



Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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

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

06 July 2003 - Eddie Johnson with Views from the Air

AIR YORKSHIRE AVIATION SOCIETY NEWS

Members attending 4 May Society meeting were held with considerable interest to hear about the design and test flight of the TSR2 aircraft. Thanks were conveyed to the speaker Bob Fairclough from BAE Systems North West Heritage Group, Walton, who gave a very informative talk-through with slides, on the development stages and test flying. There were occasions when you could have heard a pin drop, among 39 of us. One got the impression that you were there in person, following the production of this fascinating aeroplane. A second TSR2 had been produced and was ready for test flying, about ten fuselage sections and some other stages were already produced, when notification from the Ministry arrived to order cancellation of the whole project.

If you wish to see a TSR2, come on our trip to Cosford Museum on 27 September 2003. Ring Paul Windsor on 0113 250 4424.

John Dale

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



MOVEMENTS MARCH 2003

01 Saturday

G-BVJC	Fokker 100	0916 1054	G-UKFI	Fokker 100	0927 1052
EI-CJD	Boeing 737	0949 1024	G-MAJK	Jetstream 41	1000 1409(02)
G-CELV	Boeing 737 300	1018 1830(02)	G-BODY	Cessna 310R	1045 1235
G-UKTI	Fokker 50	1118 1214	G-RJXB	EMB 145	1120 1204(02)
G-RJXE	EMB 145	1154 1541(02)	G-JECA	CL600 RJ	1232 1340
G-BYAK	Boeing 757	1309 1449	G-JEAW	BAe 146 200	1313 1452
G-BGE	Citation I	1357 1511	G-UKFI	Fokker 100	1407 1600
OE-LFJ	Fokker 70	1644 1735	G-MAJD	Jetstream 41	1731 1001(03)
G-UKFI	Fokker 100	1935 0615(02)	EI-CJE	Boeing 737	2014 2051
G-BVKA	Boeing 737 500	2053 0645(02)	G-RJGR	Boeing 757	2113 0759(02)

02 Sunday

G-UKFI	Fokker 100	0935 1049	G-BVKA	Boeing 737 500	0937 1052
G-UKTH	Fokker 50	1117 1216	EI-CJD	Boeing 737	1248 1318
G-RJXC	EMB 145	1346 1516	G-UKFM	Fokker 100	1357 1601
G-JECD	CL600 RJ	1421 1456	G-RJXB	EMB 145	1442 1558
OE-GBB	Dornier 328	1555 1632	G-JECD	CL600 RJ	1649 1729
G-JALC	Boeing 757	1651 1104(03)	G-MAJB	Jetstream 41	1655 1801
G-MAJM	Jetstream 41	1657 0714(03)	G-RJXI	EMB 145	1659 1753
G-RJXC	EMB 145	1711 1756	G-MAJK	Jetstream 41	1749 1836
G-BVJC	Fokker 100	1751 1909	EI-CNX	Boeing 737	1840 1911
G-RJXB	EMB 145	1906 0718(03)	G-JECD	CL600 RJ	1920 2005
G-MAJB	Jetstream 41	1929 1452(03)	G-UKFM	Fokker 100	1931 0622(03)
G-RJXE	EMB 145	2029 0737(03)	G-RJXC	EMB 145	2043 1209(03)
G-RJXI	EMB 145	2057 0849(03)	G-CELV	Boeing 737 300	2118 1430(03)
G-MAJK	Jetstream 41	2121 0720(03)	G-BVJC	Fokker 100	2133 0648(03)
G-RJGR	Boeing 757	2325 0044(03)			

03 Monday

G-JEDD	DHC-8	0801 0823	G-PCAR	PA-46 Malibu	0804 0844
G-RJXB	EMB 145	0909 0957	G-BVJC	Fokker 100	0923 1048
G-MAJM	Jetstream 41	0945 1443	G-RJXE	EMB 145	0949 1036
G-CNY	Boeing 737	0952 1031	G-UKFM	Fokker 100	0954 1055
G-MAJK	Jetstream 41	1009 1349	G-VVIP	Cessna 421C	1023 1657
G-JECD	CL600 RJ	1028 1119	G-ZAPM	Boeing 737 300	1032 1135
G-UKTF	Fokker 50	1121 1211	G-RJXB	EMB 145	1156 1449
G-RJXI	EMB 145	1201 1344	EI-COX	Boeing 737	1255 1325
G-RJXE	EMB 145	1319 1404	G-BVJC	Fokker 100	1334 1518
G-UKFH	Fokker 100	1401 1617	G-MAJD	Jetstream 41	1414 0659(04)
G-RJXC	EMB 145	1442 1522	G-CELS	Boeing 737 300	1536 1826
G-JECD	CL600 RJ	1600 1706	G-RJXB	EMB 145	1638 1733
G-RJXE	EMB 145	1656 1754	G-RJXI	EMB 145	1659 1747
G-MAJM	Jetstream 41	1716 0710(04)	G-MAJB	Jetstream 41	1720 1758
G-RJXC	EMB 145	1722 1802	G-MAJK	Jetstream 41	1737 1829
G-BVJC	Fokker 100	1744 1907	EI-COA	Boeing 737	1824 1909
G-PCAR	PA-46 Malibu	1852 1902	G-JECD	CL600 RJ	1901 1954
G-RJXB	EMB 145	1925 0726(04)	G-UKFF	Fokker 100	1946 0616(04)
G-RJXC	EMB 145	2002 0719(04)	N2683Y	Cessna 421C	2012 1259(05)
G-MAJB	Jetstream 41	2017 1444(04)	G-JALC	Boeing 757	2029 0745(04)

G-RJXI	EMB 145	2054 0851(04)	G-RJXE	EMB 145	2057 0740(04)
G-CELS	Boeing 737 300	2116 0724(04)	G-MAJK	Jetstream 41	2124 0656(04)
EI-CNY	Boeing 737	2128 2156	G-BVJC	Fokker 100	2132 0645(04)

04 Tuesday

G-JECD	CL600 RJ	0759 0826	N273TB	B.58 Baron	0803 0816
G-BVJC	Fokker 100	0930 1050	G-RJXB	EMB 145	0934 1019
G-MAJD	Jetstream 41	0939 1011	G-UKFF	Fokker 100	0951 1056
G-RJXC	EMB 145	0954 1045	G-MAJM	Jetstream 41	1003 1433
EI-CJI	Boeing 737	1008 1038	G-CELS	Boeing 737 300	1022 1823
G-CELV	Boeing 737 300	1028 1818(05)	G-RJXE	EMB 145	1031 1110
G-MAJK	Jetstream 41	1042 1352	G-RJXI	EMB 145	1152 1441
G-JEBD	BAe 146 300	1206 1302	G-RJXB	EMB 145	1212 1413
EI-CNT	Boeing 737	1252 1321	G-RJXC	EMB 145	1316 1405
G-RJXE	EMB 145	1331 1457	G-BVJC	Fokker 100	1339 1519
G-BYAT	Boeing 757	1349 1537	G-UKFF	Fokker 100	1402 1607
G-MAJA	Jetstream 41	1412 1446(05)	G-JECD	CL600 RJ	1558 1706
G-RJXI	EMB 145	1653 1737	G-MAJB	Jetstream 41	1656 1749
G-RJXC	EMB 145	1659 1753	G-JALC	Boeing 757	1703 1927
G-MAJM	Jetstream 41	1711 0705(05)	N273TB	B.58 Baron	1713 1728
G-RJXE	EMB 145	1717 1759	G-MAJK	Jetstream 41	1726 1839
G-RJXB	EMB 145	1735 1813	G-BVJC	Fokker 100	1741 1900
G-CTIO	TB-20 Trinidad	1746 1930	EI-COB	Boeing 737	1827 1906
G-JECD	CL600 RJ	1903 1958	G-RJXI	EMB 145	1925 0721(05)
G-UKFF	Fokker 100	1944 0618(05)	G-RJXE	EMB 145	2002 0730(05)
G-MAJB	Jetstream 41	2010 0658(05)	G-RJXC	EMB 145	2052 0750(05)
G-CELS	Boeing 737 300	2113 0711(05)	G-RJXB	EMB 145	2116 0735(05)
G-MAJK	Jetstream 41	2129 1347(05)	G-BVJC	Fokker 100	2134 0647(05)

05 Wednesday

G-JALC	Boeing 757	0119 1109	G-JECD	CL600 RJ	0744 0817
G-BODY	Cessna 310R	0822 1318	G-MAJB	Jetstream 41	0920 0955
G-BVJC	Fokker 100	0925 1045	G-RJXI	EMB 145	0927 1007
G-RJXE	EMB 145	0934 1020	EI-CJH	Boeing 737	0942 1014
G-MAJM	Jetstream 41	0957 1101	G-RJXB	EMB 145	1016 1106
G-JECD	CL600 RJ	1022 1118	G-CELS	Boeing 737 300	1027 1826(06)
G-RJXC	EMB 145	1038 1340	G-UKFR	Fokker 100	1121 1210
N671B	B.A36 Bonanza	1156 1625(13)	G-RJXI	EMB 145	1203 1441
EI-COX	Boeing 737	1239 1326	G-RJXE	EMB 145	1252 1354
G-BXXT	B.76 Duchess	1305 1721	G-MAJM	Jetstream 41	1312 1434
G-BVJC	Fokker 100	1320 1511	G-RJXB	EMB 145	1333 1501
G-MAJB	Jetstream 41	1415 0651(06)	G-UKFR	Fokker 100	1451 1600
G-JECD	CL600 RJ	1615 1709	G-RJXA	EMB 145	1642 1800
G-RJXC	EMB 145	1646 1738	G-RJXI	EMB 145	1648 1735
G-MAJA	Jetstream 41	1700 1748	G-MAJM	Jetstream 41	1717 0701(06)
G-RJXB	EMB 145	1724 1757	G-MAJK	Jetstream 41	1728 1827
G-BVJC	Fokker 100	1743 1900	EI-CNX	Boeing 737	1829 1904
G-JECD	CL600 RJ	1910 1958	G-UKFR	Fokker 100	1933 0623(06)
G-RJXI	EMB 145	1935 0727(06)	G-MAJA	Jetstream 41	1959 0704(06)
G-RJXB	EMB 145	2006 0834(06)	G-JALC	Boeing 757	2026 1025(06)
G-RJXA	EMB 145	2041 0747(06)	G-RJXC	EMB 145	2045 0730(06)
G-CELV	Boeing 737 300	2105 0831(06)	G-MAJK	Jetstream 41	2119 1102(06)
G-BVJC	Fokker 100	2137 0653(06)			

06 Thursday

G-JECD	CL600 RJ	0740 0827	G-BXXT	B.76 Duchess	0809 1230
N273TB	B.58 Baron	0811 0843	G-MAJA	Jetstream 41	0922 1442
G-RJXI	EMB 145	0928 1018	G-UKFR	Fokker 100	0941 1059
G-MAJM	Jetstream 41	0946 1437	G-MAJB	Jetstream 41	0948 1428
G-BVJC	Fokker 100	0950 1114	EI-CJD	Boeing 737	0952 1030

ZE413	Agusta 109A	0957 1028	G-RJXC	EMB 145	1014 1105
G-RJXB	EMB 145	1022 1111	G-JECD	CL600 RJ	1039 1124
G-RJXA	EMB 145	1042 1351	G-CELV	Boeing 737 300	1108 1823(07)
ZE413	Agusta 109A	1118 1420	G-DENZ	PA-44 Seminole	1145 1355(8/4)
G-UKTF	Fokker 50	1240 1325	G-RJXB	EMB 145	1243 1446
G-BJYD	Cessna F152	1246 1317	EC-GZE	Airbus 320	1253 1423
G-RJXI	EMB 145	1300 1359	G-CAHA	PA-34 Seneca	1306 1457
EI-CJE	Boeing 737	1310 1345	G-BYAL	Boeing 757	1336 1501
G-RJXC	EMB 145	1341 1506	G-BVJC	Fokker 100	1348 1512
G-UKFR	Fokker 100	1354 1601	G-MAJK	Jetstream 41	1453 0705(07)
N2683Y	Cessna 421C	1501 1711(12)	G-JECD	CL600 RJ	1558 1700
G-RJXB	EMB 145	1640 1734	G-RJXA	EMB 145	1643 1743
G-RJXI	EMB 145	1701 1755	G-MAJM	Jetstream 41	1707 0659(07)
G-RJXC	EMB 145	1718 1800	G-BVJC	Fokker 100	1736 1912
G-BAVZ	PA-23 Aztec	1746 1914	G-MAJB	Jetstream 41	1803 1838
G-MAJE	Jetstream 41	1808 1840	EI-COB	Boeing 737	1831 1907
JECD	CL600 RJ	1904 1957	G-JALC	Boeing 757	1931 1153(07)
G-UKFR	Fokker 100	1933 0626(07)	G-RJXB	EMB 145	1941 0716(07)
G-RJXC	EMB 145	2002 0804(07)	G-MAJE	Jetstream 41	2044 0654(07)
G-RJXI	EMB 145	2047 0725(07)	G-RJXA	EMB 145	2053 0723(07)
G-PZAZ	PA-31 Navajo	2105 2142	G-OJIL	PA-31 Navajo	2108 2148
G-CELS	Boeing 737 300	2118 1044(07)	G-MAJB	Jetstream 41	2136 1447(07)
G-BVJC	Fokker 100	2140 0643(07)			

07 Friday

N273TB	B.58 Baron	0742 0751	G-JECD	CL600 RJ	0759 0833
G-BMUT	PA-34 Seneca	0806 1434	G-RJXB	EMB 145	0914 1001
G-MAJK	Jetstream 41	0917 1358	G-BVJC	Fokker 100	0928 1050
EI-CNT	Boeing 737	0934 1019	G-MAJE	Jetstream 41	0943 1024
G-MAJM	Jetstream 41	0947 1438	G-BXYK	Robinson R.22	0951 1103
G-CBKH	Robinson R.44	1013 1256	G-JECD	CL600 RJ	1028 1128
G-RJXD	EMB 145	1032 1105	EC-HZU	Airbus 320	1052 1222
EC-IDA	Boeing 737 800	1122 1305	G-RJXC	EMB 145	1132 1348
G-RJXA	EMB 145	1135 1229	G-RJXB	EMB 145	1208 1416
G-UKFR	Fokker 100	1220 1330	EI-CJE	Boeing 737	1301 1339
G-CELS	Boeing 737 300	1326 1830(09)	G-RJXD	EMB 145	1332 1454
G-BYAL	Boeing 757	1338 1527	G-BXWF	Fokker 100	1347 1733
G-UKTC	Fokker 50	1408 1504	G-JETC	Citation II	1431 1322(08)
G-MAJE	Jetstream 41	1436 1801(09)	G-RJXA	EMB 145	1511 1604
G-JECD	CL600 RJ	1600 1701	G-UKFR	Fokker 100	1618 1710
N273TB	B.58 Baron	1623 1637	G-RJXD	EMB 145	1645 1736
G-RJXB	EMB 145	1651 1755	G-RJXC	EMB 145	1653 1748
G-MAJM	Jetstream 41	1715 1410(09)	G-MAJB	Jetstream 41	1728 1801
G-NAJK	Jetstream 41	1752 1834	G-RJXA	EMB 145	1757 1840
EI-CKR	Boeing 757	1827 1906	G-JECD	CL600 RJ	1902 1955
G-OJIL	PA-31 Navajo	1908 1945	G-RJXD	EMB 145	1936 0808(08)
G-BVJA	Fokker 100	1952 2040	G-UKFR	Fokker 100	2002 0626(08)
G-MAJB	Jetstream 41	2012 1349(09)	G-RJXA	EMB 145	2028 2121
G-RJXB	EMB 145	2052 0820(08)	G-RJXC	EMB 145	2111 0659(08)
G-CELV	Boeing 737 300	2127 0717(08)	EI-CNT	Boeing 737	2131 2206
G-MAJK	Jetstream 41	2137 0651(08)	G-JALC	Boeing 757	2146 0712(08)
G-BVJA	Fokker 100	2312 0647(08)			

