

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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MAGAZINE

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2001-2002

Mike WILLINGALE

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

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

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

7 April

Ken Cothliff takes us on a journey with Shuttleworth through the years

AIR YORKSHIRE AVIATION SOCIETY NEWS

Meetings – guest speakers: If any one out there can offer a presentation, make a suggestion, or better still has any specific contact information, it would be most welcome.

Please contact me at a meeting, call/message on 0794 647 3716, e-mail DavTnnnt@AOL.com

Aviation on the Web

Last month, Eric Martin quoted a web site after his status update on the Vulcan. This reminded me of a pleasant afternoon in a cornfield, watching Vulcans in abundance at the private Queen's Silver Jubilee air display at Finningley, yes 25 years ago!

It also reminded me, as a fairly new "Webbie", that some of the membership might wonder what could be found if they ventured into the circuit - the short answer would be anything that could possibly be of interest. It really is very easy, you don't need a load of complicated dot com numbers, just type in *Aimet* or *Aviation* dependent on the system being used; this leads to a menu page which brings up links into practically anything you can envisage.

Go to latest/recent news, airforces of the world, civil airlines, individual planes by type, museums, spotters sites, airports, live ATC etc, you can print off/download the articles and information. The number of high class photographs on the various sites, and in specific subject galleries, are there to be viewed, or copied, but do not get any ideas of entering any in our magazine's cover competition, or it will be more than a yellow card!

So if you want a change from kilos of books or feel lost when the fog descends, don't hesitate - have a go! I wish I had not thought about it for so long, without venturing further.

David Tennant



MOVEMENTS JANUARY

01 Tuesday

G-UKTE	Fokker 50	0953 1043	G-RJXH	EMB 145	1001 1755
G-JECA	CL600 RJ	1100 1137	EI-CJH	Boeing 737	1129 1201
XV699	Sea King HU.5	1135 1207	G-UKTC	Fokker 50	1205 1617
G-BVZG	Boeing 737 500	1323 1525	G-BYAS	Boeing 757	1445 1605
G-BMUZ	PA-28 Warrior II	1500 1536	G-JECA	CL600 RJ	1551 1639
G-CHEM	PA-34 Seneca	1628 2304	G-KDMA	Citation III	1702 1746
G-MAJC	Jetstream 41	1723 1802	G-BVZG	Boeing 737 500	1748 0644(02)
G-MAJC	Jetstream 41	2027 0705(02)	G-RJXH	EMB 145	2104 0752(02)
G-RJGR	Boeing 757	2150 1212(02)	G-MONW	Airbus 320	2154 0842(02)

02 Wednesday

G-UKTI	Fokker 50	0815 0908	G-MAJA	Jetstream 41	0918 1152
VP-BBG	PD 180 Avanti	0924 1131	G-MAJC	Jetstream 41	0953 1036
EI-COA	Boeing 737	1143 1218	G-MAJJ	Jetstream 41	1145 1350
G-UKAG	BAe 146 300	1247 1539	VP-CFG	Citation I	1253 1510
G-JECA	CL 600 RJ	1257 1339	G-RJXH	EMB 145	1314 1408
G-GRID	Twin Squirrel	1324 1415	G-BVKC	Boeing 737 500	1348 1527
G-OOUS	GA7 Cougar	1359 1446	G-MAJA	Jetstream 41	1405 1543
G-MAJC	Jetstream 41	1421 1506	G-RJXJ	EMB 135	1425 1511
G-JECA	CL600 RJ	1613 1648	G-MAJF	Jetstream 41	1705 1837
G-RJXJ	EMB 135	1709 0741(03)	G-RJXH	EMB 145	1712 1800
G-RJXB	EMB 145	1715 1815	G-MAJC	Jetstream 41	1723 1803
G-MAJJ	Jetstream 41	1728 1824	G-BVKC	Boeing 737 500	1813 0648(03)
G-MAJA	Jetstream 41	1835 1915	G-RJXC	EMB 145	1844 0725(03)
G-JECA	CL600 RJ	1907 1955	PH-HZB	Boeing 737 800	1912 2032
G-RJXB	EMB 145	1959 0731(03)	G-MAJC	Jetstream 41	2034 0700(03)
G-MAJF	Jetstream 41	2051 0705(03)	G-RJXH	EMB 145	2116 0745(03)
G-MAJJ	Jetstream 41	2124 0655(03)	G-MAJA	Jetstream 41	2128 0727(03)
G-LCRC	Boeing 757	2207 1016(03)			

03 Thursday

G-JECA	CL600 RJ	0740 0821	G-UKTG	Fokker 50	0803 0855
G-BVKC	Boeing 737 500	0920 1046	G-MAJC	Jetstream 41	0927 1001
G-MAJF	Jetstream 41	0931 1006	G-RJXB	EMB 145	0936 1746
G-RJXJ	EMB 135	0939 1506	G-MAJJ	Jetstream 41	0950 1344
G-BOKD	JetRanger	0953 1042	G-UKTB	Fokker 50	1003 1052
G-MAJA	Jetstream 41	1014 1105	EI-CNX	Boeing 737	1030 1120
G-RJXC	EMB 145	1040 1408	G-RJXH	EMB 145	1056 1801
G-JECA	CL600 RJ	1101 1143	G-BPON	PA-34 Seneca	1140 1519
G-UKTG	Fokker 50	1205 1305	G-BODY	Cessna 310R	1228 1355
G-MAJF	Jetstream 41	1300 1435	EC-IAG	Airbus 320	1313 1423
G-BVKC	Boeing 737 500	1342 1536	G-MAJC	Jetstream 41	1431 1512
G-UKTB	Fokker 50	1433 1553	CS-DNO	Hawker 800XP	1437 1629
G-MAJA	Jetstream 41	1451 1533	G-JECA	CL600 RJ	1549 1635
G-OBYG	Boeing 767	1624 1827	G-UKTG	Fokker 50	1653 1810
G-MAJF	Jetstream 41	1659 1743	G-RJXJ	EMB 135	1703 0732(03)
G-RJXC	EMB 145	1715 0725(04)	G-MAJC	Jetstream 41	1734 1805
G-MAJJ	Jetstream 41	1737 1830	G-BYLM	PA-46 Malibu	1754 1819

G-BVKC	Boeing 737 500	1759 0646(04)	G-MAJA	Jetstream 41	1824 1902
G-JECA	CL600 RJ	1905 1949	G-RJXB	EMB 145	1934 0722(04)
G-MAJF	Jetstream 41	1957 0649(04)	G-UKTB	Fokker 50	2015 0625(04)
G-MAJC	Jetstream 41	2032 0704(04)	G-LCRC	Boeing 757	2034 0927(04)
G-RJXH	EMB 145	2115 0751(04)	G-MAJJ	Jetstream 41	2118 0728(04)
G-MAJA	Jetstream 41	2120 0655(04)			

04 Friday

CS-DFB	Falcon 900	0005 1620	G-JECA	CL600 RJ	0729 0822
G-UKTD	Fokker 50	0819 0859	G-BAVZ	PA-23 Aztec	0912 1040
G-MAJA	Jetstream 41	0914 0956	G-RJXB	EMB 145	0918 1047
G-MAJC	Jetstream 41	0929 1007	G-RJXJ	EMB 135	0936 1502
G-BVKC	Boeing 737 500	0939 1057	G-MAJF	Jetstream 41	0954 1345
G-UKTB	Fokker 50	0957 1059	G-MAJJ	Jetstream 41	1024 1104
G-RJXC	EMB 145	1030 1413	EI-CNX	Boeing 737	1038 1123
G-JECA	CL600 RJ	1055 1140	EC-GZE	Airbus 320	1101 1239
G-RJXH	EMB 145	1106 1349	N341D	B.60 Duke	1131 1324
G-BXXT	B.76 Duchess	1148 1645	G-UKTA	Fokker 50	1218 1301
G-MAJC	Jetstream 41	1255 1445	G-BVKC	Boeing 737 500	1334 1525
G-RJXB	EMB 145	1348 1746	G-MAJA	Jetstream 41	1414 1505
G-UKTB	Fokker 50	1421 1553	G-GRID	Twin Squirrel	1441 1511
G-FPLA	King Air 200	1443 1817	N340YP	Cessna 340A	1507 1614
G-MAJJ	Jetstream 41	1520 1557	SE-DZK	Boeing 737 800	1540 1701
G-JECA	CL600 RJ	1545 1635	G-UKTA	Fokker 50	1655 1806
G-RJXH	EMB 145	1658 1752	G-RJXJ	EMB 135	1703 1534(06)
G-MAJC	Jetstream 41	1705 1748	G-RJXC	EMB 145	1708 1823
G-MAJA	Jetstream 41	1732 1803	G-MAJF	Jetstream 41	1735 1826
G-BVKC	Boeing 737 500	1810 0639(05)	G-MAJJ	Jetstream 41	1833 1906
G-LCRC	Boeing 757	1852 0720(05)	G-JECA	CL600 RJ	1904 1945
G-RJXB	EMB 145	1936 1539(06)	G-MAJC	Jetstream 41	1956 1007(06)
G-UKTB	Fokker 50	2004 0632(05)	G-MAJA	Jetstream 41	2020 0647(05)
G-RJXH	EMB 145	2101 0822(05)	G-MAJJ	Jetstream 41	2124 1421(06)
G-MAJF	Jetstream 41	2127 1005(05)			

05 Saturday

G-MOHS	PA-31 Navajo	0657 1539(12)	G-UKTC	Fokker 50	0811 0850
G-UKTB	Fokker 50	0940 1051	G-OJTW	Boeing 737 300	0952 1134
G-MAJA	Jetstream 41	0954 1426	EI-CJH	Boeing 737	1014 1048
G-RJXH	EMB 145	1122 1826(06)	G-JEDC	DHC-8	1247 1400
G-MAJF	Jetstream 41	1303 1459	G-EUPL	Airbus 319	1323 1424
G-UKTB	Fokker 50	1419 1556	G-JEAW	BAe 146 200	1502 1617
G-MAJF	Jetstream 41	1721 1606(06)	G-MAJA	Jetstream 41	1731 1402(06)
OE-LFI	Fokker 70	1744 1840	G-UKTB	Fokker 50	2003 1243(06)
G-BVZG	Boeing 737 500	2100 0653(06)	G-LCRC	Boeing 757	2117 0810(06)

06 Sunday

G-JEDZ	DHC-8	1137 1213	G-UKTC	Fokker 50 DIV	1159 1249
G-UKTA	Fokker 50	1214 1308	G-MAJC	Jetstream 41	1254 1502
G-BYAL	Boeing 757	1458 1618	EI-CNW	Boeing 737DIV	1542 1614
G-JECA	CL600 RJ	1604 1652	G-UKTH	Fokker 50 DIV	1608 1923
G-UKTA	Fokker 50	1650 1810	G-MAJA	Jetstream 41	1714 1754
G-RJXB	EMB 145	1719 1833	G-RJXJ	EMB 135	1724 1828
G-MAJC	Jetstream 41	1732 1805	G-MAJJ	Jetstream 41	1742 1836
G-UKTD	Fokker 50	1813 1919	G-BVZH	Boeing 737 500	1816 1916
G-JECA	CL600 RJ	1937 2019	G-OWAX	King Air 200	1951 2017
G-MAJA	Jetstream 41	2002 0705(07)	G-MAJF	Jetstream 41	2010 0730(07)
G-RJXJ	EMB 135	2016 0736(07)	G-MAJC	Jetstream 41	2027 0709(07)
G-EUPL	Airbus 319	2103 2206	G-RJXH	EMB 145	2120 0718(07)
G-MAJJ	Jetstream 41	2138 0702(07)	G-BVZH	Boeing 737 500	2148 0647(07)
G-RJXB	EMB 145	2157 0756(07)	G-RJXC	EMB 145	2224 0801(07)

G-UKTA	Fokker 50 DIV	2311 1129(09)	G-UKTH	Fokker 50 DIV	2329 0915(07)
G-UKTD	Fokker 50	2331 0631(07)			

07 Monday

G-OWAX	King Air 200	0454 0809	G-UKTI	Fokker 50	0746 0838
G-JECA	CL600 RJ	0749 0827	G-MAJA	Jetstream 41	0923 0959
G-RJXH	EMB 145	0926 1040	G-MAJC	Jetstream 41	0927 1006
G-BVZH	Boeing 737 500	0929 1100	G-MCEA	Boeing 757	0937 1114
G-RJXJ	EMB 135	0947 1508	G-MAJJ	Jetstream 41	0950 1343
G-UKTD	Fokker 50	0952 1047	G-MAJF	Jetstream 41	1015 1121
G-JECA	CL600 RJ	1042 1135	El-CJC	Boeing 737	1106 1141
G-RJXB	EMB 145	1108 1341	G-RJXC	EMB 145	1111 1408
G-RIBV	Citation Ultra	1144 1212	G-MAJC	Jetstream 41	1256 1439
ZE395	BAe 125 CC.3	1328 1357	G-BVZH	Boeing 737 500	1335 1527
G-RJXH	EMB 145	1344 1457	G-UKTD	Fokker 50	1409 1621
G-MAJA	Jetstream 41	1417 1500	G-MAJF	Jetstream 41	1453 1534
VP-CCP	Citation Bravo	1633 0851(08)	G-JEAJ	BAe 146 200	1635 1710
G-RJXB	EMB 145	1655 1745	G-RJXH	EMB 145	1659 1737
G-RJXJ	EMB 135	1702 1805	G-RJXC	EMB 145	1704 1756
G-MAJC	Jetstream 41	1707 1750	G-MAJA	Jetstream 41	1721 1808
G-MAJJ	Jetstream 41	1734 1824	G-BVZH	Boeing 737 500	1802 1907
G-MAJF	Jetstream 41	1836 1910	G-JEAJ	BAe 146 200	1916 1958
G-RJXH	EMB 145	1931 0723(08)	G-RJXJ	EMB 135	2001 0729(08)
G-MAJC	Jetstream 41	2003 0703(08)	G-UKTG	Fokker 50	2006 0626(08)
G-MAJA	Jetstream 41	2025 1343(08)	G-RJXC	EMB 145	2035 0715(08)
G-RJXB	EMB 145	2058 0751(08)	G-MCEA	Boeing 757	2101 1201(08)
G-MAJJ	Jetstream 41	2117 0653(08)	G-MAJF	Jetstream 41	2121 0659(08)
G-BVZH	Boeing 737 500	2148 0642(08)			

08 Tuesday

G-JECA	CL600 RJ	0752 0826	G-UKTI	Fokker 50	0757 0837
G-MAJF	Jetstream 41	0920 0958	G-RJXJ	EMB 135	0928 1508
G-MAJC	Jetstream 41	0930 1004	G-RJXH	EMB 145	0932 1451
G-BVZH	Boeing 737 500	0940 1049	G-UKTD	Fokker 50	0945 1051
CS-DNR	Falcon 2000	0957 1247	G-MAJJ	Jetstream 41	1000 1100
G-RJXC	EMB 145	1015 1402	El-CNT	Boeing 737	1033 1108
G-BWYH	Cessna 310R	1037 1111	G-RJXB	EMB 145	1046 1340
G-JEDY	DHC-8	1120 1157	G-BAVZ	PA-23 Aztec	1152 1620
OY-EBB	Fokker 50	1204 1048(09)	G-MAJC	Jetstream 41	1256 1437
G-BVZH	Boeing 737 500	1348 1528	G-BRIF	Boeing 767	1412 1541
G-MAJF	Jetstream 41	1418 1504	G-UKTD	Fokker 50	1426 1549
G-MAJJ	Jetstream 41	1457 1537	G-JEAJ	BAe 146 200	1618 1656
G-RJXH	EMB 145	1648 1740	VP-CFG	Citation I	1651 1128(10)
G-RJXB	EMB 145	1654 1752	G-MAJC	Jetstream 41	1658 1746
G-RJXJ	EMB 135	1700 1807	G-RJXC	EMB 145	1710 1800
G-MONW	Airbus 320	1710 0810(09)	G-MAJF	Jetstream 41	1725 1803
G-MAJA	Jetstream 41	1735 1832	G-BVZH	Boeing 737 500	1816 1913
G-MAJJ	Jetstream 41	1829 1907	G-JEAJ	BAe 146 200	1909 1952
G-RJXH	EMB 145	1926 0726(09)	G-MAJC	Jetstream 41	1959 0705(09)
G-RJXJ	EMB 135	2001 0738(09)	CS-DNR	Falcon 2000	2005 1709(10)
G-MAJF	Jetstream 41	2021 0728(09)	G-UKTD	Fokker 50	2030 0623(09)
G-RJXC	EMB 145	2042 0720(09)	G-RJXB	EMB 145	2100 0742(09)
G-MCEA	Boeing 757	2119 1105(09)	G-MAJA	Jetstream 41	2124 0708(09)
G-MAJJ	Jetstream 41	2128 0647(09)	G-BVZH	Boeing 737 500	2141 0636(09)

