



## YORKSHIRES PREMIER AVIATION SOCIETY



AEROTEK PITTS S-2A G-HISS  
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Gordon Westerman

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## SOCIETY CONTACTS

### CHAIRMAN:

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COMMITTEE MR P WINDSOR, MR D STENNING, MR J DALE,  
MEMBERS 2000 - 2001: MR D BATES, MR A EDWARDS, MR G WARD,  
MR D TENNANT, MR J STANFIELD

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

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

1st July: A.T.C. at New York's Airports (video) and quiz based on video.  
Prize for the winner.

## AIR YORKSHIRE AVIATION NEWS

We were fortunate, once again, to have the use of our underground meeting place - Gate 20 at L.B.A. It is a pity that the room isn't just that little bit bigger but we are lucky to have this.

On Sunday 6th May we had Capt Ian Burrell of the Police Helicopter Unit speaking to us of the work they are doing. From a fascinating talk it was surprising to note the speed the Unit could be airborne and where it was wanted instead of ground units being stuck in traffic jams or other hold ups. Our members should be warned that they can be viewed from several miles away by the latest gadgetry in the new helicopter!!

It was also noted that most of our members assisted us by producing their membership cards at the door! The writer was offered a variety of documents "in lieu" but unfortunately didn't make much money!

*Denis R Stenning*

### NOTICE TO ALL MEMBERS ATTENDING MEETINGS

For increased security, especially when meeting at the LBIA, we are asking all members to show their membership card on the door. Also we now have a "signing in" book. Please would you kindly make sure you comply with these requirements?

On behalf of the Committee  
*David Bates*



## MOVEMENTS - APRIL

### 01 Sunday

G-BVZH	Boeing 737 500	0927	G-UKTA	Fokker 50	1000
OO-DJG	BAe 146 200	1014	G-SCBI	TB-20 Trinidad	1101 1705
G-JEDY	DHC-8	1108	G-RJXE	EMB 145	1207
G-UKTB	Fokker 50	1212	G-BDYD	Rockwell 114	1225
G-MAJH	Jetstream 41	1256	G-IJYS	Jetstream 31	1324 1358
G-OOOJ	Boeing 757	1422 1531	G-UKTA	Fokker 50	1425
OO-DWJ	Avro 146 RJ100	1444	G-LFSI	PA-28 Cherokee	1501 1526
G-CEGR	King Air 200	1540 1756	G-COEZ	Airbus 320	1553
G-GNTE	SAAB 340	1604	G-RJXE	EMB 145	1632
G-IJYS	Jetstream 31	1636 1702	G-UKTB	Fokker 50	1656
G-MAJJ	Jetstream 41	1712	G-JEDE	DHC-8	1729
G-MAJH	Jetstream 41	1732	EI-CJH	Boeing 737	1750
N213CT	King Air C90	1820	G-BVKD	Boeing 737 500	1845
D-EIFR	PA-28	1849	OO-DJS	Avro 146 RJ85	1853
G-BDYD	Rockwell 114	1930	G-MAJB	Jetstream 41	1939
G-UKTA	Fokker 50	2005	G-GNTE	SAAB 340	2007
G-MAJH	Jetstream 41	2020	G-JEDE	DHC-8	2034
G-RJXE	EMB 145	2105	G-GNTH	SAAB 340	2117
G-XLAD	Boeing 737 800	2131 2235	G-BVKD	Boeing 737 500	2150
OO-DWE	Avro 146 RJ100	2245	G-WJAN	Boeing 757	2300

### 02 Monday

G-UKTB	Fokker 50	0805	G-BVKD	Boeing 737 500	0931
G-MAJB	Jetstream 41	0936	G-JEDE	DHC-8	0940
G-GNTH	SAAB 340	0946	G-BYAU	Boeing 757	0953
G-UKTA	Fokker 50	1006	EI-CNX	Boeing 737	1008
G-MAJH	Jetstream 41	1025	OO-DJX	Avro 146 RJ85	1100
G-RJXE	EMB 145	1103	G-UKTB	Fokker 50	1240
G-JEDE	DHC-8	1242	N12NM	Citation I	1254
G-MAJB	Jetstream 41	1302	G-MAJH	Jetstream 41	1315
G-GNTI	SAAB 340	1329	G-MAJJ	Jetstream 41	1333
ZG993	Islander AL.	1357 1426	G-BVKD	Boeing 737 500	1403
G-GNTH	SAAB 340	1406	G-UKTA	Fokker 50	1443
G-ATHV	Cessna 150F	1450	OO-DJX	Avro 146 RJ85	1452
G-UKTB	Fokker 50	1642	G-MAJH	Jetstream 41	1649
G-RJXE	EMB 145	1654	G-GNTH	SAAB 340	1722
G-MAJB	Jetstream 41	1724	G-MAJJ	Jetstream 41	1727
G-JEDE	DHC-8	1735	EI-CJG	Boeing 737	1754
G-BVKD	Boeing 737 500	1836	OO-DWE	Avro 146 RJ100	1852
G-WADS	Robinson R-22B	1902	G-UKTA	Fokker 50	2001
G-GNTI	SAAB 340	2010	G-MAJJ	Jetstream 41	2012



TF-BBD	Boeing 737 300	2019 2131	G-BYAU	Boeing 757	2023
G-GNTH	SAAB 340	2027	G-MAJH	Jetstream 41	2029
G-MAJB	Jetstream 41	2033	G-WJAN	Boeing 757	2037
G-JEDE	DHC-8	2041	G-RJXE	EMB 145	2104
G-BVKD	Boeing 737 500	2136	OO-DWA	Avro 146 RJ100	2226

### 03 Tuesday

G-BZSD	PA-46 Malibu	0743 0820	G-UKTB	Fokker 50	0756
G-GNTI	SAAB 340	0922	G-JEDE	DHC-8	0931
G-MAJH	Jetstream 41	0936	G-MAJB	Jetstream 41	0940
El-CJH	Boeing 737	0942	G-UKTA	Fokker 50	0946
G-BVKD	Boeing 737 500	0948	G-GNTH	SAAB 340	0954
G-MAJJ	Jetstream 41	022	EC-HHH	Boeing 737 800	1029
OO-MJE	BAe 146 200	1030	G-RJXE	EMB 145	1041
G-BAVZ	PA-23 Aztec	1147 1622	EC-GZD	Airbus 320	1205 1312
G-UKTB	Fokker 50	1225	G-JEDE	DHC-8	1237
EC-GNZ	Boeing 737 400	1241 1350	G-MAJB	Jetstream 41	1259
G-BVVA	YAK 52	1344	G-BVKC	Boeing 737 500	1407
G-MAJH	Jetstream 41	1420	G-UKTA	Fokker 50	1429
G-BZSD	PA-46 Malibu	1437 1459	OO-DJT	Avro 146 RJ85	1448
G-GNTI	SAAB 340	1650	G-UKTB	Fokker 50	1654
G-RJXE	EMB 145	1657	G-MAJB	Jetstream 41	1700
G-MAJJ	Jetstream 41	1716	G-MAJH	Jetstream 41	1719
G-JEDE	DHC-8	1727	G-GNTH	SAAB 340	1729
El-CKR	Boeing 737	1811	G-BVKC	Boeing 737 500	1826
OO-DWK	Avro 146 RJ100	1844	G-GNTI	SAAB 340	1949
G-UKTA	Fokker 50	1957	TF-BBD	Boeing 737 300	2018 2145
G-GNTH	SAAB 340	2027	G-MAJH	Jetstream 41	2029
G-MAJB	Jetstream 41	2034	G-JEDE	DHC-8	2037
G-WJAN	Boeing 757	2048	G-RJXE	EMB 145	2102
G-BVKC	Boeing 737 500	2143	G-BYAU	Boeing 757	2155
OO-DWE	Avro 146 RJ100	2236			

### 04 Wednesday

G-UKTI	Fokker 50	0748	G-GNTI	SAAB 340	0919
G-MAJB	Jetstream 41	0924	G-BVKC	Boeing 737 500	0936
G-MAJH	Jetstream 41	0949	G-GNTH	SAAB 340	0951
G-UKTA	Fokker 50	0959	El-CJG	Boeing 737	1005
G-RJXE	EMB 145	1101	OO-DJJ	BAe 146 200	1143
G-BMMC	Cessna T310Q	1228	G-UKTI	Fokker 50	1233
N39605	PA-34 Seneca	1247 1842	G-MAJH	Jetstream 41	1253
G-SCOW	Twin Squirrel	1332	N220SC	PA-31T Cheyenne	1339
G-JEDE	DHC-8	1346	G-BVKC	Boeing 737 500	1358
G-GNTH	SAAB 340	1401	G-MAJB	Jetstream 41	1426
G-UKTA	Fokker 50	1440	OO-DJP	Avro 146 RJ85	1459
G-ESTA	Citation II	1646 1710	G-RJXE	EMB 145	1658
G-MAJH	Jetstream 41	1706	G-MAJJ	Jetstream 41	1712
G-UKTI	Fokker 50	1718	G-MAJB	Jetstream 41	1722
G-GNTI	SAAB 340	1728	G-GNTH	SAAB 340	1732
G-JEDE	DHC-8	1737	G-BYAU	Boeing 757	1752
El-COA	Boeing 737	1755	G-BVKC	Boeing 737 500	1858
OO-DWJ	Avro 146 RJ100	1905	TF-BBD	Boeing 737 300	2014 2133
G-MAJJ	Jetstream 41	2019	G-GNTH	SAAB 340	2022
G-MAJB	Jetstream 41	2025	G-MAJH	Jetstream 41	2030

G-JEDE	DHC-8	2036	G-WJAN	Boeing 757	2043
G-GNTI	SAAB 340	2049	G-UKTA	Fokker 50	2106
G-RJXE	EMB 146	2118	G-BVKC	Boeing 737 500	2158
OO-DWF	Avro 146 RJ100	2253			

#### 05 Thursday

G-UKTE	Fokker 50	0751	XZ294	Gazelle AH.1	0913 1051
G-MAJB	Jetstream 41	0921	G-GNTI	SAAB 340	0932
G-BVKC	Boeing 737 500	0937	G-GNTH	SAAB 340	0941
G-MAJJ	Jetstream 41	0944	G-UKTA	Fokker 50	0946
EI-CSD	Boeing 737 800	0957	G-MAJH	Jetstream 41	1007
OO-DJF	BAe 146 200	1012	G-RJXE	EMB 145	1101
G-FILE	PA-34 Seneca	1117 1138	G-UKTE	Fokker 50	1240
G-MAJJ	Jetstream 41	1252	G-BYAU	Boeing 757	1300
EC-GLT	Airbus 320	1343 1502	G-BVKC	Boeing 737 500	1353
G-MAJB	Jetstream 41	1415	G-UKTA	Fokker 50	1433
G-O-DJZ	Avro 146 RJ85	1508	G-JEDE	DHC-8	1511
G-BAVZ	PA-23 Aztec	1521 1629	G-RJXE	EMB 145	1653
G-GNTI	SAAB 340	1659	G-UKTE	Fokker 50	1702
G-MAJJ	Jetstream 41	1708	G-MAJH	Jetstream 41	1722
G-MAJB	Jetstream 41	1729	G-GNTH	SAAB 340	1757
EI-CJE	Boeing 737	1803	G-JEDE	DHC-8	1826
G-BVKC	Boeing 737 500	1844	OO-DWA	Avro 146 RJ100	1947
G-GNTI	SAAB 340	2001	G-WJAN	Boeing 757	2005
G-UKTA	Fokker 50	2010	G-MAJH	Jetstream 41	2015
TF-BBD	Boeing 737 300	2019 2151	G-MAJB	Jetstream 41	2035
G-RJXE	EMB 145	2114	G-GNTH	SAAB 340	2122
G-JEDE	DHC-8	2127	G-BYAU	Boeing 757	2147
G-MAJJ	Jetstream 41	2154	G-BVKC	Boeing 737 500	2158
OO-DJV	Avro 146 RJ85	2249			

#### 06 Friday

G-BFWE	PA-23 Aztec	0913 0946	G-BVKC	Boeing 737 500	0916
G-MAJB	Jetstream 41	0920	G-GNTI	SAAB 340	0923
G-JEDE	DHC-8	0930	G-GNTH	SAAB 340	0940
G-BCRP	PA-23 Aztec	1005 1024	G-MAJH	Jetstream 41	1008
G-UKTB	Fokker 50	1012	EI-CJF	Boeing 737	1021
OO-DJG	Avro 146 RJ85	1034	G-RJXE	EMB 145	1049
ZE701	BAe 146 CC.2	1057 1710	EC-GZE	Airbus 320	1101 1217
G-JEDE	DHC-8	1227	G-BYAU	Boeing 757	1327
G-OBWX	Boeing 737 300	1335 1433	G-BVKC	Boeing 737 500	1356
G-GNTH	SAAB 340	1419	G-MAJB	Jetstream 41	1423
OO-DJR	Avro 146 RJ85	1501	G-UKTA	Fokker 50	1545
N421CA	Cessna 421C	1552	G-FLVU	Citation I	1616
N30NW	Twin Comanche	1629 1706	G-GNTI	SAAB 340	1646
G-RJXE	EMB 145	1702	G-MAJH	Jetstream 41	1707
G-MAJJ	Jetstream 41	1714	G-GNTH	SAAB 340	1725
G-BFWE	PA-23 Aztec	1731 1759	G-JEDE	DHC-8	1738
EI-COA	Boeing 737	1809	EI-WYO	PA-31 Navajo	1816 2007
G-UKTG	Fokker 50	1840	OO-DWJ	Avro 146 RJ100	1844
G-BVKC	Boeing 737 500	1847	G-WJAN	Boeing 757	1924
G-GNTI	SAAB 340	1957	TF-BBD	Boeing 737 300	2000 2150
G-UKTA	Fokker 50	2006	G-MAJJ	Jetstream 41	2013
G-GNTH	SAAB 340	2025	G-MAJH	Jetstream 41	2034

