



## YORKSHIRES PREMIER AVIATION SOCIETY



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

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

Sunday 06 April

- Dave Senior with Military Airfields in Yorkshire

## AIR YORKSHIRE AVIATION SOCIETY NEWS

We were fortunate to have Ed Anderson as the guest speaker for the February meeting. Fifty members attended this, slightly up on the norm. The background developments leading through to the present, plus the future projections were illustrated by a number of charts detailing government documents and regional policy aspects. The demise of Sabena had quite an impact on passengers at the time; while British Midland stepped in with commendable speed, they are very much operating point to point and consequently only carry around 35% of the previous numbers.

The airport has a large economic input to the area with an employment effect estimated around 5500 in addition to the actual 1600 direct employees. With the steady increase to some regional and holiday traffic, the advent of Jet 2 and to a lesser extent of Planetair, significant growth is projected for 2003 and the next couple of years. With the current terminal phase in progress, planning for future infrastructure is taking shape for developments to run through to 2015 and probably four million passengers per annum.

Questions started with - Please what about the Spotters? I think the difficulties are appreciated, but we live in hope. It was interesting to be informed that Eastern were prepared to take on the Gatwick route which will be sadly missed again by business travellers. However BA would not release the early morning slot, impacting on viability. Suppose there is little commercial leverage here other than to ban the odd couple of annual diversions!

This term our meetings were off to a good start, with the first five arranged last year, but despite several feelers out things are looking a bit lean for the second half, so once again here is the annual appeal: Volunteers from the membership to give a presentation, show your interesting slides, video quiz etc. would be welcome. Open to one and all, this specifically includes any postal members or those non-members who kindly support the magazine from time to time.

**David Tennant**

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



## MOVEMENTS DECEMBER

### 01 Sunday

G-UKFD	Fokker 100	0936 1040	G-BVKD	Boeing 737 500	0939 1052
G-UKTF	Fokker 50	1101 1228	G-JEDX	DHC-8	1217 1304
G-BODY	Cessna 310R	1243 1755	G-MAJA	Jetstream 41	1253 1358
EI-COA	Boeing 737	1301 1331	G-UKFI	Fokker 100	1410 1616
G-RJXC	EMB 145	1442 1604	G-MAJM	Jetstream 41	1519 1609
G-JEDD	DHC-8	1618 1710	G-SENX	PA-34 Seneca	1628 1306(03)
G-MAJC	Jetstream 41	1704 1750	G-RJXB	EMB 145	1708 1745
G-RJXE	EMB 145	1712 1759	G-BYTY	Dornier 328	1735 1858
G-MAJA	Jetstream 41	1739 1831	G-BVKD	Boeing 737 500	1747 1914
EI-CJE	Boeing 737	1844 1922	G-RJXC	EMB 145	1920 0722(02)
G-UKFI	Fokker 100	1928 0623(02)	G-JEDD	DHC-8	1932 2009
G-MAJM	Jetstream 41	1953 0752(02)	G-MAJC	Jetstream 41	2004 0657(02)
G-RJXK	EMB 135	2033 0709(02)	G-RJXB	EMB 145	2046 0746(02)
G-RJXE	EMB 145	2048 0749(02)	G-MAJA	Jetstream 41	2134 0701(02)
G-BVKD	Boeing 737 500	2148 0648(02)			

### 02 Monday

G-PIDS	Boeing 757	0044 1108	G-JECB	L600 RJ	0753 0830
G-RJXK	EMB 135	0906 1004	G-RJXC	EMB 145	0920 1019
G-BVKD	Boeing 737 500	0923 1116	G-MAJM	Jetstream 41	0932 1008
G-MAJD	Jetstream 41	0934 1012	G-UKFI	Fokker 100	0943 1040
EI-CKR	Boeing 737	0949 1029	G-MAJC	Jetstream 41	0956 1036
G-BODY	Cessna 310R	1006 1420	ZE396	BAe 125 CC.3	1024 1655
G-JECB	CL 600 RJ	1026 1123	G-MAJM	Jetstream 41	1049 1353
G-RJXE	EMB 145	1055 1139	G-UKTF	Fokker 50	1120 1210
G-RJXB	EMB 145	1130 1341	G-RJXK	EMB 135	1200 1454
G-MAJC	Jetstream 41	1255 1434	G-MAJD	Jetstream 41	1257 1438
G-BXXT	B.76 Duchess	1305 1315	G-RJXC	EMB 145	1311 1402
EI-CKQ	Boeing 737	1314 1344	G-UKFI	Fokker 100	1347 1609
G-BVKD	Boeing 737 500	1350 1517	G-RJXE	EMB 145	1406 1502
G-MAJA	Jetstream 41	1420 1511	G-ATJV	Cherokee Six	1515 1021(04)
G-STRB	Boeing 737 300	1544 0711(03)	G-RJXK	EMB 135	1651 1739
G-RJXB	EMB 145	1653 1752	G-RJXC	EMB 145	1700 1758
G-MAJD	Jetstream 41	1705 1754	G-JEAW	BAe 146 200	1708 1749
G-RJXE	EMB 145	1720 1810	G-MAJC	Jetstream 41	1727 1805
G-MAJM	Jetstream 41	1736 1831	G-BVKD	Boeing 737 500	1801 1904
G-MAJA	Jetstream 41	1808 1844	EI-COA	Boeing 737	1832 1912
G-UKFO	Fokker 100	1927 0749(03)	G-RJXK	EMB 135	1946 0724(03)
G-RJXE	EMB 145	2000 0721(03)	G-MAJD	Jetstream 41	2004 0707(03)
G-JEAW	BAe 146 200	2012 2052	G-MAJC	Jetstream 41	2028 0657(03)
G-RJXC	EMB 145	2047 0802(03)	G-RJXB	EMB 145	2058 0742(03)
G-MAJH	Jetstream 41	2105 0715(03)	G-PIDS	Boeing 757	2119 0751(03)
G-BVKD	Boeing 737 500	2129 0648(03)	G-MAJM	Jetstream 41	2132 0701(03)

### 03 Tuesday

G-JECD	CL600 RJ	0737 0819	G-BODY	Cessna 310R	0810 1322
G-RJXE	EMB 145	0920 1012	G-MAJD	Jetstream 41	0924 1007
G-MAJH	Jetstream 41	0926 1002	G-BVKD	Boeing 737 500	0941 1051



G-RJXB	EMB 145	0944 1034	EI-CNY	Boeing 737	0946 1027
G-MAJM	Jetstream 41	0949 1353	G-MAJC	Jetstream 41	0956 1039
G-JECB	CL600 RJ	1024 1116	G-RJXK	EMB 135	1029 1106
N905CD	Cirrus SR-22	1038 1155	G-UKFO	Fokker 100	1043 1303
G-RJXC	EMB 145	1101 1345	CS-DNL	Hawker 800 XP	1113 1406
G-UKTC	Fokker 50	1124 1327	G-AWPU	Cessna F150J	1126 1505
G-RJXE	EMB 145	1202 1446	G-BAVZ	PA-23 Aztec	1207 1642
EI-CNV	Boeing 737	1257 1335	G-MAJD	Jetstream 41	1300 1440
G-MAJC	Jetstream 41	1304 1437	D-CAOA	EMB 120 Brasilia	1307 1519
G-RJXB	EMB 145	1320 1420	G-BVKD	Boeing 737 500	1332 1515
G-RJXK	EMB 135	1341 1503	N671B	A.36 Bonanza	1358 1318(06)
G-BYAO	Boeing 757	1423 1546	G-MAJH	Jetstream 41	1426 1509
G-UKFO	Fokker 100	1600 1640	G-JECB	CL600 RJ	1603 1713
G-RJXE	EMB 145	1636 1747	N2683Y	Cessna 421C	1647 1211(15/1)
G-MAJD	Jetstream 41	1655 1750	G-PIDS	Boeing 757	1659 1119(04)
G-RJXC	EMB 145	1704 1757	G-RJXI	EMB 145	1708 1800
G-RJXK	EMB 135	1710 1802	G-MAJH	Jetstream 41	1721 1808
G-MAJM	Jetstream 41	1733 1832	G-MAJC	Jetstream 41	1735 1810
G-BVZI	Boeing 737 500	1756 1901	EI-CKR	Boeing 737	1822 1858
G-JECB	CL600 RJ	1903 2001	G-UKFO	Fokker 100	1935 0620(04)
G-RJXE	EMB 145	1937 0718(04)	G-MAJD	Jetstream 41	1954 0705(04)
G-RJXK	EMB 135	2000 0731(04)	G-MAJH	Jetstream 41	2023 0708(04)
G-MAJC	Jetstream 41	2030 0655(04)	G-RJXI	EMB 145	2056 0850(04)
G-RJXC	EMB 145	2105 0722(04)	G-MAJM	Jetstream 41	2124 0826(04)
G-STRB	Boeing 737 300	2133 0712(04)	G-BVZI	Boeing 737 500	2138 0648(04)

#### 04 Wednesday

CS-DNP	Falcon 2000	0735 0824(05)	G-JECB	CL600 RJ	0737 0818
G-SMAF	Sikorsky S76A	0813 1230	G-RJXE	EMB 145	0917 1008
G-MAJD	Jetstream 41	0921 1011	G-BVZI	Boeing 737 500	0925 1053
G-MAJH	Jetstream 41	0928 1003	G-RJXC	EMB 145	0937 1017
EI-CJE	Boeing 737	0946 1023	G-UKFO	Fokker 100	0953 1133
G-MAJC	Jetstream 41	1000 1035	G-JECB	CL600 RJ	1020 1122
G-RJXK	EMB 135	1028 1114	G-BODY	Cessna 310R	1039 1443
G-UKTE	Fokker 50	1112 1355	G-MAJM	Jetstream 41	1115 1352
G-RJXE	EMB 145	1158 1515	G-RJXI	EMB 145	1229 1340
N750NS	Citation X	1237 1757	G-MAJC	Jetstream 41	1253 1446
G-MAJD	Jetstream 41	1256 1440	EI-CKQ	Boeing 737	1300 1333
G-RJXC	EMB 145	1304 1401	G-RJXK	EMB 135	1342 1507
G-BVZI	Boeing 737 500	1347 1523	G-MAJH	Jetstream 41	1418 1400(06)
G-UKFO	Fokker 100	1504 1618	G-MAJB	Jetstream 41	1520 1554
G-JECB	CL600 RJ	1615 1713	G-RJXC	EMB 145	1651 1800
G-RJXI	EMB 145	1659 1746	G-MAJD	Jetstream 41	1704 1753
G-RJXK	EMB 135	1722 1813	G-RJXE	EMB 145	1725 1805
G-MAJM	Jetstream 41	1731 1834	G-MAJC	Jetstream 41	1743 1820
G-BVZI	Boeing 737 500	1750 1903	G-MAJB	Jetstream 41	1805 1845
EI-CKR	Boeing 737	1836 1907	G-JECB	CL600 RJ	1911 2001
G-UKFO	Fokker 100	1939 0617(05)	G-RAMS	PA-32R Saratoga	1950 1311(05)
G-RJXE	EMB 145	1959 0718(05)	G-RJXK	EMB 135	2004 0751(05)
G-STRB	Boeing 737 300	2008 1523(06)	G-MAJD	Jetstream 41	2012 0729(05)
G-PIDS	Boeing 757	2023 1031(05)	G-MAJC	Jetstream 41	2042 0655(05)
G-RJXC	EMB 145	2055 0726(05)	G-MAJB	Jetstream 41	2058 0650(05)
G-RJXI	EMB 145	2100 0745(05)	G-MAJM	Jetstream 41	2134 0658(05)
G-BVZI	Boeing 737 500	2140 0646(05)			

#### 05 Thursday

G-JECB	CL600 RJ	0748 0822	G-RJXE	EMB 145	0912 1007
G-MAJM	Jetstream 41	0915 1002	G-BVZI	Boeing 737 500	0922 1048
G-RJXC	EMB 145	0932 1019	G-MAJD	Jetstream 41	0940 1010

G-MAJB	Jetstream 41	0944 1355	G-UKFN	Fokker 100	0946 1104
EI-CNY	Boeing 737	0950 1025	G-MAJC	Jetstream 41	0958 1035
G-JECB	CL600 RJ	1027 1117	G-RJXK	EMB 135	1040 1111
G-UKTE	Fokker 50	1055 1217	G-RJXI	EMB 145	1102 1351
N750NS	Citation X	1202 1628	G-RJXE	EMB 145	1211 1406
G-MAJC	Jetstream 41	1252 1435	EI-COA	Boeing 737	1259 1337
G-MAJD	Jetstream 41	1302 1443	G-CDUP	Boeing 757	1307 1841
EC-GZE	Airbus 320	1338 1514	G-BVZI	Boeing 737 500	1342 1517
G-RJXK	EMB 135	1347 1504	G-RJXC	EMB 145	1349 1447
G-UKFN	Fokker 100	1416 1618	G-MAJM	Jetstream 41	1422 1510
G-TBGL	Agusta A109A	1511 0804(06)	G-JECB	CL600 RJ	1610 1710
G-RJXI	EMB 145	1649 1743	G-RJXC	EMB 145	1652 1754
G-RJXE	EMB 145	1658 1740	G-MAJD	Jetstream 41	1702 1757
G-RJXK	EMB 135	1716 1806	G-MAJC	Jetstream 41	1720 1809
G-MAJM	Jetstream 41	1726 1813	G-MAJB	Jetstream 41	1737 1833
G-BVZI	Boeing 737 500	1749 1901	EI-CNV	Boeing 737	1835 1911
G-DNP	Falcon 2000	1852 1023(06)	G-JECB	CL600 RJ	1908 2020
G-RJXE	EMB 145	1929 0723(06)	G-UKFN	Fokker 100	1933 0625(06)
G-PIDS	Boeing 757	1940 1147(06)	G-RJXK	EMB 135	2004 0714(06)
G-MAJD	Jetstream 41	2018 0656(06)	G-MAJC	Jetstream 41	2022 0705(06)
G-MAJM	Jetstream 41	2038 0717(06)	G-RJXC	EMB 145	2047 0759(06)
G-RJXI	EMB 145	2100 0730(06)	G-MAJB	Jetstream 41	2123 0701(06)
G-BVZI	Boeing 737 500	2159 0651(06)			