09 Wednesday

G-JECA	CL600 RJ	0752 0853	G-UKTI	Fokker 50	0821 0859
163843	UC-12M	0847 1535	G-MAJC	Jetstream 41	0928 1006
G-BVZH	Boeing 737 500	0931 1052	G-RJXH	EMB 145	0935 1459
G-RJXJ	EMB 135	0938 1507	G-MAJA	Jetstream 41	0942 1016

G-MAJJ	Jetstream 41	0954 1341	G-MAJF	Jetstream 41	1010 1109
G-UKTD	Fokker 50	1019 1136	G-RJXC	EMB 145	1022 1404
EI-CN	Boeing 737	1031 1114	G-RJXB	EMB 145	1039 1345
G-JEDX	DHC-8	1056 1139	VP-BBG	PD 180 Avanti	1133 1230
G-MAJC	Jetstream 41	1254 1439	G-BVZH	Boeing 737 500	1333 1531
G-MAJA	Jetstream 41	1414 1502	G-MAJF	Jetstream 41	1452 1538
G-UKTD	Fokker 50	1529 1848	G-JEAY	BAe 146 200	1616 1701
G-RJXB	EMB 145	1648 1803	G-RJXH	EMB 145	1656 1751
G-RJXC	EMB 145	1700 1801	G-RJXJ	EMB 135	1702 1812
G-MAJC	Jetstream 41	1705 1742	40111	C-21A	1723 1230(10)
G-MAJJ	Jetstream 41	1729 1825	G-MAJA	Jetstream 41	1731 1805
G-BVZH	Boeing 737 500	1808 1904	G-MAJF	Jetstream 41	1831 1907
G-JEAY	BAe 146 200	1915 1953	G-RJXH	EMB 145	1949 0731(10)
G-MAJC	Jetstream 41	1959 0706(10)	G-RJXJ	EMB 135	2005 0737(10)
G-MAJA	Jetstream 41	2026 0716(10)	G-MCEA	Boeing 757	2030 1029(10)
G-RJXC	EMB 145	2042 0727(10)	G-RJXB	EMB 145	2100 1043(10)
G-MAJJ	Jetstream 41	2109 0658(10)	G-MAJF	Jetstream 41	2126 0722(10)
G-BVZH	Boeing 737 500	2146 0644(10)	G-MONW	Airbus 320	2151 2247
G-UKTA	Fokker 50	2202 0630(10)			

10 Thursday

EI-CNT	Boeing 737	1121 1200	G-MAJJ	Jetstream 41	1206 1350
G-BVZH	Boeing 737 500	1329 1526	G-RJXJ	EMB 135	1340 1508
G-UKTH	Fokker 50	1652 1756	G-JEAY	BAe 146 200	1704 1750
G-MAJJ	Jetstream 41	1734 1837	G-ECAS	Boeing 737 300	1812 1926
G-RJXJ	EMB 135	1908 2024	G-RJXB	EMB 145	1913 2018
G-MANL	BAe ATP	1919 2038	G-MCEA	Boeing 757	1934 0932(11)
G-RJXH	EMB 145	1938 0718(11)	G-JEAY	BAe 146 200	1958 2035
G-MAJJ	Jetstream 41	2112 0737(11)	G-RJXC	EMB 145	2121 0721(11)
G-UKTH	Fokker 50	2138 0625(11)	G-MAJA	Jetstream 41	2143 0935(11)
G-ECAS	Boeing 737 300	2147 0725(11)	G-RJXJ	EMB 135	2203 0728(11)
G-MAJF	Jetstream 41	2223 0710(11)	G-MANL	BAe ATP	2323 1443(11)
G-RJXB	EMB 145	2326 0751(11)			

11 Friday

G-UKTD	Fokker 50	0743 0846	G-JECA	CL600 RJ	0755 0825
G-RJXJ	EMB 135	0924 1510	G-MAJF	Jetstream 41	0926 1005
G-RJXH	EMB 145	0929 1458	G-ECAS	Boeing 737 300	1000 1529
G-UKTH	Fokker 50	1008 1114	G-FPLA	King Air 200	1024 1354
EI-CJC	Boeing 737	1027 1107	G-RJXC	EMB 145	1031 1410
G-MAJJ	Jetstream 41	1035 1110	G-JEDZ	DHC-8	1045 1141
G-IJYS	Jetstream 31 DIV	1051 1204	G-BODY	Cessna 310R	1056 1559
G-RJXB	EMB 145	1130 1348	EC-GZE	Airbus 320	1138 1301
G-MAJF	Jetstream 41	1259 1345	G-MAJA	Jetstream 41	1337 1531
SE-DZI	Boeing 737 800	1350 1612	G-UKTH	Fokker 50	1424 1550
G-MAJJ	Jetstream 41	1508 1717	G-HMMV	CitationJet	1516 1536
G-JEAY	BAe 146 200	1627 1720	G-RJXB	EMB 145	1701 1810
G-RJXH	EMB 145	1706 1745	G-MANL	BAe ATP	1710 1748
G-RJXJ	EMB 135	1712 1807	G-RJXC	EMB 145	1714 1803
G-MAJF	Jetstream 41	1734 1828	I-SIXA	Friendship	1736 1845
G-ECAS	Boeing 737 300	1821 1913	G-MAJA	Jetstream 41	1830 1915
G-MCEA	Boeing 757	1906 1035(14)	G-RJXH	EMB 145	1929 1750(13)
G-MAJJ	Jetstream 41	1938 1003(12)	G-RJXJ	EMB 135	1955 1457(13)
G-UKTH	Fokker 50	2001 0715(12)	G-MANL	BAe ATP	2008 2038
G-JEAY	BAe 146 200	2017 2048	G-RJXC	EMB 145	2050 1806(13)
G-MAJF	Jetstream 41	2122 1504(12)	G-RJXB	EMB 145	2125 0855(12)
G-ECAS	Boeing 737 300	2139 0709(12)	G-MAJA		2143 0712(12)

12 Saturday

G-UKTB	Fokker 50	0752 0909	G-MAJA	Jetstream 41	0943 1419
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G-OBMP	Boeing 737 300	1000 1117	EI-CNX	Boeing 737	1007 1042
N750NS	Citation X	1038 1829(13)	G-UKTH	Fokker 50	1051 1145
ZF573	Islander CC.2A	1137 1322	G-JEDC	DHC-8	1242 1416
G-MAJJ	Jetstream 41	1246 1004(13)	G-RJXB	EMB 145	1257 1356(13)
G-JEAY	BAe 146 200	1345 1453	G-OMNH	King Air 200	1347 1413
VP-CCP	Citation Bravo	1414 1304(22)	G-UKTH	Fokker 50	1506 1606
CS-DFA	Falcon 900	1701 0036(14)	G-MAJA	Jetstream 41	1724 1418(13)
G-MAJF	Jetstream 41	1730 1403(13)	G-BZSD	PA-46 Malibu	1755 1833
OE-LFH	Fokker 70	1815 1901	G-UKTE	Fokker 50	2006 0613(13)
G-MOHS	PA-31 Navajo	2018 1501(14)	G-BVZE	Boeing 737 500	2052 0646(13)

13 Sunday

EI-COB	Boeing 737	0839 0919	G-BVZE	Boeing 737 500	0921 1048
G-UKTE	Fokker 50	0949 1044	G-MAJB	Jetstream 41	1028 1604
G-MAJJ	Jetstream 41	1255 1459	G-BYAR	Boeing 757	1343 1521
G-UKTE	Fokker 50	1418 1602	OE-GBB	Dornier 328	1540 1620
G-LINC	Hughes 369HS	1559 1625	G-JECA	CL600 RJ	1618 1700
G-RJXB	EMB 145	1633 0801(14)	G-RJXJ	EMB 135	1646 1801
G-MAJF	Jetstream 41	1705 1744	G-MAJJ	Jetstream 41	1725 1803
G-MAJA	Jetstream 41	1728 1822	G-BVZE	Boeing 737 500	1810 1901
G-JECA	CL600 RJ	1903 1954	G-MAJF	Jetstream 41	1945 0755(14)
G-MAJL	Jetstream 41	1952 0714(14)	G-RJXJ	EMB 135	1956 0739(14)
G-UKTG	Fokker 50	2018 0753(14)	G-MAJJ	Jetstream 41	2020 0706(14)
G-RJXC	EMB 145	2047 0733(14)	G-RJXH	EMB 145	2112 0729(14)
G-MAJA	Jetstream 41	2115 0723(14)	G-BVZE	Boeing 737 500	2123 0651(14)
G-MAUD	BAe ATP	2125 1005(14)			

14 Monday

G-JECA	CL600 RJ	0744 0824	G-UKTF	Fokker 50	0815 1011
G-RJXH	EMB 145	0931 1037	G-BVZE	Boeing 737 500	0945 1132
G-RJXJ	EMB 135	0952 1507	G-MAJA	Jetstream 41	1007 1103
G-MAJF	Jetstream 41	1018 1101	G-RJXC	EMB 145	1020 1406
EI-CKQ	Boeing 737	1032 1114	G-JEDX	DHC-8	1043 1147
G-UKTG	Fokker 50	1130 1226	OY-CEV	Citation I	1207 1309
G-RJXB	EMB 145	1224 1339	G-MAJF	Jetstream 41	1327 1439
G-RJXH	EMB 145	1332 1452	G-BVZE	Boeing 737 500	1408 1524
G-MAJA	Jetstream 41	1443 1533	G-MAJJ	Jetstream 41	1607 1814
G-JECA	CL600 RJ	1621 1703	G-RJXH	EMB 145	1656 1736
G-MAJF	Jetstream 41	1659 1748	G-RJXB	EMB 145	1702 1910
G-RJXJ	EMB 135	1704 1755	G-RJXC	EMB 145	1707 1757
G-UKTG	Fokker 50	1711 1851	G-BVZE	Boeing 737 500	1808 1908
G-MAJA	Jetstream 41	1831 1922	G-UKTH	Fokker 50	1848 0758(15)
G-JECA	CL600 RJ	1912 2000	G-RJXH	EMB 145	1937 0731(15)
G-MAJF	Jetstream 41	1957 2036	G-RJXJ	EMB 135	2009 0743(15)
G-MCEA	Boeing 757	2027 1137(15)	G-MAJJ	Jetstream 41	2031 0727(15)
G-RJXC	EMB 145	2044 0722(15)	G-MAJL	Jetstream 41	2120 0652(15)
G-BVZE	Boeing 737 500	2127 0648(15)	G-MAJA	Jetstream 41	2158 0711(15)
G-UKTG	Fokker 50	2218 0634(16)	G-RJXB	EMB 145	2257 0747(15)
G-MAJF	Jetstream 41	2300 0701(15)			

15 Tuesday

G-MOHS	PA-31 Navajo	0254 2228(21)	G-BZSD	PA-46 Malibu	0703 0751
G-JECA	CL600 RJ	0736 0821	G-UKTE	Fokker 50	0741 0952
G-MAJF	Jetstream 41	0915 0959	G-BVZE	Boeing 737 500	0920 1051
G-RJXH	EMB 145	0928 1419	G-MAJA	Jetstream 41	0932 1008
G-MAJL	Jetstream 41	0955 1029	G-RJXJ	EMB 135	0958 1510
G-MAJJ	Jetstream 41	1013 1100	G-RJXC	EMB 145	1020 1505
VP-CFG	Citation I	1022 1529(16)	EI-COX	Boeing 737	1034 1110
G-JEDZ	DHC-8	1047 1141	G-RJXB	EMB 145	1113 1341
G-UKTH	Fokker 50	1153 1308	G-MAJC	Jetstream 41	1243 1350

G-MAJA	Jetstream 41	1252 1436	G-BVZE	Boeing 737 500	1320 1532
G-BYAR	Boeing 757	1409 1541	G-MAJF	Jetstream 41	1415 1501
G-MAJJ	Jetstream 41	1448 1535	G-OWAX	King Air 200	1502 0720(16)
G-KKES	TB-20 Trinidad	1514 1543	G-JECA	CL600 RJ	1619 1700
G-UKTH	Fokker 50	1627 1704	G-RJXC	EMB 145	1654 1746
G-MAJA	Jetstream 41	1658 1748	G-RJXJ	EMB 135	1702 1818
G-RJXB	EMB 145	1706 1802	G-RJXH	EMB 145	1720 1805
G-MAJF	Jetstream 41	1728 1809	G-MAJC	Jetstream 41	1732 1826
G-BVZE	Boeing 737 500	1752 1909	G-MAJJ	Jetstream 41	1831 1912
G-JECA	CL600 RJ	1915 1959	G-RJXC	EMB 145	1938 0728(16)
G-MAJA	Jetstream 41	1955 0653(16)	G-RJXJ	EMB 135	2012 0737(16)
G-MAJF	Jetstream 41	2022 0705(16)	G-UKTI	Fokker 50	2047 0633(17)
G-RJXH	EMB 145	2057 0752(16)	G-RJXB	EMB 145	2105 0731(16)
G-MCEA	Boeing 757	2116 1058(16)	G-MAJJ	Jetstream 41	2121 0725(16)
G-MAJC	Jetstream 41	2125 0709(16)	G-BVZE	Boeing 737 500	2127 0647(16)

16 Wednesday

G-JECA	CL600 RJ	0842 0820	G-UKTE	Fokker 50	0749 0837
G-MAJF	Jetstream 41	0921 1002	G-BVZE	Boeing 737 500	0923 1049
G-MAJC	Jetstream 41	1927 1004	G-RJXB	EMB 145	0929 1545
G-RJXJ	EMB 135	0942 1519	G-MAJA	Jetstream 41	0946 1343
G-UKTG	Fokker 50	0953 1044	G-MAJJ	Jetstream 41	1018 1111
G-RJXC	EMB 145	1021 1410	EI-CNW	Boeing 737	1031 1108
G-OMNI	PA-28R Arrow	1036 1627	G-BDYD	Rockwell 114	1038 1141
G-JEDX	DHC-8	1042 1138	G-BODY	Cessna 310R	1050 1330
G-RJXH	EMB 145	1101 1340	G-BNDY	Cessna 425	1229 1244(18)
G-MAJF	Jetstream 41	1246 1440	N615SR	Falcon 50EX	1302 1313(17)
G-BVZE	Boeing 737 500	1329 1526	G-UKTG	Fokker 50	1417 1605
G-MAJC	Jetstream 41	1419 1505	G-BDYD	Rockwell 114	1432 1455
G-MAJJ	Jetstream 41	1451 1535	OY-JRN	King Air 200	1511 1755
G-JECA	CL600 RJ	1713 1706	G-RJXH	EMB 145	1654 1804
G-MAJF	Jetstream 41	1659 1800	G-RJXJ	EMB 135	1704 1808
G-RJXC	EMB 145	1708 1814	G-MAJC	Jetstream 41	1721 1810
G-RJXB	EMB 145	1745 1829	G-MAJA	Jetstream 41	1753 1832
G-BVZE	Boeing 737 500	1758 1859	G-MAJJ	Jetstream 41	1839 1913
G-JECA	CL600 RJ	1910 2001	G-RJXJ	EMB 135	1956 0726(17)
G-UKTG	Fokker 50	2007 1059(17)	G-MCEA	Boeing 757	2012 1021(17)
G-MAJF	Jetstream 41	2015 0711(17)	G-RJXB	EMB 145	2019 0743(17)
G-MAJC	Jetstream 41	2023 0658(17)	G-RJXC	EMB 145	2054 0716(17)
G-RJXH	EMB 145	2102 0736(17)	G-MAJA	Jetstream 41	2121 0643(17)
G-MAJJ	Jetstream 41	2128 0718(17)	G-BVZE	Boeing 737 500	2136 0640(17)