G-JEDE	DHC-8	2037	G-VCED	Airbus 320	2043
G-RJXE	EMB 145	2104	G-BVZH	Boeing 737 500	2122
G-BVKC	Boeing 737 500	2210	OO-DWH	Avro 146 RJ100	2316
EC-HKR	Boeing 737 800	2319 0029(07)			

#### 07 Saturday

G-BYAU	Boeing 757	0058	G-WJAN	Boeing 757	0237
G-BVZH	Boeing 737 500	0934	G-UKTD	Fokker 50	0942
PH-KVA	Fokker 50	0959 1050	EI-CJG	Boeing 737	1005
G-BDPA	PA-28 Warrior	1100 1217	G-GNTJ	SAAB 340	1133
G-OOAR	Airbus 320	1138 1410	G-RJXE	EMB 145	1157
G-MAJJ	Jetstream 41	1309	G-BXWF	Fokker 100	1412
G-UKTD	Fokker 50	1414	OO-DJQ	Avro 146 RJ85	1456
G-MAJF	Jetstream 41	1553	ZG844	Islander AL.1	1624 1654
G-MAJJ	Jetstream 41	1728	G-JEDE	DHC-8	1737
OO-DJS	Avro 146 RJ85	1847	G-MAJH	Jetstream 41	1938
G-UKTD	Fokker 50	1955	G-SMDB	Boeing 737 300	2126
G-WJAN	Boeing 757	2219			

#### 08 Sunday

G-BVJD	Fokker 100	0932	G-UKTD	Fokker 50	0951
OO-DJG	BAe 146 200	1019	N900RK	Mooney M20J	1059 1208
G-JEDY	DHC-8	1109	G-HMMV	CitationJet	1111 1138
G-BBGB	PA-23 Aztec	1137 1259	G-CLAC	PA-28 Warrior II	1144 1339
G-RJXE	EMB 145	1218	G-UKTG	Fokker 50	1226
G-MAJJ	Jetstream 41	1250	G-IJYS	Jetstream 31	1309 1401
G-BGZW	PA-38 Tomahawk	1322 1429	G-MAJH	Jetstream 41	1326
G-UKTD	Fokker 50	1427	G-OOOJ	Boeing 757	1442 1600
OO-DJW	Avro 146 RJ85	1447	G-BNOM	PA-28 Warrior II	1522 1613
G-BCKV	Cessna FRA150L	1552 1634	G-VCED	Airbus 320	1556
G-RJXE	EMB 145	1639	G-UKTG	Fokker 50	1654
G-MAJH	Jetstream 41	1706	G-IJYS	Jetstream 31	1724 1752
G-MAJJ	Jetstream 41	1727	G-JEDE	DHC-8	1740
G-LENY	PA-34 Seneca	1750 1851	EI-CJE	Boeing 737	1754
G-BVKC	Boeing 737 500	1840	OO-DJN	Avro 146 RJ85	1909
N30NW	Twin Comanche	1945 2008	G-GNTH	SAAB 340	1948
G-MAJF	Jetstream 41	1959	G-MAJH	Jetstream 41	2002
G-UKTD	Fokker 50	2010	G-GNTJ	SAAB 340	2021
G-MAJJ	Jetstream 41	2034	G-JEDE	DHC-8	2038
G-RJXE	EMB 145	2100	G-BVKC	Boeing 737 500	2155
OO-DWL	Avro 146 RJ100	2230	G-WJAN	Boeing 757	2307

#### 09 Monday

G-BYAH	Boeing 757	0655	G-MAJH	Jetstream 41	0920
G-MAJJ	Jetstream 41	0923	G-GNTH	SAAB 340	0925
G-BVKC	Boeing 737 500	0927	G-GNTJ	SAAB 340	0930
G-CLHA	BAe 146 200	0932 1044	G-JEDE	DHC-8	0935
EI-CNV	Boeing 737	0949	G-UKTD	Fokker 50	0954
G-MAJF	Jetstream 41	1020	OO-DWD	Avro 146 RJ100	1028
G-OBWX	Boeing 737 300	1150 1306	G-JEDE	DHC-8	1242
G-MAJJ	Jetstream 41	1250	N340SC	Cessna 340	1349 1703
G-CLHA	BAe 146 200	1414 1521	G-UKTD	Fokker 50	1418
G-MAJH	Jetstream 41	1420	G-BNYD	JetRanger	1435 1758
G-BAVZ	PA-23 Aztec	1438	OO-DJS	Avro 146 RJ85	1455



G-BVVC	Boeing 737 500	1509
G-UKTC	Fokker 50	1641
G-RJXE	EMB 145	1656
G-MAJH	Jetstream 41	1725
El-CKR	Boeing 737	1804
G-BVVC	Boeing 737 500	1820
G-WJAN	Boeing 757	1955
G-GNTH	SAAB 340	2004
G-MAJH	Jetstream 41	2016
G-GNTJ	SAAB 340	2038
G-UKTF	Fokker 50	2106
G-BVVC	Boeing 737 500	2130

G-ATHV	Cessna 150F	1544
G-GNTH	SAAB 340	1654
G-MAJJ	Jetstream 41	1704
G-JEDE	DHC-8	1729
G-BYAH	Boeing 757	1808
OO-DWE	Avro 146 RJ100	1902
G-MAJF	Jetstream 41	1958
TF-BBD	Boeing 737 300	2007 2138
G-JEDE	DHC-8	2034
G-MAJJ	Jetstream 41	2040
G-RJXE	EMB 145	2109
OO-DJN	Avro 146 RJ86	2226

# 10 Tuesday

G-UKTD	Fokker 50	0744
G-BVVC	Boeing 737 500	0924
G-MAJJ	Jetstream 41	0930
G-GNTJ	SAAB 340	0935
G-MAJF	Jetstream 41	1002
OO-DJJ	BAe 146 200	1022
N900CB	Cessna 421C	1137
G-JEDE	DHC-8	1226
EC-GZD	Airbus 320	1233 1342
G-MAJH	Jetstream 41	1246
G-MAJJ	Jetstream 41	1423
OO-DJW	Avro 146 RJ85	1454
G-UKTB	Fokker 50	1638
G-RJXE	EMB 145	1654
G-MAJF	Jetstream 41	1705
G-GNTJ	SAAB 340	1730
El-CNX	Boeing 737	1800
G-BVVC	Boeing 737 500	1829
OE-FJU	CitationJet	1917
G-MAJF	Jetstream 41	1959
G-MAJJ	Jetstream 41	2025
G-GNTJ	SAAB 340	2032
G-JEDE	DHC-8	2051
G-UKTG	Fokker 50	2106
G-BYAH	Boeing 757	2151

G-GNTH	SAAB 340	0916
G-JEDE	DHC-8	0927
G-MAJH	Jetstream 41	0931
G-UKTF	Fokker 50	0952
El-CKQ	Boeing 737	1020
G-RJXE	EMB 145	1116
G-BOBA	PA-28R Arrow III	1153 1352
G-UKTB	Fokker 50	1230
El-WYO	PA-31 Navajo	1241 1412
G-GNTJ	SAAB 340	1403
G-OJTW	Boeing 737 300	1432
G-UKTC	Fokker 50	1542
G-GNTH	SAAB 340	1632
G-MAJH	Jetstream 41	1700
G-MAJJ	Jetstream 41	1725
G-JEDE	DHC-8	1755
G-BZSD	PA-46 Malibu	1806 1819
OO-DWE	Avro 146 RJ100	1849
G-GNTH	SAAB 340	1945
TF-BBD	Boeing 737 300	2006 2149
G-MAJH	Jetstream 41	2029
G-WJAN	Boeing 757	2048
G-RJXE	EMB 145	2100
G-BVVC	Boeing 737 500	2136
OO-DJZ	Avro 146 RJ85	2237

# 11 Wednesday

G-UKTD	Fokker 50	0745
G-GNTH	SAAB 340	0919
G-JEDE	DHC-8	0925
G-MAJJ	Jetstream 41	0930
G-UKTG	Fokker 50	0945
G-MAJH	Jetstream 41	1014
G-BVVA	YAK 52	1111
G-PADS	Rockwell 114B	1141 1352
G-JEDE	DHC-8	1222
G-MAJJ	Jetstream 41	1256
G-BVVC	Boeing 737 500	1405
G-MAJM	Jetstream 41	1433
OO-DJY	Avro 146 RJ85	1500

G-NOSE	Cessna 402B	0905 1526
G-BVVC	Boeing 737 500	0921
G-MAJF	Jetstream 41	0928
G-GNTJ	SAAB 340	0936
El-CJH	Boeing 737	0951
OO-DJJ	BAe 146 200	1033
G-RJXE	EMB 145	1120
ZG845	Islander AL.1	1145 1407
G-UKTD	Fokker 50	1236
G-GNTJ	SAAB 340	1402
G-UKTG	Fokker 50	1422
G-ATHV	Cessna 150F	1455
G-UKTD	Fokker 50	1643

G-BZSD	PA-46 Malibu	1649	G-YPOL	MD900	1654 1736
G-RJXE	EMB 145	1659	G-GNTH	SAAB 340	1700
G-MAJJ	Jetstream 41	1702	G-MAJH	Jetstream 41	1711
G-GNTJ	SAAB 340	1723	G-JEDE	DHC-8	1727
G-BYAH	Boeing 757	1740	EI-CNT	Boeing 737	1811
G-BVKC	Boeing 737 500	1822	G-MAJM	Jetstream 41	1859
OO-DJP	Avro 146 RJ85	1909	G-GNTH	SAAB 340	1950
TF-BBD	Boeing 737 300	1957 2146	G-MAJH	Jetstream 41	2005
G-UKTG	Fokker 50	2016	G-GNTJ	SAAB 340	2017
G-MAJJ	Jetstream 41	2027	G-JEDE	DHC-8	2036
G-WJAN	Boeing 757	2106	G-RJXE	EMB 145	2109
G-BVKC	Boeing 737 500	2139	G-MAJM	Jetstream 41	2149
OO-DWE	Avro 146 RJ100	2224	G-IFTE	BAe 125 700B	2236 2355

## 12 Thursday

G-UKTF	Fokker 50	0756	G-BRPU	B76 Duchess	0837
G-BVKC	Boeing 737 500	0915	G-JEDE	DHC-8	0924
G-MAJM	Jetstream 41	0930	G-GNTH	SAAB 340	0933
G-GNTJ	SAAB 340	0934	G-MAJH	Jetstream 41	0938
G-UKTG	Fokker 50	0949	EI-CJE	Boeing 737	1001
G-MAJJ	Jetstream 41	1012	OO-DJG	BAe 146 200	1015
G-RJXE	EMB 145	1058	G-KDMA	Citation V	1119
OE-KPO	DV20 Katana	1128 1223	G-UKTF	Fokker 50	1225
G-JEDE	DHC-8	1234	G-MAJM	Jetstream 41	1252
G-BYAH	Boeing 757	1316	ZG844	Islander AL.1	1323 1410
G-BDUN	PA-34 Seneca	1342 1956	EC-GZD	Airbus 320	1346 1503
G-BVKC	Boeing 737 500	1355	G-BWOM	Citation II	1418 1505
G-MAJH	Jetstream 41	1423	G-UKTG	Fokker 50	1426
OO-DJL	Avro 146 RJ85	1457	G-BKTY	TB-10 Tobago	1540
G-GNTH	SAAB 340	1645	G-MAJM	Jetstream 41	1701
G-RJXE	EMB 145	1705	G-UKTF	Fokker 50	1709
G-MAJJ	Jetstream 41	1712	G-GNTJ	SAAB 340	1725
G-MAJH	Jetstream 41	1728	G-JEDE	DHC-8	1732
EI-CJF	Boeing 737	1812	G-BVKC	Boeing 737 500	1834
OO-DWL	Avro 146 RJ100	1854	G-WJAN	Boeing 757	1924
TF-BBD	Boeing 737 300	1934 2131	G-GNTH	SAAB 340	1943
G-UKTG	Fokker 50	2006	G-MAJJ	Jetstream 41	2009
G-BZSD	PA-46 Malibu	2012 2036	G-GNTJ	SAAB 340	2021
G-MAJM	Jetstream 41	2031	G-MAJH	Jetstream 41	2034
G-JEDE	DHC-8	2038	G-RJXE	EMB 145	2125
G-BVKC	Boeing 737 500	2138	G-BYAH	Boeing 757	2147
OO-DJP	Avro 146 RJ85	2231			