#### 06 Friday

VP-CED	Citation Bravo	0727 0739	G-JECB	CL600 RJ	0743 0820
G-BODY	Cessna 310R	0806 1037	G-RJXK	EMB 135	0911 1003
G-MAJC	Jetstream 41	0921 1005	G-RJXE	EMB 145	0927 1020
G-MAJM	Jetstream 41	0937 1012	G-BVZI	Boeing 737 500	0940 1100
EI-CJC	Boeing 737	0948 1027	G-UKFN	Fokker 100	0952 1053
G-MAJB	Jetstream 41	0956 1129	G-MAJD	Jetstream 41	0958 1033
G-JECB	CL600 RJ	1030 1136	G-RJXI	EMB 145	1035 1120
G-UKTF	Fokker 50	1057 1214	G-OLDR	Lear Jet 45	1103 1212(07)
N973BB	MU-2 Marquise	1115 1824(08)	G-RJXC	EMB 145	1117 1345
G-RJXK	EMB 135	1200 1505	EC-HZU	Airbus 320	1211 1315
EC-IDT	Boeing 737 800	1244 1353	G-MAJD	Jetstream 41	1302 1433
G-MAJM	Jetstream 41	1306 1440	EI-COA	Boeing 737	1309 1355
G-RJXE	EMB 145	1312 1407	CS-DNL	Hawker 800 XP	1322 1548
G-BVZI	Boeing 737 500	1334 1520	G-CDUP	Boeing 757	1348 1514
G-RJXI	EMB 145	1351 1447	G-UKFN	Fokker 100	1356 1521
G-MAJC	Jetstream 41	1428 1510	G-JECB	CL600 RJ	1607 1710
G-RJXC	EMB 145	1647 1752	G-MAJM	Jetstream 41	1653 1748
G-RJXE	EMB 145	1656 1755	G-RJXI	EMB 145	1659 1742
G-RJXK	EMB 135	1725 1814	G-MAJC	Jetstream 41	1732 1808
G-MAJD	Jetstream 41	1734 1810	G-MAJH	Jetstream 41	1738 1834
G-BVZI	Boeing 737 500	1759 1931	EI-CJC	Boeing 737	1850 1922
G-JECB	CL600 RJ	1907 2016	G-TBGL	Agusta A109A	1910 1934
G-UKFN	Fokker 100	1931 0625(07)	G-MAJM	Jetstream 41	2004 1011(07)
G-RJXK	EMB 135	2008 0822(07)	G-MAJC	Jetstream 41	2030 1319(08)
G-MAJD	Jetstream 41	2034 0656(07)	G-RJXE	EMB 145	2037 0811(07)
G-RJXF	EMB 145	2057 2147	G-RJXC	EMB 145	2101 0758(07)
G-PIDS	Boeing 757	2131 0516(07)	G-MAJH	Jetstream 41	2141 1621(08)
G-BVZI	Boeing 737 500	2242 0648(07)			

#### 07 Saturday

G-OOAE	Airbus 321	0618 0713	G-YJBM	Airbus 320	0717 -825
G-COEZ	Airbus 320	0753 0941	N750NS	Citation X	0925 1411
G-BVZI	Boeing 737 500	0936 1104	G-UKFN	Fokker 100	1004 1100
EI-CNV	Boeing 737	1007 1038	G-MAJD	Jetstream 41	1009 1352



G-UKTG	Fokker 50	1056 1215	G-RJXK	EMB 135	1120 1541(08)
G-RJXE	EMB 145	1140 1432(08)	G-JECB	CL600 RJ	1241 1323
G-RJXC	EMB 145	1246 1202(08)	G-MAJM	Jetstream 41	1301 1502
G-CDUP	Boeing 757	1316 1452	G-UKFN	Fokker 100	1352 1610
G-MOMO	Agusta A109E	1454 1511	N671B	A36 Bonanza	1638 1115(10)
G-MAJM	Jetstream 41	1726 1353(08)	G-MAJD	Jetstream 41	1736 1006(08)
EI-CJC	Boeing 737	2028 2104	G-UKFH	Fokker 100	2055 0616(08)
G-BVKD	Boeing 737 500	2105 0640(08)	G-OOAE	Airbus 321	2223 0744(08)
<b>08 Sunday</b>					
N800PA	Hawker 800 XP	0835 1103	G-BVKD	Boeing 737 500	0917 1046
G-UKFH	Fokker 100	0946 1059	G-UKTM	Fokker 50	1108 1206
G-JEDX	DHC-8	1222 1258	EI-CON	Boeing 737	1254 1332
G-MAJD	Jetstream 41	1302 1359	G-UKFA	Fokker 100	1400 1611
G-RJXI	EMB 145	1409 1517	G-RJXC	EMB 145	1442 1600
G-MAJC	Jetstream 41	1526 1604	G-JECB	CL600 RJ	1607 1704
G-RJXE	EMB 145	1659 1744	G-MAJD	Jetstream 41	1715 1750
G-RJXI	EMB 145	1729 1803	G-MAJM	Jetstream 41	1733 1828
G-BVKD	Boeing 737 500	1800 1906	G-RDVE	Airbus 320	1833 2119
G-MAJH	Jetstream 41	1842 1920	EI-CJG	Boeing 737	1902 1939
G-JECB	CL600 RJ	1908 1951	G-RJXC	EMB 145	1911 0724(09)
G-UKFD	Fokker 100	1935 0620(09)	G-MAJC	Jetstream 41	2005 0654(09)
G-MAJD	Jetstream 41	2009 0706(09)	G-RJXK	EMB 135	2029 0734(09)
G-RJXI	EMB 145	2053 0748(09)	G-RJXE	EMB 145	2058 0745(09)
G-MAJM	Jetstream 41	2128 0828(09)	G-MAJH	Jetstream 41	2145 1351(09)
G-BVKD	Boeing 737 500	2154 0651(09)	G-OOAE	Airbus 321	1340 0028(09)
<b>09 Monday</b>					
G-YJBM	Airbus 320	0001 0054	G-MCEA	Boeing 757	0015 1140
CS-DHC	Citation II	0834 1048	G-RJXC	EMB 145	0925 1004
G-BVKD	Boeing 737 500	0929 1110	G-MAJD	Jetstream 41	0933 1009
G-UKFO	Fokker 100	0941 1101	EI-CON	Boeing 737	0948 1025
G-JEAX	BAe 146 200	0950 1039	G-RJXI	EMB 145	0953 1104
G-MAJC	Jetstream 41	1000 1035	G-DENZ	PA-44 Seminole	1002 1301(20)
G-RJXK	EMB 135	1043 1130	G-MAJM	Jetstream 41	1052 1126
G-RJXE	EMB 145	1059 1345	G-TAXI	PA-23 Aztec	1132 1152
G-RJXC	EMB 145	1159 1400	CS-DFD	Falcon 2000	1217 1302
G-BAXY	Cessna F172M	1219 1453	SE-ITA	PA-31 Navajo	1229 1443
G-JEAX	BAe 146 200	1231 1307	G-MAJC	Jetstream 41	1251 1432
EI-CNY	Boeing 737	1257 1329	D-COEB	King Air 350	1304 1308(10)
G-MAJM	Jetstream 41	1338 1437	G-RJXI	EMB 145	1343 1449
G-RJXK	EMB 135	1347 1501	G-BVKD	Boeing 737 500	1351 1529
G-UKFO	Fokker 100	1402 1611	G-MAJD	Jetstream 41	1420 1509
G-BRMS	PA-28RT Arrow IV	1433 1018(11)	N126RB	PA-34 Seneca	1507 1754
XW223	Puma HC.1	1519 1600	G-JECB	CL600 RJ	1609 1710
G-RJXI	EMB 145	1649 1732	G-RJXE	EMB 145	1658 1745
G-RJXC	EMB 145	1701 1752	G-MAJM	Jetstream 41	1708 1819
G-RJXK	EMB 135	1712 1801	G-MAJI	Jetstream 41	1719 0657(10)
G-MAJC	Jetstream 41	1735 1823	G-MAJD	Jetstream 41	1737 1812
G-MAJH	Jetstream 41	1740 1832	CS-DNU	Hawker 800 XP	1744 0731(10)
N900CB	Cessna 421C	1749 1113(11)	G-BVKD	Boeing 737 500	1800 1932
G-TAXI	PA-23 Aztec	1817 1842	EI-COB	Boeing 737	1842 1913
G-JECB	CL600 RJ	1914 2002	G-UKFO	Fokker 100	1940 0622(10)
G-RJXI	EMB 145	2001 0741(10)	G-RJXK	EMB 135	2014 0734(10)
G-MAJD	Jetstream 41	2032 0702(10)	G-MAJM	Jetstream 41	2038 0652(10)
G-RJXC	EMB 145	2056 0726(10)	G-MCEA	Boeing 757	2106 0737(10)
G-RJXE	EMB 145	2110 0718(10)	G-MAJH	Jetstream 41	2142 0705(10)
G-BVKD	Boeing 737 500	2155 0647(10)			

# 10 Tuesday

PH-CLE	Cessna F406	0313 0516	G-JECB	CL600 RJ	0746 0817
G-BAVZ	PA-23 Aztec	0831 1217	G-MAJD	Jetstream 41	0927 1014
G-BVKD	Boeing 737 500	0930 1052	G-RJXE	EMB 145	0932 1006
G-MAJH	Jetstream 41	0936 1440	G-RJXC	EMB 145	0943 1025
G-MAJI	Jetstream 41	0947 1048	G-UKFO	Fokker 100	0953 1104
EI-CJC	Boeing 737	0959 1031	G-GFCD	PA-34 Seneca	1008 1208
G-VICE	Hughes 369	1010 1212	G-MAJM	Jetstream 41	1015 1057
XW223	Puma HC.1	1022 1056	G-JECB	CL600 RJ	1028 1117
G-RJXK	EMB 135	1038 1111	G-RJXI	EMB 145	1046 1337
G-RJXE	EMB 145	1158 1403	G-MAJI	Jetstream 41	1251 1437
EI-CON	Boeing 737	1256 1326	G-MAJM	Jetstream 41	1304 1348
G-RJXC	EMB 145	1306 1449	N671B	A36 Bonanza	1312 1228(14)
G-RJXK	EMB 135	1341 1501	G-BVKD	Boeing 737 500	1350 1523
G-UKFO	Fokker 100	1354 1617	G-BYAW	Boeing 757	1401 1537
G-MAJD	Jetstream 41	1422 1507	G-JECB	CL600 RJ	1616 1713
G-RJXI	EMB 145	1646 1744	G-RJXC	EMB 145	1652 1738
N111SX	PA-46 Malibu	1654 n/s+	G-RJXH	EMB 145	1658 1803
G-MCEA	Boeing 757	1703 1127(11)	G-MAJH	Jetstream 41	1710 1815
G-RJXK	EMB 135	1712 1811	G-MAJD	Jetstream 41	1727 1806
G-MAJI	Jetstream 41	1732 1808	G-MAJM	Jetstream 41	1736 1826
G-BVKD	Boeing 737 500	1801 1905	G-CELS	Boeing 737 300	1818 1150(11)
EI-CJG	Boeing 737	1838 1908	G-JECB	CL600 RJ	1917 2009
G-UKFD	Fokker 100	1929 0615(11)	G-RJXC	EMB 145	1946 0728(11)
G-RJXK	EMB 135	2008 0720(11)	G-MAJD	Jetstream 41	2025 0658(11)
G-MAJH	Jetstream 41	2028 1229(11)	G-RJXH	EMB 145	2051 0716(11)
G-MAJI	Jetstream 41	2053 0732(11)	G-MAJM	Jetstream 41	2127 0701(11)
G-BVKD	Boeing 737 500	2133 0650(11)			