08 Saturday

G-BVJA	Fokker 100	0923 1113	G-UKFR	Fokker 100	0939 1048
EI-CJI	Boeing 737	0944 1012	G-MAJK	Jetstream 41	1016 1346
G-CELV	Boeing 737 300	1021 1825(10)	G-UKTF	Fokker 50	1105 1205
G-RJXB	EMB 145	1107 1203(09)	G-RJXD	EMB 145	1128 1431(09)
G-JECD	CL600 RJ	1233 1333	G-JEAY	BAe 146 200	1308 1424

G-BYAL	Boeing 757	1327 1452	G-UKFR	Fokker 100	1359 1601
G-RJXJ	EMB 135	1410 1541(09)	OE-LFI	Fokker 70	1656 1811
G-MAJK	Jetstream 41	1736 1807(09)	G-UKFF	Fokker 100	1950 0616(09)
EI-CN X	Boeing 737	2017 2051	G-BVKD	Boeing 737 500	2054 0642(09)
G-JALC	Boeing 757	2106 0756(09)			

09 Sunday

G-BVKD	Boeing 737 500	0929 1046	G-UKFF	Fokker 100	0939 1034
G-UKTE	Fokker 50	1107 1212	G-RJXA	EMB 145	1218 1517
EI-CNT	Boeing 737	1236 1313	G-UKFG	Fokker 100	1354 1604
G-JECA	CL600 RJ	1428 1510	G-RJXB	EMB 145	1442 1557
G-CREW	PA-46 Malibu	1513 1712	VP-BGE	Citation I	1530 1600
G-RJXD	EMB 146	1703 1748	G-MAJM	Jetstream 41	1706 0708(10)
G-JECA	CL600 RJ	1709 1744	G-RJXA	EMB 145	1720 1812
G-BVJA	Fokker 100	1749 1913	EI-COB	Boeing 737	1837 1915
G-RJXB	EMB 145	1903 0732(10)	G-JECA	CL600 RJ	1927 2001
G-UKFG	Fokker 100	1935 0620(10)	G-MAJK	Jetstream 41	1957 0723(10)
G-RJXJ	EMB 135	2024 0712(10)	G-RJXA	EMB 145	2051 0752(10)
G-RJXD	EMB 145	2100 0727(10)	G-CELS	Boeing 737 300	2112 0716(10)
G-MAJE	Jetstream 41	2134 1135(10)	G-BVJA	Fokker 100	2140 0654(10)
G-JALC	Boeing 757	2221 0002(10)			

10 Monday

G-JALC	Boeing 757	0635 1103	G-JECA	CL600 RJ	0735 0820
G-LENY	PA-34 Seneca	0823 1254	G-BODY	Cessna 310R	0852 1324
G-RJXJ	EMB 135	0914 0958	N27MW	B.58 Baron	0929 1315
G-RJXB	EMB 145	0932 1028	G-BVJA	Fokker 100	0937 1046
G-MAJK	Jetstream 41	0951 1352(11)	EI-CN Z	Boeing 737	0953 1419
G-UKFG	Fokker 100	0959 1050	G-CELS	Boeing 737 300	1015 1413
G-CBDA	PA-31 Navajo	1020 1432	G-RJXD	EMB 145	1023 1116
G-JECA	CL60 RJ	1026 1124	G-UKTF	Fokker 50	1119 1211
G-RJXA	EMB 145	1142 1344	G-RJXJ	EMB 135	1203 1502
G-MAJE	Jetstream 41	1246 1400	G-RJXB	EMB 145	1301 1402
EI-CNT	Boeing 737	1305 1339	G-BVJA	Fokker 100	1332 1525
G-RJXD	EMB 145	1341 1442	G-UKFG	Fokker 100	1359 1559
G-JECA	CL600 RJ	1605 1701	G-RJXB	EMB 145	1652 1743
G-RJXD	EMB 145	1656 1738	G-RJXA	EMB 145	1659 1822
G-RJXJ	EMB 135	1711 1759	G-CBDA	PA-31 Navajo	1724 0657(11)
G-MAJB	Jetstream 41	1734 0651(11)	G-MAJE	Jetstream 41	1736 1830
G-VVIP	Cessna 421C	1740 1210(11)	G-BVJA	Fokker 100	1756 1902
EI-CJE	Boeing 737	1828 1905	G-JECA	CL600 RJ	1900 1948
G-RJXD	EMB 145	1941 0710(11)	G-UKFG	Fokker 100	1944 0620(11)
G-RJXJ	EMB 135	1955 0721(11)	G-IFIT	PA-31 Navajo	2006 1120(11)
G-JALC	Boeing 757	2030 0752(11)	G-RJXB	EMB 145	2058 0724(11)
EI-CN W	Boeing 737	2105 2132	G-RJXA	EMB 145	2120 0730(11)
G-CELV	Boeing 737 300	2125 0718(11)	G-BVJA	Fokker 100	2128 0646(11)
G-MAJE	Jetstream 41	2131 0702(11)	OE-GPS	Citation Bravo	2133 0913(11)

11 Tuesday

G-JECA	CL600 RJ	0743 0820	G-RJXD	EMB 145	0910 1006
G-MAJE	Jetstream 41	0923 1010	G-BVJA	Fokker 100	0927 1048
G-RJXB	EMB 145	0931 1017	G-BYLM	PA-46 Malibu	0935 1422(13)
G-UKFG	Fokker 100	0943 1057	EI-CN W	Boeing 737	0946 1025
N2669D	Cessna 340A	0949 1609	G-CBDA	PA-31 Navajo	0952 1436
G-MAJB	Jetstream 41	0955 1442	G-LAST	Cessna 340	1008 1040
G-CELV	Boeing 737 300	1014 1819	G-RJXJ	EMB 135	1028 1105
G-JECA	CL600 RJ	1032 1132	G-RJXA	EMB 145	1035 1345
G-UKTE	Fokker 50	1107 1201	G-RJXD	EMB 145	1150 1449
EI-CNT	Boeing 737	1245 1321	G-RJXB	EMB 145	1250 1404
G-RJXJ	EMB 135	1338 1504	G-BVJA	Fokker 100	1342 1514

G-UKFG	Fokker 100	1400 1604	G-BYAY	Boeing 757	1412 1539
G-MAJE	Jetstream 41	1417 0703(12)	G-JECA	CL600 RJ	1559 1700
G-BCVY	PA-23 Aztec	1618 1823	G-RJXD	EMB 145	1642 1735
G-RJXA	EMB 145	1657 1742	G-MAJB	Jetstream 41	1708 1747
G-RJXB	EMB 145	1711 1758	G-JALC	Boeing 757	1715 1948
G-RJXJ	EMB 135	1719 1804	G-CBDA	PA-31 Navajo	1724 0701(12)
G-BOWY	Turbo Arrow IV	1727 1155(13)	G-MAJK	Jetstream 41	1733 1828
G-BVJA	Fokker 100	1740 1905	EI-CON	Boeing 737	1834 1911
G-JECA	CL600 RJ	1900 1957	G-LAST	Cessna 340	1927 1954
G-RJXD	EMB 145	1935 0713(12)	G-UKFG	Fokker 100	1952 0615(12)
G-MAJG	Jetstream 41	2000 0651(12)	G-RJXJ	EMB 135	2005 0723(12)
G-RJXB	EMB 145	2055 0728(12)	G-RJXA	EMB 145	2104 0743(12)
G-CELV	Boeing 737 300	2112 0708(12)	G-MAJK	Jetstream 41	2136 0708(13)
G-BVJC	Fokker 100	2142 0648(12)	G-HUGG	Lear Jet 35A	2222 1401(12)

12 Wednesday

G-JALC	Boeing 757	0137 1104	G-JECA	CL600 RJ	0751 0821
G-RJXD	EMB 145	0917 0956	G-MAJE	Jetstream 41	0920 0959
G-RJXB	EMB 145	0923 1007	G-BVJC	Fokker 100	0929 1045
G-CBDA	PA-31 Navajo	0942 1438	EI-CNT	Boeing 737	0946 1021
G-RJXJ	EMB 135	1012 1056	G-MAJG	Jetstream 41	1016 1345
G-CELV	Boeing 737 300	1019 1823	G-UKFR	Fokker 100	1023 1145
G-GAFT	PA-44 Seminole	1030 1118	G-JECA	CL600 RJ	1032 1114
G-RJXA	EMB 145	1043 1335	G-UKTF	Fokker 50	1048 1201
G-RJXD	EMB 145	1203 1442	EI-CJE	Boeing 737	1248 1322
G-RJXB	EMB 145	1257 1357	G-BVJC	Fokker 100	1318 1516
G-RJXJ	EMB 135	1338 1504	G-MAJD	Jetstream 41	1423 1453
G-LEAF	Reims F406	1435 1523	G-JECA	CL600 RJ	1608 1703
G-UKFB	Fokker 100	1613 1700	G-RJXD	EMB 145	1637 1724
G-RJXA	EMB 145	1650 1742	G-RJXB	EMB 145	1654 1755
G-MAJD	Jetstream 41	1706 1751	G-CBDA	PA-31 Navajo	1714 0700(13)
G-BVJB	Fokker 100	1719 1800	G-MAJG	Jetstream 41	1722 1829
LX-ONE	Lear Jet 35A	1744 2114	G-BVJC	Fokker 100	1758 1912
EI-CJF	Boeing 737	1834 1907	G-JECA	CL600 RJ	1909 1952
G-RJXD	EMB 145	1931 0716(13)	G-MAJD	Jetstream 41	2000 0741(13)
G-UKFB	Fokker 100	2003 0616(13)	G-JALC	Boeing 757	2011 1004(13)
G-RJXB	EMB 145	2040 0732(13)	G-RJXA	EMB 145	2051 0738(13)
G-CELV	Boeing 737 300	2110 0705(13)	G-MAJG	Jetstream 41	2127 1450(14)
G-RJXJ	EMB 135	2216 0723(13)	G-BVJB	Fokker 100	2222 0646(13)

13 Thursday

G-JECA	CL600 RJ	0748 0820	G-REBK	King Air 200	0752 0922
G-MAMD	King Air 200	0822 0927	G-RJXB	EMB 145	0913 1013
G-RJXD	EMB 145	0918 1000	G-MAJK	Jetstream 41	0923 1007
G-UKFB	Fokker 100	0937 1100	G-BVJB	Fokker 100	0941 1042
G-CBDA	PA-31 Navajo	0951 1430	EI-COX	Boeing 737	0953 1030
G-CELV	Boeing 737 300	1015 1823	G-RJXJ	EMB 135	1025 1108
G-JECA	CL600 RJ	1031 1122	G-RJXA	EMB 145	1034 1405
G-MAJD	Jetstream 41	1044 1348	G-CREW	PA-46 Malibu	1153 1505
G-RJXD	EMB 145	1159 1352	G-GAFT	PA-44 Seminole	1228 1620
EC-IAG	Airbus 320	1250 1415	G-BYAH	Boeing 757	1257 1428
G-RJXB	EMB 145	1333 1512	N228TM	Hawker 800 XP	1339 1418
G-RJXJ	EMB 135	1345 1458	G-UKFB	Fokker 100	1404 1606
G-MAJH	Jetstream 41	1419 1450	G-JECA	CL600 RJ	1604 1702
G-RJXA	EMB 145	1653 1750	G-RJXD	EMB 145	1701 1748
G-RJXB	EMB 145	1704 1740	G-MAJH	Jetstream 41	1712 1825
G-CBDA	PA-31 Navajo	1717 0655(14)	G-RJXJ	EMB 135	1721 1759
G-BVJB	Fokker 100	1803 1902	EI-CJH	Boeing 737	1837 1911
G-JECA	CL600 RJ	1907 1950	G-JALC	Boeing 757	1913 1142(14)

G-RJXB	EMB 145	1938 0729(14)	G-UKFB	Fokker 100	1946 0617(14)
G-RXJ	EMB 135	2002 0719(14)	G-RJXD	EMB 145	2050 0731(14)
G-RJXA	EMB 145	2100 0740(14)	G-CELV	Boeing 737 300	2109 0716(14)
G-MAJH	Jetstream 41	2127 0706(14)	G-BVJB	Fokker 100	2136 0645(14)
14 Friday					
G-JECA	CL600 RJ	0754 0822	N750NS	Citation X	0805 1406
G-HAMA	King Air 200	0836 1531	G-RXJ	EMB 135	0906 0951
G-MAJH	Jetstream 41	0922 1004	G-RJXD	EMB 145	0933 1019
G-UKFB	Fokker 100	0938 1113	G-BVJB	Fokker 100	0944 1051
G-MAJA	Jetstream 41	0946 1359	EI-CNY	Boeing 737	0948 1044
G-BUVC	Jetstream 31	1006 1438	G-CELV	Boeing 737 300	1018 1818
G-JECA	CL600 RJ	1025 1116	G-RJXB	EMB 145	1030 1109
G-SHAY	Turbo Arrow III	1035 1551	G-RJXA	EMB 145	1052 1340
G-UKTE	Fokker 50	1055 1210	EC-IAG	Airbus 320	1059 1227
EG-IDT	Boeing 737 800	1154 1317	G-RXJ	EMB 135	1200 1402
G-CBTT	PA-28 Archer	1212 1430	G-CELS	Boeing 737 300	1246 0704(15)
EI-CJH	Boeing 737	1254 1330	G-RJXD	EMB 145	1308 1446
G-BYAL	Boeing 757	1327 1458	G-BVJB	Fokker 100	1339 1516
G-RJXB	EMB 145	1341 1502	G-UKFB	Fokker 100	1351 1605
G-MAJH	Jetstream 41	1420 1801(16)	G-MAJC	Jetstream 41	1510 1359(16)
G-JECA	CL600 RJ	1603 1720	G-RJXA	EMB 145	1643 1739
G-RJXD	EMB 145	1651 1726	G-RXJ	EMB 135	1705 1804
G-MAJG	Jetstream 41	1708 1753	G-BUVC	Jetstream 31	1716 1407(16)
G-RJXB	EMB 145	1719 1806	N228TM	Hawker 800 XP	1729 1750
N273TB	B.58 Baron	1731 1744	G-MAJA	Jetstream 41	1738 1828
G-BVJB	Fokker 100	1751 1904	EI-COA	Boeing 737	1826 1906
G-JECA	CL600 RJ	1907 1954	G-UKFB	Fokker 100	1944 0619(15)
G-RJXD	EMB 145	1950 2026	G-RJXB	EMB 145	2005 0822(15)
G-MAJG	Jetstream 41	2009 0657(15)	G-RJXA	EMB 145	2046 0816(15)
G-RXJ	EMB 135	2052 1540(16)	G-JALC	Boeing 757	2109 0727(15)
G-CELV	Boeing 737 300	2116 1818(17)	EI-CNY	Boeing 737	2122 2153
G-MAJA	Jetstream 41	2128 1120(16)	G-BVJB	Fokker 100	2132 0643(15)
15 Saturday					
G-BVJB	Fokker 100	0936 1049	EI-CON	Boeing 737	0956 1032
G-UKFK	Fokker 100	1000 1100	G-MAJG	Jetstream 41	1011 1351
G-CELS	Boeing 737 300	1021 1819(16)	G-CEGR	King Air 200	1038 1354(16)
G-UKTF	Fokker 50	1053 1208	G-RJXB	EMB 145	1102 1436(16)
G-RJXA	EMB 145	1146 1204(16)	G-KEVB	PA-28 Archer III	1218 1414(16)
G-JECA	CL600 RJ	1240 1314	G-BYAL	Boeing 757	1310 1458
G-JEAX	BAe 145 200	1333 1430	G-UKFM	Fokker 100	1354 1558
G-OCBI	Hughes 269C-1	1401 1647	OE-LFI	Fokker 70	1701 1754
G-MAJG	Jetstream 41	1731 1804(16)	G-UKFM	Fokker 100	1932 0615(16)
EI-CKS	Boeing 737	2020 2057	G-REBK	King Air 200	2024 2040
G-BVJC	Fokker 100	2051 0647(16)	G-JALC	Boeing 757	2110 080(16)
16 Sunday					
VP-BMS	Falcon 900EX	0852 1055	G-BVJC	Fokker 100	0925 1043
G-UKFM	Fokker 100	0932 1041	G-UKTG	Fokker 50	1053 1207
G-JEDZ	DHC-8	1211 1253	EI-CNT	Boeing 737	1250 1327
G-RJXD	EMB 145	1254 1513	G-UKFM	Fokker 100	1404 1558
G-RJXA	EMB 145	1454 1603	G-OMEL	Robinson R.44	1537 1618
G-AWEZ	PA-28R Arrow	1557 1651	G-JECA	CL600 RJ	1607 1702
G-BOIC	Turbo Arrow III	1610 1307(19/4)	N671B	A.36 Bonanza	1641 1613(20)
N750NS	Citation X	1649 1705	G-BUVC	Jetstream 31	1654 0658(17)
G-RJXB	EMB 145	1658 1753	G-RJXD	EMB 145	1717 1757
G-MAJC	Jetstream 41	1735 1833	G-BVJC	Fokker 100	1748 1903
EI-CJI	Boeing 737	1838 1912	G-JECA	CL600 RJ	1900 1953
G-RJXA	EMB 145	1907 0728(17)	G-MAJG	Jetstream 41	1944 1349(17)