## 13 Friday

XX437	Gazelle AH.1	0715 0734	G-MAMD	King Air 200	0738 0801
G-UKTF	Fokker 50	0757	G-JEDE	DHC-8	0918
G-BVKC	Boeing 737 500	0929	G-MAJJ	Jetstream 41	0945
G-UKTG	Fokker 50	0955	EI-CJH	Boeing 737	1001
OO-MJE	BAe 146 200	1018	G-RJXE	EMB 145	1106
G-BRNC	Cessna 152	1121 1221	EC-HCR	Airbus 320	1143 1253
G-UKTF	Fokker 50	1214	G-JEDE	DHC-8	1235
G-BCKV	Cessna FRA150L	1245 1327	G-LFSI	PA-28 Cherokee	1255 1320
G-MAJJ	Jetstream 41	1303	G-BYAH	Boeing 757	1324
G-MAJM	Jetstream 41	1328	G-ORJB	Citation I	1344



G-BDFZ	Cessna F150M	1358	G-BVKC	Boeing 737 500	1414
G-GNTH	SAAB 340	1417	G-MAJH	Jetstream 41	1418
G-UKTG	Fokker 50	1421	XX437	Gazelle AH.1	1450 1514
OO-DJL	Avro 146 RJ85	1505	G-GNTJ	SAAB 340	1641
G-BDYD	Rockwell 114	1643	G-UKTF	Fokker 50	1648
G-RJXE	EMB 145	1704	G-MAJJ	Jetstream 41	1708
G-GNTH	SAAB 340	1717	G-MAJH	Jetstream 41	1732
EI-COB	Boeing 737	1743	G-JEDE	DHC-8	1750
G-WARY	PA-28 Warrior 3	1811 1841	G-BVKC	Boeing 737 500	1832
OO-DWL	Avro 146 RJ100	1848	G-WJAN	Boeing 757	1925
G-UKTG	Fokker 50	1947	G-MAJH	Jetstream 41	2013
G-COEZ	Airbus 320	2039	G-RJXE	EMB 145	2103
G-BVKC	Boeing 737 500	2137	OO-DWG	Avro 146 RJ100	2233
EC-HJQ	Boeing 737 800	2328 0033(14)			

#### 14 Saturday

G-BYAH	Boeing 757	0024	G-WJAN	Boeing 757	0246
XX437	Gazelle AH.1	0740 1115	G-UKTF	Fokker 50	0747
G-HTRL	PA-34 Seneca	0846 0932	G-UKTG	Fokker 50	0939
EI-CNV	Boeing 737	0958	D-EGEY	Cessna P210N	1010 1114
G-BVKB	Boeing 737 500	1112	G-RJXE	EMB 145	1143
G-OOAC	Airbus 320	1147 1400	G-MAJM	Jetstream 41	1258
G-BXWE	Fokker 100	1413	G-UKTG	Fokker 50	1420
G-JEDE	DHC-8	1425	OO-DJO	Avro 146 RJ85	1454
CS-DNH	BAe 125 800A	1600	G-MAJM	Jetstream 41	1720
G-PZIZ	PA-31 Navajo	1739 2056	G-GNTI	SAAB 340	1838
G-HTRL	PA-34 Seneca	1927 1938	G-UKTG	Fokker 50	2019
G-ECAS	Boeing 737 300	2105	G-WJAN	Boeing 757	2226

#### 15 Sunday

G-MIDX	Airbus 320	0921 1054	G-UKTG	Fokker 50	0947
G-BVMA	King Air 200	1049 1137	G-JEDY	DHC-8	1103
G-HTRL	PA-34 Seneca	1128 1144	G-OSMD	JetRanger	1143 1201
ZG844	Islander AL.1	1218 1255	G-RJXE	EMB 145	1222
G-UKTI	Fokker 50	1224	G-MAJM	Jetstream 41	1249
XX437	Gazelle AH.1	1308 1350	G-IJYS	Jetstream 31	1322 1358
G-SACR	PA-28 Cadet	1408	G-UKTG	Fokker 50	1432
G-OOOJ	Boeing 757	1435 1555	OO-DJR	Avro 146 RJ85	1451
G-CRPH	Airbus 320	1551	G-FLVU	Citation I	1616
G-IJYS	Jetstream 31	1642 1710	G-RJXE	EMB 145	1645
G-UKTI	Fokker 50	1648	G-MAJM	Jetstream 41	1719
G-JEDE	DHC-8	1722	EI-CNW	Boeing 737	1751
G-BVZI	Boeing 737 500	1823	G-ATOU	Mooney M20E	1830
G-GNTJ	SAAB 340	1925	G-MAJH	Jetstream 41	1946
G-BFTC	PA-28R Arrow	1956	G-UKTC	Fokker 50	2001
G-MAJM	Jetstream 41	2017	G-RJXE	EMB 145	2106
G-BVZI	Boeing 737 500	2141	OO-DWC	Avro 146 RJ100	2227
G-WJAN	Boeing 757	2242			

#### 16 Monday

G-BYAO	Boeing 757	0623	G-BYAP	Boeing 757	0650
G-CVYG	Airbus 320	0731 0935	HB-IIQ	Boeing 737 700	0745 0931
G-UKTI	Fokker 50	0750	G-BVYB	Airbus 320	0817
XX449	Gazelle AH.1	0858 0919	G-BVZI	Boeing 737 500	0918

G-MAJH	Jetstream 41	0926	EI-COB	Boeing 737	0954
G-UKTC	Fokker 50	1013	G-BIOW	T67A Firefly	1022 1110
OO-DJE	BAe 146 200	1024	G-RJXE	EMB 145	1120
G-MAJJ	Jetstream 41	1203	XX449	Gazelle AH.1	1218 1238
G-JEDE	DHC-8	1229	G-UKTI	Fokker 50	1235
G-MAJH	Jetstream 41	1250	N220SC	PA-31T Cheyenne	1342
G-BVZI	Boeing 737 500	1400	G-GNTI	SAAB 340	1404
G-CVYG	Airbus 320	1422	G-UKTC	Fokker 50	1426
G-MAJM	Jetstream 41	1435	G-BVYB	Airbus 320	1440
OO-DJN	Avro 146 RJ85	1449	G-UKTI	Fokker 50	1637
G-RJXE	EMB 145	1657	G-MAJH	Jetstream 41	1705
G-GNTI	SAAB 340	1710	G-BVMA	King Air 200	1718 1822
G-MAJM	Jetstream 41	1722	G-JEDE	DHC-8	1728
G-BVZI	Boeing 737 500	1815	G-BYAP	Boeing 757	1819
EI-COB	Boeing 737	1831	OO-DJQ	Avro 146 RJ85	1855
N213CT	King Air C90	1919	G-ATHV	Cessna 150F	1937
G-GNTJ	SAAB 340	1943	G-WJAN	Boeing 757	1956
G-UKTC	Fokker 50	2002	G-MAJM	Jetstream 41	2020
G-MAJH	Jetstream 41	2025	G-JEDE	DHC-8	2036
G-RJXE	EMB 145	2113	G-BVZI	Boeing 737 500	2139
G-BYAO	Boeing 757	2158	OO-DWL	Avro 146 RJ100	2253

#### 17 Tuesday

G-MONC	Boeing 757	0022 0843	EI-RRR	BAe 125 700A	0730 0809
G-UKTH	Fokker 50	0752	G-BWOM	Citation II	0837 0854
N146GA	Cessna 425	0852	G-JEDE	DHC-8	0916
G-BVZI	Boeing 737 500	0918	G-BTGP	Cessna 150M	0922 1429
G-GNTI	SAAB 340	0925	G-MAJH	Jetstream 41	0927
G-MAJM	Jetstream 41	0930	G-GNTJ	SAAB 340	0941
G-UKTC	Fokker 50	0945	EI-CNW	Boeing 737	0954
CS-DNU	Hawker 800XP	1008 1216	G-MAJJ	Jetstream 41	1015
OO-DJF	BAe 146 200	1043	G-RJXE	EMB 145	1124
G-BVVA	YAK 52	1129	G-UKTH	Fokker 50	1211
EC-GZD	Airbus 320	1224 1331	G-JEDE	DHC-8	1232
G-MAJH	Jetstream 41	1252	G-BVZI	Boeing 737 500	1411
G-MAJM	Jetstream 41	1424	G-GNTC	SAAB 340	1427
OO-DJT	Avro 146 RJ85	1501	G-GNTI	SAAB 340	1643
G-UKTH	Fokker 50	1647	G-RJXE	EMB 145	1659
G-FRYI	King Air 200	1703	G-MAJJ	Jetstream 41	1706
G-MAJH	Jetstream 41	1710	G-GNTJ	SAAB 340	1720
G-MAJM	Jetstream 41	1725	G-JEDE	DHC-8	1728
EI-CNT	Boeing 737	1755	G-BVZI	Boeing 737 500	1824
OO-DWB	Avro 146 RJ100	1843	G-MAJJ	Jetstream 41	2003
TF-BBD	Boeing 737 300	2015 2205	G-UKTC	Fokker 50	2017
G-GNTJ	SAAB 340	2024	G-MAJM	Jetstream 41	2028
G-MAJH	Jetstream 41	2033	G-WJAN	Boeing 757	2036
G-JEDE	DHC-8	2040	G-RJXE	EMB 145	2121
G-BVZI	Boeing 737 500	2139	OO-DWA	Avro 146 RJ100	2228
G-BYAP	Boeing 757	2323			

#### 18 Wednesday

HB-IIQ	Boeing 737 700	0126 0403	G-BVYB	Airbus 320	0140 1137
G-CVYG	Airbus 320	0152 1248	G-BYAO	Boeing 757	0250
G-MONC	Boeing 757	0258 0347	G-UKTI	Fokker 50	0807

G-BAML	JetRanger	0813	G-JEDE	DHC-8	0914
G-MAJH	Jetstream 41	0918	G-GNTJ	SAAB 340	0920
G-BVZI	Boeing 737 500	0926	G-GNTI	SAAB 340	0930
G-MAJM	Jetstream 41	0933	EHRRR	BAe 125 700A	0936 1042
EI-CNW	Boeing 737	0953	G-UKTC	Fokker 50	0958
G-MAJJ	Jetstream 41	1007	G-FLVU	Citation I	1033 1219
G-PIDS	Boeing 757	1041	OO-MJE	BAe 146 200	1048
G-RJXE	EMB 146	1051	G-UKTI	Fokker 50	1230
G-JEDE	DHC-8	1232	G-MAJM	Jetstream 41	1255
G-BAML	JetRanger	1258	G-BVZI	Boeing 737 500	1402
G-GNTI	SAAB 340	1411	G-MAJH	Jetstream 41	1424
OO-DWD	BAe 146 RJ100	1454	G-UKTC	Fokker 50	1504
G-JEDB	DHC-8	1537	G-BVYB	Airbus 320	1631 1745
G-GNTJ	SAAB 340	1638	G-UKTI	Fokker 50	1642
G-RJXE	EMB 145	1700	CS-DNU	Hawker 800XP	1707 1755
G-MAJJ	Jetstream 41	1711	G-MAJM	Jetstream 41	1716
G-GNTI	SAAB 340	1723	G-MAJH	Jetstream 41	1729
G-BYAP	Boeing 757	1738	G-CVYG	Airbus 320	1749 1822
EI-CJG	Boeing 737	1807	G-JEDB	DHC-8	1828
G-BVZI	Boeing 737 500	1833	OO-DJZ	Avro 146 RJ85	1848
G-GNTJ	SAAB 340	1942	G-MAJJ	Jetstream 41	2005
G-UKTC	Fokker 50	2011	TF-BBD	Boeing 737 300	2013 2132
G-MAJH	Jetstream 41	2021	G-GNTI	SAAB 340	2030
G-MAJM	Jetstream 41	2033	N900CB	Cessna 421C	2046
G-PIDS	Boeing 757	2055	G-RJXE	EMB 145	2100
G-JEDB	DHC-8	2115	G-BVZI	Boeing 737 500	2138
OO-DWD	Avro 146 RJ100	2343			

#### 19 Thursday

G-BHKJ	Cessna 421C	0757	G-UKTH	Fokker 50	0801
G-CSNA	Cessna 421C	0858	G-JEDB	DHC-8	0910
G-UKTI	Fokker 50	0918	G-BVZI	Boeing 737 500	0921
G-MAJJ	Jetstream 41	0924	G-MAJH	Jetstream 41	0936
VP-CCC	CitationJet	0939	G-GNTJ	SAAB 340	0942
EI-CKS	Boeing 737	0950	G-UKTC	Fokker 50	0954
G-MAJM	Jetstream 41	1007	OO-DJE	BAe 146 200	1034
G-RJXE	EMB 145	1142	G-UKTH	Fokker 50	1213
G-JEDB	DHC-8	1224	G-MAJH	Jetstream 41	1250
G-BYAP	Boeing 757	1318	EC-GUR	Airbus 320	1346 1525
G-MAJJ	Jetstream 41	1419	G-BVZI	Boeing 737 500	1426
G-BGRG	B.76 Duchess	1450	G-UKTC	Fokker 50	1514
OO-DJR	Avro 146 RJ-85	1545	G-UKTH	Fokker 50	1645
G-GNTI	SAAB 340	1647	G-MAJH	Jetstream 41	1706
G-RJXE	EMB 145	1711	G-MAJM	Jetstream 41	1715
G-MAJJ	Jetstream 41	1730	G-JEDB	DHC-8	1734
G-GNTJ	SAAB 340	1737	G-BZRT	B.76 Duchess	1741
EI-CKR	Boeing 737	1800	G-BYAS	Boeing 757	1810
G-BVZI	Boeing 737 500	1848	G-PIDS	Boeing 757	1910
OO-DWK	Avro 146 RJ100	1923	TF-BBD	Boeing 737 300	1956 2155
G-MAJM	Jetstream 41	2002	G-UKTC	Fokker 50	2004
G-MAJH	Jetstream 41	2021	G-JEDB	DHC-8	2035
G-MAJJ	Jetstream 41	2039	G-GNTJ	SAAB 340	2042
G-RJXE	EMB 145	2111	OO-DJK	Avro 146 RJ85	2232
G-BVZI	Boeing 737 500	2242			