# 11 Wednesday

G-MAJA	Jetstream 41	0731 0758	G-JECB	CL600 RJ	0739 0814
G-BODY	Cessna 310R	0808 1659	G-MAJM	Jetstream 41	0919 1004
G-RJXH	EMB 145	0928 1010	G-RJXI	EMB 145	0933 1022
G-BVKD	Boeing 737 500	0939 1047	G-UKFD	Fokker 100	0943 1057
EI-COB	Boeing 737	0955 1033	G-MAJD	Jetstream 41	1000 1036
G-COEZ	Airbus 320	1007 1326	G-JECB	CL600 RJ	1026 1130
G-MAJA	Jetstream 41	1031 1105	G-MAJI	Jetstream 41	1034 1112
G-RJXC	EMB 145	1038 1347	G-RJXK	EMB 135	1043 1124
G-UKTH	Fokker 50	1116 1211	G-RJXH	EMB 145	1203 1444
G-BGWN	PA-38 Tomahawk	1209 1226	G-MAJD	Jetstream 41	1253 1436
EI-CON	Boeing 737	1259 1335	G-MAJG	Jetstream 41	1302 1351
G-RJXI	EMB 145	1306 1404	G-MAJI	Jetstream 41	1321 1501
G-SOUL	Cessna 310R	1325 1415	G-RJXK	EMB 135	1353 1505
G-UKFD	Fokker 100	1359 1614	G-BVKD	Boeing 737 500	1403 1522
G-BGWN	PA-38 Tomahawk	1423 1433	G-MAJM	Jetstream 41	1453 1815
G-JECB	CL600 RJ	1608 1718	G-RJXH	EMB 145	1643 1738
G-RJXC	EMB 145	1652 1745	G-RJXD	EMB 145	1705 1805
G-MAJI	Jetstream 41	1725 1807	G-MAJD	Jetstream 41	1728 1817
G-RJXK	EMB 135	1730 1813	G-MAJG	Jetstream 41	1733 1827
G-BVKD	Boeing 737 500	1748 1920	EI-CON	Boeing 737	1843 1910
G-JECB	CL600 RJ	1909 1951	G-UKFD	Fokker 100	1933 0632(12)
G-RJXH	EMB 145	1944 2017	G-RJXK	EMB 135	2011 0752(12)
G-MAJI	Jetstream 41	2030 0656(12)	G-MCEA	Boeing 757	2034 1036(12)
G-MAJM	Jetstream 41	2038 0700(12)	G-MAJD	Jetstream 41	2040 0802(12)
G-RJXD	EMB 145	2050 0715(12)	G-RJXC	EMB 145	2107 0729(12)
G-MAJG	Jetstream 41	2129 0724(12)	G-RJXG	EMB 145	2158 0756(12)
G-BVKD	Boeing 737 500	2204 0653(12)			



**12 Thursday**

N811VT	King Air 200	0327 1751	HB-VMG	1125 Astra SPX	0713 1138
G-JECB	CL600 RJ	0740 0820	G-HAMA	King Air 200	0818 1707
G-RJXD	EMB 145	0928 1004	G-MAJM	Jetstream 41	0937 1002
G-MAJG	Jetstream 41	0937 1009	G-BVKD	Boeing 737 500	0942 1057
G-RJXC	EMB 145	0948 1032	El-CKQ	Boeing 737	0954 1030
G-MAJI	Jetstream 41	0957 1051	G-UKFD	Fokker 100	1000 1112
G-JECB	CL600 RJ	1029 1122	G-MAJD	Jetstream 41	1049 1442
G-RJXK	EMB 135	1056 1132	G-UKTF	Fokker 50	1059 1204
G-RJXG	EMB 145	1101 1421	G-RJXD	EMB 145	1210 1449
G-STR	Boeing 737 300	1249 0731(13)	G-MAJM	Jetstream 41	1255 1404
G-BYAO	Boeing 757	1301 1434	G-RJXC	EMB 145	1304 1424
G-MAJI	Jetstream 41	1312 1529	El-COB	Boeing 737	1316 1347
EC-IAG	Airbus 320	1321 1503	G-BVKD	Boeing 737 500	1340 1516
G-UKFD	Fokker 100	1358 1622	G-RJXK	EMB 135	1401 1505
G-MAJG	Jetstream 41	1419 1459	D-IEHP	Cessna 340A	1429 1012(13)
G-JECB	CL600 RJ	1600 1719	G-RJXD	EMB 145	1648 1741
G-RJXC	EMB 145	1704 1827	G-RJXK	EMB 135	1718 1804
G-MAJG	Jetstream 41	1727 1818	G-MAJD	Jetstream 41	1731 1829
G-MAJI	Jetstream 41	1734 1806	G-MAJM	Jetstream 41	1747 1844
G-RJXG	EMB 145	1809 1905	G-BVKD	Boeing 737 500	1820 2039
El-CJD	Boeing 737	1841 1920	G-JECB	CL600 RJ	1907 1950
G-UKFD	Fokker 100	1930 0632(13)	G-RJXD	EMB 145	1938 0734(13)
G-MCEA	Boeing 757	1946 1204(13)	G-RJXK	EMB 135	2004 0723(13)
G-MAJI	Jetstream 41	2009 0736(13)	G-MAJG	Jetstream 41	2032 0702(13)
G-MAJD	Jetstream 41	2055 0725(13)	G-RJXK	EMB 145	2104 0819(13)
G-RJXG	EMB 145	2155 0720(13)	G-MAJM	Jetstream 41	2204 1234(13)
G-BVKD	Boeing 737 500	2300 0652(13)	G-STRC	Boeing 737 700	2333 0025(13)

**13 Friday**

G-JEDD	DHC-8	0823 0900	G-BVKD	Boeing 737 500	0933 1059
EC-IEQ	Airbus 320	1122 1308	EC-HKR	Boeing 737 800	1145 1339
G-MAJI	Jetstream 41	1151 1407	G-RJXC	EMB 145	1156 1413
G-JECB	CL600 RJ	1214 1252	El-COB	Boeing 737	1345 1435
G-BYAO	Boeing 757	1352 1458	G-ZAPJ	ATR-42	1422 1512
G-MAJM	Jetstream 41	1443 1521	G-RJXK	EMB 135	1536 1857
G-RJXG	EMB 145	1633 1811	G-JECB	CL600 RJ	1716 1802
El-CNV	Boeing 737	1834 1911	G-JECB	CL600 RJ	1954 2031
G-UKFD	Fokker 100	1959 0628(14)	G-RJXG	EMB 145	2109 0815(14)
G-MCEA	Boeing 757	2140 1031(14)	G-RJXK	EMB 135	2150 2255
G-STR	Boeing 737 300	2154 0723(14)	G-RJXC	EMB 145	2340 0821(14)

**14 Saturday**

G-BVKA	Boeing 737 500	0210 0657	G-RJXD	EMB 145	0215 1520(15)
G-RJGR	Boeing 757	0705 0902	G-BVKA	Boeing 737 500	939 1118
G-MAJM	Jetstream 41	0943 1021	El-CKR	Boeing 737	959 1036
G-UKFD	Fokker 100	1008 1109	G-UKTE	Fokker 50	059 1205
G-RJXC	EMB 145	1106 1215(15)	G-RJXG	EMB 145	123 1427(15)
G-MAJG	Jetstream 41	1220 1304	G-JECB	CL600 RJ	235 1319
N900CB	Cessna 421C	1248 0904(18)	G-BYAO	Boeing 757	300 1454
G-CELU	Boeing 737 300	1308 1603	G-MAJM	Jetstream 41	314 1410
G-UKFD	Fokker 100	1358 1613	G-RJXK	EMB 135	402 1543(15)
G-MRMR	PA-31 Navajo	1406 1606	OE-GPS	Citation Bravo	435 1722
G-MAJG	Jetstream 41	1544 1618	G-MAJM	Jetstream 41	732 1513(15)
G-MAJG	Jetstream 41	1940 1030(15)	G-UKFD	Fokker 100	946 0621(15)
G-BVKC	Boeing 737 500	2108 0649(15)			

**15 Sunday**

G-STR	Boeing 737 300	0646 0758	G-BVKC	Boeing 737 500	0927 1052
G-UKFF	Fokker 100	0929 1043	G-UKTE	Fokker 50	1055 1224



G-JALC	Boeing 757	1112 1431	G-JEDX	DHC-8	1221 1302
N5736	Hawker 800 XP	1234 n/res	EI-CKR	Boeing 737	1300 1332
G-MAJG	Jetstream 41	1303 1351	G-MAJI	Jetstream 41	1346 1423
G-UKFF	Fokker 100	1349 1613	G-MAJD	Jetstream 41	1456 0708(16)
G-RJXC	EMB 145	1458 1559	N671B	A36 Bonanza	1502 1542(20)
G-JECB	CL600 RJ	1610 1711	G-BZSD	PA-46 Malibu	1633 0719(16)
G-PIDS	Boeing 757	1642 1825	G-RJXG	EMB 145	1653 1741
G-MAJI	Jetstream 41	1719 1758	G-RJXD	EMB 145	1721 1802
G-MAJM	Jetstream 41	1734 1807	G-MAJG	Jetstream 41	1738 1830
G-MAJC	Jetstream 41	1755 1441(16)	G-BVKC	Boeing 737 500	1821 1918
EI-CNT	Boeing 737	1840 1915	G-JECB	CL600 RJ	1910 1958
G-RJXC	EMB 145	1913 0737(16)	G-UKFF	Fokker 100	1929 0622(16)
G-MAJI	Jetstream 41	2013 0704(16)	G-RJXK	EMB 135	2036 0741(16)
G-MAJM	Jetstream 41	2041 0646(16)	G-RJXD	EMB 145	2050 0754(16)
G-RJXG	EMB 145	2055 0716(16)	G-MAJG	Jetstream 41	2136 0702(16)
G-BVKC	Boeing 737 500	2200 0659(16)	G-STR	Boeing 737 300	2210 2311

## Monday

G-JECB	CL600 RJ	0750 0820	G-RJXG	EMB 145	0919 1005
G-PIDS	Boeing 757	0924 1141	G-MAJI	Jetstream 41	0928 1008
G-BVKC	Boeing 737 500	0931 1048	G-MAJD	Jetstream 41	0935 1014
G-RJXC	EMB 145	0937 1029	EI-CON	Boeing 737	0943 1020
G-MAJM	Jetstream 41	0953 1350	G-KVIP	King Air 200	0959 1633
G-UKFF	Fokker 100	1001 1055	G-MAJG	Jetstream 41	1006 1043
G-JECB	CL600 RJ	1023 1125	G-RJXK	EMB 135	1026 1109
G-RJXD	EMB 145	1103 1341	G-EXEC	PA-34 Seneca	1119 1306(20)
G-UKTE	Fokker 50	1139 1320	G-RJXG	EMB 145	1207 1437
D-EPLK	PA-46 Malibu	1250 0838(17)	G-MAJG	Jetstream 41	1254 1433
G-MAJD	Jetstream 41	1302 0707(17)	EI-CKQ	Boeing 737	1305 1346
G-RJXC	EMB 145	1327 1409	G-RJXK	EMB 135	1329 1500
G-BVKC	Boeing 737 500	1336 1518	ES-NOB	Antonov 72	1344 1638
G-UKFF	Fokker 100	1412 1618	CS-DNQ	Falcon 2000	1419 1806
G-MAJI	Jetstream 41	1429 1657	G-JECB	CL600 RJ	1556 1712
G-RJXG	EMB 145	1653 1732	G-RJXD	EMB 145	1655 1744
G-MAJC	Jetstream 41	1658 1749	G-RJXH	EMB 145	1707 1758
G-RJXK	EMB 135	1709 1801	G-MAJG	Jetstream 41	1731 1809
G-MAJM	Jetstream 41	1734 1826	G-BZSD	PA-46 Malibu	1740 0639(17)
G-BVZE	Boeing 737 500	1755 1902	EI-CNY	Boeing 737	1837 1905
G-JECB	CL600 RJ	1908 2000	G-MAJI	Jetstream 41	1920 1954
G-RJXG	EMB 145	1934 0712(17)	G-RJXK	EMB 135	2014 0724(17)
G-MAJG	Jetstream 41	2019 0657(17)	G-RJXH	EMB 145	2043 0745(17)
G-UKFF	Fokker 100	2048 0623(17)	G-RJXD	EMB 145	2100 0731(17)
G-MAJM	Jetstream 41	2124 0702(17)	G-BVZE	Boeing 737 500	2149 0653(17)
G-MAJI	Jetstream 41	2215 0704(17)			

## 17 Tuesday

G-JECB	CL600 RJ	0752 0822	G-OSCH	Cessna 421C	0913 1316
G-RJXG	EMB 145	0916 1005	G-MAJI	Jetstream 41	0920 1002
G-MAJD	Jetstream 41	0932 1008	G-BVZE	Boeing 737 500	0935 1050
G-RJXD	EMB 145	0938 1026	ZH879	Hercules C.4	0947 1145
G-UKFF	Fokker 100	0950 1055	G-OPCG	Cessna 182T	0955 1431
G-MAJG	Jetstream 41	0958 1036	EI-COA	Boeing 737	1000 1031
G-MAJM	Jetstream 41	2003 1348	G-BODY	Cessna 310R	1020 1450
G-RJXK	EMB 135	1023 1108	G-JECB	CL600 RJ	1028 1122
G-BFOD	Cessna F182Q	1058 1413(18)	G-BEAG	PA-34 Seneca	1102 1154
G-RJXH	EMB 145	1104 1340	G-BOFZ	PA-28 Warrior II	1147 1704
G-RJXG	EMB 145	1157 1440	G-MAJG	Jetstream 41	1300 1443
EI-CKR	Boeing 737	1307 1345	G-RJXD	EMB 145	1310 1414
G-MAJD	Jetstream 41	1317 1436	G-BVZE	Boeing 737 500	1329 1526

G-RJXK	EMB 135	1341 1502	G-LEAF	Cessna F406	1343 1512
G-UKFF	Fokker 100	1351 1620	G-BYAU	Boeing 757	1412 1548
G-MAJI	Jetstream 41	1419 1505	G-JECB	CL600 RJ	1614 1718
G-RJXG	EMB 145	1644 1732	G-RJXD	EMB 145	1650 1751
G-RJXH	EMB 145	1702 1746	G-MAJD	Jetstream 41	1706 1749
G-RAMS	PA-32R Saratoga	1712 0935(18)	G-RJXK	EMB 135	1721 1756
G-MAJI	Jetstream 41	1726 1803	G-MAJG	Jetstream 41	1734 1812
G-BZSD	PA-46 Malibu	1736 1818	G-MAJM	Jetstream 41	1739 1828
G-BVZE	Boeing 737 500	1820 1911	EL-CNZ	Boeing 737	1836 1905
G-JECB	CL600 RJ	1908 2004	G-RJXG	EMB 145	1941 0733(18)
G-UKFF	Fokker 100	1957 0642(18)	G-RJXK	EMB 135	2002 0744(18)
G-MAJD	Jetstream 41	2009 0727(18)	G-MAJG	Jetstream 41	2026 0655(18)
G-MAJI	Jetstream 41	2036 0720(18)	G-RJXD	EMB 145	2038 0739(18)
G-RJXH	EMB 145	2103 0805(18)	G-MAJM	Jetstream 41	2129 0746(18)
G-BVZE	Boeing 737 500	2148 0649(18)	CS-DNL	Hawker 800 XP	2226 1541(18)