G-UKFM	Fokker 100	1956 0623(17)	G-MAJH	Jetstream 41	2001 0812(17)
G-BXJ	EMB 135	2032 0713(17)	G-RJXB	EMB 145	2048 0733(17)
G-RJXD	EMB 145	2054 0916(17)	G-CELS	Boeing 737 300	2110 0736(17)
G-BVJC	Fokker 100	2130 0647(17)	G-MAJC	Jetstream 41	2133 0702(17)
G-MCEA	Boeing 757	2236 0003(17)			
17 Monday					
G-MCEA	Boeing 757	0632 1111	G-MAJC	Jetstream 41	0913 1000
G-RJXJ	EMB 135	0918 1029	G-BVJC	Fokker 100	0927 1046
G-UKFM	Fokker 100	0944 1053	G-BUVC	Jetstream 31	0949 1430
EI-CNZ	Boeing 737	0957 1025	G-RJXA	EMB 145	1011 1055
G-CELS	Boeing 737 300	1021 1824(18)	G-RJXB	EMB 145	1033 1116
G-JECA	CL600 RJ	1049 1122	G-UKTF	Fokker 100	1106 1206
G-MAJH	Jetstream 41	1108 1141	G-RJXJ	EMB 135	1218 1401
G-RJXD	EMB 145	1222 0758(18)	EI-CNY	Boeing 737	1309 1338
G-JECA	CL600 RJ	1313 1403	G-RJXA	EMB 145	1326 1412
G-BVJC	Fokker 100	1330 1506	G-RJXB	EMB 145	1340 1504
G-UKFM	Fokker 100	1354 1559	G-MAJC	Jetstream 41	1702 1746
G-RJXA	EMB 145	1705 1751	G-BUVC	Jetstream 31	1723 0702(18)
G-RJXB	EMB 145	1725 1806	G-MAJG	Jetstream 41	1735 1827
G-BVJC	Fokker 100	1747 1858	EI-CON	Boeing 737	1849 1916
G-JEBD	BAe 146 300	1913 2004	G-RJXJ	EMB 135	1928 2001
G-UKFM	Fokker 100	1933 0642(18)	G-BZSD	PA-46 Malibu	1940 0732(18)
G-MAJC	Jetstream 41	1957 0704(18)	G-RJXB	EMB 145	2010 0746(18)
G-MCEA	Boeing 757	2022 0743(18)	G-RJXA	EMB 145	2102 0720(18)
EI-CJF	Boeing 737	2108 2145	G-CELV	Boeing 737 300	2116 0803(18)
G-MAJG	Jetstream 41	2127 0655(18)	G-BVJC	Fokker 100	2143 0653(18)
G-RJXJ	EMB 135	2230 0848(18)			
18 Tuesday					
G-JECA	CL600 RJ	0739 0820	G-MAJC	Jetstream 41	0926 1010
G-RJXA	EMB 145	0928 1003	G-RJXB	EMB 145	0939 1027
G-BUVC	Jetstream 31	0944 1434	G-BVJC	Fokker 100	0947 1048
G-MAJG	Jetstream 41	0954 1349	G-UKFM	Fokker 100	1016 1106
G-JECA	CL600 RJ	1023 1118	G-BXWE	Fokker 100	1031 1114
G-CELV	Boeing 737 300	1101 0907(19)	G-RJXD	EMB 145	1120 1456
EI-CJD	Boeing 737	1132 1204	G-RJXJ	EMB 135	1134 1506
G-RJXA	EMB 145	1152 1339	G-UKTF	Fokker 100	1209 1248
G-RJXB	EMB 145	1257 1400	G-BYLM	PA-46 Malibu	1330 1358(20)
G-BVJC	Fokker 100	1340 1516	G-BXWE	Fokker 100	1350 1428
G-UKFM	Fokker 100	1356 1559	G-MAJC	Jetstream 41	1408 0705(19)
G-BYAY	Boeing 757	1413 1554	EI-CJI	Boeing 737	1451 1533
G-JECA	CL600 RJ	1602 1705	G-RJXD	EMB 145	1646 1736
G-RJXA	EMB 145	1648 1749	G-RJXB	EMB 145	1658 1757
G-MCEA	Boeing 757	1714 1939	G-BUVC	Jetstream 31	1717 0707(19)
G-RJXJ	EMB 135	1721 1803	G-BVJC	Fokker 100	1746 1919
G-MAJG	Jetstream 41	1751 1841	G-JECA	CL600 RJ	1912 1953
G-UKFM	Fokker 100	1932 0820(18)	G-RJXD	EMB 145	1936 0732(19)
G-RJXJ	EMB 135	2004 0724(19)	G-MAMD	King Air 200	2015 2026
G-RJXB	EMB 145	2047 0740(19)	G-RJXA	EMB 145	2051 0744(19)
EI-CON	Boeing 737	2053 2126	G-CELS	Boeing 737 300	2111 1830(19)
G-MAJG	Jetstream 41	2123 0709(19)	G-BVJC	Fokker 100	2125 0646(19)
19 Wednesday					
G-MCEA	Boeing 757	0126 1108	G-JECA	CL600 RJ	0749 0824
G-UKTH	Fokker 50 DIV	0914 1215	G-MAJC	Jetstream 41	0917 1113
G-BFTT	Cessna 421C	0926 0907(20)	G-BVJC	Fokker 100	0930 1050
CH-01	Hercules	0944 1327	G-BUVC	Jetstream 31	0959 1447(21)
G-OBLC	B.76 Duchess	1008 1429(20)	G-RJXJ	EMB 135	1012 1054
G-MAJG	Jetstream 41	1021 1353	G-RJXB	EMB 145	1024 1059

G-JECA	CL600 RJ	1028 1117	G-RJXA	EMB 145	1056 1342
G-UKFM	Fokker 100	1147 1249	G-CELV	Boeing 737 300	1156 1822
G-BXWF	Fokker 100	1218 1304	G-RJXD	EMB 145	1238 1402
G-BYRM	Jetstream 31	1243 1446	N154DJ	Cessna 303	1247 1331
EI-CNV	Boeing 737	1251 1339	G-BRSG	PA-28 Cadet	1259 1651
G-RJXB	EMB 145	1311 1522	G-BVJC	Fokker 100	1325 1520
G-RJXJ	EMB 135	1330 1515	G-MAJC	Jetstream 41	1513 1545
G-UKFM	Fokker 100	1518 1603	G-JECA	CL600 RJ	1600 1702
N154DJ	Cessna 303	1608 1648	G-RJXD	EMB 145	1649 1806
G-RJXA	EMB 145	1710 1800	G-RJXB	EMB 145	1716 1813
G-BYRM	Jetstream 31	1720 0703(20)	G-RJXJ	EMB 135	1726 1809
G-MAJG	Jetstream 41	1729 1838	G-MAJC	Jetstream 41	1755 0706(20)
G-BVJC	Fokker 100	1758 1906	G-JECA	CL600 RJ	1858 1954
VP-CTJ	Citation II	1904 0927(21)	F-BXON	King Air E90 DIV	1911 1255(20)
EI-CJF	Boeing 737	1952 2021	G-RJXB	EMB 145	2013 0719(20)
G-RJXJ	EMB 135	2018 0729(20)	G-MCEA	Boeing 757	2025 1004(20)
G-UKTE	Fokker 50 DIV	2046 1512(20)	G-RJXD	EMB 145	2048 0726(20)
G-RJXA	EMB 145	2101 0746(20)	G-CELV	Boeing 737 300	2118 0722(20)
G-MAJG	Jetstream 41	2129 1802(20)	G-BVJC	Fokker 100	2132 0647(20)
G-ERJG	EMB 145 DIV	2206 0914(20)	G-UKFN	Fokker 100	2224 0619(20)

20 Thursday

G-JECA	CL600 RJ	0755 0824	G-BVJC	Fokker 100	0921 1054
G-RJXB	EMB 145	0924 1014	G-RJXD	EMB 145	0927 1007
G-UKFN	Fokker 100	0939 1050	EI-CNW	Boeing 737	0944 1025
G-MAJG	Jetstream 41	0949 1834	G-BYMA	Jetstream 31	0951 1439
G-RJXJ	EMB 135	1017 1102	G-CELV	Boeing 737 300	1021 1824(21)
G-JECA	CL600 RJ	1029 1119	G-RJXA	EMB 145	1047 1341
G-UKTF	Fokker 50	1059 1213	G-RJXD	EMB 145	1206 1448
G-DLTR	PA-28 Cherokee	1218 1559	EI-CON	Boeing 737	1254 1332
G-BYAL	Boeing 757	1258 1435	EC-IAG	Airbus 320	1303 1421
253	CASA CN 235	1311 1354	OE-GAA	Citation V	1331 1641
G-RJXB	EMB 145	1335 1417	G-RJXJ	EMB 135	1337 1507
G-BVJC	Fokker 100	1339 1519	G-BGWN	PA-38 Tomahawk	1350 1441
G-UKFE	Fokker 100	1356 1602	G-BDIG	Cessna 182P	1550 1734
G-JECA	CL600 RJ	1604 1710	G-RJXA	EMB 145	1656 1755
G-RJXF	EMB 145	1659 1812	G-RJXD	EMB 145	1701 1752
G-RJXJ	EMB 135	1721 1825	G-BYMA	Jetstream 31	1732 0700(21)
G-BVJC	Fokker 100	1746 1905	EI-CNZ	Boeing 737	1832 1913
G-JECA	CL600 RJ	1908 2000	G-MCEA	Boeing 757	1931 1139(21)
G-UKFE	Fokker 100	1935 0629(21)	G-RJXD	EMB 145	1949 0734(21)
G-RJXJ	EMB 135	2011 0716(21)	G-MAJG	Jetstream 41	2014 0709(21)
G-RJXF	EMB 145	2050 0731(21)	G-RJXA	EMB 145	2056 0738(21)
G-CELS	Boeing 737 300	2115 0705(21)	G-MAJC	Jetstream 41	2123 0655(21)
G-BVJC	Fokker 100	2147 0645(21)			

21 Friday

G-JECA	CL600 RJ	0747 0822	N273TB	B.58 Baron	0841 0855
G-RJXJ	EMB 135	0913 1000	G-MAJG	Jetstream 41	0925 1012
G-RJXD	EMB 145	0930 1038	G-BVJC	Fokker 100	0932 1051
G-UKFE	Fokker 100	0935 1048	G-EEST	Jetstream 31	0945 1347
EI-CJD	Boeing 737	0947 1027	G-MAJC	Jetstream 41	0951 1354
G-LAST	Cessna 340	0953 1112	EI-DMG	Cessna 441	0956 1241
G-RJXF	EMB 145	1023 1108	G-CELS	Boeing 737 300	1026 1126(22)
G-JECA	CL600 RJ	1029 1118	G-RJXA	EMB 145	1046 1514(23)
G-UKTH	Fokker 50	1100 1213	EC-IAG	Airbus 320	1132 1239
EC-ICD	Boeing 737 800	1205 1313	G-RJXJ	EMB 135	1208 1507
N273TB	B.58 Baron	1211 1243	EI-CJI	Boeing 737	1251 1331
G-RJXD	EMB 145	1309 1359	G-RJXF	EMB 145	1341 1451

G-BVJC	Fokker 100	1346	1526	G-UKFF	Fokker 100	1403	1602
G-BYAH	Boeing 757	1422	1542	G-MAJG	Jetstream 41	1428	1503
G-JECA	CL600 RJ	1606	1700	G-RJXF	EMB 145	1642	1730
G-RJXD	EMB 145	1657	1746	G-LAST	Cessna 340	1703	1720
G-BZSD	PA-46 Malibu	1709	1757	G-MAJG	Jetstream 41	1716	1750
G-RJXJ	EMB 135	1719	1803	G-BUVC	Jetstream 31	1724	1414(23)
G-MAJC	Jetstream 41	1744	1829	G-BVJC	Fokker 100	1747	1916
EI-CKS	Boeing 737	1830	1906	G-JECA	CL600 RJ	1904	1946
G-RJXF	EMB 145	1923	2007	G-UKFF	Fokker 100	1940	0620(22)
G-RJXJ	EMB 135	2001	2104	G-MAJA	Jetstream 41	2004	1433(22)
G-CELV	Boeing 737 300	2100	0718(22)	G-RJXD	EMB 145	2103	0818(22)
EI-CJD	Boeing 737	2107	2141	G-MCEA	Boeing 757	2117	0737(22)
G-MAJC	Jetstream 41	2130	0726(22)	G-BVJC	Fokker 100	2138	0647(22)
G-RJXF	EMB 145	2232	0823(22)				

22 Saturday

G-BVJC	Fokker 100	0926	1050	G-UKFF	Fokker 100	0930	1045
G-CON	Boeing 737	0956	1026	G-CELV	Boeing 737 300	1018	1825(23)
G-MAJC	Jetstream 41	1105	1432(23)	G-RJXF	EMB 145	1118	1540(23)
G-UKTH	Fokker 50	1154	1235	G-BBPX	PA-34 Seneca	1156	n/s+
G-RJXD	EMB 145	1201	1211(23)	G-JECA	CL600 RJ	1236	1316
G-BYAK	Boeing 757	1258	1437	G-UKFF	Fokker 100	1403	1608
G-JEAV	BAe 146 200	1502	1551	G-MAJA	Jetstream 41	1734	1749(23)
G-UKFF	Fokker 100	1929	0619(23)	EI-CJC	Boeing 737	2029	2100
G-BVKD	Boeing 737 500	2103	0643(23)	G-MCEA	Boeing 757	2106	0755(23)

