



## YORKSHIRES PREMIER AVIATION SOCIETY



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JIM STANFIELD

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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

01 June 2003 - To Be Advised (still open for any good offers!)

06 July 2003 - Eddie Johnson with Views from the Air

## AIR YORKSHIRE AVIATION SOCIETY NEWS

As I write, the Society has just completed a busy weekend with the annual dinner on Friday and a monthly meeting on Sunday.

Another very successful dinner was the general feeling. Our guest speaker, Gerald Myers, enjoyed himself and entertained us well after dinner with a variety of stories relating to his book, "Mother Worked at Avro". Thanks to Gerald and his wife for adding so much to the occasion. Well done John for so effectively organising the event again; he has become a seasoned campaigner. Thanks to Paul and Dennis for organising and running the raffle and thanks to David our MC / Flight Attendant for the evening. But principally thanks to all those members, spouses and friends who attended in such large numbers and contributed to the success of the evening. Cliff and Terry's photos show many happy people in their best "bib and tucker".

Sunday's meeting saw a welcome return of the first ever Chairman of Air Yorkshire, David Senior, to give an illustrated talk on the basics of spotting military aeroplanes. Dave covered this complex subject in his own inimitable style starting with an overview of serials, codes and squadron insignia for RAF/Royal Navy, USAF/US Navy and a number of European air forces. He then covered the many ways of seeing military aircraft, from air shows to storage areas, with illustrations from his own extensive collection. To conclude, he tried to persuade his audience that military aircraft can be as colourful as airliners. Thanks to Dave for an informative and entertaining afternoon and we look forward to the second part on local military airfields/units.

Finally don't forget to look out for the Apaches at Dishforth in the autumn.

**Jim Stanfield**

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



## MOVEMENTS FEBRUARY

### 01 Saturday

G-BVJA	Fokker 100	0942 1100	G-UKFA	Fokker 100	0949 1109
EI-CNT	Boeing 737	0951 1023	G-MAJA	Jetstream 41	0958 1721(02)
G-RJXG	EMB 145	1103 1208(02)	G-RJXC	EMB 145	1156 1426(02)
G-JECD	CL600 RJ	1232 1312	G-BYAK	Boeing 757	1315 1448
G-JEAV	BAe 146 200	318 1434	G-BJYD	Cessna F152	1345 1653
N671B	A36 Bonanza	1400 1226(04)	G-OLDL	Lear Jet 45	1506 1548
G-BPTL	Cessna 172N	1534 1654	G-UKFM	Fokker 100	1553 1135(02)
OE-LFG	Fokker 70	1651 1740	G-MAJI	Jetstream 41	1733 1817(02)
G-MAFI	Dornier 228	1851 2017	G-UKFG	Fokker 100	1935 2010
EI-CKQ	Boeing 737	2035 2105	G-BVKA	Boeing 737 500	2056 0646(02)

### 02 Sunday

G-BVKA	Boeing 737 500	0926 1049	G-UKFN	Fokker 100	0953 1107
G-RJXB	EMB 145	1202 1542	G-JEDZ	DHC-8	1217 1258
EI-CKQ	Boeing 737	1239 1319	G-UKFN	Fokker 100	1356 1614
G-BUPS	ATR-42	1416 1549	CS-DNQ	Falcon 2000	1421 1553
G-RJXG	EMB 145	1509 1622	G-JECA	CL600 RJ	1601 1703
G-BUVD	Jetstream 31	1618 0717(03)	G-RJXC	EMB 145	1655 1738
G-MAJG	Jetstream 41	1746 1831	G-BVJA	Fokker 100	1806 1915
G-RJXB	EMB 145	1834 1918	G-JECA	CL600 RJ	1903 1950
G-RJXG	EMB 145	1928 0748(03)	EI-CKR	Boeing 737	1932 2023
G-UKFN	Fokker 100	1942 0628(03)	G-MAJI	Jetstream 41	2003 0707(03)
G-MAJA	Jetstream 41	2031 1625(03)	G-RJXC	EMB 145	2058 0807(03)
G-BUPS	ATR-42	2102 2115	G-MAJG	Jetstream 41	2132 1810(03)
G-BVJA	Fokker 100	2152 0656(03)	G-RJXB	EMB 145	2201 0743(03)

### 03 Monday

G-BUPS	ATR-42	0617 0722	G-BVJA	Fokker 100	0924 1050
G-MAJC	Jetstream 41	0930 1006	EI-CKQ	Boeing 737	0950 1031
G-UKFN	Fokker 100	0952 1058	G-MAJI	Jetstream 41	0957 1053
G-BUVD	Jetstream 31	1013 1639	G-BUPS	ATR-42	1018 1101
G-RJXG	EMB 145	1021 1113	G-RJXB	EMB 145	1023 1108
N973BB	Mitsubishi MU-2	1042 1804	G-JECA	CL600 RJ	1110 1139
G-RJXC	EMB 145	1114 1448	VP-CTJ	Citation II	1118 1441
EI-CNW	Boeing 737	1259 1410	G-BUPS	ATR-42	1310 1428
G-PCAR	PA-46 Malibu	1316 1615	G-BVJA	Fokker 100	1338 1746
G-RJXG	EMB 145	1342 1630	G-RJXB	EMB 145	1345 1700
G-UKFN	Fokker 100	1433 1739	G-MAJC	Jetstream 41	1437 0751(04)
G-JECA	CL600 RJ	1620 1757	G-RJXC	EMB 145	1801 1743
EI-CNV	Boeing 737	1901 1945	G-BUVD	Jetstream 31	1904 0707(04)
G-MAJA	Jetstream 41	1911 2014	G-RJXG	EMB 145	1914 2020
G-JECA	CL600 RJ	1954 2034	G-MAJG	Jetstream 41	2038 1101(04)
G-UKFN	Fokker 100	2040 0804(04)	G-RJXB	EMB 145	2044 2153
G-BVJA	Fokker 100	2133 0732(04)	G-RJXC	EMB 145	2148 0808(04)
G-MAJA	Jetstream 41	2238 0853(04)	G-RJXG	EMB 145	2250 0758(04)
G-RJXA	EMB 145	2320 0739(04)			

### 04 Tuesday

G-RJXB	EMB 145	0039 0815	N170SW	Global Express	0651 0753(05)
G-JECA	CL600 RJ	0744 0837	G-RJXA	EMB 145	0935 1013



G-BVJA	Fokker 100	0948 1052	EI-CKR	Boeing 737	0952 1033
G-EEST	Jetstream 31	0956 1453	G-MAJC	Jetstream 41	1029 1355
G-JECA	CL600 RJ	1038 1114	G-RJXB	EMB 145	1040 1127
G-RJXG	EMB 145	1043 1141	G-RJXC	EMB 145	1111 1348
G-MAJA	Jetstream 41	1122 1442	G-BHKJ	Cessna 421C	1132 1646
G-UKFN	Fokker 100	1136 1231	G-RJXA	EMB 145	1153 1400
EI-CJE	Boeing 737	1241 1322	G-BVJA	Fokker 100	1328 1520
G-REBK	King Air B200	1335 2020	G-RJXB	EMB 145	1405 1506
G-RJXG	EMB 145	1412 1511	G-BTDV	PA-28 Warrior II	1421 n/res
G-UKFN	Fokker 100	1456 1717	G-MAJG	Jetstream 41	1502 1433(05)
G-BYAE	Boeing 757	1525 1648	G-MCEA	Boeing 757	1600 1958
G-JECA	CL600 RJ	1602 1710	G-MAJA	Jetstream 41	1701 1754
G-RJXA	EMB 145	1703 1758	G-RJXC	EMB 145	1708 1751
G-RJXB	EMB 145	1714 1845	G-BUVD	Jetstream 31	1731 0653(05)
G-RJXG	EMB 145	1734 1814	G-MAJC	Jetstream 41	1739 1832
G-BVJA	Fokker 100	1749 1941	EI-CKQ	Boeing 737	1829 1906
G-JECA	CL600 RJ	1919 1954	G-MAJA	Jetstream 41	2006 0702(05)
G-RJXG	EMB 145	2013 0727(05)	G-UKFN	Fokker 100	2016 0618(05)
G-RJXB	EMB 145	2049 0718(05)	G-RJXA	EMB 145	2057 0737(05)
G-RJXC	EMB 145	2059 0759(05)	G-MAJC	Jetstream 41	2127 0659(05)
G-BVJA	Fokker 100	2206 0648(05)	G-RJGR	Boeing 757	2308 1009(06)

#### 05 Wednesday

G-MCEA	Boeing 757	0230 1112	G-JECA	CL600 RJ	0740 0818
G-RJXB	EMB 145	0917 1010	G-MAJA	Jetstream 41	0920 1003
G-BVJA	Fokker 100	0929 1046	G-RJXG	EMB 145	0931 1019
G-BUVD	Jetstream 31	0937 1438	G-UKFN	Fokker 100	0953 1043
G-MAJC	Jetstream 41	1001 1349	EI-CNT	Boeing 737	1008 1036
G-DENZ	PA-44 Seminole	1022 1933(07)	G-RJXA	EMB 145	1027 1105
G-JECA	CL600 RJ	1030 1117	G-RJXC	EMB 145	1059 1346
G-RJXB	EMB 145	1201 0717(06)	G-IFTE	BAe 125 700B	1232 1353
G-REBK	King Air B200	1235 1516	EI-CON	Boeing 737	1242 1319
G-IBRI	EC.120B	1243 1510	G-RJXG	EMB 145	1309 1357
G-BVJA	Fokker 100	1329 1536	G-RJXA	EMB 145	1335 1444
G-UKFN	Fokker 100	1358 1610	G-OBLC	B.76 Duchess	1413 1622
G-MAJA	Jetstream 41	1418 0658(06)	G-JECA	CL600 RJ	1558 1705
G-RJXA	EMB 145	1644 1738	G-RJXG	EMB 145	1656 1758
G-RJXC	EMB 145	1702 1751	G-MAJK	Jetstream 41	1708 1747
G-BUVD	Jetstream 31	1712 0708(06)	G-MAJC	Jetstream 41	1735 1830
G-BVJA	Fokker 100	1753 1901	N400J	Gulfstream IV	1755 1818(06)
EI-CNV	Boeing 737	1827 1905	G-JECA	CL600 RJ	1908 1946
G-BUPS	ATR-42	1928 2004	G-RJXA	EMB 145	1935 0744(06)
G-UKFN	Fokker 100	1943 0620(06)	G-MAJK	Jetstream 41	2008 1453(12)
G-RJXJ	EMB 135	2037 2106	G-RJXG	EMB 145	2051 0722(06)
G-MCEA	Boeing 757	2057 2156	G-RJXC	EMB 145	2100 0728(06)
G-BVJA	Fokker 100	2129 0648(06)	G-MAJC	Jetstream 41	2134 0651(06)

