

Overdale



YORKSHIRES PREMIER AVIATION SOCIETY



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MAGAZINE

Cliff JAYNE

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COMMITTEE MEMBERS
2001-2002

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

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

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

4 Aug - Anticipate speaker, detail subject to confirmation

AIR YORKSHIRE AVIATION SOCIETY NEWS

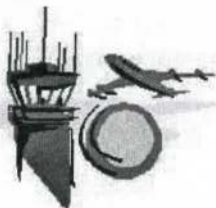
The June meeting had a more educational theme. Captain Ian Burrell talked us through with illustrations some of the factors that influence flight and how we should stay in the air. Ian made it a very interesting session. We hope he will find time for another return in the future.

The magazine still gets even better - thanks Cliff and Sheila and to our contributors. If there was a prize of the year, Terry Sykes' interesting epic last month would be a strong contender. Dave Wooler's input seems to grow by the month and Eric Martin is fast catching up with technology to add illustrative content.

The Airport have kindly confirmed we can continue to use gate 20 until the year end. In consequence it can be said that providing some flexibility exists the meeting content is planned for the rest of the year. Looking further on, volunteers to give a meeting, outside speaker possibilities, would be most welcome, so please have a word, or contact me on 0794 647 3716 or DavTnnt@aol.com

On the trip front, a possible visit to FRA had been expected. While this option just became available, it has been decided to leave it over into next year as the Duxford timing is much the same. A reminder that Duxford is open to anyone. Air Supply will be selling places, so place a deposit soon if interested - just to mention, the coach will have onboard toilet facility.

David Tennant



MOVEMENTS APRIL - MAY

April 2002

09 Tuesday

G-JECA	CL600 RJ	0747 0820	G-BZSD	PA-46 Malibu	0751 0844
G-BOTM	JetRanger	0908 1211	G-RJXI	EMB 145	0916 1029
G-MAJM	Jetstream 41	0923 1000	G-RJXK	EMB 135	0925 1111
G-MAJF	Jetstream 41	0928 1002	G-UKFA	Fokker 100	0934 1041
EI-CJH	Boeing 737	0941 1025	G-ODSK	Boeing 737 300	1004 1058
G-RJXD	EMB 145	1034 1359	G-JECA	CL600 RJ	1038 1118
G-RJXG	EMB 145	1119 1340	G-BXDF	B55 Baron	1129 1602
G-BGLW	PA-34 Seneca	1159 1423	G-MAJF	Jetstream 41	1305 1344
G-RJXK	EMB 135	1317 1503	G-RJXI	EMB 145	1335 1448
EI-CNZ	Boeing 737	1352 1421	G-UKFA	Fokker 100	1357 1604
G-ODSK	Boeing 737 300	1402 1549	G-MAJM	Jetstream 41	1417 1505
G-BYAF	Boeing 757	1425 1543	G-JIVE	Hughes 369E	1547 1635
G-MANE	BAe ATP	1600 1751	G-JECA	CL600 RJ	1616 1659
G-JOEM	Airbus 320	1644 1832	G-BZSD	PA-46 Malibu	1650 0845(10)
G-RJXI	EMB 145	1655 1736	G-RJXG	EMB 145	1704 1749
G-RJXK	EMB 135	1714 1800	G-MAJF	Jetstream 41	1738 1835
G-MAJM	Jetstream 41	1744 1828	G-MCEA	Boeing 757	1818 1122(10)
G-ODSK	Boeing 737 300	1826 1918	EI-CKR	Boeing 737	1829 1915
G-BVJD	Fokker 100	1843 1927	G-JECA	CL600 RJ	1913 1954
G-RJXI	EMB 145	1933 0738(10)	G-UKFA	Fokker 100	1936 0610(10)
G-RJXK	EMB 135	1955 0732(10)	G-MANE	BAe ATP	2021 2052
G-MAJM	Jetstream 41	2044 0734(10)	G-RJXG	EMB 145	2059 0825(10)
G-MAJF	Jetstream 41	2140 0710(10)	G-RJXD	EMB 145	2147 0912(10)
G-ODSK	Boeing 737 300	2149 0721(10)			

10 Wednesday

G-JECA	CL600 RJ	0830 0908	G-MANE	BAe ATP	0900 0958
G-MAJA	Jetstream 41	0904 0943	G-MAJF	Jetstream 41	0924 1007
G-RJXK	EMB 145	0927 1102	G-RJXI	EMB 145	0930 1044
G-UKFO	Fokker 100	0934 1038	G-ODSK	Boeing 737 300	0955 1059
G-CKP	Boeing 737	1014 1052	G-MAJM	Jetstream 41	1017 1108
G-JECA	Jetstream 41	1112 1141	G-RJXG	EMB 145	1118 1400
G-BXGV	Cessna 172R	1119 1734	G-OOIO	Ecureuil	1128 1509
252	CN235 Persuader	1159 1233	G-RJXD	EMB 145	1211 1344
G-MAJA	Jetstream 41	1240 1356	G-RJXK	EMB 135	1307 1522
G-MANE	BAe ATP	1310 1348	G-OLDR	Lear Jet 45	1331 1354
G-RJXI	EMB 145	1357 1455	G-UKFO	Fokker 100	1402 1606
G-ODSK	Boeing 737 300	1412 1540	G-MAJF	Jetstream 41	1423 1524
G-MAJH	Jetstream 41	1426 1536	EI-COX	Boeing 737	1432 1500
G-BXDF	B55 Baron	1445 1635	G-BDPA	PA-28 Warrior	1530 1804
G-JECA	CL600 RJ	1621 1707	G-BBXL	Cessna 310Q	1632 0955(22)
G-RJXD	EMB 145	1647 2324	G-RJXI	EMB 145	1656 1845
G-TANS	TB-20 Trinidad	1658 1801(11)	G-MAJK	Jetstream 41	1700 1740
G-MAJF	Jetstream 41	1733 1812	G-MAJA	Jetstream 41	1739 1828
G-ODSK	Boeing 737 300	1826 1911	EI-CNW	Boeing 737	1846 1920
G-JECA	CL600 RJ	1919 1953	G-UKFO	Fokker 100	1939 0616(11)
G-MAJK	Jetstream 41	1956 0702(11)	G-RJXK	EMB 135	2013 0730(11)

G-MCEA	Boeing 757	2029 1004(11)	G-MAJF	Jetstream 41	2034 0733(11)
G-RJXG	EMB 145	2108 0724(11)	G-MAJH	Jetstream 41	2113 0651(11)
G-MAJA	Jetstream 41	2121 0707(11)	G-ODSK	Boeing 737 300	2144 0715(11)
G-RJXI	EMB 145	2321 0722(11)			

11 Thursday

N61AN	Cessna F182Q	0707 1800	G-JECA	CL600 RJ	0801 0836
G-RJXH	EMB 145	0803 0913	G-RJXI	EMB 145	0917 1031
G-MAJK	Jetstream 41	0920 1007	G-MAJA	Jetstream 41	0927 1010
EI-CJG	Boeing 737	0952 1028	G-MAJH	Jetstream 41	0959 1346
G-ODSK	Boeing 737 300	1001 1057	G-RJXG	EMB 145	1013 1102
G-MAJF	Jetstream 41	1017 1528	N5346S	PA-32R Saratoga	1019 1544
OY-SBT	Corvette 100	1033 1654	G-JECA	CL600 RJ	1041 1123
G-UKFK	Fokker 100	1114 1203	G-BODY	Cessna 310R	1126 1635
G-RJXH	EMB 145	1211 1350	G-SCOO	JetRanger	1212 1530
G-TASH	Cessna 172N	1238 1533(12)	G-MAJA	Jetstream 41	1301 1441
G-RJXG	EMB 145	1308 1403	G-RJXI	EMB 145	1336 1456
EC-GZD	Airbus 320	1338 1452	G-ODSK	Boeing 737 300	1402 1539
EI-CNW	Boeing 737	1406 1438	G-MAJK	Jetstream 41	1420 1502
G-UKFK	Fokker 100	1436 1610	G-OBIF	Boeing 767	1617 1907
G-JECA	CL600 RJ	1625 1707	G-RJXI	EMB 145	1649 1738
G-RJXH	EMB 145	1656 1752	G-BXDF	B55 Baron	1704 1641(12)
G-MAJA	Jetstream 41	1709 1754	G-RJXG	EMB 145	1715 1758
G-RJXK	EMB 135	1717 1810	G-MAJK	Jetstream 41	1721 1815
G-MAJH	Jetstream 41	1739 0700(12)	G-ODSK	Boeing 737 300	1817 1915
G-MAJF	Jetstream 41	1824 1902	EI-CNY	Boeing 737	1852 1930
G-MCEA	Boeing 757	1910 0734(13)	G-JECA	CL600 RJ	1913 1952
G-BZSD	PA-46 Malibu	1922 0819(12)	G-RJXI	EMB 145	1931 0743(12)
G-UKFO	Fokker 100	1938 0622(12)	G-RJXK	EMB 135	1959 0733(12)
G-MAJA	Jetstream 41	2006 0706(12)	G-MAJK	Jetstream 41	2043 0736(12)
D-IMMM	CitationJet	2052 1511(12)	G-RJXH	EMB 145	2059 0731(12)
G-RJXG	EMB 145	2010 0723(12)	G-MAJF	Jetstream 41	2135 0703(12)
G-ODSK	Boeing 737 300	2158 0715(12)			

12 Friday

VP-CED	Citation Bravo	0712 0727	G-JECA	CL600 RJ	0747 0827
G-MAJF	Jetstream 41	0918 1008	G-RJXK	EMB 135	0923 1514
G-RJXG	EMB 145	0925 1037	G-MAJA	Jetstream 41	0933 1010
G-ODSK	Boeing 737 300	0947 1057	G-UKFO	Fokker 100	0953 1108
EI-CKP	Boeing 737	0955 1026	G-MAJH	Jetstream 41	1006 1439
G-MAJK	Jetstream 41	1015 1347	G-RJXH	EMB 145	1034 1114
G-JECA	CL600 RJ	1041 1118	G-RJXI	EMB 145	1050 1352
EC-GZD	Airbus 320	1122 1303	G-BYAD	Boeing 757	1256 1430
G-MAJA	Jetstream 41	1259 1442	G-RJXH	EMB 145	1324 1427
G-RJXG	EMB 145	1337 1500	EI-COX	Boeing 737	1345 1434
G-JECA	CL600 RJ	1349 1424	G-ODSK	Boeing 737 300	1359 1542
SE-DZI	Boeing 737 800	1411 1556	G-UKFO	Fokker 100	1413 1709
G-MAJF	Jetstream 41	1416 1505	G-JECA	CL600 RJ	1637 1714
G-RJXI	EMB 145	1659 1754	G-MAJA	Jetstream 41	1705 1757
G-RJXG	EMB 145	1711 1801	G-RJXK	EMB 135	1723 1810
G-MAJF	Jetstream 41	1736 1817	G-RJXH	EMB 145	1738 1830
G-OLDR	Lear Jet 45	1741 1824	G-MAJK	Jetstream 41	1750 1838
G-ODSK	Boeing 737 300	1832 1924	G-BZSD	PA-46 Malibu	1855 1933
EI-CNZ	Boeing 737	1902 1931	G-JECA	CL600 RJ	1913 2002
G-RJXG	EMB 145	1956 1513(14)	G-RJXK	EMB 135	2000 1606(14)
G-MAJA	Jetstream 41	2012 0907(13)	G-UKFO	Fokker 100	2029 0615(13)
G-BVJC	Fokker 100	2040 0705(13)	G-MAJF	Jetstream 41	2044 1405(14)
G-RJXI	EMB 145	2055 0816(13)	G-MAJD	Jetstream 41	2104 0653(13)
G-RJXH	EMB 145	2121 1801(14)	G-MAJK	Jetstream 41	2125 1011(13)

G-ODSK	Boeing 737 300	2205 2245		
13 Saturday				
ZG847	Islander AL.1	0009 0052	G-SWJW Airbus 300	0049 0149
G-JEDC	DHC-8	0852 0926	G-UKFO Fokker 100	0940 1039
EI-CNV	Boeing 737	0950 1032	G-BVJC Fokker 100	0953 1044
G-MAJD	Jetstream 41	0956 1421	G-BOHT PA-38 Tomahawk	1047 1122
G-RJXI	EMB 145	1128 1225	G-EPED PA-31 Navajo	1229 1818
G-MAJK	Jetstream 41	1359 1502	G-BBPX PA-34 Seneca	1301 n/s +
G-MAJA	Jetstream 41	1322 1545	G-UKFO Fokker 100	1357 1605
G-AZLY	Cessna F150L	1405 1443	G-MAJH Jetstream 41	1453 1611(14)
G-JEDY	DHC-9	1602 1637	G-MAJD Jetstream 41	1748 1002(14)
G-MAJK	Jetstream 41	1755 1419(14)	EI-CON Boeing 737	1854 1925
G-RJXI	EMB 145	1910 1354(14)	G-SUEE Airbus 320	1938 2106
G-UKFO	Fokker 100	1942 0612(14)	G-PIDS Boeing 757	2144 0805(14)
G-BVJD	Fokker 100	2214 0702(14)		
14 Sunday				
G-UKFO	Fokker 100	0935 1039	G-BVJD Fokker 100	0959 1053
CKR	Boeing 737	1111 1146	G-JEDC DHC-8	1305 1341
G-MAJD	Jetstream 41	1307 1504	G-UKFO Fokker 100	1357 1602
G-BYAI	Boeing 757	1403 1543	N273TB B58 Baron	1535 1636
G-RJXE	EMB 145	1638 1625	G-JECA CL600 RJ	1622 1659
G-RJXI	EMB 145	1639 0721(15)	G-MAJF Jetstream 41	1709 1744
G-MAJK	Jetstream 41	1729 1824	G-MAJD Jetstream 41	1746 1820
CS-DFC	Falcon 2000	1750 1914	G-BVZI Boeing 737 500	1825 1918
EI-CNY	Boeing 737	1837 1912	G-JECA CL600 RJ	1915 1954
G-UKFO	Fokker 100	1936 0619(15)	G-RJXK EMB 135	1944 2023
G-MAJH	Jetstream 41	1958 0729(15)	G-MAJF Jetstream 41	2007 0659(15)
G-RJXG	EMB 145	2014 2236	G-MAJD Jetstream 41	2042 0705(15)
G-RJXH	EMB 145	2109 0838(15)	G-MAJK Jetstream 41	2116 0646(15)
G-RJXD	EMB 145	2119 0754(15)	G-BVZI Boeing 737 500	2140 0711(15)
G-PIDS	Boeing 757	2238 1115(15)	G-RJXK EMB 135	2328 0736(15)
15 Monday				
G-JECA	CL600 RJ	0748 0820	OY-MRK Boeing 737 700	0849 0922
G-JETJ	Citation II	0857 1755	G-ICAB Robinson R-44	0909 1212
G-MAJF	Jetstream 41	0920 1002	N421CA Cessna 421C	0921 1054(16)
G-RJXK	EMB 135	0925 1505	G-MAJD Jetstream 41	0931 1006
G-BVZI	Boeing 737 500	0935 1059	G-UKFO Fokker 100	0938 1045
G-MAJK	Jetstream 41	0945 1348	EI-CNW Boeing 737	0954 1031
G-UVIP	Cessna 421C	0956 1559(16)	G-RJXD EMB 145	0959 1048
G-RJXI	EMB 145	1011 1111	G-MAJH Jetstream 41	1016 1529
G-JECA	CL600 RJ	1043 1118	G-RJXH EMB 145	1143 1344
N120Z	King Air B200	1222 1336	N213CT King Air C90	1232 0933(17)
G-BODY	Cessna 310R	1235 1431	G-MAJD Jetstream 41	1254 1439
G-RJXI	EMB 145	1304 1402	G-JECA CL600 RJ	1335 1411
G-RJXD	EMB 145	1350 1455	G-UKFO Fokker 100	1358 1605
EI-CNV	Boeing 737	1401 1436	G-BVZI Boeing 737 500	1405 1535
G-MAJF	Jetstream 41	1421 1507	G-ATOU Mooney M20E	1521 1632
G-JECA	CL600 RJ	1624 1702	G-MAJB Jetstream 41	1650 0732(16)
G-RJXH	EMB 145	1653 1748	G-RJXI EMB 145	1656 1758
G-RJXD	EMB 145	1659 1744	G-MAJD Jetstream 41	1717 1752
G-RJXK	EMB 135	1720 1807	G-MAJF Jetstream 41	1723 1803
G-MAJK	Jetstream 41	1729 1832	G-BVZI Boeing 737 500	1815 1909
EI-CKR	Boeing 737	1826 1902	G-MAJH Jetstream 41	1829 0702(16)
CS-DNY	Citation Excel	1906 1609(17)	G-JECA CL600 RJ	1911 1954
G-RJXD	EMB 145	1934 0737(16)	G-UKFO Fokker 100	1939 0700(16)
G-RJXK	EMB 135	1956 0741(16)	G-MAJD Jetstream 41	2007 1604(16)
G-MAJF	Jetstream 41	2024 0704(16)	G-PIDS Boeing 757	2032 0827(16)