#### 18 Wednesday

G-MCEA	Boeing 757	0715 1118	G-BAVZ	PA-23 Aztec	0807 1315
G-JECB	CL600 RJ	0850 0921	G-RJXG	EMB 145	0919 1006
G-BVZE	Boeing 737 500	0923 1058	G-RJXD	EMB 145	0927 1018
G-MAJI	Jetstream 41	0930 1010	EL-CJG	Boeing 737	0943 1022
G-UKFF	Fokker 100	0947 1052	G-MAJD	Jetstream 41	1003 1042
G-MAJM	Jetstream 41	1008 1045	G-MAJG	Jetstream 41	1010 1358
G-RJXK	EMB 135	1020 1103	G-ENSI	F33A Bonanza	1025 1504
G-BUKA	SA227AC Metro 3	1100 1310	G-JECB	CL600 RJ	1110 1136
G-RJXH	EMB 145	1112 1349	G-RJXG	EMB 145	1147 1443
G-UKTC	Fokker 50	1239 1345	D-EPLK	PA-46 Malibu	1254 1357(19)
EL-CNY	Boeing 737	1258 1338	G-MAJD	Jetstream 41	1302 1438
G-RJXD	EMB 145	1305 1427	G-MAJM	Jetstream 41	1310 1440
G-RJXK	EMB 135	1327 1506	G-UKFC	Fokker 100	1408 1616
G-BVZE	Boeing 737 500	1411 1527	G-MAJI	Jetstream 41	1434 1513
G-BBXL	Cessna 310Q	1554 res?	G-JECB	CL600 RJ	1601 1712
G-RJXG	EMB 145	1648 1734	G-RJXH	EMB 145	1653 1751
G-MAJM	Jetstream 41	1700 1754	N900CB	Cessna 421C	1705 1137(7/1)
G-RJXF	EMB 145	1709 1800	G-RJXK	EMB 135	1715 1803
G-MAJD	Jetstream 41	1727 1808	G-MAJI	Jetstream 41	1731 1812
G-MAJG	Jetstream 41	1742 1826	G-BZSD	PA-46 Malibu	1745 0654(19)
G-BVZE	Boeing 737 500	1805 1911	EL-CNT	Boeing 737	1832 1909
G-JECB	CL600 RJ	1905 1955	G-UKFC	Fokker 100	1929 0631(19)
LX-ONE	Lear Jet 45	1936 2201	G-RJXG	EMB 145	1944 0731(19)
G-MAJM	Jetstream 41	2009 0713(19)	G-RJXK	EMB 135	2015 0723(19)
G-MCEA	Boeing 757	2021 1023(19)	G-MAJI	Jetstream 41	2035 0706(19)
G-MAJD	Jetstream 41	2037 0738(19)	G-RJXF	EMB 145	2044 0727(19)
G-RJXH	EMB 145	2103 0753(19)	G-BVZE	Boeing 737 500	2148 0710(19)
G-MAJG	Jetstream 41	2150 0704(19)			

#### 19 Thursday

G-JECB	CL600 RJ	0734 0813	G-RJXF	EMB 145	0929 1015
G-MAJI	Jetstream 41	0935 1058	G-MAJM	Jetstream 41	0940 1030
G-RJXG	EMB 145	0947 1047	EL-CNY	Boeing 737	0952 1040
G-MAJG	Jetstream 41	1009 1354	G-UKFH	Fokker 100	1013 1115
G-MAJD	Jetstream 41	1034 1111	G-UKTE	Fokker 50	1138 1228
G-RJXH	EMB 145	1158 1342	G-RJXF	EMB 145	1207 1511
G-BVZE	Boeing 737 500	1213 1255	G-RJXK	EMB 135	1235 1408
G-MAJM	Jetstream 41	1248 1446	EC-IEQ	Airbus 320	1313 1422
G-RJXG	EMB 145	1321 1456	G-BYAI	Boeing 757	1326 1451
G-MAJD	Jetstream 41	1334 1432	EL-CJD	Boeing 737	1425 1501
G-UKFH	Fokker 100	1434 1616	G-MAJI	Jetstream 41	1529 1609
G-BVZE	Boeing 737 500	1545 1640	G-JECB	CL600 RJ	1559 1710



G-RJXH	EMB 145	1655 1749	G-RJXK	EMB 135	1700 1800
G-MAJM	Jetstream 41	1715 1756	G-RJXF	EMB 145	1722 1812
G-MAJD	Jetstream 41	1741 1816	G-RJXG	EMB 145	1747 1833
G-MAJG	Jetstream 41	1802 1837	G-MAJI	Jetstream 41	1819 1848
EI-COA	Boeing 737	1839 1915	G-JECB	CL600 RJ	1902 1959
G-BVZE	Boeing 737 500	1923 2036	G-MCEA	Boeing 757	1935 1148(20)
G-UKFH	Fokker 100	1954 0620(20)	G-MAJM	Jetstream 41	2012 0700(20)
G-RJXF	EMB 145	2025 0755(20)	G-MAJD	Jetstream 41	2031 0702(20)
G-RJXG	EMB 145	2035 0724(20)	G-RJXH	EMB 145	2053 0733(20)
G-RJXK	EMB 135	2056 0717(20)	G-MAJI	Jetstream 41	2110 0705(20)
G-RJXJ	EMB 135	2143 2220	G-RVRB	PA-34 Seneca	2231 0121(20)
G-BVZE	Boeing 737 500	2244 0657(20)			

## 20 Friday

G-JECB	CL600 RJ	0746 0823	G-RJXK	EMB 135	0907 1505
G-MAJI	Jetstream 41	0917 1038	G-BVZE	Boeing 737 500	0936 1053
G-RJXG	EMB 145	0939 1030	EI-CNV	Boeing 737	0945 1033
G-UKFH	Fokker 100	0951 1049	G-MAJD	Jetstream 41	0959 1045
G-MAJM	Jetstream 41	1009 1056	G-RJXH	EMB 145	1025 1125
G-JECB	CL600 RJ	1029 1120	G-UKTE	Fokker 50	1109 1214
EC-HZU	Airbus 320	1119 1234	G-FIND	Cessna F406	1132 1332
G-MAJG	Jetstream 41	1137 1452	G-RJXF	EMB 145	1141 1355
EC-HKR	Boeing 737 800	1217 1329	EI-CNY	Boeing 737	1253 1326
G-MAJM	Jetstream 41	1322 1402	G-RJXG	EMB 145	1327 1415
G-BVZE	Boeing 737 500	1334 1518	G-RJXH	EMB 145	1353 1447
CS-DNQ	Falcon 2000	1400 1605	G-MAJD	Jetstream 41	1404 1441
G-UKFH	Fokker 100	1449 1622	G-EXEC	PA-34 Seneca	1515 0849(8/1)
G-RAMS	PA-32R Saratoga	1523 1424(3/1)	G-MAJH	Jetstream 41	1528 1808
G-JECB	CL600 RJ	1608 1707	G-RJXH	EMB 145	1653 1743
G-RJXG	EMB 145	1705 0815(21)	G-MAJG	Jetstream 41	1710 1756
G-RJXK	EMB 135	1716 1819	G-RJXF	EMB 145	1727 1823
G-MAJD	Jetstream 41	1738 1813	N671B	A36 Bonanza	1741 1509(28)
G-BVZE	Boeing 737 500	1751 1911	G-MAJM	Jetstream 41	1804 1842
EI-CJD	Boeing 737	1854 1931	G-JECB	CL600 RJ	1908 2000
G-RJXH	EMB 145	1938 0755(21)	G-UKFH	Fokker 100	1941 0620(21)
G-MAJG	Jetstream 41	2023 1354(22)	G-MAJH	Jetstream 41	2037 1043(23)
G-MAJE	Jetstream 41	2049 1045(21)	G-MCEA	Boeing 757	2118 1043(21)
G-MAJM	Jetstream 41	2134 0745(21)	G-RJXF	EMB 145	2140 0813(21)
G-BVZE	Boeing 737 500	2153 0657(21)			

## 21 Saturday

OOOU	Boeing 757	0606 0727	G-BWHF	PA-31 Navajo	0741 0805
G-CJG	Boeing 737	1001 1037	G-BVZE	Boeing 737 500	1006 1302
G-MAJM	Jetstream 41	1035 1430	G-BWHF	PA-31 Navajo	1107 1845
G-RJXG	EMB 145	1114 1225	G-VUEA	Citation II	1121 1835
G-UKFJ	Fokker 100	1156 1246	G-RJXF	EMB 145	1202 1248
G-LIDE	PA-31 Navajo	1238 1324	G-JECB	CL600 RJ	1241 1322
G-MAJE	Jetstream 41	1326 1511	G-BYAO	Boeing 757	1343 1525
G-CBGF	PA-31 Navajo	1404 1803	G-JEAF	BAe 146 200	1418 1516
G-RJXG	EMB 145	1523 1210(22)	G-UKFJ	Fokker 100	1527 1622
G-RJXF	EMB 145	1550 1045(22)	OE-LFK	Fokker 70	1704 1748
G-MAJM	Jetstream 41	1829 1006(22)	G-MAJE	Jetstream 41	1841 1407(22)
G-UKFJ	Fokker 100	1950 0620(22)	EI-CNV	Boeing 737	2042 2118
G-BVKA	Boeing 737 500	2223 0645(22)			

## 22 Sunday

G-MCEA	Boeing 757	0023 0820	G-UKFM	Fokker 100	0937 1215
G-BVKA	Boeing 737 500	0943 1058	G-UKTI	Fokker 50 DIV	1034 1417
G-MAJA	Jetstream 41	1212 1444(9/1)	G-JEDZ	DHC-8	1220 1300
EI-CNT	Boeing 737	1240 1319	G-MAJM	Jetstream 41	1257 1511

G-RJXF	EMB 145	1347 1430	G-RJXJ	EMB 135	1412 1548
G-RJXH	EMB 145	1432 1515	G-UKFM	Fokker 100	1504 1612
G-RJXG	EMB 145	1507 1606	G-JECB	CL600 RJ	1603 1702
G-RJXF	EMB 145	1700 1800	G-RJXH	EMB 145	1717 0719(23)
G-MAJE	Jetstream 41	1722 1756	G-MAJM	Jetstream 41	1731 1813
G-BZSD	PA-46 Malibu	1736 0646(23)	G-MAJG	Jetstream 41	1807 1842
El-CJG	Boeing 737	1839 1911	G-JECB	CL600 RJ	1904 1959
G-RJXG	EMB 145	1921 1034(23)	G-UKFM	Fokker 100	1947 0615(23)
G-MAJE	Jetstream 41	2011 0702(23)	G-RJXJ	EMB 135	2035 0723(23)
G-RJXF	EMB 145	2043 0845(23)	G-MAJB	Jetstream 41	2136 0652(23)
G-MAJM	Jetstream 41	2144 0706(23)	G-BVKA	Boeing 737 500	2147 0656(23)
G-MCEA	Boeing 757	2255 1122(23)			

### 23 Monday

G-JECB	CL600 RJ	0744 0819	G-MAJM	Jetstream 41	1637 1106(27)
G-RJXJ	EMB 135	1718 1438(24)	G-JECB	CL600 RJ	1714 1749
G-RJXA	EMB 145	1734 0721(24)	El-CNZ	Boeing 737	1839 1916
G-RJXH	EMB 145	1846 1020(24)	G-RJXF	EMB 145	1902 1933
G-MAJE	Jetstream 41	1906 1947	G-MAJM	Jetstream 41	1911 2009
G-JECB	CL600 RJ	1943 2017	G-RJXG	EMB 145	1955 0636(24)
G-BVKA	Boeing 737 500	2039 0648(24)	G-MCEA	Boeing 757	2049 0747(24)
G-UKFM	Fokker 100	2122 0615(24)	G-MAJM	Jetstream 41	2230 0650(24)

### 24 Tuesday

G-JECB	CL600 RJ	0733 0813	G-BVKA	Boeing 737 500	0924 1051
El-CNZ	Boeing 737	0940 1015	N79EL	Beechjet 400	0944 1001
G-UKFM	Fokker 100	0949 1045	G-MAJM	Jetstream 41	0952 1036
G-RJXA	EMB 145	1004 1058	CS-DNK	Hawker 800 XP	1011 1156
G-MAJE	Jetstream 41	1013 1053	G-JECB	CL600 RJ	1023 1108
G-RJXG	EMB 145	1032 1336	El-CKQ	Boeing 737	1250 1328
G-RJXH	EMB 145	1309 1351(27)	G-MAJE	Jetstream 41	1319 1352
G-BVKA	Boeing 737 500	1331 1508	G-RJXA	EMB 145	1333 1756(26)
G-UKFM	Fokker 100	1353 1048(26)	G-BYAU	Boeing 757	1416 1539
G-MAJM	Jetstream 41	1449 1525	G-JECB	CL600 RJ	1555 1700
G-RJXG	EMB 145	1637 1020(26)	G-RJXJ	EMB 135	1640 1101(26)
G-MCEA	Boeing 757	1710 1928	G-MAJM	Jetstream 41	1732 1506(26)
G-MAJE	Jetstream 41	1734 1352(26)	G-BVKA	Boeing 737 500	1748 0648(26)
G-RJGR	Boeing 757	2250 1059(25)			