#### 06 Thursday

G-JECA	CL600 RJ	0743 0826	G-HAMA	King Air 200	0907 0955
G-RJXB	EMB 145	0917 0959	G-MAJA	Jetstream 41	0921 1002
G-BVJA	Fokker 100	0933 1046	G-JETC	Citation II	0936 1143
G-BUVD	Jetstream 31	0942 1430	G-IFTE	BAe 125 700B	0947 1018
G-RJXG	EMB 145	0949 1030	G-MAJC	Jetstream 41	0954 1358
EI-CKP	Boeing 737	0956 1035	G-UKFN	Fokker 100	1014 1055
G-JECA	CL600 RJ	1028 1119	G-RJXC	EMB 145	1031 1108
G-RJXA	EMB 145	1042 1340	G-RHYM	PA-31 Navajo	1145 1527
G-RJXE	EMB 145	1154 1448	EI-CNV	Boeing 737	1255 1331
G-BYAY	Boeing 757	1300 1434	G-BODY	Cessna 310R	1308 1408
G-RJXG	EMB 145	1310 1403	G-RJXC	EMB 145	1341 1513

G-BVJA	Fokker 100	1349 1521	G-UKFN	Fokker 100	1351 1609
G-OBLC	B.76 Duchess	1355 1537	EC-GZD	Airbus 320	1406 1516
G-MAJA	Jetstream 41	1419 1456	G-JECA	CL600 RJ	1600 1703
G-BWHF	PA-31 Navajo	1633 1657	G-RJXA	EMB 145	1638 1748
G-RJXB	EMB 145	1654 1744	G-RJXG	EMB 145	1701 1757
G-MAJA	Jetstream 41	1711 1751	G-BUVD	Jetstream 31	1724 0656(07)
G-RJXC	EMB 145	1730 1812	G-MAJC	Jetstream 41	1734 1828
G-BVJA	Fokker 100	1742 1902	G-EXEC	PA-34 Seneca	1809 0924(13)
EI-CNT	Boeing 737	1829 1906	G-JECA	CL600 RJ	1909 1948
G-RJGR	Boeing 757	1918 1201(07)	G-RJXB	EMB 145	1932 0747(07)
G-UKFN	Fokker 100	1952 0626(07)	G-MAJA	Jetstream 41	2003 0704(07)
G-RJXC	EMB 145	2017 2049	G-RJXG	EMB 145	2047 0724(07)
G-RJXA	EMB 145	2051 0730(07)	G-MAJC	Jetstream 41	2123 0652(07)
G-RJXJ	EMB 135	2132 0710(07)	G-BVJB	Fokker 100	2205 0701(07)

#### 07 Friday

G-CRPH	Airbus 320	0737 0834	G-JECA	CL600 RJ	0753 0823
G-RJXJ	EMB 135	0904 0958	G-MAJA	Jetstream 41	0918 1001
G-BVJB	Fokker 100	0921 1048	G-RJXA	EMB 145	0923 1015
G-BUVD	Jetstream 31	0951 1430	G-MAJC	Jetstream 41	0953 1349
G-UKFN	Fokker 100	1011 1145	EI-CJF	Boeing 737	1017 1050
G-RJXG	EMB 145	1019 1102	G-JECA	CL600 RJ	1029 1109
G-RJXB	EMB 145	1052 1353	EC-IEQ	Airbus 320	1138 1257
G-RJXJ	EMB 135	1156 1507	EC-IDT	Boeing 737 800	1203 1333
G-MAJJ	Jetstream 41	1214 1353(09)	G-LAST	Cessna 340	1231 1329
EI-CKS	Boeing 737	1253 1327	G-RJXA	EMB 145	1319 1405
G-BVJB	Fokker 100	1336 1518	G-RJXG	EMB 145	1341 1451
G-MAJA	Jetstream 41	1421 1455	N273TB	B.58 Baron	1446 1516
G-BZSD	PA-46 Malibu	1504 1548	G-OMNH	King Air 300	1612 1628
G-JECA	CL600 RJ	1615 1703	G-RJXG	EMB 145	1634 1736
G-RJXA	EMB 145	1653 1659	G-RJXB	EMB 145	1656 1202(09)
OO-VLN	Fokker 50	1700 1858(08)	G-MAJA	Jetstream 41	1715 1754
G-BUVD	Jetstream 31	1719 1409(09)	G-RJXJ	EMB 135	1724 1805
G-MAJC	Jetstream 41	1733 1828	G-BVJB	Fokker 100	1747 1909
G-LAST	Cessna 340	1756 1814	EI-CJI	Boeing 737	1830 1906
G-UKFM	Fokker 100	1900 1952	G-JECA	CL600 RJ	1903 1949
G-RJXG	EMB 145	1924 2019	G-RJXJ	EMB 135	1954 1512(09)
G-MAJA	Jetstream 41	2009 1750(09)	G-RJGR	Boeing 757	2121 0711(08)
G-RJXA	EMB 145	2125 0943(08)	EI-CJF	Boeing 737	2128 2202
G-MAJC	Jetstream 41	2136 0651(08)	G-BVJC	Fokker 100	2144 0640(08)
G-UKFM	Fokker 100	2222 0614(08)	G-RJXG	EMB 145	2241 0822(08)

#### 08 Saturday

G-BZSD	PA-46 Malibu	0959 1041	G-MIDL	Airbus 321	0940 1048
EI-CJF	Boeing 737	0950 1027	G-MAJC	Jetstream 41	1008 1347
G-UKFM	Fokker 100	1011 1111	G-RJXG	EMB 145	1108 1424(09)
G-GNTB	SAAB 340	1122 1807	G-JECA	CL600 RJ	1232 1323
G-BYAY	Boeing 757	1255 1437	G-JEAJ	BAe 146 200	1258 1417
G-FRYI	King Air 200	1302 1816	G-RJXA	EMB 145	1305 1341
G-UKFM	Fokker 100	1358 1557	OE-GBB	Dornier 328	1555 0904(09)
G-MAJC	Jetstream 41	1725 1802(09)	OE-LFK	Fokker 70	1804 1856
G-RJXA	EMB 145	1812 1547(09)	G-UKFM	Fokker 100	1921 0636(09)
EI-COA	Boeing 737	2017 2055	G-BVKC	Boeing 737 500	2049 0647(09)
G-RJGR	Boeing 757	2114 0805(09)			

#### 09 Sunday

G-BVKC	Boeing 737 500	0920 1042	PH-KZK	Fokker 70	1153 1246
G-JEDY	DHC-8	1215 1253	EI-CKS	Boeing 737	1249 1327
G-KKES	TB-20 Trinidad	1312 1429	G-ECJM	PA-28R Arrow	1318 1629
G-RJXB	Fokker 100	1450 1601	PH-KZH	Fokker 70	1540 1627



G-JECA	CL600 RJ	1559 1709	G-RJXG	EMB 145	1654 1741
EI-CFN	Cessna 172P	1658 1832	G-BUVD	Jetstream 31	1702 1736
G-MAJD	Jetstream 41	1705 1449(10)	G-RJXJ	EMB 135	1716 1757
G-MAJM	Jetstream 41	1728 0705(10)	G-MAJJ	Jetstream 41	1733 1826
G-BVJA	Fokker 100	1744 1901	EI-CJE	Boeing 737	1833 1909
G-JECA	CL600 RJ	1906 1947	G-UKFE	Fokker 100	1934 0624(10)
G-MAJC	Jetstream 41	1944 0659(10)	G-MAJB	Jetstream 41	2009 1353(10)
G-RJXA	EMB 145	2025 0751(10)	G-RJXJ	EMB 135	2102 0842(10)
G-RJXG	EMB 145	2114 0727(10)	G-MAJJ	Jetstream 41	2132 0703(10)
G-BVJA	Fokker 100	2136 0648(10)	G-RJGR	Boeing 757	2309 1104(10)

#### 10 Monday

G-BUPS	ATR-42	0721 0753	G-JECA	CL600 RJ	0741 0819
CS-DNL	Hawker 800 XP	0802 0919	G-MAJJ	Jetstream 41	0923 0959
G-BVJA	Fokker 100	0930 1048	G-RJXG	EMB 145	0934 1016
G-MAJM	Jetstream 41	0939 1458	EI-COA	Boeing 737	0945 1024
G-MAJC	Jetstream 41	0952 1041	G-UKFE	Fokker 100	0957 1057
HB-GJR	King Air 350	1003 1645	G-BUPS	ATR-42	1006 1039
G-JECA	CL600 RJ	1021 1110	G-RJXA	EMB 145	1134 1338
G-RJXJ	EMB 135	1139 1218	G-BUPS	ATR-42	1245 1744
G-RJXB	EMB 145	1248 1509	EI-CNW	Boeing 737	1252 1329
G-RJXG	EMB 145	1257 1400	G-BVJA	Fokker 100	1336 1515
G-IFIT	PA-31 Navajo	1340 1723	G-AZFR	Cessna 401B	1350 1420
G-MAJJ	Jetstream 41	1413 0649(11)	G-BAVZ	PA-23 Aztec	1427 1749
G-RJXJ	EMB 135	1511 1550	PH-KZN	Fokker 70	1547 1630
G-JECA	CL600 RJ	1601 1705	G-RVRB	PA-34 Seneca	1603 1618
G-RJXG	EMB 145	1648 1757	G-RJXA	EMB 145	1701 1754
G-MAJM	Jetstream 41	1721 0656(11)	G-CELS	Boeing 737 300	1740 0807(12)
G-RJXJ	EMB 135	1743 1817	G-BVJA	Fokker 100	1747 1908
G-MAJB	Jetstream 41	1752 1833	EI-COX	Boeing 737	1837 1911
G-JECA	CL600 RJ	1905 1951	G-RJXB	EMB 145	1941 0736(11)
G-UKFC	Fokker 100	1948 0629(11)	G-BUPS	ATR-42	1957 2025
G-RJGR	Boeing 757	2019 0730(11)	G-RJXJ	EMB 135	2021 0721(11)
G-RJXG	EMB 145	2037 0802(11)	G-RJXA	EMB 145	2051 0717(11)
EI-CNT	Boeing 737	2106 2135	G-MAJB	Jetstream 41	2134 0703(11)
G-BVJA	Fokker 100	2137 0646(11)	G-MAJD	Jetstream 41	2240 1442(11)