G-RJXH	EMB 145	2050 0748(16)	G-RJXI	EMB 145	2054 0801(16)
G-MAJK	Jetstream 41	2118 0655(16)	G-BYZJ	Boeing 737 300	2137 0709(16)
OY-MRK	Boeing 737 700	2315 0512(16)			
16 Tuesday					
G-JECA	CL600 RJ	0745 1819	G-BZSD	PA-46 Malibu	0912 0936
G-MAJH	Jetstream 41	0918 0955	G-MAJF	Jetstream 41	0922 1003
G-RJXD	EMB 145	0925 1032	G-RJXK	EMB 135	0933 1510
G-BYZJ	Boeing 737 300	0939 1057	G-MAJK	Jetstream 41	0943 1350
EI-CJC	Boeing 737	0952 1029	G-UKFO	Fokker 100	0959 1048
G-MAJB	Jetstream 41	1016 1500	G-RJXH	EMB 145	1026 1122
G-BOOE	GA7 Cougar	1045 1501	G-BAVZ	PA-23 Aztec	1103 1710
G-JEAW	BAe 146 200	1115 1148	G-RJXI	EMB 145	1127 1345
G-DJJA	PA-28 Archer II	1134 1658	G-THSL	PA-28R Arrow II	1144 1622
CS-DNK	Hawker 800 XP	1145 1632(17)	G-MAJF	Jetstream 41	1302 1434
G-BJYD	Cessna F152	1306 1404	G-RJXH	EMB 145	1309 1402
G-RJXD	EMB 145	1342 1456	G-BYZJ	Boeing 737 300	1347 1538
EI-CKR	Boeing 737	1353 1422	G-UKFO	Fokker 100	1401 1608
G-BYAD	Boeing 757	1405 1531	G-BZSD	PA-46 Malibu	1453 1549
G-MAJH	Jetstream 41	1612 1052(17)	G-JEDX	DHC-8	1629 1704
G-TICL	Airbus 320	1632 1814	G-RJXI	EMB 145	1649 1751
G-RJXD	EMB 145	1656 1737	G-MAJF	Jetstream 41	1700 1743
G-RJXH	EMB 145	1705 1800	G-RJXK	EMB 135	1716 1812
G-MAJB	Jetstream 41	1724 1805	G-MAJK	Jetstream 41	1728 1826
CS-DHC	Citation Bravo	1749 1745(17)	G-PIDS	Boeing 757	1806 1104(17)
G-BYZJ	Boeing 737 300	1808 1906	EI-CJI	Boeing 737	1827 1904
G-MAJD	Jetstream 41	1838 0701(17)	G-RJXD	EMB 145	1939 0724(17)
G-UKFH	Fokker 100	1942 0615(17)	G-MAJF	Jetstream 41	1955 0809(17)
G-RJXK	EMB 135	2004 0737(17)	G-MAJB	Jetstream 41	2018 0656(17)
G-JEAY	BAe 146 200	2028 2056	G-RJXI	EMB 145	2053 0746(17)
G-RJXH	EMB 145	2117 0731(17)	G-MAJK	Jetstream 41	2126 0647(17)
G-BYZJ	Boeing 737 300	2140 0714(17)			
17 Wednesday					
G-JECC	CL600 RJ	0813 0844	N800J	Gulfstream IV	0901 1854
G-MAJD	Jetstream 41	0923 1010	G-MAJB	Jetstream 41	0945 1020
G-RJXD	EMB 145	0948 1043	G-UKFF	Fokker 100	0951 1047
G-RJXK	EMB 135	0955 1506	G-MAJK	Jetstream 41	0959 1356
G-BYZJ	Boeing 737 300	1008 1100	OO-CLP	Cessna 182P	1019 1250
G-RJXH	EMB 145	1022 1108	G-JECC	CL600 RJ	1038 1117
G-RJXI	EMB 145	1048 1342	G-MAJF	Jetstream 41	1050 1532
G-BPRY	PA-28 Warrior II	1158 1330	G-MAXI	PA-34 Seneca	1303 1733
G-RJXH	EMB 145	1305 1409	G-MAJB	Jetstream 41	1309 1436
G-RJXD	EMB 145	1334 1454	EI-CJI	Boeing 737	1351 1426
G-BYZJ	Boeing 737 300	1355 1541	G-UKFF	Fokker 100	1358 1558
G-MAJD	Jetstream 41	1422 1508	G-JECC	CL600 RJ	1621 1706
G-RJXI	EMB 145	1647 1743	G-RJXD	EMB 145	1650 1739
G-RJXH	EMB 145	1702 1800	G-MAJB	Jetstream 41	1707 1747
G-RJXK	EMB 135	1715 1810	G-MAJD	Jetstream 41	1724 1806
G-MAJK	Jetstream 41	1732 1834	G-BYZJ	Boeing 737 300	1814 1908
G-MAJF	Jetstream 41	1828 1535(18)	EI-CJH	Boeing 737	1835 1906
G-JECC	CL600 RJ	1918 1947	G-RJXD	EMB 145	1935 0724(18)
G-MAJB	Jetstream 41	2003 0702(18)	G-PIDS	Boeing 757	2006 1115(18)
G-UKFF	Fokker 100	2008 0614(18)	G-RJXK	EMB 135	2012 0728(18)
G-MAJA	Jetstream 41	2049 0653(18)	G-RJXI	EMB 145	2101 2236
G-RJXH	EMB 145	2106 0716(18)	G-MAJK	Jetstream 41	2127 0656(18)
G-BYZJ	Boeing 737 300	2147 0721(18)			
18 Thursday					
G-RJXI	EMB 145	0143 0746	G-JECC	CL600 RJ	0748 0820

G-ATJN	Jodel D.119	0911 1113	G-MAJK Jetstream 41	0919 0956
G-RJXK	EMB 135	0924 1513	G-RJXH EMB 145	0929 1023
G-MAJB	Jetstream 41	0937 1006	G-UKFF Fokker 100	0946 1049
G-MAJA	Jetstream 41	0952 1028	VP-CPC Citation Excel	0955 1426
G-BYZJ	Boeing 737 300	1004 1100	G-CBIL Cessna 182K	1007 1613
G-RJXD	EMB 145	1010 1109	EI-CJE Boeing 737	1016 1055
G-BWXD	T67M Firefly	1031 1032	G-JECC CL600 RJ	1034 1123
G-RJXI	EMB 145	1046 1342	G-MAJB Jetstream 41	1245 1349
EI-IAW	Lear Jet 60	1248 1038(19)	G-MAJA Jetstream 41	1305 1446
G-RJXD	EMB 145	1314 1411	EC-1AG Airbus 320	1319 1434
G-RJXH	EMB 145	1343 1458	G-UKFF Fokker 100	1355 1610
G-BYZJ	Boeing 737 300	1358 1544	EI-CKR Boeing 737	1407 1444
G-MAJK	Jetstream 41	1419 1506	G-JECC CL600 RJ	1621 1701
G-BYAJ	Boeing 757	1625 1757	G-RJXH EMB 145	1646 1734
G-RJXI	EMB 145	1650 1818	G-RJXD EMB 145	1705 1801
G-MAJA	Jetstream 41	1708 1748	G-RJXK EMB 135	1721 1813
G-MAJK	Jetstream 41	1727 1807	G-BPPM King Air 200	1743 0833(19)
G-MAJB	Jetstream 41	1749 1829	G-MAJF Jetstream 41	1828 0733(19)
G-CNY	Boeing 737	1834 1905	G-BZSD PA-46 Malibu	1837 1905
G-BYZJ	Boeing 737 300	1842 1925	G-JECC CL600 RJ	1912 1949
G-UKFF	Fokker 100	1937 0615(19)	G-OMNI PA-28R Arrow II	1943 1710(19)
G-RJXH	EMB 145	1947 0726(19)	G-PIDS Boeing 757	2001 1052(19)
G-RJXK	EMB 135	2005 0730(19)	G-MAJK Jetstream 41	2023 0701(19)
G-MAJA	Jetstream 41	2025 0646(19)	G-RJXI EMB 145	2109 0745(19)
G-RJXD	EMB 145	2113 0720(19)	G-MAJB Jetstream 41	2131 0658(19)
G-BYZJ	Boeing 737 300	2145 0706(19)		

19 Friday

G-JEAK	BAe 146 200	0749 0824	G-JTCA PA-23 Aztec	0813 0930
G-JETJ	Citation II	0830 1149	G-RJXD EMB 145	0914 1032
G-MAJB	Jetstream 41	0917 0958	G-RJXK EMB 135	0929 1517
G-UKFF	Fokker 100	0931 1057	G-MAJK Jetstream 41	0935 1019
G-BYZJ	Boeing 737 300	0934 1101	G-MAJA Jetstream 41	0947 1354
EI-CNV	Boeing 737	0952 1025	G-RJXH EMB 145	1021 1116
N235PF	PA-28 Pathfinder	1026 1043	G-RJXI EMB 145	1103 1349
EC-GZE	Airbus 320	1145 1303	G-MAJK Jetstream 41	1249 1442
G-CDUO	Boeing 757	1254 1419	G-MAJF Jetstream 41	1256 1924
G-RJXH	EMB 145	1307 1405	N235PF PA-28 Pathfinder	1330 1403
G-ORSP	A36 Bonanza	1331 1401	G-BYZJ Boeing 737 300	1346 1547
G-RJXD	EMB 145	1350 1452	EI-CNY Boeing 737	1355 1433
SE-DZK	Boeing 737 800	1359 1509	G-MAJB Jetstream 41	1413 1505
G-JEDC	DHC-8	1431 1513	G-UKFN Fokker 100	1455 1611
G-JECA	CL600 RJ	1616 1647	G-RJXD EMB 145	1645 1731
G-MAJM	Jetstream 41	1708 1753	G-RJXI EMB 145	1711 1759
G-JIVE	Hughes 369E	1712 1736	G-RJXK EMB 135	1716 1810
G-MAJB	Jetstream 41	1726 1814	G-MAJA Jetstream 41	1741 1008(21)
G-BPNT	BAe 146 300	1808 1833(20)	G-BYZJ Boeing 737 300	1825 1914
G-RJXH	EMB 145	1828 1931	EI-CON Boeing 737	1846 1928
G-JECA	CL600 RJ	1851 1933	G-RJXD EMB 145	1921 1713(21)
G-UKFN	Fokker 100	1946 0620(20)	G-RJXK EMB 135	1959 1610(21)
G-MAJM	Jetstream 41	2003 2058	G-PIDS Boeing 757	2007 2123
G-MAJD	Jetstream 41	2040 0915(20)	G-JECA CL600 RJ	2110 2139
G-RJXI	EMB 145	2116 0807(20)	G-BVJC Fokker 100	2127 0702(20)
G-MAJF	Jetstream 41	2158 1014(20)	G-BYZJ Boeing 737 300	2201 2252
G-RJXH	EMB 145	2217 1516(21)	G-MAJM Jetstream 41	2310 0705(20)

20 Saturday

G-PIDS	Boeing 757	0244 0715	G-JEDY DHC-8	0852 0926
G-UKFN	Fokker 100	0938 1047	G-BVJC Fokker 100	0942 1036

EI-CJC	Boeing 737	0959 1031	G-MAJM	Jetstream 41	1004 1432(21)
G-ESTA	Citation II	1136 1830	G-RJXI	EMB 145	1154 1348(21)
G-MAJF	Jetstream 41	1302 1422	G-JETX	JetRanger	1304 1348
G-BVKA	Boeing 737 500	1342 1503	G-MAJH	Jetstream 41	1347 1507
G-UKFN	Fokker 100	1358 1603	G-AZLY	Cessna F150L	1439 1509
G-JEDY	DHC-8	1554 1630	G-MAJH	Jetstream 41	1720 1406(21)
G-MAJF	Jetstream 41	1732 1510(21)	EI-CNY	Boeing 737	1902 1937
G-UKFN	Fokker 100	1940 0626(21)	G-SUEE	Airbus 320	1944 2328
G-BVJC	Fokker 100	2118 0704(21)	G-PIDS	Boeing 757	2122 0855(21)

