

Coversdale



YORKSHIRES PREMIER AVIATION SOCIETY



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SOCIETY CONTACTS

CHAIRMAN:

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<u>COMMITTEE</u> <u>MEMBERS 2000-2001:</u>	MR P WINDSOR, MR D STENNING, MR J DALE, 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

4th March 2001
Dr Paul CONWAY
Radio Communications in Aviation

8th April 2001
Mr Stan HADDOCK
Retired Senior Air Traffic Controller LBIA

AIR YORKSHIRE AVIATION SOCIETY NEWS

Apologies to all members who braved the elements on Sunday 4th February, but due to the adverse weather conditions which were threatening a "whiteout" at LBIA as the time approached, and implications on travel, suitable action was thought prudent. It was decided to cancel our Speaker Jonathan Bates Air Traffic Controller at LBIA; he will be re-booked for a further meeting in the near future.

With events overtaking the previous request for members able to provide back up slide shows with reasonable short notice, thanks go to David Bates for providing an almost "instant" show at about an hour's notice!

Members at the meeting were able to see proofs for the evolving magazine which as our Editor indicated will have a colour frontage this time. To reiterate Cliff's comments, let's have more use in the *Free Air* section - come on all you out there, plenty of snippets, local gossip, funnies around, as well as specific views to express.

On the subject of full articles for the magazine, apart from the regular monthly inputs we have a number of members who make contributions from time to time. More would be welcome - perhaps there are some who could contribute on a local interest basis. The committee would like to express appreciation to John Booth who has supplied a number of interesting articles recently, which have been of considerable help during a lean period. Any more out there?

Paul Windsor

MOVEMENTS - JANUARY

01 Monday

EI-FKD	Fokker 50	0834	G-OBMX	Boeing 737 500	1331
EI-CJI	Boeing 737	1519	G-JEDE	DHC-8	1716
G-SMDB	Boeing 737 300	1820	G-BYAY	Boeing 757	1823
EI-COB	Boeing 737	1958	EI-FKF	Fokker 50	1912
G-MAJJ	Jetstream 41	1933	G-UKTD	Fokker 50	1952
G-RJGR	Boeing 757	2023	G-RJXE	EMB 145	2026
G-JEDE	DHC-8	2029	G-BYAT	Boeing 757	2234

02 Tuesday

G-UKTE	Fokker 50	0741	EI-FKF	Fokker 50	0847
G-MAJD	Jetstream 41	0917	G-SMDB	Boeing 737 300	0935
G-UKTD	Fokker 50	0958	G-BVJD	Fokker 100	1007
OO-DJP	Avro 146 RJ85	1027	EI-CKR	Boeing 737	1057
G-RJXE	EMB 145	1103	G-OOOB	Boeing 757	1147 1255
G-UKTE	Fokker 50	1212	G-BVMA	King Air 200	1227
G-JEDE	DHC-8	1228	G-SMDB	Boeing 737 300	1332
EI-CNY	Boeing 737	1357	G-SOHI	Agusta A109	1404 1451
G-MAJJ	Jetstream 41	1407	G-UKTD	Fokker 50	1426
OO-DJZ	Avro 146 RJ85	1511	G-UKTE	Fokker 50	1639
G-MAJJ	Jetstream 41	1707	G-MAJD	Jetstream 41	1720
G-JEDE	DHC-8	1733	G-GNTI	SAAB 340	1744
G-SMDB	Boeing 737 300	1813	OO-DJP	Avro 146 RJ85	1855
EI-CKR	Boeing 737	1907	EI-FKF	Fokker 50	1913
G-GNTH	SAAB 340	1952	G-UKTD	Fokker 50	1958
G-MAJJ	Jetstream 41	2027	G-JEDE	DHC-8	2038
G-RJGR	Boeing 757	2046	G-RJXE	EMB 145	2050
G-BYAT	Boeing 757	2136	G-OOOB	Boeing 757	2233 2333
OO-DWK	Avro 146 RJ100	2237			

03 Wednesday

G-UKTE	Fokker 50	0719	G-ILTS	Cherokee Six	0829 0852
EI-FKE	Fokker 50	0848	G-JEDE	DHC-8	0915
G-GNTH	SAAB 340	0929	G-OBMP	Boeing 737 300	0931
G-GNTI	SAAB 340	0933	G-MAJD	Jetstream 41	0938
G-UKTD	Fokker 50	0946	EI-CJH	Boeing 737	1035
G-MAJJ	Jetstream 41	1048	G-BXTR	DA-20 Katana	1100
G-BXNT	JetRanger	1103 1207	G-RJXE	EMB 145	1112
G-BSGK	PA-34 Seneca	1155 1013(04)	G-BHOR	PA-28 Warrior II	1157 1600
G-COPT	Ecureuil	1218 1246	G-JEDE	DHC-8	1229
G-OBMP	Boeing 737 300	1335	EI-CKS	Boeing 737	1348
G-GNTI	SAAB 340	1351	G-UKTE	Fokker 50	1439
G-MAJJ	Jetstream 41	1448	OO-DJV	Avro 146 RJ85	1459
G-ILTS	Cherokee Six	1629 1651	G-UKTD	Fokker 50	1654
G-MAJD	Jetstream 41	1710	G-BYAT	Boeing 757	1721
G-JEDE	DHC-8	1725	G-GNTH	SAAB 340	1735
G-MAJJ	Jetstream 41	1750	G-OBMP	Boeing 737 300	1846
EI-CJH	Boeing 737	1905	OO-DJO	Avro 146 RJ85	1910
EI-FKD	Fokker 50	1913	G-GNTI	SAAB 340	1951
G-MAJD	Jetstream 41	2010	G-UKTE	Fokker 50	2020

G-JEDE	DHC-8	2033	G-RJGR	Boeing 757	2037
G-MAJL	Jetstream 41	2043	G-RJXE	EMB 145	2050
G-OBMP	Boeing 737 300	2143	OO-DWD	Avro 146 RJ100	2251

04 Thursday

G-UKTD	Fokker 50	0712	EI-FKF	Fokker 50	0842
G-JEDE	DHC-8	0916	G-MAJL	Jetstream 41	0922
G-GNTH	SAAB 340	0933	G-OBMP	Boeing 737 300	0937
G-MAJD	Jetstream 41	0939	G-GNTI	SAAB 340	0944
G-UKTE	Fokker 50	1009	G-ORJB	Citation I	1026
EI-CJI	Boeing 737	1030	G-RJXE	EMB 145	1102
G-JEDE	DHC-8	1231	G-BYAT	Boeing 757	1311
EC-HCR	Airbus 320	1324 1440	G-OBMP	Boeing 737 300	1339
EI-CJH	Boeing 737	1345	G-MAJD	Jetstream 41	1407
G-GNTI	SAAB 340	1411	G-UKTE	Fokker 50	1422
G-CYLS	Cessna T303	1429 1504	OO-DJX	Avro 146 RJ85	1518
G-BODX	B76 Duchess	1525	G-BZNN	B76 Duchess	1534 1628
G-HIEL	Robinson R-22B	1536	G-RJXE	EMB 145	1626
G-UKTD	Fokker 50	1641	G-MAJD	Jetstream 41	1659
G-MAJL	Jetstream 41	1715	G-JEDE	DHC-8	1718
G-GNTI	SAAB 340	1733	G-CYLS	B76 Duchess	1819 1840
G-OBMP	Boeing 737 300	1822	EI-CJI	Boeing 737	1856
OO-DJX	Avro 146 RJ85	1902	EI-FKE	Fokker 50	1921
G-RJGR	Boeing 757	1936	G-GNTH	SAAB 340	1951
G-MAJL	Jetstream 41	2001	G-UKTE	Fokker 50	2004
G-GNTI	SAAB 340	2017	G-RJXE	EMB 145	2026
G-JEDE	DHC-8	2039	G-MAJD	Jetstream 41	2043
G-BYAT	Boeing 757	2137	G-OBMP	Boeing 737 300	2139
OO-DWF	Avro 146 RJ100	2223			

05 Friday

G-UKTF	Fokker 50	0721	EI-FKC	Fokker 50	0906
G-JEDE	DHC-8	0914	G-GNTH	SAAB 340	0917
G-OBMP	Boeing 737 300	0923	G-GNTI	SAAB 340	0928
G-MAJL	Jetstream 41	0944	EI-CJI	Boeing 737	1028
G-RJXE	EMB 145	1101	EI-CNV	Boeing 737	1127
G-UKTE	Fokker 50	1211	G-JEDE	DHC-8	1227
G-UKTA	Fokker 50	1233	EC-GZE	Airbus 320	1337 1450
OE-GAA	Citation V	1343 1634	G-BYAI	Boeing 757	1349
G-FJET	Citation II	1351 1414	G-OBMP	Boeing 737 300	1354
G-MAJL	Jetstream 41	1403	G-GNTI	SAAB 340	1443
OO-DJR	Avro 146 RJ85	1530	G-RJXE	EMB 145	1614
G-UKTI	Fokker 50	1649	G-MAJL	Jetstream 41	1655
G-UKTE	Fokker 50	1659	G-JEDE	DHC-8	1722
G-MAJD	Jetstream 41	1723	G-UKTH	Fokker 50	1727
G-OBMP	Boeing 737 300	1816	G-HMES	PA-28 Warrior II	1835 1902
G-OOOG	Boeing 757	1850 0429(06)	OO-DJO	Avro 146 RJ85	1912
G-GNTI	SAAB 340	1940	G-RJGR	Boeing 757	1952
G-GNTH	SAAB 340	2014	EI-CKS	Boeing 737	2018
G-MAJD	Jetstream 41	2024	G-MAJL	Jetstream 41	2027
G-JEDE	DHC-8	2029	G-RJXE	EMB 145	2035
G-UKTE	Fokker 50	2137	G-OBMP	Boeing 737 300	2154
EI-FKC	Fokker 50	2215	OO-DWE	Avro 146 RJ100	2230
G-BYAT	Boeing 757	2356			

06 Saturday

EC-GZE Airbus 320	0119 0230	G-BYAI	Boeing 757	0122
G-UKTB Fokker 50	0727	EI-FKD	Fokker 50	0842
G-OBMP Boeing 737 300	0927	G-UKTE	Fokker 50	0952
G-DENZ PA-44 Seminole	0958	OO-DJVV	Avro 146 RJ85	1017
G-BVCM CitationJet	1036 1411	EI-CKS	Boeing 737	1050
G-RJXE EMB 145	1151	G-JEDE	DHC-8	1245
EI-CNV Boeing 737	1406	G-UKTE	Fokker 50	1426
G-IJYS Jetstream 31	1429 1310(07)	G-MAJI	Jetstream 41	1549
G-HMMV CitationJet	1612 1636	G-JEDE	DHC-8	1655
OE-LFH Fokker 70	1850 1946	EI-FKE	Fokker 50	1910
OO-DWA Avro 146 RJ100	1914	G-UKTE	Fokker 50	2011
G-OBMP Boeing 737 300	2047	G-RJGR	Boeing 757	2150

07 Sunday

G-OOOG Boeing 757	0041 0622	G-FJET	Citation II	0813 0902
EI-FKD Fokker 50	0847	G-OBMP	Boeing 737 300	0915
G-UKTE Fokker 50	0949	G-BWOM	Citation II	1112 1158
G-BCKV Cessna F150	1116 1144	G-LEZE	Long Ez	1152
G-UKTB Fokker 50	1214	EI-CKS	Boeing 737	1330
G-UKTE Fokker 50	1420	OO-DJK	Avro 146 RJ85	1442
N213CT King Air B90	1540 1444(10)	N220SC	PA-31T Cheyenne	1551
G-IJYS Jetstream 31	1623 1640	G-UKTB	Fokker 50	1643
G-GNTH SAAB 340	1647	N9533Y	Cessna 210	1710 1459(09)
G-JEDE DHC-8	1726	G-OJTW	Boeing 737 300	1838
EI-CJI Boeing 737	1850	EI-FKF	Fokker 50	1916
OO-DJW Avro 146 RJ85	1918	G-UKTE	Fokker 50	1958
G-MAJI Jetstream 41	2004	G-GNTH	SAAB 340	2027
G-GNTI SAAB 340	2030	G-MAJD	Jetstream 41	2036
G-JEDE DHC-8	2039	G-RJXE	EMB 145	2050
G-BYAI Boeing 757	2058	G-OJTW	Boeing 737 300	2204
OO-DWK Avro 146 RJ100	2245	G-RJGR	Boeing 757	2251