17 Thursday

G-JECA	CL600 RJ	0840 0818	G-UKTH	Fokker 50	0820 0907
G-MAJC	Jetstream 41	0923 1002	G-BVZE	Boeing 737 500	0925 1047
G-RJXC	EMB 145	0927 1503	G-RJXJ	EMB 135	0930 1512
N417RK	PA-46 Malibu	0932 1658	G-MAJF	Jetstream 41	0934 1007
G-MAJA	Jetstream 41	0959 1439	G-MAJJ	Jetstream 41	1011 1103
G-BRFM	PA-28 Warrior II	1015 1555	EI-CJE	Boeing 737	1028 1110
G-RJXB	EMB 145	1034 1339	G-RJXH	EMB 145	1036 1409
G-JEDZ	DHC-8	1044 1136	G-MAJF	Jetstream 41	1249 1443
EC-IAG	Airbus 320	1314 1428	G-BVZE	Boeing 737 500	1330 1530
G-UKTG	Fokker 50	1422 1553	G-MAJC	Jetstream 41	1431 1508
G-MAJJ	Jetstream 41	1441 1534	G-UKTI	Fokker 50	1506 0733(21)
CS-DNS	Falcon 2000	1602 1704	G-BYAR	Boeing 757	1615 1814
G-JECA	CL600 RJ	1619 1706	G-RJXC	EMB 145	1649 1735
G-RJXB	EMB 145	1653 1756	G-MAJF	Jetstream 41	1701 1752
G-RJXJ	EMB 135	1707 1808	G-RJXH	EMB 145	1713 1759
G-MAJC	Jetstream 41	1715 1802	G-MAJA	Jetstream 41	1726 1832

G-OWAX	King Air 200	1741 1843	G-BVZE	Boeing 737 500	1804 1911
G-MAJJ	Jetstream 41	1822 1907	G-JECA	CL600 RJ	1914 1959
G-RJXC	EMB 145	1945 0726(18)	G-MCEA	Boeing 757	1948 0923(18)
G-UKTG	Fokker 50	1957 0633(18)	G-RJXJ	EMB 135	2001 0738(18)
G-MAJF	Jetstream 41	2004 0650(18)	G-MAJC	Jetstream 41	2018 0659(18)
G-RJXH	EMB 145	2051 0740(18)	G-RJXB	EMB 145	2103 0724(18)
G-MAJJ	Jetstream 41	2121 0728(18)	G-MAJA	Jetstream 41	2123 0825(18)
G-BVZE	Boeing 737 500	2133 0637(18)			

18 Friday

G-JECA	CL600 RJ	0850 0829	G-UKTB	Fokker 50	0857 0934
G-RJXC	EMB 145	0916 1056	G-MAJC	Jetstream 41	0921 0958
G-BVZE	Boeing 737 500	0926 1048	G-RJXJ	EMB 135	0930 1516
G-MAJF	Jetstream 41	0945 1044	G-ORJB	Citation I	0948 1230
G-BAVZ	PA-23 Aztec	0951 1302	G-MAJJ	Jetstream 41	1008 1107
G-UKTG	Fokker 50	1013 1109	G-LIDE	PA-31 Navajo	1015 1512
G-RJXB	EMB 145	1019 1407	El-CJE	Boeing 737	1026 1113
G-IFDX	DHC-8	1041 1142	N900CB	Cessna 421C	1053 1018(29)
G-VU	Citation I	1104 0745(21)	G-FFRI	Twin Squirrel	1114 1420
EC-GZE	Airbus 320	1120 1233	G-RJXH	EMB 145	1136 1350
G-TAXI	PA-23 Aztec	1140 1236	G-MAJC	Jetstream 41	1242 1440
G-MAJA	Jetstream 41	1247 1343	G-BKAS	PA-38 Tomahawk	1312 1410
G-BVZE	Boeing 737 500	1327 1525	SE-DZK	Boeing 737 800	1339 1501
G-RJXC	EMB 145	1404 1508	G-UKTG	Fokker 50	1417 1605
G-MAJF	Jetstream 41	1419 1457	G-MAJJ	Jetstream 41	1451 1533
G-JEAS	BAe 146 200	1619 1703	G-RJXH	EMB 145	1652 1800
G-RJXJ	EMB 135	1708 1810	G-MAJC	Jetstream 41	1715 1756
G-RJXB	EMB 145	1717 1812	G-RJXC	EMB 145	1722 1802
G-MAJF	Jetstream 41	1726 1806	G-MAJA	Jetstream 41	1729 1823
G-BVZE	Boeing 737 500	1803 1908	G-MAJJ	Jetstream 41	1834 1911
G-MCEA	Boeing 757	1848 1115(21)	G-JEAS	BAe 146 200	1913 1954
G-RJXC	EMB 145	1945 2016	G-RJXJ	EMB 135	2004 1459(20)
G-MAJF	Jetstream 41	2013 1015(19)	G-UKTG	Fokker 50	2018 0614(19)
G-MAJC	Jetstream 41	2021 1420(20)	G-RJXB	EMB 145	2056 1942(20)
G-RJXH	EMB 145	2104 0813(19)	G-MAJJ	Jetstream 41	2120 0650(19)
G-MAJA	Jetstream 41	2129 1402(20)	G-BVZE	Boeing 737 500	2131 0643(19)

19 Saturday

G-UKTB	Fokker 50	0745 0837	G-MAJJ	Jetstream 41	0945 1417
G-UKTG	Fokker 50	0954 1042	G-ECAS	Boeing 737 300	0957 1054
El-CNV	Boeing 737	1026 1106	G-RJXH	EMB 145	1122 1346
G-RJXF	EMB 145	1130 1809(20)	G-RJXC	EMB 145	1221 1304
G-DOOZ	DHC-8	1241 1402	G-MAJF	Jetstream 41	1255 1501
G-UKTG	Fokker 50	1432 1623	G-JEAY	BAe 146 200	1455 1555
G-RJXC	EMB 145	1539 1349(20)	G-MAJF	Jetstream 41	1728 1000(20)
G-MAJJ	Jetstream 41	1731 1607(20)	OE-LGE	DHC-8 400	1907 2008
G-UKTC	Fokker 50	2011 0615(20)	G-DOOZ	Twin Squirrel	2031 2105
G-BVKD	Boeing 737 500	2056 0635(20)			

20 Sunday

El-COB	Boeing 737	0905 0938	G-BVKD	Boeing 737 500	0920 1102
G-UKTC	Fokker 50	0950 1044	G-HARP	Eurocopter EC135	1104 1852
G-MAJF	Jetstream 41	1245 1504	G-BYAS	Boeing 757	1357 1528
N145DF	Citation II	1411 1935	G-UKTC	Fokker 50	1502 1705
G-RJXC	EMB 145	1642 1755	G-RJXJ	EMB 135	1653 1806
G-MAJA	Jetstream 41	1701 1751	CS-DNT	Hawker 800XP	1716 1210(21)
G-MAJF	Jetstream 41	1724 1801	G-MAJC	Jetstream 41	1741 1827
G-BVKD	Boeing 737 500	1829 1939	G-MAJJ	Jetstream 41	1945 0724(21)
G-RJXJ	EMB 135	2001 0737(21)	G-MAJA	Jetstream 41	2004 0707(21)
G-MAJF	Jetstream 41	2016 0700(21)	G-RJXF	EMB 145	2059 0716(21)

G-RJXC	EMB 145	2106 0759(21)	G-UKTC	Fokker 50	2108 1132(21)
G-RJXB	EMB 145	2121 0720(21)	G-MAJC	Jetstream 41	2129 0702(21)
G-JECA	CL600 RJ	2139 2204	G-BVKD	Boeing 737 500	2201 0653(21)

21 Monday

CS-DNP	Falcon 2000	0524 0658	G-JECA	CL600 RJ	0741 0825
G-UKTG	Fokker 50	0750 0836	G-MAJC	Jetstream 41	0918 0959
G-RJXJ	EMB 135	0926 1506	G-RJXB	EMB 145	0928 1037
G-BVKD	Boeing 737 500	0932 1117	G-MAJA	Jetstream 41	0934 1006
G-UVIP	Cessna 421C	0957 1612(22)	G-MAJF	Jetstream 41	1021 1342
G-RJXF	EMB 145	1024 1410	G-MAJJ	Jetstream 41	1025 1103
G-JEDY	DHC-8	1047 1135	El-CJH	Boeing 737	1053 1129
G-UKTI	Fokker 50	1105 1555(22)	G-RJXC	EMB 145	1108 1338
ZE700	BAe 146 CC.2	1113 1151	G-MAJA	Jetstream 41	1244 1439
G-RJXB	EMB 145	1335 1453	G-BVKD	Boeing 737 500	1343 1524
N5010X	Raytheon Premier	1351 1748	G-MAJC	Jetstream 41	1419 1501
G-MAJJ	Jetstream 41	1450 1534	G-UKTC	Fokker 50	1454 1603
G-JECA	CL600 RJ	1615 1707	G-RJXC	EMB 145	1656 1755
G-RJXB	EMB 145	1658 1743	G-MAJA	Jetstream 41	1701 1739
G-RJXJ	EMB 135	1704 1808	G-RJXF	EMB 145	1708 1801
G-MAJC	Jetstream 41	1721 1803	G-MAJF	Jetstream 41	1725 1825
CS-DNQ	Falcon 2000	1734 1022(22)	G-BVKD	Boeing 737 500	1759 1909
G-MAJJ	Jetstream 41	1840 1916	G-JECA	CL600 RJ	1906 1952
G-RJXB	EMB 145	1930 0726(22)	G-RJXJ	EMB 135	1956 0729(22)
G-MAJA	Jetstream 41	1959 0648(22)	G-UKTC	Fokker 50	2004 0630(22)
G-MAJC	Jetstream 41	2017 0700(22)	N77CE	Falcon 900	2051 2129(24)
G-RJXC	EMB 145	2056 0736(22)	G-RJXF	EMB 145	2105 0741(22)
G-MAJF	Jetstream 41	2114 0709(22)	G-MAJJ	Jetstream 41	2132 0732(22)
G-BVKD	Boeing 737 500	2137 0646(22)	N96UT	Falcon 50	2140 0807(25)
CS-DNJ	Hawker 800XP	2304 1255(22)			

22 Tuesday

G-MCEA	Boeing 757	0058 1139	G-MOHS	PA-31 Navajo	0230 2210(24)
G-JECA	CL600 RJ	0738 0827	G-BZSD	PA-46 Malibu	0748 0809
G-UKTG	Fokker 50	0754 0843	G-MAJF	Jetstream 41	0926 1001
G-HNRY	Citation VI	0928 1621	G-BVKD	Boeing 737 500	0931 1051
G-RJXB	EMB 145	0933 1503	G-RJXJ	EMB 135	0936 1512
G-MAJC	Jetstream 41	0940 1007	G-MAJA	Jetstream 41	0950 1046
G-UKTC	Fokker 50	0955 1054	G-MAJJ	Jetstream 41	1017 1104
El-CKS	Boeing 737	1025 1117	G-RJXF	EMB 145	1039 1339
G-JEAK	BAe 146 200	1046 1142	G-RJXC	EMB 145	1112 1422
G-PIPY	PA-31 Navajo	1135 1635	G-BAGO	Cessna 421B	1155 1710
G-MAJF	Jetstream 41	1252 1431	G-MAJA	Jetstream 41	1300 1343
G-BVKD	Boeing 737 500	1331 1529	G-BYAF	Boeing 757	1411 1545
G-MAJC	Jetstream 41	1416 1458	G-UKTC	Fokker 50	1439 0842(23)
G-MAJJ	Jetstream 41	1450 1532	G-JECA	CL600 RJ	1618 1702
G-RJXF	EMB 145	1653 1754	G-MAJF	Jetstream 41	1700 1746
G-RJXB	EMB 145	1703 1750	G-RJXJ	EMB 135	1706 1810
G-RJXC	EMB 145	1718 1759	G-MAJC	Jetstream 41	1721 0721(25)
G-MAJA	Jetstream 41	1733 1825	G-BVKD	Boeing 737 500	1805 1902
G-BZSD	PA-46 Malibu	1808 1832	G-MAJJ	Jetstream 41	1828 1905
G-JECA	CL600 RJ	1909 2001	G-RJXB	EMB 145	1948 0729(23)
G-RJXJ	EMB 135	1956 0747(23)	G-MAJF	Jetstream 41	1959 0707(23)
G-UKTI	Fokker 50	2004 0624(23)	G-RJXC	EMB 145	2043 0736(23)
G-RJXF	EMB 145	2052 0741(23)	G-MCEA	Boeing 757	2104 1109(23)
G-MAJA	Jetstream 41	2112 0655(23)	G-MAJJ	Jetstream 41	2130 0731(23)
G-BVKD	Boeing 737 500	2138 0643(23)			

23 Wednesday

CS-DFA	Falcon 900	0613 0904	G-JECA	CL600 RJ	0742 0825
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G-UKTG	Fokker 50	0746 0629(24)	G-MAJF	Jetstream 41	0926 1009
G-BVKD	Boeing 737 500	0932 1050	G-RJXB	EMB 145	0934 1505
G-RJXJ	EMB 135	0942 1510	G-UKTI	Fokker 50	0952 1053
G-MAJA	Jetstream 41	0958 1030	G-MAJJ	Jetstream 41	1019 1102
EI-COB	Boeing 737	1032 1115	G-RJXC	EMB 145	1036 1408
G-JEDY	DHC-8	1047 1140	G-RJXF	EMB 145	1056 1338
G-MAJF	Jetstream 41	1255 1356	G-BVKD	Boeing 737 500	1333 1529
G-MAJD	Jetstream 41	1418 1500	G-UKTI	Fokker 50	1426 1600
G-MAJA	Jetstream 41	1433 1512	G-MAJJ	Jetstream 41	1449 1531
G-JECA	CL600 RJ	1619 1703	G-RJXF	EMB 145	1653 1750
G-RJXJ	EMB 135	1702 1807	G-RJXB	EMB 145	1709 1759
G-RJXC	EMB 145	1712 1802	G-MAJD	Jetstream 41	1716 1755
G-MAJA	Jetstream 41	1727 1822	G-MAJF	Jetstream 41	1729 1825
G-BVKD	Boeing 737 500	1812 1904	G-MAJJ	Jetstream 41	1822 1910
CS-DFB	Falcon 900	1849 1131(24)	G-JECA	CL600 RJ	1909 1955
G-RJXB	EMB 145	1942 0723(24)	G-RJXJ	EMB 135	1957 0730(24)
G-MAJD	Jetstream 41	2003 0725(24)	G-UKTI	Fokker 50	2007 0749(24)
G-JECA	Boeing 757	2025 1005(24)	G-MAJA	Jetstream 41	2044 0701(24)
G-RJXC	EMB 145	2050 0716(24)	G-RJXF	EMB 145	2057 0740(24)
G-MAJF	Jetstream 41	2123 0649(24)	G-MAJJ	Jetstream 41	2128 0708(24)
G-BVKD	Boeing 737 500	2133 0645(24)			

