737 200	1909 1952	G-LUND	Cessna 340A	1915 1934
PH-OFF	Fokker 100	1944 0633(23)	G-CBDA	Jetstream 31	1948 0657(23)

G-RJXA	EMB 145	2044 1344(23)	G-CELX	Boeing 737 300	2011 0713(23)
G-MAJL	Jetstream 41	2015 0709(23)	G-BYAR	Boeing 757	2048 0623(23)
G-RJXH	EMB 145	2053 0724(23)	G-RJXJ	EMB 135	2053 0724(23)
G-CELC	Boeing 737 300	2117 1302(23)	G-BXWF	Fokker 100	2150 0742(23)
23 Thursday					
G-JEDN	DHC-8 400	0754 0830	N79EL	Beechjet 400A	0928 1004
ZA 111	Jetstream T.2	0931 0947	G-MAJL	Jetstream 41	0934 1026
CS-TPJ	EMB 145	0937 1015	PH-OFA	Fokker 100	0941 1044
G-CBDA	Jetstream 31	0945 1459	EI-CKR	Boeing 737 200	0948 1020
G-RJXF	EMB 145	0958 1047	G-CELX	Boeing 737 300	1018 1134
G-RJXH	EMB 145	1034 1118	G-RJXJ	EMB 135	1036 1407
G-BXWF	Fokker 100	1040 1130	G-BAVZ	PA-23 Aztec	1124 1753
CS-TPJ	EMB 145	1204 1452	G-MAJL	Jetstream 41	1208 1445
G-SUEW	Airbus 320	1253 1420	G-CELX	Boeing 737 300	1307 1409
G-RJXF	EMB 145	1320 1415	EI-CNT	Boeing 737 200	1351 1429
G-UKHP	BAe 146 300	1356 1443	G-RJXH	EMB 145	1359 1508
PH-KLE	Fokker 100	1417 1614	G-BXWF	Fokker 100	1427 1547
EC-INZ	Airbus 320	1433 1537	G-CELS	Boeing 737 300	1437 1544
G-NSUK	PA-34 Seneca	1517 1833	G-CCMY	Boeing 757	1602 1811
G-FJET	C.550 Citation 2	1605 1947	G-JEDN	DHC-8 400	1616 1720
CS-TPJ	EMB 145	1641 1740	G-RJXJ	EMB 135	1648 1755
G-CBDA	Jetstream 31	1650 1722	G-RJXA	EMB 145	1655 1748
G-RJXH	EMB 145	1717 1802	G-CELV	Boeing 737 300	1724 1827
G-MAJL	Jetstream 41	1732 1806	G-RKJT	PA-46 Malibu	1816 0917(27)
G-BXWF	Fokker 100	1830 1932	EI-CKQ	Boeing 737 200	1839 1916
G-CELC	Boeing 737 300	1856 1336(24)	PH-KLD	Fokker 100	1940 0623(24)
CS-TPJ	EMB 145	1944 0722(24)	G-CBDA	Jetstream 31	1951 0655(24)
G-RJXH	EMB 145	2010 0724(24)	G-BYAO	Boeing 757	2018 0635(24)
G-MAJL	Jetstream 41	2025 0700(24)	G-CELX	Boeing 737 300	2037 1302(24)
G-RJXA	EMB 145	2051 0752(24)	G-RJXJ	EMB 135	2053 0707(24)
G-CELV	Boeing 737 300	2120 1201(24)	G-CELS	Boeing 737 300	2214 0710(24)
G-BXWF	Fokker 100	2216 0755(24)			
24 Friday					
G-CCMY	Boeing 757	0313 0657	G-JEDN	DHC-8 400	0757 0832
G-RJXH	EMB 145	0913 0951	CS-TPJ	EMB 145	0928 1045
G-MAJL	Jetstream 41	0933 1021	EI-CNZ	Boeing 737 200	0954 1036
G-RJXJ	EMB 135	0959 1407	PH-OFE	Fokker 100	1001 1106
G-CBCS	Jetstream 31	1109 1449	G-CELS	Boeing 737 300	1017 1131
G-BXWF	Fokker 100	1019 1111	G-RJXA	EMB 145	1051 1129
EC-INP	Boeing 737 800	1117 1229	G-JEAM	BAe 146 300	1136 1232
G-MAJL	Jetstream 41	1202 1437	EC-IMA	Airbus 321	1208 1338
G-RJXH	EMB 145	1210 1341	EI-CON	Boeing 737 200	1320 1356
CS-TPJ	EMB 145	1329 1454	G-CCIN	Twin Squirrel	1349 See Notes
G-BXWF	Fokker 100	1354 1546	G-RJXA	EMB 145	1359 1507
PH-OFE	Fokker 100	1508 1602	G-CBCS	Jetstream 31	1629 1717
G-CELV	Boeing 737 300	1634 1817	G-RJXH	EMB 145	1645 1743
CS-TPJ	EMB 145	1647 1725	G-RJXJ	EMB 135	1705 1803
G-MAJL	Jetstream 41	1707 1746	G-CELS	Boeing 737 300	1710 0712(25)
G-RJXA	EMB 145	1714 1805	N40GD	Cirrus SR.22	1719 1417(25)
N900CB	Cessna 421C	1733 0856(06/11)	G-GALA	PA-28 Cherokee	1750 1825
G-SMTJ	Airbus 321	1820 1955	EI-CNY	Boeing 737 200	1824 1900
G-BXWF	Fokker 100	1833 1928	G-CELX	Boeing 737 200	1905 1403(25)
PH-OFI	Fokker 100	1938 0619(25)	G-RJXD	EMB 145	1940 1502(26)
G-CBCS	Jetstream 31	1949 0658(27)	G-JEDN	DHC-8 400	1952 2035
G-MAJL	Jetstream 41	2005 1505(26)	G-CELC	Boeing 737 300	2009 1345(25)
G-RJXA	EMB 145	2017 0743(25)	G-CCMY	Boeing 757	2021 2235
G-RJXJ	EMB 135	2040 0626(25)	G-RJXH	EMB 145	2049 0818(25)

G-CELV	Boeing 737 300	2102 1306(25)	EI-CNV	Boeing 737 200	2125 2204
G-BXWF	Fokker 100	2202 0720(25)	G-JEAM	BAe 146 300	2230 2311
EC-HGO	Boeing 737 800	2233 2347	EC-IMU	Airbus 320	2244 0008(25)

25 Saturday

G-CCMY	Boeing 757	0426 0636	G-BYAF	Boeing 757	0615 0708
G-JEDZ	DHC-8 200	0740 0814	PH-OFB	Fokker 100	0934 1038
EI-CNV	Boeing 737 200	0950 1030	G-RJXA	EMB 145	1006 1159
G-CELS	Boeing 737 300	1013 1126	G-BXWF	Fokker 100	1019 1110
G-RJXH	EMB 145	1138 1428(26)	G-BYAF	Boeing 757	1214 1308
G-CCMY	Boeing 757	1247 1406	EI-CON	Boeing 737 200	1317 1357
G-CBZK	Robin DR.400	1324 1537	G-BYAO	Boeing 757	1348 1457
PH-KLD	Fokker 100	1411 1605	G-RJXK	EMB 135	1413 1549(26)
EI-DBC	Airbus 320	1440 1542	G-RJXA	EMB 145	1444 1311(26)
EC-HGO	Boeing 737 800	1458 1550	N750NS	C.750 Citation X	1501 0926(26)
G-JEDJ	DHC-8 400	1509 1558	CS-DNU	Hawker 800XP	1524 1713
G-BAVZ	PA-23 Aztec	1544 1545	G-HRPN	Robinson R-44	1545 1621
G-CELS	Boeing 737 300	1729 1904	G-CELV	Boeing 737 300	1922 0918(26)
PH-OFB	Fokker 100	1933 0625(26)	G-CCMY	Boeing 757	1954 2107
G-CELU	Boeing 737 300	2014 1145(26)	G-CELC	Boeing 737 300	2028 1309(26)
G-JALC	Boeing 757	2040 0829(26)	G-CELX	Boeing 737 300	2055 1830(26)
G-BVJD	Fokker 100	2125 0655(26)	EC-FXP	Boeing 737 800	2131 2247
G-BYAO	Boeing 757	2145 2258			