## 20 Friday

G-BYAS	Boeing 757	0152	G-UKTH	Fokker 50	0749
G-BVZI	Boeing 737 500	0912	G-MAJM	Jetstream 41	0920
G-JEDB	DHC-8	0922	G-MAJJ	Jetstream 41	0935
G-GNTJ	SAAB 340	0941	EI-COA	Boeing 737	0945
G-GNTI	SAAB 340	0948	G-UKTC	Fokker 50	1002
G-MAJH	Jetstream 41	1007	G-NOTR	MD.500N	1020
OO-DJH	BAe 146 200	1035	G-RJXE	EMB 145	1208
G-UKTH	Fokker 50	1221	G-JEDB	DHC-8	1229
G-BFAI	Rockwell 114	1249	G-MAJJ	Jetstream 41	1309
G-BYAS	Boeing 757	1314	EC-HCR	Airbus 320	1322 1448
G-FILL	PA-31 Navajo	1326 1439	G-BVZI	Boeing 737 500	1359
G-GNTI	SAAB 340	1412	G-MAJM	Jetstream 41	1416
G-BCRL	PA-28 Warrior	1435 1536	G-UKTC	Fokker 50	1444
OO-DJO	Avro 146 RJ85	1501	G-GNTJ	SAAB 340	1514
G-BODC	PA-28 Warrior II	1535	G-LUNA	Turbo Lance II	1532
G-UKTH	Fokker 50	1644	G-MAJJ	Jetstream 41	1702
G-GNTI	SAAB 340	1703	G-RJXE	DHC-8	1707
G-MAJH	Jetstream 41	1710	CS-DNM	Hawker XP800	1724
G-MAJM	Jetstream 41	1727	G-JEDB	DHC-8	1730
EI-CNY	Boeing 737	1802	G-GNTJ	SAAB 340	1808
G-BVZI	Boeing 737 500	1847	G-OWAX	King Air 200	1857 1941
G-PIDS	Boeing 757	1904	OO-DWE	Avro 146 RJ100	1906
G-GNTI	SAAB 340	1952	G-MAJH	Jetstream 41	2003
TF-BBD	Boeing 737 300	2005 2132	G-MAJM	Jetstream 41	2021
G-MAJJ	Jetstream 41	2023	G-UKTC	Fokker 50	2035
G-JEDB	DHC-8	2039	G-GNTJ	SAAB 340	2054
G-RJXE	EMB 145	2107	G-BVJD	Fokker 100	2147
G-BVZI	Boeing 737 500	2207	OO-DJK	Avro 146 RJ85	2312
EC-HKQ	Boeing 737 800	2318			

## 21 Saturday

G-JOEM	Airbus 320	0042	G-BYAS	Boeing 757	0201
G-PIDS	Boeing 757	0256	G-UKTH	Fokker 50	0754
XX437	Gazelle AH.1	0759 0830	G-BVJD	Fokker 100	0930
G-UKTB	Fokker 50	0952	EI-CNY	Boeing 737	0956
D-EGEY	Cessna P210N	1032 1128	G-GNTH	SAAB 340	1131
G-BBPX	PA-34 Seneca	1139	G-RJXE	EMB 145	1149
G-OOAP	Airbus 320	1154 1413	G-MAJJ	Jetstream 41	1252
G-OLDL	Lear Jet 45	1258 1815	G-BCKV	Cessna FRA150L	1321 1401
G-JEDY	DHC-8	1323	SE-INI	King Air 200	1336
G-BVZH	Boeing 737 500	1339	G-BXWF	Fokker 100	1359
XX437	Gazelle AH.1	1413 1441	G-UKTB	Fokker 50	1423
G-BCVJ	Cessna F172M	1425 1602	G-JEDB	DHC-8	1440
OO-DJO	Avro 146 RJ85	1458	G-MAJJ	Jetstream 41	1726
G-BCTF	PA-28 Warrior	1752 1834	G-BDYD	Rockwell 114	1806
OO-DWB	Avro 146 RJ100	1842	G-RJXA	EMB 145	1935
G-UKTB	Fokker 50	1955	G-BVKC	Boeing 737 500	2113
G-BYAS	Boeing 757	2240			

## 22 Sunday

G-PIDS	Boeing 757	0227	G-BVJD	Fokker 100	0947
G-UKTB	Fokker 50	0953	OO-MJE	BAe 146 200	1032

G-JEDY	DHC-8	1102	G-OWAX	King Air 200	1139 1151
G-RJXA	EMB 145	1220	G-BKWY	Cessna F152	1232
G-UKTG	Fokker 50	1242	G-MAJH	Jetstream 41	1258
G-SCOO	JetRanger	1403 1441	G-OOOJ	Boeing 757	1428 1546
OO-DJN	Avro 146 RJ85	1500	N55424	TB-10 Tobago	1522
G-UKTB	Fokker 50	1531	G-LCRC	Boeing 757	1554
G-JOEM	Airbus 320	1603	G-RJXA	EMB 145	1634
G-UKTG	Fokker 50	1654	G-MAJJ	Jetstream 41	1707
G-MAJH	Jetstream 41	1726	G-JEDB	DHC-8	1739
EI-CKS	Boeing 737	1757	G-BVKD	Boeing 737 500	1900
G-GNTJ	SAAB 340	1942	G-MAJM	Jetstream 41	1951
G-UKTB	Fokker 50	2011	PH-SCZ	ATR 72	2014 2054
G-MAJJ	Jetstream 41	2016	G-GNTH	SAAB 340	2018
G-MAJH	Jetstream 41	2035	G-JEDB	DHC-8	2113
G-BYAS	Boeing 757	2150	G-BVKD	Boeing 737 500	2230
OO-DWH	Avro 146 RJ100	2255			

### 23 Monday

G-PIDS	Boeing 757	0029	G-UKTG	Fokker 50	0756
G-JEDB	DHC-8	0922	G-MAJM	Jetstream 41	0927
G-MAJJ	Jetstream 41	0935	G-GNTH	SAAB 340	0937
G-GNTJ	SAAB 340	0941	G-BVKD	Boeing 737 500	0944
EI-CKP	Boeing 737	0948	G-UKTB	Fokker 50	1010
G-MAJH	Jetstream 41	1020	OO-DJF	BAe 146 200	1022
G-BXNS	JetRanger	1138 1539	G-RJXA	EMB 145	1201
G-BWOM	Citation II	1217 1244	G-JEDB	DHC-8	1226
G-OBLC	B.76 Duchess	1234	G-UKTG	Fokker 50	1243
G-MAJJ	Jetstream 41	1250	G-GNTH	SAAB 340	1352
G-BVKD	Boeing 737 500	1413	G-MAJM	Jetstream 41	1427
G-UKTB	Fokker 50	1522	OO-DJY	Avro 146 RJ85	1539
N6107Y	Rockwell 114B	1552	G-GNTJ	SAAB 340	1643
G-RJXA	EMB 145	1659	G-MAJJ	Jetstream 41	1702
G-MAJH	Jetstream 41	1707	G-GNTH	SAAB 340	1716
G-UKTG	Fokker 50	1718	G-MAJM	Jetstream 41	1721
G-JEDB	DHC-8	1732	N37600	Cessna T310R	1742 1831
G-BYAS	Boeing 757	1756	EI-CJF	Boeing 737	1810
G-BVKD	Boeing 737 500	1826	G-GNTJ	SAAB 340	1938
PH-SCY	ATR 72	1950 2034	G-UKTB	Fokker 50	1955
G-MAJH	Jetstream 41	1958	G-GNTH	SAAB 340	2012
TF-BBD	Boeing 737 300	2019 2141	G-MAJJ	Jetstream 41	2029
G-JEDB	DHC-8	2032	G-MAJM	Jetstream 41	2036
G-PIDS	Boeing 757	2049	G-RJXA	EMB 145	2108
G-BVKD	Boeing 737 500	2143	OO-DWL	Avro 146 RJ100	2255

### 24 Tuesday

G-UKTG	Fokker 50	0850	N4545	Lear Jet 45	0905
G-BPYR	PA-31 Navajo	0926 0958	G-MAJM	Jetstream 41	0937
G-MAJH	Jetstream 41	0943	G-JEDB	DHC-8	0945
G-ICFR	BAe 125 800A	0948 1435	G-UKTB	Fokker 50	0954
EI-CJF	Boeing 737	1018	G-BVKD	Boeing 737 500	1025
OO-DJW	Avro 146 RJ85	1028	G-MAJJ	Jetstream 41	1035
G-GNTH	SAAB 340	1044	G-GNTJ	SAAB 340	1047
G-PLAH	Jetstream 31	1107 1335	G-RJXA	EMB 145	1117
G-PLAM	Jetstream 31	1128 1235	EC-GUR	Airbus 320	1152 1310

G-BYLM	PA-46 Malibu	1226	G-JEDB	DHC-8	1241
EI-PAL	Citation Bravo	1251 1519	G-MAJM	Jetstream 41	1258
N220SC	PA-31T Cheyenne	1345	G-WIRE	Twin Squirrel	1346 1512
G-ATHV	Cessna 150F	1356	G-BHKJ	Cessna 421C	1419
G-MAJH	Jetstream 41	1423	G-BVKD	Boeing 737 500	1430
G-BAVZ	PA-23 Aztec	1441 1609	OO-DJQ	Avro 146 RJ85	1502
G-BRPU	B.76 Duchess	1531	G-UKTG	Fokker 50	1541
G-UKTB	Fokker 50	1652	G-BZSD	PA-46 Malibu	1657
G-GNTJ	SAAB 340	1703	G-MAJM	Jetstream 41	1706
G-RJXA	EMB 145	1714	G-MAJJ	Jetstream 41	1718
G-MAJH	Jetstream 41	1726	G-GNTH	SAAB 340	1732
G-JEDB	DHC-8	1744	G-BPYR	PA-31 Navajo	1750 1831
EI-CJH	Boeing 737	1800	G-BVKD	Boeing 737 500	1827
OO-DJR	Avro 146 RJ85	1912	CS-DNJ	Hawker 800XP	1936
G-GNTJ	SAAB 340	2000	TF-BBD	Boeing 737 300	2002 2158
G-MAJJ	Jetstream 41	2007	G-UKTG	Fokker 50	2014
G-PIDS	Boeing 757	2016	G-GNTH	SAAB 340	2021
G-MAJH	Jetstream 41	2026	G-MAJM	Jetstream 41	2035
G-JEDB	DHC-8	2044	G-RJXA	EMB 145	2122
G-BYAS	Boeing 757	2215	G-BVKD	Boeing 737 500	2223
OO-DWK	Avro 146 RJ100	2240			

## 25 Wednesday

G-BYAH	Boeing 757	0603	G-BAVZ	PA-23 Aztec	0737
G-MAJJ	Jetstream 41	0921	G-JEDB	DHC-8	0926
G-GNTJ	SAAB 340	0931	G-BVKD	Boeing 737 500	0936
G-GNTH	SAAB 340	0941	G-MAJH	Jetstream 41	0945
EI-COB	Boeing 737	0953	G-MAJM	Jetstream 41	1012
G-UKTG	Fokker 50	1016	G-PLAM	Jetstream 31	1043 1523
OY-LJI	Lear Jet 31A	1045 1200	OO-DJE	Avro 146 RJ85	1048
G-MRMR	PA-31 Navajo	1056 1508	G-RJXA	EMB 145	1058
G-BCRL	PA-28 Warrior	1106 1149	G-JEDB	DHC-8	1227
G-UKTC	Fokker 50	1244	G-MAJH	Jetstream 41	1247
G-PLAH	Jetstream 31	1406 1515	G-GNTH	SAAB 340	1410
G-BVKD	Boeing 737 500	1414	G-MAJJ	Jetstream 41	1418
G-UKTG	Fokker 50	1437	OO-DJS	Avro 146 RJ85	1511
OY-LJH	Lear Jet 60	1540 1754	G-ATHV	Cessna 150F	1611
CS-DNH	BAe 125 800A	1638	G-GNTJ	SAAB 340	1649
G-MAJM	Jetstream 41	1709	G-MAJH	Jetstream 41	1713
N6107Y	Rockwell 114B	1718	G-MAJJ	Jetstream 41	1727
G-JEDB	DHC-8	1735	G-RJXA	EMB 145	1737
G-UKTC	Fokker 50	1740	G-GNTH	SAAB 340	1748
EI-CON	Boeing 737	1759	G-BVKD	Boeing 737 500	1831
OO-DWI	Avro 146 RJ100	1906	G-BYAH	Boeing 757	1935
G-GNTJ	SAAB 340	1957	G-MAJM	Jetstream 41	2010
TF-BBD	Boeing 737 300	2018	G-MAJJ	Jetstream 41	2020
G-UKTG	Fokker 50	2025	G-MAJH	Jetstream 41	2031
G-JEDB	DHC-8	2037	G-PIDS	Boeing 757	2045
G-GNTH	SAAB 340	2108	G-BVKD	Boeing 737 500	2140
G-RJXA	EMB 145	2157	OO-DWE	Avro 146 RJ100	2339