#### 11 Tuesday

G-JECA	CL600 RJ	0758 0831	G-RJXA	EMB 145	0918 1003
G-MAJB	Jetstream 41	0923 1000	G-BVJA	Fokker 100	0928 1051
G-RJXB	EMB 145	0945 1025	EI-CKP	Boeing 737	0947 1021
G-UKFC	Fokker 100	0952 1048	G-MAJM	Jetstream 41	0955 1453
G-MAJJ	Jetstream 41	0957 1353	G-RJXJ	EMB 135	1001 1055
G-UKFN	Fokker 100 DIV	1010 1104	G-JECA	CL600 RJ	1030 1117
G-CBTU	Citation II	1110 1804	G-RJXG	EMB 145	1124 1339
G-REDS	Citation Excel	1148 1210	G-RJXA	EMB 145	1156 1447
CS-DNT	Hawker 800 XP	1200 1300	EI-COX	Boeing 737	1251 1322
G-RJXB	EMB 145	1302 1359	G-RJXJ	EMB 135	1327 1502
G-BVJA	Fokker 100	1330 1515	G-UKFC	Fokker 100	1356 1610
G-BODY	Cessna 310R	1407 1601	G-MAJB	Jetstream 41	1417 1848(16)
G-BYAP	Boeing 757	1432 1558	G-JECA	CL600 RJ	1606 1659
G-IFIT	PA-31 Navajo	1613 1755	G-RJXG	EMB 145	1644 1744
G-RJXA	EMB 145	1647 1729	G-RJGR	Boeing 757	1702 1950
G-MAJD	Jetstream 41	1707 1750	G-MAJM	Jetstream 41	1717 0702(12)
CS-DNT	Hawker 800 XP	1722 1808	G-MAJJ	Jetstream 41	1728 1828
G-RJXJ	EMB 135	1732 1811	G-BVJA	Fokker 100	1746 1906
EI-COA	Boeing 737	1824 1900	G-JECA	CL600 RJ	1904 1954
G-UKFC	Fokker 100	1925 0629(12)	G-RJXA	EMB 145	1928 2051
G-CELV	Boeing 737 300	2007 1237(13)	G-MAJD	Jetstream 41	2009 0709(12)

G-RJXJ	EMB 135	2012 0812(12)	G-RJXG	EMB 145	2037 0830(12)
G-MAJJ	Jetstream 41	2113 0704(12)	G-BVJB	Fokker 100	2131 0652(12)
G-RJXA	EMB 145	2319 0740(12)			

#### 12 Wednesday

G-RJGR	Boeing 757	0152 1118	G-JECA	CL600 RJ	0755 0833
G-BAVZ	PA-23 Aztec	0911 1336	G-MAJD	Jetstream 41	0917 1443
G-BVJB	Fokker 100	0932 1135	G-RJXA	EMB 145	0936 1017
G-MAJM	Jetstream 41	0947 1040	El-CJD	Boeing 737	0951 1027
G-MAJJ	Jetstream 41	0953 1355	G-UKFC	Fokker 100	0956 1201
G-AYND	Cessna 310Q	1002 1237	G-RJXJ	EMB 135	1007 1049
G-JECA	CL600 RJ	1033 1113	G-RJXE	EMB 145 DIV	1105 1352
G-CELS	Boeing 737 300	1115 1826	G-RJXG	EMB 145	1142 1344
CS-DNJ	Hawker 800 XP	1147 0807(13)	G-RJXJ	EMB 135	1241 1402
El-CKP	Boeing 737	1259 1326	G-RJXA	EMB 145	1308 1502
N125GP	Lear Jet 31A	1403 1634	G-BVJB	Fokker 100	1405 1520
G-STRB	Boeing 737 300	1416 1259(13)	G-UKFC	Fokker 100	1455 1607
G-JECA	CL600 RJ	1610 1705	G-RJXJ	EMB 135	1651 1753
G-RJXA	EMB 145	1656 1739	G-MAJD	Jetstream 41	1700 1749
G-RJXG	EMB 145	1703 1756	G-MAJM	Jetstream 41	1710 0701(13)
G-MAJJ	Jetstream 41	1729 1833	G-ZAPJ	ATR-42	1747 1829
G-BVJB	Fokker 100	1805 1920	El-CJD	Boeing 737	1836 1909
G-UKFC	Fokker 100	1934 0631(13)	G-RJXA	EMB 145	1950 0756(13)
G-MAJK	Jetstream 41	1959 1005(13)	G-MAJD	Jetstream 41	2001 0704(13)
G-RJGR	Boeing 757	2031 1011(13)	G-ZAPJ	ATR-42	2039 2120
G-RJXJ	EMB 135	2042 0737(13)	G-RJXG	EMB 145	2110 2234
G-JECA	CL600 RJ	2113 2150	G-CELS	Boeing 737 300	2118 0709(13)
G-MAJJ	Jetstream 41	2130 0712(13)	G-BVJB	Fokker 100	2143 0813(13)
G-STRD	Boeing 737 700	2227 0733(13)			

#### 13 Thursday

G-RJXG	EMB 145	0610 0804	G-JECA	CL600 RJ	0746 0822
G-MAJJ	Jetstream 41	0929 1353(23)	G-RJXJ	EMB 135	0941 1019
G-MAJM	Jetstream 41	0945 1448	G-UKFC	Fokker 100	0947 1053
G-RJXA	EMB 145	0954 1044	G-MAJD	Jetstream 41	1001 1402
G-CELS	Boeing 737 300	1015 1824	G-JECA	CL600 RJ	1035 1117
VP-BGE	Citation I	1050 2008	G-BVJB	Fokker 100	1054 1138
G-RJXG	EMB 145	1135 1216	G-BODY	Cessna 310R	1152 1652
G-RJXB	EMB 145	1157 1410	G-OBLC	B.76 Duchess	1200 1406
G-RJXJ	EMB 135	1206 1428	G-FIND	Cessna F406	1222 1431
G-BYAY	Boeing 757	1251 1423	El-CSG	Boeing 737 800	1301 1342
G-RJXA	EMB 145	1320 1459	EC-GZE	Airbus 320	1323 1439
G-BVJB	Fokker 100	1400 1522	G-UKFR	Fokker 100	1407 1609
G-MAJK	Jetstream 41	1456 1513	G-RJXG	EMB 145	1444 1515
G-CELV	Boeing 737 300	1559 1828(14)	G-JECA	CL600 RJ	1654 1734
G-RJXB	EMB 145	1703 1749	G-MAJK	Jetstream 41	1718 1808
G-RJXJ	EMB 135	1720 1800	G-RJXG	EMB 145	1724 1806
G-MAJM	Jetstream 41	1726 0732(14)	G-BVJB	Fokker 100	1746 1915
El-CNV	Boeing 737	1842 1926	CS-DNJ	Hawker 800 XP	1850 1918
G-BHYF	PA-34 Seneca	1856 1930	G-EXEC	PA-34 Seneca	1902 1308(14)
G-JECA	CL600 RJ	1921 2000	G-UKFR	Fokker 100	1933 0650(14)
G-RJGR	Boeing 757	1939 1141(14)	G-RJXA	EMB 145	1943 0827(14)
G-RJXG	EMB 145	2002 0801(14)	G-MAJE	Jetstream 41	2025 0728(14)
G-RJXJ	EMB 135	2044 0841(14)	G-RJXB	EMB 145	2050 0820(14)
G-CELS	Boeing 737 300	2113 0712(14)	G-BVJB	Fokker 100	2140 0652(14)
G-STRD	Boeing 737 700	2241 0737(14)			

#### 14 Friday

G-MAJD	Jetstream 41	0019 1003	G-YJBM	Airbus 320	0733 0846
G-JECA	CL600 RJ	0751 0825	G-UKFR	Fokker 100	0930 1059



G-BVJB	Fokker 100	0935 1054	G-RJXG	EMB 145	0950 1109
ZE438	Jetstream T.3	1001 1112	G-MAJM	Jetstream 41	1006 1449
EI-CKQ	Boeing 737	1009 1048	G-CELS	Boeing 737 300	1012 0711(15)
G-MAJE	Jetstream 41	1015 1418	G-RJXJ	EMB 135	1026 1102
G-JECA	CL600 RJ	1030 1135	G-KKES	TB-20 Trinidad	1040 1129
G-FPLA	King Air B200	1042 1333	G-RJXA	EMB 145	1114 1154
EC-GZE	Airbus 320	1122 1239	G-RJXB	EMB 145	1126 1343
ZE701	BAe 145 CC.2	1150 1229	EC-HZS	Boeing 737 800	1212 1323
G-JIVE	Hughes 369	1220 1305	G-OBLC	B.76 Duchess	1232 1615
G-RJXJ	EMB 135	1246 1512	EI-CJL	Boeing 737	1256 1345
G-BYAY	Boeing 757	1319 1507	G-RJXG	EMB 145	1347 1430
G-UKFR	Fokker 100	1358 1611	G-BVJB	Fokker 100	1401 1518
G-MAJD	Jetstream 41	1417 1459	G-RJXA	EMB 145	1419 1505
G-YJBM	Airbus 320	1447 1707	G-JECA	CL600 RJ	1604 1658
G-EXEC	PA-34 Seneca	1618 0943(25)	G-RJXB	EMB 145	1648 1818
G-RJXA	EMB 145	1701 1740	G-RJXG	EMB 145	1705 1810
G-RJXJ	EMB 135	1711 1831	G-MAJM	Jetstream 41	1718 1409(16)
G-MAJD	Jetstream 41	1721 1806	G-MAJE	Jetstream 41	1736 1846
G-BVJB	Fokker 100	1758 1911	EI-CJL	Boeing 737	1836 1913
G-ROWN	King Air 200	1840 1849	G-JECA	CL600 RJ	1906 1952
G-UKFR	Fokker 100	1936 0626(15)	G-RJXA	EMB 145	1947 0829(15)
G-MAJD	Jetstream 41	2014 1815(16)	G-RJXJ	EMB 135	2028 1600(16)
G-CELV	Boeing 737 300	2101 1825(16)	G-RJXC	EMB 145	2105 2158
G-RJXB	EMB 145	2119 0814(15)	EI-CKQ	Boeing 737	2123 2155
G-MAJE	Jetstream 41	2137 0719(15)	G-RJGR	Boeing 757	2148 0716(15)
G-STRD	Boeing 737 300	2152 0900(15)	G-BVJB	Fokker 100	2156 0649(15)

#### 15 Saturday

G-BVJB	Fokker 100	0932 1108	G-UKFR	Fokker 100	0934 1053
EI-CJD	Boeing 737	0950 1022	G-CELS	Boeing 737 300	1014 1516
G-CTWW	PA-34 Seneca	1026 1102	G-MAJE	Jetstream 41	1028 1431
N750NS	Citation X	1045 1258	G-RJXA	EMB 145	1140 1202(16)
G-RJXB	EMB 145	1151 1433(16)	CS-DNR	Falcon 2000	1227 1425
G-JECA	CL600 RJ	1232 1313	G-JEAJ	BAe 146 200	1329 1453
G-BYAY	Boeing 757	1336 1500	CS-DNU	Hawker 800 XP	1530 1643
G-UKFJ	Fokker 100	1649 1740	G-CTWW	PA-34 Seneca	1718 1806
G-MAJE	Jetstream 41	1929 1358(16)	OE-LFK	Fokker 70	1836 1929
G-STRD	Boeing 737 300	1954 2046	G-UKFJ	Fokker 100	2025 0636(16)
EI-CJE	Boeing 737	2031 2108	G-BVKC	Boeing 737 500	2055 0648(16)
G-RJGR	Boeing 757	2100 0759(16)			