26 Sunday

G-CELS	Boeing 737 300	0107 1342	G-BYAO	Boeing 757	0337 0605
G-CCMY	Boeing 757	0552 0850	G-BVJD	Fokker 100	0923 1105
PH-KLD	Fokker 100	0941 1049	G-CEAH	Boeing 737 200	1108 1211
G-JIVE	Hughes 369E	1113 1134	G-BYAO	Boeing 757	1144 1346
EI-CNV	Boeing 737 200	1330 1405	PH-KLG	Fokker 100	1409 1606
G-JALC	Boeing 757	1451 1603	G-CELV	Boeing 737 300	1544 1746
G-BUPS	ATR.42 300	1601 0719(27)	G-RJXA	EMB 145	1612 1751
N40GD	Cirrus SR.22	1634 1641	G-MAJL	Jetstream 41	1638 1758
G-JEDJ	DHC-8 400	1654 1743	SE-RAA	EMB 135	1657 0713(27)
G-MAJA	Jetstream 41	1659 1738	N2683Y	Cessna 421C	1706 1704(3/11)
G-RJXH	EMB 145	1710 1801	G-CELU	Boeing 737 300	1724 1336(27)
G-RJXD	EMB 145	1740 1822	G-BXWF	Fokker 100	1810 1908
G-CELC	Boeing 737 300	1912 1326(27)	EI-CJE	Boeing 737 200	1916 1959
PH-KLD	Fokker 100	1956 0621(27)	G-CELS	Boeing 737 300	2013 0707(27)
G-MAJL	Jetstream 41	2015 0704(27)	G-RJXD	EMB 145	2017 0648(27)
G-RJXK	EMB 135	2035 2104	G-RJXH	EMB 145	2045 0716(27)
G-RJXA	EMB 145	2058 0859(27)	G-JALC	Boeing 757	2106 0837(27)
G-CELX	Boeing 737 300	2111 0852(27)	EI-CNZ	Boeing 737 200	2130 2209
G-BXWF	Fokker 100	2151 0710(27)	G-CELV	Boeing 737 300	2206 1151(27)
G-JEAM	BAe 146 300	2225 2314	G-BYAO	Boeing 757	2301 0731(27)

27 Monday

G-JEDJ	DHC-8 400	0741 0826	G-BKBV	TB.10 Tobago	0814 1607
G-RJXH	EMB 145	0915 1046	G-MAJL	Jetstream 41	0929 1027
G-BXWF	Fokker 100	0935 1103	G-CBCS	Jetstream 31	0943 1052
EI-CON	Boeing 737 200	0945 1032	G-BUPS	ATR.42 300	1002 1504
SE-RAA	EMB 135	1009 1049	G-CELS	Boeing 737 300	1012 1204
PH-KLG	Fokker 100	1015 1106	G-JEDJ	DHC-8 400	1035 1120
G-BAVZ	PA-23 Aztec	1047 1531	G-RJXK	EMB 135	1107 1443
G-BGXD	TB.10 Tobago	1127 1200	N64VB	B.58 Baron	1133 1219
G-RJXH	EMB 145	1210 1316	G-MAJM	Jetstream 41	1222 1434
G-RJXA	EMB 145	1243 1342	G-BYAO	Boeing 757	1303 1512
EI-CJG	Boeing 737 200	1320 1359	SE-RAA	EMB 135	1324 1411
G-BXWF	Fokker 100	1340 1517	PH-OFG	Fokker 100	1355 1601
G-CELX	Boeing 737 300	1438 1604	G-RJXH	EMB 145	1554 0802(28)

G-RKJT	PA-46 Malibu	1605 0645(28)
G-CBCS	Jetstream 31	1628 1712
G-RJXK	EMB 135	1638 1728
SE-RAA	EMB 135	1658 1748
G-CELV	Boeing 737 300	1722 1315(28)
G-BXWF	Fokker 100	1751 1902
G-JALC	Boeing 757	1840 2009
G-RJXK	EMB 135	1927 1958
G-CBCS	Jetstream 31	1954 0705(28)
G-CELV	Boeing 737 300	2004 1349(28)
SE-RAA	EMB 135	2026 0717(28)
G-JEDJ	DHC-8 400	2034 2128
EI-CKQ	Boeing 737 200	2105 2143
G-BVJD	Fokker 100	2130 0702(28)

28 Tuesday

G-BYAO	Boeing 757	0022 0659
G-JALC	Boeing 757	0509 0836
G-BVJD	Fokker 100	0921 1054
G-MAJM	Jetstream 41	0933 1021
G-BUPS	ATR.42 300	0942 1505
EI-CON	Boeing 737 200	0951 1027
N64VB	Be.58 Baron	0959 1040
9H-ABT	Boeing 737 300	1025 1116
G-BAVZ	PA-23 Aztec	1038 1626
G-MAJM	Jetstream 41	1213 1436
SE-RAA	EMB 135	1323 1408
G-BVJD	Fokker 100	1336 1526
G-JALC	Boeing 757	1440 1608
SE-RAA	EMB 135	1647 1732
G-VUEA	C.550 Citation 2	1655 0725(29)
DIEHP	Cessna 340A	1701 0907(29)
G-RJXA	EMB 145	1706 1744
G-BUPS	ATR.42 300	1727 1808
G-BVJD	Fokker 100	1801 1859
G-RJXH	EMB 145	1930 0720(29)
PH-OFG	Fokker 100	1944 0640(29)
G-MAJM	Jetstream 41	2002 0703(29)
G-BUPS	ATR.42 300	2019 2133
G-RJXA	EMB 145	2046 0805(29)
G-BYAO	Boeing 757	2110 0750(29)
G-BVJD	Fokker 100	2128 0701(29)

29 Wednesday

G-JALC	Boeing 757	0119 0754
G-DEZC	HS.125 700B	0616 0707
N48NS	Citation Bravo	0913 1214
G-BVJD	Fokker 100	0926 1053
G-CBCS	Jetstream 31	0938 1048
G-BUPS	ATR.42 300	0944 1508
SE-RAA	EMB 135	0957 1045
G-JEDJ	DHC-8 400	1032 1111
G-RJXA	EMB 145	1123 1454
G-MAJM	Jetstream 41	1217 1437
G-BVJD	Fokker 100	1321 1519
EI-CJG	Boeing 737 200	1332 1404
G-CELC	Boeing 737 300	1447 1304(30)
G-RJXH	EMB 145	1641 1748
G-MAJM	Jetstream 41	1653 1751

G-WIZY	Robinson R-22B	1613 1656
G-CELS	Boeing 737 300	1635 1826
G-RJXA	EMB 145	1655 1744
G-MAJM	Jetstream 41	1708 1750
G-BUPS	ATR.42 300	1725 1806
G-JEDJ	DHC-8 400	1754 1835
EI-CNT	Boeing 737 200	1914 2000
G-CELC	Boeing 737 300	1934 0841(29)
G-MAJM	Jetstream 41	2002 0708(28)
PH-KLI	Fokker 100	2006 0712(18)
G-BUPS	ATR.42 300	2029 2151
G-RJXA	EMB 145	2102 0720(28)
G-CELS	Boeing 737 300	2119 0715(28)

G-BUPS	ATR.42 300	0257 0722
G-JEDJ	DHC-8 400	0752 0825
G-RJXA	EMB 145	0924 1011
PH-KZB	Fokker 70	0937 1042
G-CBCS	Jetstream 31	0948 1049
SE-RAA	EMB 135	0957 1045
G-CELS	Boeing 737 300	1006 1127
G-JEDJ	DHC-8 400	1029 1112
G-RJXH	EMB 145	1055 1451
G-RJXA	EMB 145	1216 1343
EI-CNV	Boeing 737 200	1329 1406
PH-OFG	Fokker 100	1350 1601
G-CBCS	Jetstream 31	1628 1715
G-RJXH	EMB 145	1652 1737
G-RKJT	PA-46 Malibu	1659 0618(31)
G-MAJM	Jetstream 41	1704 1747
G-CELS	Boeing 737 300	1712 1836
G-JEDJ	DHC-8 400	1734 1812
EI-CJE	Boeing 737 200	1916 1956
G-CELV	Boeing 737 300	1934 1301(29)
G-CBCS	Jetstream 31	2000 0655(29)
G-CELU	Boeing 737 300	2015 1335(29)
SE-RAA	EMB 135	2026 0711(29)
G-CELS	Boeing 737 300	2107 0709(29)
G-JEDJ	DHC-8 400	2123 2200

G-BUPS	ATR.42 300	0244 0714
G-JEDJ	DHC-8 400	0748 0825
G-RJXH	EMB 145	0920 1012
G-MAJM	Jetstream 41	0930 1015
PH-OFG	Fokker 100	0942 1037
EI-CON	Boeing 737 200	0946 1034
G-CELS	Boeing 737 300	1022 1129
G-BAVZ	PA-23 Aztec	1101 1224
G-RJXH	EMB 145	1200 1341
G-BIXH	Cessna F.152	1228 1339
SE-RAA	EMB 135	1326 1411
PH-OFG	Fokker 100	1353 1609
G-CBDA	Jetstream 31	1626 1721
SE-RAA	EMB 135	1645 1736
G-RJXA	EMB 145	1656 1743

G-JALC	Boeing 757	1710 0630(30)	G-CELS	Boeing 737 300	1714 1818
G-BUPS	ATR.42 300	1725 1803	G-JEDJ	DHC-8 400	1755 1837
G-BVJD	Fokker 100	1805 1904	G-CELX	Boeing 737 300	1857 1200(30)
G-CELV	Boeing 737 300	1901 0912(30)	EI-CNX	Boeing 737 200	1920 1956
G-RJXA	EMB 145	1945 0743(30)	PH-OFH	Fokker 100	1950 0622(30)
G-CBDA	Jetstream 31	2001 0652(30)	G-MAJM	Jetstream 41	2007 0659(30)
G-CELU	Boeing 737 300	2014 0715(30)	G-BUPS	ATR.42 300	2016 2128
SE-RAA	EMB 135	2038 0705(30)	G-JEDJ	DHC-8 400	2040 2119
G-BYAO	Boeing 757	2053 0619(30)	G-RJXH	EMB 145	2056 0718(30)
G-CELS	Boeing 737 300	2104 0633(30)	G-BVJD	Fokker 100	2143 0709(30)