24 Thursday

G-JEAT	BAe 146 200	0743 0822	G-UKTC	Fokker 50	0758 0844
G-TBZI	TB-21TC Trinidad	0900 1029	G-BVKD	Boeing 737 500	0918 1054
G-MAJA	Jetstream 41	0922 0956	G-RJXJ	EMB 135	0926 1512
G-RJXB	EMB 145	0931 1350	G-MAJJ	Jetstream 41	0940 1013
G-MAJF	Jetstream 41	0942 1344	G-UKTG	Fokker 50	0951 1104
G-MAJD	Jetstream 41	1010 1111	G-RJXC	EMB 145	1025 1405
EI-CKS	Boeing 737	1028 1109	G-JEDX	DHC-8	1050 1144
G-MAJJ	Jetstream 41	1248 1441	G-BVKD	Boeing 737 500	1330 1523
EC-IAG	Airbus 320	1342 1449	G-MAJA	Jetstream 41	1419 1459
G-UKTG	Fokker 50	1436 1630	G-CLHE	BAe 146 200	1439 1526
G-MAJD	Jetstream 41	1451 1533	N5010X	Raytheon Premier	1552 1831
N750NS	Citation X	1613 1023(25)	G-JECA	CL600 RJ	1618 1705
G-BYAF	Boeing 757	1637 1821	G-RJXB	EMB 145	1656 1751
G-RJXJ	EMB 135	1703 1817	G-MAJJ	Jetstream 41	1710 1747
G-MAJA	Jetstream 41	1723 1810	G-RJXC	EMB 145	1729 1825
G-CLHE	BAe 146 200	1735 1828	G-MAJF	Jetstream 41	1738 1834
N273TB	B.58 Baron	1802 1837	G-BVKD	Boeing 737 500	1807 1910
G-MAJD	Jetstream 41	1823 1900	G-MCEA	Boeing 757	1906 0926(25)
G-JECA	CL600 RJ	1915 1959	N2683Y	Cessna 421C	1919 1810(25)
G-MAJJ	Jetstream 41	1957 0702(25)	G-UKTG	Fokker 50	2013 0624(25)
G-RJXJ	EMB 135	2016 0739(25)	G-CLHE	BAe 146 200	2021 2057
G-MAJA	Jetstream 41	2025 0654(25)	G-RJXB	EMB 145	2102 0757(25)
G-MAJD	Jetstream 41	2113 1534(25)	G-RJXC	EMB 145	2117 0715(25)
G-MAJF	Jetstream 41	2125 0704(25)	G-BVKD	Boeing 737 500	2137 0642(25)

25 Friday

G-MOHS	PA-31 Navajo	0059 n/s +	G-RJXD	EMB 145	0657 0745
G-UKTC	Fokker 50	0742 0835	G-JEAY	BAe 146 200	0744 0820
G-BVKD	Boeing 773 500	0922 1047	G-MAJF	Jetstream 41	0930 1003
G-MAJJ	Jetstream 41	0934 1031	G-RJXD	EMB 145	0940 1042
G-RJXJ	EMB 135	0949 1512	G-MAJA	Jetstream 41	0956 1350
N421CA	Cessna 421C	1010 1037	G-MAJC	Jetstream 41	1014 1126
G-UKTG	Fokker 50	1016 1135	G-RJXC	EMB 145	1027 1411
EI-CKQ	Boeing 737	1036 1111	EC-HZU	Airbus 320	1049 1226
G-JEDY	DHC-8	1054 1138	G-RJXB	EMB 145	1057 1438
G-UKTI	Fokker 50	1120 1630	G-MAJF	Jetstream 41	1250 1445

G-BZSD	PA-46 Malibu	1307 1353	SE-DZK	Boeing 737 800	1320 1522
G-RJXD	EMB 145	1337 1525	G-BVKD	Boeing 737 500	1401 1528
G-MAJC	Jetstream 41	1451 1540	G-UKTG	Fokker 50	1453 1133(26)
G-BZSD	PA-46 Malibu	1532 1637	G-JECA	CL600 RJ	1618 1704
G-MAJJ	Jetstream 41	1327 1819(30)	G-RJXB	EMB 145	1706 1808
G-RJXJ	EMB 135	1730 1815	G-RJXC	EMB 145	1744 1828
G-MAJA	Jetstream 41	1747 1831	G-MAJF	Jetstream 41	1752 1835
G-RJXD	EMB 145	1756 1844	G-BPNT	BAe 146 300	1800 1912(26)
G-MAJD	Jetstream 41	1804 1838	G-BVKD	Boeing 737 7500	1813 1907
G-MAJC	Jetstream 41	1840 1914	G-MCEA	Boeing 757	1849 2008
G-JECA	CL600 RJ	1912 1956	G-RJXJ	EMB 135	2012 1458(27)
G-UKTI	Fokker 50	2022 0622(26)	G-RJXD	EMB 145	2035 0731(28)
G-MAJD	Jetstream 41	2041 1809(27)	G-MAJF	Jetstream 41	2054 1004(26)
G-RJXC	EMB 145	2113 1402(27)	G-RJXB	EMB 145	2015 0813(26)
G-MAJC	Jetstream 41	2131 0704(26)	G-MAJA	Jetstream 41	2134 1418(27)
G-BVKD	Boeing 737 500	2219 0644(26)			

26 Saturday

G-UKTB	Fokker 50	0752 0842	G-ECAS	Boeing 737 300	0928 1105
G-UKTH	Fokker 50	0958 1115(29)	G-MAJC	Jetstream 41	1002 1419
G-RJXB	EMB 145	1128 2006(27)	G-JEDY	DHC-8	1232 1423
G-MAJF	Jetstream 41	1243 1504	EL-COX	Boeing 737	1317 1411
G-JEAY	BAe 146 200	1358 1458	G-UKTG	Fokker 50	1456 1608
CS-DFA	Falcon 900	1536 2358(27)	CS-DNJ	Hawker 800XP	1545 1609(27)
OE-GBB	Dornier 328	1624 1700	G-MAJF	Jetstream 41	1714 0958(27)
G-MAJC	Jetstream 41	1738 1412(27)	OE-LFJ	Fokker 50	1813 1905
G-UKTG	Fokker 50	2015 0622(27)	G-BVKD	Boeing 737 500	2048 0638(27)

27 Sunday

EL-CNZ	Boeing 737	0833 0917	G-BVKD	Boeing 737 500	0914 1052
G-UKTG	Fokker 50	1006 1057 12+07	CL601	Challenger	1230 1826
G-MAJF	Jetstream 41	1248 1501	G-BYAW	Boeing 757	1414 1633
G-UKTG	Fokker 50	1456 1804	G-PIDS	Boeing 757	1539 1128(28)
N750NS	Citation X	1602 1844	G-JECA	CL600 RJ	1617 1706
G-OWAX	King Air 200	1641 0908(28)	G-RJXJ	EMB 135	1646 1829
G-MAJC	Jetstream 41	1726 1813	G-MAJF	Jetstream 41	1732 1823
G-MAJA	Jetstream 41	1739 1831	G-RJXC	EMB 145	1750 1843
G-JECA	CL600 RJ	1917 2000	G-OBMM	Boeing 737 400	1945 2230
G-RJXJ	EMB 135	2008 0719(28)	G-MAJC	Jetstream 41	2042 0703(28)
G-MAJF	Jetstream 41	2045 0655(28)	G-MAJA	Jetstream 41	2119 0708(28)
G-MAJD	Jetstream 41	2131 0727(28)	G-BVKD	Boeing 737 500	2141 0646(28)
G-RJXC	EMB 145	2152 0740(28)	G-UKTB	Fokker 50	2202 0753(28)
G-RJXB	EMB 145	2256 0814(28)			

28 Monday

G-JECA	CL600 RJ	0810 0852	G-UKTI	Fokker 50	0851 1016
G-BVKD	Fokker 50	0923 1103	G-MAJA	Jetstream 41	0931 0711(29)
G-MAJC	Jetstream 41	0937 0724(29)	G-MAJF	Jetstream 41	0951 0656(29)
G-MAJD	Jetstream 41	1013 0703(29)	G-RJXJ	EMB 135	1022 1228
G-RJXC	EMB 145	1136 1523(29)	G-JEDX	DHC-8	1141 1223
EL-CKS	Boeing 737	1144 1231	G-UKTB	Fokker 50	1246 0631(29)
G-BVKD	Boeing 737 500	1356 1542	G-JEDD	DHC-8	1712 1756
HB-GJH	King Air C90	1738 1501(29)	G-ZAPJ	ATR 42	1746 1909
G-BVKD	Boeing 737 500	1822 1931	G-RJXB	EMB 145	1950 2045
G-JEDD	DHC-8	2028 2055	G-PIDS	Boeing 757	2058 1146(29)
G-RJXJ	EMB 135	2110 0735(29)	N176CF	Falcon 900	2143 0908(31)
G-BVKD	Boeing 737 500	2219 0637(29)	G-ZAPJ	ATR 42	2243 2323
G-RJXB	EMB 145	2343 0740(29)			

29 Tuesday

G-BUPS	ATR 42	0610 0720	G-ZAPJ	ATR 42	0717 0744
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G-JECA	CL600 RJ	0741 0825	G-UKTI	Fokker 50	0822 0925
G-MAJD	Jetstream 41	0923 1000	G-BVZH	Boeing 737 500	0932 1052
G-MAJA	Jetstream 41	0939 1055	G-BUPS	ATR 42	0941 1029
G-ZAPJ	ATR 42	1013 1513	G-MAJC	Jetstream 41	1017 1107
EI-COX	Boeing 737	1021 1112	G-UKTB	Fokker 50	1039 0620(30)
G-JEDY	DHC-8	1047 1141	G-RJXK	EMB 135	1057 1414
N2683Y	Cessna 421C	1132 1650	G-RJXB	EMB 145	1139 1350
N170SW	Global Express	1207 1620	G-MAJA	Jetstream 41	1306 1346
G-BVZH	Boeing 737 500	1334 1529	G-BYAR	Boeing 757	1359 1547
G-RJXF	EMB 145	1419 1748	G-MAJD	Jetstream 41	1433 1511
G-MAJC	Jetstream 41	1451 1532	G-UKTH	Fokker 50	1453 1558
G-ORED	Islander BN2T	1553 1645	G-JECA	CL600 RJ	1615 1703
G-BPPM	King Air 200	1637 1845	G-RJXB	EMB 145	1656 1754
G-RJXC	EMB 145	1715 1820	G-MAJD	Jetstream 41	1730 1807
G-MAJA	Jetstream 41	1732 1836	G-ZAPJ	ATR 42	1734 1822
G-RJXK	EMB 135	1743 1828	G-BVZH	Boeing 737 500	1802 1908
N400MW	Mooney M-20K	1815 1605(31)	G-MAJC	Jetstream 41	1826 1911
G-JECA	CL600 RJ	1920 1949	G-RJXF	EMB 145	1951 0801(30)
G-UKTH	Fokker 50	2008 1108(30)	G-MAJD	Jetstream 41	2023 2059
G-RJXC	EMB 145	2030 0809(30)	G-RJXB	EMB 145	2102 0732(30)
G-MAJC	Jetstream 41	2112 0654(30)	G-MAJA	Jetstream 41	2119 0701(30)
G-RJXK	EMB 135	2121 0738(30)	G-PIDS	Boeing 757	2136 1103(30)
G-BVZH	Boeing 737 500	2140 0641(30)	G-MAJD	Jetstream 41	2302 0741(30)

30 Wednesday

G-BZSD	PA-46 Malibu	0709 0745	G-JECA	CL600 RJ	0749 0827
G-UKTI	Fokker 50	0758 0911	G-BVZH	Boeing 737 500	0927 1047
G-RJXK	EMB 135	0930 1511	G-MAJA	Jetstream 41	0933 1008
G-NEWR	PA-31 Navajo	0937 1336	G-MAJC	Jetstream 41	1007 1835
G-MAJD	Jetstream 41	1021 1110	EI-CNV	Boeing 737	1033 1114
G-JEDX	DHC-8	1044 1137	G-RJXB	EMB 145	1049 1407
G-RJXC	EMB 145	1054 1506	G-RJXF	EMB 145	1144 1342
G-BODY	Cessna 310R	1157 1656	G-EJEL	Citation II	1340 N-res
G-ECAS	Boeing 737 300	1347 1529	G-MAJA	Jetstream 41	1432 1514
G-UKTH	Fokker 50	1453 1600	G-MAJD	Jetstream 41	1457 1540
G-BZSD	PA-46 Malibu	1615 0827(31)	G-JECA	CL600 RJ	1621 1704
G-RJXK	EMB 135	1700 1807	G-RJXF	EMB 145	1709 1817
G-RJXC	EMB 145	1715 1810	G-MAJA	Jetstream 41	1731 1822
G-RJXB	EMB 145	1739 1826	G-ECAS	Boeing 737 300	1807 1901
G-MAJD	Jetstream 41	1823 1904	G-JECA	CL600 RJ	1915 1953
G-RJXE	EMB 145	2001 0716(31)	G-RJXK	EMB 135	2003 0743(31)
G-PIDS	Boeing 757	2016 1024(31)	G-UKTH	Fokker 50	2032 0723(31)
G-MAJA	Jetstream 41	2042 0654(31)	G-MAJD	Jetstream 41	2107 0738(31)
G-RJXB	EMB 145	2010 0805(31)	G-RJXF	EMB 145	2114 0752(31)
G-ECAS	Boeing 737 300	2129 0643(31)	G-MAJC	Jetstream 41	2131 0701(31)

31 Thursday

CS-DFA	Falcon 900	0735 1043(04)	G-JECA	CL600 RJ	0740 0824
G-UKTI	Fokker 50	0750 0952	G-RJXE	EMB 145	0913 1101
G-ECAS	Boeing 737 300	0927 1047	G-MAJC	Jetstream 41	0936 1004
G-RJXK	EMB 135	0949 1509	G-MAJA	Jetstream 41	0956 1038
G-MAJD	Jetstream 41	1028 1109	EI-CKQ	Boeing 737	1035 1118
G-JEDY	DHC-8	1044 1135	G-RJXB	EMB 145	1055 1429
G-MAJE	Jetstream 41	1059 1353	G-UKTH	Fokker 50	1111 1157
G-WARH	PA-28 Warrior	1120 1220	G-RJXF	EMB 145	1129 1344
G-MAFF	Islander BN-2T	1200 1300	G-MAJC	Jetstream 41	1304 1443
EC-GZE	Airbus 320	1323 1433	G-ECAS	Boeing 737 300	1411 1527
G-RJXG	EMB 145	1419 1502	G-MAJD	Jetstream 41	1455 1545
G-UKTH	Fokker 50	1516 1659	G-MAJA	Jetstream 41	1522 1601

G-JECA	CL600 RJ	1613 1706	OE-LIR	Dornier 328	1622 1712
G-BYAJ	Boeing 757	1652 1822	G-MAJC	Jetstream 41	1703 1752
G-RJXK	EMB 135	1707 1812	G-RJXF	EMB 145	1724 1809
G-MAJE	Jetstream 41	1727 1828	G-RJXB	EMB 145	1744 1825
G-BZSD	PA-46 Malibu	1749 1837	G-RJXG	EMB 145	1754 1842
G-BVZG	Boeing 737 500	1813 1907	G-MAJA	Jetstream 41	1834 0651(01)
G-MAJD	Jetstream 41	1852 0722(01)	G-JECA	CL600 RJ	1913 2000
G-PIDS	Boeing 757	1919 0932(01)	G-RJXK	EMB 135	2007 0740(01)
G-MAJC	Jetstream 41	2015 2050	G-UKTH	Fokker 50	2037 0616(01)
G-RJXG	EMB 145	2041 0749(01)	G-RJXF	EMB 145	2113 0738(01)
G-MAJE	Jetstream 41	2127 0705(01)	G-RJXB	EMB 145	2133 0734(01)
G-BVZG	Boeing 737 500	2147 0641(01)	G-MAJC	Jetstream 41	2316 0702(01)