08 Monday

G-UKTA Fokker 50	0720	G-MAJL	Jetstream 41	0920
G-OJTW Boeing 737 300	0924	G-GNTH	SAAB 340	0927
G-MAJI Jetstream 41	0931	G-JEDE	DHC-8	0933
G-GNTI SAAB 340	0936	G-UKTE	Fokker 50	0953
G-MAJD Jetstream 41	1009	G-OHHI	LongRanger	1013 1018
G-CON Boeing 737	1021	OO-DJR	Avro 146 RJ85	1026
G-AWFD Cherokee Arrow	1034 1430	G-LEEZ	LongRanger	1041
G-FMAM PA-28 Warrior	1058 1139	G-JEDE	DHC-8	1227
G-MAJL Jetstream 4	1245	G-OJTW	Boeing 737 300	1339
EI-CNW Boeing 737	1341	G-GNTI	SAAB 340	1353
G-UKTE Fokker 50	1415	G-RJXE	EMB 145	1501
OO-DJO Avro 146 RJ85	1506	G-MAJI	Jetstream 41	1511
G-UKTA Fokker 50	1650	G-GNTH	SAAB 340	1654
G-MAJD Jetstream 41	1720	G-JEDE	DHC-8	1724
G-GNTI SAAB 340	1726	G-MAJL	Jetstream 41	1730
G-MAJI Jetstream 41	1805	G-BYAI	Boeing 757	1818
G-OJTW Boeing 737 300	1822	EI-CJI	Boeing 737	1901
OO-DJVV Avro 146 RJ85	1932	G-GNTH	SAAB 340	1952
G-MAJD Jetstream 41	1957	G-UKTE	Fokker 50	2018
OY-UPT Boeing 727	2022 2144	G-JEDE	DHC-8	2025

G-MAJL Jetstream 41	2029	G-GNTI SAAB 340	2033
G-RJGR Boeing 757	2052	G-RJXE EMB 145	2056
G-MAJI Jetstream 41	2111	G-OJTW Boeing 737 300	2146
OO-DWA Avro 146 RJ100	2227		

09 Tuesday

G-UKTF Fokker 50	0725	G-OJTW Boeing 737 300	0916
G-JEDE DHC-8	0919	G-MAJD Jetstream 41	0923
G-GNTH SAAB 340	0927	G-MAJI Jetstream 41	0933
G-GNTI SAAB 340	0936	G-UKTE Fokker 50	0956
G-MAJL Jetstream 41	1013	EI-COA Boeing 737	1031
OO-DJO Avro 146 RJ85	1033	G-RJXE EMB 145	1202
EC-HCR Airbus 320	1211 1321	G-JEDE DHC-8	1239
G-MAJI Jetstream 41	1300	G-BODU SF25C Falke	1329
G-OJTW Boeing 737 300	1345	G-MAJD Jetstream 41	1413
G-UKTE Fokker 50	1420	G-BFWE PA-23 Aztec	1515 1553
OO-DWE Avro 146 RJ100	1528	G-RJXE EMB 145	1622
G-UKTF Fokker 50	1639	G-MAJI Jetstream 41	1650
G-MAJL Jetstream 411	1704	G-BEHH Cherokee Lance	1710
G-JEDE DHC-8	1715	G-GNTH SAAB 340	1717
G-MAJD Jetstream 41	1729	G-GNTI SAAB 340	1734
G-OJTW Boeing 737 300	1833	EI-CNY Boeing 737	1901
OO-DWJ Avro 146 RJ100	1910	OY-UPT Boeing 727	1945 2142
G-GNTH SAAB 340	1951	G-MAJL Jetstream 41	1953
G-UKTE Fokker 50	2011	G-MAJI Jetstream 41	2026
G-JEDE DHC-8	2029	G-MAJD Jetstream 41	2032
G-RJGR Boeing 757	2036	G-RJXE EMB 145	2104
G-GNTJ SAAB 340	2115	G-BYAI Boeing 757	2139
G-OJTW Boeing 737 300	2145	OO-DWC Avro 146 RJ100	2223

10 Wednesday

G-UKTA Fokker 50	0712	G-JEDE DHC-8	0920
G-GNTH SAAB 340	0927	G-MAJL Jetstream 41	0932
G-MAJD Jetstream 41	0934	G-SFBH Boeing 737 400	0937
G-GNTJ SAAB 340	0941	G-UKTE Fokker 50	0946
OO-DJL Avro 146 RJ85	1009	G-MAJI Jetstream 41	1012
G-FPLA King Air 200	1029 1145	G-BZIN Robinson R-44	1051
G-RJXE EMB 145	1112	G-JEDE DHC-8	1227
G-MAJD Jetstream 41	1259	G-SFBH Boeing 737 400	1417
G-MAJL Jetstream 41	1425	G-UKTE Fokker 50	1429
OO-DJW Avro 146 RJ100	1442	G-RJXE EMB 145	1617
G-GNTH SAAB 340	1649	G-MAJD Jetstream 41	1701
G-JEDE DHC-8	1710	G-BYAI Boeing 757	1723
G-MAJL Jetstream 41	1726	G-GNTJ SAAB 340	1732
G-MAJI Jetstream 41	1742	G-GNTH SAAB 340	1808
EI-CJH Boeing 737	1848	G-SFBH Boeing 737 400	1859
OO-DWH Avro 146 RJ100	1901	G-UKTE Fokker 50	1951
G-GNTH SAAB 340	1955	OY-UPT Boeing 727	2004 2136
G-MAJI Jetstream 41	2023	G-MAJD Jetstream 41	2029
G-RJGR Boeing 757	2035	G-MAJL Jetstream 41	2037
G-JEDE DHC-8	2040	G-GNTJ SAAB 340	2042
G-RJXE EMB 145	2053	G-SFBH Boeing 737 400	2229
OO-DWA Avro 146 RJ100	2242		

11 Thursday

G-UKTD Fokker 50	0711	G-JEDE	DHC-8	0917
G-BOTI PA-28 Warrior	0929 1645	G-GNTH	SAAB 340	0930
N4545 Lear Jet 45	0935 0800(13)	G-MAJI	Jetstream 41	0937
G-SFBH Boeing 737 400	0944	G-GNTJ	SAAB 340	0947
G-MAJL Jetstream 41	0950	G-UKTE	Fokker 50	0954
G-MAJD Jetstream 41	1018	OO-DJO	Avro 146 RJ85	1021
EI-COA Boeing 737	1049	N83WA	Gulfstream 1000	1102 N/res
G-RJXE EMB 145	1113	G-ISMO	Robinson R-22B	1121
G-JEDE DHC-8	1235	G-MAJL	Jetstream 41	1256
G-BYAI Boeing 757	1311	G-BAHX	Cessna 182P	1325 1808
EC-GLT Airbus 320	1338 1457	EI-CJI	Boeing 737	1354
G-TOYZ JetRanger	1402 1510	G-UKTE	Fokker 50	1421
G-MAJB Jetstream 41	1434	G-SFBH	Boeing 737 400	1502
OO-DJR Avro 146 RJ85	1542	G-RJXE	EMB 145	1636
G-BFTC Turbo Arrow III	1650	G-UKTD	Fokker 50	1654
DAAC Challenger 604	1707 1734	G-MAJD	Jetstream 41	1710
G-MAJL Jetstream 41	1713	G-GNTH	SAAB 340	1718
G-JEDE DHC-8	1722	G-GNTJ	SAAB 340	1732
G-MAJB Jetstream 41	1736	OE-GEO	Hawker 800XP	1805 1829
G-SFBH Boeing 737 400	1851	EI-CNX	Boeing 737	1856
OO-DWC Avro 146 RJ100	1917	G-RJGR	Boeing 757	1921
OY-UPT Boeing 727	2007 2142	G-MAJD	Jetstream 41	2011
G-GNTH SAAB 340	2014	G-JEDE	DHC-8	2030
G-GNTJ SAAB 340	2035	G-MAJL	Jetstream 41	2038
G-MAJE Jetstream 41	2047	G-UKTA	Fokker 50	2100
G-RJXE EMB 145	2107	G-BYAI	Boeing 757	2144
OO-DWA Avro 146 RJ100	2249	G-SFBH	Boeing 737 400	2301

12 Friday

G-UKTH Fokker 50	0718	G-MAJD	Jetstream 41	0920
G-JEDE DHC-8	0925	G-SFBH	Boeing 737 400	0929
G-MAJB Jetstream 41	0933	G-GNTH	SAAB 340	0936
G-GNTJ SAAB 340	0947	G-UKTA	Fokker 50	1002
G-MAJL Jetstream 41	1006	OO-DJK	Avro 146 RJ85	1029
EI-CKS Boeing 737	1037	G-RJXE	EMB 145	1101
EC-GLT Airbus 320	1133 1251	G-HALC	Cherokee Arrow	1136 1241
G-OOFT PA-28 Warrior 3	1226	G-JEDE	DHC-8	1234
G-BYAI Boeing 757	1306	G-MAJB	Jetstream 41	1315
COB Boeing 737	1345	G-SFBH	Boeing 737 400	1348
G-GNTJ SAAB 340	1353	G-UKTA	Fokker 50	1411
G-MAJD Jetstream 41	1420	OO-DJV	Avro 146 RJ85	1458
G-CORN JetRanger	1608 1611	G-RJXE	EMB 145	1629
G-UKTH Fokker 50	1638	OE-GEO	Hawker 800XP	1650 1816
G-GNTH SAAB 340	1656	G-MAJL	Jetstream 41	1705
G-MAJB Jetstream 41	1710	G-JEDE	DHC-8	1721
G-MAJD Jetstream 41	1725	G-GNTJ	SAAB 340	1736
G-SFBH Boeing 737 400	1846	OO-DJK	Avro 146 RJ85	1915
EI-CKS Boeing 737	1916	G-RJGR	Boeing 757	1941
G-GNTH SAAB 340	1948	G-UKTA	Fokker 50	1958
OY-UPA Boeing 727	2005 2137	G-MAJL	Jetstream 41	2012
G-MAJD Jetstream 41	2026	G-JEDE	DHC-8	2028
G-GNTJ SAAB 340	2031	G-RJXE	EMB 145	2033
G-MAJB Jetstream 41	2041	G-SFBH	Boeing 737 400	2211

13 Saturday

G-BYAI	Boeing 757	0015	G-UKTH	Fokker 50	0723
G-SFBH	Boeing 737 400	0925	G-HIEL	Robinson R-22B	0952
G-BZMG	Robinson R-44	0952 1346	G-UKTA	Fokker 50	0954
EI-CJI	Boeing 737	1053	G-BOOL	Cessna 172N	1114 1148
G-BNVE	PA-28 Archer II	1148 1423	G-RJXE	EMB 145	1203
G-BPHL	PA-28 Warrior II	1214 1344	G-BFXX	AA5B Tiger	1232
G-AZLY	Cessna F150L	1234 1311	G-JEDE	DHC-8	1254
EI-GHP	Citation II	1300 1853	G-MAJL	Jetstream 41	1304
G-MIND	Cessna 404	1314 1501	G-EJMG	Cessna F150H	1316 1444
G-FZZA	General Avia F22	1320	EI-CKS	Boeing 737	1342
G-BDPA	PA-28 Warrior	1335 1559	G-UKTA	Fokker 50	1406
G-YBAA	Cessna FR172J	1704 1816	G-MAJL	Jetstream 41	1725
G-BSSE	PA-28 Cherokee	1729 1804	OE-LFG	Fokker 70	1811 1900
OO-DWF	Avro 146 RJ100	1905	ZD620	BAe 125 CC.3	1927 1935
G-UKTA	Fokker 50	1948	G-SFBH	Boeing 737 400	2053