30 Thursday

G-BUPS	ATR.42 300	0242 0720	G-JEDJ	DHC-8 400	0829 0903
G-RJXG	EMB 145	0927 1008	G-BVJD	Fokker 100	0930 1058
G-CBDA	Jetstream 31	0933 1045	G-MAJM	Jetstream 41	0936 1015
PH-OFH	Fokker 100	0939 1032	G-BUPS	ATR.42 300	0942 1506
EI-COX	Boeing 737 200	1002 1039	SE-RAA	EMB 135	1006 1052
G-BAVZ	PA-23 Aztec	1018 1237	G-CELU	Boeing 737 300	1021 1123
G-RJXA	EMB 145	1045 1341	G-JEDJ	DHC-8 400	1054 1131
G-RJXG	EMB 145	1202 1457	G-MAJM	Jetstream 41	1222 1438
G-CELS	Boeing 737 300	1236 1339	G-SUEW	Airbus 320	1303 1421
G-JALC	Boeing 757	1313 1820	EC-IMU	Airbus 320	1321 1436
EI-COA	Boeing 737 200	1324 1405	SE-RAA	EMB 135	1331 1409
G-BVJD	Fokker 100	1325 1520	XX 392	Gazelle AH.1	1431 1558
PH-OFH	Fokker 100	1431 1558	G-DRIV	Robinson R-44	1507 Res
G-CELV	Boeing 737 300	1551 1135(31)	G-CBDA	Jetstream 31	1620 1727
G-CELX	Boeing 737 300	1634 1828	N228TM	Hawker 800XP	1643 1702
SE-RAA	EMB 135	1650 1742	G-RJXG	EMB 145	1654 1735
G-RJXA	EMB 145	1656 1744	G-MAJM	Jetstream 41	1707 1749
G-CELU	Boeing 737 300	1715 1336(31)	G-JEDJ	DHC-8 400	1720 1807
G-BUPS	ATR.42 300	1722 1802	N16NK	Gulfstream 5	1725 1824
N64VB	Be.58 Baron	1732 1810	N900SJ	Falcon 900	1739 1112(2/11)
G-BVJD	Fokker 100	1814 1905	EI-CNV	Boeing 737 200	1912 1949
G-CELC	Boeing 737 300	1916 0728(31)	G-RJXG	EMB 145	1936 0718(31)
PH-OFH	Fokker 100	1953 0628(31)	G-CBDA	Jetstream 31	2002 0656(31)
G-CELS	Boeing 737 300	2006 0708(31)	G-MAJM	Jetstream 41	2009 1027(31)
G-BUPS	ATR.42 300	2012 2150	G-JEDJ	DHC-8 400	2016 2059
G-BYAJ	Boeing 757	2030 0643(31)	SE-RAA	EMB 135	2040 0704(31)
G-RJXA	EMB 145	2051 0737(31)	G-CELX	Boeing 737 300	2106 1300(31)
G-BVJD	Fokker 100	2156 0711(31)			

31 Friday

G-BUPS	ATR.42 300	0244 0713	G-JALC	Boeing 757	0320 0700
G-JEDJ	Cessna 421C	0747 0827	N421CA	Cessna 421C	0859 0930
G-RJXG	EMB 145	0909 1007	G-BUPS	ATR.42 300	0932 1513
G-BVJD	Fokker 100	0942 1058	G-CBDA	Jetstream 31	0946 1037
PH-OFH	Fokker 100	0951 1053	EI-CON	Boeing 737 200	0954 1035
SE-RAA	EMB 135	1008 1049	G-CELS	Boeing 737 300	1013 1207
G-BAVZ	PA-23 Aztec	1029 1517	G-JEDJ	DHC-8 400	1032 1116
G-RJXA	EMB 145	1039 1138	G-UVIP	Cessna 421C	1051 1557
SE-LOX	SAAB 2000	1055 1128	EC-IMA	Airbus 321	1118 1242
EC-HHG	Boeing 737 800	1132 1249	G-RJXG	EMB 145	1153 1345
G-MAJM	Jetstream 41	1229 1435	SE-RAA	EMB 135	1330 1411
EI-COA	Boeing 737 200	1332 1407	SE-LOX	SAAB 2000	1340 1423
PH-OFH	Fokker 100	1350 1609	G-RJXA	EMB 145	1414 1456
D-CFAI	Lear Jet 35A	1428 1720	G-BVJA	Fokker 100	1438 1534
G-BPNT	BAe 146 300	1602 1705	G-BUVD	Jetstream 31	1625 1723
G-CELS	Boeing 737 300	1647 1825	G-RJXA	EMB 145	1650 1735
SE-RAA	EMB 135	1655 1743	G-RJXG	EMB 145	1658 1756

G-MAJMJ	Jetstream 41	1709 1749	G-JEDJ	DHC-8 400	1712 1747
G-BUPS	ATR.42 300	1727 1801	G-SMTJ	Airbus 321	1732 1836
G-CELV	Boeing 737 300	1740 1911(01)	G-BVJA	Fokker 100	1759 1902
G-BZSD	PA-46 Malibu	1803 0649(5/11)	G-XLAF	Boeing 737 800	1838 2009
G-CEIX	Boeing 737 300	1857 1306(01)	N228TM	Hawker 800XP	1859 1916
EL-CNZ	Boeing 737 200	1922 1955	G-RJXA	EMB 145	1932 0734(01)
PH-OFK	Fokker 100	1952 0630(01)	G-JEDJ	DHC-8 400	1958 2033
G-BUVD	Jetstream 31	2003 0656(3/11)	G-MAJMJ	Jetstream 41	2005 1456(2/11)
G-BUPS	ATR.42 300	2012 2151	G-CELU	Boeing 737 300	2014 1349(01)
SE-RAA	EMB 135	2031 1503(2/11)	G-RJXG	EMB 145	2049 0850(01)
EL-CKQ	Boeing 737 200	2102 2137	G-CELS	Boeing 737 300	2126 0705(01)
G-BVJD	Fokker 100	2202 0700(01)	G-JALC	Boeing 757	2205 2305
G-BYAJ	Boeing 757	2239 0707(01)	EC-GZD	Airbus 320	2322 0034(01)

From and To

01) SE-LIL EMA - Billund; 0Y-NPE EMA - Aarhus; N147CD F/T Elstree; VP-BGE Jersey - Filton; 02) F-GKID F/T Kortrijk; 03) VP-CBM F/T Norwich; N64VB Fairoaks - Hawarden; N123SX Birmingham - EMA; 04) TC-ELL Geneva - Istanbul; 05) N750NS Berne - Jersey; LX-LAR Palma - Luxembourg; N64VB Elstree - Tattenhill; 06) I-RVRP F/T Milan; N64VB Cardiff - Elstree and Tattenhill - Biggin Hill; N111SX Birmingham - Conington; 07) N125ZZ F/T Luton; F-GSLZ F/T Teesside; N64VB Tattenhill - Luton; N111SX Conington - Fairoaks; 08) N64VB Luton - Elstree and Tattenhill - Elstree and Elstree - Luton(!); N6039X F/T Guernsey; 09) N780F Prague - Farnborough; 10) HB-IVN F/T Le Bourget; N64VB Tattenhill - Biggin Hill; OE-GAA F/T Innsbruck; CS-DNL Luton - Palma; 11) N708SP F/T Biggin Hill; 12) N750NS F/T Jersey; CS-DNG Cardiff - Teesside; N64VB North Weald - Elstree; 13) HB-FOW Oxford - Birmingham; N200CH F/T ???(n/s); N524SF Edinburgh - Coventry; OE-GAA Innsbruck - Angoulême; N77YY F/T Birmingham(n/s); N123AX F/T Staverton(n/s); 16) N250AC Dublin - Amsterdam; N123CK From Weston(n/s+); 17) N125GP F/T Dublin; LN-BRD F/T Stavanger; 18) VP-BGE Dunksell - Luton; 19) LN-BRQ Bergen - Stavanger; VP-BGE Luton - Exeter; 20) D-CIFA F/T St. Mawgan; N25GV Luton - Le Bourget; N250AC Dublin - Liverpool; 23) N79EL EMA - Cannes; 24) N40GD Humberside - Newtownards; N900CB F/T Guernsey(n/s); 25) N750NS F/T Jersey; CS-DNU Palma - Gatwick; 26) N40GD Newtownards - Sherburn; N2683Y Kagenfurt - Fairoaks; 27) N64VB Hawarden - Elstree; 28) N64VB Elstree - Tattenhill; D-IEHP Birmingham - Carlisle; 29) N48NS F/T Southampton; 30) N228TM F/T Cork; N16NK F/T Prague; N900SJ F/T Luton(n/s); N64VB Elstree - Hawarden; 31) N421CA Isle of Man - Toussus-le-Noble; SE-LOX Newcastle - Southampton and Southampton - Newcastle; D-CFAI Corfu - Nuremberg; N228TM F/T Cork.