23 Sunday

G-BVKD	Boeing 737 500	0932	1055	G-UKFG	Fokker 100	1102	1156
G-ECJM	Turbo Arrow III	1112	1438	G-JEDX	DHC-8	1241	1315
G-RJXK	EMB 135	1254	1453	EI-CJF	Boeing 737	1349	1427
G-UKFG	Fokker 100	1433	1601	G-RJXD	EMB 145	1440	1559
G-JIVE	Hughes 369	1552	1612	G-JECA	CL600 RJ	1611	1709
G-BUVD	Jetstream 31	1701	0703(24)	G-CELS	Boeing 737 300	1703	1830(24)
G-RJXA	EMB 145	1711	1759	G-RJXK	EMB 135	1720	1802
G-MAJC	Jetstream 41	1743	1834	G-BVJC	Fokker 100	1750	1904
G-BZSD	PA-46 Malibu	1754	0729(24)	G-MAJF	Jetstream 41	1756	1349(24)
EI-CJF	Boeing 737	1901	1936	G-JECA	CL600 RJ	1906	1957
G-RJXD	EMB 145	1918	0737(24)	G-UKFG	Fokker 100	1934	0616(24)
G-MAJA	Jetstream 41	2026	0755(24)	G-RJXF	EMB 145	2035	0712(24)
G-RJXK	EMB 135	2047	0727(24)	G-RJXA	EMB 145	2101	0740(24)
G-CELV	Boeing 737 300	2116	0705(24)	G-MAJC	Jetstream 41	2122	0658(24)
G-BVJC	Fokker 100	2148	0652(24)	G-MCEA	Boeing 757	2250	0032(24)

24 Monday

G-MCEA	Boeing 757	0654	1101	G-JECA	CL600 RJ	0742	0818
G-RJXF	EMB 145	0922	1012	G-BVJC	Fokker 100	0933	1058
G-RJXD	EMB 145	0939	1030	G-UKFR	Fokker 100	0950	1053
EI-CNT	Boeing 737	0955	1037	G-MAJC	Jetstream 41	0957	1440
G-BUVD	Jetstream 31	1000	1435	G-MAJA	Jetstream 41	1015	1106
G-CELV	Boeing 737 300	1019	1822(25)	G-RJXK	EMB 135	1032	1112
G-JECA	CL600 RJ	1035	1121	G-UNDD	PA-23 Aztec	1042	1610
G-RJXA	EMB 145	1055	1338	G-UKTH	Fokker 50	1104	1208
G-RJXF	EMB 145	1203	1459	EI-CNZ	Boeing 737	1252	1329
G-RJXD	EMB 145	1305	1400	G-BVJC	Fokker 100	1335	1519
G-RJXK	EMB 135	1339	1509	G-UKFR	Fokker 100	1356	1559
N671B	A.36 Bonanza	1415	1225(7/4)	G-BXNS	JetRanger	1433	1522
G-JECA	CL600 RJ	1604	1710	G-RJXA	EMB 145	1648	1804
G-RJXF	EMB 145	1651	1739	G-RJXD	EMB 145	1656	1755
G-MAJC	Jetstream 41	1700	1749	G-BUVD	Jetstream 31	1719	0703(25)
G-RJXK	EMB 135	1721	1806	G-MAJF	Jetstream 41	1735	1833

G-BVJC	Fokker 100	1737 1906	G-BZSD	PA-46 Malibu	1758 1815
EI-CJC	Boeing 737	1827 1912	G-JECA	CL600 RJ	1910 2002
G-UKFR	Fokker 100	1941 0612(25)	G-RJXF	EMB 145	1943 0738(25)
G-MAJC	Jetstream 41	2000 0818(25)	G-RJXK	EMB 135	2008 0735(25)
G-MCEA	Boeing 757	2018 2213	G-RJXD	EMB 145	2047 0716(25)
G-RJXA	EMB 145	2059 0722(25)	EI-CNT	Boeing 737	2103 2130
G-MAJF	Jetstream 41	2120 0830(25)	G-CELS	Boeing 737 300	2125 0711(25)
G-BVJC	Fokker 100	2127 0657(25)			

25 Tuesday

G-MCEA	Boeing 757	0338 0729	G-STRC	Boeing 737 700	0631 0724
G-JECA	CL600 RJ	0752 0823	G-RJXD	EMB 145	0912 0959
G-BVJC	Fokker 100	0938 1058	G-RJXA	EMB 145	0940 1015
G-UKFR	Fokker 100	0950 1044	G-BUVD	Jetstream 31	0953 1430
G-GAFT	PA-44 Seminole	1010 1505	G-RJXK	EMB 135	1017 1105
G-CELS	Boeing 737 300	1022 1815(26)	G-JECA	CL600 RJ	1028 1118
G-MAJF	Jetstream 41	1041 1113	G-MAJC	Jetstream 41	1050 1349
G-UKTC	Fokker 50	1055 1152	G-RJXF	EMB 145	1137 1347
G-RJXD	EMB 145	1158 1439	EI-COX	Boeing 737	1255 1339
G-TMOL	TB-20 Trinidad	1258 1656	G-RJXA	EMB 145	1301 1403
G-BVJC	Fokker 100	1336 1528	G-RJXK	EMB 135	1345 1500
G-UKFR	Fokker 100	1352 1559	G-BYAD	Boeing 757	1359 1541
G-MAJF	Jetstream 41	1418 1449	G-BRPU	B.36 Duchess	1523 1538
CS-DNT	Hawker 800 XP	1545 0903(26)	G-JECA	CL600 RJ	1607 1700
G-RJXF	EMB 145	1642 1748	G-MCEA	Boeing 757	1646 1941
G-RJXA	EMB 145	1648 1755	G-RJXD	EMB 145	1653 1737
G-RJXK	EMB 135	1714 1800	G-BUVD	Jetstream 41	1722 0656(26)
G-MAJC	Jetstream 41	1725 1803	G-BVJC	Fokker 100	1741 1903
EI-CJF	Boeing 737	1827 1900	G-JECA	CL600 RJ	1920 1954
G-UKFR	Fokker 100	1936 0631(26)	G-RJXD	EMB 145	1938 0738(26)
G-RJXK	EMB 135	2004 0720(26)	G-MAJC	Jetstream 41	2012 0701(26)
G-RJXA	EMB 145	2044 0732(26)	G-RJXF	EMB 145	2048 0714(26)
G-CELV	Boeing 737 300	2112 0707(26)	G-STRC	Boeing 737 700	2135 0611(26)
G-BVJC	Fokker 100	2145 0653(26)			

26 Wednesday

G-MCEA	Boeing 757	0138 1057	G-JECA	CL600 RJ	0743 0814
G-HAMA	King Air 200	0834 0921	G-JIVE	Hughes 369	0853 0918
G-RJXF	EMB 145	0908 1005	G-MAJC	Jetstream 41	0926 1001
G-RJXA	EMB 145	0933 1016	G-UKFR	Fokker 100	0939 1042
G-BUVD	Jetstream 31	0945 1429	EI-CJC	Boeing 737	0948 1027
G-CDAV	PA-34 Seneca	0955 1409(27)	G-CELV	Boeing 737 300	1009 0954(27)
G-BVJC	Fokker 100	1011 1113	G-RJXK	EMB 135	1022 1102
G-MAJF	Jetstream 41	1026 1344	G-JECA	CL600 RJ	1028 1118
G-RJXD	EMB 145	1044 1335	G-UKTC	Fokker 50	1055 1210
G-GAFT	PA-44 Seminole	1130 1308	G-RJXF	EMB 145	1201 1441
EI-CNT	Boeing 737	1251 1324	G-RJXA	EMB 145	1300 1351
G-RJXK	EMB 135	1330 1504	G-BVJC	Fokker 100	1347 1535
G-UKFR	Fokker 100	1356 1607	G-MAJC	Jetstream 41	1419 1500
G-OBLC	B.76 Duchess	1542 1714	G-OACG	PA-34 Seneca	1601 1819
G-JECA	CL600 RJ	1603 1703	G-RJXF	EMB 145	1643 1732
G-RJXD	EMB 145	1646 1742	G-RJXA	EMB 145	1654 1755
G-MAJC	Jetstream 41	1710 1752	G-BUVD	Jetstream 31	1716 0708(27)
G-RJXK	EMB 135	1718 1802	G-MAJF	Jetstream 41	1740 1826
G-BVJC	Fokker 100	1750 1903	G-BRPU	B.76 Duchess	1806 1549(27)
EI-CNW	Boeing 737	1827 1906	G-BYCP	King Air B200	1833 1856
G-JECA	CL600 RJ	1907 1950	G-RJXF	EMB 145	1929 0738(27)
G-UKFR	Fokker 100	1938 0843(27)	G-RJXK	EMB 135	1958 0731(27)
G-MAJC	Jetstream 41	2004 1201(27)	G-MCEA	Boeing 757	2010 1016(27)

G-RJXA	EMB 145	2045 0724(27)	G-RJXD	EMB 145	2048 0718(27)
G-CELS	Boeing 737 300	2108 1257(27)	G-MAJF	Jetstream 41	2119 0702(27)
G-BVJC	Fokker 100	2149 0734(27)			

27 Thursday

G-STRC	Boeing 737 700	0124 0727	G-JECA	CL600 RJ	0747 0821
G-RJXD	EMB 145	0910 0956	G-MAJF	Jetstream 41	0917 0958
G-RJXA	EMB 145	0926 1013	EI-CJF	Boeing 737	0948 1024
G-BVJC	Fokker 100	1000 1057	G-BUVD	Jetstream 31	1003 1440
G-RJXK	EMB 135	1009 1053	G-JECA	CL600 RJ	1027 1117
G-RJXF	EMB 145	1034 1346	G-MAJB	Jetstream 41	1119 1353
G-OBLC	B.76 Duchess	1135 1534	G-RJXD	EMB 145	1204 1444
G-UKFR	Fokker 100	1208 1305	EC-ICK	Airbus 320	1242 1430
G-CELV	Boeing 737 300	1252 1823	G-BYAK	Boeing 757	1255 1432
EI-COX	Boeing 737	1259 1341	G-RJXA	EMB 145	1302 1406
G-RJXK	EMB 135	1337 1506	G-GALA	PA-28 Cherokee	1342 1648(29)
G-BVJC	Fokker 100	1344 1513	G-MAJF	Jetstream 41	1412 1447
GCKI	Mooney M.20K	1429 1558(28)	G-BBGB	PA-23 Aztec	1525 1610
G-BWEU	Cessna 152	1532 N/res (?)	G-JECA	CL600 RJ	1601 1701
G-UKFR	Fokker 100	1618 1707	G-RJXF	EMB 145	1646 1733
G-RJXE	EMB 145	1651 1749	G-MAJF	Jetstream 41	1654 1746
G-BUVD	Jetstream 31	1713 0659(28)	G-RJXK	EMB 135	1717 1805
G-TUSK	JetRanger	1730 1240(28)	G-RJXD	EMB 145	1735 1817
G-MAJB	Jetstream 41	1743 1834	G-BVJC	Fokker 100	1751 1902
EI-CNT	Boeing 737	1832 1905	G-BRPU	B.76 Duchess	1844 1010(16/4)
G-JECA	CL600 RJ	1904 1950	G-CELS	Boeing 737 300	1918 1829(28)
G-MCEA	Boeing 757	1921 1154(28)	G-UKFR	Fokker 100	1936 0634(28)
G-RJXF	EMB 145	1939 0728(28)	G-MAJF	Jetstream 41	2000 0703(28)
G-RJXK	EMB 135	2008 0744(28)	G-MAJM	Jetstream 41 DIV	2030 0925(28)
G-ZAPJ	ATR-42 DIV	2037 1403(28)	G-RJXE	EMB 145	2039 0821(28)
EC-HJO	Metro III DIV	2104 1321(28)	G-CELV	Boeing 737 300	2123 0734(28)
G-RJXD	EMB 145	2128 0755(28)	G-UKFA	Fokker 100 DIV	2130 0920(28)
G-MAJG	Jetstream 41 DIV	2132 0931(28)	G-STRC	Boeing 737 700	2140 0613(28)
G-BVJC	Fokker 100	2144 0720(28)	G-MAJB	Jetstream 41	21?? 0739(28)

28 Friday

G-MAJF	Jetstream 41	1006 1100	EI-CJC	Boeing 737	1011 1048
G-RJXK	EMB 135	1016 1123	G-BVJC	Fokker 100	1020 1120
G-UKFR	Fokker 100	1024 1134	G-RJXF	EMB 145	1028 1138
G-BUVD	Jetstream 31	1033 1432	G-RJXE	EMB 145	1050 1142
EC-ICK	Airbus 320	1055 1305	G-RJXD	EMB 145	1057 1341
G-CELV	Boeing 737 300	1103 1316	G-MAJB	Jetstream 41	1106 1357
G-ZAPT	King Air B200C	1108 1406	G-JECA	CL600 RJ	1117 1258
EC-ICD	Boeing 737 800	1130 1330	G-OLDD	BAe 125 800B	1257 1459
EI-CNT	Boeing 737	1311 1349	G-RJXK	EMB 135	1319 1409
G-BYAK	Boeing 757	1358 1516	G-BVJC	Fokker 100	1402 1536
G-RJXE	EMB 145	1404 1506	G-UKFR	Fokker 100	1412 1630
G-RJXF	EMB 145	1427 1514	N560TH	Citation Excel	1447 1652(7/4)
G-MAJF	Jetstream 41	1501 1538	N273TB	B.58 Baron	1626 1644
G-RJXK	EMB 135	1643 1754	G-RJXD	EMB 145	1646 1744
N900CB	Cessna 421C	1650 1355(1/4)	G-RJXF	EMB 145	1702 1740
G-JECA	CL600 RJ	1722 1751	G-RJXE	EMB 145	1732 1809
G-MAJB	Jetstream 41	1737 1835	G-JEAX	BAe 146 200	1753 1823
G-MAJF	Jetstream 41	1756 1832	G-BVJC	Fokker 100	1800 1906
EI-CJH	Boeing 737	1830 1903	G-CELV	Boeing 737 300	1850 1824(30)
G-BUVD	Jetstream 31	1909 0701(31)	G-KDMA	Citation Encore	1920 1547(31)
G-JECA	CL600 RJ	1936 2009	G-UKFR	Fokker 100	1940 0620(31)
G-RJXF	EMB 145	1949 0820(29)	G-RJXE	EMB 145	2001 2052
G-RJXK	EMB 135	2042 1156(30)	G-MAJF	Jetstream 41	2045 1945(29)