From and To

02) VP-BBG/Fairoaks-Dusseldorf; VP-CFG/Coventry-Guernsey; 02) CS-DNO/Farnboro-Nice; 04) CS-DFB/Aswan-Heathrow; N341D/F & T Tees-side; N340YP/F & T Biggin Hill; 07) VP-CCP/Blackpool-n/s-Cambridge; 08) CS-DNR/Le Bourget-Munster; OY-EBB/Dublin-Toulouse; VP-CFG/Biggin Hill-n/s-Coventry; CS-DNR (again)/Munster-n/s-Faro; 09) VP-BBG/Dusseldorf-Fairoaks; 11) I-SIXA/Venice-Ljubljana; 12) N750N & T Jersey; VP-CCP/Chambery n/s Blackpool; CS-DFA/Le Bourget-Newark; 13) OE-GBB/Malaga-Humberside; 14) OY-CEV/Aalborg-Stockholm; 15) VP-CFG/Albi-n/s-Coventry; 16) N615SR/EMA-n/s-Staverton; OY-JRN/Copenhagen-Odense; 17) N417RK/F & T Jersey; CS-DNS/Dublin-Luton; 18) N900CB/F-n/s-T Guernsey; 20) N145DF/F & T Luton; CS-DNT/Farnboro-n/s-Luton; 21) CS-DNP/Luton-Milan; N5010X/F & T Luton; CS-DNQ/Gothenberg -n/s-Palma; N77CE/Des Moines-n/s-Bangor; N96UT/F-n/s-T Gander; CS-DNJ/Milan-Luton; 23) CS-DFA/Le Bourget-Geneva; CS-DFB/Geneva-Milan; 24) N5010X/Staverton-Luton; N750NS/F & T Jersey; N273TB/Northolt-Welshpool; N2683Y/Biggin Hill-n/s-Hawarden; 25) N421CA/F & T Isle of Man; 26) CS-DFA/Luton-n/s-Newark; CS-DNJ/Palma-n/s-Luton; OE-GBB/Alicante-Newcastle; 27) N750NS/F & T Jersey; 28) HB-GJH/F-n/s-T Biggin Hill; N176CF/Washington-n/s-Bangor; 29) N2683Y/F & T Hawarden; N170SW/Manchester-Dusseldorf; N400MW/F-n/s-T Stuttgart; 31) CS-DFA/Newark-n/s-Malaga; OE-LIR/Stanstead-Innsbruck;

Overshoots

04) XX314/Javelin 98; 09) G-BAVZ/Raven 86T; 14) G-BNSO/CWL81; G-BLVI/CWL80; G-BONT/CWL83; XX496/CWL73; 15) G-BXXT; 16) ZF413/LOP28; XZ679/Army 401; 18) ZF207/LOP24; 22) ZF210/LOP22; 23) ZF286/LOP28; ZF512/LOP23; G-BAFU; G-BZEI; 24) ZF212/LOP21; ZF512/LOP22; XX492/CWL75; 29) XX491/CWL63; 30) XX492/CWL74; G-BXXT; 31) ZF392/LOP24;

LBA movements review, January 2002

A good start on the 1st with the new Avanti VP-BBG from Fairoaks to Dusseldorf & the Citation I VP-CFG using callsign "Sark 1" from Coventry to Guernsey. On the 3rd the Hawker 800XP CS-DNO was from Farnboro to Nice. Falcon 900 CS-DFB came in from Aswan on the 4th and departed to Heathrow, joining it was Cessna 340A N340YP from and to its base at Biggin Hill and Beech 60 Duke N342D which night stopped on a flight from and to its home at Tees-side. On the 7th Citation Bravo VP-CCP was from Blackpool and after a night stop it departed to Chambery? The 8th found Falcon 50 OY-EBB of Newair calling "N 1576" from Dublin to Toulouse and the Citation I VP-CFG as "Sark 1" going Biggin Hill n/s Coventry whilst Falcon 2000 CS-DNR flew Le Bourget to Munster then returned later from Munster to Farnboro.

The new Avanti VP-BBG was back on the 9th from Dusseldorf to Fairoaks and then on the 11th Friendship I-SIXA of Six Cargo was "ISG 500" on a flight from Venice to Ljubljana. On the 12th Citation X N750NS was using the callsign "Beauport6NS" from and to Jersey and the Citation Bravo VP-CCP came back from Chambery and did not depart until the 22nd when it went home to Blackpool, also night stopping was the Falcon 900 CS-DFA from Le Bourget to Newark. Dornier 328 OE-GBB of Tyrolean Jet Services was from Malaga to Humberside on the 13th and on the 14th Citation I OY-CEV of North Flying operated as "North Flying 051" from Aalborg and out to Stockholm. On the 15th Citation VP-CFG was once again "Sark 1" when it arrived from Albi and after a night stop it went to Coventry. Falcon 50EX N615SR did not need its EX suffix on the 16th when it was only from East Midlands for a night stop before going to Staverton whilst King Air 200 OY-JRN was from Copenhagen to Odense.

Malibu N417RK on the 17th was from and to Jersey where it may be a new resident and the same day saw Falcon 2000 CS-DNS from Dublin to Luton. Cessna 421C N900CB arrived from Guernsey on the 18th and departed back there on the 29th then on the 20th Citation II N145DF was from and to Luton whilst the Hawker 800XP CS-DNT night stopped from Farnboro to Luton. The star of the 21st was the Raytheon 390 Premier I N5010X which was from and to Luton where it is based with Ambrion, other aircraft noted that day were Falcon 2000 CS-DNP from Luton to Milan and a total of four night stoppers, Hawker 800XP CS-DNJ from Milan to Luton, Falcon 50 N96UT from and to Gander, Falcon 900 N77CE from Des Moines to Bangor and Falcon 2000 CS-DNQ from Gothenberg to Palma. Two Netjets Falcon 900's noted on the 23rd were CS-DFA from Le Bourget to Geneva and CS-DFB from Geneva n/s to Milan.

The Premier N5010X was back on the 24th from Staverton to Luton and it was kept company by Citation X N750NS as "Beauport 6NS" from and to Jersey and the Beech Baron N273TB from Northolt to its base at Welshpool plus the Cessna 421C N2683Y from Biggin to its base at Hawarden. Another Cessna 421C was N421CA on the 25th from and to the Isle of Man. Two more Netjets night stopping on the 26th were a Hawker 800XP CS-DNJ from Palma to Luton and the Falcon 900 CS-DFA from Luton and out to Newark, from Alicante to Newcastle on the same day we had the Dornier 328 OE-GBB of Tyrolean Jet Services. Another trip from and to Jersey by the Citation X N750NS was made on the 27th using the usual callsign "Beauport 6NS". Two night stoppers on the 28th were the Happy Lines King Air C90 HB-GJH from and to Biggin Hill and Falcon 900 N176CF from Washington to Bangor. Visiting from and to its base at Hawarden on the 29th was the Cessna 421C N2683Y again and it was joined by the Wal Mart Global Express N170SW from Manchester to Dusseldorf and a night stopper from and to Stuttgart in the shape of Mooney M20K N400MW. Final foreign visitors of the month were on the 31st when Falcon 900 CS-DFA was from Newark to Malaga after a night stop and Dornier 328 OE-LIR of Welcome Air from Stanstead to Innsbruck.

Not much to report on the military side again, on the 1st Sea King XV699 arrived from Prestwick as "Rescue 177" and on the 7th BAe 125 CC.3 ZE395 was from Geneva to Northolt as "Ascot 1903". The US Navy appeared on the 9th when Beech UC-12M 163843 was from and to Mildenhall as "Navy JM612" and the same day saw the USAF C-21A 40111 night stopping from and to Ramstein as "Spar 86". Back to the common stuff on the 12th when Islander CC.2A ZF573 was from Northolt to Liverpool with callsign "Ascot 7963". On the 21st BAe 146 CC.2 ZE700 was from Brize Norton and out to Hannover as "Ascot 1906" and finally on the 27th the Challenger 22+07 of the German Air Force was "GAF 604" from and to Tegel.

One new resident to record this month, Citation II G-EJEL was registered to AJ & AE Elliott on 19/12/01 and it is ex N747CR, it arrived on the 30th.

Terry Sykes



Boeing 737-300 VH-CZS 03 January 02 Christchurch NZ

Terry Sykes

LEEDS BRADFORD AIRLINE REPORT - JANUARY 2002

INBOUND DIVERSIONS

06	UKA56W	AMS	HUY	G-UKTC	F50	AMS	UKA762
06	RYR602	DUB	MME	EI-CNW	B732	DUB	RYR603
06	UKA78X	AMS	HUY	G-UKTH	F50	AMS	UKA2110
06	UKA36W	AMS	HUY	G-UKTA	F50	AMS	UKA05V/09
06	UKA68X	AMS	HUY	G-UKTH	F50	AMS	UKA28X/07
11	EZE751	ABZ	HUY	G-IJYS	JS31	HUY	EZE751A
13	MXN330	MAN	IOM	G-MAUD	ATP	IOM	MXN324/14

REGULAR FLIGHTS

AIH313	TFS	04/G-LCRC	11/G-MCEA	18/G-MCEA	25/G-MCEA	
AIH317	ALC	05/G-LCRC				
AIH319	AGP	06/G-LCRC				
AIH325	FUE	02/G-RJGR	09/G-MCEA	16/G-MCEA	23/G-MCEA	30/G-PIDS
AIH327	ACE	03/G-LCRC	10/G-MCEA	17/G-MCEA	24/G-MCEA	31/G-PIDS
AIH347	LPA	07/G-MCEA	14/G-MCEA	21/G-MCEA	28/G-PIDS	
AIH349	TFS	01/G-RJGR	08/G-MCEA	15/G-MCEA	22/G-MCEA	29/G-PIDS
BAL003A	TFS	04/SE-DZK	11/SE-DZI	18/SE-DZK	25/SE-DZK	
BAL035A	AGP	06/G-BYAL	13/G-BYAR	20/G-BYAS	27/G-BYAW	
BAL231A	ALC	03/G-OBYG	10/DivMAN	17/G-BYAR	24/G-BYAF	31/G-BYAJ
BAL387A	ALC	01/G-BYAS	08/G-BRIF	15/G-BYAR	22/G-BYAF	29/G-BYAR
BEE9125	CMF	05/G-JEAW	12/G-JEAY	19/G-JEAY	26/G-JEAY	
IWD3214	ACE	03/EC-IAG	10/DivMAN	17/EC-IAG	24/EC-IAG	31/EC-GZE
IWD3268	TFS	04/EC-GZE	11/EC-GZE	18/EC-GZE	25/EC-HZU	
TYR906C	INN	05/OE-LFI	12/OE-LFH	19/OE-LGE	26/OE-LFJ	

OTHER FLIGHTS

01	G-MONW	A320	MON9557/846P	Venice -n/s- Paphos	Passenger Charter
02	G-UKAC	B143	UKA750/753	f/t Stansted	UKA standby
02	PH-HZB	B738	UKA2167/2166	f/t Amsterdam	Lieu UKA F50
05	G-EUPL	A319	BAW9265/9234	Heathrow - Cardiff	Leeds United FC
06	G-EUPL	A319	BAW93C/96P	Cardiff - Heathrow	Leeds United FC
08	OY-EBB	F50	NAW1576/2576	Dublin -n/s- Toulouse	Passenger Charter
08	G-MONW	A320	MON092P/9092	Gatwick -n/s- Rovaniemi	Passenger Charter
09	G-JEAY	B462	BEE741/742	f/t Belfast City	Lieu CRJ2
09	G-MONW	A320	MON9093/093P	Rovaniemi - Gatwick	Passenger Charter
10	G-MANL	ATP	BRT091/136	Glasgow - Dublin	Lieu JS41
10	G-MANL	ATP	BRT137/112	Dublin -n/s- Southampton	Lieu JS41
11	G-MANL	ATP	BRT161/162	f/t Southampton	Lieu JS41
11	I-SIXA	F27	ISG500/501	Venice - Ljubljana	Freight Charter
11	G-MANL	ATP	BRT107/091	Southampton - Glasgow	Lieu JS41
13	OE-GBB	D328	-	Malaga - Humberside	Medivac
19	G-RJXC	E145	BMA9761/7901	t/f Luton	Arsenal FC
20	G-RJXB	E145	BMA7902/9771	t/f Luton	Arsenal FC
21	ZE700	B461	RRR1906	Brize Norton - Hanover	Medivac
24	G-CLHE	B462	BMA9141/405	East Midlands - Edinburgh	Lieu E145
24	G-CLHE	B462	BMA406/407	f/t Edinburgh	Lieu E145
24	G-CLHE	B462	BMA408/9142	Edinburgh - East Midlands	Lieu E145
25	G-BPNT	B463	FLT550/650	Biggin Hill -n/s- Gatwick	Fulham FC
26	OE-GBB	D328	-	Alicante - Newcastle	Medivac

28	G-ZAPJ	AT42	BMA9115/3XV	Stansted - Edinburgh	Lieu BMA E145
28	G-ZAPJ	AT42	BMA408/9116	Glasgow - Stansted	Lieu BMA E145
29	G-BUPS	AT42	BMA9121/403	Stansted - Edinburgh	Lieu BMA E145
29	G-ZAPJ	AT42	BMA9123/1XV	Stansted - Glasgow	Lieu BMA E145
29	G-BUPS	AT42	BMA404/9122	Edinburgh - Stansted	Lieu BMA E145
29	G-ZAPJ	AT42	BMA1VX/405	Glasgow - Edinburgh	Lieu BMA E145
29	G-ZAPJ	AT42	BMA406/9124	Edinburgh - Stansted	Lieu BMA E145
31	<u>OE-LIR</u>	D328	-	Stansted - Innsbruck	Medivac

Aircraft making first visits are underlined.

Air Yorkshire Aviation Society

Annual Dinner at Peasehill House,
Harrogate Road, Rawdon, Leeds
Friday 12 April 2002
£16 per person

MENU

(your choice will not be required until you arrive at the dinner)

Deep fried goats cheese on a tomato and basil salad
Seafood pancake with lobster and tarragon sauce
Chicken liver pate with red wine onions and toasted brioche

Roast striploin of beef with Yorkshire pudding
Supreme of Scotch salmon wrapped in filo pastry with boursin cheese and asparagus
Breast of chicken with garlic wild mushrooms and a mild mustard sauce

Strawberry brandysnap basket
Sticky toffee pudding with butterscotch sauce
English and Continental cheese board

Filter coffee and mints

Payment of £16.00 per person can be made at Society meetings
If you are paying by cheque, please make it payable to *Air Yorkshire Aviation Society*
and send it to:

John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG
(tel: 01943 875 315)

MILITARY MATTERS

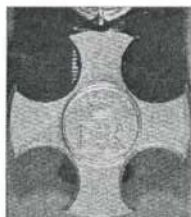


PLAN TO COMBINE GALLANTRY AWARDS RESISTED

Each of the three Services has its own gallantry award for the third level of awards: the Distinguished Service Cross for the Royal Navy, the Military Cross for the Army and the Distinguished Flying Cross for the Royal Air Force. The highest award, the Victoria Cross, and the second highest award, the Conspicuous Gallantry Cross, are common to all three Services and a senior civil servant has recommended that the third level should also be common, as the Distinguished Service Cross. Surprisingly, the Army was happy to go along with the change but it was resisted by the Royal Navy and the Royal Air Force. The recommendation, therefore, remains on hold.