14 Sunday

G-UKTA	Fokker 50	0939	G-BVKB	Boeing 737 500	1017
EI-CJE	Boeing 737 DIV	1116 1146	G-UKTE	Fokker 50	1214
G-MAJL	Jetstream 41	1259	EI-CJE	Boeing 737	1350
G-YBAA	Cessna FR172J	1356 1503	G-UKTA	Fokker 50	1407
OO-DJS	Avro 146 RJ85	1434	G-UKTE	Fokker 50	1648
G-GNTH	SAAB 340	1653	G-BYAI	Boeing 757	1823
G-MAJM	Jetstream 41 DIV	1844 2049	G-SMDB	Boeing 737 300	1902
OO-DJL	Avro 146 RJ85	1910	G-GNTH	SAAB 340	1951
G-MAJD	Jetstream 41	1955	G-UKTA	Fokker 50	2006
G-MAJL	Jetstream 41	2035	G-RJXE	EMB 145	2058
G-GNTI	SAAB 340	2138	EI-CKR	Boeing 737	2141
G-JEBE	BAe 146 300	2152 2235	G-BWDB	ATR-72 DIV	2157 1145(15)
G-SMDB	Boeing 737 300	2243	G-BVKA	Boeing 737 5 DIV	2249
OO-DWK	Avro 146 RJ100	2315			

15 Monday

G-BMDK	PA-34 Seneca	0240 0313	G-UKTE	Fokker 50	0718
N273TB	B58 Baron	0849 0921	CS-DNH	BAe 125 800A	0858 0952
G-MAJD	Jetstream 41	0919	G-MAJL	Jetstream 41	0929
G-SMDB	Boeing 737 300	0932	G-GNTH	SAAB 340	0946
N2401Z	PA-23 Aztec	0950 1441	G-UKTA	Fokker 50	0954
G-JEDE	DHC-8	0957	G-GNTI	SAAB 340	1000
OO-DJY	Avro 146 RJ85	1024	EI-CKQ	Boeing 737	1037
G-BNYD	JetRanger	1128	G-KKES	TB-20 Trinidad	1131 1400
G-RJXE	EMB 145	1134	G-MAJD	Jetstream 41	1235
G-JEDE	DHC-8	1238	G-MAJL	Jetstream 41	1300
G-MAJG	Jetstream 41	1324	G-GNTH	SAAB 340	1355
G-SMDB	Boeing 737 300	1358	EI-CKR	Boeing 737	1402
G-UKTA	Fokker 50	1455	OO-DJP	Avro 146 RJ85	1522
G-RJXE	EMB 145	1616	G-GNTI	SAAB 340	1656
G-MAJL	Jetstream 41	1659	G-MAJG	Jetstream 41	1713
LX-IMS	Lear Jet 45	1721 1802	G-GNTH	SAAB 340	1725
G-MAJD	Jetstream 41	1730	G-UKTE	Fokker 50	1734
D-ICHS	Cessna 425	1754 1835	G-BYAI	Boeing 757	1810

G-SMDB	Boeing 737 300	1826	EI-CKQ	Boeing 737	1903
OO-DJK	Avro 146 RJ85	1920	G-GNTI	SAAB 340	1952
G-UKTA	Fokker 50	1955	G-MAJG	Jetstream 41	2000
OY-UPJ	Boeing 727	2013 2137	G-JEDE	DHC-8	2031
G-MAJD	Jetstream 41	2033	G-RJXE	EMB 145	2037
G-GNTH	SAAB 340	2041	G-MAJL	Jetstream 41	2045
G-SFBH	Boeing 737 400	2207	OO-DWL	Avro 146 RJ100	2252
G-DPSP	DC-10	2304 1120(16)			

16 Tuesday

G-UKTD	Fokker 50	0729	G-MAJM	Jetstream 41 DIV	0801 0844
G-SFBH	Boeing 737 400	0921	G-MAJD	Jetstream 41	0928
G-MAJL	Jetstream 41	0932	G-JEDE	DHC-8	0934
G-UKTA	Fokker 50	0951	G-MAJG	Jetstream 41	1010
OO-DJF	BAe 146 200	1017	G-JETJ	Citation II	1028 1629
EI-COB	Boeing 737	1041	G-FLVU	Citation I	1100 0754(17)
G-RJXE	EMB 145	1107	G-GNTH	SAAB 340	1132
G-GNTI	SAAB 340	1150	G-BSGK	PA-34 Seneca	1155 1657
EC-HCR	Airbus 320	1218 1318	G-JEDE	DHC-8	1223
G-BYBA	JetRanger	1254 1358	G-MAJL	Jetstream 41	1258
G-PZIZ	PA-31 Navajo	1316 1747	G-ELIT	LongRanger	1325 1404
G-SFBH	Boeing 737 400	1356	G-UKTA	Fokker 50	1414
G-MAJD	Jetstream 41	1424	OO-DJS	Avro 146 RJ85	1434
G-RJXE	EMB 145	1617	D-ICHS	Cessna 425	1622 1726
G-UKTD	Fokker 50	1634	G-GNTI	SAAB 340	1651
G-MAJL	Jetstream 41	1700	G-MAJD	Jetstream 41	1722
G-MAJG	Jetstream 41	1724	G-JEDE	DHC-8	1728
G-GNTH	SAAB 340	1732	G-SFBH	Boeing 737 400	1833
OO-DWL	Avro 146 RJ100	1901	EI-CKS	Boeing 737	1905
OY-UPJ	Boeing 727	1957 2141	G-UKTA	Fokker 50	2002
G-MAJG	Jetstream 41	2008	G-MAJD	Jetstream 41	2027
G-JEDE	DHC-8	2031	G-GNTH	SAAB 340	2034
G-MAJL	Jetstream 41	2039	G-RJXE	EMB 145	2043
G-DPSP	DC-10	2052 1205(17)	G-GNTI	SAAB 340	2128
G-BYAI	Boeing 757	2144	G-SFBH	Boeing 737 400	2202
OO-DJV	Avro 1546 RJ85	2232			

17 Wednesday

G-MAJM	Jetstream 41	0750	G-UKTD	Fokker 50	0815
G-MAJE	Jetstream 41	0918	G-JEDE	DHC-8	0921
G-MAJL	Jetstream 41	0926	N2401Z	PA-23 Aztec	0931 1513
G-SFBH	Boeing 737 400	0933	G-GNTI	SAAB 340	0936
G-UKTA	Fokker 50	0941	G-GNTH	SAAB 340	0952
OO-DJS	Avro 146 RJ85	1018	G-MAJD	Jetstream 41	1032
EI-CNX	Boeing 737	1034	G-BLFZ	PA-31 Navajo	1139
G-JEDE	DHC-8	1228	G-BXXT	B76 Duchess	1244
G-MAJL	Jetstream 41	1305	G-FPLA	King Air 200	1349 1700
G-SFBH	Boeing 737 400	1359	G-MAJG	Jetstream 41	1410
G-UKTA	Fokker 50	1423	OO-DJQ	Avro 146 RJ85	1456
G-TANS	TB-20 Trinidad	1559	G-UKTH	Fokker 50	1638
G-GNTI	SAAB 340	1643	G-MAJL	Jetstream 41	1653
G-MAJD	Jetstream 41	1703	G-JEDE	DHC-8	1717
G-MAJG	Jetstream 41	1720	G-GNTH	SAAB 340	1723
G-BYAI	Boeing 757	1729	G-SFBH	Boeing 737 400	1825

EI-CKS	Boeing 737	1905	OO-DWF	Avro 146 RJ100	1912
OY-UPJ	Boeing 727	1944 2152	G-MAJD	Jetstream 41	1957
G-UKTA	Fokker 50	1959	G-GNTI	SAAB 340	2002
G-MAJG	Jetstream 41	2023	G-JEDE	DHC-8	2026
G-GNTH	SAAB 340	2028	G-MAJL	Jetstream 41	2032
G-DPSP	DC-10	2109 1022(18)	G-SFBH	Boeing 737 400	2150
OO-DJW	Avro 146 RJ85	2229			

18 Thursday

G-UKTH	Fokker 50	0719	G-MAJD	Jetstream 41	0919
G-JEDE	DHC-8	0924	G-MAJL	Jetstream 41	0934
G-GNTI	SAAB 340	0936	G-GNTH	SAAB 340	0939
G-SFBH	Boeing 737 400	0943	G-UKTA	Fokker 50	0954
G-MAJG	Jetstream 41	1002	EI-CJC	Boeing 737	1023
OO-DJW	Avro 146 RJ85	1030	G-JEDE	DHC-8	1229
G-MAJL	Jetstream 41	1253	G-BYAI	Boeing 757	1304
EC-GUR	Airbus 320	1325 1443	EI-CKQ	Boeing 737	1334
G-SFBH	Boeing 737 400	1336	G-MAJD	Jetstream 41	1418
G-UKTA	Fokker 50	1420	OO-DJQ	Avro 146 RJ85	1511
N273TB	B58 Baron	1551 1611	G-GNTI	SAAB 340	1652
G-MAJL	Jetstream 41	1700	G-UKTH	Fokker 50	1701
G-MAJG	Jetstream 41	1707	G-JEDE	DHC-8	1715
G-MAJD	Jetstream 41	1728	G-GNTH	SAAB 340	1732
G-SFBH	Boeing 737 400	1835	EI-CKQ	Boeing 737	1901
OO-DWG	Avro 146 RJ100	1906	G-LCRC	Boeing 757	1951
OY-UPJ	Boeing 727	2008 2136	G-GNTI	SAAB 340	2008
G-MAJG	Jetstream 41	2010	G-MAJD	Jetstream 41	2027
G-JEDE	DHC-8	2030	G-GNTH	SAAB 340	2032
G-MAJL	Jetstream 41	2036	G-UKTA	Fokker 50	2040
G-BYAI	Boeing 757	2129	G-RJXE	EMB 145	2159
G-ODSK	Boeing 737 300	2202			

19 Friday

G-UKTH	Fokker 50	0722	G-ODSK	Boeing 737 300	0927
G-MAJG	Jetstream 41	0930	G-MAJL	Jetstream 41	0933
G-GNTI	SAAB 340	0941	G-GNTH	SAAB 340	0953
G-JAJK	PA-31 Navajo	0954 1353	G-MAJD	Jetstream 41	1011
EI-CKQ	Boeing 737	1029	OO-DJL	Avro 146 RJ85	1036
G-JEDE	DHC-8	1038	EC-GLT	Airbus 320	1132 1240
EC-HLN	Boeing 737 800	1215 1641	G-BHOR	PA-28 Warrior II	1222 1620
G-HTRL	PA-34 Seneca	1232 1629	CS-DNP	Falcon 2000	1249 1737
G-MAJL	Jetstream 41	1302	G-RJXE	EMB 145	1305
G-BYAI	Boeing 757	1320	G-JEDE	DHC-8	1329
G-ODSK	Boeing 737 300	1334	EI-CJF	Boeing 737	1345
G-UKTA	Fokker 50	1347	G-GNTI	SAAB 340	1358
G-MAJG	Jetstream 41	1426	OO-DJX	Avro 146 RJ85	1542
G-GNTH	SAAB 340	1559	G-UKTH	Fokker 50	1706
G-MAJD	Jetstream 41	1709	G-OCDB	Citation II	1712 1744
G-MAJL	Jetstream 41	1715	G-JEDE	DHC-8	1725
G-MAJG	Jetstream 41	1733	G-GNTI	SAAB 340	1741
G-RJXE	EMB 145	1753	G-ODSK	Boeing 737 300	1810
OO-DJL	Avro 146 RJ85	1901	G-LCRC	Boeing 757	1913
EI-CSO	Boeing 737 800	1916	G-UKTA	Fokker 50	2004
G-MAJD	Jetstream 41	2005	G-GNTH	SAAB 340	2008