Overshoots

01)??? (Tucano)/LOP72; 02) XX497/CWL66; 07) XX496/CWL79; 08) XX491/CWL77; 09) G-BNOE(PA-28); ZJ228(Apache)/Armyair 321; XX497/CWL77; XX482/CWL66; 10) XS727/ Exam 08; XX498/CWL04; 15) XX482/CWL76; 17) XX500/CWL45; 21) XX497 /CWL19; ZE287/Javelin 23; 24) ZF269/LOP88; XX499/CWL77; ZF207/LOP82; 26) G-BPXX(PA-34); 27) XX495/CWL79; G-OBLC(Be.76); ???(Jaguar)/Colt 16; 28) G-BWXT/CWL82; G-OBLC (Be.76); XX139/Colt 16; XX146/Colt09; ZF241/LOP47; 29) XS737/CWL99; 30) G-SGEC (Be.200).

LBA Movements Review - October 2003

A busy month for foreign visitors, especially for Biz-Jets with no less than three Gulfstream 5's, firstly N780F of I.B.M. on the 9th from Prague to Farnboro'. On the 20th N25GV was from Luton to Le Bourget whilst annual autumn visitor N16NK was F/T Prague on to 30th. N16NK was joined by his usual playmate, Falcon 900 N900SJ which arrived from Luton on 30th, returning there on 3/11. First visit of type on the 14th when Falcon 2000EX N200CH, the extended range version of the '2000, visited from and to points unknown. Another Falcon 2000 on the 10th was HB-IVN ("Blue 61") of I.B.M. from and to Le Bourget whilst on the 7th Falcon 100 F-GSLZ visited F/T Teesside. Lear Jets of various marks included the Lear 60 TC-ELL of Cukorarva Holdings from Geneva to Istanbul on the 4th. Ducair have acquired a new Lear 35A in the form of LX-LAR ("Duke/Lion King 2 Ambulance") which paid its first visit on the 5th, from Palma to Luxembourg. Another Lear 35A was D-CFAI ("IFA 631") from Corfu to Nuremberg on the 31st. Lear 45 N708SP was F/T Biggin Hill on the 11th and on the 17th Lear 31A was from and to its Dublin base. Citationjet I-RVRP of Esair was a visitor on the 6th F/T Milan and another of the type N542SF was from Edinburgh to Coventry on the 15th. Citation F-GKID of Sinair was F/T Kortrijk on the 2nd and D-CIFA was F/T St.Mawgan on the 20th. Bernard

Matthew's Citation VP-CBM was from and to its Norwich base on the 3rd, VP-BGE visited on the 1st (Jersey - Filton), 18th (Dunkeswell - Luton) and 19th (Luton - Exeter). Guernsey-based C.550 N48NS was F/T Southampton on the 29th, "Beauport 6NS", the usual Citation X N75ONS visited three times during the month on the 5th (Berne - Jersey) and F/T Jersey on the 12th and the 25th. Tyrolean Ambulance Citation 5 OE-GAA paid two visits, on the 10th ("TYW 752/3" F/T Innsbruck) and the 15th ("TYW 732/3, Innsbruck - Angoulême). A couple of Hawker 800XP's, on the 7th N125ZZ (F/T Luton) and N228TM from and to its base of Cork on the 30th and 31st. Netjets made just three visits this month with Hawker 800XP's CS-DNL on the 10th ("Skyshare 907P/4907", Luton - Palma) and CS-DNU ("Skyshare 4908/908P, Palma - Gatwick) on the 23rd, whilst on the 12th Citation 7 CS-DNG operated from Cardiff to Teesside as "Skyshare 3342/3344". Finally Beechjet N79EL of D.F.S. Furniture was from EMA to Cannes on the 23rd.

On the Executive/Light side the bulk of the visitors were UK-based Americans. Starting with Baron N64VB, which is in fact the former N253TB. This aircraft visited no less than 13 times during the month, fully detailed in the from and to section. A pair of PA-32R Saratogas arrived together on the 15th, N77Y from Bournemouth and N123AX from Staverton. After night-stopping they both left to whence they came. PA-46 Malibu N123SX paid a visit on the 3rd (Birmingham - EMA) while to more regular N111SX made two visits, on the 6th (Birmingham - Connington, n/s) and on the 7th (Connington - Fairoaks). A first visit was made on the 8th by Commander 114B N6039X F/T Guernsey and PA-31 Navajo N250AC put in two appearances, on the 16th (Dublin - Amsterdam) and the 21st (Dublin - Liverpool). Veteran Cessna 421A N123CK arrived from its home of Weston on the 16th and was still present at the end of the month. A trio of C.421C's were N900CB on the 24th (F/T Guernsey, n/s), N2683Y on the 26th (Klagenfurt - Fairoaks, n/s) and N421CA on the 31st (IOM - Toussus-le-Noble). Cirrus SR.22 N40GD made two visits, on the 24th (Humberside - Newtownards) returning 26th (Newtownards - Sherburn). The two genuine foreigners in this section were PC-12 HB-FOW on the 13th (Oxford - Birmingham) and on the 28th C.340A D-IEHP (Birmingham - Carlisle).

A pair of Metroliners appeared on the 1st, SE-ILL ("Interbiz 992P/993") from EMA to Billund and OY-NPE ("Norflying 112E/113") from EMA to Aarhus. Also on the 1st Britannia used Air Holland '757 PH-AHS, the aircraft being in Air Scotland colours. Braathens operated a pair of charter flights transporting football supporters from and to Norway, '737/500 LN-BRD ("BU 1163/8164") on the 17th with the return to Stavanger on the 19th being operated by 737/400 LN-BRQ ("BU 8163/1164"). European Airways 737/200 G-CEAH paid its first visit on the 26th routing from Manchester to Glasgow ("Eurocharter 322P/3226"). On the 31st SAAB 2000 SE-LOX, operating the Newcastle to Southampton flight for Eastern, called in both directions ("Eastflight 4091/4700 and 4701/4092"), to pick up Leeds passengers. Aurigny ATR-72 G-BWDB was used by Penzance R.U.F.C. on 11th, F/T St.Mawgan for their match with Otley. Two more KLM Fokker 100's appeared for the first time in their new markings, PH-OFF (ex. GUKFF) on the 9th and PH-0FD (ex. G-UKFD) on the 17th.

Talking of leased aircraft, from the beginning of the winter schedules on the 26th British Midland have had EMB 135 SE-RAA (arrived 26/10 from Aberdeen as BD9173) and Titan ATR.42 G-BUPS (arrived 26/11 from Stansted as BD9172). On completion of its daily chores for Midland the ATR leaves for Stansted as "ZAP 60Y". After routing to Edinburgh on a freight flight the aircraft returns to Leeds in the early hours as "ZAP 06Y" ready to resume duties. Another addition to the resident airliners is Jet2 737/300 G-CELC, which brings the total fleet to five. This aircraft arrived from Lasham on the 13th as "Channex 937P". Round at MultiFlight PA-28 G-BODD has joined the ever growing fleet with the Leeds Flying School while R-44 G-DRIV arrived on 30/11 to replace similar type G-ODHG with Driver Hire Group. Long term resident Twin Squirrel G-ECOS emerged in a new guise as G-LNTY on the 2nd and is still based. Another Twin Squirrel G-CCIN arrived on the 24th, this aircraft being the former N625LH. After making numerous local flights the aircraft re-emerged on 3/11 as G-RANI and left for new owners at Sheffield. Finally in this section the TB-10 G-BKBN flew on the 20th, its first flight since it arrived on 12/9/02! After a local flight it left for Bournemouth and hasn't been seen since.

A quartet of British Bizjets made their first visits this month starting on the 2nd when Citation 5 G-TTFN ("Falcon Jet 872") diverted to Leeds, due low cloud at Sheffield whilst inbound from Gatwick. Lear Jet 45 G-OLDF arrived on the 15th as "Goldair 58B" and on the 29th HS.125/700B G-DEZC visited using c/s "Hangar 869". Last but not least, Global Express G-LOBL arrived on the 17th and was back on the 21st. An unusual call-sign on the 8th was used by P.68B G-BFBU when it was noted departing for Cannes as "Suzy 768".

Finally, very little on the military front this month, although we did have our first sighting of an Apache helicopter on the 9th when ZJ228 ("Armyair 321") made a very slow approach and overshoot to runway 27. Only others were a pair of Royal Navy Jetstreams, ZE441 on the 22nd (Plymouth – Cranwell, c/s "Navy 751") and ZA111 on the 23rd (Culdrose – Prestwick, c/s Navy 806/806A") with Gazelle XX392 on the 30th ("Armyair 5 03", from Leuchars). However, we did have a first visit of type on the 17th when Grob 115E Tutor G-BYVA ("Cranwell 32") arrived and stayed overnight.