G-RJXD	EMB 145	2047 0810(29)	EI-CJE	Boeing 737	2105 2134
G-CELS	Boeing 737 300	2115 0702(29)	G-MAJB	Jetstream 41	2120 1344(29)
OE-GPS	Citation Bravo	2137 1249(29)	G-MCEA	Boeing 757	2141 0718(29)
G-BVJC	Fokker 100	2149 0657(29)			
29 Saturday					
G-UKFR	Fokker 100	0940 1043	EI-CKQ	Boeing 737	0944 1019
G-BVJC	Fokker 100	0951 1101	G-CELS	Boeing 737 300	1021 1301
G-UKTG	Fokker 50	1055 1208	G-RJXF	EMB 145	1103 1104(30)
G-RJXD	EMB 145	1120 1134(30)	G-REBK	King Air B200	1127 1132
G-JECA	CL600 RJ	1236 1319	G-OLDD	BAe 125 800B	1240 1400
CS-TPJ	EMB 145	1257 0728(31)	G-BYAK	Boeing 757	1328 1458
G-JEAX	BAe 145 200	1331 1426	G-UKFR	Fokker 100	1352 1607
G-JANN	PA-34 Seneca	1357 1723	G-UKTI	Fokker 50 DIV	1424 1729
G-JDBC	PA-34 Seneca	1453 1637	G-REBK	King Air B200	1555 1602
G-MAJB	Jetstream 41	1734 1114(31)	G-MAJC	Jetstream 41	1756 1501(30)
G-LFSC	PA-28 Cruiser	1816 1928	G-CELS	Boeing 737 300	1902 1308(30)
G-UKFR	Fokker 100	1949 0629(30)	EI-CKS	Boeing 737	2020 2052
G-UKTI	Fokker 50 DIV	2039 0845(30)	G-MCEA	Boeing 757	2042 0757(30)
G-BXWF	Fokker 100	2207 0715(30)			
30 Sunday					
G-BXWF	Fokker 100	0952 1058	N40GD	Cirrus SR-22	0954 1122
G-UKFR	Fokker 100	1006 1052	G-JEDX	DHC-8	1154 1230
EI-CJH	Boeing 737	1305 1343	G-RJXF	EMB 145	1330 1423
G-MAJL	Jetstream 41	1351 1457	G-UKFR	Fokker 100	1401 1613
G-RJXB	EMB 145	1436 1513	G-RJXD	EMB 145	1447 1539
G-JDBC	PA-34 Seneca	1504 1645	G-JECA	CL600 RJ	1559 1708
G-MAJL	Jetstream 41	1633 1730	G-RJXF	EMB 145	1658 1747
G-RJXB	EMB 145	1705 1753	G-TANS	TB-20 Trinidad	1757 0856(31)
G-MIDP	Airbus 320	1836 1928	EI-CJE	Boeing 737	1828 1910
G-JECA	CL600 RJ	1903 1952	G-CELS	Boeing 737 300	1913 0714(31)
G-UKFR	Fokker 100	1933 0621(31)	G-MAJL	Jetstream 41	2013 0704(31)
G-RJXD	EMB 145	2033 0738(31)	G-RJXB	EMB 145	2039 0720(31)
G-RJXF	EMB 145	2046 0716(31)	EI-COB	Boeing 737	2115 2142
G-CELV	Boeing 737 300	2117 1824(31)	G-MCEA	Boeing 757	2235 0054(31)
31 Monday					
G-BXWE	Fokker 100	0008 0710	G-OWAX	King Air 200	0643 0706
G-MCEA	Boeing 757	0657 1159	G-JECA	CL600 RJ	0807 0835
G-RJXB	EMB 145	0910 1110	CS-TPJ	EMB 145	0932 1518
G-MAJL	Jetstream 41	0935 1032	G-UKFR	Fokker 100	0940 1221
G-BUVD	Jetstream 31	0945 1452	EI-CKQ	Boeing 737	0952 1119
G-BXWE	Fokker 100	0955 1150	G-CELS	Boeing 737 300	1013 1301
G-BYLM	PA-46 Malibu	1029 1154(9/4)	G-RJXF	EMB 145	1031 1145
G-DAZY	PA-34 Seneca	1112 1650	G-RJXD	EMB 145	1127 1219
G-JEBB	BAe 146 300	1129 1225	G-BFTT	Cessna 421C	1211 1630
G-MAJL	Jetstream 41	1216 1438	G-RJXB	EMB 145	1251 1344
EI-CJF	Boeing 737	1332 1405	G-BBTJ	PA-23 Aztec	1348 1500
G-RJXF	EMB 145	1409 1511	G-BXWE	Fokker 100	1414 1538
G-RJXD	EMB 145	1454 1530	G-UKFR	Fokker 100	1506 1559
G-BJYD	Cessna F152	1509 1541	G-JECA	CL600 RJ	1601 1706
G-BUVD	Jetstream 31	1635 1714	G-RJXB	EMB 145	1652 1735
G-RJXD	EMB 145	1703 1741	CS-DNJ	Hawker 800 XP	1708 1603(01)
CS-TPJ	EMB 145	1713 1804	G-MAJL	Jetstream 41	1716 1752
G-RJXF	EMB 145	1745 1821	G-BXWE	Fokker 100	1820 1910
EI-CKQ	Boeing 737	1828 1904	G-JECA	CL600 RJ	1901 1955
G-CELS	Boeing 737 300	1912 0707(01)	G-RJXD	EMB 145	1928 0720(01)
G-UKFR	Fokker 100	1935 0625(01)	G-BZSD	PA-46 Malibu	1952 0645(01)

G-BUVD	Jetstream 31	1957 0701(01)	G-MAJL	Jetstream 41	2001 0710(01)
CS-TPJ	EMB 145	2017 0729(01)	G-RJXB	EMB 145	2046 0737(01)
G-RJXF	EMB 145	2102 0717(01)	EI-CNT	Boeing 737	2104 2130
N880WD	Gulfstream IV	2106 1642(01)	G-MCEA	Boeing 757	2109 2231
G-CELV	Boeing 737 300	2116 1824(01)	G-BXWE	Fokker 100	2225 0714(01)

From and to

01) VP-BGE/Filton-Edinburgh: 02) OE-GBB/Alicante-Antwerp: 03) N2683Y/Fairoaks-n/s-Liverpool: 04) N273TB/Hawarden-Elstree then Northolt-Hawarden: 05) N671B/F-n/s-T Isle of Man: 06) N273TB/Hawarden-Elstree; N2683Y/Geneva-n/s-Liverpool:07) N273TB/Hawarden-Biggin then Elstree-Hawarden: 07) VP-BGE, Edinburgh-Filton: 10) N27MW/F & T Fairoaks;OE-GPS/Innsbruck-n/s-Klagenfurt: 11) N2669D/Friedrichshafen-Poznan: 12) LX-ONE/Monastir-Luxembourg: 13) N228TM/F & T Cork: 14) N750NS/F & T Jersey; N228TM/F & T Cork;N273TB/Elstree-Hawarden: 16) VP-BMS/Luton-Teterboro;N671B/F-n/s-T Isle of Man;N750NS/F & T Jersey: 19) N54DJ/Denham-??? And return; VP-CTJ/Southampton-n/s-St Mawgan-BXON/Haverford West-n/s-Humberside: 20) OE-GAA/Malaga-Frankfurt: 21) N273TB/Sleep-Campbeltown then Campbeltown-Tatenhill; EI-DMG/Waterford-Birmingham: 24) N671B/F-n/s-T Isle of Man: 25) CS-DNT/Munich-n/s-Palma: N560TH/F-n/s-T Blackpool; N273TB/Glasgow-Hawarden; N900CB/F-n/s-T Guernsey;OE-GPS/Santiago de Compostela-n/s-Innsbruck: 30) N40GD/St Johns-Aarhus: 31) N880WD/Detroit-n/s-Brussels; CS-DNJ/ Palma-n/s-Florence:

Overshoots

03) XX??/?/CWL69; XX482/CWL76: 05) ZF203/LOP73; XX482/CWL71: 06) XX150/Colt24; XX482/CWL04: 10) XX117/Colt87: 11) G-BLVI/CWL81; G-BWSR/CWL82; G-BONT/CWL80; XF140/LOP47; XX497/CWL05: 13) G-BONT/CWL80; G-BLVI/CWL81: 14) G-BTMR: 17) XX835/Colt87: 18) G-OBLC: 19) XX847/Colt88; XX491/CWL69; ZF203/LOP28: 24) ZF490/LOP47: 26) G-OBLC; XX496/CWL70; XX497/CWL68: 27) XX493/CWL64: 28) XX497/CWL75: 29) G-BHDE: 31) XX284/Javelin; XX495/CWL71; XX496/CWL67:

LBA movements review, March 2003

First foreigner of the month was the Citation I VP-BGE on the 1st from Filton to Edinburgh. On the 2nd Dornier 328 OE-GBB of the Tyrolean Air Ambulance was from Alicante to Antwerp as "TYW 572". Night stopping on the 3rd was the Cessna 421C N2683Y from Fairoaks to Liverpool. Beech Baron N273TB is reported to be based at Welshpool but on the 4th it was from Hawarden to Elstree and then from Northolt to Hawarden that leads me to believe it may be based at Hawarden. On the 5th we had the A.36 Bonanza N671B night stopping from and to the Isle of Man where it is now thought to live. The Baron N273TB was back on the 6th from Hawarden to

Elstree and Cessna 421C N2683Y was again night stopping, this time from Geneva to Liverpool.

Baron N273TB returned yet again on the 7th from Hawarden to Biggin Hill and from Elstree to Hawarden seeming to confirm its base. Citation VP-BGE was visiting on the 9th from Edinburgh to Filton. On the 10th another Baron was N27MW from and to its base at Elstree, night stopping was the Citation Bravo OE-GPS being the Tyrolean callsign "TYW 812-821" from Innsbruck to Klagenfurt. Cessna 340 N2999D was from Friedrichshafen to Poznan on the 11th and on the 12th the Lear Jet 35A LX-ONE of Duclair SA was from Monastir to Luxembourg with the usual callsign of "Duke one Ambulance". From and to its base at Cork on the 13th was the Hawker 800XP N228TM; it did the same flight again the following day. On the 14th Baron N273TB was from Elstree to Hawarden and Citation X N750NS was from and to Jersey as "Beauport 6NS".

Falcon 900EX VP-BMS on the 16th was from Luton to Teterboro whilst Citation X N750NS used its usual callsign from and to Jersey and Bonanza N671B did a night stop from and to the Isle of Man. Cessna 303 N54DJ was from Denham to points unknown and return on the 19th when Citation II VP-CTJ was from Southampton n/s to St Mawgan and the King Air E90 F-BXON night stopped from Haverford West to Humberside with the callsign "CPH 031-030". Back with us on the 21st was Baron N273TB from Sleep to Campbeltown then returning from Campbeltown to Tatenhill, joining it was the Dawn Meats Cessna 441 EI-DMG from Waterford to Birmingham. On the 24th Bonanza N671B night stopped from and to the Isle of Man.

The first Netjets of the month was Hawker 800 XP CS-DNT on the 25th which was a night stopper from Munich to Palma as "Skyshare 642P-8642". The Citation Excel N560TH is now based at Blackpool and it was from there on the 28th when it night stopped before going back, another night stopper that day was

Cessna 421C N900CB from and to Guernsey and others noted were Baron N273TB from Glasgow to Hawarden and Citation Bravo OE-GPS from Santiago de Compostela night stop to Innsbruck as "TYW 652-961". On delivery from St Johns to Aarhus on the 30th was the brand new Cirrus SR-22 N40GD, which had only been registered in the USA on the 14th of March and has c/n 0473. Finally on the 31st the Gulfstream IV N880WD was night stopping from Detroit to Brussels and it carries a registration previously on a Gulfstream II, and Hawker 800 XP CS-DNJ was from Palma n/s to Florence calling "Skyshare 8650-902P".

The only military visitors of the month were the SAS Agusta 109 ZE413 on the 6th as "1DB22" from Hereford to Linton and return, Belgian Air Force Hercules CH-01 on the 19th as "BAF 683" from and to Melsbroek and the Irish Air Corps CN235 on the 20th with serial 253 from Glasgow to Stansted as "IAC 253". Citation G-JETC suffered a major technical problem whilst on the runway 14 loop on the 2nd and it did not finally depart until the 8th. King Air G-MAMD which had arrived on the 28th of January was noted departing on the 10th. PA-44 G-GAFT made a first visit on the 12th as "Atlantic 50". Cessna F152 G-BWEU arrived on the 27th and may now be resident. Metro EC-HJO diverted in from Newcastle on the 27th whilst inbound from Munster, when taxiing out on the 28th it slid off the side of the runway and blocked all landings and take offs for an hour. EMB 145 CS-TPJ of Portugalia arrived from Lisbon on the 29th as "Midland 9001", it is in an overall white colour scheme and is being used by Midland on the Scottish services from the Lbia.

Terry Sykes



LEEDS HELIPORT

01/04/03	G-WOOF	ENSTROM 480	12:35	17:00
02/04/03	G-BAML	BELL 206B JETRANGER	15:30	16:25
03/04/03	G-EYET	ROBINSON R44	08:20	08:35
04/04/03	G-BOTM	BELL 206B JETRANGER	14:00	17:00
05/04/03	G-CPTS	BELL 206B JETRANGER	16:01	16:20
07/04/03	G-BVCJ	AUGUSTA 109A	10:00	11:45
13/04/03	G-TASS	SCHWEIZER 269CS	15:05	15:30
14/04/03	G-BURS	SIKORSKY S.76A	11:10	16:45
16/04/03	G-EROL	SA341G GAZELLE	10:15	10:45
17/04/03	G-JIVE	HUGHES 369D	11:35	12:00
17/04/03	G-SAND	HUGHES 269C	13:15	16:15
17/04/03	G-BYSE	BELL 206B JETRANGER	14:50 N/S	14:20
18/04/03	G-JLEE	BELL 206B JETRANGER	12:45	14:50
22/04/03	G-BOTM	BELL 206B JETRANGER	14:15	15:45
23/04/03	G-SIVC	AUGUSTA 109E	09:30	10:00
23/04/03	G-BZIN	ROBINSON R44	10:00	10:10
23/04/03	G-SDCI	BELL 206B JETRANGER	13:30	17:25
23/04/03	G-BZIN	ROBINSON R44	14:35	15:00
26/04/03	G-HIMJ	AUGUSTA 109E	15:00	15:15
27/04/03	G-HIMJ	AUGUSTA 109E	14:00	14:15
27/04/03	N70526	HUGHES 369E	14:00	14:30
29/04/03	G-FIBS	AS350BA ECUREUIL	10:30	10:40

HELICOPTER ACTIVITY: MARCH

02	N430CE	Bell 430	Wigan - Doncaster
03	G-IORG	R.22	Barton - Morley (photography) - York
05	G-HPAD	Jet Ranger	Sheffield - Harrogate
06	G-XMEN	Twin Squirrel	Wycombe - York
06	N920BV	MD.600	Tyneside - Wakefield
06	N600PV	MD.600	Tadcaster - Wakefield
09	G-BSCE	R.22	Devonshire Arms
12	G-BWZI	A.109	Bridlington - Bagby
12	N430CE	Bell 430	Derby - Gomersal
13	G-PACL	R.22	Rotherham - Denby Dale
14	N188S	A.109	LBA - Cullingworth
14	G-BJUC	R.22	Clitheroe - 2 miles N Sutton Bank
14	G-ULES	Twin Squirrel	Barton - Full Sutton
14	G-CBVI	R.44	Walton Wood - Sherburn
14	G-PASG	Bo.105	"Helimed 99A" Burn Hall, near York
15		Jet Ranger	"Chukker 14" Cardiff - Ferrybridge
16	G-LEEZ	Long Ranger	Emley Moor (pleasure flights)
16	G-ROZI	R.44	Bakewell - Devonshire Arms
16	G-BSBW	Jet Ranger	Harewood - Sherburn
17	G-FIBS	Squirrel	Skipton - Coney - Barnard Castle
17	G-MLTY	Dauphin	LBA - Grassington
18	G-BTHI	R.22	Wellesbourne - Darley
19	G-LNAA	MD.900	"Helimed 29A" Shirebrooke (Sheffield)
19	G-HPAD	Jet Ranger	Huddersfield Golf Club (photography)
19	G-BZMG	R.44	Sherburn - Whitby
19		A.109	"Bladerunner 001" Devonshire Arms
20	G-IGPW	EC.120	Walton Wood - Teesside
22	G-RAMI	Jet Ranger	Devonshire Arms
23		Gazelle	"Armyair 462" Bagby
26	G-CBSK	Gazelle	Southend - Templenewsam
28	G-BFEF	Bell 47	Sutton Bank - Beverley
30	G-JONH	R.22	Devonshire Arms
30	G-JMDI	SCH.369C	Gelder Road (Leeds) - Bagby
30	N555GS	A.109	Malton - Ilkley Moor - Chorley

Two corrections from January:

G-OAL should read G-OFIL and G-OVEL should be G-OUEL

Sherburn had a very busy month with visitors including:

02.03 T.67 G.BJXB, PA.28 G-BGPJ; 03.03 C.172N G-SEVE, F.150M G-BFFY, Jet Ranger G-RAMY; 06.03 Emerald G-ARRS, TB.20 G-OTUI, PA.28 G-VICC, C.182 G-ASIB, DR.1050 G-BYFM, DR.253 G-BOSM, C.172M G-BTMR; 12.03 PA.28R G-BHIR, F.172M G-BOIL, C.172R G-BXSM; 13.03 C.182S G-RACY, PA.28R G-HALC; 14.03 RALLYE G-PIGS, PA.28 G-YANK, PA.20 G-APZX, PA.28 G-PIKK, R.44 G-CBVI, AA.5 G-BBSA; 15.03 Jabirus G-BYFC + G.BYTK, Colibri G-HRUM, C.140 G.ALOD, PA.18 G-FUZZ; 17.03 Be.36 G-ORSP c/s Makin 1, Cougar G-REAT; 18.03 PA.28R N2943D, Katana G.BWFD; 19.03 DR.250 G.BUVM, PA.28R G.AZDE; 21.03 F.172M G.OOLE; 23.03 C.177 G.BRDO, PA.28RT G-IJOE; 25.03 C.206 G-BFCT; 27.03 C.172M G-BIHI; 29.03 C.177RG G-OAMP, GY.80 G.ASJY; 30.03 PA.28 G-CPTM, PA.28 G-OPET, PA.38 G-BOLF, Extra G-EIII and finally A.109 N555GS for a refuel.