OY-UPJ	Boeing 727	2032 2136	G-JEDE	DHC-8	2035
G-MAJG	Jetstream 41	2035	G-MAJL	Jetstream 41	2041
G-GNTI	SAAB 340	2046	G-RJXE	EMB 145	2147
G-SFBH	Boeing 737 300	2202	OO-DWL	Avro 146 RJ100	2252
G-OMNH	King Air 200	2319 2329			

20 Saturday

G-BYAI	Boeing 757	0045	G-UKTH	Fokker 50	0718
CS-DNO	Hawker XP800	0808 0957	G-UKTI	Fokker 50	0845
G-SFBH	Boeing 737 300	0914	G-UKTA	Fokker 50	0951
G-UKTB	Fokker 50	1049	EI-CKR	Boeing 737	1117
G-JAJK	PA-31 Navajo	1127 1908	G-BGTG	PA-34 Seneca	1139 1914
G-OSEA	BN2 Islander	1146	G-RJXE	EMB 145	1210
G-JEDE	DHC-8	1243	G-BVCM	CitationJet	1246 1407
G-MAJL	Jetstream 41	1302	EI-CKQ	Boeing 737	1424
G-UKTA	Fokker 50	1426	G-MAJG	Jetstream 41	1725
G-TYNE	TB-20 Trinidad	1755 1828	OE-LFG	Fokker 70	1831
OO-DWJ	Avro 146 RJ85	1936	G-UKTI	Fokker 50	2008
G-BVZI	Boeing 737 500	2102			

21 Sunday

G-BVZI	Boeing 737 500	0958	G-UKTI	Fokker 50	1004
G-OTIS	Citation II	1225 1319	G-UKTA	Fokker 50	1235
G-MAJD	Jetstream 41	1303	EI-CKR	Boeing 737	1344
G-GNTH	SAAB 340	1652	G-UKTA	Fokker 50	1704
G-JEDE	DHC-8	1723	EI-CNZ	Boeing 737	1845
G-SFBH	Boeing 737 300	1855	OO-DJZ	Avro 146 RJ85	1943
G-MAJD	Jetstream 41	1950	G-GNTI	SAAB 340	2048
G-RJXE	EMB 145	2054	G-MAJG	Jetstream 41	2130
G-JEDE	DHC-8	2147			

22 Monday

G-MAJG	Jetstream 41	0947	163843	UC-12M	1006 1740
OO-DJN	Avro 146 RJ85	1056	G-GNTH	SAAB 340	1110
G-MAJL	Jetstream 41	1804	G-MAJG	Jetstream 41	1814
G-UKTE	Fokker 50	1848	G-MIDY	Airbus 320	1857 1956
EI-CKS	Boeing 737	1906	G-JEDE	DHC-8	1915
G-GNTH	SAAB 340	1955	G-UKTB	Fokker 50	2004
OY-UPS	Boeing 727	2008 2141	G-LCRC	Boeing 757	2055
G-MAJL	Jetstream 41	2110	G-MAJG	Jetstream 41	2130
G-SFBH	Boeing 737 300	2142	G-JEDE	DHC-8	2155
G-GNTI	SAAB 340	2208	G-RJXE	EMB 145	2304
OO-DWL	Avro 146 RJ100	2305			

23 Tuesday

G-BYAE	Boeing 757	0056	G-UKTE	Fokker 50	0735
G-JEDE	DHC-8	0922	G-SFBH	Boeing 737 300	0924
G-MAJL	Jetstream 41	0927	G-GNTI	SAAB 340	0931
G-GNTH	SAAB 340	0936	G-MAJG	Jetstream 41	0948
G-UKTB	Fokker 50	0951	OO-DJO	Avro 146 RJ85	1039
EI-CSO	Boeing 737 800	1048 1118	G-RJXE	EMB 145	1053
EC-GZE	Airbus 320	1200 1315	163843	UC-12M	1217 1302
G-JEDE	DHC-8	1230	G-MAJL	Jetstream 41	1252
G-MAJD	Jetstream 41	1255	G-SFBH	Boeing 737 300	1330

G-AZMF BAC 1-11 530	1354 1448	G-UKTB Fokker 50	1413
G-MAJE Jetstream 41	1423	N58GT B58 Baron	1441 1743
OO-DJO Avro 146 RJ85	1445	G-UVIP Cessna 421C	1536 1718
G-RJXE EMB 145	1632	G-UKTG Fokker 50	1640
G-GNTI SAAB 340	1652	G-MAJL Jetstream 41	1710
G-MAJD Jetstream 41	1716	G-MAJE Jetstream 41	1727
G-JEDE DHC-8	1732	G-GNTH SAAB 340	1742
EI-CNX Boeing 737	1848	G-SFBH Boeing 737 300	1910
OO-DWK Avro 146 RJ100	1910	G-GNTI SAAB 340	1956
OY-UPM Boeing 727	2003 2138	G-LCRC Boeing 757	2007
G-JEDE DHC-8	2020	G-UKTB Fokker 50	2024
G-MAJD Jetstream 41	2028	G-GNTH SAAB 340	2036
G-MAJE Jetstream 41	2038	G-MAJL Jetstream 41	2040
G-RJXE EMB 145	2124	G-BYAE Boeing 757	2133
OO-DJS Avro 146 RJ85	2252	G-SFBH Boeing 737 300	2307

24 Wednesday

G-UKTI Fokker 50	0731	G-JEDE DHC-8	0915
G-MAJD Jetstream 41	0925	G-GNTI SAAB 340	0941
G-GNTH SAAB 340	0943	G-MAJL Jetstream 41	1001
G-SFBH Boeing 737 300	1004	G-UKTB Fokker 50	1009
EI-CKQ Boeing 737	1027	G-BPHE PA-28 Warrior II	1030 1115
OO-DWH Avro 146 RJ100	1038	G-RJXE EMB 145	1106
G-MAJG Jetstream 41	1159	G-JEDE DHC-8	1220
G-MAJL Jetstream 41	1248	OY-SBR SN601 Corvette	1303 1522
G-SFBH Boeing 737 300	1348	G-BODZ Robinson R-22B	1352 1718
G-UKTB Fokker 50	1413	G-MAJC Jetstream 41	1421
OO-DJR Avro 146 RJ85	1455	G-RJXE EMB 145	1620
G-GNTI SAAB 340	1651	G-UKTI Fokker 50	1656
G-BYAE Boeing 757	1701	G-MAJL Jetstream 41	1705
G-JEDE DHC-8	1717	G-MAJC Jetstream 41	1720
G-GNTH SAAB 340	1729	G-BXMA King Air 200	1831 2304
G-SFBH Boeing 737 300	1836	EI-CKS Boeing 737	1856
OO-DWI Avro 146 RJ100	1912	G-AZMF BAC 1-11 530	1928 2023
G-GNTI SAAB 340	1947	G-UKTB Fokker 50	1955
OY-UPM Boeing 727	2002 2147	G-MAJC Jetstream 41	2020
G-GNTH SAAB 340	2027	G-JEDE DHC-8	2029
G-MAJL Jetstream 41	2033	G-LCRC Boeing 757	2044
G-RJXE EMB 145	2055	G-SFBH Boeing 737 300	2228
OO-DWK Avro 146 RJ100	2312		

25 Thursday

G-UKTI Fokker 50	0729	G-NWAC PA-31 Navajo	0906 1229
G-SFBH Boeing 737 300	0917	G-JEDE DHC-8	0919
G-GNTI SAAB 340	0920	G-MAJL Jetstream 41	0922
G-MAJC Jetstream 41	0938	G-GNTH SAAB 340	0941
G-UKTB Fokker 50	0951	G-JCBJ Sikorsky S-76C	1008 1020
G-MAJG Jetstream 41	1022	EI-CKR Boeing 737	1036
OO-DJK Avro 146 RJ85	1040	G-RJXE EMB 145	1047
G-WARA PA-28 Warrior 3	1126 0909(27)	F-GNFD Boeing 737 300	1207 1304
G-JEDE DHC-8	1223	G-BNDY Cessna 425	1224 1401
G-MAJC Jetstream 41	1254	G-BYAE Boeing 757	1310
EI-CJH Boeing 737	1344	EC-GLT Airbus 320	1350 1511
G-SFBH Boeing 737 300	1353	G-MAJL Jetstream 41	1418

G-UKTB Fokker 50	1422	CS-DNK Hawker XP800	1449 1603
OO-DJT Avro 146 RJ85	1457	G-JCBJ Sikorsky S-76C	1516 1525
G-RJXE EMB 145	1638	G-GNTI SAAB 340	1643
G-UKTI Fokker 50	1653	CS-DNM Hawker XP800	1657 1504(28)
G-MAJG Jetstream 41	1710	G-JEDE DHC-8	1714
G-MAJL Jetstream 41	1716	G-MAJC Jetstream 41	1718
G-GNTH SAAB 340	1734	D-CGRC Lear Jet 35A	1824 1342(26)
G-SFBH Boeing 737 300	1848	EI-CKR Boeing 737	1858
OO-DWF Avro 146 RJ100	1935	G-RJGR Boeing 757	1946
G-UKTB Fokker 50	1956	OY-UPM Boeing 727	2001 2143
G-GNTI SAAB 340	2005	G-MAJG Jetstream 41	2013
G-MAJL Jetstream 41	2023	G-JEDE DHC-8	2029
G-MAJC Jetstream 41	2031	G-GNTH SAAB 340	2056
G-RJXE EMB 145	2059	G-BYAE Boeing 757	2121
G-BYZJ Boeing 737 300	2226	OO-DWE Avro 146 RJ100	2321

Friday

G-UKTI Fokker 50	0718	OY-LJB Lear Jet 31A	0812 1145
G-JEDE DHC-8	0920	G-MAJC Jetstream 41	0924
G-SFBH Boeing 737 300	0925	G-GNTH SAAB 340	0928
G-MAJG Jetstream 41	0932	G-GNTI SAAB 340	0936
G-UKTB Fokker 50	0952	G-MAJL Jetstream 41	1010
EI-CNZ Boeing 737	1025	OO-DJZ Avro 146 RJ85	1038
G-RJXE EMB 145	1115	EC-GUR Airbus 320	1117 1234
G-JEDE DHC-8	1230	G-MAJG Jetstream 41	1255
G-POAH Sikorsky S-76B	1313 1426	G-DENZ PA-44 Seminole	1330
G-BYAE Boeing 757	1337	G-GNTI SAAB 340	1353
G-BNRL Cessna 152	1359 1457	EI-CON Boeing 737	1404
G-SFBH Boeing 737 300	1415	G-MAJC Jetstream 41	1426
G-VVIP Cessna 421C	1428 1824	G-UKTB Fokker 50	1450
G-AXLL BAC 1-11	1500 1529	OO-DJO Avro 146 RJ85	1502
G-RJXE EMB 145	1642	G-UKTI Fokker 50	1649
G-GNTH SAAB 340	1656	G-MAJL Jetstream 41	1705
G-MAJC Jetstream 41	1719	G-MAJG Jetstream 41	1721
G-JEDE DHC-8	1725	G-GNTI SAAB 340	1734
G-SFBH Boeing 737 300	1848	EI-CNZ Boeing 737	1859
HB-IBH Falcon 2000	1907 1928	OO-DJY Avro 146 RJ85	1909
G-RJGR Boeing 757	1925	OY-UPM Boeing 727	1947 2123
G-UKTB Fokker 50	1952	G-GNTH SAAB 340	2006
G-MAJL Jetstream 41	2012	G-MAJG Jetstream 41	2017
G-MAJC Jetstream 41	2022	G-GNTI SAAB 340	2025
G-JEDE DHC-8	2033	G-RJXE EMB 145	2049
G-SFBH Boeing 737 300	2207	OO-DWL Avro 146 RJ100	2227