The last major change to gallantry awards was made by the present Government in 1993 when this third level of awards was "democratised". Previously, the DSC, MC and DFC were only awarded to commissioned officers, other ranks being awarded Medals, DSM, MM and DFM but, from 1993, the Crosses were made available to be awarded to other ranks.

Credit: The Times
Medal Yearbook 2002



Distinguished Service Cross



Military Cross



Distinguished Flying Cross

SQUADRON LEADER MICHAEL APPLEBY RIP

The last of a small group of pilots who formed our own Auxiliary Air Force (later Royal Auxiliary Air Force) Squadron, 609 (West Riding) Squadron, at the then Yeadon Aerodrome, MICHAEL APPLEBY, has died at the age of 88. In 1938 he served as a pilot officer but was demobbed in 1945 as a Squadron Leader. (An article on 609 Squadron is projected for later in the year).

Credits: Alec Kinghorn
Yorkshire Post

NAVY TO OFFER FLYING OPPORTUNITIES FOR YOUNGSTERS

The Royal Navy Grading Flight, based at Roborough, near Plymouth, has been re-formed as 727 Naval Air Squadron. It will offer free opportunities for young men and women to obtain flying experience and assessment with a view to their recruitment as potential Fleet Air Arm pilots or observers. The Squadron is equipped with Grob G.115 Herons which have previously been used to grade cadets from Britannia Royal Naval College, Dartmouth, and others from the Royal Navy, as potential pilots.

Credits: Legion Magazine
UK 2002 Military Aviation Review

EUROFIGHTER COST TO UK TAXPAYERS JUMPS TO £21.5M

The cost to UK taxpayers of the Eurofighter has risen to £21.5 million according to the National Audit Office. The RAF is to receive 232 aircraft, the original cost of which in 1998 was £15.9 million. The MoD maintains that much of the apparent increase is due to a new accounting method!

Credit: The Times

GERMANY LIKELY TO PULL OUT OF EU AIRBUS DEAL

Plans to build the Airbus A400M large military transport aircraft are in jeopardy as Germany has reduced its projected order from 73 to 40. RAF sources are reported to have stated that they would not be perturbed

as the intended order for 25 A400Ms could be appropriately switched to the Boeing C17 Globemaster with which the RAF is reported to be "delighted".

Credits: Daily Telegraph
Mavis Tennant

Please send any information for inclusion in Military News to:
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (tel: 01274 873 336)

KEY DATES IN RAF HISTORY 1918-1998

1995

- 01 Jan The E-3D Sentry AEW1 component of the NATO Airborne Early Warning (AEW) Force was declared operational at RAF Waddington
- 01 Mar Flt Lt Elaine Taylor became the RAF's first female fast jet navigator with 25 Squadron at RAF Leeming flying on air defence duties
- 31 Mar The RAF Balloon Operations Squadron, used for parachute training, was closed at RAF Hullavington. The balloons were used for the first two descents in the Service's parachute course; they were superseded by Skyvans. The subsequent six descents to qualify for "wings" are completed in Hercules
- 31 Mar The Queen's Flight was disbanded at RAF Benson and the aircraft became part of 32 (The Royal) Squadron based at RAF Northolt
- 01 Apr The Joint Elementary Flying Training School (JEFTS), equipped with 18 civil-registered Slingsby Fireflies moved from Topcliffe to RAF Barkston Heath. Detachments now also operate from Church Fenton, Cranwell and Middle Wallop
- 01 Apr Two further Tucano operators, Central Flying School and 6FTS (Navigator training) moved from Scampton and Finningley respectively to Topcliffe. They now operate from there under the "umbrella" of 1FTS at Linton-on-Ouse
- 01 Oct The final Dominie T1s and Jetstream T1s were transferred from RAF Finningley as part of the build up of 3FTS at RAF Cranwell. Bulldog T1s were already in residence; these have now been replaced by Grob Tutors
- 30 Oct The France-British Euro Air Group, a new alliance between the air forces of Britain and France, was inaugurated

1996

- 01 Feb The Red Arrows arrived at their new base at RAF Cranwell, after a record-breaking five-month tour of three continents
- 31 Mar The Chipmunk's long association with Air Cadets ended when it was retired from RAF service, two months before the 150th anniversary of its first flight. It has now been replaced by the Tutor in combined University Air Squadrons/Air Experience Flights

1997

- 30 Mar 2FTS disbanded at RAF Shawbury being replaced in title by the Defence Helicopter Flying School, which took over the task of *ab initio* helicopter flying training, remaining at Shawbury
- 01 Apr The new RAF Operations Support Branch was established with five specialisations: air traffic control, fighter control, intelligence, RAF Regiment and flight operations
- 14 Oct On the 50th anniversary of the first supersonic flight, Squadron Leader Andy Green, a Tornado F3 pilot, became the first person to set a supersonic landspeed record in the jet-powered Thrust SSC which travelled at 763.035mph across the Nevada desert.

1998

One date of major importance:

- 01 Apr 80th Anniversary of the foundation of The Royal Air Force, the world's first independent air force. It was formed from the amalgamation of the Royal Flying Corps and the Royal Naval Air Service. The RAF was initially responsible for naval aviation and army aviation as well as independent aspects but, in 1939, the Royal Navy resumed control of naval aviation via the Fleet Air Arm and the Army resumed control of army aviation in 1957 via a re-formed Army Air Corps

This concludes this series; I now hand over to a successor in 2018 to continue the story to the Centenary of the RAF!

Eric Martin

COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

Good news this month is the re-introduction of Fokker 100 equipment on the Leeds to Amsterdam service. The flight will only operate three times a day, however the last return flight will be one hour later than when Fokker 100's previously operated the service. This is a very sensible move as it allows more chance of business customers making a connection from within Europe back to LBA, always a strong point on the late SABENA arrival before the airlines demise.

However, it would be even better to see the aircraft fully utilised and make four rotations a day between LBA and Amsterdam. The official press release is below, which contains a lot of propaganda, but, after all, that's marketing's job! The release only touches on the fact that the Fokker 50 flight has recently been cut back from six a day, or the fact that we have gone back to an identical situation we were in 18 months ago!

"KLMuk has today announced it will be increasing capacity on its Leeds Bradford/Amsterdam route from 15 March 2002.

"Currently, Fokker 50 aircraft operate daily on this route. As from 15 March 2002, this will be operated by Fokker 100 aircraft, providing a fifty five per cent increase in seat capacity on the present schedule.

"The changes will particularly benefit business passengers by providing speedier connections to the important hub of Amsterdam. The changes will offer a more efficient working day in Amsterdam, as well as access to more transfers and even faster and smoother connections from all over the UK to all over the world. The revised flight schedule will also satisfy customer preference for a jet service on the route.

"Tony Le Masurier, Director of Sales at KLMuk, comments: Following 11 September, we had to cut back on capacity on several of our routes, including on services from Leeds/Bradford. We are now in a position where we can turn this around. Having listened to the stated requirements of the local business community, we have consequently acted to deliver a service more closely aligned with their needs.

"Ed Anderson, Managing Director of Leeds/Bradford Airport said: We are delighted that we have the jet back on the route, which will benefit our passengers enormously. This shows a continued commitment by KLMuk to the airport."

LBA escaped any cut backs as a result of the British Airways announcement, and released the following statement:

"Since the announcement by British Airways this morning that they are planning to cut capacity on certain routes, LBA is pleased to announce that all of the British Airways operations out of the airport remain unaffected by the decision. The routes that are currently operated by British Airways are Aberdeen, Dublin, London Gatwick and Southampton."

The following article appeared in the Yorkshire Evening Post in mid February, and I have added my own thoughts/comments at the end of the article.

"Another low-cost carrier enters Continental airspace next month, and yet again Yorkshire finds itself a no-go area. Admittedly, British Midland's new bmibaby is based closer to England's largest county than most of its four rivals, but it will still involve a 170-mile round trip from Leeds to take advantage of "the airline with tiny fares".

"We are well used to such inconvenience. Existing cut-price operators are glad to have Yorkshire passengers' business, but they make us travel further than most for their bargain flights to cities in mainland Europe.

"Buzz, Go and Ryanair fly from London Stansted, EasyJet from Luton and Liverpool, and Go also offers deals from Bristol. Now East Midlands is about to join the scramble for cheap seats.

"So why is Leeds/Bradford Airport missing out on the biggest growth area in the airline industry, a frustrated Yorkshire Post reader asked this week?

"It's not for want of trying, insists Ed Anderson, managing director of LBA. "We are confident we will attract a low-cost operator to mainland Europe before long, but it's not simply a case of asking one and expecting to fit straight into their strategy." Anderson is anxious to dispel suggestions that Leeds/Bradford has deliberately resisted the no-frills boom. He says that is a myth perpetrated on behalf of Fittingley, the proposed airport in South Yorkshire and currently the subject of a public inquiry. "We know there is a demand, but we're competing with other airports," said Anderson. "And we are competitive, as we've demonstrated by attracting Ryanair, probably the most cut-throat of all the low-cost companies, for Dublin flights".

Capacity wouldn't be a problem. Leeds/Bradford, which handles 1.5m travellers a year, could cope with double that. But other factors don't help its cause. Its geography is a disadvantage. An elevated position may make for impressive views, but also attracts fog and wind. Road and rail connections are poor, and as an occasional user, I would question whether an hourly bus service to and from the terminal and the centre of Leeds is adequate. Since last October, the journey has also taken longer - from half-an-hour to forty minutes because it now forms part of an all-stops route to Otley.

In the end, choosing an airport comes down to economics, according to Toby Nichol, spokesman for EasyJet, which in its first six years is already carrying 7.7m passengers annually. He estimates that of the one million using Liverpool for the airline's destinations from there including Amsterdam, Geneva, Nice and Spain, about 50,000 are from across the Pennines.

"Commercially, it wouldn't make sense to disrupt the profitable Merseyside operation by also providing a service for them on their doorstep, particularly as start-up costs are enormous. If we can make more money by flying from one airport than another, it's obvious which one we will choose. Some of them have been myopic in their response to low-cost operators. They have discouraged us in order to concentrate on traditional carriers. But why should we pay Manchester a landing fee of £10 per passenger when elsewhere the charge is £1? We are responding to the market-place. If there's a gap there, someone will fill it. Cut-price operators have proved themselves to be safe, punctual, and fly to places where people want to go, but without the frills that increase costs. It's not just tourists. About fifty per cent of our customers are on business. People still want, or need, to travel, even when the economic situation is uncertain."

The industry is changing so rapidly that everyone is being forced to rethink. British Airways, which sold Go to a management buy-out, is now said to be considering a return to the budget sector. British Midland has already reacted to the new climate. Its Bmibaby takes off on March 23, offering seats to Portugal, Spain and Majorca at £25 each way. A spokeswoman said: "There has been rapid growth in this sector and we have plans to expand the operation." She couldn't say if Leeds/Bradford was an option. "East Midlands is our home base and it was the natural place to start. Also, six million people are within an hour of us, and for many people in Yorkshire, we aren't much longer away."

The following are my views on low cost operators. Low cost operators really are a mixed blessing for any airport operator. On the positive side they can have a dramatic effect on passenger figures - this is strongly demonstrated by Liverpool's ballistic climb up through the ranks in the last two years. However, just like any business, the throughput has to make a profit for the business to survive. It's no good selling lots of product, but losing money on every one you sell!

As in the above article, the low cost carriers want absolutely rock bottom landing fees. So no rich pickings here. However, the airport can make this up in other ways. For example, car parking at Liverpool in now

£14 a day. A four-day break, and your car parking fee could cost you as much as your return air fare!

Once passengers are checked in they are a captive audience, and here shops/catering outlets can gain through higher passenger figures, leading to higher rentals, or if the shop is actually owned by the airport, higher sales.

A further issue is the effect a low cost carrier has on existing carriers' routes. Imagine a low cost carrier approaching LBA and the first route they want to do is an existing route eg LBA to Amsterdam. The promise is many more services from LBA at a later date (the carrot!) but what about the effect on the existing carrier? Is it better to have 150 passengers a day on a route paying the airport £10 each landing fee or 1000 paying £1 each? A difficult decision.

Finally, and this has also been touched on in the above article, there is Leeds/Bradford's perceived poor weather record. I use the word perceived, as things are certainly getting better with CAT III ILS on 32. I have been told, but not had confirmed, only 100 flights diverted last year. However, any diversion obviously incurs great cost for the carrier involved and cost is the thing low cost carriers strive to eliminate. Weather will certainly go against LBA. Therefore my opinion is any future investment must be directed towards improved poor landing aids, particularly with a view to a better category ILS on 14. Unfortunately it seems thick fog always attracts a wind favouring 14, which renders the 32 ILS useless for many types!

The terminal facilities I believe are excellent for the size of airport, and certainly short term require no further investment, but a dramatic increase in passengers will test the car park capacity, particularly in the summer months.

I do not consider public transport to the airport a major issue, as I think the majority of passengers still arrive by private car or taxi, and again Liverpool does not exactly excel in the public transport access league. The only way to attract passengers to use public transport seriously is something drastic, like a dedicated rail link. Imagine a family with two kids going on holiday for a fortnight (with accompanying suitcases etc.) trying to change buses in Leeds. However, better road links, particularly into the motorway network, would be a definite bonus for LBA.

The next time the Society is short of a speaker, why not have a members' debate on the above subject. I am sure many have strong opinions, and issues I have not considered in the above article.



Manchester Airport from the Tower 27 October 01
Peter Martin

AIRPORT NEWS

A little old I know, but the CAA have just released October U.K. airport passenger figures.

Airport	October 2001	October 2000	% + /
Heathrow	4,504,375	5,639,271	-20.12%
Gatwick	2,535,685	2,908,472	-12.82%
Manchester	1,781,409	1,810,195	- 1.59%
Stansted	1,208,189	1,153,102	4.78%
Glasgow	716,772	669,144	7.12%
Birmingham	715,358	759,281	- 5.78%
Luton	589,690	585,535	0.71%
Edinburgh	563,421	496,999	13.36%
Belfast Int.	347,740	256,039	35.82%
Newcastle	311,414	325,200	- 4.24%
Bristol	286,046	224,403	27.47%
East Midlands	244,243	232,803	4.91%
Aberdeen	220,375	226,918	- 2.88%
Liverpool	200,731	191,089	5.05%
Cardiff	153,942	166,728	- 7.67%
London City	138,155	146,070	- 5.42%
Leeds/Bradford	133,804	153,432	-12.79%
Jersey	122,701	139,853	-12.26%
Prestwick	116,884	97,325	20.10%
Belfast City	86,820	110,972	-21.76%
Guernsey	76,594	81,334	- 5.83%
Teeside	74,221	77,452	- 4.17%
Southampton	73,652	78,172	- 5.78%
Isle of Man	60,899	65,145	- 6.52%
Humberside	43,790	45,257	- 3.24%
Norwich	40,515	40,998	- 1.18%
Exeter	35,209	37,910	- 7.12%
Inverness	34,287	33,811	1.41%
Bournemouth	24,816	29,189	-14.98%

Recovery in airline travel continued in January, with the fall in passenger numbers slowing from the past three months, said airports operator BAA. Passenger numbers at its seven UK airports fell by 3.9% in January on the same month a year earlier. That compared with year-on-year falls of 12% in October, 10.6% in November and 6.4% in December.

North Atlantic passenger traffic was down 10.1% and other long-haul traffic fell by 4.7%, BAA said.