As yet unidentified was N524SF which was inbound Gamston on 28.03, also visiting was Islander c/s Ascot 7976 on 16.03. Others included DA.40 G-CBFA (06.03), TB.10 G-BNRA (12.03), C.152 G-BNOZ and

PA.28 G-UANT (14.03), F.150 G-AWGK and PA.28 G-BDSH (15.03), YAK 52 G-BWFP and Coyote G-BYRS (16.03), PA.28 G-BVOA (19.03), C.177 G-AYSY (27.03), PA.28R G.RUBY (30.03) and Cessna 152 G-BMCV (31.03).

Possible new resident at Brieghton is Extra G-CBUA although it has also been noted at Bagby. Brieghton was very active on 23.03 for a fly-in with visitors including: DR.107 G-IIDI, F.150M G-BGEA, DR.400 G-HANS, T.61F G-BUGT, RV.6 G=RIVT, RV.6 G-ORVG, PA.28 G-AWIT, Kitfot G-BSGG, DR.400 G-JUDE and PA.28's G-FLAV and G-SOBI.

Noting departing Sheffield for "EGPT" on 14.03 was N41AK, also here were Cougar G-GCCL on 19.03 and a pair of PA.34's G-HCSL (14.03) and G.CDAV (20.03).

Beverley had a visit from PA.44 N88PL from Wellesbourne on 26.03, also 14.03 Aeronca G.AKVN, 16.03 DR.1050 G-BXYJ and 29.03 PA.32 G-ETBY. EB.97 Eurostar G-PROW was on a local air test from Sandtoft on 15.03, whilst visiting on 30.03 was PA.28 G-RACO.

PA.32RT G-JUFF was noted at Elvington on 13.03 from Wolverhampton.

Bagby had Hurricane G-HURR doing a fly-by on 29.03, visitors included DR.400 G-JBDH (15.03), PA.28R G-MEGA (22.03) and C.310 G-REDB (29.03).

As yet unidentified G-NSUK was noted local flying from Full Sutton 26.03. Haxey (near Doncaster) had a visit from F.172H G-AXSI from Scilly Isles 14.03. Other notable visitors to the area: Bonanza G-NEWT (Pocklington 15.03), PA.22 G-ARCF (Eddsfield 15.03), also here on 29.03 C.182 G-LVES and DR.221 G-CPCD, Sundowner G-BUXN (Dishforth 14.03), Coyote G-BZRA (Felixkirk 24.03), T.67 G-BKTZ (Pocklington 23.03) and Cub G-BROR (Sutton Bank 21.03).

Humberside had a visit from CRJ c/s Jersey 729 diverting from Leeds 25.03. Others were: F.GLIM C.560 (13.03), Global Express N53GX (19.03), HS.125 G-MKSS (25.03), Baron N273TB (26.03), Cessna 206 EI.SBP (27.03) and J/P G-BVEZ (31.03).

PA.28 N6339U has been operating in the area and is believed based at Wickenby.

A couple of overflights of the Leeds zone were:

N9727G Cessna 180 Nottingham – Carlisle (04.03 at 17.15)
N97GW Beech 36 Cumbernauld – Wevelgem (26.03 at 16.00)

Trevor Smith



A320 CS-TNB Air Luxor Leeds Bradford 20 April 2003

Peter Martin

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA296	TFS	04/EC-IDT	11/EC-IDT	18/EC-HZS	25/EC-ICD	
AMM639C	FAO	17/G-OOAW	24/G-OOAW			
BAL035A	AGP	05/G-BYAH	12/G-BYAH	19/G-BYAK	26/G-CDUP	
BAL231A	ALC	03/G-BYAH	10/G-BYAH	17/G-BYAK	24/G-CDUP	
BAL387A	ALC	01/G-BYAN	08/G-BYAJ	15/G-CDUO	22/G-CDUO	29/G-BYAH
BAL530A	FM	04/G-BYAH	11/G-BYAJ	18/G-CDUO	25/G-BYAH	
BEE9125	CMF	05/G-JEAX	12/G-JEAX	19/G-JEAX		
FUA1182	AGP	12/EC-GRX	19/EC-GNZ	26/EC-GNZ		
FUA1184	TFS	11/EC-IEN	18/EC-HMK	25/DivMAN		
HOA566	ALC	12/EC-FXP	19/EC-HNB	26/EC-IFV		
IWD3214	ACE	03/EC-GZE	10/EC-GZE	17/EC-IMU	24/EC-GZE	
IWD3268	TFS	04/EC-GZD	11/EC-IMU	18/EC-HZU	25/EC-IMU	
LXR2772	FAO	13/CS-TMW	20/CS-TNB	27/CS-TMW		
MYT313	TFS	04/G-MCEA	11/G-JALC	18/G-PIDS	25/G-PIDS	
MYT315	FM	04/G-MCEA	11/G-JALC	18/G-PIDS	25/G-PIDS	
MYT317	ALC	05/G-MCEA	12/G-JALC	19/G-PIDS	26/G-PIDS	
MYT319	AGP	06/G-RJGR	13/G-RJGR	20/G-PIDS	27/G-PIDS	
MYT325	FUE	02/G-MCEA	09/G-JALC	16/G-RJGR	23/G-PIDS	30/G-PIDS
MYT327	ACE	03/G-MCEA	10/G-JALC	17/G-RJGR	24/G-PIDS	
MYT329	ALC	01/G-MCEA	08/G-JALC	15/G-RJGR	22/G-PIDS	29/G-PIDS
MYT345	GRO	12/G-RJGR	19/G-PIDS	26/G-PIDS		
MYT347	LPA	07/G-JALC	14/G-RJGR	21/G-PIDS	28/G-PIDS	
MYT349	TFS	01/G-MCEA	08/G-JALC	15/G-RJGR	22/G-PIDS	29/G-PIDS
MYT351	FM	07/G-JALC	14/G-RJGR	21/G-PIDS	28/G-PIDS	
MYT355	AGP	06/G-JALC	13/G-RJGR	20/G-PIDS	27/G-PIDS	

OTHER FLIGHTS

05	PH-KZD	F70	KLM1543/1540	f/t Amsterdam n/s	Lieu F100
07	G-MIDZ	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
09	G-MONJ	B752	BMD411/412	f/t Akrotiri n/s	Medivac
09	G-STRC	B737	EXS231P/231	Gatwick - Barcelona	Lieu EXS B733
09	G-STRC	B737	EXS232/232P	Barcelona - Gatwick	Lieu EXS B733
11	G-ZAPJ	AT42	AWC270N/270Y	f/t Stansted	Spurs FC
12	G-ZAPJ	AT42	AWC270Y/270P	f/t Stansted	Spurs FC
14	G-MIDT	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
16	PH-JCH	F70	KLM1545/1546	f/t Amsterdam	Lieu F100
16	G-CELX	B733	EXS925P/201	Lasham -n/s- Amsterdam	Delivery
18	SE-RAB	E135	EZE015P/1015	Aberdeen - Southampton	Leeds United FC
19	SE-RAB	E135	EZE1016/016P	Southampton - Aberdeen	Leeds United FC
20	G-MIDX	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
21	G-BZIF	D328	SAY830/831P	Biggin Hill - London City	Fulham FC
21	EL-CSR	B738	RYR158/159	f/t Dublin	Lieu B732
22	EL-DAK	B738	RYR152/153	f/t Dublin	Lieu B732
22	G-BZIF	D328	SAY832P/832	Edinburgh - Gatwick	Fulham FC
25	EI-CSC	B738	RYR156/157	f/t Dublin	Lieu B732

26	G-CELU	B733	EXS6420/6421	t/f Cardiff	Rugby Charter
26	G-XLAA	B738	XLA118P/4118	Birmingham - Palermo	Passenger Charter
27	G-MIDX	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100
29	G-STRD	B737	AEU825P/825	Gatwick - Keflavik	Passenger Charter
29	G-STRD	B737	AEU826/827	f/t Keflavik n/s	Passenger Charter
30	G-STRD	B737	AEU828/831	Keflavik -n/s- Naples	Passenger Charter

Aircraft making first visits are underlined

LBA VISITORS - RESIDENTS



Boeing 747SP-31 A6-SMR, Dubai Air Wing 14 May 2003



Boeing 747SP-31 A6-SMR, Dubai Air Wing 14 May 2003



BAe Jetstream 31 G-CBDA, Eastern Airways 18 April 2003



G-CELU, G-CELV, G-CELS, G-CELX Boeing 737-300's Jet 2 Fleet 17 April 2003



LEEDS/BRADFORD NEWS

Good news abounds again this month with passenger figures soaring during April. Jet2 have announced two new destinations, and indicated they will be operating to a ski destination during the winter months.

May heralded the introduction of daily flights to many of the Jet2 destinations. The airport gained its first widebody "based" airliner in the form of a Britannia Boeing 767, and BMI introduced an extra early morning "up" and late evening "down" flight to Heathrow using an EMB-145 and finally KLM introduced an extra tea time rotation from and to Amsterdam with a Fokker 50. All these changes should lead to even greater passenger number increases for May.

The press release for April's results:

Leeds Bradford International Airport recorded a 33% increase in traffic during April, the largest year on year monthly increase ever seen in the airport's history. A total of 145,882 passengers flew in and out during the month and the figures were boosted by Yorkshire's new low cost airline, Jet2, carrying 27,539 passengers as their summer operations started to come on line. From 1st May Jet2's services to Amsterdam, Nice, Barcelona, Milan, Palma, Malaga and Alicante are operating at their full frequency with a total of over fifty flights per week.

In addition to Jet2, low cost airline Ryanair carried 18,911 passengers on their Dublin service, an increase of 46% over April 2002. Other significant increases were recorded by FlyBe whose Belfast route saw an increase of 31%, and bmi british midland whose Edinburgh service carried 13% more passengers during the month.

Managing Director Ed Anderson commented, "These are outstanding figures and will be bettered in the coming months as the summer season gets underway. We are pleased to be providing more opportunities for the region's business and leisure travellers to use what is currently one of the UK's fastest growing airports".

Jet2 announced their new destinations as follows: Jet2 launches new winter schedule with two fantastic destinations

Jet2, the North's low cost airline, today announced two new destinations for its 2003 winter schedule flying from Leeds Bradford International Airport. From 4 September 2003, Jet2 will fly twice a week to Faro, the popular capital of the Algarve, and four times a week to Prague, one of Europe's most beautiful cities and capital of the Czech Republic. Tickets for Prague are now on sale and Faro is expected to be on sale by the beginning of May.

Holiday-makers can rest assured that they can still travel at low-cost prices to their favourite hot spots throughout the winter months, as Jet2 will continue services to Malaga (daily), Barcelona and Alicante - the region's most popular destinations for sun. City break fans and business travellers will also be delighted because as well as Prague, Jet2 will continue its service to Amsterdam (twice daily).

Jet2 will also be adding snow destinations to the new schedule to give winter sports enthusiasts the opportunity to Jet2 the piste from their local airport. The low-cost airline is continuing to appeal to the people of the North by asking the region's travellers where they would like to fly to before making its final decision on the snow destinations.

Philip Meeson, chief executive of Jet2 comments: "When we launched Jet2 we asked the region's leisure and business travellers where they would most like us to fly to and we received an overwhelming response. This helped us to decide our seven summer destinations and the frequency of our flights. We really value the opinion of our customers and want to make sure we are servicing the region's need for affordable flights to fantastic destinations. We have several winter routes that we are considering at the

moment, but I would love to hear from people throughout the North about their preferred regions for a winter ski break."

Ed Anderson, managing director of Leeds Bradford International Airport said, "Jet2 has already proven to be a great success with the people of the North. We are sure the winter schedule will be just as much of a hit and will encourage passengers to use their local airport." To tell Jet2 where you would like to fly to this winter, log onto www.Jet2.com and press the contact us button or alternatively e-mail us at destinations@jet2.com. People who e-mail Jet2 with suggestions for their favourite ski regions will automatically be entered into a competition to win a pair of tickets to Jet2's winter snow destinations when announced - there are two pairs to be won.

AIRPORT NEWS

Below are the U.K. Airport Passenger figures for February. A little dated compared to the previous news, but I believe it is good to see where LBA sits in the total "U.K. picture".

	Feb 2003	Feb 2002	% +/-
Heathrow	4,476,446	4,414,252	+1.41%
Gatwick	1,828,301	1,729,524	+5.71%
Stansted	1,212,031	977,225	+24.03%
Manchester	1,105,844	1,077,321	+2.65%
Birmingham	549,955	472,522	+16.39%
Edinburgh	527,431	470,652	+12.06%
Glasgow	501,221	443,065	+13.13%
Luton	469,632	426,809	+10.03%
Belfast Int.	272,178	224,181	+21.41%
Bristol	261,309	197,400	+32.38%
East Midlands	259,832	112,241	+131.49%
Liverpool	237,398	177,617	+33.66%
Newcastle	194,350	174,655	+11.28%
Aberdeen	176,866	171,034	+3.41%
Belfast City	133,680	131,135	+1.94%
London City	115,345	121,739	-5.25%
Leeds/Bradford	106,171	82,562	+28.60%
Prestwick	105,084	97,846	+7.40%
Cardiff	95,789	81,682	+17.27%
Jersey	82,820	83,266	-0.54%
Guernsey	58,506	56,587	+3.39%
Southampton	54,817	53,679	+2.12%
Isle Of Man	54,625	52,371	+4.30%
Teesside	38,793	36,448	+6.43%
Bournemouth	31,896	21,546	+48.04%
Inverness	29,818	24,210	+23.16%
Humberside	27,561	25,719	+7.16%
Norwich	25,772	23,883	+7.91%
Exeter	19,962	18,469	+8.08%

AIRLINE NEWS

Aer Lingus is in talks with both Airbus and Boeing to place an order to replace its short-haul fleet of 27 aircraft. Aer Lingus operates 8 B737-500s, 3 B737-400s, 4 A320s, 6 A321s and 6 BAe 146s. The airline is considering either the Airbus A320 or Boeing 737-800.