27 Saturday

G-BYAE Boeing 757	0006	G-UKTI Fokker 50	0719
G-SFBH Boeing 737 300	0916	G-UKTB Fokker 50	0945
EI-COB Boeing 737	1045	G-RJXE EMB 145	1154
G-JEDE DHC-8	1246	G-MAJL Jetstream 41	1252
N7070A Citation II	1254 1357	G-BDPA PA-28 Warrior	1312 1437
EI-CSO Boeing 737 800	1342 1420	G-UKTB Fokker 50	1421
G-GHKX PA-28 Warrior II	1501	G-MAJL Jetstream 41	1720
OE-LFI Fokker 70	1808 1858	G-BOKA PA-28	1819
G-GNTD SAAB 340	1821	OO-DWE Avro 146 RJ100	1906

G-UKTA Fokker 50	2000	G-BVKC	Boeing 737 500	2053
28 Sunday				
F-GNFU Boeing 737 300	0902 1006	G-BVKC	Boeing 737 500	0913
G-UKTA Fokker 50	0946	G-FCAL	Cessna 441	1159 1348
G-UKTB Fokker 50	1210	G-MAJL	Jetstream 41	1249
El-CNX Boeing 737	1352	G-BPYO	PA-28 Archer II	1410
G-UKTA Fokker 50	1420	G-CSNA	Cessna 421C	1454
OO-DJR Avro 146 RJ85	1458	G-GNTH	SAAB 340	1625
G-UKTB Fokker 50	1632	G-GHKX	PA-28 Warrior II	1639
N527EW Citation I	1654 1622(30)	G-JEDE	DHC-8	1718
G-SFBH Boeing 737 300	1821	OO-DJR	Avro 146 RJ85	1901
El-CJD Boeing 737	1915	G-MAJL	Jetstream 41	1945
G-GNTD SAAB 340	1948	G-UKTA	Fokker 50	2010
G-BYAE Boeing 757	2013	G-GNTH	SAAB 340	2022
G-JEDE DHC-8	2025	G-MAJG	Jetstream 41	2030
G-RJXE EMB 145	2033	G-SFBH	Boeing 737 300	2141
G-FLCK Boeing 757 DIV	2148 1209(29)	OO-DWA	Avro 146 RJ100	2230
G-MAJL Jetstream 41	2245			
29 Monday				
VP-BLK Gulfstream 840	0836 0915	G-JEDE	DHC-8	0914
G-GNTD SAAB 340	0918	G-MAJL	Jetstream 41	0924
G-SFBH Boeing 737 300	0927	G-UKTC	Fokker 50	0941
G-GNTH SAAB 340	0952	G-UKTA	Fokker 50	0959
G-MAJG Jetstream 41	1002	G-LIZA	Cessna 340A	1008 1813
G-OCBA BAe 125 700B	1019 1033	OO-DJW	Avro 146 RJ85	1047
El-CSA Boeing 737 800	1056 1131	G-BXNT	JetRanger	1100 1441
G-JEDE DHC-8	1222	G-HAMA	King Air 200	1231 1329
G-MAJC Jetstream 41	1232	G-RJXE	EMB 145	1241
G-BAVZ PA-23 Aztec	1255	G-MAJG	Jetstream 41	1311
VP-BLK Gulfstream 840	1328 1341	G-SFBH	Boeing 737 300	1336
El-CNW Boeing 737	1353	G-GNTH	SAAB 340	1407
G-UKTA Fokker 50	1415	G-MAJL	Jetstream 41	1420
G-WIRE Twin Squirrel	1432 1519	OO-DJS	Avro 146 RJ85	1448
G-GNTD SAAB 340	1655	G-RJXE	EMB 145	1659
G-UKTC Fokker 50	1702	G-MAJC	Jetstream 41	1709
G-MAJG Jetstream 41	1712	G-JEDE	DHC-8	1716
G-MAJL Jetstream 41	1735	G-GNTH	SAAB 340	1739
G-BYAE Boeing 757	1809	G-SFBH	Boeing 737 300	1820
El-CKS Boeing 737	1900	OO-DWK	Avro 146 RJ100	1943
G-GNTD SAAB 340	1950	G-UKTA	Fokker 50	2000
G-MAJG Jetstream 41	2003	G-MAJL	Jetstream 41	2024
OY-UPM Boeing 727	2027 2140	G-MAJC	Jetstream 41	2032
G-JEDE DHC-8	2038	G-GNTH	SAAB 340	2041
G-RJGR Boeing 757	2046	G-RJXE	EMB 145	2100
G-SFBH Boeing 737 300	2141			
30 Tuesday				
G-UKTC Fokker 50	0829	N33EW	MU-2 Marquise	0828 1512
G-JEDE DHC-8	0920	G-SFBH	Boeing 737 300	0924
G-GNTD SAAB 340	0928	G-MAJL	Jetstream 41	0930
G-MAJG Jetstream 41	0936	G-UKTA	Fokker 50	1006
G-MAJC Jetstream 41	1008	N220SC	PA-31T Cheyenne	1035

EI-CSA Boeing 737 800	1038 1110	G-RJXE	EMB 145	1057
G-GNTH SAAB 340	1204	EC-GLT	Airbus 320	1226 1335
G-JEDE DHC-8	1230	G-MAJG	Jetstream 41	1259
N7070A Citation II	1320 1400	G-SFBH	Boeing 737 300	1349
G-MAJL Jetstream 41	1419	G-UKTA	Fokker 50	1422
OO-DJQ Avro 146 RJ85	1539	G-RJXE	EMB 145	1633
G-UKTC Fokker 50	1641	G-GNTD	SAAB 340	1650
G-MAJC Jetstream 41	1703	G-GNTH	SAAB 340	1710
G-MAJL Jetstream 41	1725	G-MAJG	Jetstream 41	1740
OO-DWF Avro 146 RJ100	1901	EI-CNV	Boeing 737	1913
OY-UPM Boeing 727	1950 2133	G-RJGR	Boeing 757	2047
OO-DWE Avro 146 RJ100	2237	G-SFBH	Boeing 737 300	2307

31 Wednesday

G-BYAE Boeing 757	0638	G-UKTC	Fokker 50	0750
G-UKTA Fokker 50	0807	OE-GMI	Citation Ultra	0925 1007
OO-DJR Avro 146 RJ85	1025	EI-COB	Boeing 737	1055
G-SFBH Boeing 737 300	1120	G-JEDE	DHC-8	1142
G-MAJL Jetstream 41	1201	G-GNTH	SAAB 340	1213
G-MAJG Jetstream 41	1216	G-GNTD	SAAB 340	1247
G-RJXE EMB 145	1256	G-MAJC	Jetstream 41	1301
PH-VMP King Air 200	1354 0956(01)	G-MAJL	Jetstream 41	1413
G-JEDE DHC-8	1434	G-SFBH	Boeing 737 300	1438
OO-DJS Avro 146 RJ85	1457	G-MAJG	Jetstream 41	1503
G-UKTA Fokker 50	1520	G-UKTC	Fokker 50	1638
G-RJXE EMB 145	1643	G-GNTD	SAAB 340	1659
G-MAJC Jetstream 41	1708	G-GNTH	SAAB 340	1719
G-MAJL Jetstream 41	1726	G-JEDE	DHC-8	1730
G-BYAE Boeing 757	1733	G-MAJG	Jetstream 41	1802
G-SFBH Boeing 737 300	1843	EI-CNZ	Boeing 737	1857
OO-DWL Avro 146 RJ100	1909	G-UKTA	Fokker 50	1947
G-GNTD SAAB 340	1956	G-MAJC	Jetstream 41	2010
G-GNTH SAAB 340	2024	G-RJGR	Boeing 757	2028
G-MAJL Jetstream 41	2033	G-MAJG	Jetstream 41	2051
G-JEDE DHC-8	2055	G-RJXE	EMB 145	2059

From and To

05) OE-GAA/Alicante-Innsbruck; 07) N213CT/Santander-n/s-Oxford; N9533Y/Charleroi-n/s-Staverton; 11) N4545/Jersey-n/s-Palma; N83WA/Dublin; OE-GEO/Vienna-Southampton 12) OE-GEO/Southampton-Vienna; 13) EI-GHP/?-?: 15) CS-DNH/Nice-Chester; D-ICHS/F & T Hannover; LX-IMS/Clermont Ferrand-Luxembourg; N2401Z/F & T Cardiff; N273TB/Wellesbourne-Elstree; 16) D-ICHS/F & T Hannover; 17) N2401Z/F & T Cardiff; 18) N273TB/Lille-Wellesbourne; 19) CS-DNP/Geneva-Nice; 20) CS-DNO/Heathrow-Stanstead; 22) 163843/Northolt-?: 23) N58GT/Cranfield-n/s-Guernsey; 24) OY-SBR/?-?: 25) CS-DNK/Madrid-Nice; CS-DNM/Stanstead-n/s-Farnboro; D-CGRC/Brussels-n/s-Hawarden; 26) HB-IBH/Edinburgh-Luton; OY-LJB/Luton-Edinburgh; 27) N7070A/Dublin-Knock; 28) N527EW/Jersey-n/s-Jersey; 29) VP-BLK/?-?: 30) N33EW/F & T Southend; N7070A/Knock-Dublin; 31) OE-GMI/Vienna-Cork; PH-VMA/Lelystad-n/s-Lelystad;

Overshoots

03) G-BXXT: 08) XX492/CWL72; XX494/CWL64; ZF407/LOP85; 09) XX500/CWL72; 11) XV294/Ascot656; 12) G-BXXT: 14) G-BBGB/Raven99T; 16) ZF407/LOP24; 17) ZF211/LOP24; ZF406/lop30; 23) XX492/CWL64; 24) ZF417/LOP22; ZF206/LOP34; 25) ???/Javelin12; ???/Javelin83; ???/Polecat2; 29) ???/Javelin96; ???/Savage2; 30) ZF483/LOP34; XS727/CWL978; 31) ZF212/LOP34; XX499/CWL75; XX495/CWL64;

The first real foreigner of the year was on the 5th when Citation V OE-GAA was from Alicante to Innsbruck. Two night stoppers on the 7th were Corgi Toys C90-1 King Air N312CT from Santander to Oxford and Cessna 210 NN9533Y which was from Charleroi to Staverton. Lear Jet 45 N4545 used the callsign "Stealth 451" when it arrived from Jersey on the 11th before night stopping and departing to Palma, the Hawker XP800 OE-GEO on the 11th was from Vienna to Southampton whilst a new resident arriving on the same day was the Gulfstream 1000 Turbo Commander N83WA. The latter is owned by Wal-Mart Stores Inc who have just moved into the UK after buying out ASDA.

Hawker XP800 OE-GEO returned on the 12th doing the reverse trip from Southampton to Vienna. Using the callsign "Goldair 61A" on the 13th was MCP Aviations Cessna 550 Citation Bravo EI-GHP. The Netjets BAe 125 800A CS-DNH on the 15th was from Nice to Chester whilst the same day saw Cessna 425 D-ICHS from and to Hannover and the Husky Injection Molding Systems Lear Jet 45 LX-IMS came from Cleremont Ferrand and went to Luxembourg. Also noted that day were Aztec N2401Z from and to Cardiff and Beech Baron N273TB from Wellesbourne to Elstree.