Trevor Smith



LEEDS HELIPORT MOVEMENTS NOVEMBER 2003

01/11/03	G-DCSE	ROBINSON R44 ASTRO	12:40	13:00
02/11/03	G-HIMJ	AUGUSTAA109E	11:50	16:30
03/11/03	G-ETHU	EUROCOPTER EC135-T1	10:45	11:10
03/11/03	G-BXZD	SA.314C GAZELLE	12:30	12:30
06/11/03	G-SKYN	AS.355F1 TWIN SQUIRREL	11:35	12:00
06/11/03	G-BYPA	AS.355F2 TWIN SQUIRREL	11:35	12:00
06/11/03	G-SKYN	AS.355F1 TWIN SQUIRREL	12:55	13:15
06/11/03	G-BYPA	AS.355F2 TWIN SQUIRREL	12:55	13:15
09/11/03	G-TGRA	AUGUSTA A109A	11:30	11:40
16/11/03	G-TGRA	AUGUSTA A109A	11:10	12:00
16/11/03	G-TASS	SCHWEIZER 269CS	11:35	11:50
16/11/03	G-HIMJ	AUGUSTAA109E	12:10	16:45
18/11/03	G-CBFD	SA341C GAZELLE	11:30	12:10
19/11/03	G-BXYD	EUROCOPTER EC120B	11:50	12:00
21/11/03	G-HIMJ	AUGUSTAA109E	15:25	12:40 on 23 RD
23/11/03	G-TASS	SCHWEIZER 269CS	13:15	13:55
23/11/03	G-TGRA	AUGUSTA A109A	13:45	14:30
23/11/03	G-ECZZ	EUROCOPTER EC120B	16:10	13:00
24/11/03	N70526	MD.369E	12:55	13:15
24/11/03	G-PROB	AS350B2 ECUREUIL	14:10	14:15
26/11/03	G-IWRC	EUROCOPTER EC135T1	10:45	14:15
27/11/03	G-CPTS	BELL 206B JETRANGER II	14:27	14:50

Geoff Ward

LOCAL (OCTOBER)

01	N9208V	MD.900 Explorer	Newcastle – Gamston
	G-IJBB	Enstrom 480	Sheffield – Devonshire Arms
02	G-ZELE	Gazelle	Teesside – Sherburn – Whitby
03	G-BXYC	Schweizer 269C	Walton Wood – Site 4/E Hedon (Hull)
	G-BZMG	R-44	York – Louth – Sherburn
04	G-UTZY	Gazelle	Whitby – Devonshire Arms – York
05	G-BZYB	Gazelle	Tadcaster – Rudding Park
	N958SD	MD.600	Emley Moor - Tadcaster
07	N620LH	Twin Squirrel	LBA – Elvington – Battersea
	N8OOHL	Bell 222	Coney Park – Gargrave
08	G-WYPA	MBB.Bo.105	Fylingdales – Hull R.I. – Leconfield
09	F-GGTJ	Gazelle	Rothwell – Coney Park (Refuel)
10	G-BZJJ	R-22B	Caernarfon – Walton Wood
	G-CBZL	Gazelle	Hungerford - Sherburn – Carlisle
	G-PALS	Enstrom 280C	Humber Bridge – Sherburn – Coney Park
	G-ULES	Twin Squirrel	Holburn – Helmsley
	N430CE	Bell 430	Calverley (Dep.2350) – Wigan

11	G-VEIT	R-44	York Race Course – Sherburn (Refuel)
12	G-RAVN	R-44	Redditch – Sherburn
	G-ODJB	R-22	Leicester – Gamston
	G-BZMG	R-44	Silsden – Sherburn
13	G-PRET	R-44	Bagby – Huddersfield
	G-ROZI	R.44	Walton Wood – Emley Moor
	G-HRPN	R.44	Walton Wood – Stratford
15	G-SPEE	R-22	Bakewell – Site 2/W Sheffield
	G-CEEE	R.44	Site in Wensleydale – Gamston
16	G-JWEB	R-44	Devonshire Arms – Sherburn
	G-ZWAR	EC.120	Humberside – Aberdeen
17	G-BZMG	R.44	Sherburn – Goathland – Wolverhampton
	G-BZLA	Gazelle	Stanlow – Gamston
20	G-BOTM	Jet Ranger	Darlington – Harrogate
	G-JETZ	Hughes 369E	Matlock – Sheffield City
	G-BXZD	Gazelle	Bagby – Stainsby Hall
21	G-BWDO	Sikorsky S.76B	Harton (York) – Humberside
23	G-BTFX	Jet Ranger	Walton Wood – Pudsey
	G-BZGO	R-44	Walton Wood – Liverpool
	N600MG	MD.600	Sheffield – Stainsby Hall
24	G-BVGS	R-22	Sherburn – Walton Wood
	G-JWEB	R-44	Sherburn – Devonshire Arms
	G-WHRL	Schweizer 269C	York – Devonshire Arms
26	G-ZELE	Gazelle	Teesside – Chesterfield – Sherburn
	G-JIVE	Hughes 369E	Devonshire Arms – Apperley Bridge
28	G-NEUF	Jet Ranger	Coney Park – Junction 30/M.62
29	G-BROX	R-22	Finningley – Sheffield – Sandtoft
30	G-JWEB	R-44	Sherburn – Barnsley – Stapleford
	G-WMWM	R-44	Gamston – Site 8/N Leeds
	G-DCSE	R-44	Edinburgh – Site 2/N Otley (n/s)
	G-ECZZ	EC.120	Oakham – Stainsby Hall

First noted mid month at **Coney Park** was Bell 222 N444MA. After staying for a few weeks, including to trip to EuroDisney, it is now reported to have been exported to Mozambique. On the 1st the Humberside Police MD.900 G-HPOL c/s Police 19 was operating over Bradford in the early afternoon before going to **Carr Gate** for fuel. Also calling here for fuel on the 10th was Bo.105 G-WYPA ("Helimed 63E") enroute from Nottingham to Teesside. Transiting overhead York on the 9th (1755 at 1500') was S-61N G-BCLC enroute from Portland to Newcastle.

New resident at **Sherburn** is R-44 G-JWEB, while PA-28 G-BZWG has been noted on several occasions and may also now live here. Operating out of here on 12th was C.182G G-ASXZ while on survey work over Otley and Ilkley most of the day. Turbo Commander c/s Surveyor 02 arrived on 9th. Others: 4th G-EYCO DR.400; 11th G-CHIP PA-28, G-BBXX FRA.150L; 12th G-BMMP Grob 109, G-BALG DR.400, G-SEVN RV.7; 15th G-BXST PA-25, G-WAIR PA-32; 17th G-BZZD F.172M; 19th G-MYUZ Coyote, G-TOMJ CT-2K, G-CBWG Eurostar, G-EDAV Bulldog, G-AWPS PA-28; 22nd G-MLTY Dauphin, G-FFWD C.310R; 24th G-ATXZ Bo.208; 27th G-BVVH Europa, G-BYME GY-80; 30th G-BXAY Jet Ranger.

At **Brighton** Europa G-BXLZ was noted on air test on 16th while on the 22nd the Yorkshire Air Ambulance Bo.105 G-PASG arrived to perform some local formation flying with based Hurricane G-HURR for publicity purposes. Visiting on the 11th was Beech Staggerwing G-BRVE from North Weald whilst the following day a pair of Mustangs arrived from Hardwick (Norfolk) with G-MSTG being the only one identified. Also here: 5th Pups G-AVZP, G-AXDV, G-AXPB, G-AXSD, Stearman N65200, Auster 6 G-ARIH, Skyraider G-INCE, HR.200 G-BFBE, Zenair G-CBGB and PA-22 G-BPZX; 12. G-JUDE DR.400, G-MTVR Thruster, G-AXHV Dr.117; 24. G-MNMV Gemini Flash, G-BYHO Mainair Blade.

The Chipmunk G-AOZP is a confirmed new resident for **Sandtoft** as is C.172D G-BPVY. The third Savannah G-CCLP has been registered locally although it has not been noted in the air as yet. Amongst the visitors

was C.340 N340YP which arrived from Biggin Hill on 5th. On 12th Harvard G-TSIX was noted departing to Duxford. Sunday lunch here seems to be the in thing and on a nice day between 12.00 and 14.00 the place is a hive of activity, e.g. 26th: G-AJEV Cub, G-CCEM Eurostar, G-KDIX D.9, G-BTUZ AG.5B, G-APXY C.150, G-RACO PA-28R, G-MYTE Coyote, G-JLAT Eurostar, G-BYFM DR.1050, G-MYHJ Coyote, G-PACL R.22B, G-BGEA F.150M, G-MYXE Quantum (I guess you need to book a table!). Other visitors: 1st G-IMLI C.310Q; 3rd N40GD SR.22; 11th G-PREZ DR.400; 15th G-BOTI PA-28; 17th G-BFYC PA-32, G-MEAB PA-28R; 24th N61271 UH-12E, G-DAKO PA-28.