#### 16 Sunday

N70EL	Beechjet 400A	0846 0910	G-UKFJ	Fokker 100	0940 1049
G-BVKC	Boeing 737 500	0943 1052	G-JEDZ	DHC-8	1219 1257
EI-CKP	Boeing 737	1247 1324	G-BZSD	PA-46 Malibu	1258 1415
G-UKFJ	Fokker 100	1412 1605	G-RJXA	EMB 145	1443 0720(17)
G-JECA	CL600 RJ	1601 1701	G-RJXC	EMB 145	1630 1713
G-MAJM	Jetstream 41	1654 0703(18)	G-RJXB	EMB 145	1656 1834
G-CELS	Boeing 737 300	1733 0710(20)	G-MAJE	Jetstream 41	1735 1837
G-BVJB	Fokker 100	1748 1928	EI-CJG	Boeing 737	1851 1925
G-JECA	CL600 RJ	1904 1957	G-UKFJ	Fokker 100	1934 0621(17)
G-RJXC	EMB 145	2015 2050	G-MAJD	Jetstream 41	2019 0701(17)
G-MAJB	Jetstream 41	2027 0703(17)	G-RJXJ	EMB 135	2029 0723(17)
G-CELV	Boeing 737 300	2108 0707(17)	G-RJXB	EMB 145	2134 0750(17)
G-BXWE	Fokker 100	2140 0647(17)	G-MAJE	Jetstream 41	2142 1350(17)
G-RJGR	Boeing 757	2257 1112(17)	G-RJXC	EMB 145	2318 0736(17)

#### 17 Monday

N77CE	Falcon 900	0657 1744(18)	G-JECA	CL600 RJ	0742 0820
G-RJXA	EMB 145	0915 1002	G-MAJB	Jetstream 41	0921 1004



G-BXWE	Fokker 100	0931 1046	G-OOIO	Twin Squirrel	0933 1631(18)
EI-CJD	Boeing 737	0942 1017	G-RJXC	EMB 145	0944 1034
G-UKFE	Fokker 100	0947 1052	G-MAJD	Jetstream 41	1007 1434
G-RJXJ	EMB 135	1009 1058	G-OAKJ	Jetstream 31	1020 1100
G-CELV	Boeing 737 300	1023 1815	G-JECA	CL600 RJ	1026 1119
G-RJXB	EMB 145	1057 1346	G-RJXA	EMB 145	1203 1444
G-BAVZ	PA-23 Aztec	1213 1622	EI-CJI	Boeing 737	1300 1337
G-RJXC	EMB 145	1320 1404	G-RJXJ	EMB 135	1329 1456
G-OAKJ	Jetstream 31	1331 1430	G-BXWE	Fokker 100	1334 1511
G-UKFE	Fokker 100	1408 1605	G-MAJB	Jetstream 41	1428 1928
G-BGXD	TB-10 Tobago	1426 1826(7/3)	G-JECA	CL600 RJ	1559 1703
G-RJXA	EMB 145	1643 1731	G-RJXB	EMB 145	1652 1757
G-MAJD	Jetstream 41	1659 1739	G-RJXI	EMB 145	1701 1751
G-RJXJ	EMB 135	1710 1800	G-OAKJ	Jetstream 31	1712 1733
G-MAJE	Jetstream 41	1728 1824	G-BXWE	Fokker 100	1741 1900
G-BZSD	PA-46 Malibu	1819 0819(18)	G-MAJH	Jetstream 41	1830 1443(18)
I-CKS	Boeing 737	1853 1934	G-JECA	CL600 RJ	1907 1955
G-RJXA	EMB 145	1932 0715(18)	G-UKFE	Fokker 100	1941 0617(18)
G-MAJD	Jetstream 41	1953 0652(18)	G-RJXJ	EMB 135	2003 0717(18)
G-RJGR	Boeing 757	2023 0750(18)	G-RJXI	EMB 145	2048 0725(18)
G-RJXB	EMB 145	2058 0746(18)	EI-CJD	Boeing 737	2101 2134
G-CELV	Boeing 737 300	2109 0709(18)	G-MAJE	Jetstream 41	2131 1001(18)
G-BVJA	Fokker 100	2142 0647(18)			

#### 18 Tuesday

G-JECA	CL600 RJ	0744 0816	G-BODY	Cessna 310R	0851 1155
G-RJXA	EMB 145	0910 0959	G-BYLM	PA-46 Malibu	0929 1322(22)
G-BVJA	Fokker 100	0933 1045	G-RJXI	EMB 145	0939 1020
EI-CNW	Boeing 737	0942 1017	G-UKFE	Fokker 100	0944 1106
G-MAJM	Jetstream 41	0953 1437	G-MAJD	Jetstream 41	0956 1345
G-RJXJ	EMB 135	1011 1059	G-CELV	Boeing 737 300	1015 1829
G-JECA	CL600 RJ	1029 1121	G-RJXB	EMB 145	1047 1350
G-RJXA	EMB 145	1159 1441	EI-CKQ	Boeing 737	1251 1323
G-RJXI	EMB 145	1300 1401	G-BVJA	Fokker 100	1339 1527
G-RJXJ	EMB 135	1344 1503	G-UKFE	Fokker 100	1358 1603
G-CDUP	Boeing 757	1420 1555	G-MAJE	Jetstream 41	1424 0653(19)
G-BZSD	PA-46 Malibu	1512 1613	G-JBBZ	Twin Squirrel	1543 n/s+
G-JECA	CL600 RJ	1611 1713	G-RJXA	EMB 145	1646 1731
G-RJXB	EMB 145	1649 1746	G-RJXI	EMB 145	1652 1754
G-MAJM	Jetstream 41	1710 0755(19)	G-RJXJ	EMB 135	1712 1801
G-MAJH	Jetstream 41	1715 1756	G-MAJD	Jetstream 41	1729 1825
G-BVJA	Fokker 100	1758 1906	G-JALC	Boeing 757	1842 2005
EI-CKS	Boeing 737	1845 1916	G-JECA	CL600 RJ	1908 1957
G-UKFE	Fokker 100	1935 0620(19)	G-RJXA	EMB 145	1940 0711(19)
G-RJXJ	EMB 135	2010 0726(19)	G-MAJB	Jetstream 41	2013 0659(19)
G-RJXI	EMB 145	2048 0721(19)	G-RJXB	EMB 145	2057 0751(19)
G-CELV	Boeing 737 300	2112 0704(19)	G-MAJD	Jetstream 41	2115 1439(19)
G-BVJA	Fokker 100	2151 0651(19)			

#### 19 Wednesday

G-JALC	Boeing 757	0212 1121	G-JECA	CL600 RJ	0748 0821
G-MAJB	Jetstream 41	0913 1005	G-RJXI	EMB 145	0921 1022
G-RJXA	EMB 145	0924 1003	G-BVJA	Fokker 100	0928 1057
G-UKFF	Fokker 100	0931 1050	EI-CJD	Boeing 737	0940 1017
G-MAJE	Jetstream 41	0959 1403	G-CELV	Boeing 737 300	1012 1824
G-RJXJ	EMB 135	1014 1104	G-MAJM	Jetstream 41	1020 1449
G-BODY	Cessna 310R	1023 1059	G-JECA	CL600 RJ	1027 1113
G-RJXB	EMB 145	1042 1343	G-AWBC	PA-28R Arrow	1142 1436(20)
G-RJXA	EMB 145	1207 1443	G-RJXI	EMB 145	1257 1357

EI-CKQ	Boeing 737	1300 1333	G-TASH	Cessna 172N	1329 1027(1/3)
G-RJXJ	EMB 135	1336 1501	G-UKFF	Fokker 100	1352 1605
G-BVJA	Fokker 100	1355 1517	G-MAJB	Jetstream 41	1431 0703(20)
G-JECA	CL600 RJ	1601 1708	G-RJXI	EMB 145	1644 1742
G-MAJD	Jetstream 41	1650 1750	G-RJXA	EMB 145	1652 1734
G-RJXB	EMB 145	1655 1748	G-MAJM	Jetstream 41	1720 0713(20)
G-RJXJ	EMB 135	1722 1812	G-MAJE	Jetstream 41	1731 1847
G-BVJA	Fokker 100	1752 1903	EI-CKP	Boeing 737	1852 1923
G-JECA	CL600 RJ	1906 1951	G-UKFF	Fokker 100	1934 0621(20)
G-RJXA	EMB 145	1943 0727(20)	G-MAJD	Jetstream 41	1959 1445(20)
G-RJXI	EMB 145	2018 0729(20)	G-JALC	Boeing 757	2044 1017(20)
G-RJXB	EMB 145	2057 0740(20)	G-CELV	Boeing 737 300	2109 1125(20)
G-MAJE	Jetstream 41	2132 0655(20)	G-BVJC	Fokker 100	2143 0652(20)

## 20 Thursday

G-JECA	CL600 RJ	0750 0824	G-BODY	Cessna 310R	0900 1422
G-RJXA	EMB 145	0917 0951	G-MAJB	Jetstream 41	0920 1008
G-RJXI	EMB 145	0936 1021	G-BVJC	Fokker 100	0941 1051
G-UKFF	Fokker 100	0944 1048	G-MAJE	Jetstream 41	0947 1405
G-MAJM	Jetstream 41	0957 1434	EI-CKP	Boeing 737	0959 1034
G-CELS	Boeing 737 300	1025 1831	G-JECA	CL600 RJ	1028 1133
G-RJXJ	EMB 135	1030 1113	G-RJXB	EMB 145	1106 1351
G-RJXA	EMB 145	1209 1450	N656AG	PA-34 Seneca	1233 1455
G-BYAL	Boeing 757	1240 1500	EC-GZE	Airbus 320	1250 1417
G-BXXT	B.76 Duchess	1256 1427	EI-COA	Boeing 737	1259 1342
G-RJXI	EMB 145	1304 1409	G-BVJC	Fokker 100	1336 1521
G-RJXJ	EMB 135	1340 1503	G-UKFF	Fokker 100	1401 1611
G-MAJB	Jetstream 41	1419 1005(21)	G-JECA	CL600 RJ	1604 1710
G-RJXA	EMB 145	1645 1740	G-RJXI	EMB 145	1649 1804
G-RJXB	EMB 145	1652 1749	G-MAJD	Jetstream 41	1656 1758
G-MAJM	Jetstream 41	1719 0701(21)	G-RJXJ	EMB 135	1726 1806
G-MAJE	Jetstream 41	1734 1836	G-BVJC	Fokker 100	1754 1908
EI-CKQ	Boeing 737	1833 1911	G-JECA	CL600 RJ	1904 1957
G-JALC	Boeing 757	1926 1366(21)	G-RJXA	EMB 145	1935 0734(21)
G-RJXJ	EMB 135	1959 0708(21)	G-MAJD	Jetstream 41	2005 1441(21)
G-UKFF	Fokker 100	2012 0625(21)	G-RJXI	EMB 145	2042 0738(21)
G-RJXB	EMB 145	2100 0803(21)	G-CELS	Boeing 737 300	2116 0718(21)
G-MAJE	Jetstream 41	2120 0722(21)	G-BVJA	Fokker 100	2132 0649(21)