Singapore's Changi airport already has a swimming pool and cinema ... now it's got its own game show. "What's Your Range" includes a live host and asks ten general-knowledge questions, and fifty players respond via hand-held consoles for a prize of more than \$1,000 in airport shopping vouchers. The Civil Aviation Authority of Singapore (CARS) spent \$1 million developing the game and has thus far seen nearly 18,000 contestants sit through the twenty-five minute program. CARS is testing the game until March, when it will decide if it will franchise the idea to other airports.

AIRLINER NEWS

BRITISH AIRWAYS has pulled out of talks to form a joint venture with American Airlines, scuppering a Government plan to open up more routes to the US for domestic carriers.

BA pulled out of the talks in Washington aimed at drawing up a bilateral air treaty amid concern about the stringent conditions set by America's competition registrar for approving their alliance with American Airlines.

BA said the terms set by the US Government effectively "confiscated" BA assets without recompense. The US said BA and American had to surrender 224 take-off and landing slots at Heathrow before being allowed to link operations. The decision will be blow for the British Government's policy for liberalising air services with the US and opening American routes to more airlines.

The US government has been attempting to open up Heathrow for more American carriers. Currently only British Airways, Virgin Atlantic, American Airlines and United Airlines are allowed to fly direct from Britain to American gateway airports from Heathrow.

The British Government hoped the alliance between BA and American would allow more airlines to gain access to the previously closed US domestic market. They approved the alliance, at a regulatory price agreeable to the two airlines.

Britain appeared to be prepared to open up Heathrow to more US carriers if Washington granted anti-trust immunity to the BA and American alliance and another alliance between bmi British Midland and United Airlines.

Britain said the decision by BA and American not to form an alliance had removed "the immediate prospect of a large part of the UK's airlines industry gaining effective access to the US domestic market". It will be a blow to bmi who hoped to operate services from London to the US.

British Airways has slashed another 5,800 jobs and announced plans for a "significant restructuring" of its short haul business in a bid to cut costs and tackle its debts. The airline said the fresh job losses were on top of 7,200 previously announced and were aimed at helping to make £650 million annual savings.

Chief executive Rod Eddington said BA must be transformed into a "simpler, leaner, more focused airline". Union leader Roger Lyons said the job cuts were a "devastating blow" to staff.

Mr Eddington said the package of measures was designed to return the airline to profitability following a wide-ranging analysis of its business, led by the chief executive himself. "We started this review with one clear objective in mind - to turn this company around.

"We will remain true to our heritage of being a full service network carrier committed to customer service excellence and world class products. But we must transform British Airways into a simpler, leaner, more focused airline so we can thrive and prosper in an increasingly competitive market." The airline said the conclusions of the so-called Future Size and Shape review signalled a "significant change" to the size of BA. BA is making a provision of £200 million over the next two years for the restructuring costs.

GO have announced that they have brought forward their start date from East Midlands to 14th March (a week or so before bmi-baby). Edinburgh will be one of the first destinations served, in direct competition with bmi's own high fare scheduled service. The service will operate twice daily.

Heavylift Cargo Airlines have been given CAA authority to operate Yu-204-120C, SU-EAK for the period 20 May 2002 to 24 February 2003; the permission allows the type to be introduced prior to JAA type certification and eventual placement on the UK register.

Japan Airlines says after nearly 10 years of studying the performance of an unpainted 747 cargo plane, it's found that it's cheaper to operate and more environmentally friendly than the painted version. The company reported that it saved about \$15,000 per year in fuel expenses because the plane is lighter. JAL says it plans to begin flying unpainted passenger planes sometime in the future.

Ryanair has announced a £6.5m deal to buy 150 Boeing 737 aircraft in a move which will create 3,200 new jobs, the company said. The Irish no frills carrier estimates it will need 800 new pilots and 2,000 cabin crew as well as 400 engineers and operations staff.

The first of the new planes will be delivered this year, with deliveries continuing through to 2010. Ryanair said the planes would allow it to grow 25% a year by selling more fares.

Ryanair has reported record rises in passengers and profits in the final quarter of last year, the period after the September 11 attacks. The company said passenger totals were up by 30% to 2.7m and after-tax profits by 35% to 28.8m euros (£17.6m). Load factor, the number of available seats sold, grew 3% to 79% and revenue by 18% to 135.5m euros (£82.6m).

Ryanair said: "Unlike any other airline in the world after September 11, our margins rose from 19% to 21% in Q3."

Switzerland's revamped national airline will be known simply as Swiss. Built on the remains of bankrupt carrier Swissair, managers said the new name reflected the "typical Swiss characteristics of quality".

The company's official name will be Swiss Air Lines Ltd, but Swiss will be its trademark. It is based on Swissair's subsidiary company Crossair. Swissair filed for bankruptcy protection in October last year, following a disastrous expansion plan.

AIRCRAFT NEWS

The FAA have published the standards by which all cockpit doors will be judged, and gave airlines until April 9, 2003, to have them installed. Airlines have been told doors of the future must be able to withstand gunfire, shrapnel from a grenade or a 250-pound drug/booze filled meathead trying to push them in. Compliance includes modifications to bulkheads and attachment fittings, aside from the safe(r) doors themselves.

The Air France Concorde that crashed in July 2000, killing 113, was doomed by a piece of runway debris left behind by a Continental Airlines DC-10, the official final report has concluded. In a news release, the French accident investigation agency, BAE, debunked competing theories about the cause of the crash and placed the blame squarely on the runway debris. The report recommends that the US FAA should audit maintenance procedures at Continental, and also suggests that video systems should be installed in cockpits. Continental has said in the past that it does not believe one of its aircraft was responsible for the accident.

OTHER NEWS

Britain's new £623m air traffic control centre guided its first planes on Sunday 20 January 2002 - six years late, but running smoothly. The headquarters of the national air traffic services (Nats) at Swanwick in Hampshire will handle 2m flights a year, with 644 staff controlling an airspace system split into 30 flight levels.

Its launch was one of the most complex technical operations in air traffic history, as controls were transferred from the London centre at West Drayton, near Heathrow airport.

The Swanwick centre had been due to open in 1996 but suffered repeated computer software problems, requiring an extra £150m investment and prompting fears the opening would cause chaos for passengers.

Sarah Harris, 29, guided in the centre's first flight on time at 12:53am - Airtours flight 550 from Las Palmas in the Canaries to Birmingham.

Richard Everitt, chief executive of Nats, said that Swanwick's entry into service represented "a remarkable technical achievement" and meant that Britain could now "boast the most technically advanced air traffic control centre in the world". He added: "Swanwick gives us the operational headroom we need to handle a further million flights a year by 2011. The project is capable of providing world class air traffic control services for the next 30 years."

Nats placed temporary restrictions on the volume of flights coming into England and Wales as controllers become familiar with the layout of the new centre. A spokesman said: "We have put in place a capacity limitation of 30% below what would be expected to land on a peak summer day. The airlines were supportive that we were bringing in the change at the quietest time of the year."

Over the next ten years, Nats hopes Swanwick will take control of all air traffic services for London airports and the military. By 2012 the centre plans to handle 6,000 flights a day at the height of summer. The opening follows the part-privatisation of Nats last year, when 46% of the company was taken over by an airline consortium including British Airways and Virgin Atlantic.

Nats has been severely hit by the downturn in air traffic since September 11 and recently announced staff cuts. Christopher Darke, general secretary of the British Airline Pilots Association, welcomed the new centre. But he said Nats and the government must resume development of a second control centre at Prestwick in Scotland, which was put on hold after September 11.

He said Britain needed two state-of-the-art centres to compete for future contracts when all air traffic control across Europe became integrated.

Mr Darke said: "The fall in passenger numbers has proved not so drastic or prolonged as once feared. We need, and Nats can afford, to get Prestwick on stream."

Three China Airlines (CAL) pilots are reported to have been grounded after an incident in which a CAL Airbus A340 with some 250 passengers and crew members on board took off in the wrong direction as it started a flight from Anchorage to Taipei on 22 January.

The CAL flight mistakenly accelerated down a taxiway instead of a runway and grazed a snow bank during lift-off, air safety officials in Alaska said. The plane's three pilots have been grounded pending investigations into the mishap, the semi-official Central News Agency quoted CAL chairman Lee Yun-ling as saying. "This was a procedural flight error, but what caused the error is still unknown. We must await investigations before making any conclusions," Mr Lee was quoted as saying. "The three pilots will be grounded according to company policy."

The US National Transportation Safety Board is carrying out its own investigation. The plane was directed to take off on a northbound runway at Ted Stevens Anchorage International Airport, but went down a westbound taxiway instead.

Taiwan's flight safety officials have already reviewed the plane's black box, and were awaiting any requests from the NTSB to interview pilots or help with their investigation, the report said. The incident occurred shortly before 3.00am at Ted Stevens Anchorage Airport.

Passengers aboard domestic and international flights on British airlines may soon be flying stone-cold sober. An alarming increase in air-rage incidents has prompted the UK government to consider a ban on all alcoholic beverages aboard commercial aircraft. Air-rage incidents increased from 800 three years ago to 1,250 in 2000.

Pablo Moreira of Uruguay, a 28-year-old banker, was on a United Airlines Boeing 777 last month out of Miami for Buenos Aires, Argentina, when he elected to gain access to the cockpit to "talk to the captain" ... perhaps about his desire to "destroy everything." Moreira quickly put the cockpit door to the test and managed to kick in the door's ventilation panel through which he then attempted to fit himself. The captain, who had been resting in first class, and a purser grabbed Moreira's lower body; the first officer, on the other side of the door, guided the blunt end of an escape axe to Moreira's surprisingly fragile skull. Moreira was pulled from the opening with a two-inch gash in his head. The door was reinforced with a metal bar, but was not an example of the completely redesigned doors due to be installed in airliners by April 9, 2003.

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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, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

David Wooler

MICROSOFT FS 2002

Yes, I know, no more flight simulator reports for some time to come! At least that was my promise, not so long ago. That was before the release of Microsoft's all new FS 2002.

I have said many times in the past, "If only you could have the best features from every manufacturer's flight simulator program incorporated into one composite program, then the result would be great". Well, here in FS 2002, you really do have it all, or at least almost all. This isn't simply an upgrade of FS 2000, more of a completely new program. It's as though Microsoft have said to themselves, "Right, let's show the opposition what we can really do!" and they've done a very good job.

What are the improvements then?

Let's start with the aircraft

Whatever you have seen so far, either in FS 2000 or aircraft downloaded from the internet, the ones included with FS 2002 are better by far. The cockpits have a more realistic look to them than in FS 98. Apart from all the basic flight instruments and switches, there is now an additional group of small semi-transparent symbols. These are used for selecting various options during your flight, without having to pause the flight. From these unobtrusive icons, you can select your radio stack, the throttle quadrant which includes the flaps and air brake levers, or a basic airways type map of your route. In addition, there is a moving in-flight map. This is a real asset. It provides a constant plan view of your route with your present position indicated by a small aircraft symbol.

All nearby airfields along with their ID's are indicated. Localiser paths are represented by narrow elongated arrow heads. A green line indicates the flight path you should be following en route to your destination. Any available VOR's are also shown. It gives you the heading and distance to the next VOR or reporting point, or to a position at which your heading changes. In another mode, it lists your complete flight plan, giving the heading and distance to run in miles, to the next way point and your estimated time of arrival at that point.

Fuselage and engine nacelles are beautifully rounded and the aircraft are complete with rotating front fans on the jet engines. Prop aircraft in particular are realistically modeled. All aircraft have transparent cockpit windows through which you can see the crew and now have transparent cabin windows too. The fuselages are hollow. This means you can see the windows on the far side of the fuselage through the windows nearest to you, plus a suggestion of the seats inside. You can also see the bulkheads inside the aircraft. Landing wheels retract into three dimensional, and in some cases quite detailed, undercarriage bays. Cockpit outer doors open on the smaller aircraft, which enable you to see the pilot full length from outside the aircraft, by looking through the open door, as he or she sits at the controls. The virtual cockpit is now even more detailed than the normal cockpit, with all basic controls and instruments moving or working, a big improvement here. You can continuously pan around the inside of the virtual cockpit, in any direction. As you do so, the clouds and outside view slide past the windows in flight. You can raise or lower your viewpoint out of the cockpit windows or move your viewpoint backwards or forwards. This improves your view of the cockpit and all its contents. On the Learjet and some similar sized aircraft downloaded from the internet, looking backwards from the pilot's seat enables you to see a photo realistic



view of the passenger cabin. This is complete with leather seats, overhead lights and lockers for hand baggage. Even the highly polished wooden wardrobe, adjacent to the cockpit, is complete with reflections. On some aircraft the paint work is 'distressed', showing signs of wear and flaking. Individual fuselage panels and rivets are shown. Exhaust gas deposits and oil streaks are also included around the engines.

With piston engine aircraft such as the DC6 (mine was originally downloaded from the internet for use with FS 98) the engines discharge smoke as they initially fire up, something they didn't do before. At 30,000 feet, jet aircraft emit realistic vapour trails. On touchdown, the tyres give off clouds of realistic smoke behind the aircraft while the wingtips creating a vortex in the smoke at each side, as the aircraft progresses down the runway. If you make a heavy landing, the tyres leave skid marks on the runway surface. You can see these as you backtrack the runway, or by watching a 60 second long video replay of your landing.

Sixteen different types of flyable aircraft are included with the program. These also appear both in the air and on the ground, often with more than one of the same type either parked up or moving about. Though they are of the same high quality, they do carry the same registration. So, if you are using the 737, you could be parked next to an identical 737 of the same airline, with the same colour scheme and same registration. Some aircraft types though do appear in various colour schemes.

Clouds and cloud formation are in a different league to any before them. Again they are photo realistic. Haze, perspective, shading and shaping of the various types of cloud are like nothing you have seen before and appear into view more realistically than ever. Choice of cloud, its base level and top height, is much easier to select than in FS 98. A vertical band is shown on the screen with a side view of a Cessna in silhouette at the bottom. Click on **cloud +** and an envelope shaped rectangle representing a band of cloud is placed above the aircraft. Now click and drag the base line to increase or decrease its height. Do the same with the tops, if you wish. There is a scale to one side to tell you the height in feet. You can then add additional cloud layers should you wish to do so. You can change the type of cloud and its amount of cover in eighths. You can have multiple cloud layers and cloud type and you can also vary the density. This side of the program is as near as you will get to a virtual world when you are flying, without going to a professional flight simulator. The clouds are beautifully rendered and extremely realistic, as are sunrise and sunset. It is almost as real as the views you get out of the cabin window on an actual flight.

The clouds were the one thing which impressed me the most when I first saw the program running. Over the sea, you get areas of thin white cloud, spread out like fog banks below you. As the weather you choose can be set either as local or global, you could leave Leeds Bradford in overcast conditions with rain or snow and find it sunny with scattered cloud when you arrive at, say, Belfast City. When the selected flight first boots up, you may well feel there is nothing special about the clouds - but this will soon change, I assure you.

Let's take a typical flight

File a flight plan - this is easy.

Choose Departure Airport, **LBIA** and stand number, say stand 8. You can choose to be positioned on the runway ready for take off if you wish, but we will choose to be on stand 8 for this flight.

Choose Destination Airport, **Belfast City**.

Choose FIR routing. Choose upper airways. Choose altitude to cruise at, say 19,000 ft.

Now select **Save flight**.

Select an aircraft - ours will be a BA Embraer 145. My own 145 was downloaded from www.fsnordic.web. This is a web site which is easy to get onto, requires no logging in or password and has some nice FS 98, FS 2000 and FS 2002 aircraft. It is absolutely free, you just pay for the phone call in the normal internet way.

You can choose an aircraft's call sign from a list, e.g. Speedbird, and can type in its flight number, say 2002 or even 099T. ATC will now recognise this call sign and use it for the duration of the flight, as will your co-pilot who makes all spoken ATC calls for you.

Select your chosen weather, including wind direction and speed and select **local**.