21 Sunday

G-BVJC	Fokker 100	0928 1051	G-UKFN	Fokker 100	0947 1039
VP-CFG	Citation I	1016 1633(23)	EI-CON	Boeing 737	1113 1147
G-BCKV	Cessna FRA150L	1224 1309	G-MAJA	Jetstream 41	1252 0649(23)
G-JEDC	DHC-8	1304 1344	G-CDUO	Boeing 757	1414 1550
G-UKFN	Fokker 100	1418 1614	N750NS	Citation X	1501 2009
G-STRB	Boeing 737 300	1530 1603	G-JECC	CL600 RJ	1621 1701
G-NVSA	DHC-8	1632 1716	G-RJXI	EMB 145	1650 1745
G-RJXE	EMB 145	1703 1803	G-MAJH	Jetstream 41	1710 1747
G-MAJM	Jetstream 41	1738 1831	G-MAJF	Jetstream 41	1748 1824
G-ODSK	Boeing 737 300	1815 1912	EI-IAW	Lear Jet 60	1841 1907
EI-CKP	Boeing 737	1843 1915	G-JECC	CL600 RJ	1917 1957
G-RJXK	EMB 135	1930 0735(22)	G-UKFN	Fokker 100	1947 0615(22)
G-RJXH	EMB 145	2000 0727(22)	G-MAJH	Jetstream 41	2005 0702(22)
G-MAJF	Jetstream 41	2039 0657(22)	G-RJXI	EMB 145	2046 0719(22)
G-RJXE	EMB 145	2112 0754(22)	G-MAJM	Jetstream 41	2117 0715(22)
G-ODSK	Boeing 737 300	2142 0707(22)	G-NVSA	DHC-8	2158 2228
G-PIDS	Boeing 757	2309 1105(22)			

22 Monday

G-JECC	CL600 RJ	0759 0830	G-BTVR	PA-28 Cherokee	0914 0923
G-RJXH	EMB 145	0923 1031	G-RJXK	EMB 135	0928 1108
G-MAJH	Jetstream 41	0930 1008	G-UKFN	Fokker 100	0936 1041
G-ODSK	Boeing 737 300	0943 1050	G-MAJM	Jetstream 41	0945 1023
N12NM	Citation I	0940 1518(15)	G-MAJF	Jetstream 41	0959 1348
EI-CJC	Boeing 737	1001 1039	G-RJXI	EMB 145	1021 1401
G-BYLM	PA-46 Malibu	1035 1727(23)	G-JECC	CL600 RJ	1038 1120
G-BWRP	B58 Baron	1943 1909(23)	G-RJXE	EMB 145	1058 1343
G-FRYI	King Air 200	1208 1301	G-BOBA	PA-28R Arrow 3	1212 1623
G-BEOY	Cessna FRA150L	1223 1624	G-MAJM	Jetstream 41	1255 1442
G-RJXK	EMB 135	1308 1507	G-JECC	CL600 RJ	1319 1413
G-RJXH	EMB 145	1338 1452	EI-CKP	Boeing 737	1346 1438
G-UKFN	Fokker 100	1353 1612	G-ODSK	Boeing 737 300	1357 1544
G-MAJH	Jetstream 41	1435 1524	G-BXNT	JetRanger	1438 1523
G-JECC	CL600 RJ	1615 1652	G-RJXH	EMB 145	1649 1730
G-RJXI	EMB 145	1659 1753	G-RJXE	EMB 145	1703 1744
G-RJXK	EMB 135	1719 1805	G-MAJK	Jetstream 41	1727 1801
G-MAJF	Jetstream 41	1733 1828	G-MAJH	Jetstream 41	1749 1833
G-ODSK	Boeing 737 300	1821 1915	EI-CKR	Boeing 737	1823 1904
G-JECC	CL600 RJ	1910 2002	G-RJXH	EMB 145	1927 0723(23)
G-UKFN	Fokker 100	1930 0621(23)	G-RJXK	EMB 135	1958 0732(23)
G-MAJK	Jetstream 41	2006 0708(23)	G-PIDS	Boeing 757	2024 0835(23)
G-MAJH	Jetstream 41	2053 0706(23)	G-RJXI	EMB 145	2101 0749(23)
G-RJXE	EMB 145	2104 0720(23)	G-MAJF	Jetstream 41	2122 0728(23)
G-ODSK	Boeing 737 300	2143 0713(23)			

23 Tuesday

G-ZAPJ	ATR-42	0235 0441	G-JECC	CL600 RJ	0742 0823
G-MAJH	Jetstream 41	0922 1003	G-RJXK	EMB 135	0930 1108
G-OAMT	PA-31 Navajo	0931 1548(24)	G-RJXH	EMB 145	0933 1032

G-MAJK	Jetstream 41	0937 1017	G-UKFN	Fokker 100	0944 1037
EI-CKS	Boeing 737	0949 1025	G-ODSK	Boeing 737 300	0959 1057
G-RJXE	EMB 145	1014 1412	G-MAJA	Jetstream 41	1018 1356
G-MAJF	Jetstream 41	1021 1504	G-JECC	CL600 RJ	1039 1118
G-RJXI	EMB 145	1054 1344	G-MAJH	Jetstream 41	1250 1439
G-RJXK	EMB 135	1307 1507	G-BDPA	PA-28 Warrior	1335 1802
G-RJXH	EMB 145	1340 1459	G-AZLY	Cessna F150L	1343 1452
G-ODSK	Boeing 737 300	1354 1540	G-UKFN	Fokker 100	1356 1605
G-OBYI	Boeing 767	1408 1546	G-BKTZ	T67M Firefly	1416 1610
G-MAJK	Jetstream 41	1423 1532	EI-CKR	Boeing 737	1430 1501
G-JECC	CL600 RJ	1623 1708	G-VCED	Airbus 320	1630 1817
G-RJXI	EMB 145	1648 1747	G-RJXH	EMB 145	1656 1757
G-RJXE	EMB 145	1658 1800	G-MAJH	Jetstream 41	1705 1752
G-RJXK	EMB 135	1710 1804	G-MAJF	Jetstream 41	1720 1810
G-MAJA	Jetstream 41	1745 1823	G-BZSD	PA-46 Malibu	1751 1831
G-PIDS	Boeing 757	1753 1100(24)	G-ODSK	Boeing 737 300	1807 1906
G-MAJK	Jetstream 41	1822 0725(24)	EI-CNZ	Boeing 737	1826 1902
G-JECC	CL600 RJ	1918 2000	G-UKFN	Fokker 100	1934 0618(24)
G-RJXH	EMB 145	1944 0721(24)	G-RJXK	EMB 135	1957 0730(24)
G-MAJH	Jetstream 41	2008 0700(24)	G-MAJJ	Jetstream 41	2033 0713(24)
G-RJXI	EMB 145	2055 0756(24)	G-RJXE	EMB 145	2104 0732(24)
G-MAJA	Jetstream 41	2121 0706(24)	G-ODSK	Boeing 737 300	2139 0802(24)

24 Wednesday

G-FRYI	King Air 200	0048 0129	G-JECC	CL600 RJ	0745 0820
G-MOHS	PA-31 Navajo	0753 1131(07)	G-MAJA	Jetstream 41	0920 1003
G-MAJH	Jetstream 41	0923 1000	G-RJXH	EMB 145	0927 1034
G-RJXK	EMB 135	0929 1112	HB-GHS	King Air 200	0933 0708(25)
G-UKFN	Fokker 100	0935 1041	EI-CJC	Boeing 737	0952 1025
G-MAJK	Jetstream 41	1012 1532	G-RJXE	EMB 145	1014 1402
G-SELL	Robin DR400/180	1019 1546	G-MAJJ	Jetstream 41	1032 1348
G-JECC	CL600 RJ	1043 1134	G-ODSK	Boeing 737 300	1047 1144
G-RJXI	EMB 145	1100 1343	G-BODY	Cessna 310R	1205 1636
G-MAJA	Jetstream 41	1258 1438	G-RJXK	EMB 135	1301 1508
G-RJXH	EMB 145	1345 1450	G-UKFN	Fokker 100	1356 1604
G-BAVZ	PA-23 Aztec	1412 1613	G-MAJH	Jetstream 41	1426 1512
EI-COX	Boeing 737	1440 1510	G-ODSK	Boeing 737 300	1452 1606
G-BOHT	PA-38 Tomahawk	1507 1551	G-JECC	CL600 RJ	1620 1659
G-RJXH	EMB 145	1649 1735	G-MAJA	Jetstream 41	1654 1745
G-RJXE	EMB 145	1702 1754	G-RJXI	EMB 145	1719 1800
G-MAJH	Jetstream 41	1726 1808	G-RJXK	EMB 135	1731 1812
G-MAJJ	Jetstream 41	1749 1833	G-MAJK	Jetstream 41	1823 0738(25)
EI-CNZ	Boeing 737	1826 1910	G-ODSK	Boeing 737 300	1836 1921
G-JECC	CL600 RJ	1905 1950	G-OOJP	Rockwell 114B	1907 1200(25)
G-RJXH	EMB 145	1930 0724(25)	G-UKFN	Fokker 100	1940 0646(25)
G-MAJA	Jetstream 41	1954 0701(25)	G-PIDS	Boeing 757	2006 1103(25)
G-RJXK	EMB 135	2008 0733(25)	G-JCBJ	Sikorsky S76C	2014 0810(25)
G-MAJH	Jetstream 41	2025 0705(25)	G-RJXI	EMB 145	2053 0759(25)
G-RJXE	EMB 145	2103 0830(25)	G-ODSK	Boeing 737 300	2134 0715(25)
G-MAJJ	Jetstream 41	2146 0648(25)	G-GILT	Cessna 421C	2308 0237(25)
G-CEAF	Boeing 737	2351 1245(25)			

25 Thursday

G-JECC	CL600 RJ	0736 0821	G-RJXH	EMB 145	0915 1033
G-MAJA	Jetstream 41	0922 1001	G-RJXK	EMB 135	0929 1109
G-MAJH	Jetstream 41	0933 1011	HB-GPG	King Air 200	0937 1621
G-MAJJ	Jetstream 41	0946 1352	EI-CNV	Boeing 737	0955 1037
G-ODSK	Boeing 737 300	0958 1054	G-UKFN	Fokker 100	1009 1056
G-MAJK	Jetstream 41	1016 1503	G-JECC	CL600 RJ	1031 1124

G-RJXI	EMB 145	1035 1410	G-RJXE	EMB 145	1143 1347
G-TASH	Cessna 172N	1204 1507(26)	G-MAJA	Jetstream 41	1250 1439
G-RJXK	EMB 135	1314 1508	EC-GZE	Airbus 320	1318 1427
G-RJXH	EMB 145	1334 1457	EI-CJD	Boeing 737	1350 1429
G-OSEA	BN2 Islander	1354 1456	G-ODSK	Boeing 737 300	1356 1543
G-UKFN	Fokker 100	1413 1604	G-JCBJ	Sikorsky S76C	1443 1514
G-BCKV	Cessna FRA150L	1553 1642	G-JECC	CL600 RJ	1618 1703
G-BYAT	Boeing 757	1633 1807	G-MAJH	Jetstream 41	1650 1730
G-RJXH	EMB 145	1656 1741	G-RJXI	EMB 145	1708 1803
G-RJXK	EMB 135	1712 1815	G-MAJK	Jetstream 41	1716 1810
G-RJXE	EMB 145	1736 1830	G-MAJJ	Jetstream 41	1738 1839
G-MAJA	Jetstream 41	1744 1825	N719CD	Cirrus SR22	1812 1840
G-ODSK	Boeing 737 300	1819 1910	EI-CJG	Boeing 737	1837 1913
G-JECC	CL600 RJ	1908 1953	G-RJXH	EMB 145	1933 0741(26)
G-UKFN	Fokker 100	1941 0619(26)	G-RJXK	EMB 135	2005 0734(26)
G-PIDS	Boeing 757	2013 0940(26)	G-MAJH	Jetstream 41	2018 0700(26)
G-MAJK	Jetstream 41	2023 0730(26)	G-MAJA	Jetstream 41	2057 0652(26)
G-RJXI	EMB 145	2112 0727(26)	G-MAJJ	Jetstream 41	2117 0703(26)
G-ODSK	Boeing 737 300	2126 0713(26)	G-RJXE	EMB 145	2130 0719(26)

26 Friday

G-JECC	CL600 RJ	0740 0819	G-SAMJ	P68 Victor	0831 1731
G-RJXE	EMB 145	0922 1035	G-MAJJ	Jetstream 41	0925 1006
G-RJXK	EMB 135	0927 1513	G-MAJH	Jetstream 41	0937 1010
G-UKFN	Fokker 100	0943 1054	G-ISEH	Cessna 182R	0948 1458
EI-CJD	Boeing 737	0955 1031	G-ODSK	Boeing 737 300	1001 1107
G-MAJA	Jetstream 41	1007 1354	G-MAJK	Jetstream 41	1016 1537
G-RJXI	EMB 145	1023 1125	G-JECC	CL600 RJ	1037 1122
G-RJXH	EMB 145	1044 1358	EC-GZD	Airbus 320	1110 1235
G-BYAF	Boeing 757	1249 1423	G-MAJJ	Jetstream 41	1256 1441
G-RJXI	EMB 145	1312 1408	G-JECC	CL600 RJ	1335 1416
SE-DZM	Boeing 737 800	1346 1503	EI-CON	Boeing 737	1349 1427
G-ODSK	Boeing 737 300	1352 1543	G-RJXE	EMB 145	1356 1459
G-UKFN	Fokker 100	1405 1603	G-MAJH	Jetstream 41	1420 1506
G-SJCH	BN2T Defender	1534 1555	G-JECC	CL600 RJ	1621 1706
G-RJXE	EMB 145	1701 1744	G-MAJJ	Jetstream 41	1708 1841
G-MAJH	Jetstream 41	1722 1814	G-RJXK	EMB 135	1724 1811
G-RJXI	EMB 145	1727 1819	G-RJXH	EMB 145	1748 1830
G-MAJA	Jetstream 41	1750 1832	G-ODSK	Boeing 737 300	1827 1920
G-MAJK	Jetstream 41	1834 0907(27)	EI-CON	Boeing 737	1918 1949
G-PIDS	Boeing 757	1921 2135	G-JECC	CL600 RJ	1927 1957
G-RJXE	EMB 145	1935 2001	G-RJXK	EMB 135	1958 1619(28)
G-UKFN	Fokker 100	2002 0651(27)	G-MAJJ	Jetstream 41	2109 0653(27)
G-MAJB	Jetstream 41	2111 1422(28)	G-RJXI	EMB 145	2128 0809(27)
G-BVJB	Fokker 100	2137 0701(27)	G-MAJA	Jetstream 41	2139 1008(27)
G-ODSK	Boeing 737 300	2201 2236	G-RJXH	EMB 145	2353 1519(28)

27 Saturday

SE-RBS	DC9 83	0030 0744	G-PIDS	Boeing 757	0321 0731
G-JEDX	DHC-8	0849 0930	G-UKFN	Fokker 100	0945 1058
G-BVJB	Fokker 100	0950 1041	EI-CNZ	Boeing 737	0952 1026
G-BRJV	PA-28 Cadet	0954 1109	G-MAJJ	Jetstream 41	0956 1417
ZH536	Islander CC.2	1017 1622(28)	G-RJXI	EMB 145	1133 1349(28)
G-BHLX	AA5B Tiger	1138 0954(28)	N156RH	Cessna 421	1150 1845
G-MAJA	Jetstream 41	1301 1403(28)	G-MAJK	Jetstream 41	1327 1505
G-BVZH	Boeing 737 500	1331 1427	G-CEAF	Boeing 737	1334 1435
G-UKFN	Fokker 100	1419 1605	G-NETA	Citation Excel	1551 1607
G-JEDZ	DHC-8	1556 1637	G-MAJK	Jetstream 41	1728 1607(28)
G-MAJJ	Jetstream 41	1748 1005(28)	EI-CKR	Boeing 737	1858 1934