## 26 Thursday

G-BRPU	B.76 Duchess	0810	G-UKTA	Fokker 50	0812
G-JEDB	DHC-8	0916	G-BVKD	Boeing 737 500	0919



G-MAJM	Jetstream 41	0923
G-GNTJ	SAAB 340	0928
G-BXCY	AA5A Cheetah	0956
G-MAJJ	Jetstream 41	1019
OO-DJF	BAe 146 200	1028
G-JEDB	DHC-8	1228
G-MAJH	Jetstream 41	1308
G-BYAH	Boeing 757	1323
G-BYAS	Boeing 757	1414
G-MAJM	Jetstream 41	1427
G-AZIK	PA-34 Seneca	1444
G-ODHG	Robinson R-44	1620 N/Res
G-GNTJ	SAAB 340	1655
G-MAJH	Jetstream 41	1709
G-MAJJ	Jetstream 41	1719
G-JEDB	DHC-8	1730
600PV	MD600N	1737
G-BVKD	Boeing 737 500	1824
OO-DWD	Avro 146 RJ100	1855
TF-BBD	Boeing 737 300	2003
G-MAJJ	Jetstream 41	2008
CS-DNF	Citation VII	2026
G-MAJH	Jetstream 41	2031
G-JEDB	DHC-8	2038
G-RJXA	EMB 145	2127
OO-DJN	Avro 146 RJ85	2259

G-MOSS	D.55 Baron	0926
G-GNTH	SAAB 340	0938
G-MAJH	Jetstream 41	1012
EI-COA	Boeing 737	1023
G-RJXA	EMB 145	1109
G-UKTA	Fokker 50	1243
EC-GLT	Airbus 320	1313
G-BSGK	PA-34 Seneca	1335
G-BVKD	Boeing 737 500	1420
G-UKTG	Fokker 50	1433
OO-DJT	Avro 146 RJ85	1512
N421N	Cessna 421	1636
G-UKTA	Fokker 50	1703
G-RJXA	EMB 145	1214
G-MAJM	Jetstream 41	1723
G-GNTH	SAAB 340	1735
EI-CNW	Boeing 737	1758
N273TB	B.58 Baron	1828
G-GNTJ	SAAB 340	1959
G-UKTG	Fokker 50	2005
G-MAJM	Jetstream 41	2014
G-GNTH	SAAB 340	2028
G-PIDS	Boeing 757	2034
G-BYAH	Boeing 757	2118
G-BVKD	Boeing 737 500	2147

## 27 Friday

G-UKTI	Fokker 50	0811
G-JEDB	DHC-8	0925
G-AVYS	PA-28R Arrow	0931
G-GNTH	SAAB 340	0936
G-MAJH	Jetstream 41	0942
XZ335	Gazelle AH.1	1003
G-MAJJ	Jetstream 41	1016
G-ARFH	PA-24 Comanche	1105
EC-GUR	Airbus 320	1142
G-JEDB	DHC-8	1225
G-MAJH	Jetstream 41	1257
G-BYAH	Boeing 757	1332
G-GNTH	SAAB 340	1354
G-BVKD	Boeing 737 500	1418
G-MAJM	Jetstream 41	0425
OO-DJW	Avro 146 RJ85	1512
G-ATHV	Cessna 150F	1636
G-UKTI	Fokker 50	1654
G-MAJH	Jetstream 41	1711
G-GNTJ	SAAB 340	1727
G-MAJJ	Jetstream 41	1730
G-BVYB	Airbus 320	1745
G-RJXA	EMB 145	1844
G-PIDS	Boeing 757	1919
TF-BBD	Boeing 737 300	2002
G-MAJM	Jetstream 41	2027

G-MAJM	Jetstream 41	0918
G-GNTJ	SAAB 340	0930
G-BVKD	Boeing 737 500	0933
G-BOTV	PA-32RT Lance	0940
EI-CNW	Boeing 737	1000
G-UKTG	Fokker 50	1011
OO-DJE	BAe 146 200	1028
G-RJXA	EMB 145	1123
N198SL	Citation Bravo	1203
G-UKTI	Fokker 50	1246
N37600	Cessna T310R	1325
VP-CSN	Citation Ultra	1349
G-BBGB	PA-23 Aztec	1402
G-BCRL	PA-28 Warrior	1421
G-UKTG	Fokker 50	1438
G-BRZP	PA-28 Warrior II	1542
G-FLVU	Citation I	1651
G-BVTG	Fokker 70	1709
G-GNTH	SAAB 340	1725
G-MAJM	Jetstream 41	1728
G-JEDB	DHC-8	1735
EI-CNT	Boeing 737	1810
G-SFBH	Boeing 737 300	1846
G-UKTG	Fokker 50	1958
G-MAJJ	Jetstream 41	2018
G-GNTJ	SAAB 340	2030

G-GNTH	SAAB 340	2032
OO-DWK	Avro 146 RJ100	2038
G-BVTG	Fokker 70	2105
G-SFBH	Boeing 737 300	2214
G-BVYB	Airbus 320	2241
EC-HKQ	Boeing 737 800	2325

### 28 Saturday

G-BYAH	Boeing 757	0007
TS-INA	Airbus 320	0039
G-UKTI	Fokker 50	0752
EI-COA	Boeing 737	0958
G-ORJB	Citation I	1044
G-RJXA	EMB 145	1207
G-JEAW	BAe 146 200	1326
G-BVTG	Fokker 70	1354
G-JEDB	DHC-8	1434
OO-DJW	Avro 146 RJ85	1505
N3036A	PA-34 Seneca	1631
G-MAJH	Jetstream 41	1721
OO-DWB	Avro 146 RJ100	1855
G-OJTW	Boeing 737 300	2053
G-UKTF	Fokker 50	2143
G-PIDS	Boeing 757	2228

### 29 Sunday

G-BPYR	PA-31 Navajo	0719
G-UKTF	Fokker 50	0947
G-JEDX	DHC-8	1112
G-RJXA	EMB 145	1219
G-MAJJ	Jetstream 41	1254
G-ARFH	PA-24 Comanche	1424
OO-DJL	Avro 146 RJ85	1443
G-BUIO	Jetstream 31	1633
G-RJXA	EMB 145	1647
G-MAJJ	Jetstream 41	1726
G-GNTI	SAAB 340	1738
G-BVKA	Boeing 737 500	1835
G-MAJH	Jetstream 41	1949
G-UKTF	Fokker 50	2007
G-GNTI	SAAB 340	2020
G-JEDB	DHC-8	2036
G-BYAH	Boeing 757	2102
OO-DWK	Avro 146 RJ100	2253

### 30 Monday

G-UKTA	Fokker 50	0757
G-BVKA	Boeing 737 500	0915
G-JEDB	DHC-8	0921
G-GNTI	SAAB 340	0933
EI-CNT	Boeing 737	0952
G-UVIP	Cessna 421C	1005
G-OMGE	BAe 125 800B	1035
G-UKTF	Fokker 50	1107

G-MAJH	Jetstream 41	2033
G-JEDB	DHC-8	2042
G-BYZJ	Boeing 737 300	2206
G-TICL	Airbus 320	2221
OO-DWL	Avro 146 RJ100	2322

G-BYNC	Boeing 737 800	0012
G-PIDS	Boeing 757	0249
G-SMDB	Boeing 737 300	0943
G-UKTG	Fokker 50	1003
G-OOAD	Airbus 320	1129
G-MAJH	Jetstream 41	1256
G-BVKD	Boeing 737 500	1338
G-UKTG	Fokker 50	1423
G-BVCM	CitationJet	1455
G-GNTH	SAAB 340	1523
G-OBLC	B.76 Duchess	1709
G-UKFG	Fokker 100	1816
G-BVYB	Airbus 320	1959
G-BYAH	Boeing 757	2103
G-BYNC	Boeing 737 800	2153

G-BVKC	Boeing 737 500	0931
OO-DJJ	BAe 146 200	1023
G-BPYR	PA-31 Navajo	1155
G-UKTA	Fokker 50	1234
G-OOOJ	Boeing 757	1416
G-UKTF	Fokker 50	1428
G-TICL	Airbus 320	1548
G-UKTA	Fokker 50	1642
G-MAJM	Jetstream 41	1702
G-JEDB	DHC-8	1730
EI-CNZ	Boeing 737	1812
OO-DJS	Avro 146 RJ85	1854
G-GNTH	SAAB 340	1958
G-BXKB	Airbus 320	2015
G-MAJJ	Jetstream 41	2024
G-RJXA	EMB 145	2052
G-BVKA	Boeing 737 500	2203
G-PIDS	Boeing 757	2304

G-MAJK	Jetstream 41	0826
G-MAJH	Jetstream 41	0917
G-MAJJ	Jetstream 41	0930
G-GNTH	SAAB 340	0935
G-MLTI	Falcon 900	0958
OO-MJE	BAe 146 200	1014
VP-CSN	Citation Ultra	1100
G-DENZ	PA-44 Seminole	1116



G-RJXA	EMB 145	1133	G-MAJK	Jetstream 41	1153
G-OBBY	Robinson R-44	1216	G-UKTA	Fokker 50	1220
G-JEDB	DHC-8	1224	G-LACB	PA-28 Warrior II	1229
G-MAJJ	Jetstream 41	1320	G-BXKW	T67M Firefly	1336
G-GNTI	SAAB 340	1352	G-BVZI	Boeing 737 500	1358
G-MAJH	Jetstream 41	1418	G-UKTG	Fokker 50	1425
OO-DJX	Avro 146 RJ85	1441	G-UKTA	Fokker 50	1636
G-GNTH	SAAB 340	1646	G-RJXA	EMB 145	1654
G-MAJJ	Jetstream 41	1703	G-MAJK	Jetstream 41	1704
G-OMGE	BAe 125 800B	1718	G-GNTI	SAAB 340	1721
G-MAJH	Jetstream 41	1723	G-JEDB	DHC-8	1730
EC-GRX	Boeing 737 400	1812	El-CNW	Boeing 737	1820
G-BVZI	Boeing 737 500	1827	OO-DWL	Avro 146 RJ100	1838
G-OBBY	Robinson R-44	1840	G-BYAH	Boeing 757	1909
G-PIDS	Boeing 757	1937	G-GNTH	SAAB 340	1941
TF-BBD	Boeing 737 300	1957	G-MAJK	Jetstream 41	2002
G-UKTG	Fokker 50	2004	G-GNTI	SAAB 340	2017
G-MAJH	Jetstream 41	2021	G-BZSD	PA-46 Malibu	2027
G-MAJJ	Jetstream 41	2030	G-JEDB	DHC-8	2033
G-RJXA	EMB 145	2100	G-BVZI	Boeing 737 500	2133
OO-DJO	Avro 146 RJ85	2224	G-BYNC	Boeing 737 800	2332

#### From and To

01) D-EIFR/Ostend-?;N213CT/?-?: 02) N12NM/Gamston-?: 04) N220SC/Biggin Hill-?; N39605/Belfast City-Bournemouth: 06) El-WYO/F & T Isle of Man;N30NW/F & T Norwich;N421CA/Isle of Man-?: 08) N30NW/F & T Norwich;N900RK/Nottingham-Humberside: 09) N340SC/F & T North Weald: 10) El-WYO/Liverpool-Isle of Man; OE-FJU/Vienna-?: 12) OE-KPO/F & T Gamston: 14) CS-DNM/Palma-?;D-EGEY/F & T Ganderkessee: 16) HB-IIQ/Geneva-La Coruna;N213CT/Guernsey-?: 17) CS-DNU/ Edinburgh-La Coruna;El-RRR/Dublin-Aarhus: 18) CS-DNU/La Coruna-Hawarden;El-RRR/Aarhus-Dublin;HB-IIQ/La Coruna-Geneva: 19) VP-CCC/Rothenburg-?: 20) CS-DNM/ Luton-?: 21) D-EGEY/?-?;SE-INI/?-?: 22) N55424/Fairoaks-?: 23) N37600/Galway-Perth;N6107Y/Guernsey-?: 24) CS-DNJ/Gatwick-?;El-PAL/?-?;N4545/?-?: 25) CS-DNH/Palma-?;OY-LJH/?-?;OY-LJI/?-?:

#### Overshoots

02) XX493/CWL67: 04) ZF212/LOP51: 06) XX494/CWL72: 09) XX492/CWL74: 11) XX493/CWL72: 18) G-AZTS: 19) XX500/CWL62: 20) XX492/CWL74;XX497/CWL75: 23) XZ190/Army529;G-YPOL/Police42;G-BWXA/CFN42: 24) G-AZIK: 25) G-AZIK;XS728/CWL97:27) XX499/CWL45:

#### LBA Movements Review, April 2001

Not a good month with very little to record. D-EIFR arrived from Ostend on the 1st and it is a PA-28 Dakota. Joining it was the Corgi Toys King Air C-90 N213CT. On the 2nd Gamston based Citation N12NM arrived from its base. Cheyenne N220SC was using the callsign "Sark 1" when it arrived from Biggin Hill on the 4th and the same day saw the 23-year-old Seneca 200T N39605 travelling from Belfast City to Bournemouth. Navajo El-WYO on the 6th was from and to the Isle of Man and on the same day Twin Comanche N30NW was from and to Norwich whilst the Cessna 421C N421CA was from the Isle of Man.