## 21 Friday

G-STRB	Boeing 737 300	0605 0713	CS-DNP	Falcon 2000	0730 0822
D-ISWA	CitationJet	0754 1610	G-JECA	CL600 RJ	0814 0843
G-RJXJ	EMB 135	0911 0956	G-RJXA	EMB 145	0927 1020
G-BVJA	Fokker 100	0933 1058	G-MAJM	Jetstream 41	0946 1434
EI-CJD	Boeing 737	0949 1029	G-UKFF	Fokker 100	0954 1048
G-RJXI	EMB 145	1017 1102	G-CELS	Boeing 737 300	1024 1840
G-JECA	CL600 RJ	1039 1114	EC-GZD	Airbus 320	1100 1223
G-MAJE	Jetstream 41	1111 1350	G-RJXB	EMB 145	1144 1358
G-RJXJ	EMB 135	1151 1509	EC-III	Boeing 737 800	1158 1318
G-CTLA	Airbus 321	1213 1329	EI-CKQ	Boeing 737	1254 1329
G-RJXA	EMB 145	1315 1402	G-RJXI	EMB 145	1342 1451
G-BYAL	Boeing 757	1353 1503	G-BVJA	Fokker 100	1356 1515
G-MAJF	Jetstream 41	1425 1451(24)	G-UKFM	Fokker 100	1446 0738(22)
G-JECA	CL600 RJ	1605 1704	G-RJXI	EMB 145	1640 1733
G-RJXC	EMB 145	1655 1757	G-MAJD	Jetstream 41	1702 1747
G-RJXB	EMB 145	1705 1751	G-MAJM	Jetstream 41	1708 1438(23)
G-RJXJ	EMB 135	1720 1801	G-BBEC	PA-28 Challenger	1727 1806
G-BZSD	PA-46 Malibu	1735 1817	G-MAJE	Jetstream 41	1753 1835
G-BVJA	Fokker 100	1804 1902	CS-DNS	Falcon 2000	1819 1854



EI-CKP	Boeing 737	1824 1906	G-JECA	CL600 RJ	1910 1955
G-RJXI	EMB 145	1928 1429(23)	G-RJXF	EMB 145 DIV	1957 2223
G-RJXH	EMB 145	2001 0828(22)	G-MAJA	Jetstream 41	2005 0751(22)
G-RJXJ	EMB 135	2011 1545(23)	G-RJXC	EMB 145	2042 1025(22)
PH-JCT	Fokker 70	2059 2215	G-RJXB	EMB 145	2104 0821(22)
EI-CJD	Boeing 737	2108 2141	G-BVZG	Boeing 737 DIV	2111 1012(22)
G-CELS	Boeing 737 300	2124 0722(22)	G-MAJE	Jetstream 41	2128 1351(22)
G-EMBU	EMB 145 DIV	2145 1657(22)	G-MANO	BAe ATP DIV	2149 1745(22)
G-GNTZ	BAe 146 200 DIV	2151 0940(22)	OE-LSP	EMB 145 DIV	2154 0810(22)
G-STRB	Boeing 737 300	2158 0716(22)	G-BVJC	Fokker 100	2200 0703(22)
G-MABR	BAe 146 100 DIV	2211 0939(22)	G-EMBI	EMB 145 DIV	2236 0906(22)

## 22 Saturday

G-JALC	Boeing 757	0913 1019	G-BVJC	Fokker 100	0953 1054
EI-CKQ	Boeing 737	0957 1030	G-CELS	Boeing 737 300	1014 1831(23)
G-UKFE	Fokker 100	1045 1137	LX-ONE	Lear Jet 35A	1101 1334
G-MAJA	Jetstream 41	1105 1115(23)	G-RJXH	EMB 145	1111 1516(23)
G-RJXB	EMB 145	1145 1206(23)	G-CBGC	TB-10 Tobago	1206 1508(23)
G-JECA	CL600 RJ	1249 1327	G-BYAK	Boeing 757	1339 1502
N125YY	BAe 125 700B	1347 1752	G-JEAJ	BAe 146 200	1425 1654
G-UKFE	Fokker 100	1431 1603	G-BBDP	Robin DR400 160	1636 1509(23)
OE-LFH	Fokker 70	1641 1741	G-MAJE	Jetstream 41	1735 1414(23)
G-MAJI	Jetstream 41	1842 1812(23)	EI-CKP	Boeing 737	2037 2109
G-BVKD	Boeing 737 500	2133 0653(23)			

## 23 Sunday

G-JALC	Boeing 757	0246 1722	G-RJGR	Boeing 757	0849 1007
G-BVKD	Boeing 737 500	0930 1048	N79EL	Beechjet 400A	1102 1117
G-UKFE	Fokker 100	1227 1357	EI-COX	Boeing 737	1240 1317
G-JEDY	DHC-8	1243 1321	G-MAJB	Jetstream 41	1313 1746
G-RJXB	EMB 145	1446 1556	G-JECA	CL600 RJ	1558 1708
N750NS	Citation X	1650 1714	G-RJXI	EMB 145	1704 1744
G-MAJM	Jetstream 41	1707 0657(24)	G-RJXH	EMB 145	1711 1759
G-MAJE	Jetstream 41	1730 1826	G-BZSD	PA-46 Malibu	1735 1025(24)
G-BXWF	Fokker 100	1748 1907	EI-CKQ	Boeing 737	1827 1909
G-JECA	CL600 RJ	1902 1954	G-RJXC	EMB 145	1914 0730(24)
G-RJXB	EMB 145	1916 0751(24)	G-MAJI	Jetstream 41	1952 0711(25)
G-MAJB	Jetstream 41	2002 0704(24)	G-RJXJ	EMB 135	2034 0624(24)
G-RJXH	EMB 145	2041 0739(24)	G-RJXI	EMB 145	2102 0747(24)
G-CELS	Boeing 737 300	2119 0723(24)	G-MAJE	Jetstream 41	2131 0719(24)
G-BVJC	Fokker 100	2144 0713(24)	G-UKFR	Fokker 100	2208 0648(24)

## Monday

G-JMAA	Boeing 757 300	0109 0159	G-RJGR	Boeing 757	0142 1202
G-JECA	CL600 RJ	0801 0831	G-ROWN	King Air 200	0810 0819
G-MAJB	Jetstream 41	0918 1008	G-RJXC	EMB 145	0924 1005
G-RJXH	EMB 145	0937 1020	G-MAJM	Jetstream 41	0941 1448
G-BVJC	Fokker 100	0945 1123	EI-CJD	Boeing 737	0955 1031
G-UKFR	Fokker 100	1016 1128	G-CELS	Boeing 737 300	1018 1829
G-RJXB	EMB 145	1022 1105	G-JECA	CL600 RJ	1034 1116
G-MAJE	Jetstream 41	1038 1358	G-RJXI	EMB 145	1135 1340
G-VVIP	Cessna 421C	1146 0952(25)	N421CA	Cessna 421C	1206 1047(27)
G-RJXC	EMB 145	1217 1502	G-VIPP	PA-31 Navajo	1229 1454
G-RJXH	EMB 145	1259 1402	EI-CNV	Boeing 737	1330 1417
G-RJXB	EMB 145	1333 1444	G-BVJC	Fokker 100	1412 1516
N53486	PA-34 Seneca	1426 1747	G-UKFR	Fokker 100	1430 1624
G-MAJK	Jetstream 41	1433 0654(25)	G-JECA	CL600 RJ	1610 1714
G-RJXH	EMB 145	1651 1806	G-RJXI	EMB 145	1655 1801
G-RJXB	EMB 145	1700 1743	G-MAJF	Jetstream 41	1707 1757
G-MAJE	Jetstream 41	1812 1859	HB-IVM	Falcon 2000	1930 2124