Sheffield has gained yet more residents including Chipmunk G-BBRV (ex Liverpool), Aztec G-AYMO and the C.421C N60GM which spends its time between here and the Isle of Man. Twin Squirrel G-RANI has been recently registered to a Sheffield company although it appears to live at Costock. The Yorkshire Air Ambulance Bo.105 G-PASG was based here for a week from the 6th using the c/s Helimed 55E for the duration of its stay. Bernard Matthews Citation VP-CBM was noted outbound to Norwich on 29th while the following day Citation 2SP SE-DYR was a visitor. Others: 1st G-PFCL C.172S; 11th G-ARWS C.175C, G-BXOY Quickie; 12th G-WMTMAA-5B; 16th G-CBEW CT-2K; 23rd G-RIKS Europa.

MD.600 N600MG paid a visit to **Bagby** on the 29th for a refuel. Also visiting: 3rd G-BFRY PA-25; 12th G-RONS DR.400; 15th G-JWEB R-44; 17th G-BWLL Rebel, G-BMKK PA-28, G-BYRS Coyote; 23rd G-CHIX DR.400; 29th G-JLCA Seneca. Down the road at **Dishforth** Baron G-BXNG diverted in on the 2nd due to fog at its original destination of Rufforth. Twin Squirrel G-LNTY (6th), Schweizer 269 G-ODNH (20th) and R-22 G-BROX (20th) were also noted here on training details.

Moving to the York area, Be.36 N97GW was outbound **Rufforth** on the 22nd for Wevelgem and on the 27th Malibu N9122N was noted inbound from Oxford. Across at **Full Sutton** Rockwell 112 G-JILL is a new resident whilst visiting on the 1st were C.310Q G-REDB and PA-28 G-ASLV. Noted inbound to **Elvington** on the 2nd was the as yet unidentified N305SE, also AA-5B G-DINA (11th) and Seneca G-NSUK (30th). PA-28 G-SHUG was outbound **Pocklington** for Dinard on the 2nd, while a couple of Europas visited **Wombledon**, G-RATZ (16th) and G-PTAG (27th). Another aircraft having to divert due bad weather at Rufforth was PA-32 G-BOGO which landed at **Linton-on-Ouse** on the 8th, where King Air G-SFSG was also a visitor on the 14th. Along the road at **Beverley** C.182RG N2379C arrived from Old Sarum on the 21st, whilst on the 12th DR.360 G-DRZF and Europa G-BWRO were noted.

Down at **Gamston** the Diamond Aircraft agency are doing a roaring trade. Delivered from the factory in Austria on the 2nd were DA-40's G-OTDI and G-JKMF, while G-CCKH, G-CCKI, G-WBVS and G-ZANY are all other brand new DA.40's. F.172H D-EFBP was noted outbound to Southend on 10th and on the 21st Pitts G-IIDY was operating from here on numerous local aerobatic sorties. Once again Net-Jets made numerous visits but were all using call signs including "Skyshare 7044", a Falcon 2000 outbound to Palma on the 14th. Visitors: 2nd N2943D PA-28RT; 3rd G-FLAK Baron; 4th G-KOKL Dimona; 5th G-OBDA Katana, G-BSYV C.150M; 6th G-BNID C.152; 10th N79EL Beechjet; 12th PA-28's G-ATVO, G-AVWU, G-BPRN and G-GALA; 15th G-GEHL C.172S; 15th G-UROP Baron, G-TBTN TB.10; 17th G-ORMG C.172R, G-TOTO F.177RG; 19th N132LE PA-32; 20th N621MM A.109E; 21st G-BYDX AG.5B; 26th G-BTMK C.R172K, G-BWFP Yak 52; 30th G-SGEC King Air 200.

Arriving at **Eddsfield** from Denham on the 17th was Be.36 N715BC. Also here were Zenair G-CBGB (12th), DR.400 G-HXTD (16th), C.337F G-AZKO (23rd) and CT.2K G-CCHU (30th). PA-24 SE-IIV was noted routing **Netherthorpe** to Gamston on the 24th and C182S G-IBZS was inbound to **Walton Wood** on the 20th. **Crosland Moor** had C.182Q G-WMLT (11th), D.120 G-BZXH (16th) and PA-28RT G-BOJI (31st). PA-28 G-BPAF was noted routing from **Leeming** to **Church Fenton** on the 14th. Also at the latter King Air 200 G-BVMA ("Manhattan 109") visited from Liverpool on the 23rd.

A couple of Golden Oldies crossed the area in the shape of Blackburn B-2 G-AEBJ enroute from Warton to **Brough** in the early afternoon of the 16th, passing over Harrogate and Selby at 1500'. The following day Tiger Moth G-ADIA was overhead York at 1500' (0945), heading for Fishburn from Northampton. Finally rather slower (but only just!) Colt 77A Balloon G-WHAT reported over Harrogate at 1135 on the 5th at 2000' heading 150 at 19 knots.

Trevor Smith



LEEDS/BRADFORD NEWS

The government issued a rather lengthy white paper on aviation in December. I have extracted below the parts relevant to Leeds/Bradford.

Leeds Bradford International Airport

8.35 The core catchment area of Leeds Bradford International Airport encompasses the most densely populated parts of West Yorkshire, although it also draws passengers from further afield, particularly North Yorkshire. The addition of new 'no-frills' international services to the airport's existing full scheduled and charter network has brought rapid growth in 2002-2003. The airport will handle around 2mppa in 2003 and is forecast to grow to around 7mppa by 2030.

8.36 Additional terminal capacity would be required to accommodate this level of growth. A runway extension of some 300 metres may also be desirable in the future to facilitate medium and long-haul operations, and to allow a wider range of aircraft to operate non-stop services with full payloads to an extended range of destinations.

8.37 This level of growth could lead to a small increase in the number of people affected by noise, and every effort should be made to mitigate and minimise these impacts. Improvements to both public transport and road access to the airport may also be required in the medium term as passenger volumes continue to grow.

8.38 Subject to these points, we would support the further development of the airport as set out above, and we invite the local planning authority to safeguard for the runway extension should the airport operators bring forward such proposals through their airport master plan.

AIRPORT NEWS

Teesside International Airport is to change its name to Durham-Tees Valley airport. The move is to boost the International recognition of the airport.

AIRLINE NEWS

Air Malta will inaugurate a low-cost, no frills, service on 29th March 2004. The service called "Fare 4U" will initially operate from Malta to London Stansted with three flights a week.

Air Wales will inaugurate non-stop service from Cardiff to Brussels on 12th January 2004. Air Wales will operate two flights a day using an ATR42.

AV8Air took delivery of its first Boeing 757-200 at Manchester Airport on Wednesday 26th November. The aircraft is leased from Ansett Worldwide.

Avianca became 84 years old on Friday 5th December, making it the oldest airline in the Americas. Avianca is also the oldest airline in the world with continuous operations. KLM is two months older; however, it suspended operations during World War II.

bmi baby for summer 2004 will commence three new daily services from Manchester to Paris-Charles de Gaulle, Bordeaux and Jersey.

Euromanx received their first ATR42 on Wednesday 10th December. Like the company's two Beech 1900D's this aircraft is wet-leased from Rossair Europe (NL) and will be flying between the Isle of Man and Liverpool five to six times a day.

Loganair will take over seven routes from CitiExpress and will operate them on behalf of British Airways from 1st March 2004. For this Loganair will lease four BAe ATPs from British. The routes are: Aberdeen to

Sumburgh, Edinburgh to Belfast City, Glasgow to Aberdeen, Glasgow to Belfast City, Glasgow to Benbecula, Glasgow to Isle of Man and Glasgow to Stornoway.

Qantas finally revealed the name of its new low cost domestic airline. JetStar placed an initial order for 23 Airbus A320s. Impulse Airlines becomes the operating entity for JetStar. JetStar will begin selling seats in February 2004 and start flying in May 2004, using 14 Boeing 717s currently operated by Impulse Airlines under the QantasLink brand. The first Airbus A320 will be delivered in June 2004 and JetStar will eventually move to an all A320 fleet.

Ryanair have announced two new bases in Europe for 2004. Girona, near Barcelona, and Rome's Champino will become Ryanair's tenth and eleventh European bases with service on the following routes: Girona to Beauvais, Stansted, Alghero, Bergamo, Birmingham, Bournemouth, Charleroi, Eindhoven, Hahn, Karlsruhe, Liverpool, Prestwick, Rome, Turin and Venice, services will all begin on 5th February 2004. Champino will see services to Stansted, Skavsta, Beauvais, Charleroi, Hahn, Karlsruhe and Klagenfurt, with services starting on various dates in January and February 2004.

Ryanair has succeeded in persuading a small number of other low cost airlines to join forces to form the first European trade association for no frills carriers, but the venture has been boycotted by leading rivals including EasyJet.

Michael O'Leary, the voluble chief executive of Ryanair which has its main operating base at London Stansted airport, has been seeking for several months to establish a stronger lobbying presence in Brussels for the low cost airline sector. He recently dismissed the Brussels-based Association of European Airlines, which is currently chaired by Rod Eddington, chief executive of British Airways, as "a waste of space" and a haven for the "high fare, rip-off" airlines and has pushed instead for the creation of a new lobby group. Ryanair will be joined by five other operators, Flybe, the UK regional low fares airline, the Volare group of Italy, Sterling, the Scandinavian airline owned by the Fred Olsen group of Norway, Hapag-Lloyd Express, part of TUI, the German travel group, and SkyEurope, the Slovakian no frills airline based in Bratislava.