Select the date and time of your flight. This determines sunrise and sunset and even the type of lighting during your flight. The lighting is very well done. Summer days look like summer days. Winter days are less

colourful.

Now select **LEEDS TO BELFAST CITY** from the **flight planning** file. Select **load**. Click **fly now** and the program will put you on the apron at LBIA on stand 8 on the day and time chosen previously. This data can still be changed if you wish.

The program boots up with the engines running at idle power. However, you can actually go through the procedure of starting the engines manually, for even more realism, if you wish. At this stage ensure the autopilot is disengaged and set the aircraft's trim to mid point. When you feel everything is correctly set, click on the headphones icon and a transparent envelope shaped message board will appear in the windshield above the aircraft instrument panel, with two options. First select **ATIS** to get the local weather. Then **Request IFR clearance to Belfast City**.

When ready, commence pushback and contact ground to request and then follow taxi instructions to the holding point for runway 14 or 32. ATC will determine which runway is in use, depending on what wind direction you have originally selected. On reaching the holding point, contact tower and request permission to enter the runway for take off. This may be given immediately, or you may be requested to wait at the holding point. You will be advised of any aircraft which is on approach and will be told of its type, e.g. World Airways 737. You will hear its progress over the radio and will see it landing, along with the smoke from its tyres. After it has vacated the runway, you will be given take off clearance. You will be told to climb out on runway heading, usually, though not always, with clearance to climb to your cruise altitude, in our case 19,000ft.

Once above 2,000ft you engage the autopilot. This enables you to just dial up any changes in heading, speed, rate of climb/descent or altitude and the auto pilot will fly the aircraft for you, until such time as it is disengaged. Shortly after take off you will be requested to contact Leeds approach on 123.75, who will give you a heading to Pole Hill, which you will dial up. Shortly after that, you will be requested to contact London control. This will be followed by Manchester, Liverpool and, eventually, Ronaldsway air traffic control, as you approach the Isle of Man. As you leave the Isle of Man behind you, ATC will give you progressive descent clearance. Depending on the wind direction at Belfast, you may find yourself being turned in a south westerly direction and being asked to contact Shannon. This is in preparation for a vectored approach to an ILS localiser only approach to runway 04 at Belfast City. Alternatively, you may be turned onto a north westerly direction and asked to contact Prestwick. This will be for a full ILS localiser, glide slope approach to runway 22 at Belfast City.

All changes of heading and altitude are given to you over the radio and you are expected to follow them. If you don't hear the instruction clearly, or don't understand, you can ask ATC to repeat the message. If you mishear the instruction and turn onto the wrong heading, they will contact you with a new heading, to correct the mistake. ATC are also talking to other aircraft most of the time and when needed, will give you "traffic alert" messages, regarding other aircraft who are close to yours. You will be asked to look for them and confirm whether you can see them or not.

One minor grumble is that the ILS does not always line you up accurately with the runway ahead, necessitating disengaging the auto pilot and carrying out a manual approach to land. Still, in reasonable visibility this isn't too hard after a few hours practice of landings. Full ATC procedures are used on ILS approaches and all messages and options are just as they would be in real life. Once lined up to intercept



the ILS, you will be told by air traffic control to contact Belfast City approach. Then, when you are established on finals, approach will tell you to contact Belfast tower, who will clear you to land. Occasionally, if the runway is still occupied by a previously landing aircraft, you will be told to "go around". If you can't complete the landing for any reason, you are expected to declare and carry out a "Missed Approach". Climb straight ahead as directed, whereupon you will be vectored around for a second attempt. When you do land, tower will advise you where to exit the runway. They will then ask you to contact ground control for taxi instructions and guidance to the stand allocated to you for parking. If you are uncertain where the stand is, you can request progressive taxi instructions. This request paints a magenta line ahead of you which you follow to the allocated stand.

There are over 17,000 cities included in FS 2002 and almost 20,000 detailed airfields. You can carry out flights between any of them, all with full air traffic control. The one we have flown is a simple 50 minute flight but of course there are thousands of other options. In the case of our flight, the computer assumes there are separate radio frequencies for ground, tower and approach which the majority of airfields do have, therefore it treats LBIA accordingly.

The aircraft which come with FS 2002, all have moving parts which include, slats, flaps, ailerons, spoilers, rudder, an elaborate undercarriage with detailed wheels which rotate and steerable nose wheels. Aircraft lighting includes navigation lights, strobe lights, taxi lights, landing lights, tail illumination lights and cockpit instrument lights. There is improved runway approach lighting, working VASI or PAPI glide path indicator lighting and runway edge lighting.

Microsoft claim the new program is backwards compatible with most of the programs and add-on's released for FS 98 and FS 2000, virtually ensuring that it will be a huge commercial success. *Fly Lauda's* Vienna scenery (reviewed in the January issue of Air Yorkshire) installed successfully as did all the aircraft in that program. The two programs combine to make Vienna by far the busiest airport in my own FS 2002, in terms of take off's and landings. All the aircraft and airlines in *Fly Lauda* are added to the ones in FS 2002, though the program deletes all *Fly Lauda* ATC messages, using instead its own. This results in all *Fly Lauda* traffic either departing, or arriving on approach, unannounced. All the additional scenery and vehicles slow down the frame rate slightly on my 800mhz PC. One small disappointment is that FS 2002 uses generic airlines and colour schemes. It's a shame they couldn't have teamed up with a few European and American airlines and incorporated them. The aircraft, which include 737, 747, 777 and MD 80 (non flyable) as well as a variety of general aviation aircraft and a Bell helicopter, are all excellent. Revised (repainted) versions of FS 2002 airliners are starting to appear on www.flightsim.com in various authentic airline colour schemes.

Scenery

This is another huge step forward for Microsoft. The improvement started with their Combat Flight Simulation program and has continued a pace with FS 2002. Gone are the straight line, dot to dot type main roads which appeared to float in mid air. Motorways still have a less than convincing appearance, though other roads are much better. General rural scenery consists of a patchwork quilt of irregularly shaped fields, in various shades of green, brown and beige, which look quite realistic. Spread over these are groups of villages and small townships with appropriate buildings and interconnecting roads, many with curves.

Coastlines also now have curves and compare much more favourably with *Flight Unlimited III* and *Fly* who have led the way so far, with satellite based imagery. Terrain detail is very good and areas of water are vastly improved in appearance. If you land a float plane on water, it creates an impressive turbulent wash like that left behind an ocean liner, but obviously on a smaller scale, while spray leaps up from the front of the floats. At rest, the plane rises and falls gently and wallows in the swell. It's almost enough to make you feel seasick. The Cessna 208 Caravan float plane is particularly impressive in its attention to detail, being just like a photograph. If you're into sea planes, you'll like this feature. The sea planes are also much easier to get into the air from water than those in *Flight Unlimited II* and *III*.

Microsoft are using a new technique scenery wise in 2002. Called *Autogen*, the computer automatically generates scenery which it feels is appropriate to the type of terrain you are currently flying over, taking into account its altitude. This seems to work well. I have turned the level of scenery down in general as

in an area such as New York, the program develops hundreds of buildings including skyscrapers. At times, in outlying areas, they look a bit like *Leggo* blocks. The PC positions lots of individual detached houses with brick red roofs, plus belts of trees, around Leeds/Bradford International Airport. It also includes something resembling Yeadon Tarn though it shows it as having a sandy beach. I'm not complaining though. Areas of water such as reservoirs seem in general to be positioned reasonably accurately.

How can I sum up FS 2002?

There is much more to the program than I can possibly describe here. There is an option to have a whole series of flying lessons. These include a video introduction from your real life instructor. He talks to you, takes you up and shows you what to do. You then take over the controls while he watches over your progress, points out any mistakes and advises you of what corrective action to take, just like a real flying lesson. He is indeed a very patient man.

When you are sufficiently proficient, there are adventures and various flights for you to undertake, which test your new found skill of piloting an aircraft.

FS 2002 makes all the other flight simulation programs which I have, redundant. It's simply streets ahead and at last justifies the claim, "As real as it gets". I have long been critical of that claim as far as FS 98 was concerned, good as that program is. True, FS 2002 is very expensive at £69-99 for the Professional version. However I imagine that figure is close to the price you would have to pay for a trial flight in a Cessna, at your local flying club or, for around two hours labour on your car, at a local garage. Past experience indicates that Microsoft are unlikely to lower the purchase price of FS 2002, except perhaps in the very long term or if it doesn't sell as well as expected, which seems unlikely, given the quality of the product.

Is it worth it?

You bet your flying goggles it is. There is a cheaper version of FS 2002 which retails at £49-95 but which has fewer aircraft to fly. You may find that this suits your needs as there are lots of additional aircraft waiting for you on the internet. There are one or two bugs in the program which I'm sure will be cured before long, by downloading patches from the internet.

John Booth
January 2002



Douglas DC-9-83 EC-EIG Spanair
8 November 89 Los Rodeos Tenerife
I.D. Morton

History of No. 41 Squadron.



Aircraft: Jaguar GR1A/B, GR3

Motto: *Seek and Destroy*

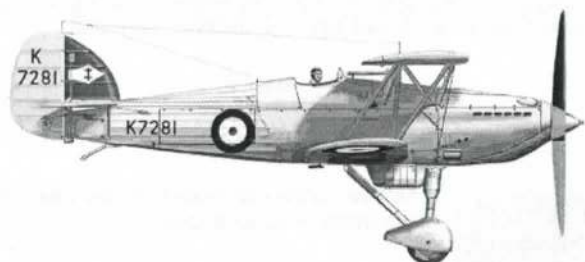
Badge: A double-armed cross - approved by HRH King George VI in February 1937. The badge originated from the Squadron's association with St Omer, France during World War I, the cross being part of the town's arms.

Battle Honours: Western Front 1916-1918*, Somme 1916*, Arras, Cambrai 1917*, Somme 1918*, Lys, Amiens*, Battle of Britain 1940*, Home Defence 1940-1944*, Fortress Europe 1940-1944*, Dieppe*, France and Germany 1944-1945*, Arnhem, Walcheren, Gulf 1991

Honours marked with and asterisk, are emblazoned on the Squadron Standard

Number 41 Squadron was formed on 14 July 1916 at Gosport. Two months later, the unit moved to France equipped with FE8s, which proved unsuitable for their intended role as fighters and so were employed on ground attack missions. During 1917, the Squadron received SE5As for fighter and escort duties, although some ground attack missions were flown to great effect during the German offensive of 1918. Following the Armistice, the unit remained on the continent until February 1919 when it moved to Tangmere and was disbanded at the end of the year. On 1 April 1923, No 41 Squadron reformed at Northolt as a fighter squadron, initially equipped with Snipes, these were replaced a year later by Siskins. During the Abyssinian crisis of 1935-36, the Squadron found itself in Aden on air-policing duties with two-seat Demons before returning the UK and re-equipping with Furies. In January 1939, No 41 received its first Spitfires - an association that was, remarkably, to last for the whole of World War II. Activity was light for the Squadron until May 1940 when it was used to provide fighter cover for the evacuation of Dunkirk and was part of No 13 Group during the Battle of Britain. In the following years, No 41 was employed on a variety of missions including convoy patrol, 'Rhubarb' interdiction flights and fighter interception. After joining the Second Tactical Air Force in September 1944, the Squadron flew fighter sweeps over the continent, moving to Germany as part of the occupation forces in July 1945. In 1947, the unit spent 10 months as an instrument flying training unit, before reverting to its fighter role and receiving Hornets. The Squadron's first jet aircraft, the Meteor, arrived during 1951, and these remained until 1955 when Hunters took over. In 1958, the arrival of all-weather Javelins saw the unit based in East Anglia until disbandment in December 1963. September 1965 saw the Squadron reformed as a Bloodhound surface-to-air missile unit at West Raynham. Changes to the Bloodhound squadrons saw No 41 disbanded in September 1970, but on 1 April 1972, the Squadron reformed at Coningsby equipped with Phantoms. Jaguars replaced these aircraft in 1977, and the Squadron moved to its current home, Coltishall.

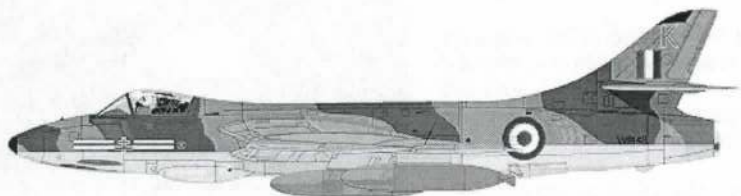
Fury Mk II of 41 Squadron. 41 Squadron operated Fury IIs from October 1937 to January 1939. No individual flight or section markings were applied.



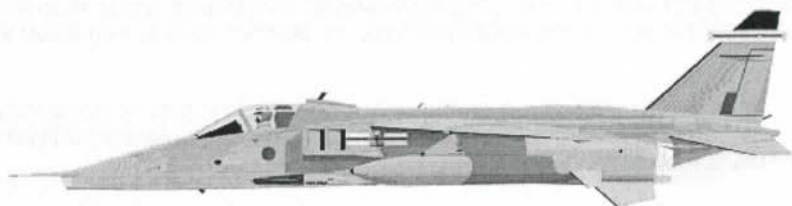
Javelin FAW Mk8 in 41 Squadron markings



Hunter F6 in 41 Squadron markings



Jaguar GR3 in 41 Squadron markings



CLIFF JAYNE

FREE AIR



The new public enclosure LBA circ 1969. We can only hope for such facilities today at LBIA

Paul Whincup

Dear Cliff,

OUT AND ABOUT

I felt you were disappointed with the response to your section last month, so hope my little bit below makes you feel better.

I personally think Out and About is equally important as to what has been in to the LBA - after all, we are all spotters in our area and this information helps as to what is going on. So, keep it going!

LAST MONTH.... LBA G-GRID HAD BEEN IN. THIS IS THE HELICOPTER AS355 THAT DOES THE ELECTRIC PYLON SURVEYING, CHECKING THE GRID LINES, HENCE ITS PERSONALISED NUMBER. ANYWAY, ON 03/01/2002 IT WAS SEEN AT EASINGWOLD, NORTH YORKSHIRE, HOVERING AS IT WENT ABOUT ITS JOB. REGISTERED TO THE NATIONAL GRID, IT IS BASED AT WOODFORD, CHESHIRE.

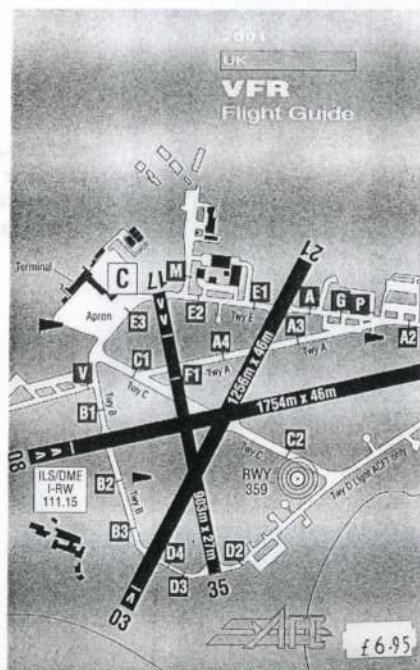


**Chichester-Miles Leopard G-BRNM September 96
Farnborough - G Westerman**

G-BXAY. BELL JETRANGER SEEN OVER EASINGWOLD ON A NORTH-SOUTH TRAJECTORY, IT WAS THROUGH THE MATS AT LINTON-ON-OUSE UNDER THEIR CONTROL, AND ASKED THEM FOR RELEASE TO CHURCH FENTON, FOR ONWARD PROCEEDING.

Today, the weather is totally against light aircraft, but it will not be long before we are into spring and getting "OUT AND ABOUT" again. Keep up the good work, and kind regards,

Ian Hall



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