G-CELS	Boeing 737 300	2115 0709(25)	EI-CNV	Boeing 737	2131 2207
<b>25 Tuesday</b>					
G-ZAPJ	ATR-42	0625 0725	G-CELV	Boeing 737 300	0629 1828
G-RJGR	Boeing 757	0631 0752	G-ZAPK	BAe 146 200QC	0733 0906
G-JECA	CL600 RJ	0742 0823	G-MAJI	Jetstream 41	0918 1009
G-ZAPJ	ATR-42	0934 1021	EI-COA	Boeing 737	0950 1027
G-MAJK	Jetstream 41	1003 1350	G-CELS	Boeing 737 300	1014 1854(28)
G-BXNT	JetRanger	1032 1147	G-JECA	CL600 RJ	1035 1120
G-BXWE	Fokker 100	1038 1129	G-DENZ	PA-44 Seminole	1045 1157(26)
G-RJXB	EMB 145	1123 1215	G-UKFR	Fokker 100	1126 1218
G-RJXH	EMB 145	1145 1403	G-MAJM	Jetstream 41	1159 1444
G-BVJC	Fokker 100	1213 1302	G-ZAPJ	ATR-42	1230 1451
G-RJXI	EMB 145	1234 1340	EI-CNV	Boeing 737	1249 1332
G-MAJD	Jetstream 41	1309 0705(26)	G-MAJE	Jetstream 41	1318 1624
G-MIDW	Airbus 320	1337 1515	G-OBLC	B.76 Duchess	1345 1550
N671B	A36 Bonanza	1400 1016(1/3)	G-CDUP	Boeing 757	1415 1546
G-MAJI	Jetstream 41	1420 1807	G-RJXB	EMB 145	1435 1532
G-UKFR	Fokker 100	1459 1610	G-BXWE	Fokker 100	1537 1632
G-EEST	Jetstream 31	1555 0709(26)	G-JECA	CL600 RJ	1606 1709
G-RJXI	EMB 145	1647 1757	G-RJXH	EMB 145	1651 1804
G-ZAPJ	ATR-42	1715 1759	G-MAJM	Jetstream 41	1723 1122(26)
G-CEGR	King Air 200	1726 2008	G-RJXB	EMB 145	1728 1812
G-RJGR	Boeing 757	1732 1938	G-MAJK	Jetstream 41	1736 1832
G-BVJC	Fokker 100	1754 1905	EI-COX	Boeing 737	1827 1900
G-JECA	CL600 RJ	1907 2018	G-UKFR	Fokker 100	1944 0622(26)
G-MAJI	Jetstream 41	2010 1424(26)	G-ZAPJ	ATR-42	2014 0721(26)
G-RJXB	EMB 145	2022 0740(26)	G-RJXH	EMB 145	2040 0737(26)
G-RJXI	EMB 145	2052 0751(26)	G-CELV	Boeing 737 300	2102 0724(26)
G-MAJK	Jetstream 41	2126 1522(26)	G-BVJC	Fokker 100	2130 0648(26)
<b>26 Wednesday</b>					
G-RJGR	Boeing 757	0133 1113	G-JECA	CL600 RJ	0753 0823
G-BVJC	Fokker 100	0926 1051	G-ZAPJ	ATR-42	0937 1013
G-RJXH	EMB 145	0942 1022	G-UKFR	Fokker 100	0946 1049
G-EEST	Jetstream 31	0950 1034	G-KVIP	King Air 200	1000 1744
EI-CJF	Boeing 737	1003 1040	G-CELV	Boeing 737 300	1016 1828
G-MAJD	Jetstream 41	1019 0703(27)	G-JECA	CL600 RJ	1032 1117
G-RJXB	EMB 145	1036 1125	G-RJXI	EMB 145	1053 1337
G-RJXE	EMB 145	1134 1404	G-ZAPJ	ATR-42	1224 1459
EI-CNY	Boeing 737	1251 1322	D-EPLK	PA-46 Malibu	1300 1305(2/3)
G-BVJC	Fokker 100	1325 1520	G-MAJM	Jetstream 41	1340 1440
G-RJXB	EMB 145	1353 1444	G-UKFR	Fokker 100	1357 1604
G-ZAPK	BAe 146 200QC	1454 0810(27)	G-RJXH	EMB 145	1545 1802
G-JECA	CL600 RJ	1609 1707	G-RJXI	EMB 145	1642 1740
G-RJXB	EMB 145	1644 1736	G-RJXE	EMB 145	1656 1749
G-MAJM	Jetstream 41	1717 0701(27)	G-MAJI	Jetstream 41	1722 1826
G-MAJK	Jetstream 41	1725 1758	G-ZAPJ	ATR-42	1737 1836
G-BVJC	Fokker 100	1742 1903	EI-CNY	Boeing 737	1835 1907
G-DENZ	PA-44 Seminole	1843 1334(4/3)	G-CEGR	King Air 200	1855 0906(27)
G-JECA	CL600 RJ	1911 1951	G-RJXB	EMB 145	1938 0714(27)
G-UKFR	Fokker 100	1943 0617(27)	G-MAJK	Jetstream 41	2006 0646(27)
G-RJXH	EMB 145	2013 0729(27)	G-RJGR	Boeing 757	2017 1005(27)
G-RJXE	EMB 145	2038 0723(27)	G-RJXI	EMB 145	2049 0748(27)
G-CELV	Boeing 737 300	2100 0707(27)	G-MAJI	Jetstream 41	2122 1442(27)
G-BVJC	Fokker 100	2133 0644(27)			
<b>27 Thursday</b>					
G-JECA	CL600 RJ	0745 0820	G-MAJD	Jetstream 41	0913 0958
G-RJXH	EMB 145	0924 1013	G-RJXB	EMB 145	0926 1007



G-BVJC	Fokker 100	0929 1055	G-UKFR	Fokker 100	0944 1058
G-MAJM	Jetstream 41	0946 1435	EI-CNY	Boeing 737	0949 1026
G-MAJK	Jetstream 41	0959 1354	G-RJXE	EMB 145	1014 1105
G-CELV	Boeing 737 300	1019 1823	G-JECA	CL600 RJ	1023 1112
G-RJXI	EMB 145	1045 1349	G-RJXB	EMB 145	1152 1445
G-BAVZ	PA-23 Aztec	1225 1653	G-BYAL	Boeing 757	1247 1426
EI-COA	Boeing 737	1251 1333	G-RJXH	EMB 145	1259 1357
EC-ICK	Airbus 320	1306 1420	G-RJXE	EMB 145	1339 1502
G-BVJC	Fokker 100	1346 1509	G-UKFR	Fokker 100	1408 1619
G-MAJD	Jetstream 41	1416 1505	G-JECA	CL600 RJ	1603 1706
G-RJXH	EMB 145	1649 1756	G-RJXB	EMB 145	1651 1758
G-MAJI	Jetstream 41	1703 1751	G-MAJM	Jetstream 41	1715 0659(28)
G-RJXE	EMB 145	1719 1804	N93M	Gulfstream 5	1731 1845(28)
G-MAJK	Jetstream 41	1733 1828	G-BVJC	Fokker 100	1742 1906
G-RJXI	EMB 145	1753 1837	EI-COA	Boeing 737	1826 1903
G-JECA	CL600 RJ	1859 1958	G-UKFR	Fokker 100	1929 0620(28)
G-RJGR	Boeing 757	1934 2037	G-RJXB	EMB 145	1945 0732(28)
G-MAJF	Jetstream 41	2008 0702(28)	G-RJXE	EMB 145	2011 0724(28)
G-RJXH	EMB 145	2053 0720(28)	G-CELV	Boeing 737 300	2108 0708(28)
G-MAJK	Jetstream 41	2116 0649(28)	G-MAJD	Jetstream 41	2126 1400(01)
G-RJXI	EMB 145	2132 0712(28)	G-BVJC	Fokker 100	2152 0643(28)

## 28 Friday

G-RJGR	Boeing 757	0603 1136	G-JECA	CL600 RJ	0743 0819
G-LAST	Cessna 340	0755 0840	G-OBLC	B.76 Duchess	0842 1511
G-RJXH	EMB 145	0913 1019	G-RJXI	EMB 145	0917 1005
G-BVJC	Fokker 100	0922 1058	G-MAJF	Jetstream 41	0927 1009
G-MAJM	Jetstream 41	0935 1406(2/3)	G-UKFR	Fokker 100	0940 1048
G-ROWN	King Air 200	0944 0958	G-MAJK	Jetstream 41	0951 1402
EI-CJD	Boeing 737	1007 1045	G-RJXE	EMB 145	1014 1104
G-CELV	Boeing 737 300	1017 0713(01)	G-RHYM	PA-31 Navajo	1025 1423
G-JECA	CL600 RJ	1033 1119	G-RJXB	EMB 145	1036 1347
EC-HZU	Airbus 320	1056 1225	G-RJXI	EMB 145	1156 1509
EC-IDT	Boeing 737 800	1224 1337	G-BXXT	B.76 Duchess	1239 1434
EI-CJF	Boeing 737	1305 1341	G-RJXH	EMB 145	1310 1410
G-BYAL	Boeing 757	1314 1458	G-RJXE	EMB 145	1340 1446
G-BVJC	Fokker 100	1343 1521	G-UKFI	Fokker 100	1407 1608
G-MAJJ	Jetstream 41	1426 1506	G-ZAPN	BAe 146 200QT	1502 1535
G-JECA	CL600 RJ	1601 1658	G-RJXB	EMB 145	1642 1749
G-RJXE	EMB 145	1650 1730	G-RJXC	EMB 145	1700 1757
G-RJXI	EMB 145	1716 1759	G-CBDA	Jetstream 31	1724 1810
G-MAJJ	Jetstream 41	1741 1813	G-MAJK	Jetstream 41	1746 1831
G-BVJC	Fokker 100	1752 1926	EI-CJD	Boeing 737	1840 1916
G-JECA	CL600 RJ	1912 1954	G-RJXE	EMB 145	1932 0820(01)
G-UKFI	Fokker 100	1943 0622(01)	G-RJXI	EMB 145	2007 1430(02)
G-MAJI	Jetstream 41	2031 1448(02)	G-RJXC	EMB 145	2046 2236
G-RJXB	EMB 145	1052 0823(01)	G-RJGR	Boeing 757	2119 0709(01)
G-CELS	Boeing 737 300	2123 0630(02)	G-MAJK	Jetstream 41	2139 0725(01)
G-BVJC	Fokker 100	2215 0646(01)	EI-CNV	Boeing 737	2300 2334

## From and To

01) N671B/IoM-Cranfield: 02) CS-DNQ/Farnboro-Nice: 03) N973BB/F & T Jersey; VP-CTJ/F & T St Mawgan: 04) N170SW/Rogers-n/s-Dusseldorf: 05) N400J/Hamburg-n/s-Edinburgh: 07) N273TB/Elstree-Sherburn; OO-VLN/F-n/s-T Stansted: 08) OE-GBB/Plymouth-n/s-Alicante: 09) EI-CFN/Weston-Dublin: 10) CS-DNL/Torrejon-Nice; HB-GJR/Sion-Warsaw: 11) CS-DNT/Nice-Edinburgh & Edinburgh-Dublin: 12) CS-DNJ/ Paderborn-n/s-Hamburg: 13) VP-BGE/T & T Luton; CS-DNJ/Dosseldorf-Northolt: 15) N750NS/F & T Jersey; CS-DNR/Altenrhein-Biggin Hill; CS-DNU/Palma-Biggin Hill: 16) N79EL/Gamston-Chambery: 17) N77CE/Newcastle-n/s-Gander: 20) N656AG/F & TThurxton: 21) CS-DNP/Nice-Hamburg; D-ISWA/Dunsfold-Donaueschingen; CS-

DNS/Hamburg-Nice: 22) LX-ONE/F & T Luxembourg;N125YY/F & T Luton: 23) N79EL/Chambery-Gamston;N750NS/F & T Jersey: 24) N421CA/loM-n/s-Blackbushe; N5348/Manchester-Biggin Hill; HB-IVM/F & T Le Bourget: 25) N671B/Cranfield-n/s-loM: 26) D-EPLK/Leipzig-n/s-Mannheim: 27) N93M/EMA-n/s-St Paul:

### **Overshoots for January (inadvertently left out last month!)**

06) ZF242/LOP24: 07) ZD621/Northolt37; XX228/Javelin 1; XX847/Colt 18:08) ZD621/Northolt 37;ZF346/LOP43: 10) G-OBLC: 13) XX838/Colt95: 14) XX838/Colt87: 16) G-BWXJ/BKH30: 20) G-OBLC: 21) XX493/CWL75: 22) XX146/Colt89; XX847/Colt87; XX491/Colt69; G-BXXT: 23) G-OBLC: 27) XX492/CWL05; XX494/CWL79: 29) XX295/Javelin68: 31) G-OBLC:

### **Overshoots for February**

04) ZH553/Javelin25: 05) XX838/Colt87: 11) G-BXXT; G-BRUI; XX498/CWL70: 12) XX493/CWL75: 13) XX500/CWL75 & CWL68: 14) G-BXXT; XX500/CWL70; XX493/CWL63: 17) XX494/CWL72; XX498/CWL69; XX314/Javelin68: 18) G-OBLC: 19) XX500/CWL72; G-BXXT; N800HL: 21) XX500/CWL73: 25) ZF144/LOP75; XX227/Red 1;XX306/CWL06; XX179/Red 7;XX264/CWL06; XX497/CWL74; XX306 (again)/Red 8;XX264 (again)/CWL06; G-VELA: 26) XX306/Red 2;XX227/CWL06 (Twice); XX266/CWL08: 27) G-BPTL; G-BL XX493/CWL70; XX498/CWL19; XX500/CWL64; XX494/CWL06 & CWL73:

### **LBA Movements Review, February 2003**

Night stopping on the 1st was the Beech A36 Bonanza N671B from the Isle of Man to Cranfield. On the 2nd Falcon 2000 CS-DNQ of Netjets was "Skyshare 830P-2830" from Farnboro to Nice. Mitsubishi Marquise N973BB on the 3rd was from and to its base at Jersey whilst the Citation II VP-CTJ was from and to St Mawgan. Global Express N170SW on the 4th belongs to Wal-Mart, owners of Asda, and it was doing a night stop from its home at Rogers, Arkansas to Dusseldorf. Another night stopper on the 5th was the Gulfstream 4-SP N400J of Johnson and Johnson from Hamburg to Edinburgh. On the 7th Baron N273TB was from Elstree to Sherburn whilst the VLM Fokker 50 OO-VLN was from and to Stansted as "Reubens 843-844" transporting the West Ham United football team. The Tyrolean Air Ambulance Dornier 328 OE-GBB was from Plymouth on the 8th and it night stopped before departing to Alicante using the callsign "Tyrolean 562-572".