Air China / China Southern have confirmed an order for 30 Airbuses. The aircraft will be operated by Air China, China Eastern Airlines, China Southern Airlines, Hainan Airlines and Sichuan Airlines. The order is composed of 4 A330s, 10 A320s and 16 A319s and will begin to be delivered in 2004.

Air Scotland - one of the airline's 2 Boeing 757-200 operated by Electra Airlines which had been impounded at Glasgow Airport was released after Electra settled its bill with BAA, the airport owners. It is believed the

aircraft departed for Brussels. The airline's other B757-200 is still impounded at Edinburgh Airport. In the meantime Air Scotland has been chartering aircraft from Air Holland to operate its flights.

Cathay Pacific has stated that it probably won't order any Airbus A380s because of the current situation. Cathay was in talks with Airbus for as many as 10 aircraft.

CSA is looking to place an order sometime this summer to replace its pair of Airbus A310s. Under consideration are the Airbus A330 and Boeing 767.

EasyJet reported interim results to March 31 in line with analysts expectations, but revealed that it is paying a high price to fill its seats during a period of rapid expansion. Europe's largest low-cost airline suffered a pre-tax loss of £48.1m in the period compared with a pre-tax profit of £1m in the same period a year ago. EasyJet said that yields, or average fare levels, had fallen by 10.7 per cent year-on-year, reflecting both the rapid increase in capacity as well as the impact of external events, mainly the war in Iraq, on demand for air travel, which the group had sought to counteract with special discounted seat sales.

Ray Webster, chief executive, said the EasyJet business model remained "robust". Turnover in the first half jumped by 92 per cent from £193.9m to £372.6m reflecting the group's £374m takeover last summer of Go, its smaller rival no frills operator.

FlyBe has signed a £520m order for new planes the largest aircraft deal so far this year. The contract with Bombardier Aerospace of Canada involves 17 firm orders for Q400 aircraft and 20 options. The first of the planes will arrive in June this year, with the other 16 over the next three years.

Iraqi Airways is hoping to get back in the air. Obstacles remain, including continued U.N. sanctions and a jetliner fleet scattered around the Middle East. But increased travel demand, an airport infrastructure and an experienced staff could speed the revival of a national carrier. Building on its strengths, Iraqi Airways could be flying again in two to three years and have 10 planes operable within five years. Iraq's aging fleet of 15 Boeing airliners was flown out to Jordan, Iran and Tunisia to escape bombing during the 1991 Gulf War.

LOT has now confirmed a previously announced order in which the airline signed for 10 Embraer 170s along with options on 11 additional aircraft that could include the ERJ190 and/or ERJ195 as well. From the 10 confirmed aircraft 6 are bought directly from the manufacturer and 4 are leased from GECAS with 6 to be delivered in 2004 and 5 in 2005.

Nigerian Global is to become the official replacement of Nigeria Airways as the new national airline of Nigeria. The airline took delivery of its first Airbus A310-300 on 17 April. Nigeria Global plans to operate a total of 8 A310s.

Virgin boss Sir Richard Branson has failed to win Government support for his bid to buy Concorde. Trade and Industry Secretary Patricia Hewitt has told him there are no grounds for ministers to intervene. Virgin says a deal signed when British Airways was privatised in 1980 allows for another airline to operate Concorde if BA no longer wants the fleet. But Government officials are understood to have found no trace of the alleged clause.

AIRCRAFT NEWS

Despite a gloomy order book and a still-gloomy forecast, Boeing CEO Phil Condit recently assured shareholders the company is on the right track. It's no secret that rival Airbus is edging out Boeing in the commercial aircraft-manufacturing sector. Many predications call for Airbus to beat Boeing in sales this year. However, Condit told shareholders' meeting that Boeing is still strong due to its diversification into the defence and space sectors. Condit said current data still show Boeing is on track to deliver 280 airliners after shipping 71 in the first quarter. The wars in Iraq and Afghanistan have been good for business and no one else seems to match Boeing's posture in the military market. Condit's note of confidence belies the company's financial performance.

Boeing reported a fourth straight drop in quarterly revenue, and sales in Europe have plunged 35 percent in two years amid a slump in commercial air travel. To cope with the decline in demand from commercial airlines since 9/11, Boeing has eliminated 30,000 jobs and halved jet production. Boeing shares have plunged 37 percent since the September 11, 2001 terrorist attacks that sent the aviation sector into an unprecedented downturn.

Boeing, which already offers its 737 as a bizjet platform, unveiled its Boeing 717 Business Express at the European Business Aviation Conference and Exhibition (EBACE) in Geneva. The 717, which is thrice removed from the DC-9 Hugh Hefner used as his, err, corporate jet, is struggling as Boeing's answer to the

regional jet. The company is obviously hoping the corporate set can see some advantage to flying its employees in this version, rather than the RJ configuration. "A company with significant and regular employee movement between two or more key business facilities would be a candidate for a 717..." said spokesman Thad Dworkin.

Boeing has noticed two annoying things about airliners: one, they all look alike... and two, they are all actually different in a million little ways, which creates a nightmare for airlines trying to manage large mixed fleets. In moving forward with its 7E7 program for a next-generation, extra-efficient airliner, Boeing is working to address both issues, and in a break from its traditional marketing campaigns, is targeting the masses as well as its airline customers. On Monday, the company released images of its new design concept, which gives the jet a futuristic, distinctive look (if only for its winglets) and launched a major Internet-based marketing campaign to entice the flying public to pay attention. "The basic shape of large commercial jet airplanes has remained essentially unchanged since the introduction of the Boeing 707, nearly 50 years ago," said Mike Bair, senior vice president of Boeing's 7E7 program. "We want to go beyond our baseline design to something that people will know by sight - the way we all know a 747 when we see one."

OTHER NEWS

A brazen ring of booze boosters at La Guardia Airport has been busted, with authorities believing they swiped more than 400,000 mini-bottles of alcohol from American Airlines - worth \$1.5 million.

Port Authority Police charged 11 men for the thefts, including nine workers at Sky Chefs Inc., an alcohol mini-bottle assembler. The other two men work at North American Aviation, a US Airways subcontractor.

The men stole the 50-milliliter bottles "by the caseload from the Sky Chefs facility here at La Guardia," and then sold them to delis, bodegas and grocery stores throughout New York City, said Queens District Attorney Richard Brown. He is prosecuting the defendants variously on grand larceny, criminal possession of stolen property and conspiracy charges.

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

David Wooler



Caravelle HB-ICO S.A.T.A. Leeds Bradford 1974

Norman Smart

MILITARY MATTERS



UK MILITARY AIRCRAFT PART II

In Spring 2003, the magazine *Air Forces Monthly* completed a survey of current UK military aircraft in service with the Fleet Air Arm, Army Air Corps and RAF. The magazine survey lists aircraft types where only one or two are operated. To reduce the list somewhat, I have confined my listing to where at least three of a type are operated. Similarly, I have omitted some minor-sized units from this listing and references to QuinetiQ.

AIRCRAFT	NUMBER OPERATED	OPERATED BY:
BAE Systems Sea Harrier F/A.2	26	800, 801, 899 Sqns FAA
BAE Systems Harrier GR.7	72	1, 3, 4, 20 Sqns RAF
BAE Systems Harrier GR.7A	40 due	Not yet allocated
BAE Systems T.10	11	1, 3, 4, 20 Sqns RAF
Bell 212	3 + 3 due	7 Flight AAC
Bell Griffin HAR.2	4 due	84 Sqn RAF
Boeing C-17A Globemaster III	4	99 Sqn RAF
Boeing E-3D Sentry AEW.1	7	8, 23 Sqns RAF
Boeing Chinook HC.2A	6	18 Sqn RAF
Boeing Chinook HC.3	8 due	Not yet allocated
Dassault Alpha Jet A	7	Empire Test Pilots School
de Havilland Canada DHC1 Chipmunk T.10	BoBMF	RAF; RNHF FAA; AACHAF AAC
Eurocopter AS350BA Squirrel HT1	28	705 Sqn FAA (DHFS)
Eurocopter AS350BA Squirrel HT2	12	670 Sqn AAC (DHFS)
Eurofighter Typhoon	232 due	Not yet allocated
Grob G103 Viking TX.1	87	CGS, VGS
Grob G109 Vigilant T.1	59	CGS, VGS
Grob G115D-2 Heron	5	727 Sqn FAA
Grob G115E Tutor T.1	98	UAS, AEF
Lockheed C-130K Hercules C.1	6	47 Sqn RAF; 1312 Flt RAF
Lockheed C-130K-30 Hercules C.3	20	47, 70 Sqn RAF
Lockheed Martin C-130J-30 Hercules C.4	15	30 Sqn RAF
Lockheed Martin C-130J Hercules C.5	10	24 Sqn RAF
Lockheed Tristar KC.1	4	216 Sqn RAF

Abbreviations:

Sqn	Squadron	
Flt	Flight	
DHFS	Defence Helicopter Flying School	
BoBMF	Battle of Britain Memorial Flight	
RNHF	Royal Navy Historic Flight	
AACHAF	Army Air Corps Historic Aircraft Flight	
CGS	Central Gliding School	[see Military Matters Nov '02]
VGS	Volunteer Gliding Schools	[see Military Matters Nov '02]
UAS	University Air Squadrons	[see Military Matters Aug '02]
AEF	Air Experience Flights	[see Military Matters Aug '02]

Part III of the survey will follow in due course

Credit: *Air Forces Monthly*

MILITARY NEWS

DAMS RAID ANNIVERSARY

16-17 May 2003 was the 60th Anniversary of 617 Squadron's attacks on the Moehne, Eder and Sorpe Dams in the Ruhr. Reservations have been expressed about the overall effect of the attacks, but there is no doubting the heroism of the aircrew involved, 53 of whom were lost (out of 133); eight out of 19 aircraft were lost. I am currently 'working up' an article on the Dams Raid and 617 Squadron. 617 Squadron currently operates Tornado GR.4s, based at Lossiemouth, to where it is returning after combat operations in Iraq.

Credit: Brickhill, P The Dam Busters 1951

AIR OPERATIONS IN THE IRAQ WAR

It is impossible in a magazine, which is published monthly, the copy for which is submitted a month earlier, to attempt to provide an up-to-date account of air operations in the Iraq War. The best account I have seen is in the May edition of AirForces Monthly under "War Diary", which includes a day-by-day record of operations, presumably to be up-dated in future issues.

Credit: AirForces Monthly RAF News

RAFA 60th ANNIVERSARY

The Royal Air Forces Association celebrated its 60th Anniversary recently at a service at St Clement Danes Church in the Strand, the RAF Church. The service took place in the presence of the Duke of Edinburgh, the Chief of the Air Staff and the RAFA President. The Central Band of the RAF played and the RAF Ensign and RAFA National Standard were paraded.

Credit: RAF News

BATTLE OF BRITAIN MEMORIAL

No, not the Flight! A bronze Battle of Britain Memorial is being planned to be sited on London's Victoria Embankment within sight of Big Ben and Westminster. All the Allied airmen who took part in the Battle will be remembered by name on bronze plaques, along with badges of all the squadrons involved. The Memorial is being organised by the Battle of Britain Historical Society and it is due for unveiling in September 2004, the 64th Anniversary of the Battle.

Credit: The Aeroplane

HENDON EXPANDS!

The RAF Museum at Hendon, which must rank as one of the premier military aviation museums in the world, is in the process of being expanded by the addition of two buildings, which will increase exhibition space by a third. One building is the Milestones of Flight Hall and the other is the relocated Grahame-White Hangar. The Museum's Caudron G.III, Avro 504K, Sopwith 1½ Strutter and Vickers Vimy are already in residence in the Hangar and the Hall has benefited from the donation of an airworthy P-51D Mustang from an American donor.

Credit: The Aeroplane

CFS 91!

The RAF's Central Flying School (CFS), the oldest flying training school in the world, celebrated its 91st birthday last month. For eighty years it was based in a single location, principally Upavon in Wiltshire; it is now dispersed.

Credit: Royal Air Force Yearbook 2003

Please send any information for inclusion in Military News to:

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

Eric Martin

VISIT to BIRMINGHAM AIRPORT

and RAF COSFORD MUSEUM

on Saturday 27 September 2003

By popular demand, another luxury coach trip has been arranged for all members and their guests

Coach fare: £18 per person (does not include entrance fees)

Deposit on booking: £10 per person (non returnable deposit)

Cheques payable to: *Air Yorkshire Aviation Society*

2 pick-up points: 0700 hours from the public car park opposite Guiseley Theatre, The Green
0710 hours from Finkhill car park near St Margaret's Hall, Horsforth

Depart return journey: 1730 hours from Cosford

Information: No meals are included in the cost
There are toilet facilities on board the coach

Booking Co-ordinator: Paul Windsor
221 Queensway, Yeadon, Leeds LS19 7PA
tel: 0113 250 4424



WHO? WHEN? AND WHERE?

Can You Help Ken Cothliff?

Do you know who the people in these photographs are and where the photographs might have been taken?

If you do, please contact Ken at Air Supply.



A BOBBY'S JOB

It was an uneventful drive to Banbury with the usual pain from daily traffic on the M1/M42. Then it was the A361 to Burford and a short hop to RAF Fairford. We were making good time until pilot error took us to Moreton instead of Burford. The necessary correction proved to be another hour and a quarter of road works and temporary traffic lights.

At last we were in the Fairford circuit with B52s visible. The police presence was high and very "in your face". Every lane leading to the airfield fence was blocked by a bobby and a barrier. By chance we found an unrestricted lane leading to a tile company premises, but we were soon stopped and interview by two bobbies in a van. Once they realised we were two harmless, aging spotters we were directed to the best place for viewing. This required parking in the village and walking to the appropriate side road. At the barrier we were questioned by a "babe" of a bobby-ess from the Cheshire Constabulary and directed along the fence. Who says our policewomen aren't wonderful; it's the uniform you know.

We were finally at the fence noting and photographing the B52s. But every few hundred yards there was another group of bobbies and another interview. On the airfield each area of high ground held security guards with binoculars trained on the fence. Additionally mobile raised platforms were placed at strategic points also with guards and binoculars.

Somewhere on the airfield a B52 was warming up suggesting a take-off was imminent. That would be worth seeing. We selected a prime spot for a photograph. A 300mm lens was a must. The aircraft in question was 61-005 a B52H of the 5th Bomber Wing, based at Minot in North Dakota, equipped with an intimidating missile load for a "rover" over Iraq.

Skirting the peace protestors' camp, we headed further along the fence. Four bobbies were sitting by their van in white garden chairs in the shade of an oak tree. We seemed to be known to them and passed by without formality as they whiled away the day in the warm sun. "It's a bobby's job" was Dave's laconic observation.

We had by now noted the serials of thirteen of the fourteen B52Hs on the field. The last one was behind some trees and was going to require more effort. We climbed a stile, said hello to a horse, crossed a grass field, climbed another stile, skirted a field of sprouts and finally confirmed the last B52 as 60-044 also of 5th BW: the 44th aircraft ordered in the fiscal year 1960 (as explained at the April meeting).