Twin Comanche N30NW was from and to Norwich again on the 8th which may give us a clue to its base and the Tollerton based Mooney M20J N900RK was from its base to Humberside. The Cessna 340 N340SC was from and to its base at North Weald on the 9th. Navajo El-WYO returned on the 10th from Liverpool to the Isle of Man and it was joined by the CitationJet OE-FJU, which was using callsign "JAF 821" inbound from Vienna. Coincidentally there was another Austrian on the 12th when Katana DA40 OE-KPO was from and to Gamston. On the 14th Netjets BAe 125 800A CS-DNH was an arrival from Palma while the Cessna P210N D-EGEY was from and to Ganderkessee in Germany.



Boeing 737 700 HB-IIQ of Privatair arrived from Geneva on the 16th to take out the Leeds United team to La Coruna in Spain and from Guernsey the same day was the King Air C90 N213CT. Another Netjets aircraft on the 17th was the Hawker 800 XP CS-DNU from Edinburgh to La Coruna with the BAe 125 700A EI-RRR from Dublin to Aarhus and the Cessna 425 N146GA also noted. The 18th was all return flights with CS-DNU from La Coruna to Hawarden, EI-RRR from Aarhus to Dublin and Boeing 737 HB-IIQ from La Coruna to Geneva. CitationJet VP-CCC on the 19th arrived from Rothenburg in Germany whilst the following day saw Netjets Hawker 800XP CS-DNM in from Luton. Back with us on the 21st was the Cessna P210N D-EGEY and also on that date we had the ambulance King Air 200 SE-INI as "SAG 003".

TB-10 Tobago N55424 on the 22nd was from Fairoaks whilst on the 23rd Cessna T310 N37600 was from Galway to its base at Perth and Commander 114B N6107Y was from Guernsey. Hawker 800XP CS-DNJ on the 24th was joined by a number of callsigns, Lear 45 N4545 was "Stealth 451", Citation Bravo EI-PAL was "Gojet 245C" and the Cheyenne N220SC was "SARK 1". BAe 125 800A CS-DNH on the 25th was joined by Lear 31 OY-LJI as "Euroflex 081" and Lear 60 OY-LJH as "Euroflex 063". Three aircraft on the US register noted on the 26th were Cessna 421 N421N; Welshpool based Baron N278TP and the MD600N Helicopter N600PV which were all joined by Netjets Cessna 650 Citation VII CS-DN. Operating as "Beauport 4SL" on the 27th was the Cessna 550 Citation Bravo N198SL and visiting again was the Cessna T310 N37600 plus the Citation Ultra VP-CSN. Seneca N3036A which is Stapleford based was noted visiting on the 28th and winding up the foreigners on the 30th was VP-CSN again.

Military visitors have been Islander ZG993 as "Army555" on the 2nd followed by the Gazelle XZ294 as "Army445" on the 5th. BAe 146 ZE701 was "Kittyhawk 08" on the 6th whilst Islander ZG844 was "Army351" on the 7th and "Army909" on the 12th and the 15th. Islander ZG845 was "Army119" on the 11th. Gazelle XX437 appeared as "Army702" twice on the 13th, it was "Army747" on the 15th and then "Army702" again twice on the 21st. Finally Gazelle XX449 was "Army702" twice on the 16th.

Star among the airliners must have been the Airbus 320 TS-INA of Nouvelair which was noted at 0039 on the 28th as "Liberte 893". The Bluebird Boeing 737 300 from Iceland TF-BBD continues its nightly freight flights from Monday to Friday. Used by Midland on the 9th was the BAe 146 G-CLHA and on the 15th they operated the Airbus 320 G-MIDX. Operating with Sabena on the 23rd was the ATR-72 PH-SCY. New resident this month is the Robinson R-44 G-ODHG which arrived on the 26th and is a replacement for G-DHGS with Driver Hire Group.

**Terry Sykes**



**Tri Star Classic Airways LBIA Mike Willingale**

## AIR YORKSHIRE COMMERCIAL AVIATION NEWS



### LEEDS/BRADFORD NEWS

First news this month concerns new services. However these are bus services as LBA gains improved public transport links. Up until the 30th April the airport was only served by the service 747 from Bradford on evenings and Sundays only, along with the LBA Airlink 757 from Leeds.

From 30th April, Bradford to Yeadon and Guiseley service 647 and 651 will operate via the airport throughout the day on all journeys. This means two service an hour will be provided from Bradford departing the Interchange at 30 and 58 minutes past the hour, and returning at 03 and 43 minutes past the hour from the airport.

After gracing the area in front of the terminal for almost two years the Red portakabin was moved to a new position on Tuesday 24th April. It has now been re-positioned on stand one, backing on to the fuel farm.

On Monday 30th April the airport received Nelson Mandela, who was on a visit to Leeds. To the disappointment of local enthusiasts, his transportation for the visit was LBA based Falcon 900, G-MLTI.

### AIRPORT NEWS

Schipol Airport group has confirmed it is in talks with Aeroporto de Rome over joining the Oantares airport alliance. The alliance, which consists of Amsterdam and Frankfurt airports, aims to develop synergies by sharing operations and expertise.

### AIRLINE NEWS

**Britannia** could become a name of the past. The airline may be rebranded following the takeover of Thomson by Preussag, and a review of cost savings that could be made by combining operations with sister airline Hapag-Lloyd. Kevin Hatton M.D. of Britannia said no decision had yet been taken. "There will be people who will resist, but it happened to B.E.A. and B.O.A.C. You can manage these things, and make them exciting" he said.

Mr Hatton said a move towards Hapag-Lloyd's more spacious seat pitch was unlikely. Britannia is also reviewing its fleet, but has not decided whether to maintain an all Boeing fleet or purchase aircraft such as the long range Airbus A.330.

**British Airways** has confirmed it is to restore the Union Flag to its entire fleet of 290 aircraft, four years after embarking on the £60 million experiment with "Ethnic tails".

Rod Erringtons, B.A.'s Chief Executive has ordered that all 180 aircraft which do not display the Chatham Dockyard Union emblem, be re-painted over the next two years. The 28 "Ethnic images" will also be removed from all boarding passes, ticket wallets, vehicles, ground equipment etc.

**British Midland** have firmed up an option on one ERJ-145 to a firm order. This brings on order a total of 11 of the type, of which 7 have been received.

**DHL** received its first Boeing 757 for its Brussels hub in late April.

**Sabena** is reported to be considering cancelling the remaining orders for A.320's in favour of smaller Regional Jets. This is because of the continuing financial concerns and over capacity on certain routes.

### **AIRCRAFT NEWS**

Concorde could be back in service by late June. Air France have been flying a Concorde on regular trials. Modifications include newly designed Michelin tyres, kevlar/aramid fuel tank liners and exhaustive wind tunnel tests to evaluate leaks from ruptured tanks. Rolls Royce have begun engine integration tests.

Boeing have proposed a high speed supersonic transport aircraft which could be in service as early as 2006. Those keen to join the project have been named as American Airlines, ANA, British Airways and United Airlines. Boeing have stated they will be able to take orders from early 2002.

The first R.A.F. C-17 Globemaster III took to the air for the first time on the 16th April. Delivery to Brize Norton was due on 23rd May.

### **OTHER NEWS**

On 15th April over on the American version of "Who wants to be a millionaire?" a 30 year old graduate student became the eighth winner. Burnie Cullen won the \$1 million prize after correctly answering the question "What letter of the alphabet does the registration of every U.S. non-military aircraft begin with?".

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**CREDITS:** ABN, ACW, AI, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Lawrie Coldbeck, H. Morrow.

**David Wooler**



## PRESS RELEASE



### **April's Gales and Showers Helped to Blow-up Airport's Passenger Totals**

Nearly 50,000 Yorkshire people and residents of nearby counties decided to leave April showers, gales, foot and mouth problems and doubts about where they might enjoy a spring holiday at home behind them, and took off on inclusive tour flights abroad from Leeds Bradford International Airport during April.

The total of Inclusive Tour passengers exiting the airport was up 27.77% on the same month last year, helping to boost the overall total of passengers by 10.60% to 123,995 against 112,115 in April 2000.

Domestic Scheduled service passengers increased by 9.00% to 36,939, and nearly 42,000 people used International Scheduled services, bringing the combined total of Scheduled Service passengers to 78,557 (up 2.62% on the same month last year).

Increases on Domestic Scheduled routes in April included bmi british midland's Heathrow shuttle - up 4.96% to 18,040; bmi's Edinburgh - up 16.32% to 2,494; BA British Regional Airlines Southampton - up 27.46%; bmi's Glasgow - up 17.91%; British European's Belfast City - up 8.87%; British Regional's Aberdeen - up 11.43% and bmi's Jersey - up 16.94%.

International Scheduled service passengers increased by 29.38% to 10,687 (to 5,148) on its Paris (Charles de Gaulle) service.

In the four months to the end of April this year, a total of 36,383 people used the Brussels service; in the same period 18,120 were on the Paris service and 42,095 flew the Amsterdam route.

Ryanair carried 9,872 on its Dublin flights and British Regional had 4,093 on the same route.

**18th May 2001**

# LEEDS BRADFORD AIRLINE REPORT - APRIL 2001

## INBOUND DIVERSIONS

Nil

## REGULAR FLIGHTS

AEA239	TFS	07/EC-HKR	14/EC-HJQ	21/EC-HKQ	28/EC-HKQ	
AIH313	TFS	06/G-WJAN	13/G-WJAN	20/G-PIDS	27/G-PIDS	
AIH315	PM	06/G-WJAN	13/G-WJAN	20/G-PIDS	27/G-PIDS	
AIH317	ALC	07/G-WJAN	14/G-WJAN	21/G-PIDS	28/G-PIDS	
AIH319	AGP	01/G-WJAN	08/G-WJAN	15/G-WJAN	22/G-PIDS	29/G-PIDS
AIH321	LPA	02/G-WJAN	09/G-WJAN	16/G-WJAN	23/G-PIDS	30/G-PIDS
AIH323	TFS	03/G-WJAN	10/G-WJAN	17/G-WJAN	24/G-PIDS	
AIH325	FUE	04/G-WJAN	11/G-WJAN	18/G-PIDS	25/G-PIDS	
AIH327	ACE	05/G-WJAN	12/G-WJAN	19/G-PIDS	26/G-PIDS	
AIH329	PM	06/G-VCED	13/G-COEZ	20/G-JOEM	27/G-TICL	
AIH331	AGP	01/G-COEZ	08/G-VCED	15/G-CRPH	22/G-JOEM	29/G-TICL
AMM506C	ALC	07/G-OOAR	14/G-OOAC	21/G-OOAP	28/G-OOAD	
AMM507C	AGP	01/G-OOOJ	08/G-OOOC	15/G-OOOJ	22/G-OOOJ	29/G-OOOJ
BAL045A	ACE	04/G-BYAU	11/G-BYAH	18/G-BYAP	25/G-BYAH	
BAL068A	PM	06/G-BYAU	13/G-BYAH	20/G-BYAS	27/G-BYAH	
BAL232A	LPA	02/G-BYAU	09/G-BYAH	16/G-BYAP	23/G-BYAS	30/G-BYAH
BAL411A	TFS	06/G-BYAU	13/G-BYAH	20/G-BYAS	27/G-BYAH	
BAL417A	ALC	05/G-BYAU	12/G-BYAH	19/G-BYAP	26/G-BYAH	
BAL431A	AGP	05/G-BYAU	12/G-BYAH	19/G-BYAS	26/G-BYAH	
BAL443A	ALC	03/G-BYAU	10/G-BYAH	17/G-BYAP	24/G-BYAS	
FUA1552	TFS	03/EC-GNZ				
IWD3214	ACE	05/EC-GLT	12/EC-GZD	19/EC-GUR	26/EC-GLT	
IWD3216	TFS	03/EC-GZD	10/EC-GZD	17/EC-GZD	24/EC-GUR	
IWD3368	TFS	06/EC-GZE	13/EC-HCR	20/EC-HCR	27/EC-GUR	