EasyJet, along with Ryanair the leader of the low cost sector in Europe, is a notable absentee from the list, however. Also missing are bmi baby, part of the BMI British Midland group controlled by Sir Michael Bishop, and Virgin Express, the Brussels-based low cost carrier owned by Sir Richard Branson.

Thomson has announced it is launching a new low-fare airline. Coventry Airport is to be the home for the new budget airline called Thomsonfly.com, set up by German travel conglomerate TUI, in effect a division of Britannia Airways. Launched on 31st March Thomsonfly will offer direct services to eleven European destinations: Ibiza, Jersey, Malaga, Marseilles, Naples, Nice, Palma, Pisa, Rome, Valencia and Venice. 131-seat Boeing 737-500 aircraft will be used and a new facility is currently under way at Coventry Airport South to accommodate the first scheduled services at the well located airport since the 1970s. Owned by the Air Atlantique Group, Coventry is best known for its freight activities and is the home of Atlantic Airlines, the Lockheed Electra operator. Thomsonfly says that passengers can pre-book their seats by payment of £5 at the time that the reservation is made and that bookings have been heavy since they opened in early December <http://www.thomsonfly.com> <http://www.coventry-airport.co.uk>.

AIRCRAFT NEWS

Blue 1 has taken delivery of the last built Avro RJ100. This ends 22 years of production for the BAe146 and Avro RJ.

European Aeronautic Defence and Space Company (EADS) is considering building a hypersonic airliner capable of flying 7,000 miles at almost Mach 4 (twice the speed of Concorde). It's considering a partnership with Japan in the development of the plane, which would carry 300 passengers (almost three times that of Concorde) and make the trip from Paris to Tokyo in two hours.

OTHER NEWS

You may well have seen on the news how President Bush paid a surprise visit to U.S. troops in Iraq on Thanksgiving Day. But how do you fly a Boeing 747, carrying a gaggle of reporters and the U.S. President and his staff, halfway across the world's airspace, without anybody noticing? Well, it isn't easy. First, you

hustle the press pool off, hush-hush, without any explanation, to the secluded, secure ramp at Texas State Technical College in Waco, Texas. It's Wednesday evening, the sun has set, Air Force One is dark, and the reporters surrender their cellphones. The flight crew had prepared for what they believed was a milk run to Washington for maintenance.

President Bush arrived and climbed up the rear stairs instead of the front gangway as usual, so airport workers wouldn't notice him. The plane took off at 7:25pm local time, without running lights and with all the window shades.

Two hours later, the aeroplane touched down and rolled into a hangar at the 140,000-square-foot maintenance and support complex at Andrews Air Force Base, outside Washington D.C., where the 747's sister ship awaited. The other 747 was all fuelled and catered and ready for the 10.5hour flight to Baghdad. Inside the hangar, the passengers were debarked and reboarded, and a few more journalists arrived, for a total of thirteen reporters and photographers. They took off again, in the dark and in secret.

At one point during the flight, the pilot of a British Airways jet spotted the plane with its distinctive blue-and-gold livery, and asked over the radio, "Did I just see Air Force One?". After a pause, the President's pilot, Col. Mark Tillman, responded, "Gulfstream five".

Why didn't the President fly in a fighter or some kind of burly attack aircraft? Probably because Air Force One is safer, and better equipped, than any other aeroplane out there. "Air Force One has a wide array of countermeasure capabilities for foiling surface-to-air missiles, some of which have never been disclosed to the public," defence analyst Loren Thompson told The Washington Post. "It is the closest thing we have to an invulnerable aircraft in terms of dealing with surface-to-air threats".

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David Wooler



Shamu wants to add this destination to our route system because it's a little closer to home.



AERODROME OF DEMOCRACY 1939-45

As World War II progressed, it became almost like a floating aircraft carrier with an overwhelming increase in the number of operational airfields. It became more and more difficult to find space for airfields for training purposes, apart from our climatic problems of finding suitable weather for such training. These two factors were the germ of the idea behind the brilliantly-conceived British Commonwealth Air Training Plan (BCATP) under which the training of aircrew would be 'exported' to better climes and wider spaces.

A number of countries became the venues for training including Rhodesia (as it then was named) and South Africa but, by far, Canada was the major training venue; indeed, it could be said that, in providing aircrew training for the majority of the rest of the Commonwealth, Canada made its greatest contribution to the war effort of World War II. It should be emphasised that the UK was not the only 'recipient' nation - thousands of Australians and New Zealanders, as were, of course, thousands of Canadians! The contribution of 6 (RCAF) Group RAF to the effort of Bomber Command, was out of all proportion to the size of the population of Canada.

At its peak, the Plan was graduating over 3,000 aircrew a month from 107 training schools across Canada. In all, graduates totalled more than 130,000. The main aircrew categories were pilot, navigator, air bomber, wireless operator/air gunner and air gunner. The types of schools operated were Elementary Flying Training Schools (EFTS), Service Flying Training Schools (SFTS), Air Navigation Schools (ANS), General Reconnaissance Schools (GRS), Bombing and Gunnery Schools (B&GS), Wireless Schools (WS), a Flight Engineers' School (FES), Flying Instructors' Schools (FIS). Additionally, there were a number of specialist schools, such as Central Flying School (CFS) and Central Navigation School (CNS) and a number of Initial Training Schools (ITS).

I am proud to have been a member of The British Commonwealth Air Training Plan, albeit playing only a very tiny part of eight and a half hours dual on Cornells at 13 EFTS. I am also proud to have served with the Royal Canadian Air Force (RCAF). On the other hand, my Fleet Air Arm/Para old comrade, Karl Matthew, oft mentioned in these columns, completed two hundred hours on Cornells and Harvards at 13 EFTS and 31 SFTS before his training too was terminated on the ending of the war in Europe when the Fleet Air Arm ceased pilot training as it was felt that they had sufficient pilots. On our return to the UK, we also found that they were recruiting surplus RAF pilots!

Aircraft used in pilot training were Tiger Moth, Cornell, Finch, Harvard, Anson, Crane Oxford, Lysander Battle and Yale.

Credit: Dunsmore, S (1994) Wings for Victory Toronto: McClelland & Stewart

MILITARY NEWS

NEW HARRIER DELIVERED

A major upgrade of the RAF Harrier GR7 fleet has commenced with the first batch of Harrier GR7A aircraft to be delivered to RAF Cottesmore. Pilots from Cottesmore-based 3 Squadron have also been flying the GR7A onboard Royal Navy carrier HMS Invincible during a major exercise. The upgrade to GR7A specification involves the more powerful Pegasus Mk 107 engine.

Harrier improvement will continue through the GR9 upgrade with the Harrier GR9A which will provide smart weapon capability as well as the more powerful engine.

Credit: RAF News

THE RUNNYMEDE MEMORIAL

A reminder of the Runnymede Memorial in *Talking Tangmere*, the magazine of the Tangmere Museum: The Runnymede Memorial overlooks the River Thames; it is broad, calm and peaceful here. The Memorial draws visitors from all over the world to remember the men and women of the Royal Air Force killed in World War II who have no known graves. From its position on Coopers Hill, above the river, it commands splendid views over the Thames Valley. In the meadow below, stands the Magna Carta Memorial, and the Kennedy Memorial in its own acre of land, given by the people of Britain to the United States of America honouring the memory of the assassinated President. Think of it as a little piece of America by the Thames.

Credit: *Talking Tangmere*
Karl Matthew

TANGMERE NEWS

New arrivals at the Museum:

Hunter	F5	WP190
Lightning	F6	XR753

The RAF has agreed to a continuation of the loan to the Museum of the three RAF Hendon aircraft: the Swift, the Meteor and the Hunter WB188.

Eric Martin

A Flying Student's Diary...

Week 1

Monday: Rain.

Tuesday: Rain.

Wednesday: No rain; no visibility either.

Thursday: Take instructor to lunch. Discover I don't know enough to take instructor to lunch.

Friday: Fly! Do first stall and second stall during same manoeuvre. Cover instructor with lunch.

Week 2

Monday: Learned not to scrape frost off Plexiglas with ice-scraper. Used big scratch as marker to set pitch.

Tuesday: Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS".

Wednesday: Radios won't pick up radio stations, so I turned them off. Instructor seems to think I missed something.

Thursday: Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record - my first compliment.

Friday: Did steep turn. Instructor said I was not ready for inverted flight yet.

Week 3

Monday: Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.

Tuesday: Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on takeoff because the engine was too loud.

Wednesday: Instructor said after the first 20 hours, most students have established a learning curve. He said there is a slight bend in mine. Aha—progress!

Thursday: Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiancee's house as point again.

Friday: Did pattern work. Instructor said that if downwind, base and final formed a triangle, I would be perfect. More praise!

Week 4

Monday: First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on the taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.

Tuesday: Asked instructor if everyone in his family had turned grey at such an early age. He smiled. We did takeoff stalls. He says I did just fine but to wait until we reached altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tyre arrive. Instructor says his back bothers him only a little.

Wednesday: Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.

Thursday: Left flaps down for entire flight. Instructor asked why. I told him I wanted the extra lift as a safety margin. More ground school.