G-UKFN	Fokker 100	1940 0609(28)	G-TMDP	Airbus 320	1944 2115
SE-RBS	DC9 83	2053 0725(28)	G-BVJB	Fokker 100	2123 0706(28)
G-PIDS	Boeing 757	2126 0759(28)			
28 Sunday					
G-UKFN	Fokker 100	0935 1036	G-BVJB	Fokker 100	0956 1053
EI-COB	Boeing 737	1110 1142	G-MAJJ	Jetstream 41	1249 1500
G-JEDC	DHC-8	1302 1343	G-RJXE	EMB 145	1351 1801
G-UKFN	Fokker 100	1400 1614	G-BYAT	Boeing 757	1405 1611
G-RJXD	EMB 145	1546 1626	CS-DFA	Falcon 900	1624 1741
G-JEDC	DHC-8	1633 1711	G-RJXI	EMB 145	1638 1744
G-STRB	Boeing 737 300	1649 0739(29)	G-MAJJ	Jetstream 41	1716 1807
G-MAJA	Jetstream 41	1724 1756	G-MAJB	Jetstream 41	1734 1830
G-BYZJ	Boeing 737 300	1827 1926	G-KDMA	Citation Encore	1833 1522(01)
EI-COX	Boeing 737	1837 1910	CS-DNK	Hawker 800XP	1900 0728(29)
G-JEDC	DHC-8	1929 2002	G-UKFN	Fokker 100	1942 0639(29)
G-RJXK	EMB 135	1945 0742(29)	G-MAJA	Jetstream 41	1959 0700(29)
G-MAJK	Jetstream 41	2005 0725(29)	G-RJXH	EMB 145	2009 0733(29)
G-MAJJ	Jetstream 41	2020 0704(29)	G-RJXI	EMB 145	2044 0735(29)
G-RJXE	EMB 145	2110 0749(29)	G-MAJB	Jetstream 41	2127 0649(29)
SE-RBS	DC9 83	2200 2243	G-BYZJ	Boeing 737 300	2205 0720(29)
G-PIDS	Boeing 757	2324 1112(29)			
29 Monday					
G-JECD	CL600 RJ	0746 0827	G-SAMJ	P68 Victor	0821 1058(04)
G-MAJA	Jetstream 41	0922 1004	G-RJXH	EMB 145	0930 1028
G-MAJJ	Jetstream 41	0933 1011	G-RJXK	EMB 135	0936 1509
G-UKFN	Fokker 100	0945 1048	EI-CNZ	Boeing 737	1002 1037
G-BYZJ	Boeing 737 300	1005 1127	G-MAJB	Jetstream 41	1013 1354
G-RJXI	EMB 145	1017 1115	G-MAJK	Jetstream 41	1022 1534
G-RJXE	EMB 145	1130 1409	G-MAJJ	Jetstream 41	1254 1443
G-RJXI	EMB 145	1316 1404	EI-CJC	Boeing 737	1357 1447
G-RJXH	EMB 145	1359 1457	G-UKFN	Fokker 100	1401 1620
G-BYZJ	Boeing 737 300	1406 1546	G-MAJA	Jetstream 41	1422 1501
G-JEDC	DHC-8	1505 1540	G-RJXH	EMB 145	1658 1735
G-MAJJ	Jetstream 41	1704 1746	G-RJXI	EMB 145	1709 1759
G-RJXK	EMB 135	1714 1809	G-MAJA	Jetstream 41	1718 1812
G-RJXE	EMB 145	1723 1806	G-MAJB	Jetstream 41	1803 1833
G-JEDC	DHC-8	1818 1848	G-MAJK	Jetstream 41	1832 0723(30)
G-BYZJ	Boeing 737 300	1835 1915	EI-CJD	Boeing 737	1838 1909
G-RJXH	EMB 145	1937 2150	G-UKFN	Fokker 100	1954 0616(30)
G-MAJJ	Jetstream 41	2001 0709(30)	G-RJXK	EMB 135	2004 0732(30)
G-MAJA	Jetstream 41	2022 0711(30)	G-PIDS	Boeing 757	2029 0834(30)
G-JEDC	DHC-8	2050 2116	G-RJXI	EMB 145	2107 0736(30)
G-RJXE	EMB 145	2110 0745(30)	G-MAJB	Jetstream 41	2142 0656(30)
G-BYZJ	Boeing 737 300	2147 0715(30)	G-STRB	Boeing 737 300	2222 0739(30)
30 Tuesday					
G-JECD	CL600 RJ	0747 0820	G-RJXI	EMB 145	0925 1035
G-RJXK	EMB 135	0928 1116	G-MAJJ	Jetstream 41	0933 1014
G-MAJA	Jetstream 41	0937 1011	G-UKFN	Fokker 100	0949 1039
EI-CJC	Boeing 737	0954 1029	G-MAJB	Jetstream 41	0957 1342
G-MAJK	Jetstream 41	1017 1536	G-BYZJ	Boeing 737 300	1018 1124
G-JECD	CL600 RJ	1032 1119	G-RJXE	EMB 145	1048 1347
G-MAJJ	Jetstream 41	1238 1439	G-RJXK	EMB 135	1312 1413
G-RJXI	EMB 145	1332 1512	G-UKFD	Fokker 100	1406 1605
G-BYAF	Boeing 757	1410 1551	G-BYZJ	Boeing 737 300	1418 1554
G-MAJA	Jetstream 41	1421 1600	N213CT	King Air C90	1424 1313(01)
G-JECD	CL600 RJ	1616 1658	G-DJAR	Airbus 320	1621 1805
CS-DNJ	Hawker 800XP	1653 1849	G-RJXE	EMB 145	1655 1745

G-MAJJ	Jetstream 41	1704 1748	G-RJXX	EMB 135	1713 1800
G-MAJB	Jetstream 41	1740 1822	G-PIDS	Boeing 757	1807 1900
G-RJXI	EMB 145	1818 1902	G-MAJA	Jetstream 41	1828 1911
EI-CON	Boeing 737	1830 1909	G-MAJK	Jetstream 41	1833 0724(01)
G-BYZJ	Boeing 737 300	1835 1918	G-JECD	CL600 RJ	1915 1951
G-RJXA	EMB 145	1930 2007	G-UKFD	Fokker 100	1941 0624(01)
G-MAJJ	Jetstream 41	2007 0706(01)	G-RJXE	EMB 145	2044 0736(01)
G-RJXX	EMB 135	2116 0731(01)	G-MAJB	Jetstream 41	2122 0648(01)
G-MAJA	Jetstream 41	2130 0658(01)	G-BYZJ	Boeing 737 300	2140 0711(01)
G-RJXA	EMB 145	2157 1109(01)	G-STRB	Boeing 737 300	2210 2320
G-BYAT	Boeing 757	2317 0901(01)	C-FTDA	Airbus 320	2342 0753(01)

From and To

11) N61AN/F & T Southend; N53465/F & T Elstree; OY-SBT/Aarhus-Eindhoven; D-IMMM/Oslo-Cologne: 12) VP-CED/Hawarden-Dublin: 4) N273TB/Welshpool-Elstree; CS-DFC/Nice-Le Bourget: 15) OY-MRK/Liverpool-Nice then Nice-Belfast; N421CA/Isle of Man-n/s-Blackpool; N1120Z/Biggin Hill-Bristol; N213CT/Birmingham-Oxford; CS-DNY/F & T Northolt: 16) CS-DNK/Copenhagen-Geneva; CS-DHC/London City-n/s-Le Bourget: 17) N800J/East Midlands-Le Bourget; OO-CLD/F & T Antwerp: 18) VP-CPC/F & T Blackpool; EI-IA Le Bourget-n/s-Nice: 19) N235PF/Southend-Barton then Barton-Southend: 21) CP-CFG/Guernsey-n/s-Waterford; N750NS/F & T Jersey; I-IAW/Nice-Manchester: 22) N12NM/F & T Gamston: 24) HB-GHS/Lausanne-n/s-Bristol: 25) HB-GPG/F & T Lausanne; N719CD/F & T Exeter: 27) N156RH/F & T Cambridge: 28) CS-DFA/Stuttgart-Nice; CS-DNK/Luton-n/s-Southampton: 30) N213CT/Le Bourget-n/s-Birmingham; CS-DNJ/Hamburg-Edinburgh; C-FTDA/Toronto-n/s:

Overshoots

09) XX494/CWL45: 10) ZF487/LOP92; XX492/CWL64; ZF315/LOP92; XX496/CWL68; G-BGFT/Oxford96: 12) G-BWXU/CFN10; XX495/CWL69A: 13) G-BXXT: 15) XX498/CWL76; XX492/CWL06: 16) XX494/CWL64; XX495/CWL76; G-BXXT: 17) G-BAXY: 18) XX497/CWL75; XX500/CWL73: 19) G-BAXY; G-BFAI: 22) XX494/CWL78; G-BWXB/CFN14: 23) XX498/CWL66; G-BWXD/CFN20: 24) G-TCAP; XX491/CWL75; G-BWXU/CFN14: 25) ZF168/LOP38; ZH886/Ascot505; XX492/CWL68: 26) XX491/CWL65; G-BWXF/CFN14; XX496/CWL67; XV209/Ascot650: 30) G-OBLC; ZF407/LOP32; G-BWXR/CFN10; XX496/CWL63; ZF408/LOP36:

LBA Movements Review, April 2002

Continuing from where we left off last month Cessna F182Q N61AN on the 11th was from and to Southend although it is said to be based at Stapleford whilst the Seneca N5346S was from and to Elstree where it is based, Corvette OY-SBT used the callsign "Northflying 024" from Aarhus to Eindhoven and the CitationJet D-IMMM was "CLU1381" from Oslo to Cologne. On the 12th Citation Bravo VP-CED of Iceland Food was from its base at Hawarden to Dublin. Baron N273TB arrived from its base at Welshpool on the 14th and departed to Elstree, meanwhile the Falcon 2000 CS-DFC of Netjets was from Nice to Le Bourget using their new callsign "Skyshare 4712". The Azurra Boeing 737 700 OY-MRK on the 15th was from Liverpool to Nice & then returned in the evening from Nice to Belfast, joining it were quite few more foreigners such as Cessna 421C N421CA from the Isle of Man and night stop before going to Blackpool, King Air 200 N1120Z from Biggin to Bristol as "Clifton91", the Corgis Toys King Air C90 N213CT from Birmingham to Oxford and the Citation Excel CS-DNY from and to Northolt as "Skyshare 290P".

Hawker 800XP CS-DNK on the 16th operated as "Skyshare350P" from Copenhagen night stop to Geneva and the new Citation Bravo CS-DHC was from London City night stop to Le Bourget. Johnson and Johnson's Gulfstream IV SP N800J on the 17th was from East Midlands to Le Bourget and on the same day the Cessna 182P OO-CLP was from and to Antwerp. Blackpool based Citation Excel VP-CPC was from and to there on the 18th whilst making a first visit to the LBA the same day was the Irish Air Transport Lear Jet 60 EI-IAW from Le Bourget night stop to Nice as "Emerald 07". On the 19th the Southend based Piper PA-28 Pathfinder N235PF was from Southend to Barton and then return using the appropriate callsign "Finder 1". On the 21st Citation I VP-CFG night stopped on a flight from Guernsey to Waterford with the callsign "Sark 1" and the Citation X N750NS was from and to Jersey as "Beauport 6NS", the Lear Jet 60 EI-IAW returned from nice and departed to Manchester still calling "Emerald 07" which will probably be its permanent callsign.

On the 22nd Citation N12NM of Pektron Aviation was from and to Gamston where it lives. King Air HB-GHS is registered to Technomag AG and on the 24th it arrived from Lausanne for a night stop before going to Bristol. Another Swiss King Air on the 25th was HB-GPG from and to Lausanne which was joined by the Cirrus SR22 N719CD of the UK dealers coming from and to its base at Exeter. Noted on the 27th was Cessna 421 N156RH, which was from and to Cambridge. Netjets were busy on the 28th with Falcon 900 CS-DFA from Stuttgart to Nice as "Skyshare 4855" and the Hawker 800XP CS-DNK as "Skyshare 387P" from Luton night stop to Southampton. To end the month on the 30th we had King Air C90 N213CT from Le Bourget night stop to Birmingham, Hawker 800XP CS-DNJ from Hamburg to Edinburgh as "Skyshare 6856" and the Airbus 320 C-FTDA arriving from Toronto as "Skyservice 796" to be based for the summer. Operating for Azzura on the 27th was the MD83 SE-RBS from Teesside to Bergen in the morning and returning in the evening from Bergen then out to Venice the following day and returning again in the evening before going to Manchester. Other first visits were the Astraeus Boeing 737 300 G-STRB on the 21st, the Britannia Boeing 767 G-OBYI on the 23rd and Boeing 767 G-OBYF on the 11th and same companies Boeing 737 800 SE-DZM on the 26th.

Not much in the military line, on the 10th the Irish Air Corps CN235 Persuader serial 252 was from Stanstead to Glasgow, army Islander ZG847 was "Army 338" from and to Belfast on the 13th and Islander ZH536 was from night stop to Northolt as "Ascot 7988" on the 27th. On the residents scene Cessna FRA150L G-BCVH () started to Kemble on the 21st and the TB-10 Tobago G-CONL is reported to be back in the hangar so is probably still resident.