A slightly smaller than usual foreigner on the 9th was the Cessna 172P EI-CFN on a flight from its base at Weston to Dublin. Netjets were back on the 10th with the Hawker 800XP CS-DNL as "Skyshare 986P-6986" from Madrid, Torrejon to Nice. On the 11th another Netjets Hawker 800XP was CS-DNT as "Skyshare 0946-307P" from Edinburgh to Dublin. Night stopping on the 12th was yet another Netjets Hawker 800XP CS-DNJ as "Skyshare 949P-0949" from Paderborne to Hamburg. CS-DNJ returned on the 13th as "Skyshare 0950-141P" from Dusseldorf to Northolt and the same day saw Citation I VP-BGE from and to Luton. Making its first visit of the month on the 15th was the Citation X N750NS from and to Jersey as "Beauport 6NS", joining it were two more Netjets in the shapes of Falcon 2000 CS-DNR as "Skyshare 953P- ????" from Altenrhein to Biggin Hill and Hawker 800XP CS-DNU from Palma to Biggin Hill as "Skyshare 7007-221P".

Beechjet 400A N79EL on the 16th was from Gamston to Chambery whilst on the 17th the Falcon 900 N77CE was from Newcastle for a night stop before departing on the following day to Gander. Seneca N656AG on the 20th was from and to Thruxton even though Air-Britain says it is based at Popham. Two Netjets Falcon 2000's on the 21st were CS-DNP from Nice to Hamburg as "Skyshare 4165-4166" followed by CS-DNS as "Skyshare 4167-4168" from Hamburg to Nice, also noted was German CitationJet D-ISWA from Dunsfold to Donaueschingen. From and to Luxembourg on the 22nd was the Lear Jet 35A LX-ONE using the callsign "Duke one Ambulance" and the BAe 125 700B N125YY was from and to Luton. The Beechjet 400A N79EL was back on the 23rd doing the return flight from Chambery to Gamston and the Citation X N750NS also returned as "Beauport 6NS" from and to Jersey again. On the 24th Seneca N53486 was from Manchester to Biggin Hill and the Falcon 2000 HB-IVM of IBM Euroflight Ops was from and to Le Bourget as "BBL55" whilst the Cessna 421C N421CA came from the Isle of Man and night stopped till the 27th when it went to Blackbushe.

PA-46 Malibu D-EPLK arrived from Leipzig on the 26th and night stopped till the 2nd of March before going to Mannheim. Gulfstream 5 N93M was night stopping on the 27th from EMA to St Paul, home of the 3m's company who own it. Military notes are almost non-existent, on the 14th Jetstream ZE638 was "Ascot7775"



when it was from Yeovilton to Edinburgh and the same day saw BAe 125 ZE701 from Northolt to Glasgow as "Ascot 1024". This leaves us a bit of room to mention other things. On the 1st Lear Jet 45 G-OLDL was "Goldair 28C" and Dornier 228 G-MAFI used the callsign "Cedar 24". On the 5th BAe 125 G-IFTE was "Interflight 105A", it used the callsign "Interflight 105C" when it returned on the 6th and it was joined by the two Lonex aircraft G-JETC, Citation II, as "Lonex201" and PA-34 G-EXEC as "Lonex 10A". Also noted that day were Navajo G-RHYM as "JSP 953" and Beech 200 G-HAMA as "Gama 243". On the 8th the SAAB 340 G-GNTB was from and to Newquay with the callsign "Aurigny 1120-1121". Jetstream 41 G-MAJM arrived on the 9th painted in full Eastern colours as "Eastern 072P". Navajo G-IFIT was noted on the 10th and 11th using the callsign "Channel 007".

On the 10th the Jet2 Boeing 737 G-CELS arrived as "Channex 984P" to do the first schedule to Amsterdam as "Channex 201" the following day. On the 11th Citation 2 G-CBTU operated as "FJC741" when it made its first visit, and also on a first LBA visit that day was the Citation Excel G-REDS as "Beauport 2DS". The Jet2 Boeing 737 G-CELS was used by Leeds United FC on the 15th to transport them to Biggin Hill and return on the following day. First visits on the 21st were the Boeing 737 EC-III of Air Europa, Airbus 321 G-CTLA of Airtours and Fokker 70 PH-JCT used by Air UK. Another Jetstream 41 in full Eastern colours was G-MAJI, which arrived on the 22nd as "Eastern 01P". First visit of type on the 24th was the Boeing 757 300 G-JMAA of JMC on the in bound Airtours flight from Malaga. Three aircraft on "Prestige" callsigns this month were Cessna 421C G-VVIP "Prestige 4" and Navajo G-VIPP as "Prestige 2" on the 24th and King Air G-KVIP as "Prestige 20" on the 26th. Finally the Eastern Jetstream 31 G-CBDA made a first visit on the 28th.

**Terry Sykes**



## LEEDS HELIPORT

02/03/03	G-PRET	ROBINSON R.44	13:50	14:30
06/03/03	G-CPTS	BELL 206B JETRANGER	13:18	13:45
10/03/03	G-BPYL	HUGHES 369D	16:15 N/S	10:00
12/03/03	G-LENI	TWINSQUIRREL	09:45	15:45
17/03/03	G-FIBS	AS350BA ECUREUIL	09:20	09:30
17/03/03	G-JIVE	HUGHES 369E	15:10	15:15
18/03/03	G-FIBS	AS350BA ECUREUIL	13:45	13:55
20/03/03	G-PWER	AUGUSTAA109E POWER	10:20	11:00
20/03/03	G-JIVE	HUGHES 369E	10:25	10:30
21/03/03	G-JIVE	HUGHES 369E	14:00	14:20
23/03/03	G-HPAD	BELL 206B JETRANGER III	14:35	15:45

## HELICOPTER MOVEMENTS FEBRUARY

02	G-BBNG	Jet Ranger	Sherburn - Grimsby
02	G-ZLLE	Gazelle	Worksop Golf Club - Bridlington
05	N600MG	MD.600	Teesside - Pontefract
05	G-HRPN	R.44	Sherburn - Dewsbury
06	N70526	Hughes 369	Blackpool - Devonshire Arms
06	G-EMHH	Twin Squirrel	East Midlands - York
08	G-HRPN	R.44	Devonshire Arms - Pudsey
09	G-PRET	R.44	Gildersome (Leeds)
09	EI-CVM	Schweizer 269	Blackpool - Walton Wood
10	G-DOOZ	Twin Squirrel	Filey - Brighton

10	G-ECOS	Twin Squirrel	LBA – Elvington
13	G-COLL	Enstrom	Teesside – Doncaster
15	G-FABI	R.44	Manchester – Devonshire Arms
15	G-REDI	R.44	Gamston – Carlisle
16	G-OPTS	R.22	Manchester – Wombledon
19	G-SYPA	Twin Squirrel	"Police 33" Carr Gate
19	G-ROUT	R.22	Hawarden – Redcar
21	G-POAH	S.76	Rufforth – Battersea
21	N600PV	MD.600	Tadcaster – Elland Road
21	G-PASG	Bo.105	"Helimed 99A" St James' Hospital – Scarborough
21	G-UZEL	Gazelle	Site 3M West of York
21	G-KAZZ	R.44	Tattenhill – Darlington
22	G-LOGO	Hughes 500	Brough – Coney Park
22	N600PV	MD.600	Tadcaster – Devonshire Arms
23	G-FIBS	Squirrel	Coney Park – Middleham
23	G-BXZD	Gazelle	Darlington – Derby
24	N800HL	Bell 222	Coney Park – Sheffield
25		Squirrel	"Ascot 1420" Harrogate – Coney
25	G-ASAZ	Hiller UH.12	Sherburn – Walton Wood
25	G-ODNH	Schweizer 269	Dishforth (training)
27	G-ICAB	R.44	Spalding – site 4M North York
27	N620HN	Squirrel	LBA – Elvington

Sherburn has been quite active with Cessna 172 D-EKKO operating locally, including a visit to Leeming on 19.02, as well as D-EFBP FR.172X also noted on 21.02. Other visitors: 02.02 Jet Ranger G-BBNG; 08.02 F.150M G-BGEA, C.150L G-BTHE, C.172L G-BHIH, PA.28R G-BGKU; 18.02 PA.46 G-BZSD; 19.02 Schweizer 269 G-SAND, TB.10 G-SONA; 21.02 Bo.105 G-PASG c/s Heumed 992; 23.02 F.172H G-AVZV; PA.28R N2943D f/t Barton; 28.02 AA.SB G-BFXW.

Rufforth had PA.44 G-BRUI from Tattenhill 07.02; Baron G-FLAK to Shipdham 10.02; C.182R G-SAAM and Robin G-BWZG on 18.02 and finally PA.38 G-BODS from Cranfield 21.02.

Sandtoft was visited by Europa G-JULZ on 09.02; Dornier 28 HAACL on 17.02 and Cessna 182 N883DP, which is believed to live at Beverley on 22.02.

Gamston included D-EGAG TB.20 on 13.02; Cessna 172R G-TASH (LBA Div) on 19.02; G-FLAP Cessna A152 on 20.02 along with PA.32RT N48HB.

Of interest into Humberside: 18.02 D-GERS PA.34 Senca; 19.02 F-BRII Cessna U.206D; 27.02 N405HG Gulfstream 4; 28.02 G-BVEZ Jet Provost.