Friday: Asked instructor when I could solo. I have never seen anyone actually laugh until they cried before.



As I write this, just over 100 years ago two brothers were pulling a contraption of wood and canvas, and incorporating an early combustion engine, out of a shed at Kittyhawk Sands, North Carolina, USA to commence a new form of transport for mankind - powered flight. That first powered controlled flight of some twelve seconds was remembered around the UK by the general aviation community with fly-ins and lots of aerial activity around the country, including a special flight of the Bristol Boxkite at Shuttleworth Trust at exactly the time of that first flight of the Wright Bi-plane.

Here in Yorkshire - the REAL home of aviation! - there was a fly-in at Elvington airfield. Although the day dawned bright and clear, as it was when I arrived at the airfield at 10am, by 11am fog started to roll in and by 12noon we had to close the airfield. Over 100 aircraft had been booked to fly in, but in the end only 18 made it. A list of those that arrived follows:

UK regs. AXOS; BXPO; BOUK; PEAK; BBMB; BGFH; BYSF; BNIW; TSJG; BHRM; EEVA; VDIR; EMDM; SELL; JDBC; BRCV; and N156RH.

The highlight for me was Rick Groves' PT17 Stearman from East Midlands. Another 25 aircraft diverted to Sherburn until that closed, and a few went to Sandtoft, although the fog even got there in the end. In the meantime we amused ourselves in the YAM NAAFI with quiz's and paper aeroplane competitions.

Later in the afternoon, too late to allow any more arrivals, three aircraft braved the fading light: Bob Heilds' Bell 47 XTUN and Hiller Raven ASAZ and Piper Cub CUBJ performed a fly past over the Museum. Altogether a bit of a let-down for us all, but especially for Colin Granton of Teesside Aero Club who put so much effort into the planning.

Ken Cothliff



THE THIRTEENTH DAY OF CHRISTMAS

It was one of those glorious days, which only seem to occur in winter, when the air is clear and the sky is a crystal blue from horizon to horizon. It was also the last day of the school Christmas holidays and weeks in the classroom and piles of homework were looming.

Early doors, I cycled up to my mate Roj's house to consider how best to use our last day of freedom. As I cycled along Wingrove Road I could see the contrails overhead were snowy white against the blue and the aeroplanes producing them were clearly visible.

I had a pair of plastic binoculars in my saddlebag, but Roj had a pair of proper binoculars his Dad had "borrowed" from the enemy during the war. Roj was only allowed to use them at home: they were not allowed to leave the house. The temptation to stay put in the garden and spot planes with real binoculars was great and when a magnificent contrail appeared in the north west sky heading our way out came the "enemy" binoculars.

That magnificent contrail turned out to be a Boeing B47 of the USAF.

A few minutes later a Meteor F8 wailed overhead looking beautiful against the blue sky, then another and then an Avro Anson C19 grunted by heading south east. That was it - as long as the sky stayed clear we were going to brush up our aircraft recognition skills. What better way to end the school hols? With the record player on the doormat and a pile of Lonnie Donegan, Duane Eddy and Connie Francis 45s we decided to while away the day spotting aeroplanes.

The sound of heavy piston engines from the south at 1050hrs turned into the wonderful sight of a Lancaster cruising along heading north. This was followed by another contrailing B47. Then a Hawker Hunter contrailing south. The day was improving by the minute.

Again the sound of piston engines: what could it be? An RAF Handley Page Marathon T.11 hove into view heading south west and low enough to read the serial. At that height it must have come from Woollington Airport and the serial told us its home was 1 ANS at Topcliffe. Then the distinctive sound of turbo-props materialised into a Viscount heading east to west, but too high to identify the colour scheme or read the reg and too high to be out of Woollington.

A Newcastle Flying Club Auster Autocrat (G-AIGP) sneaked by low and to the west, then the first of two Canberras passed high overhead making that distinctive twin contrail. The first a PR7 was going north, the second minutes later was headed west, but we couldn't identify the mark.



Another RAF Marathon appeared going north, or maybe the previous one doing a return leg. Then a period of intense contrail activity involving Meteor NF11/14s, Meteor T7/F8s and Hunters. Then another brace of Canberras, followed by an Anson T21, a Tiger Moth (G-AMLF) to the west, a Miles Gemini heading for Woolsington, a Chipmunk T10 from RAF Ouston and a Dakota.

The next contrail from the north was a Valiant B1 in the anti-flash white scheme of the day, followed by more Meteors at various altitudes and another favourite of mine, a Gloster Javelin.



By now the cold weather was starting to really chill us; in the dipping winter sun the contrails were getting a pink glow. But what a day of spotting we had enjoyed and what a test of our aircraft recognition. Would tomorrow be the same? What aeroplanes would we miss as we tried to master French, Physics and Latin on our first day back in the classroom?

As it turned out the next day was wet and grey: the only aeroplane we saw was a De Havilland Devon heading north, during our morning break. The "thirteenth day" of Christmas had been a great tonic, but we were now back to reality. Roll on the Easter hols.

Jim Stanfield

PRESS RELEASE



Leeds Bradford Airport saw a throughput of 142,985 passengers during the month of November, an increase of 26.6% over November 2002. This followed a 27.3% increase in October and brings the total passengers for the year to date to 1.88 million. The airport is on target to reach the 2 million landmark by the end of the year.

The major contributors to the record breaking year at Leeds Bradford have been the low cost airlines jet2.com, Ryanair and FlyBE. In their first year of operation, jet2.com have carried 361,794 passengers to 10 destinations and represent 19% of the airport's total traffic. Ryanair's Dublin service has carried 211,723 passengers during the year, an increase of 38.7% over last year and FlyBE have carried 115,293 passengers to Belfast City Airport, an increase of 35.4% over last year. In total, the low cost airlines represented 37% of the airport's total traffic in the first 11 months of the year.

Managing Director Ed Anderson commented "We are eagerly anticipating reaching the 2 million passenger landmark by the end of what has been a fantastic year for Leeds Bradford Airport. We have been one of the fastest growing airports in the country and, thanks in large part to Yorkshire's low cost airline jet2.com; low cost traffic is now a rapidly increasing part of our business. We look forward to further growth next year when we expect jet2.com to double their traffic through the airport."

Jet2.com Chief Executive Philip Meeson said "We have been delighted with our first year of operation at Leeds Bradford and we look forward to continuing to offer even lower cost travel next year."

OOOPS





FREE AIR



Dear Cliff,

Have just heard the dreadful news about David Bates and wondered if you would be able to pass on my condolences to his family via Air Yorkshire.

As someone who has a lot of experience of the effects of stroke, I know that it is no respecter of persons. After nine years, I am still looking after my wife.

On a lighter note, may I wish a Happy New Year to all my friends at AY from the depths of Ontario.

Ian Morton

SOCIETY COMPETITIONS

Thank you to all the members who have responded to the new competition in the December magazine, and to those who have sent in photographs for the magazine cover competition. All January entries will be carried over to February and the results will appear in that month's magazine.

Cliff Jayne

LBA MOVEMENTS – August

Regarding the discrepancy in one of the entries (page 16 November magazine), the plane was correct but the registration should read G-EWFN (not G-B...).

Terry Sykes

FLY – THE LONDON AIR SHOW Earls Court

16-18 April 2004 will see the UK's largest gathering of aircraft owners, pilots and their suppliers ever assembled under one roof. Fused with exciting features and stimulating seminars, it's the brand new aviation experience. For more information call Andy Buchanan on 020 7370 8201 or 07796 176326. www.londonairshow.co.uk

Aircraft, Aerosports, Equipment and Technology, Flying Schools and Clubs, Air Charter, Services and Clothing and Accessories, Publications and Associations, Ditching Tank, Simulators, Seminars, Historic Aircraft, Maintenance, Engineering, Pilot Supplies, Survival Equipment.

Credit: advertisement

Eric Martin

SOCIETY NEWS

At the end of another successful year, we held the December Meeting Christmas Party. A vote of thanks went to David Bates and Jim Stanfield for all their work in compiling and running the several quiz's, which were great fun and challenged our aviation knowledge. And even I got some answers right!

We then enjoyed coffee and mince pies, which were very welcome – thank you for organising these.

The Christmas cake was cut and distributed – thank you to Ken and Doreen Cothliff for providing this.

It was then time to announce the winners of the annual photographic competition, which had been judged by a team at Regent, the local firm which designs and produces greetings cards. The winner for the front cover was Gordon Westerman (January 2003) who holds the trophy for a year, and the winner for the back cover was Lawrie Coldbeck (August 2003). Congratulations to Gordon and Lawrie, and our thanks to all members who have supported the competition which provides a colourful and attractive cover for our magazine.

Members were generous in contributing prizes and buying tickets for the raffle; Ken was kept busy drawing the tickets and announcing the winning numbers.

Let us hope for continuing success in 2004. Please watch for announcements in the magazine of further visits and trips.

Best wishes from the Committee for a Happy New Year.

Paul Windsor

01 February 2004 - Ron Sanders "Smuggling is a funny business"





Dave presenting the Photographic Competition prizes at the December Social Meeting