May 2002

01 Wednesday

G-JECD	CL600 RJ	0748 0826	OO-SKM King Air 200	0808 1721
G-MAJA	Jetstream 41	0919 1005	G-RJXI EMB 145	0926 1035
G-MAJJ	Jetstream 41	0929 1008	G-RJXK EMB 135	0931 1026
G-UKFD	Fokker 100	0935 1044	EI-CJG Boeing 737	0949 1029
G-BYZJ	Boeing 737 300	0951 1056	G-MAJB Jetstream 41	0954 1347
XX491	Jetstream T.1	1022 1047	G-RJXE EMB 145	1031 1353
G-JECD	CL600 RJ	1036 1122	G-MAJJ Jetstream 41	1256 1433
G-RJXA	EMB 145	1303 1344	G-RJXK EMB 135	1327 1513
G-RJXI	EMB 145	1342 1457	G-BYZJ Boeing 737 300	1350 1541
EI-COX	Boeing 737	1354 1421	G-UKFD Fokker 100	1403 1605
G-MAJA	Jetstream 41	1419 1508	G-MAMD King Air B200	1441 1535(02)
XX496	Jetstream T.1	1446 1502	N649GA Gulfstream V	1538 1622
G-JECD	CL600 RJ	1623 1703	G-MAJK Jetstream 41	1628 1712
EI-PAX	Citation Excel	1635 1210(02)	G-RJXE EMB 145	1649 1810
G-RJXI	EMB 145	1656 1739	G-MAJJ Jetstream 41	1658 1745
C-FTDA	Airbus 320	1707 1825	G-RJXK EMB 145	1724 1815
G-MAJA	Jetstream 41	1727 0649(02)	G-MAJB Jetstream 41	1732 1831
G-BYZJ	Boeing 737 300	1808 1909	EI-CON Boeing 737	1828 1903
G-JECD	CL600 RJ	1915 2007	G-RJXI EMB 145	1935 0720(02)
G-UKFD	Fokker 100	1940 0615(02)	G-MAJK Jetstream 41	1945 2016
G-RJXK	EMB 135	2001 0735(02)	G-MAJJ Jetstream 41	2005 0709(02)
G-RJXC	EMB 145	2014 0745(02)	G-RJXE EMB 145	2058 0724(02)
G-MAJB	Jetstream 41	2123 0915(03)	G-BYZJ Boeing 737 300	2134 0715(02)
G-BYAT	Boeing 757	2217 0647(20)	G-MAJK Jetstream 41	2230 0705(02)
C-FTDA	Airbus 320	2311 0829(02)		

02 Thursday

XW232	Puma HC.1	0536 0729	G-JECD CL600 RJ	0754 0832
G-MAJK	Jetstream 41	0921 0958	G-RJXK EMB 135	0925 1024
G-MAJJ	Jetstream 41	0929 1009	G-RJXI EMB 145	0931 1035
G-UKFO	Fokker 100	0939 1158	EI-COX Boeing 737	0941 1030
G-BYZJ	Boeing 737 300	0944 1057	G-RJXE EMB 145	1007 1109
EC-HHG	Boeing 737 800	1011 1116	G-MAJA Jetstream 41	1022 1344
G-JECD	CL600 RJ	1040 1127	G-RJXC EMB 145	1048 1413
G-BTEK	TB-20 Trinidad	1102 1335	D-COEB King Air 350	1209 1845

D-IHAH	King Air C90B	1212 1800	G-OOUU	Boeing 757	1250 1419
G-RJXE	EMB 145	1304 1359	G-MAJJ	Jetstream 41	1319 1441
G-RJXX	EMB 135	1326 1525	G-COEZ	Airbus 320	1328 1532
EC-ICK	Airbus 320	1337 1453	G-BYZJ	Boeing 737 300	1343 1542
G-RJXI	EMB 145	1345 1459	G-SOUL	Cessna 310R	1354 1501
EI-CJH	Boeing 737	1403 1431	G-MAJK	Jetstream 41	1426 1507
G-UKFO	Fokker 100	1440 1605	G-IJYS	Jetstream 31	1506 1521
G-JECD	CL600 RJ	1620 1703	G-RJXE	EMB 145	1651 1758
EI-PAX	Citation Excel	1708 1032(03)	G-RJXI	EMB 145	1709 1756
G-MAJK	Jetstream 41	1724 1805	C-FTDA	Airbus 320	1727 1850
G-RJXX	EMB 135	1730 1809	G-RJXC	EMB 145	1734 1821
G-MAJA	Jetstream 41	1738 1841	G-BYZJ	Boeing 737 300	1831 1924
G-TVIP	Cessna 404	1840 1742(03)	EI-CNW	Boeing 737	1843 1917
G-JECD	CL600 RJ	1912 1953	G-UKFO	Fokker 100	1942 0615(03)
G-RJXI	EMB 145	2003 0722(03)	G-RJXK	EMB 135	2005 0735(03)
G-MAJK	Jetstream 41	2015 0648(03)	G-RJXE	EMB 145	2104 0707(03)
G-BYAT	Boeing 757	2113 0639(03)	G-RJXC	EMB 145	2115 0738(03)
G-MAJA	Jetstream 41	2137 0705(03)	G-BYZJ	Boeing 737 300	2140 0709(03)
G-BTXG	Jetstream 31	2143 2214			

03 Friday

C-FTDA	Airbus 320	0403 0644	G-JECD	CL600 RJ	0741 0821
G-REBK	King Air B200	0747 1038	EI-DAB	Citation Bravo	0750 0909
G-LOFT	Citation I	0757 0911	G-RJXI	EMB 145	0924 1046
G-MAJA	Jetstream 41	0930 1004	G-RJXX	EMB 135	0934 1019
G-BYZJ	Boeing 737 300	0940 1056	G-MAJK	Jetstream 41	0943 1026
G-UKFO	Fokker 100	0951 1042	G-RJXE	EMB 145	1010 1806
EI-CJD	Boeing 737	1015 1102	N421N	Cessna 421C	1017 1600
G-JECD	CL600 RJ	1039 1114	G-RJXC	EMB 145	1050 1345
EC-ICD	Boeing 737 800	1130 1236	G-MAJB	Jetstream 41	1158 1551
G-BXDF	B55 Baron	1226 1554	G-BJYD	Cessna F152	1252 1343
G-MAJA	Jetstream 41	1306 1351	G-RJXK	EMB 135	1322 1508
G-JECD	CL600 RJ	1332 1420	G-RJXE	EMB 145	1341 1454
G-MAJE	Jetstream 41	1354 1442	G-BYZJ	Boeing 737 300	1355 1547
G-UKFO	Fokker 100	1400 1617	CS-DFD	Falcon 2000	1415 1638
G-MAJK	Jetstream 41	1436 1658	EI-CJC	Boeing 737	1506 1543
G-JECD	CL600 RJ	1623 1710	G-RJXC	EMB 145	1656 1748
G-RJXI	EMB 145	1659 1737	C-GTDM	Airbus 320	1701 1859
G-BPNT	BAe 146 300	1708 1811	G-GHPG	Citation Bravo	1714 1739
G-RJXX	EMB 135	1717 1801	G-MAJE	Jetstream 41	1721 1753
G-REBK	King Air B200	1730 1749	G-BMPC	PA-28 Archer II	1734 2318
G-MAJA	Jetstream 41	1758 1834	G-MAJB	Jetstream 41	1819 1852
G-BYZJ	Boeing 737 300	1825 1916	EI-COB	Boeing 737	1835 1911
G-JECD	CL600 RJ	1918 1957	G-RJXI	EMB 145	1929 1030(06)
G-UKFC	Fokker 100	1935 0618(04)	G-MAJK	Jetstream 41	1945 0959(04)
G-RJXX	EMB 135	1954 1614(05)	G-MAJE	Jetstream 41	2002 0652(04)
C-FTDA	Airbus 320	2009 2225	G-RJXC	EMB 145	2100 0813(04)
G-MAJH	Jetstream 41	2120 1607(05)	G-RJXE	EMB 145	2127 1800(05)
G-BVJD	Fokker 100	2149 0711(04)	G-BYZJ	Boeing 737 300	2200 2237
EC-HGP	Boeing 737 800	2204 2333	EC-ICK	Airbus 320	2249 0001(04)
G-MAJA	Jetstream 41	2256 0914(04)	G-BYAT	Boeing 757	2305 0702(04)
EC-IAG	Airbus 320	2329 0032(04)			

04 Saturday

C-FTDA	Airbus 320	0357 0709	G-JECD	CL600 RJ	0839 0925
G-UKFC	Fokker 100	0936 1046	G-JPSI	Falcon 2000	1001 1055
G-BVJD	Fokker 100	1003 1052	EI-CNZ	Boeing 737	1006 1039
G-MAJE	Jetstream 41	1012 1418(05)	G-AZAJ	PA-28R Arrow	1140 1322
G-RJXC	EMB 145	1152 1403(05)	G-BYAT	Boeing 757	1157 1439

OY-MRK	Boeing 737 700	1234 1503	G-MAJK	Jetstream 41	1311 1506
C-FTDA	Airbus 320	1326 1446	CS-DNO	Hawker 800XP	1328 1043(05)
G-MAJA	Jetstream 41	1338 1417	G-BVKB	Boeing 737 500	1342 1458
G-UKFC	Fokker 100	1349 1619	EC-HKQ	Boeing 737 800	1551 1713
G-JEDZ	DHC-8	1559 1644	EC-HHP	DC9 82	1617 1721
G-BFRR	Cessna FRA150M	1645 1726	G-MAJK	Jetstream 41	1737 2053(06)
G-MAJA	Jetstream 41	1741 1406(05)	G-JPSI	Falcon 2000	1815 1842
G-SAMJ	P68B Victor	1844 1135(09)	G-MAJJ	Jetstream 41	1857 1001(05)
EI-COB	Boeing 737	1901 1933	G-UKFC	Fokker 100	1938 0611(05)
C-FTDA	Airbus 320	2032 2229	G-BYAT	Boeing 757	2106 0000(05)
G-BVJD	Fokker 100	2121 0703(05)	EC-FXQ	Boeing 737 400	2124 2243
EC-IDA	Boeing 737 800	2230 0002(05)			

05 Sunday

C-FTDA	Airbus 320	0331 0804	G-UKFC	Fokker 100	0930 1047
G-BVJD	Fokker 100	0936 1057	EI-CJC	Boeing 737	1111 1142
G-PUSK	PA-32R Saratoga	1246 0935(08)	G-MAJJ	Jetstream 41	1256 1505
G-JEDF	DHC-8	1309 1344	G-BAEZ	Cessna FRA150L	1320 1903(06)
G-UKFC	Fokker 100	1359 1619	C-FTDA	Airbus 320	1508 1719
G-BCKV	Cessna FRA150L	1611 1646	G-JECD	CL600 RJ	1624 1658
G-RJXC	EMB 145	1643 1742	G-MAJA	Jetstream 41	1655 1747
G-MAJJ	Jetstream 41	1727 1802	G-MAJE	Jetstream 41	1737 1833
G-ODSK	Boeing 737 300	1808 1905	EI-CJD	Boeing 737	1831 1908
G-JECD	CL600 RJ	1913 1953	G-RJXK	EMB 135	1931 1015(06)
G-UKFC	Fokker 100	1934 0614(06)	G-MAJH	Jetstream 41	1948 0703(06)
G-BYAW	Boeing 757	1951 0635(06)	G-MAJA	Jetstream 41	1958 1007(06)
G-MAJJ	Jetstream 41	2026 1347(06)	G-RJXC	EMB 145	2053 0737(06)
G-RJXE	EMB 145	2104 1408(06)	G-MAJE	Jetstream 41	2123 1420(06)
G-ODSK	Boeing 737 300	2147 0707(06)			

06 Monday

C-FTDA	Airbus 320	0046 0930	N1874M	Gulfstream IV	0927 1853
G-MAJH	Jetstream 41	0937 1011	G-UKFC	Fokker 100	0951 1046
EI-CJC	Boeing 737	0955 1034	G-RJXC	EMB 145	1101 1352
G-MAJH	Jetstream 41	1303 1448	G-YPOL	MD 900 Explorer	1314 1435
G-RJXK	EMB 135	1330 1503	G-JECD	CL600 RJ	1341 1418
G-RJXI	EMB 145	1345 1453	G-BYLM	PA-46 Malibu	1350 0904(07)
EI-COA	Boeing 737	1353 1428	G-BYZJ	Boeing 737 300	1355 1541
G-MAJA	Jetstream 41	1427 1505	G-UKFM	Fokker 100	1534 1617
G-JECD	CL600 RJ	1626 1710	G-RJXI	EMB 145	1650 0736(07)
G-RJXE	EMB 145	1657 0741(07)	G-RJXC	EMB 145	1700 1755
G-MAJE	Jetstream 41	1705 0659(07)	G-MAJH	Jetstream 41	1708 1750
G-RJXK	EMB 135	1718 0732(07)	G-MAJA	Jetstream 41	1729 1809
G-MAJJ	Jetstream 41	1734 1830	G-BYZJ	Boeing 737 300	1805 0711(07)
EI-CJI	Boeing 737	1854 1926	G-JECD	CL600 RJ	1918 2012
G-UKFM	Fokker 100	1931 0631(07)	C-FTDA	Airbus 320	1936 2127
G-MAJH	Jetstream 41	1957 0710(07)	TC-APH	Boeing 737 800	2001 2132
G-BPNT	BAe 146 300	2009 2048	G-BYAW	Boeing 757	2039 0638(07)
G-MAJA	Jetstream 41	2041 0725(07)	G-RJXC	EMB 145	2057 0748(07)
G-MAJJ	Jetstream 41	2118 0653(07)	G-MAJK	Jetstream 41	2256 1857(07)

07 Tuesday

C-FTDA	Airbus 320	0611 0830	G-JECD	CL600 RJ	0809 0847
G-RJXK	EMB 135	0925 1044	G-MAJE	Jetstream 41	0945 1020
G-UKFM	Fokker 100	0947 1103	G-BYZJ	Boeing 737 300	0951 1105
G-RJXI	EMB 145	0954 1055	G-MAJH	Jetstream 41	1000 1047
G-MAJJ	Jetstream 41	1003 1348	EI-CJC	Boeing 737	1007 1058
G-MAJA	Jetstream 41	1015 1533	G-RJXE	EMB 145	1032 1358
9H-ADH	Boeing 737 300	1034 1146	G-ARHW	DH 104 Dove 8	1039 1448
G-JECD	CL600 RJ	1042 1119	G-RJXC	EMB 145	1100 1339

G-DJAR	Airbus 320	1303 1444	G-MAJH	Jetstream 41	1315 1440
G-RJXI	EMB 145	1321 1508	G-RJXK	EMB 135	1329 1452
EI-CJI	Boeing 737	1354 1427	G-UKFM	Fokker 100	1356 1606
G-MAJE	Jetstream 41	1426 1504	C-FTDA	Airbus 320	1437 1629
G-BYZJ	Boeing 737 300	1455 1548	VP-CAT	Citation I	1514 0857(09)
G-JECD	CL600 RJ	1620 1702	G-RJXC	EMB 145	1650 1744
G-RJXK	EMB 135	1652 1729	G-BKSB	Cessna T310Q	1659 1808
G-MAJH	Jetstream 41	1703 1750	G-BYLM	PA-46 Malibu	1712 1111(08)
G-RJXE	EMB 145	1715 1756	G-RJXI	EMB 145	1725 1807
G-MAJE	Jetstream 41	1727 1810	G-MAJJ	Jetstream 41	1742 0645(10)
G-BYZJ	Boeing 737 300	1820 1919	G-MAJA	Jetstream 41	1823 0738(08)
EI-CNW	Boeing 737	1828 1902	PH-HZG	Boeing 737 800	1901 2004
G-JECD	CL600 RJ	1916 1953	G-RJXK	EMB 135	1929 0736(08)
G-UKFM	Fokker 100	1934 0628(08)	G-MAJH	Jetstream 41	1954 0724(09)
G-RJXI	EMB 145	2011 0743(08)	G-MAJE	Jetstream 41	2030 0712(08)
G-BYAW	Boeing 757	2034 0906(08)	G-RJXC	EMB 145	2055 0733(08)
G-RJXE	EMB 145	2105 0803(08)	G-MAJK	Jetstream 41	2127 0655(08)
G-BYZJ	Boeing 737 300	2135 0706(08)			