### 25 Wednesday

G-RJGR	Boeing 757	1942 1014(26)
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### 26 Thursday

G-BVKA	Boeing 737 500	0920 1053	G-JECB	CL600 RJ	1033 1117
G-UKTC	Fokker 50	1125 1217	G-BYAI	Boeing 757	1243 1432
El-CNY	Boeing 737	1247 1317	EC-IEQ	Airbus 320	1251 1418
G-RJXG	EMB 145	1258 1800	G-BVKA	Boeing 737 500	1337 1515
G-RJXJ	EMB 135	1344 1416(27)	G-UKFG	Fokker 100	1415 0621(27)
F-GIZB	King Air C90	1524 1752	G-JECB	CL600 RJ	1614 1704
G-MAJK	Jetstream 41	1724 0727(27)	G-BVKA	Boeing 737 500	1744 1102(27)
El-CNT	Boeing 737	1827 1904	G-RJGR	Boeing 757	1835 1143(27)
G-RJXG	EMB 145	2049 1120(27)	G-RJXA	EMB 145	2111 1053(27)

### 27 Friday

G-JECB	CL600 RJ	0742 0822	G-MAJC	Jetstream 41	0846 1014
G-FRYI	King Air 200	0927 1001	El-CNZ	Boeing 737	0950 1021
G-UKFG	Fokker 100	0952 1110	G-MAJK	Jetstream 41	1015 1058
G-JECB	CL600 RJ	1033 1114	CS-DFM	Citation Excel	1100 1201
EC-HZU	Airbus 320	1118 1234	N750NS	Citation X	1129 1151
EC-HZS	Boeing 737 800	1206 1324	G-MAJC	Jetstream 41	1254 1359
El-CJD	Boeing 737	1305 1340	G-MAJH	Jetstream 41	1320 1451
G-BVKA	Boeing 737 500	1334 1518	G-RJXA	EMB 145	1338 1510



G-RJXG	EMB 145	1350 1448	G-UKFG	Fokker 100	1354 1602
G-MAJK	Jetstream 41	1515 1605	N79EL	Beechjet 400	1519 1532
G-JECB	CL600 RJ	1607 1706	G-RJXG	EMB 145	1648 1808
G-RJXH	EMB 145	1659 1749	G-MAJH	Jetstream 41	1714 1400(29)
G-CJAD	CitationJet	1720 0955(29)	G-RJXA	EMB 145	1722 0822(28)
G-BVKA	Boeing 737 500	1752 0657(28)	G-FRYI	King Air 200	1816 1833
G-MAJC	Jetstream 41	1819 1903	EI-CKQ	Boeing 737	1828 1909
G-MAJK	Jetstream 41	1848 1928	G-JECB	CL600 RJ	1906 1958
G-UKFG	Fokker 100	1926 0620(28)	G-RJXG	EMB 145	2044 0814(28)
G-RJXH	EMB 145	2052 2127	G-RJGR	Boeing 757	2109 0710(28)
G-RJXJ	EMB 135	2111 1544(29)	G-MAJC	Jetstream 41	2141 1057(28)
G-MAJK	Jetstream 41	2146 0818(28)			

## 28 Saturday

G-MCEA	Boeing 757	0917 1047	G-BVKA	Boeing 737 500	0925 1101
G-UKFG	Fokker 100	0933 1050	EI-CJD	Boeing 737	0953 1027
G-RJXA	EMB 145	1103 1231	N79EL	Beechjet 400	1106 1132
G-MAJK	Jetstream 41	1119 1356	G-BZSD	PA-46 Malibu	1146 1023(8/1)
G-RJXG	EMB 145	1149 1158(29)	G-VUEA	Citation II	1202 1824
CS-DNO	Hawker 800 XP	1228 1324	G-JECB	CL600 RJ	1239 1316
G-MAJC	Jetstream 41	1313 1507	G-JEAV	BAe 146 200	1331 1430
G-BYAI	Boeing 757	1348 1459	G-UKFO	Fokker 100	1413 1557
G-RJXA	EMB 145	1455 1047(29)	OE-LFK	Fokker 70	1640 1726
N671B	A36 Bonanza	1656 1455(2/1)	G-MAJC	Jetstream 41	1731 1406(29)
G-MAJK	Jetstream 41	1733 1508(29)	G-UKFK	Fokker 100	1928 0621(29)
G-BVKC	Boeing 737 500	2056 0650(29)	EI-CNZ	Boeing 737	2058 2128
G-RJGR	Boeing 757	2114 0749(29)			

## 29 Sunday

G-BVKC	Boeing 737 500	0933 1059	G-UKFK	Fokker 100	0936 1037
CS-DNQ	Falcon 2000	1118 1251	G-JEDX	DHC-8	1217 1254
EI-CKQ	Boeing 737	1301 1335	G-RJXA	EMB 145	1330 1445
G-RJXH	EMB 145	1342 1751	G-UKFK	Fokker 100	1353 1606
G-RJXG	EMB 145	1437 1601	G-JECB	CL600 RJ	1613 1708
G-MAJC	Jetstream 41	1723 1802	G-RJXA	EMB 145	1730 1810
G-MAJH	Jetstream 41	1747 1836	G-BVKD	Boeing 737 500	1754 0654(30)
G-MAJK	Jetstream 41	1812 1854	G-MAJG	Jetstream 41	1832 2039
EI-CNY	Boeing 737	1851 1926	G-RJXG	EMB 145	1912 1952
G-JECB	CL600 RJ	1918 1957	G-UKFG	Fokker 100	1934 0623(30)
G-RJXJ	EMB 135	2039 1508(30)	G-MAJC	Jetstream 41	2046 1008(30)
G-RJXA	EMB 145	2101 1024(30)	G-MAJH	Jetstream 41	2134 0650(30)
G-RJGR	Boeing 757	2214 1100(30)	G-MAJK	Jetstream 41	2228 1232(30)
G-RJXG	EMB 145	2231 0736(30)	G-MAJG	Jetstream 41	2325 0709(30)

## 30 Monday

G-JECB	CL600 RJ	0742 0819	G-BVKD	Boeing 737 500	0942 1525
G-MAJG	Jetstream 41	0952 1026	G-MAJH	Jetstream 41	0955 1521
EI-CJF	Boeing 737	1006 1039	G-UKFD	Fokker 100	1010 1113
G-JECB	CL600 RJ	1026 1117	G-ORMA	Twin Squirrel	1049 1437
G-FISH	Cessna 310R	1109 0855(31)	G-RJXH	EMB 145	1127 1214
G-RJXG	EMB 145	1147 1351	EI-CKQ	Boeing 737	1305 1340
G-MAJG	Jetstream 41	1308 1441	G-RJXA	EMB 145	1311 1404
G-UKFD	Fokker 100	1400 1612	G-MAJC	Jetstream 41	1436 1517
G-RJXH	EMB 145	1503 1544	G-MAJK	Jetstream 41	1520 1603
G-JECB	CL600 RJ	1605 1709	G-RJXG	EMB 145	1638 1022(31)
G-RJXJ	EMB 135	1655 1758	G-RJXA	EMB 145	1658 1744
G-MAJG	Jetstream 41	1705 0658(31)	G-RJXH	EMB 145	1727 1356(01)
G-MAJC	Jetstream 41	1741 1813	G-BVZI	Boeing 737 500	1800 1052(31)
G-MAJH	Jetstream 41	1809 1912	EI-CNV	Boeing 737	1830 1906
G-MAJK	Jetstream 41	1634 0705(31)	G-JECB	CL600 RJ	1910 1954

G-UKFD	Fokker 100	1931 0609(31)	G-MAJC	Jetstream 41	2029 0650(31)
G-RJGR	Boeing 757	2034 0719(31)	G-RJXA	EMB 145	2050 0736(31)
G-MAJH	Jetstream 41	2154 1618(01)			

### 31 Tuesday

G-MAJK	Jetstream 41	0925 1002	G-UKFD	Fokker 100	0940 1046
EI-COA	Boeing 737	0955 1033	G-MAJC	Jetstream 41	0959 1037
G-MAJG	Jetstream 41	1003 1041	G-RJXA	EMB 145	1035 1448
G-JECB	CL600 RJ	1039 1113	G-BBNG	JetRanger	1243 1308
G-BNEN	PA-34 Seneca	1247 1621	G-MAJG	Jetstream 41	1250 1440
G-MAJK	Jetstream 41	1254 1354	EI-CNZ	Boeing 737	1301 1337
G-RJXG	EMB 145	1303 1742(01)	G-BVZI	Boeing 737 500	1333 1105(01)
G-UKFE	Fokker 100	1349 1038(01)	G-BYAD	Boeing 757	1424 1557
G-BBNG	JetRanger	1425 1100(02)	G-MONX	Airbus 320	1519 0738(01)
G-MAJC	Jetstream 41	1425 1600	G-JECB	CL600 RJ	1604 1657
G-RJXA	EMB 145	1643 1045(01)	G-RJGR	Boeing 757	1654 1926
G-MAJG	Jetstream 41	1721 0649(02)	G-MAJK	Jetstream 41	1735 1035(02)
G-MAJC	Jetstream 41	1754 1012(02)			

### From and To

03) N905CD/Shannon-Groningen; CS-DNL/Nice-Guernsey; D-CAOA/Coventry-Cologne; N671B/Isle of Man-n/s-Campbeltown; N2683Y/Liverpool-n/s-Palma: 04) CS-DNP/Luton-n/s-Hamburg; N750NS/F & T Jersey: 05) N750NS/F & T Jersey; CS-DNP/Hamburg-n/s-Le Bourget: 06) VP-CED/Hawarden-Oxford; N973BB/F-n/s-T Jersey; CS-DNL/F & T Nice: 07) N750NS/F & T Jersey; N671B/F-n/s-T Isle of Man: 08) N800PA/Luton-Keflavik: 09) CS-DHC/Geneva-Oslo; CS-DFD/Nice-Luton; SE-ITA/Groningen-Jersey; D-COEB/Padderborn-n/s-Bielefeld; N126RB/Teesside-Bournemouth; CS-DNU/Farnboro-n/s-Maastricht; N900CB/F-n/s-T Guernsey: 10) PH-CLE/F & T Amsterdam; N671B/F-n/s-T Isle of Man; N111SX/Elstree-n/s+: 12) N811VT/Reykjavik-Newcastle; HB-VMG/Zurich-Hamburg; D-IEHP/Lille-n/s-Augsberg: 14) N900CB/Guernsey-n/s-Jersey; OE-GPS/Alicante-Innsbruck: 15) N671B/F-n/s-T Isle of Man: 16) D-EPLK/Mannheim-n/s-Glasgow; ES-NOB/Bournemouth-Zweibrücken; CS-DNQ/Luton-Rotterdam: 17) CS-DNL/Madrid-n/s-Luton: 18) D-EPLK/Glasgow-n/s-Mannheim; N900CB/Jersey-n/s-Guernsey; LX-ONE/Palma-Luxembourg: 20) CS-DNQ/Le Bourget-Nice; N671B/F-n/s-T Isle of Man: 24) N79EL/EMA-Dublin; CS-DNK/Zurich-Connaught: 26) F-GIZB/F & T Nantes: 27) CS-DFM/Zurich-Connaught; N750NS/Jersey-Le Bourget; N79EL/Dublin-EMA: 28) N79EL/Gamston-Chambery; CS-DNO/Galway-Luton; N671B/F-n/s-T Isle of Man; 29) CS-DNQ/Salzburg-Nice:

### Overshoots

02) G-FPLB/Calibrator 483; G-BXXT: 03) XX847/Colt127; ZF136/LOP20; XS711/CWL85; G-BXXT: 04) ZF448/LOP20; XX482/CWL68: 05) G-BXXT: 09) XX493/CWL70: 10) XX498/CWL64; XX188/Javelin; XX840/Colt24: 11) XX482/CWL64: 12) G-BXXT: 13) XX847/Colt88: 16) XX835/Colt71; ZF490/LOP21; ZF212/LOP28: 17) XX838/Colt95; G-BXXT: 19) XX841/Colt24: 23) G-BXUY: 28) G-SUZN:

### LBA movements review, December 2002

On the 3rd the Cirrus SR-22 N05CD was on delivery from Shannon to Groningen, the Hawker 800 XP CS-DNL was from Nice to Guernsey as "Skyshare3269" and Bandeirante D-CAOA was from Coventry to Cologne as "Atlantic570". Night stopping that day we had Bonanza N671B from its base at the Isle of Man to Campbeltown and Cessna 421C N2683Y from Liverpool to Palma. Citation X N750NS was from and to Jersey on the 4th as "Beauport 6NS" whilst the Netjets Falcon 2000 CS-DNP was "Skyshare 281P" when it night stopped from Luton to Hamburg. Falcon 2000 CS-DNP was again night stopping on the 5th when it was from Hamburg to Le Bourget as "Skyshare 3282" and Citation X N750NS was back from and to Jersey on its usual callsign. Citation Bravo VP-CED of Iceland Frozen Foods was from Hawarden to Oxford on the 6th and Hawker 800 XP CS-DNL operated as "Skyshare297P" from and to Nice, with the MU2 N973BB night stopping from and to Jersey.