## OTHER FLIGHTS

01	G-IJYS	JS31	EZE71P/340	Humberside - Bristol	AIH crew change
01	G-IJYS	JS31	EZE341/72P	Bristol - Humberside	AIH crew change
01	G-XLAD	B738	SBE4089	Keflavik - Gatwick	Passenger Charter
03	EC-HHH	B738	FUA7633/7634	f/t La Coruna n/s 05	Deportivo La Coruna
05	EL-CSD	B738	RYP152/153	f/t Dublin	Lieu B732
06	ZE701	BA46	RRF08/KRF08	Linton-on-Ouse - Northolt	-
06	G-OBWX	B733	UKA750/2168	Stansted - Amsterdam	Lieu UKA FK50
07	PH-KVA	FK50	UKA57Y/87Y	f/t Amsterdam	Lieu UKA FK50
08	G-IJYS	JS31	EZE71P/340	Humberside - Bristol	AIH crew change
08	G-IJYS	JS31	EZE341/72P	Bristol - Humberside	AIH crew change
09	G-CLHA	BA46	BMA9112/493	Birmingham - Paris Cdg	Lieu E145
09	G-OBWX	B733	UKA97Y/27Y	f/t Amsterdam	Lieu UKA FK50
09	G-CLHA	BA46	BMA494/9111	Paris Cdg - Stansted	Lieu E145
15	G-MIDX	A320	BMA4JL/2LJ	f/t Heathrow	Lieu B735
15	G-IJYS	JS31	EZE71P/340	Humberside - Bristol	AIH crew change
15	G-IJYS	JS31	EZE341/72P	Bristol - Humberside	AIH crew change
16	G-BYAO	B752	BAL997F/840A	Manchester - Rome Ciampino	Passenger Charter
16	G-CVYG	A320	JMC72P/9072	Gatwick - La Coruna	Football Charter
16	HB-IIQ	B737	PTHQ	Geneva - La Coruna	Leeds United FC
16	G-BVYB	A320	JMC86P/9086	Manchester - La Coruna	Football Charter
16	G-CVYG	A320	JMC972P/9080	f/t La Coruna n/s	Football Charter

16	G-BVYB	A320	JMC986P/9076	f/t La Coruna n/s	Football Charter
16	G-BYAO	B752	BAL840B/863A	Rome Ciampino -n/s- Santiago	Football Charter
17	G-MONC	B752	M0N289P/9546	Dublin - Santiago de Compostela	Football Charter
18	HB-IIQ	B737	PTHQ	La Coruna - Geneva	Leeds United FC
18	G-BVYB	A320	JMC9077/73P	f/t La Coruna	Football Charter
18	G-CVYG	A320	JMC9081/87P	f/t La Coruna	Football Charter
18	G-BYAO	B752	BAL863B/992F	Santiago de Compostela - Luton	Football Charter
18	G-MONC	B752	M0N9547/547P	Santiago de Compostela - Luton	Football Charter
18	G-BVYB	A320	JMC9073/973P	La Coruna - Gatwick	Football Charter
18	G-CVYG	A320	JMC9087/987P	La Coruna - Manchester	Football Charter
21	G-BYAS	B752	BAL843A/843B	t/f Seville	Passenger Charter
22	G-BYAS	B752	BAL826A/826B	t/f Keflavik	Passenger Charter
22	PH-SCZ	AT72	SAB45H/45N	f/t Brussels	Lieu RJ10
23	PH-SCY	AT72	SAB45H/45N	f/t Brussels	Lieu RJ10
24	G-PLAH	JS31	PLM2472/247P	Bristol - Gatwick	Passenger Charter
24	G-PLAM	JS31	PLM2481/24P	Cardiff- Blackpool	Passenger Charter
25	G-BYAS	B752	BAL801A	t Venice	Passenger Charter
25	G-PLAM	JS31	PLM58P/2581	Biggin Hill - Cardiff	Passenger Charter
25	G-PLAH	JS31	PLM257P/2571	Gatwick - Bristol	Passenger Charter
26	G-BYAS	B752	BAL801B/883F	Venice - Manchester	Passenger Charter
27	G-BVTG	FK70	BMA9651/497	East Midlands - Paris Cdg	Lieu E145
27	G-BVYB	A320	JMC88P/9088	Gatwick - Köln/Bonn	Passenger Charter
27	G-BVTG	FK70	BMA498/9652	Paris Cdg - East Midlands	Lieu E145
27	G-BVYB	A320	JMC988P/9090	Köln/Bonn -n/s- Dusseldorf	Passenger Charter
28	G-BYNC	B738	BAL994F/825A	Norwich - Barcelona	Passenger Charter
28	<u>TS-INA</u>	A320	LBT893	Cork - Monastir	Passenger Charter
28	G-BYAH	B752	BAL843A/843B	t/f Copenhagen	Passenger Charter
28	G-JEAW	BA46	JEA737/738	f/t Belfast City	Lieu DH8
28	G-UKFG	F100	UKA753/45V	f/t Amsterdam	Lieu FK50
28	G-BVYB	A320	JMC9089/89P	Dusseldorf - Gatwick	Passenger Charter
28	G-BYNC	B738	BAL825B/865A	Barcelona -n/s- Istanbul	Passenger Charter
29	G-BYAH	B752	BAL847A/847B	t/f Bergen	Passenger Charter
29	<u>G-BXKB</u>	A320	JMC9091/991P	Dusseldorf - Manchester	Passenger Charter
30	EC-GRX	B734	FUA7931/932P	Valencia - Palma	Valencia FC

Aircraft making first visits are underlined.

### **Levels in Compensation**

Pat Smith from Sheffield and her husband found more than £1000-worth of jewellery and clothes had been stolen from her suitcases when they flew with Air France to Cuba. Then on the way home, their suitcases were lost. But when they wrote to ask for some compensation the airline replied that the rates are so low they should claim on their own household insurance.

Cohn Murison Small from London wrote to suggest that businessmen should not be allowed to book seats on multiple flights, then only take one that suits them. Airlines should make a cancellation charge, he writes, to end the practice of overbooking, which sees thousands of economy-class passengers bumped from flights every year.

Cheryl Hunter's Spanish holiday with her mother over Christmas was ruined by a series of EasyJet errors. First their flight was cancelled until the following day. Then their bags took five days to arrive. So far they have only been promised £25 compensation. No cheque has yet arrived.

Eileen Noble wrote with a positive view of overbooking. She had arranged for a group of 10 young people to do educational charitable work in Mozambique when Virgin announced it had overbooked by 20 seats. But they regarded the compensation as more than adequate: a luxury hotel stay plus free Virgin ticket to anywhere in the world for everyone in the group.

- These letters were observed in the *Independent on Sunday*.

**David Tennant**



## MILITARY MATTERS

### FIRST RAF C-17 ARRIVES AT ITS NEW HOME

The first of 4 Boeing C-17 Globemaster transport aircraft, leased to meet the Royal Air Force's short term strategic airlifter requirement, arrived today at its operating base, RAF Brize Norton in Oxfordshire.

Each C-17 will be capable of carrying a wide variety of heavy equipment, ranging from a Challenger tank or 3 Warrior armoured vehicles, to 3 Apache attack helicopters or 13 Land Rovers.

The remaining aircraft are due to be delivered over the next few months and will be operated by the newly reformed 99 Squadron, which last operated Britannia aircraft in the transport role in the 1970's.



**The first C-17 arrives**



**Air Marshal Sir John Day greets the American party at the hand-over ceremony.**

Air and groundcrew have received initial training on the C-17 from the United States Air Force and manufacturers Boeing. The jet-powered transport can carry up to 169,000lbs of cargo over a considerable distance, yet operates from basic runways, as short as 3,000 feet. It has a 3 person crew, comprising 2 pilots and an air loadmaster, and will be used by the RAF in the strategic airlift role, for example in support of the Joint Rapid Reaction Forces.

**23 May 2001**



**The C-17, ZZ171, on the ramp at Brize Norton.**



**Wing Commander Malcolm Brecht, OC 99 Squadron.**

All photographs are Crown Copyright

# BATTLE OF BRITAIN HISTORY

## No. 19 Squadron.

**Aircraft:** Spitfire Mk. 1

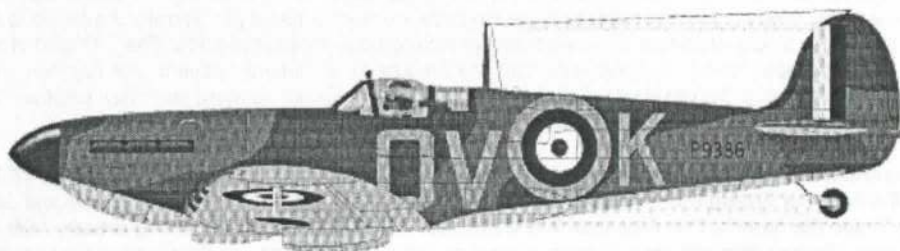
**Motto:** *Possunt quia posse videntur* 'They can because they think they can'

**Badge:** Between wings elevated and conjoined in base, a dolphin, head downwards. The dolphin signifies the fact that it was the first squadron to fly the Sopwith Dolphin, the wings showing that it was a flying unit.



No 19 Squadron was formed at Castle Bromwich on 1 September 1915, from a nucleus supplied by No 5 Reserve Squadron and for the rest of the year it trained on various types of aircraft. In December RE7s were received for operational use but the move to France was postponed and when it took place in July 1916, the squadron was equipped with BE12s. Unsuitable as this type was as a fighter, No 19 carried out patrols over the Western Front for the rest of the year before replacing it with Spads. These were used for fighter and ground attack missions until replaced by Dolphins in January 1918, which were flown until the Armistice. In February 1919, the squadron returned to the UK as a cadre and disbanded on 31 December 1919.

On 1 April 1923, No 19 reformed at Duxford, the home of the No 2 Flying Training School, as a single flight of Snipes for the training single-seat fighter pilots and was brought up to full strength on 1 June. At the end of June, No 2 FTS moved and No 19 became an independent fighter squadron re-equipping with Grebes in December. After flying Siskins, Bulldogs and Gauntlets in turn, the squadron became the first to receive Spitfires in August 1938. It remained on defensive duties at Duxford for the opening months of World War Two but at the end of May 1940, took part in covering the evacuation of the BEF from Dunkirk and was active throughout the Battle of Britain. For a short period during the battle it was equipped with Spitfires armed with 20 mm cannon but these were beset by stoppages and were withdrawn after a short time.



*Supermarine Spitfire Mk1 in 19 Squadron Markings*

**Stations:**

Fowlmere 25 January 1940

Duxford 3 July 1940

Fowlmere 24 July 1940

Duxford 30 October 1940



## A BRIEF HISTORY OF THE BOEING 747

The period between 1959 and 1970 was one of great change in aviation. By the mid 60's, the older piston engined airliners were gradually being phased out, to be replaced by the new generation of big jets such as the Comet, DC8, Boeing 707 and Convair 880. Earlier long-range airliners had carried relatively low numbers of passengers and catered mainly for the rich. Even the Comet 1A was only intended to carry 44 passengers, a reflection of the thinking in 1949 when the all new ground breaking Comet made it's maiden flight. Early airliners had interior furnishings similar to those found on the ocean liners with which they were competing, incorporating wood interior

fittings and drapes to make the wealthy passengers feel comfortable. The new jets of the 60's were popular with passengers and air travel flourished, especially in the USA. By 1970, over 1000 city pairs in the USA were joined by non-stop flights. The very success of the golden age in air travel brought about it's own set of problems for the airlines. These were in the form of crowded skies and clogged airports. For the first time, air traffic controllers were having to stack aircraft while they waited their turn to land. The really big airlines were pondering over the next step. No one knew for certain the best way forward. Franklin W. Kolk of American Airlines favoured a large twin engined aircraft. It took him ten more years to find support for the idea in the shape of the A.300 Airbus. This idea of his probably started as a result of the impressive reliability of the new jet engines. Others airlines favoured a three engine layout, considered more suitable for medium range aircraft. Secretly, Juan Trippe of Pan Am was thinking in terms of an enlarged version of the four-engined Boeing 707, but being a secretive person, no one knew of his private thoughts at this stage. The waters were muddied even more by the widely publicised development of Concorde. In the mid 60's, Concorde was the future.



Boeing were thinking about a new conventional aircraft but had taken few steps towards one. The so far non existent 747 was destined to be the next major step in the process of aircraft development though not even Boeing realised this yet. It would eventually offer even lower fares, a smoother ride, more space, less vibration and less noise in the passenger cabin. More importantly though, especially to the airlines, it would give them two to three times the number of seats per aircraft, compared to the 707, needing a single departure and arrival slot at increasingly crowded airports. The 747 also promised to be cheaper to run, burning less fuel, the answer to all airlines prayers. Jet engines were improving all the time, becoming cleaner and more economical as well as more and more reliable. This then sets the scene for what was to follow.