08 Wednesday

C-FTDA	Airbus 320	0139 0750	G-JECD	CL600 RJ	0746 0822
D-ISWA	CitationJet	0811 1713	G-RJXK	EMB 135	0929 1032
G-RJXI	EMB 145	0933 1022	G-MAJE	Jetstream 41	0938 1350
G-MAJH	Jetstream 41	0946 1025	G-BYZJ	Boeing 737 300	0957 1054
G-MAJK	Jetstream 41	1000 1134	G-MAJA	Jetstream 41	1008 1622
EI-CJD	Boeing 737	1012 1045	G-UKFM	Fokker 100	1014 1108
G-JECD	CL600 RJ	1034 1119	G-RJXC	EMB 145	1047 1337
G-RJXE	EMB 145	1051 1130	N900CB	Cessna 421C	1058 1119(13)
G-CITY	PA-31 Navajo	1103 1402	G-MAJH	Jetstream 41	1309 1443
G-RJXI	EMB 145	1311 1505	G-RJXE	EMB 145	1314 1407
G-RJXK	EMB 135	1329 1447	G-AZIK	PA-34 Seneca	1341 1342
EI-COB	Boeing 737	1351 1423	G-UKFM	Fokker 100	1402 1603
G-BYZJ	Boeing 737 300	1417 1538	G-MAJK	Jetstream 41	1601 1540
G-JECD	CL600 RJ	1619 1702	G-AZIK	PA-34 Seneca	1634 1635
G-RJXC	EMB 145	1646 1744	G-RJXK	EMB 135	1653 1736
C-FTDA	Airbus 320	1704 1823	G-MAJH	Jetstream 41	1710 1752
G-RJXI	EMB 145	1717 1802	G-RJXE	EMB 145	1722 1805
G-BXXT	B76 Duchess	1734 1817	G-MAJE	Jetstream 41	1741 1827
G-BYZJ	Boeing 737 300	1819 1923	EI-CJI	Boeing 737	1831 1916
G-MAJK	Jetstream 41	1908 1947	G-BZSD	PA-46 Malibu	1911 0743(09)
G-JECD	CL600 RJ	1915 1956	G-RJXK	EMB 135	1930 0730(09)
G-UKFM	Fokker 100	1943 0633(09)	G-RJXI	EMB 145	2001 0722(09)
G-MAJH	Jetstream 41	2019 0733(09)	G-RJXC	EMB 145	2036 0738(09)
G-RJXE	EMB 145	2116 1110(09)	G-MAJE	Jetstream 41	2132 0709(09)
G-BYZJ	Boeing 737 300	2145 0700(09)	G-MAJD	Jetstream 41	2152 0706(09)
G-MOHS	PA-31 Navajo	2155 1523(09)	G-MAJK	Jetstream 41	2202 0703(09)
G-BYAW	Boeing 757	2227 0651(09)	C-FTDA	Airbus 320	2342 0754(09)

From and To

01) OO-SKM/F & T Kortrijk; N649GA/Stanstead-Liverpool; EI-PAX/Cranfield-n/s-Manchester: 02) D-COEB/F & T Bielefeld; D-IHAH/F & T Diepholz; EI-PAX/Rennes-n/s-Dublin: 03) EI-DAB/Birmingham-Cardiff; N421N/F & T Booker; CS-DFD/Hamburg-Stuttgart: 04) CS-DNO/Luton-n/s-Palma: 06) N1874M/F ? to Luton: 07) VP-CAT/IOM-n/s-Biggin: 08) D-ISWA/F & T Villingen; N900CB/F-n/s-T Guernsey

Overshoots

01) ZF289/LOP29; XX845/Colt87; G-BWXG/CFN10: 02) G-BWXR/CFN10; ZF243/LOP33: 03) G-BWXA/CFN10; ZF168/LOP21; XV302/Ascot651: 07) XX482/CWL63: 08) G-BONT/CWL80; G-BLVI/CWL83; G-BWXA/CFN14; G-BNSP/CWL82:

Terry Sykes



LEEDS/BRADFORD NEWS

A press release has appeared on the airport WEB site giving further details on proposed transport links to the airport. Airport chiefs prepare transport plans - THE FUTURE of building a rail or tram link to Leeds Bradford International Airport could be decided by the end of this summer.

The airport has been working on a 'surface access strategy' to improve public transport links and cut down on the percentage of passengers getting to and from their flights by car. Operations director Rob Lund says although the plans are still at the discussion stage, the airport hopes to have decided on the type of transport link it will develop within months.

Mr Lund said: "It forms part of a strategy going on at the moment, looking at public transport. We have started a study actually looking at rail, supertram and bus links. The supertram would be a distinct possibility, now that it's going to go ahead in Leeds. We're trying to see which is the most cost-effective".

Options currently being left open include creating a permanent link to existing heavy rail routes, such as an automated 'people mover' vehicle - which Mr Lund said could transport passengers between the Wharfedale or Harrogate railway line to the airport terminal.

The airport has already succeeded in gaining half-hourly bus links to Leeds City Centre and Otley, as well as a service between Bradford and the airport.

"By the end of the summer, we hope to have a view as to which one we should go for. We will then be trying to get it into the local plans, then set timescale."

But Mr Lund stressed that the airport is still looking at ideas, and does not have any firms plans for any of the options discussed.

June 14th saw Leeds Bradford Airport take delivery of its newest fire engine Carmichael Cobra 2. This latest addition to the fleet will be the biggest appliance on the fire station and mirrors an operational trend towards enabling larger aircraft to use the airport. It has cost the airport around £330,000.



To be known as Fire 2, the new appliance weighs in at close to 33 tons and can accelerate to 50 mph in around 25 seconds, with a top speed of 75 mph. It is capable of discharging its 12,000 litres of water in under 3 minutes and has the capacity to produce over 260,000 litres of foam at an aircraft incident.

Cllr Denise Atkinson, Chair at LBA said, "This new fire vehicle is a significant financial investment for the airport, and is an indication of the airport's commitment to improving its services all round. This announcement follows the recent investment of £15 million on the expansion of the terminal facilities".

AIRPORT NEWS

LONDON City Airport is believed to be a target for acquisitive Australian group Macquarie Airports as part of the investment bank-backed group's plans to expand in Britain and Europe. Insiders believe the Irish investor, gambler and Celtic football club co-owner Dermot Desmond, who controls City Airport, could be a willing seller of a stake in the Docklands-based airport but only if Macquarie is prepared to pay the right price.

Macquarie Airports, an investment fund arm of the Macquarie banking group in Australia, has burst onto the international airports scene, taking a 50% stake in Europe's fastest-growing airport at Bristol and a 24% stake in Britain's fifth-biggest airport, Birmingham.

Macquarie, currently seeking stakes in Sydney and Rome airports, has made no secret of its intention to buy more assets in Britain. City Airport is believed to satisfy the investment criteria of Kelly Mather, its managing director, which include potential for high growth and 'underdeveloped retail, car parking and property development activities'.

City Airport is at the beginning of an investment programme to double its number of passengers from the present 1.6m by the end of the decade and to ready the airport for the arrival of the Docklands Light Railway within the next three years. This will link it with Bank and Canary Wharf in a 20-minute rail journey, running six times an hour. City Airport managing director Richard Gooding said: 'That will put us firmly on the map with a reliable fixed link that takes out the uncertainty of travel time and raises our credibility, if not our profile.'

Desmond bought the airport from distressed seller John Mowlem for just £23m in 1995, since when the business has been recapitalised by a £95m securitisation through Morgan Stanley. A spokesman for Macquarie said it would want at least 20% of any airport plus strategic influence, but declined to comment on its interest in City Airport.

Stansted Airport is "virtually certain" to get an additional runway, according to sources close to the Transport Department. A decision to go ahead with the expansion would cause dismay among environmentalists and people living nearby, but the Essex airport is the favoured option because the area is relatively sparsely populated.

Internal advice to Transport Secretary Alistair Darling also points out that Stansted has good links with London. The M11 runs past the airport and it has a rail link with Liverpool Street station. But Mr Darling will face a far tougher decision if he decides to meet growing demand for air travel - he will need to find a location for two more runways. Among the possibilities is the construction of a new airport at Cliffe, on the Kent side of the Thames estuary, or extra runways at Heathrow or Gatwick.

Mr Darling is due to publish a consultation document within the next few weeks, in which the options will be laid out. He is scheduled to publish his final decision by the end of the year in a White Paper intended to set policy for the next 30 years.

Last year, passenger traffic at the world's top 700 airports was down 3 percent over 2000, and off 6 percent in North America, reports the Airports Council International, a trade group.

Still, airports in the United States continued to lead rankings of the world's busiest. Atlanta Hartsfield International handled the most passengers in 2001, 75.8 million, down 5.4 percent from 2000. Next in the top five were O'Hare International in Chicago, 66.8 million, down 6.9 percent; Los Angeles International, 61

million, down 8.3 percent; Heathrow International in London, 60.7 million, down 6 percent; and Haneda Airport in Tokyo, 58.3 million, up 4.1 percent.

AIRLINE NEWS

British Airways is slashing the price of European air fares on 42 routes by up to 80%, the airline has announced. BA said prices would start at £59 on domestic routes and £69 return from London to Paris and Amsterdam. A mid-week Paris flight previously cost £298. More than 500,000 lowest fare tickets will be available on 71 routes in a move which will challenge budget rivals such as EasyJet and Ryanair. "We are adopting what the no-frills carriers do well," BA said. Ryanair has shrugged off the effects of foot and mouth disease and September 11, to report record pre-tax profits of 172.4m euros (£111.4m) last year.

Despite last year's turmoil in the airline industry, Ryanair saw passenger traffic on its network jump 38% to 11.1m, while load factor - a key measurement showing passengers as a proportion of available seats - rose to 81%.

The Dublin-based group has expanded aggressively in the last 12 months, setting up new routes to Germany. Despite concerns that Ryanair may be overreaching, the strategy is working so far, with sales surging to 612m euros from 487m euros. Ryanair's figures for the year ending March 31 came in ahead of many analysts' predictions and shares in the airline leapt 16p to 417.5p in early trading - a 4% jump.

Chief executive Michael O'Leary said he was not bothered by EasyJet's planned acquisition of fellow low-cost operator Go, in a move that will make competition tougher in the discount market. "EasyJet's average fare is almost 60% higher than Ryanair's and yet our margins are more than double theirs," Mr O'Leary said. "Ryanair's cost base is substantially lower than EasyJet or Go or any other airline in Europe and is continuing to decline on a per seat basis."

Ryanair reported a 42% reduction in marketing and distribution costs over the year, mainly through the development of its website. The carrier has prospered by flying to little-used provincial airports such as Forlì, about 60 miles from Bologna, Italy and Hahn, a similar distance from Frankfurt, Germany that charge lower fees than airports closer to the cities. So far passengers are willing to trade the inconvenience for the lower fares.

Ryanair's new thrust into Germany has not gone unchallenged in the courts. Lufthansa, the German flag carrier, took Ryanair to court in a bid to prevent it describing Hahn as a Frankfurt airport. In characteristic fashion, Ryanair responded by taking out full-page ads offering free flights, a frequent Ryanair tactic that competitors also criticise as misleading, because customers still must pay substantial taxes and insurance costs. Mr O'Leary said that the group's foray into Germany had been a success, and around two million people were expected to fly on its German routes this year. Ryanair said it may speed up delivery for three to five Boeing 737-800 jetliners on which it holds options, to meet booming growth. The planes are part of 100 firm orders and 50 options on 737-800 aircraft placed by Ryanair in January. The company predicts growth of 30 to 35% annually over the next two years.

AIRCRAFT NEWS

A year ago, it was Boeing's answer to the Airbus A380. Now, the company's plans for the Sonic Cruiser, which would fly just below the speed of sound at Mach .95, are uncertain at best. Alan Mulally, president and chief executive of Boeing's commercial-aircraft division, told the London Sunday Times the company knows the technology is technically feasible, but also admits there is a chance it may never be built. Instead, Boeing may downsize its aspirations to a slower aircraft that could be operated more economically.

OTHER NEWS

Passengers on a flight to Glasgow nearly ended up in Wales because air traffic controllers could not make out the characters on their new computer screens. In an incident at the £623m Swanwick air traffic headquarters, controllers mistook the code for Cardiff, EGFF, for the Glasgow code, EGPF. According to a confidential "safety observation report" seen by the magazine Computer Weekly, the controller began plotting a route to South Wales before realising it should be Scotland. Another report filed by supervisors disclosed that a controller had got the wrong height for an aircraft by confusing FL360 and FL300, codes

for 36,000 and 30,000 feet respectively. In a third case, a controller misread a height and began sending a plane into the wrong sector, before a colleague spotted the mistake.

The errors are the clearest evidence yet to back concern from Unions about Sony radar screens at the recently opened Swanwick centre in Hampshire, which controls the whole of southern England. The health and safety executive investigated complaints of the illegibility of the screens last month, sending reports to national air traffic services and to the Civil Aviation Authority. As the Guardian has revealed, some staff said they had difficulty distinguishing between the onscreen figures 0, 6, and 8. A spokesman for Nats said yesterday that improvements had been made to screen displays, and that a replacement screen was due to be tested shortly. "We know of these reports. It is important to stress the controllers maintained a safe distance between aircraft at all times."

Swanwick, which has a control room half the size of a football pitch, has had problems since opening in January. Last week a software upgrade caused dozens of workstations to crash, delaying thousands of flights. Nats was partly privatised last year but in March needed an emergency £30m loan from the government because of a plunge in income since September 11. The business is trying to find investors for a £100m refinancing. Aviation-industry leaders are proposing tougher rules for jetliners to further enhance the safety of the swelling number of long flights over water or Polar Regions, people familiar with the matter told The Wall Street Journal.

The suggested regulations, subject to approval by the Federal Aviation Administration and foreign regulators, call for applying a common set of safety standards to every type of aircraft used on these challenging routes. The proposal covers factors ranging from engine reliability, to onboard fire-fighting and communications equipment, to the adequacy of emergency landing strips along the way. The effort has been particularly contentious because if the changes go into effect as drafted, some older U.S.-registered aircraft and many more long-range, wide-body planes operated by foreign airlines would face expensive refurbishment, industry officials said.

The package breaks important ground in other ways, too. It is the first time an FAA-sponsored advisory committee - representing manufacturers, engine makers, airlines and pilots - has reached consensus on a fundamental issue that has divided the industry for years. After 18 months of sharp debate, the group agreed that all commercial jets, regardless of their age or number of engines, should adhere to comparable safety standards when crossing vast and uninhabited stretches of the globe. The FAA previously signalled it would likely embrace a unified industry position.

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

David Wooler

WHAT? WHERE? WHEN?

When rummaging through some old photographs, I found this one. Can anyone of you aeroites fill me in on a few more details, please? The photograph was taken in the 1950's (probably second half) by my dad - at Blackpool or Leeds/Bradford? It says Westair Blackpool on the aircraft. Also, what is the aircraft, please? Was it a service airline or private and where did it go to and from, if known?