Back across the field over the stile, a bit "crack" with the four bobbies under the tree and up the road to the car for a "growler" and a much needed cuppa. Despite the temptations of warm sunshine and the garden of the nearby village pub, there was no time for a siesta, that's for bobbies, we were off to RAF Brize Norton in search of more aeroplanes.

To our surprise there were no police visible at Brize, but cones and restrictions were everywhere. Despite this we managed to note an AN124(Volga Dnepr), B747(Atlas Air), two RAF VC10s, two RAF Globemasters, two RAF Tri-Stars and a Monarch 757.

It was now late afternoon, so time to turn north and battle through the traffic to Elmdon. From the cargo car park we watched the evening rush and enjoyed some refreshment.

A final call at Castle Donn for the late parcel flights at UPS and the day was done.

Perhaps I could get a bobby's job, when I grow up, were my thoughts as we headed home.

Jim Stanfield

A DAY I STILL REMEMBER WELL

Nostalgia plays a big part in our lives and the older we get the more memories one has ... the latter happening brought back a little story of way back (which I still remember well), whereby not totally an aeroplane story, it was at a time when war-planes and motor-cycles played a big part of my life.

It was on a cold, wet, miserable day, the sky full of threatening grey clouds, which had been hanging around for hours, that a group flyers and enthusiasts chatted in the clubhouse of the very friendly Sherburn Aero Club, near Leeds.

And as I watched, in the warm ambience of the clubroom, cheerless mechanics trudged, cold and wet, between aircraft, doing their required maintenance work, that memories carne back, as I recalled my times in such situations, but with bombers and fighters, not the small aircraft of this popular urban airfield.

The sound of a powerful motor-bike made me turn to look out of the clubroom window and observe a rider, with his machine cranked over at an unbelievable angle, roar into the Sherburn Aero Club's car park. "What's that beautiful bike?" I was asked by a friend, as the rider puffed an awesome, red Ducatti onto its stand. As I started to talk about this powerful Italian machine and about motor-bikes in general, the biker disappeared into the aero club but later on in the afternoon re-appeared in flying gear and then took off into the miserable, cold, Yorkshire skies.

My early adult life was all to do with bikes and aircraft so when the conversation in the club came around to one's first machine, I pondered, and related this little tale of woe and its miserable consequences.

Life on an operational peacetime bomber squadron for a naive 18-year-old was unbelievably different from that of an apprentice compositor in the austere times of the early fifties. As a number of 109 Squadron flyers and many of the ground crew owned motor-bikes (the squadron-leader had a Vincent) I wanted to join, what appeared to me, an exciting, elite group.

The overriding problem was I had very little money. So to purchase a fast, exciting, powerful machine to give "street cued" in those sober times of the "fifties", was going to be a difficult task indeed.

Anyway, one bright, winter's day I thought I had spent wisely and shrewdly (£20), when through a friend of a friend, I had delivered a pre-war 350 c.c. Excelsior Manxman, a bike of huge character and race pedigree (now worth £4000!) - but not a machine, as I found out later to my cost, for learning the rudiments of motor-cycling. But having a week's "leave" I was able to fettle and polish my very exciting new pride and joy and looked forward to my first ever ride into the unknown (not noticing that the engine wasn't running that well).

But with pride and excitement, that I still remember to this day, I set off on my first motor-cycle journey. Innocently dressed in dad's old "Crombie" overcoat, Auntie Elsie's leather gloves, a pair of "wellies" and an old flying helmet (which one of the squadron pilot's had given me), I felt the complete biker.

I left home, with my mother and most of the street waving me off, the sound of the Manxman's race-bred engine, on a cold winter's day, was pure exhilaration. The excitement of the day, was, and will be, a time I shall never forget.

Meeting a mate at Lawnswood, I looked around excited in anticipation of our intended journey; a Horsfield tram stood empty and forlorn, waiting to return to Briggate, the only other vehicle I noticed was a hearse moving slowly into Lawnswood Crematorium.

The unmistakable clanking sound of my friend's noisy, ex-Army 500 c.c. BSA M20 side-valve arrived to start what was to be, for me, a most daunting and upsetting first-ever motor-cycle ride.

The Manxman was far too fast for the M20 so I decided to stop when reaching the top of Otley Chevin and take in the view, of a watery sun-drenched Wharfedale and Almscliff Crag. And later I was on my own once again as I drove through the twisting main street of Addingham and then accelerated up a misty A65 to the top of Addingham Bank and wait once again for the rattling ex-Army "slapper".

Light drizzle, by now, was in the cold air as I sat on a grassy bank and surveyed the desolation and stillness around me, not a ripple or sign of wild-life appeared on the bleak Chelker Reservoir. In the distance I could hear the BSA "clanking" up the hill from Addingham, but as my biker friend passed with a wave, I struggled to fire-up my now dishevelled-looking pride and joy. Heading downhill on the wet, slippery, twisting road towards Skipton, observing threatening rain clouds to the west, I started to feel cold and dejected.

Later, as we sat in a warm, friendly café with hot tea and toast, I confessed to my worry and dissatisfaction with the Excelsior's engine performance. My friend on the other hand was joyous as later he started his mount first time, for our planned journey on the A59 towards Harrogate. The excitement and evocation of motor-cycling was far from my mind as I strived with an intermittent mis-firing motor, and cursing that I had not got better, warmer, waterproof clothing.

It was by now dark, the rain was cold and heavy, as I followed my friend through the town, still endeavouring to keep my machine running. As we later approached the drag up Harewood Bank, the BSA M20 slowly rattled passed, my friend waving and shouting goodbye, as my worst fears started to dawn that my pride-and-joy was not going to make the Bank.

Putt, putt, putt and then nothing. The Manxman's lights dimmed to virtual candle-power, as I watched my fellow biker winding his way home. I sat forlorn and cold astride my £20-worth of motor-cycle. Having no tools and feeling very dejected on this cold, dark evening, what do I do? ... push.

Most people who read this tale of woe will know the steepness of Harewood Bank. As one winds easily up this road in a modern-day car, spare a thought for me on that awful night "shoving" a heavy Manxman through the cold mist and gloom; like a mirage in the desert, I spotted a garage, its lights twinkling in the distance. Knackered, and by now drenched in sweat, I stood and looked around for help. A man appeared, and with, I remember, a most stupid question, asked, "Won't it go?".

"Won't it go!" I retorted in a angry voice, but as he started tinkering I meekly related my upsetting tale. Then to my surprise he started pushing it in true racing motor-cycle style and with a racing-type start he jumped on saddle and it fired! "Keep it revving and don't stop", my saviour shouted, as I headed in the wet, cold evening towards Leeds and home.

I thought my worries were over as I approached Headingley Cricket Ground, but struggling to negotiate the road sets and slippery tram tracks, the Excelsior cut-out again. Standing by my bike, I looked up to watch a tram rattle past, drab faces peering from the dimly lit windows. The jolly conductor on the rear platform offered me, I vividly remember, five shillings for my pride-and-joy - I offered him the "V" sign.



Starting to feel cold and damp, I sit and survey the desolation around me

Eventually I arrived home and placed my once gleaming Manxman in dad's garage, and after many attempts by "mechanics" and so-called experts to fire my Excelsior, all failed. Later I returned, unhappy and forlorn to my squadron and the endless questions as to where my thoroughbred Excelsior Manxman bike was.

But this did not end the sad story of my first foray into the exciting world of speed and thrills of motor-cycling, because my father, who wrote weeks later and told me he was fed up struggling to manoeuvre his car into the garage, wanted rid of the Manxman.

And so time passed and when I returned home one weekend, my stern-faced, gruff-voiced father pointed to the "sideboard" and remarked, "I've sold that damn bike of yours, and there's the money". Placed in a neat pile, I counted £19 10s. and I remember sitting down very dispirited - no Manxman, one never-to-be-forgotten ride and a 10 bob loss - everyone laughed in the Sherburn clubhouse - but I didn't laugh at the time!

Alan Tempest

LEEDS BRADFORD FOREIGN VISITORS PART 2

EC-HZH	SA227AC METRO 3	AERONOVA
EC-HZS	BOEING 737-800	AIR EUROPA
EC-HZU	AIRBUS 320	IBERWORLD
EC-IAG	AIRBUS 320	IBERWORLD
EC-ICD	BOEING 737-800	AER EUROPA
EC-ICK	AIRBUS 320	IBERWORLD
EC-IDA	BOEING 737-800	AIR EUROPA
EC-IDT	BOEING 737-800	AIR EUROPA
EC-IEQ	AIRBUS 320	IBERWORLD
EC-IFN	BOEING 737-400	FUTURA
EC-IHI	BOEING 737-400	FUTURA
EI-BAS	CESSNA F172M	
EI-CJC	BOEING 737	RYANAIR
EI-CJD	BOEING 737	RYANAIR
EI-CJE	BOEING 737	RYANAIR
EI-CJF	BOEING 737	RYANAIR
EI-CJG	BOEING 737	RYANAIR
EI-CJH	BOEING 737	RYANAIR
EI-CJI	BOEING 737	RYANAIR
EI-CKQ	BOEING 737	RYANAIR
EI-CKP	BOEING 737	RYANAIR
EI-CKR	BOEING 737	RYANAIR
EI-CKS	BOEING 737	RYANAIR
EI-CNT	BOEING 737	RYANAIR
EI-CNV	BOEING 737	RYANAIR
EI-CNW	BOEING 737	RYANAIR
EI-CNX	BOEING 737	RYANAIR
EI-CNY	BOEING 737	RYANAIR
EI-CNZ	BOEING 737	RYANAIR
EI-COA	BOEING 737	RYANAIR
EI-COB	BOEING 737	RYANAIR
EI-CON	BOEING 737	RYANAIR
EI-COX	BOEING 737	RYANAIR
EI-CRQ	BOEING 737-700	AZURRA AIR
EI-CRP	BOEING 737-700	AZURRA AIR
EI-CTB	BOEING 737-800	
EI-CXE	BOEING 737-700	AZURRA AIR
EI-DAB	CITATION BRAVO	
EI-DMG	CESSNA 441	DAWN MEATS GROUP

EI-IAW	LEAR JET 60	IRISH AIR TRANSPORT
EI-PAL	CITATION BRAVO	
EI-PAX	CITATION EXCEL	
EI-RNJ	HAWKER 800P	
EI-TBM	TBM 700	
EI-TIP	BELL 430	
EI-WDC	HS 125 3B	WESTAIR
EI-WGV	GULFSTREAM V	WESTAIR
EI-WJN	BAE 125-700B	
ES-NOB	ANTONOV 72	A/S ENIMEX/CHANNEL EXP.
F-BVSL	CESSNA F177RG	
F-GHOC	KING AIR 200	T.F.C. TEXTRON
F-GIZB	KING AIR C90	ATLANTIQUE AIR ASSISTANCE
F-GLPT	SA 226T MERLIN 3B	
F-GNLH	FOKKER 100	AIR LIBERTE
F-GPAK	GULFSTREAM V	THE AGA KHAN
F-GRAK	BELL 412	THE AGA KHAN
F-GNOE	KING AIR 350	
F-GTOD	FALCON 100	
F-GULJ	KING AIR 200	
F-HAAG	KING AIR 200	
F-HOCI	FALCON 900B	
HB-IAZ	FALCON 2000	TAG AVN
HB-IDJ	CL 700RJ	TAG AVN
HB-GHS	KING AIR 200	TECHNOMAG AG
HB-GJH	KING AIR C90	HAPPY LINES
HB-GJR	KING AIR 350	
HB-GPG	KING AIR 200	KBC VENDOR LEASE
HB-GPI	KING AIR 300LW	
HB-IAZ	FALCON 2000	ALAG
HB-IBG	FALCON 900	
HB-IBH	CL600RJ	TAG AVN
HB-IDJ	CL700RJ SE	TAG AVN
HB-IEE	BOEING 757	PRIVATAIR
HB-VMB	LEAR JET 45	TAG AEROLEASING
HB-VMG	1125 ASTRA SPX	TASAIR AVIATION
HB-VMX	CITATION BRAVO	
I-CAFD	FALCON 50	SOGESPAR
I-DAVI	DC9-32	ALITALIA
I-DAWL	DC9-82	ALITALIA
I-TOPJ	BEECHJET 400A	
I-SIXA	F.27 FRIENDSHIP	SIX CARGO
LX-FMR	FALCON 500	SILVER ARROWS
LX-IMS	LEAR JET 45	HUSKY INJECTION
LX-ONE	LEAR JET 35A	DUCAIR SA.
LZ-HMI	TUPOLEV 154M	HEMUS AIR
LZ-HMN	TUPOLEV 154M	HEMUS AIR
LZ-HMQ	TUPOLEV 154M	HEMUS AIR
LZ-HMW	TUPOLEV 154M	HEMUS AIR
N1FY	CESSNA 421C	
N3HB	CL604 CHALLENGER	GUERNSEY
N4H	DAUPHIN	604 LEASING CORP.
N4MB	FALCON 900	
N10MZ	FALCON 900	MELLON BANK
N12NM	CITATION 1	ZWA INC
N16NK	GULFSTREAM 5	PEKTON AVN
N27FP	CITATION 11	N.T.AIR
N33CJ	CITATIONJET	AIRCRAFT GUARANTY CORP.
N37WC	CESSNA 401	JET AVIATION INC.
N39N	CITATION V	
N50SF	FALCON 50	UNION CARBIDE
N53GX	GLOBAL EXPRESS	BACHTEL CORP
N55EN	B.55 BARON	YORK AVN

FREE AIR



BAGBY AIRFIELD VISIT MONDAY 5 MAY 2003

WINDY CONDITIONS LIMITED THE VISITING AIRCRAFT ON TODAY'S FLY-IN, BUT AS USUAL A VERY WARM WELCOME AND A GREAT ACROBATIC FLYING DISPLAY BY TOM CASSELLS IN HIS CAP 23, REGISTRATION F-GOTC.

G-AVMD C.150	G-ASJY GY80	G-ASXI TIPSY NIPPER
G-AVRS GY80	G-AXHS RALLYE	G-AZYS EMERAUDE
G-BARZ SCHEIBE FALK	G-BBEY AZTEC	G-BBNJ C.150
G-BGAX PA28	G-BGRH ROBIN	G-BLXI EMERAUDE
G-BNDT COLIBRI	G-BPXY AERONCA	G-BUGZ SLINGSBY T61
G-CBGB ZENAIR	G-ICRS IKARUS	G-LSTR GLASTAR

IN HANGARS WERE:

G-ARLR BEAGLE TERRIER	G-BOID CITABRIA	G-BVXJ JUNGMEISTER
G-BYEK GLASTAR	G-AOCR (NJ673)AUSTER5D	G-BIYU (E15) FOKKERS11
G-CBNF RANS	G-MNZJ SHADOW	PH-END ROBIN?
G-AHUF TIGER MOTH, BADLY DAMAGED NOSE SECTION		

IN MAINTENANCE AREA WERE:

G-BEAC PA28	G-BMSU C152	G-BRBF C152
WINGS ONLY OF G-TERY		

THE FOLLOWING ARE NOW NON RESIDENTS AND HAVE LEFT BAGBY:

G-AKDN	G-BDAP	G-BIDH
G-BOIN	G-HMES	G-OPUB G-SKYO
G-BLLP (DISMANTLED AND LEFT)		

THANKS FOR A GREAT MAGAZINE, KEEP UP THE GOOD WORK, REGARDS FOR NOW,

IAN HALL



Hunter F4 8002M (XF307) Ex 112SQF RCAF Catterick Fire School April 1973
Norman Smart



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12 April 2003
D J D Carter