Two unusual and very independent men were to shape not only the role and appearance of the 747, but also the future of Boeing itself. The two men were Bill Allen, the boss of Boeing at that time and Juan Terry Trippe the head of Pan American World Airlines. Trippe 'was' Pan Am, having virtually built the company. The two men who were friends, shared an inclination towards unofficial verbal agreements. These verbal agreements were often made on the golf course or while on fishing trips. Usually no other witnesses were present. The two were to have a profound affect on the airline industry as a whole and particularly on the Boeing Company. Both were destined to be involved in some hair-raising agreements. In 1963 and with Concorde firmly established in peoples minds, all aviation's thoughts were focused on Supersonic travel. The British and French had Concorde, the Russians were on with Concordiski, Boeing were designing their own Supersonic Transport and Lockheed were designing their proposed SST. Everyone anticipated that this was to be *the* way forward in air travel. First class passengers would travel by supersonic transport, the rest of the herd as they say, in large conven-



tional jets. The Comet, 707 and DC8 had cut trans-Atlantic travel times almost by half. Supersonic travel was destined to do the same again. The future was rosy and the airline industry buoyant. Scheduled airline traffic doubled between 1962 and 1967. More importantly, aviation fuel cost a mere 11 cents a gallon at the time. The shock quadrupling of aviation fuel prices had yet to happen. It was then during a routine meeting with Allen of Boeing, that Trippe almost casually mentioned that he was interested in buying a new stop gap aircraft, much larger than the 707 or DC8, to cater for the ever increasing numbers of passengers. Allen replied that Boeing had no plans to build such an aircraft in the immediate future. The new SST was occupying Boeing's thoughts and most of their time, even though it would not be in airline service for several years to come. Not surprisingly Allen was deeply shocked to learn from Trippe that Douglas were indeed on with the design of a new large airliner which was to eventually become the DC10. He was also shaken by the news that Lockheed were also working along similar lines with their proposed new Tri-Star. However, Trippe was so committed to the SST that he told Allen he visualised his new aircraft's long-term role as that of a freighter. This fact should he said, be borne in mind right from the design stage. Allen was stunned by the news. Back at Boeing's factory, the designers were starting with a blank piece of paper. They teamed up with Pratt & Whitney who were to produce the first engines for the 747, General Electric having already teamed up with Lockheed on the C-5A project. Boeing's original target was to sell 200 aircraft with a sales value of \$2 Billion. Surprisingly, at the designed stage, it was never envisaged that the 747 would be the shape we see to-



day and Boeing almost certainly never thought that it would be fulfilling the task which it still does so well, in the year 2001. The first design idea, was a stretched 707, with two decks and a lengthened fuselage. The main priority though was to have a front, upwards opening freight door, essential for large loads as required by Trippe. This feature would cater for the aircraft's eventual conversion to cargo only. This posed the problem of where to put the cockpit. One suggestion was to position it under the front fuselage but after much debate it was decided that the idea may prove unpopular with pilots. A decision was taken to place the cockpit above the main passenger cabin with access via a staircase. From the outset the new aircraft was always likely to be large. Various fuselage shapes were considered, including double bubble types. All were at that stage long and narrow. It was then agreed that the new aircraft should be capable of accepting the new international standard 8' 0" square freight container. This standard had just been arrived at, in order to meet International Standards for containers used on road, rail, sea and now in the air. The aircraft containers would be of a lightweight type. Freight would be transferred straight from the air type containers into the road type with the minimum of fuss. Shortly after this decision was taken, Row Brown, a Boeing designer was 'doodling' on a piece of drawing paper, looking for ideas. He drew a circle around the end view of one of the new containers on his drawing board. Somehow, it didn't look right. He then drew in two 8' 0" x 8' 0" containers side by side with the necessary gap between them, with both sat on the floor of the aircraft. Now he drew a circle around the two containers and BINGO – there it was, the cross section of the 747 fuselage. The basic cabin size was a huge 20' 0" in diameter x 187'-0" long. This didn't seem at all strange to Brown.

He had earlier worked for Boeing on the U.S. Government's C-5A Heavy Jet Transport Project, another large aircraft. Boeing had lost this contract much to its dismay, to the Lockheed Corporation. As the C-5A was for Military purposes, it was of course designed to carry totally different loads to the 747. Never the less, there were similarities. In the early 60's, the 707 at 11'-8" wide, was itself a large aircraft having six abreast seating, three each side of a central aisle. The all new 747 design was almost twice the width of the 707 and almost 80'-0" longer. Prior to the 707, airliners had typically four abreast seating. The new 747 was to be ten abreast in a three-four-three two isle configuration. Such then was the pace of change in airline circles in the 50's and 60's. Despite the excitement surrounding the design, the all new 747 project was considered by many employees at Boeing to be mundane and well



within the known technology for the time. All the 'top men' were working on the SST project in an attempt to catch up on Concorde. Who, they thought, would want to work on an aircraft which, within a short space of time, would finish up as a freighter? At an early meeting with Pan-Am, Boeing officials noted with delight, that the office in the Pan-Am building in which the meeting was to be held, was approximately 20' 0" wide by 9' 0" high, virtually the same as the inside dimensions of the 747 passenger cabin. The waiting Boeing officials hurriedly rearranged the assembled chairs to a 3-4-3 layout, side by side in rows and as the Pan-Am staff entered the room, invited them to sit down in them. Allen then looked at Tripp of Pan-Am and his colleagues and said, "Imagine this, you are now sitting in the passenger cabin of our new 747". Allen explained to Tripp that the walls of the 747 would appear almost vertical due to the extremely large diameter of the fuselage. The passengers would he said, seem to be sitting in a room and not in a long narrow tube. This demonstration finally killed off any thoughts of a double-decker narrow bodied aircraft. Pan Am were suitably impressed. Up to this point however, nothing had been fixed regarding the new aircraft other than its number, 747. Pan-Am went on to build a timber mock up of the fuselage before finally agreeing the concept. Boeing at this stage had no idea what all this would cost. They had no yardstick to go by. Pan Am had asked them to build the plane but without agreeing any real costs. The main criteria was speed of construction. Pan Am needed the aircraft urgently. Once again and as with the B47, B54 and 707, wings and engines were to prove problem areas. Each engine would weigh around four tons. This weight hanging several feet down from the wing on a pylon would act as a great pendulum and to make matters worse, there were four of them. When the wings were flexing in flight, the pylons and engines would flex too. Everything about the 747 was massive compared to what had previously been built in the airliner world. The main undercarriage legs were very long and made of Titanium. A huge area larger than a domestic garage would be needed to house them when retracted. Every 747 built, had to cross a bridge at the factory, which at 60' 0" wide, was only just wide enough to accept the main landing gear. The main horizontal stabilisers beneath the tail were almost as wide as the wing-span of a small airliner. A massive force was required to move them during flight as can be imagined. The wings were almost 200 ft wide and the fuselage 225



ft long. The tail was the height of a typical six storey building. Having the cockpit on top of the main fuselage meant that the front section of the plane had to be a different shape to the rest. This eventually evolved into an egg shape profile. It had the advantage though of giving the front of the 747 a nice slippery shape from a aerodynamic point of view. On the other hand, it was thought that the proposed elevated cockpit, positioned well forward of the main landing gear may pose a problem from the pilot's point of view. The pilots would view the runway ahead from a much higher position than normal and they were worried that manoeuvring the huge aircraft on the ground may prove difficult. To test this theory, a special scaffolding like rig which had a seat perched on the top was constructed. This was then pushed around an airfield so that the aircrew would have some idea of the perspective from that height. The original intention was to provide sleeping quarters for any extra crews carried on long range flights, in the space immediately behind the cockpit. Alternatively the space could be used to house air conditioning equipment, or at least that was the original idea. These ideas suddenly went completely to pot when Tripp visited a mock up of the fuselage and saw for himself, the extra space. Delighted at this unexpected bonus, he immediately declared that it should be used to carry extra passengers. It is a sobering thought that this unexpected extra upper deck space, even on the first 747s, could carry more passengers than the original airliners had done and on later models of the 747, even more than a completely full DC3. Speaking of the DC3, this Douglas product had a huge influence on the Boeing company. In 1933, the Boeing 247 made its maiden flight and went into airline service with United Airlines. Its main competition at that time was the Douglas DC1. Boeing had decided against using wing flaps on their 247. However, tests at Douglas had shown a 35% increase in lift on take off with this new invention and even greater gains at landing speed. However, the Douglas DC1, even with its flaps, was at that stage, lagging behind Boeing's new 247. Undeterred, Douglas decided to enlarge the DC1 and the resulting new DC2 was an immediate success, TWA ordering 20 of them. This aircraft was to be the making of TWA. Eventually though, it was Texas Air who were to lift Douglas into the Super League of aircraft production. Following a long distance phone call lasting over two hours, they finally persuaded Douglas to build an even larger version of the DC2. This was necessary in order to enable the fitting of sleeper bunks in the widened fuselage. The result was to be the Douglas DC3 or Dakota. It was to all intents and purposes a 90 percent new aeroplane compared to the DC2. More importantly, it was to be quite simply the best aircraft for a long time to come. Over 10,000 were eventually built and many are still flying to-day. The reason is simple. This was before the days of cabin pressurisation. Non-pressurised aircraft have fewer problems with metal fatigue. In pressurised aircraft stress is caused mainly by repeated increasing and decreasing of the internal cabin pressure, essential at heights of over 10,000 feet. The process creates stresses in the structure. Pressurisation in simple terms is akin to blowing up and deflating a balloon over and over again. Each time you pressurise an aircraft, you exert stresses on the structure. Early Comet's suffered from explosive decompression caused partly by having square cabin windows and an original cabin window area structure which was inherently weak. In all fairness though, little was known about metal fatigue when the Comet was being designed. The window panels and corners were weak spots in the structure where cracks started and spread. It has to be remembered that the outer skin of an aircraft is an integral part of the overall structure and carries part of the load. Free from pressurisation, the DC3 had no fixed life span on its airframe. It had no vices to speak of, handled well, was very strong and very reliable. By 1937 United Airlines had seen the writing on the wall and re equipped with the DC3. By 1938 the Douglas DC3 was carrying 95% of all US passengers and around 90% of foreign passengers. The DC3 could carry almost twice as many passengers as the Boeing 247 and in greater comfort. It was of course eventually used extensively in World War Two. As a result of this, Boeing had every reason to have a healthy regard for what Douglas were planning to build.

**Continued next month.**

**John Booth**



# FREE AIR



I'LL NEVER COMPLAIN OF A FOUR-HOUR CHARTER  
FLIGHT AGAIN!!

A flight completed between 15<sup>th</sup> June and 23<sup>rd</sup> July 1927 in a Fokker F.VIIA (H-NADP), chartered by an American W Van Lear Black and flown by Capt. G J Geysendorffer, became the world's first charter flight flown in both directions. The total distance flown was 18,710 miles between Amsterdam and Jakarta.

*David Bates*

## HUMOUR IN THE AIR

The military were testing a new jet fighter, but every time it went into a high-speed dive the wings broke off at the roots.

Each time it happened the boffins went back to the drawing board and the wings were modified, but to no avail - it kept happening.

One day a little man in his khaki denims made a suggestion." Why not" he said "drill a series of small holes along the wing roots of the aircraft?"

The boffins, thinking that they had nothing to lose, did this and on the next air test everything worked perfectly. No matter what the test pilot did the wings stayed attached to the aircraft.

The boffins sent for the little man in the khaki denims and asked how he knew that drilling the holes would do the trick.

"Well sirs" he said "I have been the bog walla - toilet attendant to the posh - around here for twenty years and in all that time I have never known the toilet paper tear along the perforations."

*Cliff Jayne*

FROM IAN HALL  
SEEN AT LEEDS/BRADFORD  
AIRPORT  
9/5/01 (1:30PM - 3:00PM.)

G-ASMW	C150
G-AVWU	PA28
G-AYCJ	SKYLANE
G-BCVH	C150
G-BELT	C150
G-BEUX	C172
G-BHKJ	GOLDEN EAGLE
G-BJVH	SKYLANE
G-BMUT	SENECA
G-BOIY	C172
G-BRZP	PA 28 WARRIOR
G-BSDO	C152
G-BVKA	B737
G-BXDT	ROBIN HR 200
G-BXGW	ROBIN 200
G-BXOR	ROBIN HR 200
G-BXVC	PA 28
G-BYLH	ROBIN HR 200
G-BZRT	?????
G-GNTI	SAAB
G-GNTH	SAAB
G-JACK	C421
G-JEDD	DASH 8
G-MAJH	JETSTREAM
G-MLTI	FALCON
G-OBLC	BEECH 76
G-ODUB	EMBRAER
G-PASO	??????
G-REAT	GA7
G-TANS	TB 20
G-TRAN	BEECH 76
G-TUSK	JETRANGER

MAINLY VISITING MULTIFLIGHT:  
N 220SC ??? N 620 LH????  
N 300GB???? N83WA????  
N 863 CE ??? CS DNN?????

SEEN AT HELI LEEDS SAME  
DAY:  
G-BOYC R22  
RAMI JETRANGER

## "THE GREAT YORKSHIRE AVIATION FAIR"

Some time in the future we will be organising a meeting with the above title.

If you have any aviation-related items you no longer want - books, models, videos etc. - please bring them to any meeting and give them to any committee member or me. When we have enough items we will fix a date for the meeting. Hopefully it will be a fun meeting; all items will be very modestly priced and proceeds will go to *Air Yorkshire* funds, possibly to purchase something needed by the Society. A small adhesive label with your name on should be attached to each item.

Your officers and committee have worked very hard in the past few months to try to get the Society on an even keel, so please do your best to support us in all the things we have planned. If you have any ideas or suggestions, please feel free to contact me on Leeds 2502694 or e-mail [davgill9@hotmail.com](mailto:davgill9@hotmail.com)

*David Bates*



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Our thanks to Mr Peter F Norton (Wop/AG) Manager GEC Medical (Retired) for judging this month's photographic competition.



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Summer 1998

***Mike Willingale***

**DC3**  
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1999

***Mike Willingale***



**BAe 146.200**  
Capital Airlines  
G-OSKI  
LBIA  
1989

***Terry Sykes***