Citation X N750NS was from and to Jersey again on the 7th still using its usual callsign and the Bonanza N671B night stopped from and to the Isle of Man. Hawker 800 XP N800PA on the 8th was from Luton to Keflavik. Two more Netjets on the 9th were Citation II CS-DHC from Geneva to Oslo as "Skyshare 5923" and



Falcon 2000 CS-DFD from Nice to Luton as "Skyshare3344", meanwhile the Navajo SE-ITA operated as "UNI 202" from Groningen to Jersey and King Air 350 D-COEB night stopped from Padderborn to Bielefeld and Seneca N126RB was from Teesside to Bournemouth with the Cessna 421C N900CB night stopping from and to Guernsey, finally another from the Netjets fleet arrived in the shape of Hawker 800 XP CS-DNU from Farnboro n/s to Maastricht as "Skyshare924P".

On the 10th Reims/ Cessna F406 PH-CLE was from and to Amsterdam with callsign "Tulip15A" and two night stoppers were Bonanza N671B from and to the Isle of Man and the PA-46 N111SX from Elstree which was still present at the end of the month. King Air N811VT on the 12th arrived from Reykjavik and went to Newcastle, the Astra HB-VMG was from Zurich to Hamburg as "PTX640" and Cessna 340 D-IEHP night stopped from Lille to Augsburg. The 14th saw Cessna 421C N900CB on a night stop from Guernsey to Jersey and the Citation II OE-GPS from Alicante using its registration and out to Innsbruck as "TYW435". Night stopping again on the 15th was the Bonanza N671B from and to the Isle of Man. On the 16th AN-72 ES-NOB was from Bournemouth to Zweibrücken as "Channel 112" and Falcon 2000 CS-DNQ was from Luton to Rotterdam as "Skyshare 999P" whilst the PA-46 D-EPLK was from Mannheim for a night stop before going to Glasgow.

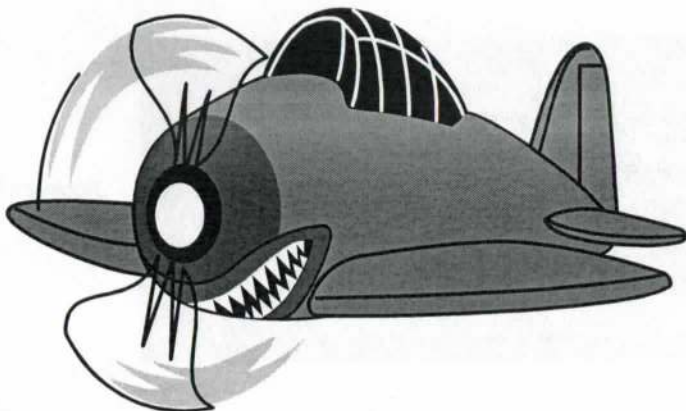
Night stopping on the 17th was Hawker 800 XP CS-DNL from Madrid to Luton. PA-46 D-EPLK was back on the 18th from Glasgow n/s to Mannheim and Cessna 421C N900CB was back from Jersey n/s to Guernsey whilst the Lear Jet 45 LX-ONE operated from

Palma to Luxembourg as "Duke one Ambulance". Bonanza N671B was yet again night stopping from and to the Isle of Man on the 20th and on the same day Falcon 2000 CS-DNQ was from Le Bourget to Nice as "Skyshare 370P". Beechjet N79EL on the 24th was from EMA to Dublin and the Hawker 800 XP CS-DNK was "Skyshare 829P" from Zurich to Connaught. King Air C90 F-GIZB of Atlantique Air Assistance operated as "TLB 223" from and to Nantes on the 26th. On the 27th Citation X N750NS was back with its usual callsign from Jersey to Le Bourget and Beechjet N79EL came back from Dublin to EMA with Citation Excel CS-DFM calling "Skyshare830P" from Zurich to Connaught. Another Netjets aircraft on the 28th was the Hawker 800XP CS-DNO from Galway to Luton as "Skyshare 887" and joining it were Beechjet 400 N79EL from Gamston to Chambery and the Bonanza N671B from and to IoM. The final foreigner of the year was Falcon 2000 CS-DNQ from Salzburg to Nice as "Skyshare 393P".

Not a lot of Military this month, BAe 125 ZE396 was "Kitty 13R" from Edinburgh to Northolt on the 3rd. Puma XW223 operated on the 9th and 10th as "Vortex351". On the 17th the Hercules ZH897 was from Lyneham to Munster as "Ascot 4554".

Beechjet 400 N1565B operated for a number of years by Ogdens departed on the 12th at 1455hrs for Reykjavik on delivery to the States. It was replaced on the 15th by new resident Hawker 800XP N5736. Cessna 421A N132CK which had been present since October 23rd departed to Weston on the 22nd.

**Terry Sykes**





## LEEDS HELIPORT

05/01/03	G-CBXD	BELL 206 LONGRANGER	14:05	14:15
13/01/03	G-JJWL	ROBINSON R.44	10:45	11:10
14/01/03	G-BRVI	ROBINSON R.22	10:00	11:45
14/01/03	G-ROUT	ROBINSON R.22	10:50	13:00
15/01/03	G-OFIL	ROBINSON R.44	12:45	13:05
17/01/03	G-ECZZ	EUROCOPTER EC.120B	16:00	16:10
18/01/03	G-TGRA	AUGUSTA 109A	14:15	15:00
24/01/03	G-ORMA	TWIN SQUIRREL	15:15	15:30
27/01/03	G-HMPT	BELL 206B JETRANGER	14:00	14:35
31/01/03	G-TBGL	AUGUSTA 109	11:10	11:10
31/01/03	G-JIVE	HUGHES 369E	11:45	14:55

Bell 206 Jet Ranger



Robinson R22



# LEEDS BRADFORD AIRLINE REPORT - JANUARY



## INBOUND DIVERSIONS

11	-	-	EMA	G-RJXD	E145	JER	BMI20P
11	UKA78X	AMS	HUY	G-UKTH	F50	AMS	UK2110
11	BMI25Q	JER	EMA	G-RJXD	E145	-	-
30	BMA5WT	LHR	MME	G-BVJC	F100	MAN	BMA9461
30	UKA88Q	AMS	MME	G-UKFH	F100	AMS	UKA2148
30	RYR602	DUB	MME	EI-CNV	B732	DUB	RYR603
30	BEE447	BHD	NCL	G-JEDD	DH8	BHD	BEE742
30	BEE429	BHD	NCL	G-JECD	CRJ2	BHD	BEE042W
30	DAT60A	BRU	NCL	OO-DJE	B462	BRU	DAT6190
30	UKA2147	AMS	MME	G-UKFN	F100	MME	UKA750/31

## REGULAR FLIGHTS

AEA296	TFS	03/EC-HKQ	10/EC-HJQ	17/EC-IDT	24/EC-HZS	31/EC-IDA
BAL035A	AGP	04/G-CDUO	11/G-CDUO	18/G-CDUO	25/G-CDUO	
BAL231A	ALC	02/G-CDUO	09/G-CDUO	16/G-CDUO	23/G-CDUO	30/G-BYAK
BAL387A	ALC	07/G-BYAH	14/G-BYAH	21/G-BYAE	28/G-BYAF	
BEE9125	CMF	04/G-JEAV	11/G-JEAV	18/G-JEBB	25/G-JEAX	
IWD3214	ACE	02/EC-HZU	09/EC-HZU	16/EC-HZU	23/EC-IAG	30/EC-GZE
IWD3268	TFS	03/EC-GZE	10/EC-HZU	17/EC-HZU	24/EC-IAG	31/EC-HZU
MYT313	TFS	03/G-RJGR	10/G-JALC	17/G-JALC	24/G-RJGR	31/G-RJGR
MYT317	ALC	04/G-RJGR				
MYT319	AGP	05/G-RJGR				
MYT325	FUE	01/G-RJGR	08/G-JALC	15/G-JALC	22/G-RJGR	29/G-RJGR
MYT327	ACE	02/G-RJGR	09/G-JALC	16/G-JALC	23/G-RJGR	30/G-RJGR
MYT329	ALC	07/G-JALC				
MYT347	LPA	06/G-JALC	13/G-JALC	20/G-RJGR	27/G-RJGR	
MYT349	TFS	07/G-JALC	14/G-JALC	21/G-RJGR	28/G-RJGR	
TYR906L	INN	04/OE-LFG	11/OE-LFK	18/OE-LFL	25/OE-LFI	

## OTHER FLIGHTS

01	G-MONX	A320	MON9385/385P	Venice - Liverpool	Passenger Charter
07	F-GJPN	SW3	CPH060	Auxerre - Limoges	Freight Charter
11	OO-VLN	F50	VLM663/664	f/t Glasgow n/s	Passenger Charter
14	EI-CSG	B738	RYR154/155	f/t Dublin	Lieu B732
16	G-STRD	B737	AEU767P/767	Gatwick -n/s- Keflavik	Passenger Charter
17	G-ZAPD	AT42	BMA9152/1XV	Stansted - Glasgow	Lieu BMA E135
17	G-ZAPD	AT42	BMA1VX/409	Glasgow - Edinburgh	Lieu BMA E135
17	G-ZAPD	AT42	BMA9156/2XV	Manchester - Glasgow	Lieu BMA E135
17	31682	DC9	S5642	Mildenhall -n/s19- Berlin Tegel	VIP
17	OE-LJR	D328	TYW551/561	Santiago De Compostela - Innsbruck	Medivac
17	G-ZAPJ	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
17	G-STRD	B737	AEU768/769	Keflavik -n/s- Milan Malpensa	Passenger Charter
17	EI-CTA	B738	RYR158/159	f/t Dublin	Lieu B732
18	EI-DAF	B738	RYR154/155	f/t Dublin	Lieu B732
18	G-STRD	B737	AEU770/770P	Milan Malpensa - Gatwick	Passenger Charter
19	PH-KZG	F70	UKA2163/2166	f/t Amsterdam	Lieu F100
20	G-BVJC	F100	BMA1VX/2XV	f/t Glasgow	Lieu E135
21	G-BUPS	AT42	BMA9121/1XV	Stansted - Glasgow	Lieu BMA E135
21	G-BUPS	AT42	BMA1VX/1154	Glasgow - Jersey	Lieu BMA E145
21	G-BUPS	AT42	BMA1184/2XV	Jersey - Glasgow	Lieu BMA E135

21	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
22	G-ZAPJ	AT42	BMA9131/1XV	Stansted - Glasgow	Lieu BMA E135
22	G-ZAPJ	AT42	BMA1VX/1154	Glasgow - Jersey	Lieu BMA E145
22	G-ZAPJ	AT42	BMA1184/2XV	Jersey - Glasgow	Lieu BMA E135
22	G-ZAPJ	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
23	G-ZAPJ	AT42	BMA9143/405	Stansted - Edinburgh	Lieu BMA E145
23	G-ZAPJ	AT42	BMA406/407	f/t Edinburgh	Lieu BMA E145
23	G-ZAPJ	AT42	BMA408/9144	Edinburgh - Stansted	Lieu BMA E145
24	G-STRC	B737	AEU8885/885	Gatwick - Biggin Hill	Leeds United FC
24	G-ZAPJ	AT42	BMA406/407	f/t Edinburgh	Lieu BMA E145
24	G-ZAPJ	AT42	BMA408/9153	Edinburgh - Stansted	Lieu BMA E145
25	G-STRC	B737	AEU886/886P	Biggin Hill - Gatwick	Leeds United FC
26	G-MIDC	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
26	G-BUPS	AT42	BMA9171/3XV	Stansted - Glasgow	Lieu BMA E135
26	G-BUPS	AT42	BMA3VX/9171	Glasgow - Stansted	Lieu BMA E135
27	G-BUPS	AT42	BMA9112/493	Stansted - Paris Cdg	Lieu BMA E145
27	G-BUPS	AT42	BMA494/9113	Paris Cdg - Stansted	Lieu BMA E145
28	G-BUPS	AT42	BMA9121/493	Stansted - Paris Cdg	Lieu BMA E145
28	G-BUPS	AT42	BMA494/2XV	Paris Cdg - Glasgow	Lieu BMA E145
28	EI-CSG	B738	RYR154/155	f/t Dublin	Lieu B732
28	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
28	G-BUPS	AT42	BMA3VX/9122	Glasgow - Stansted	Lieu BMA E135
30	G-BUPS	AT42	BMA9141/2XV	Stansted - Glasgow	Lieu BMA E135
30	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
30	G-BUPS	AT42	BMA3VX/409	Glasgow -n/s- Edinburgh	Lieu BMA E135
30	EC-GPE	SW3	ORZ302/303	Barcelona -n/s- Zaragoza	Freight Charter
31	G-BUPS	AT42	BMA410/2XV	Edinburgh - Glasgow	Lieu BMA E135
31	G-BUPS	AT42	BMA6VX/3XV	f/t Glasgow	Lieu BMA E135
31	G-STRB	B733	AEU892P/801	Birmingham -n/s- Funchal	Passenger Charter

Aircraft making first visits are underlined.

## LEEDS BRADFORD VISITORS - JANUARY



DC-9 31682 18 January 03





B738 EC-III 21 February 03



A321 G-CTLA 21 February 03



B737 G-STRD 16 January 03



LJ35 N56PA 8 January 03



GLEX N170SW 29 January 03



C525 OY-JMC 29 January 03





F900 N377SC 6 January 03

**They need a good home**

**Are you willing to help?**

If you can give a good home to one of two lonely computers that are capable of word processing but not playing Star Wars and you have the time to give them the love and attention they require, then you could own one of these cheap-to-keep pets.

Further enquiries:

Cliff or Sheila Jayne





## LEEDS/BRADFORD NEWS

Wednesday 12 February 2003 was certainly an interesting day at LBA. It was the inaugural flight of low cost carrier JET2, an event most local enthusiasts were looking forward to. Indeed many members of the local E-groups took the opportunity for a day at Amsterdam airport.