Jean Heseltine



LEEDS BRADFORD AIRLINE REPORT - MAY 2002

INBOUND DIVERSIONS

21	BRT337	BHD	SZD	G-MAJM	JS41	BHD	BRT064P
22	MYT966	ALC	GLA	C-FTDF	A320	GLA	MYT966A

REGULAR FLIGHTS

AEA136	TFS	03/ <u>EC-ICD</u>	10/ <u>EC-IDT</u>	17/EC-IDT	24/EC-HKQ	31/EC-HKQ
AEA174	PM	04/EC-FXQ	11/EC-GUO	18/EC-FXP	25/EC-GUO	
AEA246	LPA	04/ <u>EC-IDA</u>	11/EC-HKR	18/EC-HZS	25/EC-IDT	
AEA264	PM	03/EC-HGP	10/EC-HBL	17/EC-HBM	24/EC-HBN	31/EC-HGO
AEA638	PM	04/EC-HKQ	11/EC-HBL	18/EC-HKR	25/EC-HBN	
AMC5203	MLA	07/ <u>9H-ADH</u>	14/9H-ADN	21/9H-ADH	28/9H-ADH	
AMM639C	FAO	02/G-OOOU	09/G-OOOA	16/G-OOOU	23/G-OOOG	30/G-OOOI
AZI2664	FAO	04/OY-MRK	11/OY-MRK	18/OY-MRK	25/OY-MRK	
BAL076A	AGP	04/G-BYAT	11/G-BYAI	18/G-BYAI	25/G-BYAI	
BAL089A	CFU	03/G-BYAT	10/G-BYAI	17/G-CDUO	24/G-BYAI	31/G-BYAS
BAL127A	IBZ	06/G-BYAW	13/G-BYAI	20/G-BYAI	27/G-BYAI	
BAL241A	MAH	01/G-BYAT	08/G-BYAW	15/G-BYAI	22/G-BYAI	29/G-BYAI
BAL277A	PM	02/G-BYAT	09/G-BYAW	16/G-BYAI	23/G-BYAI	30/G-BYAI
BAL310A	ALC	07/G-BYAW	14/G-BYAI	21/G-BYAI	28/G-BYAI	
BAL329A	PM	05/G-BYAT	12/G-BYAI	19/G-BYAI	26/G-BYAI	
BAL573A	REU	04/G-BYAT	11/G-BYAI	18/G-CDUO	25/G-BYAI	
BAL587A	IBZ	25/G-BYAI				
BEE9169	VRN	25/G-JECA				
BMA7991	VRN	25/G-RJXD				
FUA1460	AGP	02/EC-HHG	09/EC-HMK	16/EC-HMK	23/EC-GNZ	30/ <u>EC-IFN</u>
HMS1958	BOJ	27/ <u>LZ-HMN</u>				
IWD3232	TFS	03/EC-ICK	10/EC-ICK	17/EC-ICK	24/EC-ICK	31/EC-ICK
IWD3450	ACE	02/EC-ICK	09/EC-ICK	16/EC-IAG	23/EC-IAG	30/EC-ICK
IWD3454	TFS	03/EC-IAG	10/EC-IAG	17/EC-IAG	24/EC-IAG	31/EC-IAG
JKK3158	PM	04/ <u>EC-HHP</u>	11/ <u>EC-HOV</u>	18/EC-FXI	25/ <u>EC-HFT</u>	
MYT317	MAH	02/G-COEZ	09/G-COEZ	16/G-COEZ	23/G-COEZ	30/G-SSAS
MYT349	REU	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT351	TFS	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT355	LPA	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT357	PM	07/G-DJAR	14/G-FHAJ	21/G-TICL	28/G-CRPH	
MYT361	ACE	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT363	GRO	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT365	DLM	03/C-GTDM	10/ <u>C-GTDL</u>	17/C-GTDL	24/C-GTDM	31/C-GTDM
MYT367	BJV	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT369	FUE	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT371	LCA	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT373	ALC	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT379	FAO	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT381	AGP	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/OprMAN	
MYT385	PM	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT387	ALC	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT389	IBZ	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT391	MAH	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT395	PM	12/C-FTDA	19/C-FTDA	26/C-FTDA		
PGT480	DLM	06/ <u>TC-APH</u>	13/ <u>TC-APZ</u>	20/ <u>TC-APC</u>	27/TC-APH	

TRA3681	HER	07/PH-HZG	14/PH-HZF	21/PH-HZA	28/PH-HZL
TYR2024	INN	25/OE-LCF			
VLM458	JER	18/OO-VLS	25/OO-VLR		

OTHER FLIGHTS

02	G-IJYS	JS31	EZE45P/46	Humberside - Norwich	MYT crewchange
03	G-BPNT	B463	FLT591P/591	Southend - Faro	Passenger Charter
06	G-BPNT	B463	FLT192/192P	Faro - Southend	Passenger Charter
09	G-BTXG	JS31	HWY31H/31P	f/t Glasgow	MYT crewchange
14	G-ZAPN	B462	AWC900Y/900A	Stansted - Hahn	Freight Charter
16	G-BTXG	JS31	HWY31H/31P	f/t Glasgow	MYT crewchange
18	<u>G-HLAD</u>	A300	HLA927P/900	Manchester - Lourdes	Passenger Charter
19	G-MIDI	A321	BMA7JL/5LJ	f/t Heathrow	Lieu B735
21	G-MIDZ	A320	BMA4JL/2LJ	f/t Heathrow	Lieu B735
21	<u>G-CCMY</u>	B752	MYT358/358P	Palma - Manchester	Lieu A320
23	G-BTXG	JS31	HWY31H/31P	f/t Glasgow	MYT crewchange
24	G-HLAD	A300	HLA903/903P	Lourdes - Dublin	Passenger Charter
28	EC-HZH	SW4	OVA511/512	Valencia - Lille	Freight Charter
30	EC-HZA	SW4	OVA531/532	Valencia - Lyon	Freight Charter

Aircraft making first visits are underlined.



**G-JECA CANADAIK RJ200 BRITISH EUROPEAN
LEEDS BRADFORD
PAUL WHINCUP**

LEEDS BRADFORD VISITORS - JUNE 2002

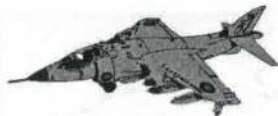


G-OOZ B752 6 JUNE



THE JAGUAR XX846 24 JUNE
WHICH TOOK UP TEMPORARY RESIDENCE AT THE WEEKEND

MILITARY MATTERS



FLYING TRAINING SCHOOLS (a biennial survey)

CENTRAL FLYING SCHOOL (CFS)

HQ: RAF Cranwell

Elements at:	Cranwell	(Tutor)
	Linton-on-Ouse	(Tucano)
	Shawbury	(Squirrels, Griffins)

Recently introduced into RAF service, the Grob Tutor T1 replaced the Royal Air Force's ageing fleet of Bulldog primary training aircraft. Ninety of the new aircraft are used by University Air Squadrons and Air Experience Flights at 14 locations around the country. But unusually, the aircraft are not owned and maintained by the RAF, but carry civilian registrations and serviced under a Private Finance Initiative (PFI). Bombardier, the contractor, will own and maintain the Tutor IIs, and at some sites also provide such essential flying support services as air traffic control and fire cover, saving the MoD an estimated £30 Million over the life of the 10 year contract.



1 FLYING TRAINING SCHOOL (1FTS) Linton-on-Ouse

Basic flying training of RAF and RN pilots - Tucano T1



The RAF's basic flying trainer is the Tucano T1, which is powered by a Garrett TPE331 turbo-prop engine. The Tucano replaced the venerable Jet Provost in RAF service, the turbo-prop design being chosen for its greater fuel efficiency and lower operating costs. The handling of the Tucano is very jet-like, and its tandem cockpit layout prepares the student pilot for progression to the Hawk T1 advanced flying trainer and thence to fast-jet aircraft on the front line. Like all RAF training aircraft, Tucanos have recently been painted in an all black colour scheme. This high-visibility scheme has been selected as it has been demonstrated that the human eye can pick out black against a background more readily than any other colour.

DEFENCE HELICOPTER FLYING SCHOOL (DHFS) Shawbury (formerly 2 FTS)

A tri-service civilian-contracted flying school.

Each service has a 'shadow' squadron allocated to the school:

660 Squadron Army Air Corps
705 Squadron Fleet Air Arm
60 (R) Squadron RAF

Basic Rotary Wing training
Advanced Rotary Wing training
Advanced RAF Rotary Wing training

Squirrel HT1
Squirrel HT1
Griffin HT1



After completing elementary flying training, RAF students selected for rotary-wing training proceed to the Defence Helicopter Flying School (DHFS) at RAF Shawbury alongside their colleagues from the Royal Navy and Army. Basic and advanced helicopter flying is undertaken on new Squirrel HT1 and Griffin helicopters. For RAF students, training includes an advanced multi engine rotary-wing training course and a Search and Rescue introduction.

3 FLYING TRAINING SCHOOL (3FTS) Cranwell

Undertakes multi-engined pilot training on Jetstream T1's, navigator courses on Dominie T1's and is responsible for the CFS Tutor Squadron.



After completing their initial familiarisation and flying training on the Tutor and Tucano two-seat aircraft, trainee Royal Air Force Navigators progress to the Dominie T1. This is a much larger aircraft, being a development of the early versions of the HS125 executive jet. Equipped as a flying classroom, the Dominie carries a wide range of navigation equipment and training is carried out at low, medium and high altitudes. Fast-jet navigators complete their training on the Hawk before progressing to an operational conversion unit.

Not all Royal Air Force aircrew trainees are destined to fly fast jets. The training course that leads to the pilot's seat of a Tornado is very different to the one that leads to a Hercules. Pilots destined to fly multi-engine aircraft are selected at the elementary stage of flying training. They then progress to a short course designed to lead in to flying multi-engined aircraft. These courses are carried out on either the Bulldog or Firefly. After this, they begin training on the Jetstream T1 with No 3 Flying Training School at RAF Cranwell. This course introduces all the complexities of multi-engined flying, including asymmetric thrust in single engine operations.



4 FLYING TRAINING SCHOOL (4FTS) Valley

Advanced flying training and weapons instruction for fast jet pilots Hawk T1, T1A, T1W

In the current RAF training programme, the Hawk T1 is the first jet aircraft that a student pilot will fly. An advanced, and very successful trainer, Hawk is used to teach operational tactics, air-to-air and air-to-ground firing, air combat and low-level operating procedures. A number of aircraft are also flown as target-tugs by No 100 Squadron at Leeming, as well as by many test establishments and the Royal Navy.



JOINT ELEMENTARY FLYING TRAINING SCHOOL (JEFTS) Barkston Heath Firefly II

Another tri-service civilian-contracted school.

Elements at:	Church Fenton	(RAF pilots)
	Barkston Heath	(Navy and Army pilots)
	Middle Wallop	(Army Grading Flight).



The Slingsby Firefly is a conventional low-wing, two-seat training aircraft with a fixed tricycle undercarriage. The Joint Elementary Flying Training School (JEFTS) at RAF Barkston Heath, Lincolnshire, operates two versions - the T67M Mk2, which is powered by a 160 hp Textron Lycoming engine driving a constant-speed, composite two-blade propeller, and the more powerful T67M 260, which has a 260 hp Textron Lycoming powerplant and is distinguishable by its three-blade, constant-speed propeller. Instructor and pupil sit side-by-side and, with a full fuel load, training flights of up to three hours duration can be achieved. Both models are fully aerobatic.

Credits: Military Aviation Review United Kingdom 2002
Royal Air Force Yearbook 2002
WWW.Mod/RAF.COM

CANADA AT FOREFRONT OF AIR TRAINING AGAIN!

Regular readers of this column will appreciate the tributes I have paid to the British Commonwealth Air Training Plan of World War II. Under this plan, thousands of aircrew completed their training in Commonwealth countries. As a very modest participant (6.5 flying hours) I was proud to be a member of the scheme. Without minimising the part played by other Commonwealth countries, especially Rhodesia and South Africa, it is obvious that Canada played the major part; indeed, it became known as "the aerodrome of democracy".

CANADA is again now playing a major role in providing aircrew training for other countries. One of the most recent schemes is in the training of air navigators, using the best features of computer simulation and real-time flying. Designed originally for the Canadian Forces Air Navigation School (CFANS), the system has now been adopted by several overseas countries, including Singapore, New Zealand, Germany, Republic of Korea, and Norway. Australia is the latest country to adopt the scheme, to the extent of attaching a qualified navigator instructor to the staff of CFANS at Winnipeg.

It surely is only a matter of time before the RAF opts into the scheme. Members of the RAF are already undertaking pilot training in Canada, under NATO auspices, a return to wartime days!

Credit: Aerospace International (Royal Aeronautical Society)

ARK ROYAL SPOTTING

Spotted on the top deck of HMS ARK ROYAL during visits to UK ports:

800 Squadron Harrier F/A2s

814 Squadron Merlin HM1 s

820 Squadron Sea King HAS6s

849 Squadron Sea King AEW2s

Credit: Military Aviation Review

BLACKPOOL AIRPORT MILITARY SIGHTINGS

I recently visited Blackpool Airport, driven there by my son-in-law, Bob, who visits Blackpool Victoria Hospital in his capacity as a Clinical Research Scientist. I diligently recorded all the registrations in sight, using my mini-tape-recorder. Regrettably, the tape recorder went U/S and all I could hear on play-back was a disembodied voice! I did, however, manually record the two militaries in sight:

XL 391 Vulcan - still the gate-guardian of Blackpool Air Centre, but looking worse for wear.

XS713 Dominie T1 - visiting from 3FTS at Cranwell, with two pilots and two student navigators.

Might make another attempt to number crunch before the winter as Bob visits Blackpool regularly.

ROYAL AIR FORCE COLLEGE CRANWELL

General Jean-Francois Dischamps, Commandant of the French Air Force College, was the Reviewing Officer at the graduation of 85 officers of 195 Initial Officer Training Course from the RAF College Cranwell in May. Of the 85 newly commissioned officers, eighteen were potential pilots and six potential navigators. Of these 24, sixteen were graduates. The remaining 61 covered the whole range of Branches of the RAF, including one Dental Branch Officer. Incidentally, the RAF is noted for the excellence of its Dental Branch!

Credit: The Times

JET SHOWDOWN FOR THE SHERIFF

The sheriff of Norwich thought her flight in an RAF Jaguar would be the experience of a lifetime. She was right, but for the wrong reasons. Sheila Kefford took off from RAF Coltishall in Norfolk for a 500 mph trip to mark her year in office. But after 20 minutes the jet's hydraulics failed and it turned back, skidding off the runway when the brakes packed up too. Praising her pilot, Wing Cdr Graham Wright, for his coolness, Mrs Kefford, 57, said: "I felt numb when things started to go wrong." A spokesman for the RAF said: "Our pilots are well-trained to deal with such incidents."

Credits: Mavis Tennant Daily Telegraph

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274 873 336)

Eric Martin

de Havilland Comet

Members attending the June meeting will remember being advised about a forthcoming TV programme on the Comet; for the many who doubtless watched, the following letter appeared in the Telegraph Editorial, the paper's equivalent of "Free Air".