From and to Hannover again on the 16th was the Cessna 425 D-ICHS, returning from and to Cardiff on the 17th was the Aztec N2401Z and back from Lille on its way to Wellesbourne on the 18th was the Baron N273TB. Netjets used the Falcon 2000 CS-DNP on a flight from Geneva to Nice on the 19th then on the 20th their Hawker XP800 CS-DNO was noted on a flight from Heathrow to Stanstead. Another Baron to visit was the wingleted N58GT from Cranfield on the 23rd for a night stop before departing to Guernsey. A much rarer biz-jet on the 24th was the Aalborg Air Taxi Corvette 100 OY-SBR which was "Northflying 063E-063".

A pair of Netjets Hawker XP800's were noted on the 25th, CS-DNK was from Madrid to Nice and its stablemate CS-DNM was from Stanstead n/s to Farnboro, visiting on the same day was Lear Jet 35 D-CGR from Brussels as "Taunusair 343" before an overnight stop then a trip to Hawarden. Falcon 2000 HB-IBH of TAG Aviation used the callsign "FPG149" whilst flying from Edinburgh to Luton on the 26th and then later the same day Lear Jet 31 OY-LJB of Flexjets was logged flying from Luton to Edinburgh. Citation II N7070A of Omega Air called in from Dublin to Knock on the 27th and night stopping on the 28th was Citation I N527EW as "Beauport 5EW" from and to Jersey. Visiting twice on the 29th was the Gulfstream 840 Turbo Commander VP-BLK. Citation II N7070A returned from Knock to Dublin on the 30th on which day MU-2 Marquise N33EW of Florida Express Corp was from and to Southend. The final day of the month saw Citation Ultra OE-GMI calling "Magna-air 231" on a flight from Vienna to Cork and King Air 200 PH-VMP night stopping inbound from Lelystad.

Not much military to record. BAe 125 CC.3 ZD620 was "Ascot 1799" on the 13th and the Beech UC-12M 163843 of the USAF visited on the 22nd and 23rd.

Operating as "Iberworld 216-3216" and "Iberworld 3215-215" on the 2nd we had the Air 2000 Boeing 757 G-OOOB. Challenger G-DAAC used the callsign "Neatax 6B-C" on the 11th. Diversions on the 14th were Boeing 737 EI-CJE "Ryanair 602-603P" and Boeing 737 500 G-BVKA "Midland 9WT" both from Tees-side, ATR72 G-BWDB "Gil 499N" from Newcastle and Jetstream 41 G-MAJM "British 344-6" from Sheffield.



Diverting in from Newcastle during the early morning on the 15th was the Seneca G-BMDK and on the same day DC-10 G-DPSP arrived on the "AIH 323" flight, the DC-10 did the "AIH 323-4" on the 16th and the "AIH 325-6" on the 17th before departing as the "AIH 327" on the 18th. A Tees-side diversion on the 19th was the Boeing 737-800 EC-HLN as "Futura 1523-4". European Aircharter used the BAC 1-11 G-AZMF on the 23rd as "EAF 432P-5432" and did the return flight on the 24th as "EAF 5433-434P" then on the 26th BAC 1-11 G-AXLL was "EAF 8481-481P". A new French airline seems to be Aeris SA and they appeared on the 25th as "AIS 628-58V" with the B737-300 F-GNFD, they returned on the 28th with B737-300 F-GNFU as "AIS 069V-269". Ryanair were using the new Boeing 737 800 EI-CSO as "Ryan 154-5" on the 27th and EI-CSA as "Ryan 152-3" on both the 29th and 30th.

Terry Sykes



Convair 580 - ZK-CIB Christchurch New Zealand 4 January 1999
Photograph - Terry Sykes

EDITOR'S COMMENTS

This month sees the launch of our first colour edition, and along with it the introduction of the photographic competition. My thanks to those of you who have entered this month and also to the Revd Tony Thompson who judged the entries.

This month a separate entry form has been placed in the magazine, so that you do not have to deface such a priceless document as *Air Yorkshire*, so we now hope to see a greater number of entries. Will members who enter the competition and wish their photographs returned please enclose a stamped addressed envelope with their entries.

It is good to see Terry recovered and again compiling the Movements for the magazine. Unfortunately because of illness Eric Martin has not been able to produce Military Matters in full. All at the Society wish Eric a steady recovery.

Sheila and I wish to thank everyone for the kind remarks about the new magazine and we shall endeavour to keep up the standard in future.

My grateful thanks to all who have contributed to this month's edition

Cliff Jayne



Photograph courtesy Mike Cook

On January 29th 2001 the Royal Air Force lost one of its greatest heroes. "Johnnie" Johnson passed away peacefully at his home near Buxton in Derbyshire, aged 85 after a short illness diagnosed at the end of last year. Born in Leicestershire, after leaving school and further training he became a fully qualified Civil Engineer, working in Epping, North London. On hearing the news of the Munich Crisis, and motivated by his enthusiasm for the great aces of World War One, he tried to join one of the newly formed Auxiliary Air Force Squadrons, but was initially turned down. So he returned home to Melton Mowbray and joined the Leicestershire Yeomanry. Later in the year the opportunity to be a part of the RAF Volunteer Reserve came up, and he gladly joined up, and commenced flying training at Stapleford Tawney. After continuing basic flying training at Cambridge, and advanced training on Miles Masters at Sealand, he first took the controls of the aircraft on which he was to make his name, the Spitfire, at the Advanced Flying Training Unit at Hawarden, near Chester.

His first squadron posting came in August 1940, when he was posted to 19 Squadron, the first to operate the Spitfire, at Duxford, with 205 hours in his logbook, 23 of which were on Spitfires. Before he had a chance to fly with the squadron, he, and the other new pilots were posted to 616 (South Yorkshire) Squadron at Coltishall, which had just been withdrawn from the front line, for rest and training. "Johnnie" always felt special enthusiasm for this squadron, it was his first and he stayed with them for almost two years, became a flight commander, and won the DFC and Bar.

When the squadron moved to Tangmere in 1941, to join Douglas Bader's Tangmere Wing, Bader decided to fly with 616 and appointed "Johnnie" as one of his "wingmen". His story of how he first met and flew with Bader was one of the highlights of his talk at Elvington in 1995. In the summer of 1942, he was promoted to Wing Commander and given his first squadron command, 610 (County of Chester) Squadron, later in 1943, taking control of the Canadian Fighter Wing operating from Kenley over the build up to D-Day. It was during this time he flew his well-known Spitfire Mk IX, EN398 JE-J, in which he achieved 16 victories, and his total score went up to 25. During this period he also married his fiancée, Pauline, and they eventually had two sons.

After a short rest, he was again back in action leading another group of Canadians, 144 Wing, over the D-Day beaches, and he stayed with them until the end of the year, bringing his final tally to 38 victories, all in Spitfires. At the end of the conflict his 125 Wing was selected to lead the victory flight over Berlin and later over Copenhagen.

After the war he continued in RAF service in the Korean conflict, and commanding an RAF Sabre Wing in Germany, as well as RAF Wildenrath. In 1957 he took command of RAF Cottesmore, with the first of the Victor bomber squadrons, and after a further staff appointment at Mildenhall, he was promoted to Air Vice-Marshal and given his final command, Middle East Air Force, which he rated as "the best job in the Air Force". Retiring from the RAF in 1965, he had several directorships in companies abroad and the UK, but the project for which he would most like to be remembered is the Johnnie Johnson Housing Trust, providing help and care for the elderly, disabled, and vulnerable young people. Today the Trust has over 4000 houses caring for those people. He capitalised on his fame by signing and promoting prints of his exploits to raise substantial funds for the Trust.

I first met him in May 1993, when he agreed to come as my Guest to the 6(RCAF) Group Reunion at Elvington. One of my favourite memories of that meeting, was when I proffered him my 1st Edition Penguin copy of his autobiography, "Wing Leader" to sign. He immediately offered me £200 for it as he really wanted a first edition. When I refused, and he gladly signed it, on the spur of the moment, before the assembled crowd, he stood up and kissed the book, and said, "This book paid for the education of my children!". He became a friend from that date, and came to Elvington a couple of times, the last in 1997 for the "Gathering of Eagles" with Hajo Hermann, and other aces from both sides, to see the Me109 and Spitfire land at Elvington for the first, and in the case of the 109, only time. In July 1996, he came to Air Supply to open our new shop and spent the evening chatting with friends and fellow enthusiasts. He used to regularly ring me to see how sales of his prints in aid of the Trust were going.

My only regret is I never did get the promised video interview, due to his illness. I last saw him with many other enthusiasts at Duxford last year. We shall not see his like ever again.

Ken Cothliff, Chairman 6(RCAF) Group Association



Ken Cothliff and "Johnnie" Johnson at Air Supply

AIR YORKSHIRE COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

BMI (see under Airline News) has reached an agreement with LBA which will secure existing operations, including the LBA to Heathrow service. Under the agreement BMI will also undertake a feasibility study into the possibility of introducing new routes from Leeds/Bradford. The announcement follows speculation, always officially denied, by the airline, that it was considering pulling out of LBA.

BMI is to become an all jet operator by the end of October. The demise of the SAAB 340 in the fleet will obviously have implications for Leeds/Bradford. Unconfirmed reports suggest that Leeds will receive an additional EMB-145 and an EMB-135 as replacements for the retiring Turbo-props.

AIRPORT NEWS

BAA's seven U.K. airports had an additional 150,000 domestic passengers in December 2000 compared to December 1999.

U.K. traffic at the three London airports, Glasgow, Edinburgh, Aberdeen and Southampton grew 14% to 1.6 million in December, excluding Channel Islands services. Stansted benefited most with a 31% increase in passengers.

It would be easy to attribute the increase to the rail crises, but BAA said the overall picture was also distorted by a fall in passengers in December 1999 due to fears about the millennium bug date change.

Barnaul Airport in Southern Siberia came to halt because of a U.F.O. according to the Interfax news agency. The crew of an IL-76 refused to take off after they claimed they saw a luminescent object hovering above the runway. The crew of another cargo plane refused to use the runway for the same reason and diverted to another airfield. The U.F.O. vanished from the airport ninety minutes later according to the report.

Finningley has received planning approval from Doncaster Council for its owners Peel Holdings to develop the former R.A.F. base into a commercial airport. The next stage is for the government to consider the application.

Humberside airport slammed the authority's decision and protest group Finningley Airport Network (FAN) is planning to lobby the government. Humberside has repeated concerns about the impact which a fourth airport could have on the region and renewed calls for a public inquiry.

Manchester opened its second runway on Monday 5th February. An auction for charity took place, with Emirates putting in a winning bid of £26,000 to have the privilege of its A.330, A6-EAB be the first aircraft to take-off on the new concrete of runway 06R.

First landing on 24L was not until 9th February when a Monarch Boeing 757 inbound from Tenerife made touchdown at 1913.

Initially the new runway will be only used between 0600-1200 and 1500-2100 each weekday and a 0630 start on weekends. Manchester now has an additional tower frequency as each runway has its own discrete tower frequency similar to the ATC system in use at Heathrow for their parallel runways.

Prestwick has new owners, after bus operator Stagecoach has sold 90% of the holding to Infatil a New Zealand company which also owns Wellington International Airport in New Zealand. The other 10% was

sold to Omniport a Scottish investment company.

Sheffield had its first major incident, when on Sunday 4th February a landing Aer Arran Short SD.3-60 burst a tyre on landing and ended up on the grass. Fortunately there were no casualties among the 25 passengers and 3 crew, although one lady had to be treated for shock. The aircraft was craned onto a low loader, but the airport remained closed for 24 hours during this operation.