However, those of us who chose to stay in Yorkshire will possibly remember the day for another reason: the sudden appearance of armed police on a scale not seen at LBA before. The two favourite "viewing" areas (the cemetery and the moor) were both suddenly out of bounds, with a heavy police presence to ensure they stayed this way. The reason was a nationwide alert, from information received about a possible terrorist attack using Stinger SAM missiles.

This even led to the arrest of two suspects on the Thursday evening, at the airport perimeter fence. Their vehicle was sent to the police forensic labs at Wetherby. The two Iraqi Kurds were released without charge the following Sunday.

As we close for press (20 February), the areas have been re-opened, but a high profile police presence has been maintained.

**bmi regional** are to commence an LBA - Copenhagen service in April. Press release as follows: bmi regional is launching daily direct air links between Leeds Bradford International Airport and Copenhagen. The new route takes off on 7 April.

The airline, which is a wholly owned subsidiary of bmi, the UK's second largest full service scheduled airline, will operate the route using a 49 seat Embraer jet aircraft, offering both business and economy classes. Fares start from £88 one way\* (\*fare quoted is one way economy class and includes taxes and internet discount).

bmi regional is already the biggest operator at Leeds Bradford International and the new service represents a significant expansion of operations for the airline, which currently flies direct to Brussels, Cork, Edinburgh, Glasgow, Jersey, London Heathrow and Paris Charles de Gaulle from the airport.

Alex Grant, managing director of bmi regional, said: "The launch of this new route is proof that we are committed to bringing competitive services to passengers travelling from Leeds Bradford. It will build on the success of the seven existing direct routes we currently operate from the airport and provide yet more travelling choice for the people of Yorkshire. We see the introduction of services operated by bmi regional as an ideal opportunity for the airline to bring its excellent levels of service and extremely competitive prices to air services linking these two destinations."

Ed Anderson, managing director of Leeds Bradford International Airport, added: "What fantastic news for the people of Yorkshire! Business and leisure travellers alike will benefit from this new route with bmi regional."

### Flight timetable from Leeds/Bradford to Copenhagen

Monday to Friday,	departs LBA 1000,	arrives Copenhagen 1250
Saturday,	departs LBA 0800,	arrives Copenhagen 1050
Sunday,	departs LBA 1550,	arrives Copenhagen 1840

### Return Flights

Monday to Friday,	departs Copenhagen 1325,	arrives LBA 1425
Saturday,	departs Copenhagen 1135,	arrives LBA 1235
Sunday,	departs Copenhagen 1920,	arrives LBA 2020



The airline is also to add an extra LBA - Heathrow service using an EMB-145. The aircraft will depart LBA late evening to Heathrow, night stop at Heathrow, and offer an early Heathrow departure, arriving LBA at 0750. The above mentioned Copenhagen flight is already covered by a based EMB-145, so at the moment it is a mystery what the aircraft will do during the day; one theory is it will act as a back up for the other four LBA based Embraers.

**Britannia**, just as we close for press, details are being received about the Thompson owned airline basing a Boeing 767 at LBA for part of the summer programme, due to high bookings. Hopefully further details next month. Another 2003 milestone for LBA as this will be the first ever wide-body airliner to be based at LBA.

**Eastern Airways** has taken over scheduled services between Aberdeen and Leeds Bradford effective Monday 3 February, initially mirroring the current timetable of British Airways CitiExpress, which is withdrawing from the route. Flights will operate twice daily, Monday to Friday, with one service on Sunday. All flights will be operated by BAE Jetstream aircraft.

Departures will be as follows:

Days	Depart Aberdeen	Arrive Leeds	Depart Leeds	Arrive Aberdeen
Mon-Fri	0845	1005	0650	0815
Mon-Fri	1615	1735	1430	1550
Sun	1600	1725	1400	1525

From 30 March, Eastern will offer an improved timetable on the route with later departures to and from Aberdeen, offering business and leisure travellers more time in each city. Eastern will introduce evening departures from Aberdeen at 1855, arriving 2015 in Leeds, plus a later departure from Leeds at 1705, arriving Aberdeen at 1825. These flights will operate Monday to Friday and on Sundays.

At the end of March, Eastern will be taking over a further five regional routes from British Airways CitiExpress, together with twelve BAE Jetstream 41 aircraft. It will also be adding two more daily frequencies on its long established Aberdeen-Norwich route.

Eastern Airways, headquartered at Humberside International Airport, performs over 350 flights a week on an expanding domestic network which embraces Aberdeen, Belfast, Dundee, East Midlands, Edinburgh, Humberside, Inverness, Manchester, Teesside, Inverness and Wick. The independently owned airline carries some 300,000 passengers a year. For more information see: [www.easternairways.com](http://www.easternairways.com)

**JET2 / Dart Group** issued a press release regarding the performance of the whole group. I have duplicated part of the announcement which is specific to JET2. "In the Aviation Services Division the initial level of customer reservations in respect of its low cost airline, Jet2, has been encouraging. As a result of customer demand, on 3 January 2003, Jet2 announced that it would also be flying to Alicante, in addition to the six European business and leisure destinations already announced."

**KLMuk**, which changed its official name to KLM Cityhopper UK on 01Nov02, will become KLM Cityhopper on 30Mar03. On that date aircraft will get KLM Cityhopper titles to be followed approx two months later by the switch from the UK "G" register to the Dutch "PH" register. All flights will operate with KLM callsign instead of UK.

At last it looks as if things could be progressing at the site of the former Springfield House School, which was bought by the Airport Authority several years ago. The only attention given to the building since then is local thieves intent on pinching lead from the roof!!

Press release: Rushbond Plc, the Leeds based Property Development Company, has announced a deal to provide orthopaedic company Xiros Plc with a new £3m state of the art headquarters building close to Leeds Bradford International Airport. Construction work has already commenced at Springfield House near to the airport terminal building where Rushbond are comprehensively redeveloping the former school property and estate to provide a superb new bespoke headquarters facility for Xiros set within extensive

landscaped ground. The 25,000 sq ft building will provide offices together with hi-tech research and manufacturing facilities for Xiros who will relocate from their existing base close to Leeds University in early 2004.

Trish Doidge, Business Development Manager at Xiros commented: "Xiros have been searching for some time to secure an appropriate new head office facility which could provide for all our specific needs. Springfield House will provide much needed accommodation for our expanding business. This will be our second major property transaction over the last decade with Rushbond Plc and our staff are very much looking forward to the move.

Councillor Denise Atkinson MBE, Chair of the Board of Directors at Leeds Bradford International Airport, added: "The airport and its hinterland are experiencing a sustained period of growth and development and we welcome Xiros's relocation further enhancing the commercial offer surrounding the airport."

### AIRPORT NEWS

Deputy Prime Minister John Prescott has asked for more information before he makes a decision on proposals for a new airport in South Yorkshire. It means another delay in the planning process to turn the former RAF base at Finningley, near Doncaster, into a commercial operation.

Mr Prescott has asked to see more details of a housing development that forms part of the plans. He wants to know if the plans meet a real need for homes in the area and whether the buildings will be of a high enough standard.

Peel Airports, the developers of the site, have been given several weeks to reply. They claim Finningley Airport would create 7,300 jobs over the next decade. The company is planning 24-hour flights, claiming it will handle 60,000 tonnes of freight and up to 2.3 million passengers a year. The results of a public inquiry into the proposals were given to the Office of the Deputy Prime Minister in March 2002. Campaigners on both sides have been waiting for a decision ever since. But Mr Prescott is now unlikely to make his final recommendation until the end of March.

### AIRLINE NEWS

**Aer Lingus** announced it will be restructuring its fleet. The airline currently operates four types of aircraft (A330, A320, B737 and BAe146) and that number is expected to be reduced shortly.

**Aurigny** will wet-lease a BAe146-200 from July through the first week in September. The aircraft will operate on flights to London Stansted and Manchester.

**Bmi Baby** has announced that it is to launch flights to six destinations from Manchester airport beginning in May. The airline, which already operates from Cardiff and East Midlands airports, appears to have ended Manchester's caution about low-cost carriers and is the first of its kind to offer a significant number of cheap flights - up to fifty a week - from the airport.

Ryanair operates from Manchester to Dublin, but recently cut the number of its flights from five to three in a protest at landing fees. The arrival of BmiBaby will be seen as a challenge to EasyJet, whose northern hub is at John Lennon airport in Liverpool, where a new terminal has been built to handle booming passenger numbers.

Manchester airport has been bypassed by many northern travellers in search of cheap flights and BmiBaby tacitly acknowledges that it wants to grab some of that business. "We know that a low-cost airline is something that people in Manchester have been waiting for," said the airline's managing director, Tony Davis, yesterday. "It means they will no longer have to drive past the airport and travel from further afield to fly at low cost."





## THE GLIDER PILOT REGIMENT

In the issue for December, in a note about the Diamond Jubilee of The Glider Pilot Regiment, I promised a more detailed and considered article on "the... Regiment" and here it is.

The Glider Pilot Regiment was one of two regiments in the original Army Air Corps (sometimes now referred to as the "old" Army Air Corps), the other being The Parachute Regiment.

The decision to form a glider-borne force followed the success of the German airborne capture of Crete, even though this was achieved with a heavy toll of killed and injured. The assault on Crete followed a highly successful small glider-borne operation in Belgium in 1940.

The initial British glider-borne operation, an assault on a German "heavy water" plant near Oslo, was unsuccessful largely due to the failure of a navigational aid. The survivors of the two glider crews involved were executed as saboteurs on the order of Hitler.

The second operation, the invasion of Sicily from Africa, proved to be something of a fiasco, largely due to the inadequacy of the training between American tug pilots and the British glider pilots. 79 of the 143 gliders which took off came down in the sea with serious loss of life.

The next operation, the invasion of Normandy, was totally successful, drawing on the lessons of the Sicily fiasco. Two separate operations were fulfilled: the highly-chronicled seizure of two bridges over the River Orne and the Caen Canal, before their defenders could destroy them. The major part of the D-Day glider operation, involving 350 gliders, was the delivery of the whole of the 6<sup>th</sup> Air Landing Brigade and accompanying units.

The story of the Arnhem operation has been well documented in the book and film, "A Bridge Too Far" with its rightful emphasis on the part played by The Parachute Regiment. Little has been written, however, of the glider operations involved. Only 39 of the 358 British gliders of the first lift failed to reach the Landing Zone (LZ) and, of these, 24 came down in England with technical faults. All the glider pilots who survived the landings, fought as infantry, as they had been trained to do; in all, 229 lost their lives at Arnhem.

The final glider operation of World War II, the crossing of the Rhine, utilised 440 gliders. The operation was totally successful but 42 members of the Regiment were killed along with 60 RAF pilots brought in to replace the Arnhem casualties.

At its zenith, the Regiment reached a total strength of 2500, of whom 550 were killed on operations, a high proportion. Of those who survived the War, 400 are active members of the Regimental Association (GPRA) with its excellent magazine, "The Eagle", of which I am a subscriber.

A small group of British Army regiments bear the adjective "crack" which the dictionary describes as "something first rate". The Glider Pilot Regiment, in the fifteen years of its existence, fully earned the right to be included amongst the select few to be awarded this distinction!

This article relies heavily on an article "Jubilee Salute to the Glider Pilots" which appeared in "The Times" on 7 September 2002 and which was reprinted in "The Eagle" December 2002 edition.

Credits:      The Times  
                  The Eagle

## ARMY AVIATION HELICOPTER NEWS

Westland Helicopters has been awarded a £20million contract to develop the "Future" Lynx, to replace the Army's current Battlefield Lynx. The Lynx Mark 7 and Mark 9 have played a key role in theatres as diverse as Northern Ireland, Bosnia and Kosovo, but are now reaching the end of their scheduled Service life. It is felt that a "refurbished" Lynx would fit the replacement specification, rather than a completely new helicopter.

At last, some positive news about the Apache: six of them have successfully completed some night firing trials at the ranges in Lulworth in Dorset. The trials involved CRV7 rockets and 30mm cannon, the aircraft were from 651 and 672 Squadrons, Army Air Corps.

A Bell 212 helicopter, from 7 Flight AAC (Brunei), has completed the longest flight by a military helicopter, in flying 2695 nautical miles in 28 hours of flying time, from Brunei to Townsville, Australia. The pilot was Corporal Clive Stevens (I thought Army pilots were at least Sergeants!) and the aircraft commander Major Phil Cooke, who is OC 7 Flight. The flight was in support of a Company of the Royal Gurkha Rifles, which is based in Brunei.

Credit: Soldier

## SPOTTERS ALERT!

Anyone who was a "spotter" during World War II days, like me, will remember, with great affection, the fortnightly newspaper-type magazine "The Aeroplane Spotter" – an offshoot of the then weekly "Aeroplane" (now "Aeroplane Monthly"). I have recently acquired a CD-ROM of "The Best of the Aeroplane Spotter 1941-1948", which has edited extracts from the seven years the magazine was on issue. It includes three complete issues, which I poured over in the same manner I did sixty-odd years ago (can it really be that long?), as an enthusiastic Air Scout and Civil Defence Messenger who couldn't wait to be called up to start flying training. In the event, the end of the war intervened and I never did get to wear Pilot's wings; I did, however, become the proud wearer of Para wings, but that's another story. Any similar avid reader of "Aeroplane Spotter": have a chat with me at a meeting and I'll print you off some appropriate items. My son-in-law "sponsors" the paper and the ink, so no charge!

Credit: The Aeroplane Spotter 1941-1948

## AEROSPACE and DEFENCE FINANCIAL NEWS

Snippets from the financial pages:

LOCKHEED MARTIN is tipped to report earnings of 80 cents per share, compared with a loss of 34 cents a year ago.