David Tennant

Comet plane blazed a trail through the sky

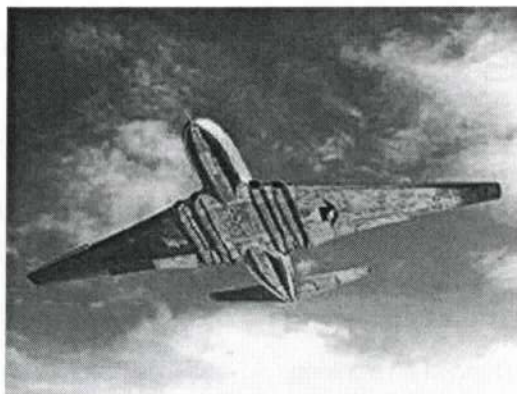
We were senior members of the Comet aeroplane design team from its inception, through its troubles and on to operation as the successful Comet 4, and finally as the Nimrod maritime reconnaissance still in RAF service.

The Channel 4 programme that James Walton reviewed (Television, June 14) portrayed a false impression of the atmosphere and motivation of the de Havilland company. No one who knew the de Havilland directors of the day would ever associate them with a "mad race for profit".

Inaccuracies abounded in the programme. The Ghost engines were the only ones available that were capable of certification for civil use at the time. The Rolls-Royce Avon engine was not even cleared for civil certification when the Comet 1 fleet was grounded in 1954.

There was no mention of the Air Registration Board, which was then the authority responsible for framing requirements, overseeing design and testing and recommending to the Ministry of Civil Aviation that aircraft should be certificated for public transport.

In particular, no mention was made of the extensive fatigue tests conducted by de Havilland before the aircraft flew, involving fuselage sections and many individual critical components. It is incredible to claim that the court of inquiry was unaware of all the facts or that it should have connived in covering up the true situation.



The senior people who carried the responsibility for the Comet in de Havilland, BOAC and the ARB are no longer able to defend themselves against the charge implied by this programme and it is regrettable that Channel 4 should not recognise that they were stretching the state of knowledge at the time. The Comet, after its problems were corrected, introduced jet transport to a wide variety of airlines and enjoyed a successful career for many years. The Nimrod, which in many respects is still a Comet, continues to give good service in the RAF.

Alan Peters - Salcombe, Devon
David Newman - Axminster, Devon

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MICROSOFT FS 2002 TRAFFIC TOOLS

Some readers may wonder what this subject has to do with real aviation and *Air Yorkshire* in particular. Well, FS 2002 is an attempt to recreate the aviation world as realistically as possible within the confines of a domestic PC. Leeds Bradford International Airport is just one of the 22,000 airfields included in the program, along with almost all other active airfields in the Yorkshire area.

Of the 22,000 or so airfields, 1,842 including LBA have **AI** (Artificially Intelligent) aircraft flying into or out of them. So what does **AI** really mean?

You could be forgiven for thinking that the dozens of aircraft flying around you in FS 2002 are generated on a random basis or are part of a never changing sequence of events in the scenery file. NOT SO! Every aircraft you see is flying a flight plan either IFR or VFR. Each one takes off from one specified airfield and lands at another given airfield, near or far, all in real time under Air Traffic Control. Each climbs to a pre-determined altitude at a speed appropriate to that aircraft type before descending, intercepting the heading for the runway in use, landing and taxiing onto its assigned stand, gate or ramp, hence the title **Artificially Intelligent**.

There are over 23,000 flight plans built into FS 2002. Each plan can initiate between 2 and 48 air movements in a 24 hour period. As a result the 23,000 flight plans can generate over 750,000 flights a week - amazing!

You may wonder how your PC can handle all this data and graphics which are way ahead of anything I have seen before. The computer divides the world into a grid pattern of sectors each 40 miles x 40 miles. Picture then a 3 x 3 block of nine sectors with your own aircraft or airport in the centre of the centre block (No5). You then have an area approximately 120 x 120 miles which is active. All other areas around the world are temporarily "switched off". Only the **AI** aircraft flying within these nine blocks are active and "visible". However, aircraft can still fly into or out of the area, and will appear or disappear accordingly, though the computer still knows where all the other aircraft are. The data in this block of nine sectors, with your aircraft at the centre, is constantly changing as you fly. There may be up to 100 aircraft in the nine sectors at any one time, all flying to an individual flight plan and all under ATC control - "mind boggling". Now here is the really interesting thing.

With **Traffic Tools**, an FS 2002 "add on" program, you can modify the flight plans, or even create new ones, for example, to and from LBA. This has nothing to do with your own aircraft and its flight plan. Traffic Tools deals with all of the other aircraft which come and go at Leeds/Bradford, as part of the scenery, during the time you are there.

The Professional version of FS 2002 is shipped with Beech Baron, King Air Mooney Bravo, Cessna (several models), Learjet, Boeing 737, 747, 777 and MD 80 aircraft. Almost all of these are shown in various colour schemes and are also used as **AI** aircraft, i.e. they appear both in the air and on the ground, as well as you being able to fly them. Though they are in generic colour schemes, more and more re-paints are now appearing on the Internet to give the aircraft a makeover into authentic airline titles and colour schemes. Many additional models are released on the web each week.

To make the changes to the flight plans, you need **Traffic Tools Version 1.2** which as "shareware" can be downloaded "free" in around 3 minutes with a 56k modem from www.flightsim.com at the cost of a local call. This relates to about 8p at cheap rate with NTL.

Many thanks to my friend Richard Whiteley for introducing me to this program. So, what does all this mean?

Well, it enables you to recreate for instance all the BMI flights out of Leeds/Bradford, using the default 737-400. Incidentally, you can create as many copies of each aircraft as you wish, so you could have say five 737-400 based at LBA. If you have downloaded the A320 or Embraer 145 in BMI colours, so much the

better. Obviously, you can do the same with any other airline and their flights.

These flights can be made to appear at the correct time, as "photo real" aircraft, landing, taxiing and taking off again, all to the real timetable.

The program allows you to specify take off time at LBIA, time on the ground at LHR, departure time at LHR plus cruise speed, altitude and even a flight number though letters are not allowed. It would have to be "Midland 412/413" for example. ATC will then recognise and use this data. There has to be 1000ft difference in the outbound inbound flight levels as in real life and separate flight numbers for each leg.

You can also change the aircraft used on all the pre-programmed flight plans or use the FS 2002 compatible aircraft you have downloaded from the Internet. You can have up to eight round trips a day. At the present time not all aircraft available on the Internet, of which there are hundreds, will work 100% with this FS 2002 add on. Some are minus the landing gear and may appear to hover, or have no props when parked up. Others are ok.

The program is daunting at first sight and comes with a 27 page electronic manual which, ideally, you need to print off. Basically it is simply a matter of:

Download the program from the web site.

Unzip it into the main FS 2002 folder.

Open up that folder.

Click on De-compile. Click on aircraft folder.

This action lists all the aircraft used as "AI aircraft".

In windows explorer, click on your favourite downloaded FS 2002 - Aircraft.

Now click on the main folder of that aircraft.

Click on the aircraft **cfg.** folder.

Look for its **title** eg - "Boeing 737-400 BMI BR".

Copy this title and then close the file.

Go back to the tools program and paste the copied title at the bottom to add the new aircraft to the existing list ie make it the next number in line eg AC#40.

Make it look like the preceding line. It should look like this:

AC#40	475,	"Boeing 737-400 BMI R"
Aircraft	cruise	
Identity	speed	aircraft title

Close and save the traffic tools "aircraft" file and open the "flight plan file". Use search to find EGNM (Leeds Bradford) to locate the LBA flight plans. Find one that uses say AC#3 (a 737-400).

Change AC#3 to TO AC#40 and then save and close the flight plan file.

Click on Re-Compile and that's it.

The next time that particular flight arrives at LBIA you should see the Midland 737 rather than the generic one. You can replace other AC#3 flights this way.

It's quite a novelty to see and listen to aircraft you downloaded from the "net" call up on approach, see them land and park up alongside yours and later, call up for ATC clearance, taxi out and take off again. One AI 747-400 I downloaded is especially good in that everything still works even though the aircraft is being used as scenery. It lands with full flaps deployed and the airbrakes/spoilers pop up on the wings, on touch down. It's just like watching a film or video. What's more, you can still fly the same aircraft and park alongside the AI one you have just created. Give it a try!!!. It's quite rewarding.

John Booth
April 2002

Bomber Command 1939 - 1945

Royal Air Force Bomber Command 60th Anniversary

No. 12 Squadron

Motto: "Leads the field".

Badge: A fox's mask. The squadron was once equipped with Fox aircraft which were, to a great extent, responsible for the early reputation of the unit. The badge and motto also denote a period in the squadron's career which was noteworthy in advancing to a marked degree the potential of fast daylight bombing.

Authority: King George VI, February 1937.

No. 12 Squadron, RFC, was formed at Netheravon, Wiltshire, on 4th February 1915, and went to France in September of that year equipped with BE2c's under the command of Major CLN Newall (who later was Chief of the Air Staff from 1937-40). It was first employed directly under General Headquarters, but from February 1916, until the Armistice, was engaged mainly on what are nowadays termed army co-operation duties. The BEs were replaced by RE8s in August 1917.



After the Armistice the squadron formed part of the Army of Occupation in Germany and remained in that country until July 1922, when it was disbanded at Bickendorf.

In April 1923, No. 12 Squadron was re-formed at Northolt as a bomber squadron equipped with DH9As. In 1924 it received Fairey Fawns; and in 1926 Fairey Fox high-speed day bombers. On a number of occasions during exercises No. 12's Foxes eluded the defending fighters and this led to the adoption of the words "Leads the field" as the squadron motto. The highly-polished metal nose cowlings of the aircraft also gave the squadron its nickname, "Shiny Twelve".

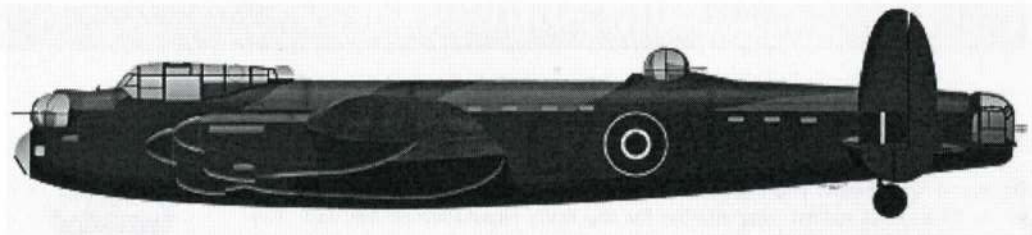
In 1931 No. 12 became one of the first squadrons to have Hawker Harts. Four years later, after the Italians had invaded Abyssinia, it moved to Aden to reinforce the Middle East Command. It returned home in 1936 and re-equipped with Hawker Hinds at Andover. Early in 1938 the squadron was re-equipped with Fairey Battles, the first of which arrived in February. A move was made to Bicester at the beginning of May 1939, and there in the months which followed the squadron awaited the call to arms.

On 2nd September 1939, its 16 Battles landed at Berry-au-Bac, France, as part of No.76 Wing of the Advanced Air Striking Force. During the summer of 1940 great honour came to the squadron. Flying Officer DE Garland, a pilot, and Sergeant T Gray, his observer, were posthumously awarded the Victoria Cross - the first RAF VCs of the Second World War. Garland led a low-level attack on a metal bridge, then in German hands, at Veldwezelt, over the Albert Canal, on 12th May 1940. The three Battles which took part in this operation were all shot down - but not before one of them (and available evidence points to the fact of it being Garland's aircraft) had shattered the western truss of the bridge with its bombs.

The squadron withdrew in mid-June to Finningley, Yorkshire. From there it moved to Binbrook early in July and in August it began attacking shipping in the German-held Channel ports. At Binbrook, in November, No. 12 began to re-equip with Wellingtons and trained on them during the ensuing winter.

On 10/11th April 1941, it used them for the first time when a raid was made on Emden. When the first 1,000-bomber raid was launched on 30/31st May 1942, No. 12 sent 28 aircraft - the largest number so far operated at one time by the squadron. The target was Cologne and four squadron aircraft failed to return.

During the winter of 1942/43 No. 12 converted to Lancasters at Wickenby and thereafter continued to play a prominent part in Bomber Command's offensive until 25th April 1945. During the eleven months from May 1944 to April 1945, the squadron's Lancaster I ME758 "N-Nuts" flew 108 operational sorties and dropped more than a million pounds of bombs.



Bomber Command WWII Bases:

- * Bicester : May 1939-Sep 1939
- * Berry-au-Bac, France : Sep 1939-Dec 1939
- * Amifontaine, France : Dec 1939-May 1940
- * Echemines, France : May 1940-Jun 1940
- * Souge, France : Jun 1940
- * Finningley : Jun 1940-Jul 1940
- * Binbrook : Jul 1940-Aug 1940
- * Thorney Island : Aug 1940
- * Eastchurch : Aug 1940-Sep 1940
- * Binbrook : Sep 1940-Sep 1942
- * Wickenby : Sep 1942 onwards

Bomber Command WWII Aircraft:

- * Fairey Battle : Feb 1938-Nov 1940
- * Vickers Wellington II and III : Nov 1940 & Nov 1942
- * Avro Lancaster B.I and B.III : Nov 1942 onwards

Code Letters:

During the 1938 Munich crisis No. 12 Squadron was allotted the code letters "QE". In WW2 the squadron's aircraft were coded "PH" whilst certain Lancasters carried "GZ"

First Operational Mission in WWII:

17th September 1939 : Reconnaissance in area 5 miles behind Franco-German frontier by 3 Battles.

First Bombing Mission in WWII:

10th May 1940 : 4 Battles despatched to bomb a German troop column on road between Luxembourg and Junglister. 1 aircraft forced-landed at Piennes on outward journey after being hit by enemy fire. Other 3 aircraft attacked primary but 2 of them failed to return.

Last Operational Mission in WWII:

25th April 1945 : 16 Lancasters bombed Berchtesgaden.

Last Mission before VE Day:

7th May 1945 : 19 Lancasters dropped supplies to Dutch at Rotterdam.



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A Grade I-listed Aircraft Carrier?

The wreck of Britain's first aircraft carrier, HMS *Campania*, now lying 80ft beneath the Forth by the Fife port of Burntisland, has been given legal protection which puts it off limits to divers and salvage hunters. The Clyde-built vessel began life in 1892 as the first steam-driven, steel-built transatlantic liner to do without any form of sail.



By 1914, she had been sold to shipbreakers but was then bought by the Admiralty and converted into an aircraft carrier. The first successful flight from a carrier with a permanent flight deck was made from the *Campania* on 5th May 1915 but, during a storm in the Firth of Forth in November 1918, she broke her anchor chain and collided with another ship. All the crew escaped, but the ship was lost. Nonetheless, she is the only First World War carrier not to have been completely destroyed and is now officially described as 'a very large, dramatic and imposing wreck in archaeological terms'.

Credits:Country Life

M Tennant



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Teenie HB-YAO
Sywell
Terry Sykes



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