The airport also had its Sheffield to London City service reinstalled following the rail crises. London Executive have been operating an "on demand" daily service with a Piper Navajo. Plans are for a company called Albion Aviation to commence a three times a day service with a Jetstream commencing in April. As we close for press I am unable to establish if Albion Aviation has a link with London Executive.

AIRLINE NEWS

BMI is the new image of British Midland Airways. Due to be launched on 1st February, photographs of the new livery were posted to various internet sites after an enthusiast captured the new livery on an Airbus at Toulouse while on a test flight. A British Midland spokesman said they were "gutted" that details of the £20 million project had been made public two weeks before the launch.

Federal Express has placed an order for ten A.380's from Airbus Industrie. The freight version of the A.380 will haul 300,000 lbs of cargo about 6000 miles. Eliminating fuel stops on long haul flights will mean that FedEx can launch the flights later in the day, and collect even more packages. Deliveries of the new aircraft will, however, not be overnight, but commence in 2008 at a rate of three a year.

Heavylift cargo airlines are to commence passenger services. But don't panic - the aircraft will have seats!! To be known as Breeze, the airline will initially operate an A.300 airbus (a type common to Heavylift). The airline intends to replace capacity lost since the demise of TransAer.

Kiss Air a new Heathrow based airline will serve European routes using two leased Boeing 737s. Due to be launched in April, the airline already has slots at Heathrow and plans to serve Bergamo, Berlin, Nice and Turin.

General Manager is Jim Welsh, a former Virgin Atlantic sales manager. He commented "We are certainly not low cost - at Heathrow you can't be." He admitted Kiss would face tough competition but said, "At Heathrow there are few U.K. carriers travelling to Europe".

The airline name comes from the phrase "Keep It Sweet and Simple". I was always taught "Keep It Simple, Stupid", but perhaps that just applied to me !!

AIRLINER NEWS

Concorde took to the air in Mid January for a one off flight from Paris to a military base in Southern France. The Air France example was flown under strict conditions with no passengers on board, and will under go testing at the new location.

Meanwhile British Airways has started to install kevlar rubber liners in the fuel tanks of its Concorde fleet. The material, which is used in bullet-proof vests, should help to prevent fuel tank ruptures like the one that contributed to last year's tragic crash.

British Airways has also expressed interest in purchasing Air France's remaining six Concorde's. Speculation has been mounting that Air France may not re-start Concorde services even if the airliner is given a clean bill of health. If Air France did axe supersonic services, British Airways would be the only other airline with the specialist support infrastructure Concorde needs.

OTHER NEWS

March will hopefully see a new record in the Guinness Book of records. A group of twenty martial arts enthusiasts hope to pull a Boeing 747 at Los Angeles International. Twenty ropes will be attached to the aircraft, the other end will be attached to the enthusiasts', ummm, private parts. (All together now... pull !!!). The practitioners believe hanging heavy weights from their manhood, enhances health and virility. I think there has to be an easier, and potentially less painful way !!!!

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CREDITS Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, Teletext, TTG, Andy Barlow, Lawrie Coldbeck, Adrian Jack, Harry Morrow, Pete Smith.

David Wooler

RAF NEWS

RAF helps local farm

RAF staff working at the communications unit at RAF Bampton Castle quickly came to the aid of a neighbouring farmer to help prevent the spread of foot and mouth disease.

The small Unit is located in open countryside close to the village of Bampton in Oxfordshire on land shared with a tenant farmer. A team of RAF staff is on hand to control entrance to the site and ensuring that all visiting vehicles are sprayed with disinfectant. The staff has also helped the farmer Mr Robert Smith with supplies of disinfectant and portable spray equipment.



Additional measures to restrict movements to and from the site include bussing all personnel into work, to reduce the number of private vehicles using the site.

The Unit is an essential link in the MOD operational communications network, and it is required to work on a 24-hour basis. However, contingency plans have been drawn up to enable the unit to continue operating even if it is isolated as a disease control measure. Sufficient stocks of food and beds have been moved to the site to enable staff to live on the site for several weeks if required.

The commanding officer of the RAF unit, Squadron Leader Guy Hughes says, "although there may be no imminent risk to Bampton, we must do our bit to help stop the spread of this virus and take whatever precautions the farmers wish us to take".

The farmer Robert Smith said, "I am delighted with the level of co-operation and support I have received from the RAF and the speed with which they have reacted, between us we have taken more precautions than most farmers and I am hopeful our combined efforts will keep the virus out of Bampton".

www.rafmod.com

2 March 2001

Military Matters

KEY DATES IN RAF HISTORY 1918 - 1998

1946

- 12 Mar The Air Ministry announced that 742,000 members of the RAFs strength of 1,100,000 would be released by the end of June
- 7 May Central Flying School re-formed at Little Rissington
- 8 Jun Victory Day was celebrated by a fly-past of 300 RAF aircraft
- 10 Jul The Air Ministry announced that the RAF Regiment would remain a peacetime element of the RAF with rifle, armoured and light anti-aircraft squadrons. The Regiment was formed during World War II for the defence of airfields
- 7 Sep A new world air speed record was set by the RAF High Speed Flight in a Gloster Meteor F4, EE549, of 616.81mph

1947

- 3 Jan The Kings Flight was re-formed after war-time suspension. It was equipped with four Vickers Vikings at RAF Benson
- 4 Mar Approval was given for a peacetime complement of 370,000 officers and airmen; the war-time strength was just over one million
- 16 Dec The Auxiliary Air Force was re-titled Royal Auxiliary Air Force in recognition of its outstanding service throughout World War II

1948

- 23 Mar A world altitude record of 59,446 feet was set by Group Captain John (Cats Eyes) Cunningham in a de Havilland Vampire
- 28 Jun The RAF began operations in the Berlin Airlift in assisting the USAF to overcome the Russian blockade on Berlin
- 15 Oct The RAF and USAF established a Combined Air Lift Task Force. At this time all of the RAF's transport aircraft were committed to the Berlin Airlift; these consisted 64 Dakotas, 56 Yorks and ten Sunderlands
- 1 Dec The Meteor T7 became the first jet trainer to enter service with the RAF, VW410 being the first of the fleet

1949

- 1 Feb The Womens Auxiliary Air Force was re-named The Womens Royal Air Force reverting to a title first used in World War I
- 4 Apr The North Atlantic Treaty was signed, bringing NATO into effect from 24 August
- 11 May The Berlin Airlift came to an end with the official lifting of the blockade. By this time, 14 Hastings had been added to the RAF transport fleet
- 31 Dec The venerable Tiger Moth was finally withdrawn from service as an RAF trainer. It was primarily replaced by the Percival Prentice, the first side-by-side trainer used by the RAF

1950

- 1 Jan The first British manufactured helicopter entered service with the RAF: a Westland Dragonfly HC2, WF308
- 1 Feb The first Chipmunks were delivered to the Oxford University Air Squadron. It was adopted as the standard equipment for all University Air Squadrons and other elementary flying units. It remained in service until being replaced by the Bulldog which, in turn, was replaced by the Grob Tutor
- 20 Jun The prototype of the Beverley made its first flight at Brough

Credit: Brace by Wire to Fly-by-Wire

Eric Martin

LEED/BRADFORD AIRPORT - PRESS RELEASE

12th February 2001

Winter Weather Failed To Stem Airport's January Passenger Totals

Despite some weather problems which also affected many airports throughout the UK and Continental Europe, passenger figures at Leeds Bradford International Airport (LBA) in January increased by 18.91% over the same month last year, bringing the airport's passenger total in the financial year to date to 1,372,929 (up 9.28%) and rising.

Scheduled service passengers in January were up by 14.44%, representing an increase of 17.55% on Domestic routes and 11.51% on International.

Inclusive Tour traffic increased by 30.48% to 31,502 passengers.

Newly re-titled bmi British Midland achieved its best January results with a 22.86% increase (to 19,578) on its Heathrow shuttle.

Other Domestic routes showing increases included bmi's Edinburgh service (up 23.72% - also its best January). The airline's Glasgow service enjoyed a 17.53% increase, also best for the month. British European's Belfast City service had a 1.80% increase.

Ryanair had its best January with 41.53% more passengers (11,194) on the Dublin route.

Other international services showing more passengers included KLM uk's rise of 3.99% on the Amsterdam service; bmi's Paris (Charles de Gaulle) (up 6.68%) and Sabena's Brussels link (up 7.45% and also its largest January total).

LEED/BRADFORD AIRPORT - PRESS RELEASE

Tuesday 6th February 2001

Leeds Bradford Airport/bmi British Midland

Leeds Bradford Airport today announced that it had reached an agreement with bmi British Midland, which would secure their existing operation, including the Heathrow service, for the next 5 years. Under the agreement bmi British Midland has also undertaken to explore the feasibility of introducing new routes to the Airport.

Ed Anderson, Managing Director of Leeds Bradford Airport, said:

"We are extremely pleased. Because slots at London Heathrow have become such a scarce commodity, there has inevitably been speculation as to whether the Leeds Bradford to Heathrow route would continue and we are delighted with this commitment for the next 5 years."

Austin Reid, Chief Executive Officer of bmi British Midland said:

"We are looking forward to continuing our relationship with Leeds Bradford Airport, which is an important centre for us, and this agreement is particularly pleasing as we have just notched up 21 years of operation from Leeds Bradford."

Wednesday 14th February 2001

Diversions

On a crisp but sunny winter morning in Yorkshire on Tuesday 13th February with low visibility and foggy conditions in Lancashire, Leeds Bradford Airport was host to 10 aircraft diverting from Manchester Airport. Passengers from Dublin, Milan, Rotterdam and a variety of UK airports were given Yorkshire hospitality before being coached across the Pennines to gloomy Manchester.

Can You Have Two Millenniums?

Saturday 16 December 2000

We left a very cold LBA on our flight via Amsterdam. At the security check before boarding the next, intercontinental flight, we were informed that the 747 combi had been reconfigured. Chaos broke out when passengers were told that seats had to be reallocated and everyone seemed to be clamouring at the same desk for the seats they expected.

In contrast, the actual flight was uneventful in the "City of Nairobi" and we arrived, not in Africa but, as expected, in Sao Paulo, Brazil.

The weather wasn't dramatically better at 25C and breezy with spitting rain.

Motoring across the Tropic of Capricorn, the weather steadily improved and we reached our son's house, our base for the coming month.

We got up next morning about 8am to sunshine out of a clear blue sky and had our first breakfast of tropical fruits and, of course, an awful lot of coffee!

Later, we joined the local sports club to benefit from their sunbathing facilities and their pools.

However, not before we had undergone the compulsory skin inspection by a doctor. This has to be repeated for all club members (not just us English) each three months, as skin infections are taken very seriously in this tropical climate.

In the evening, back at the house, the local football team must have won, as salvos of fireworks were being let off until 3am the next morning.

Sunday 24 December 2000

As in so many Catholic countries, Christmas Eve is the main Christmas celebration in Brazil.

We had a good BBQ lunch of steak and fish in the blazing heat of the back garden. More was to follow, with an evening meal including suckling pig, goat, turkey etc. but we visitors could not do it justice.

Christmas Day

We saw in a local paper that temperatures for yesterday had been about 40C for Sao Paulo and Rio. The day after, according to the television, it had eased to 37C !

We all wanted to see the millennium fireworks in Rio, so we took the long distance bus and checked in at an hotel near the beach. The general advice to tourists was not to use camcorders or expensive cameras and to try to dress as Brazilians do.

New Year's Eve

We had a late meal at an ideally placed restaurant on the promenade, at a table on the first floor veranda.

However, although still very hot, it started to spit with rain, then gradually increased to a tropical downpour.

At 10pm local time, but midnight GMT, we Brits raised our glasses and toasted the new millennium, to

mystified looks from the Brazilians.

Fortunately the rain stopped about 11pm and it dried up rapidly soon after.