RAYTHEON, the US defence contractor, is expected to report earnings of 65 cents, compared with 15 cents last year.

BAE Systems is reported to be considering a £20billion merger with BOEING. Separately, the Government has told BAE that it will not meet its losses on Astute submarines or Nimrod aircraft.

Credits: The Times  
The Sunday Times  
The Sunday Telegraph

*Eric Martin*





## SMALL WAS BEAUTIFUL



The comment in the February magazine's editorial about airport viewing galleries took me on a nostalgic trip back to 1947, when Yeadon Aerodrome (as it then was) had a splendid facility for watching the comings and goings of aircraft.

This was the all-white terminal opened in 1938. It was a fine building of its period and contained the office of the Station Manager for the Lancashire Aircraft Corporation, Captain H V Worrall, who only a few years earlier had been flight-testing the hundreds of Ansons and Lancasters constructed at the adjacent Avro factory. I paid a brief visit to his office in 1948 when I asked for a flight in an Auster – for ten shillings! A convenient outside

staircase led to the flat roof, which was open to the elements and offered a panoramic view of Runway 10/28 and the apron.

Spotting at the airfield then was an enjoyable and informal experience. I used to cycle up to the large 1938 hangar which fronted the airfield, lean my bike against the small office appended to the hangar's eastern end, and stand at the threshold of the interior. One could not help but inhale the heady smell of fabric dope as one surveyed maintenance taking place on the Austers, Proctors and Rapides, which were the staple types at that time.

Then came a leisurely walk round any aircraft parked nearby, followed by a climb to the roof of the terminal to watch flying activity. In mid-1947 it was "mixed traffic" at weekends, with 609 Squadron Mosquitoes providing a lively contrast with the civil aircraft.



My old 120 film photographs show (1) the terminal behind Rapide G-AGZJ of Cambrian Air Services (taken 29.06.47), (2) Mosquito T.111 VA926 taxiing in, and Lancashire Aircraft Corporation Auster J/I G-AGXD, taken from the roof of the terminal, and (3) opportunity for close encounters on the apron (both taken 13.07.47).

A few changes have taken place since ...!

**Denis Yeadon**



## THE £10,000,000 PLANE KIT



IT'S quite possibly the biggest and most expensive plane kit Merseyside has ever seen.

The RAF is bringing a £10m commuter aeroplane to Merseyside for display outside the old Speke airport, now the Liverpool Marriott Hotel South.

But instead of flying the 29-seater into the city from its former home at British Aerospace in Manchester, the aircraft was dismantled into pieces and brought along the M56 on a lorry.

Wirral Aviation Society has been given the Jetstream 41 by BAE Systems which found it

surplus to requirements. Rather than see it turned to scrap metal, the enthusiasts decided to step in and find it a home. Once re-assembled, it will go on permanent display on the apron next to the old airport control tower.

Wirral Aviation Society's chairman, David Blackburn, said: "The Jetstream 41 is one of the last British designed and built aircraft and as such deserves a permanent home. What better location than outside the superb and historic control tower and terminal building at old Speke airport?

"We are grateful to BAE Systems for letting us have the plane and for the RAF Aircraft Recovery and Transportation Flight for dismantling, transporting and reassembling the aircraft.

"We are also indebted to the Marriott for allowing us to park the Jetstream on the old airport apron. I think its presence there will be of huge benefit and interest to everyone.

"The remarkable thing is that this huge operation to rescue a £10m plane has been done free of charge.

"Although maintenance costs are going to be expensive and because we are just amateurs, we will be looking for sponsorship in the near future."

There are around 140 Jetstream planes operating around the world, some on British Airways routes and others as private jets. The society's aircraft, registration G-JMAC, was the fourth prototype to be built and was mainly used in demonstrations by BAE sales teams in Europe, Asia and Australasia.

BAE Systems regional aircraft managing director Alan Fraser said: "It eventually came to the end of its commercial life and, given its importance to aviation heritage, we were delighted when the society came forward to give it a new home. I'm sure G-JMAC will be in good hands."

Andrew Fox, manager of the Marriott, said: "We are all delighted to have this new guest, and one which is here for the long term. The Jetstream will add a new dimension to the nostalgic atmosphere of the old Speke Airport terminal building, which is now our hotel.

"The apron where the Jetstream will be positioned is the spot where the Beatles were greeted by thousands of adoring fans when they returned from concert tours to Liverpool in the 1960s and where many Merseysiders started or ended their journeys to foreign countries."



Flight sergeant John Beardshaw, of the RAF Aircraft and Recovery Transportation Flight, said: "Our day-to-day role is recovering aircraft which crash, and as you can imagine that doesn't happen very often so this is a great training exercise for us. We have around nine personnel working on the Jetstream and fortunately it is quite a basic job - although a lot more complicated than Airfix."

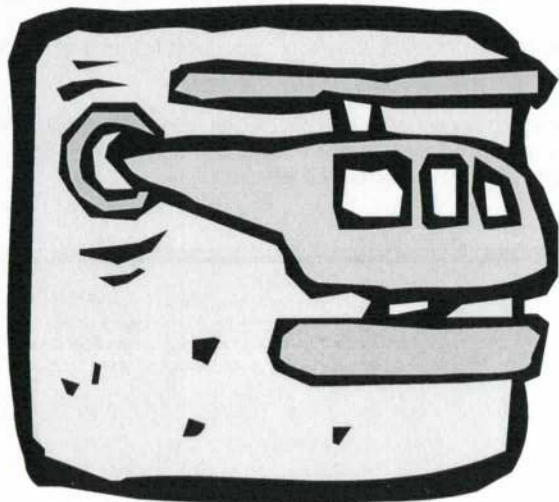
Wirral Aviation Society has founded the Jetstream Club and members will clean and maintain the aircraft. Club chairman Malcolm Kinnear, from New Ferry, said: "Presently it's in three main pieces which the RAF will put together, and hundreds of ancillary pieces which we will work on over the coming months. When it is done it will look fantastic.

**by Mike Hornby**  
**Daily Post Staff**  
**3 February 2003**

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MONARCH AIRLINES' scheduled flights division continues to grow and has announced a 75% capacity expansion this summer with the introduction of a new programme from Gatwick - and increased flight frequencies from Manchester. From 1 May departures from Gatwick will serve Alicante and Malaga daily, with a Faro flight three times a week. Manchester flights to Alicante, Malaga and Faro will double in frequency and Palma is launched as a new route. Monarch Scheduled will continue to operate a busy Luton programme with flights to Alicante, Malaga, Gibraltar, Tenerife, Menorca and Faro. The airline expects to carry 800,000 scheduled passengers from the UK this summer. Monarch Scheduled offers passengers hot food with wine, complimentary drinks from the bar, daily newspapers and refreshing hot towels. Seats are pre-bookable at no extra charge. <http://www.flymonarch.com>

**Ken Cothliff**  
**Air Supply Aviation Store**



# Air Yorkshire Aviation Society

## ANNUAL DINNER

Friday 4 April 2003

### Guest Speaker – GERALD MYERS

author of *Mother Worked at AVRO*

### Celebration Menu - £17.50 per person

(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 a lobster and tarragon sauce

Traditional minestrone soup with warm rolls

Roast rib of beef with Yorkshire pudding

Seared sea bass fillet with mixed pepper and coriander salsa

Breast of chicken with garlic wild mushrooms and a mild mustard sauce

Strawberry brandy-snap basket with vanilla ice-cream

Sticky toffee pudding with a butterscotch sauce

English and continental cheese board

Filter coffee and mints

We have reserved the entire restaurant at Peasehill House, Harrogate Road, Rawdon, Leeds in anticipation of a "full house" of members and their guests at this popular social event.

Please give John Dale, our co-ordinator, details of your guest list so that he can arrange the table plans and prepare place cards.

Your booking, together with payment of £17.50 per person, can be made at a Society meeting (cheque made payable to *Air Yorkshire Aviation Society*) or sent to John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG (tel: 01943 875 315).



# AIR YORKSHIRE AVIATION SOCIETY - VISITS

## VISIT to BIRMINGHAM AIRPORT

### and RAF COSFORD MUSEUM

Saturday 27 September 2003

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

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

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

Cheques payable to: Air Yorkshire Aviation Society

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

Depart return journey: 1730 hours from Cosford

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

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

## **FRA(Teesside) It's on at last**

Thursday 29 May 2003  
audio/visual presentation and site visit  
1900 to 2100 hours  
limited to fifteen maximum  
transport by member cars

A £7 charge applies to cover petrol cost, with any surplus to Society funds  
see/contact Paul Windsor or David Tennant, priority as order of payment



# YORKSHIRE

AIR AMBULANCE SERVICE CHARITY

*Saving lives across the region*

Yorkshire Air Ambulance Appeal  
HELP SUPPORT THE YORKSHIRE AIR AMBULANCE  
What's happening and where

Calling all members of the public across the region to help keep the Air Ambulance in the air.

It doesn't matter if you come from Scarborough, Harrogate, York or Leeds. This is something that we can all unite on.

The Yorkshire Air Ambulance was launched back in October 2000. It has flown over 2200 missions, and attended a wide variety of incidents including serious road accidents.



We are all vulnerable, and that in the event of an accident minutes can make the difference between life and death. How many peoples' lives have been saved by this service probably is not known, but I am sure that its continuation will save a great many more.

## Facts

The area covered by this service is vast, it's the largest county in England, and it's our county "Yorkshire".

The Air Ambulance can be in the air in two minutes.

It can travel at speeds up to 140 mph.

It can be just about anywhere in Yorkshire in twenty to twenty five minutes, and most places in a lot less.

The Air Ambulance will not be impeded by the traffic or those hard to reach inaccessible places.







The helicopter can carry a pilot, (useful to fly the thing) 2 paramedics and all their equipment. It also can carry one, and if pushed in extreme cases, two casualties.

To keep the Air Ambulance in the air costs about £1 million each year. The government provides a small amount of cash, but the lions' share comes from local companies, organisations and voluntary donations.

### How can you help?

Come on folks this is "Yorkshire Pride" at stake here, and charity for 2003 should start at home. Imagine how good you will feel when the Air Ambulance has saved somebody you know, love or just hear of. You know that you played your part in keeping the service going.

### You could

Organise a sponsored event, rally, band night, party, sale or run.  
 Make this charity your clubs cause of the year. Or help another club run it as theirs.  
 Encourage your local pub, club, shop or workplace either to sponsor or carry a donation box.  
 Or contact Yorkshire Air Ambulance direct.

The Yorkshire Air Ambulance Service  
 Threelands  
 Bradford Road  
 Birkenshaw  
 Bradford  
 BD11 2AH  
 Tel 0845 120 6060

We can turn your empty  
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 and  
**INK JET CARTRIDGES**  
 into  
**FLYING HOURS**

Please bring empty cartridges to *Air Yorkshire* meetings  
 and put them in the container provided

Thank you

## FREE AIR



What a wonderful idea the Yorkshire Air Ambulance is. What a comfort it is to the general public of the area. How nice to know that if needed you have the insurance of such help. Can anyone doubt the benefits?

Then why, oh why, is something so useful funded in such a unsatisfactory way? Why is its funding dependent on the good folk of West Yorkshire having to think of ways to help? The "jumble sale" economy has its place, but not here.

Is this not a service that deserves to have a certain future rather than the year-to-year begging bowl or the whim of sponsorship?

It has a proven track record; does it need to demonstrate its benefit any more?

There has got to be a better way.

We need to give the Air Ambulance a certain and lasting future, not one dependent on a "jumble sale". We could sell one RAF Tornado and fund the Air Ambulance for twenty years. Sounds like a good idea to me.

*Jim Stanfield*





## SPOTTERS' CORNER

Photograph by: Gordon Westerman

Clue: Short for a well known fruit drink.

Answer to Cliff via e-mail or snail mail on a piece of paper by the 20th of the month.

Last month's answer: Boeing 737 - 800

Winner: We beat the experts  
so prize goes to Peter Martin.



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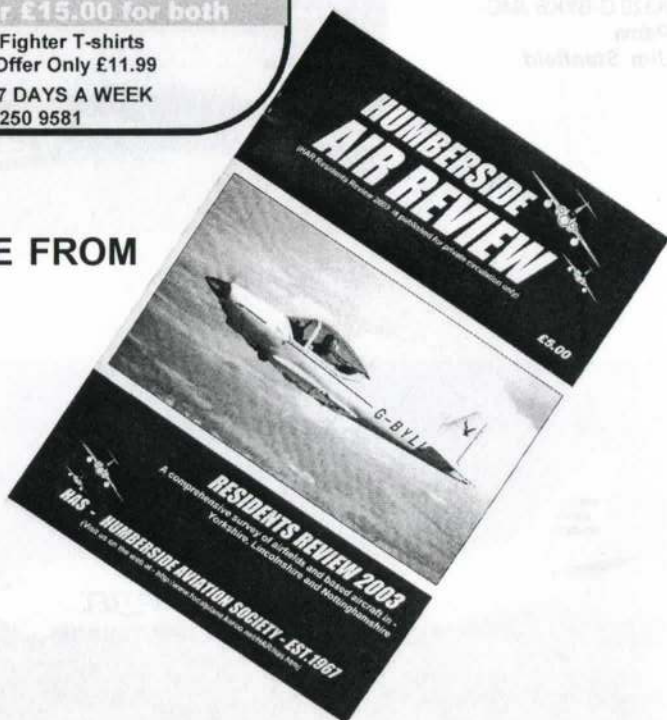
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 Palma  
*Jim Stanfield*



Boeing 737 EC-EPN  
 NORTJET  
 LBA 24 December 1991  
*Ian Morton*