We trooped out, still in shorts and tee-shirts, onto the beach which soon became choc-a-bloc with excited crowds.

On the stroke of midnight a magnificent fireworks display burst out and we drank the champagne we had brought along, out of plastic yoghurt cartons.

14 January 2001

This Sunday evening, as though to prepare us for our return to winter in Yorkshire, it was raining in Guarulhos.

The Sao Paulo airport was almost deserted, with only a handful of 737s of the Brazilians' big 4, plus one 747 of South African Airways and, fortunately, our KLM 747 combi "City of Calgary".

The aircraft flight data may be of interest:

City of Calgary	PH BFL
Flight time	11 hours
Maximum altitude	39000ft
Temperature (Sao Paulo)	20C
Temperature (minimum)	-58C

A Happy New Year and Millennium to all Air Yorkshire Members.

Peter J. Aykroyd



C.C.F. Harvard IVm (G-BUKY)

LBA 16 August 1997

Photograph Denis Yeadon

LEEDS BRADFORD AIRLINE REPORT JANUARY 2001

INBOUND DIVERSIONS

05	RJR602	DUB	MME	EI-CNV	B732	DUB	RJR155
05	UKA88Q	AMS	MME	G-UKTA	FK50	AMS	UKA2148
14	RJR602	DUB	MME	EI-CJE	B732	DUB	RJR603P
14	BRT344	BHD	SZD	G-MAJM	JS41	BHD	BRT346
14	GIL499N	BHD	NCL	G-BWDB	AT72	NCL	GIL072P/15
14	BMA9WT	LHR	MME	G-BVKA	B735	MME	BMA9512/15
16	BRT337	BHD	SZD	G-MAJM	JS41	BHD	BRT09I
17	BRT337	BFID	SZD	G-MAJM	JS41	BHD	BRT09I
19	FUA1523	TFS	HUY	<u>EC-HLN</u>	B738	TFS	FUA1524
20	UKA56W	AMS	HUY	G-UKTI	FK50	AMS	UKA2104
20	UKA38X	AMS	HUY	G-UKTB	FK50	HUY	UKA763
20	UKA763	LBA	HUY	G-UKTB	FK50	AMS	UKA2110
28	JMC902	FAO	MAN	G-FCLK	B752	MAN	JMC902P/29

REGULAR FLIGHTS

AIH313	TFS	05/G-RJGR	12/G-RJGR	19/G-LCRC	26/G-RJGR
AIH317	ALC	06/G-RGJR			
AIH319	AGP	07/G-RJGR			
AIH321	LPA	01/G-RJGR	08/G-RJGR	15/OprMAN	22/G-LCRC 29/G-RJGR
AIH323	TFS	02/G-RJGR	09/G-RJGR	16/G-DPSP	23/G-LCRC 30/G-RJGR
AIH325	FUE	03/G-RJGR	10/G-RJGR	17/G-DPSP	24/G-LCRC 31/G-RJGR
AIH327	ACE	04/G-RJGR	11/G-RJGR	18/G-DPSP	25/G-LCRC
BAL045A	ACE	03/G-BYAT	10/G-BYAI	17/G-BYAI	24/G-BYAE 31/G-BYAE
BAL068A	PMI	05/G-BYAT	12/G-BYAI	19/G-BYAI	26/G-BYAE
BAL232A	LPA	01/G-BYAT	08/G-BYAI	15/G-BYAI	22/OprMAN 29/G-BYAE
BAL411A	IFS	05/G-BYAI	12/G-BYAI	19/G-BYAI	26/G-BYAE
BAL417A	ALC	04/G-BYAT	11/G-BYAI	18/G-BYAI	25/G-BYAE
BAL431A	AGP	04/G-BYAT	11/G-BYAI	18/G-BYAI	25/G-BYAE
BAL443A	ALC	02/G-BYAT	09/G-BYAI	16/G-BYAI	23/G-BYAE 30/G-BYAE
IWD3214	ACE	04/EC-HCR	11/EC-GLT	18/EC-GUR	25/EC-GLT
IWD3216	TFS	02/G-OOOB	09/EC-HCR	16/EC-HCR	23/EC-GZE 30/EC-GLT
IWD3368	TFS	05/EC-GZE	12/EC-GLT	19/EC-GLT	26/EC-GUR
TYR906C	INN	06/OE-LFH	13/OE-LFG	20/OE-LFG	27/OE-LFI

OTHER FLIGHTS

01	G-BYAT	B752	BAL840A/840B	t/f Rome Ciampino	Passenger Charter
02	G-OOOB	B752	1WD216/3216	Manchester - Tenerife	Lieu IWD A320
02	G-OOOB	B752	1WD3215/215	Tenerife - Gatwick	Lieu IWD A320
05	G-OOOG	B752	AMM943F/5576	Rome Ciampino -n/s- Cairo	Passenger Charter
06	G-IJYS	JS31	EZE06/340	Manchester -n/s- Bristol	AIH crew change
07	G-OOOG	B752	AMM5577/926F	Cairo - Liverpool	Passenger Charter
07	G-IJYS	JS31	EZE341/07	Bristol - Humberside	AIH crew change
12	<u>OY-UPA</u>	B721	SRR6568/6567	f/t Koln/Bonn	-
14	G-JEBE	BA46	JEA747/744	f/t Belfast City	Lieu DH8
15	<u>G-DPSP</u>	DC10	AIH322/323	Las Palmas -n/s- Tenerife	Lieu B752
19	<u>EL-CSO</u>	B738	RJR156/157	f/t Dublin	Lieu B732
22	G-MIDY	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B735
23	EL-CSO	B738	RJR152/153	f/t Dublin	Lieu B732
23	G-AZMF	BA11	EAF432P/5432	Manchester - Trapani	Passenger Charter

24	G-AZMF	BA11	EA5433/434P	Trapani - Luton	Passenger Charter
25	F-GNFD	B733	AIS628/068V	f/t Paris Cdg	Passenger Charter
26	G-AXLL	BA11	EA5481/481P	Paris Cdg - Bournemouth	Passenger Charter
27	EL-CSO	B738	RYR154/155	f/t Dublin	Lieu B732
28	<u>F-GNFU</u>	B733	AIS069V/269	Toulouse - Paris Cdg	Passenger Charter
29	<u>EL-CSA</u>	B738	RYR152/153	f/t Dublin	Lieu B732
30	<u>EL-CSA</u>	B738	RYR152/153	f/t Dublin	Lieu B732

Aircraft making first visits are underlined.

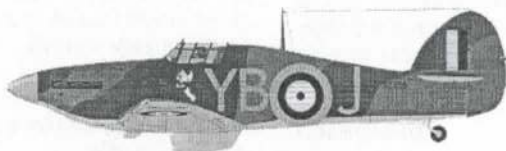
BATTLE OF BRITAIN HISTORY

No. 17 Squadron.

Aircraft:	Hurricane Mk.I
Motto:	<i>Excellere contende</i> - "Strive to excel"
Badge:	A gauntlet. The badge symbolises armed strength and also commemorates the type of aircraft the squadron was flying when the badge was awarded.



No 17 Squadron was formed at Gosport on 1 February 1915 and after a period of training embarked for Egypt in November. On 24 December, it began to make reconnaissance flights over the Turkish lines in Sinai, also flying in support of troops engaged with Turkish army units in the Western Desert. Detachments were also to be found in Arabia until July 1916, when the squadron was sent to Salonika as a mixed unit of twelve BE2cs for reconnaissance and a scout component of two DH2s and three Bristol Scouts. At first it was the only RFC unit in Macedonia but was later joined by others in April 1918, handed over its fighters to a newly-formed No 150 Squadron. For the rest of the war, it was engaged in tactical reconnaissance and artillery spotting on the Bulgarian border. In December 1918, the squadron re-equipped with twelve DH9s and six Camels, sending A Flight to Batum to support the White Russian forces and B and C Flights to Constantinople in January 1919. On 14 November 1919, No 17 was disbanded.



A Hawker Hurricane Mk I in 17 Squadron markings

Stations

Debden 19 June 1940
Tangmere 19 August 1940
Debden 2 September 1940
Martlesham Heath 8 October 1940

FREE AIR



No Lady Drivers

It appears that women will not fly the Eurofighter because their limbs are too short for the cockpit as designed. To date none of the applicants from the ladies of the sky have been accepted by the RAF as their dimensions do not fit the specification.

So is this a design fault, or an intentional plan to preclude fast females from the domain? Will it be another election issue?

David Tennant

Luxury in the RAF

I was a National Serviceman in the RAF from 1953 to 1955, and I envy Cliff Jayne his "luxuries" as I spent a large part of my time at a Joint Services School for Linguists. Our daily morning muster parade was conducted by the Army, in the person of a bristling Regimental Sergeant Major.

One day, to the great delight of us "blue things", we were issued with non-tarnishable buttons, to save the regular chore of polishing them with Brasso. The whole RAF contingent removed the old buttons and sewed on the new ones overnight. Next morning we all fell in for the muster parade with bemused anticipation.

The R.S.M. walked slowly down the lines on his tour of inspection. He charged two airmen for "Hair cut!" and then – to our disbelief – another three for "Dirty Buttons!". *Per Ardua!*

Denis Yeaton

The Ruskie may be coming!

The EU is looking at Ukraine's leftovers from the Soviet days to facilitate the Rapid Reaction Force to be rapid without help from the new President.

With the Airbus A440m years away, the C-130s small on range and lift, leases on inherited Ilyushin, and Antonov could plug the gap.

David Tennant

All due to Noreen

One summer day in the mid-eighties I had decided to forget about work and take a picnic lunch to the LBA.

I parked my car at the cemetery end, got out and started to watch the aircraft. I thought I might see some light aircraft and if I was very lucky, possibly a B737 or similar.

There, watching the aircraft was a young lady called Noreen (only just out of her teenage years).

We started chatting and she asked if I had come to see the B.A. B747 (I thought she had got it wrong and it would be more likely a 748!!)

Anyway, as we all know, women are always right. Sure enough a B.A. B747, showing off its latest livery, did a low pass over runway 32. It was, I believe, being filmed and on its way to Scotland to publicise the new livery (see my photograph).

After the excitement had died down, Noreen said she was a member of some Society called "Air Yorkshire" and if I would like to come to a meeting I would be very welcome. Never one to refuse a lovely lady I attended my first meeting. The rest, as they say, is history. It was one of the best things I ever did and since then I have got to know many wonderful people.

So if anybody is not happy with me being on the Committee, chairing an occasional meeting etc. it's all Noreen Barrett's fault!! (Just kidding Noreen!)

David Bates

Red Arrows to Gt Ormond Street after swooping for NYC marathon



Britain's world famous aerobatic team, the Red Arrows, paid a flying visit to Great Ormond Street Children's Hospital in London on Friday (February 16) to present a cheque for £47,000 after making their debut in the New York Marathon in November.

19 February 2001

www.Rafmod.com

THANKS

As you can see, we have now updated the magazine to give a new more modern look and included full colour on the front and back covers. Some of you may have seen the designs I did at the snowy February meeting.

I would like to thank Cliff and Sheila for all their help and co-operation in producing this "new look magazine". We have come a long way in a few short months. It would have been impossible to produce this quality of magazine before Cliff and Sheila offered to help *Air Yorkshire*.

So please show your appreciation by contributing articles, snippets of information etc. to *Free Air*.

Thanks once again Cliff and Sheila.

David Bates



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Fokker 70 and
Regional Jet
Innsbruck Airport
3 June 2000
Lawrie Coldbeck

Concorde
Leeds/Bradford Airport
20 October 1991
Peter Martin



de Havilland 104 Devon
ZK-CBK
Hokitika, New Zealand
1 January 1999
Terry Sykes

Our thanks to Revd Tony Thompson for judging this month's competition