Europa G-OURO was out of Edge Field for Blackpool 05.02; Coyotes G-SSIX and G-BWYR diverted into Brighton on 09.02, the former having a fuel gauge problem.

PA.22 G-ARNJ was noted routing Woodvale to Elvington 11.02; G-OJVA, Vans RV.6, heading for Coal Aston from Bagby on 23.02 and on 26.02 G-CBIZ Pegasus Quantum was inbound Hibaldstow to collect a microlight which had diverted in due to bad weather.

**Trevor Smith**



# LEEDS BRADFORD AIRLINE REPORT - MARCH



## INBOUND DIVERSIONS

19	UKA56W	AMS	HUY	G-UKTH	F50	AMS	UK2104
19	UKA2111	AMS	HUY	G-UKTE	F50	NMI	UKA750/20
19	BRT861	OSL	MAN	<u>G-ERJG</u>	E145	MAN	BRT08P/20
27	EZE755	ABZ	HUY	G-MAJM	JS41	NCL	EZE750A/28
27	BRT4MD	BHX	NCL	G-ZAPJ	AT42	STN	AWC100Y/28
27	UKA04F	AMS	NCL	G-UKFA	F100	NCL	UKA750/28
27	BRT6EY	ABZ	NCL	G-MAJG	JS41	NCL	BRT07P/28
29	UKA78X	AMS	HUY	G-UKTI	F50	AMS	UKA18X
29	UKA68X	AMS	HUY	G-UKTI	F50	AMS	KLM1486/30

## REGULAR FLIGHTS

AEA296	TFS	07/EC-IDA	14/EC-IDT	21/EC-ICD	28/EC-ICD	
BAL035A	AGP	01/G-BYAK	08/G-BYAL	15/G-BYAL	22/G-BYAK	29/G-BYAK
BAL231A	ALC	06/G-BYAL	13/G-BYAH	20/G-BYAL	27/G-BYAK	
BAL387A	ALC	04/G-BYAT	11/G-BYAY	18/G-BYAY	25/G-BYAD	
BAL530A	<u>PM</u>	07/G-BYAL	14/G-BYAL	21/G-BYAH	28/G-BYAK	
BEE9125	CMF	01/G-JEAW	08/G-JEAY	15/G-JEAX	22/G-JEAV	29/G-JEAX
IWD3214	ACE	06/EC-GZE	13/EC-IAG	20/EC-IAG	27/EC-ICK	
IWD3268	TFS	07/EC-HZU	14/EC-IAG	21/EC-IAG	28/EC-ICK	
MYT313	TFS	07/G-JALC	14/G-JALC	21/G-MCEA	28/G-MCEA	
MYT317	ALC	01/G-RJGR	08/G-JALC	15/G-JALC	22/G-MCEA	29/G-MCEA
MYT319	AGP	02/G-RJGR	09/G-JALC	16/G-JALC	23/G-MCEA	30/G-MCEA
MYT325	FUE	05/G-JALC	12/G-JALC	19/G-JALC	26/G-MCEA	
MYT327	ACE	06/G-JALC	13/G-JALC	20/G-MCEA	27/G-MCEA	
MYT329	ALC	04/G-JALC	11/G-JALC	18/G-MCEA	25/G-MCEA	
MYT347	LPA	03/G-JALC	10/G-JALC	17/G-MCEA	24/G-MCEA	31/G-MCEA
MYT349	TFS	04/G-JALC	11/G-JALC	18/G-MCEA	25/G-MCEA	
MYT351	<u>PM</u>	24/G-MCEA	31/G-MCEA			
MYT355	AGP	02/G-RJGR	09/G-JALC	16/G-MCEA	23/G-MCEA	30/G-MCEA
TYR906L	<u>INN</u>	01/OE-LFJ	08/OE-LFI	15/OE-LFI		

## OTHER FLIGHTS

02	OE-GBB	D328	TYW572	Alicante - Antwerp	Medivac
03	G-ZAPM	B733	EXS201P/201	Stansted - Amsterdam	Lieu EXS B733
04	G-JEBD	B463	BEE733/734	f/t Belfast City	Lieu CRJ2
17	G-JEBD	B463	BEE745/746	f/t Belfast City	Lieu CRJ2
18	G-BXWE	F100	BMA9121/471	Glasgow - Cork	Lieu E145
18	G-BXWE	F100	BMA472/9122	Cork - Glasgow	Lieu E145
19	G-BXWF	F100	BMA1VX/409	Glasgow - Edinburgh	Lieu E135
22	G-CELS	B733	EXS6774/6775	t/f Newquay n/s	Passenger Charter
25	G-STRC	B737	AEU707P/707	Gatwick - Pisa	Passenger Charter
25	G-STRC	B737	AEU708/709	Pisa -n/s- Marrakech	Passenger Charter
27	G-STRC	B737	AEU710/711	Marrakech - Venice	Passenger Charter
27	EC-HJO	SW3	CKM241/252	Munster -n/s- Luton	Freight Charter
27	G-STRC	B737	AEU712/811P	Venice -n/s- Isle of Man	Passenger Charter
28	G-JEAX	B462	BEE108W/730	London City - Belfast City	Lieu CRJ2
29	<u>CS-TPJ</u>	E145	BMA9001/403	Lisbon -n/s31- Edinburgh	Lease from PGA
30	<u>G-MIDP</u>	A320	BMA7JL/5LJ	f/t Heathrow	Lieu F100

Aircraft making first visits are underlined

SE-RAB  
Embraer 135  
Eastern Airways  
18 April 2003



HB-JRA  
Canadair Challenger  
Swiss Air Ambulance  
2 April 2003



G-ZAPM  
Boeing 733  
Crystal  
3 March 2003



G-CELX  
Boeing 737-300  
Jet 2  
16 April 2003  
4th Boeing for the fleet  
pictured after its delivery  
flight from Lasham







CS-TPJ  
Embraer 145  
Portugalia Chapim  
31 March 2003



N880WD  
Gulfstream 4  
1 April 2003



G-CBDA  
BAe Jetstream 31  
Eastern Airways  
18 April 2003



G-JEBE  
BAe 146-300  
Flybe  
4 April 2003



## LEEDS/BRADFORD NEWS

The following Press Release appeared on the Airport WEB site, just prior to the announcement confirming the government's decision to allow the development of the former RAF Finningley as a civil airport.

On the eve of a possible announcement about the future of Finningley, (see under Airport News) Leeds Bradford International Airport has announced a dramatic increase in its international traffic for the first quarter of 2003.

A record number of passengers - 136,497 - used Leeds Bradford for international scheduled flights in the period January to March. This represents a 61.3% increase over the same period in 2002.

The dramatic increase is attributable to a number of factors:

- Ryanair increasing to three flights per day to Dublin, with a fourth flight on Mondays and Fridays
- KLM re-introducing the F100 jet onto their Amsterdam service
- Jet2 (the new low cost carrier based at Leeds Bradford) commencing services to Amsterdam on 12th February and to Barcelona on 27th March 2003.

Managing Director Ed Anderson said: "Business on international scheduled flights is booming at Leeds Bradford and this is now by far the largest element of our traffic. Jet2 have only recently started on two routes and they are already having an immense impact. Once their other five routes commence during the next few weeks, together with bmi british midland's new service to Copenhagen, these growth figures will be far exceeded. The future is bright for Leeds Bradford and, since even Peel Holdings agreed at the Finningley Inquiry that we will be the region's premier airport for the foreseeable future, it is great news for the region as well."

The airport WEB site has been given a facelift and new features. Again Press Release as follows:

Fancy going away somewhere but not sure where the sun is shining? Want to see where you can grab a pre-flight drink? Well you can do all this and more on the re-designed Leeds Bradford International Airport website [www.lbia.co.uk](http://www.lbia.co.uk).

New features include a site map and weather forecasts for the next five days for all the destinations you can fly to direct from LBA, including the weather in Leeds. Visitors to the website can now also calculate their car park tariff for the duration of their stay in the airport car park and from June 2003 you can also take a virtual 3D tour of the airport building.

All this is in addition to details on real-time flight arrivals and departures, special offers, flight schedules and links to related websites including tour operators and airlines and tourist boards. Visitors to the site can also view details on how to get to/from the airport, and conference and banqueting facilities available for hire.

Cath Mason, LBA's Finance and Commercial Director, comments "We hope you find our 'new' website even more interesting, informative, quick and easy to use. We've added quite a number of new features and hope to have made the site easier to find out exactly what you need to know. Please give us your feedback - we'd love to know what you think and if we can make things even easier we'd certainly like to."

We look forward to wishing you a warm Welcome, Willkommen, Bienvenue, Welkom, Benvenuti ... to our new site wherever you are in the world.



BMI have axed their Copenhagen service before it starts. BMI have stated the current political situation, the SARS and a problem with the costs of code sharing as the reasons. They state they will review the situation again next year.

## **AIRPORT NEWS**

Plans to build a new £80m international airport in Yorkshire, creating up to 7,000 jobs, have been approved by the government.

Developers Peel Airports will transform the former RAF Finningley site on the outskirts of Doncaster into a commercial airport transporting up to two million passengers a year.

Airlines are expected to operate flights to major European destinations, although the runway is also long enough to cater for long-haul.

The decision follows a drawn-out public inquiry, which lasted for more than a year, with objectors concerned about noise, pollution and environmental impact.

Robert Hough, chairman of Peel Airports, which also runs Liverpool Airport, said: "The Finningley site is a national asset and will play a key role in the regeneration of South Yorkshire, a European Union Objective One area.

"We now can look forward to bringing economic benefits to the region through the development of the airport, which will be vital to determining where future economic activity will be." David Marlow, chief executive of Doncaster Council, said: "Doncaster Council has fully supported the proposal for an airport at Finningley and our faith has been justified."

Don Valley MP Caroline Flint added: "I am absolutely delighting - it's been a long campaign. We have finally got there and everybody that has been involved in supporting Finningley as an airport for Doncaster and South Yorkshire should be very pleased with themselves."

## **Increased competition**

Disappointment at the government's decision has come from the owners of Manchester Airport. Manchester Airports Group (MAG) is the majority shareholder in Humberside Airport and the owner of East Midlands Airport.

The group chief executive of MAG, Geoff Muirhead, said: "We are not persuaded by the case for Finningley and still believe that Yorkshire and the Humber needs more airlines, not more airports.

"However, Humberside has grown very successfully during the lifetime of the Finningley proposal, adding a wealth of new routes and charter operators to its schedule. We are confident that Humberside will continue to blossom as a first-rate local airport serving the whole of the Humber region."

Leeds Bradford International Airport says it remains confident it is not going to suffer because of Finningley. The airport says that recent developments - including the introduction of low cost airlines - will enable it to beat off the competition.

London mayor Ken Livingstone has dropped his biggest hint yet that he is going to introduce a £5 charge for people to drive to Heathrow Airport. He said the money raised would go towards the £100m needed to build the Cross rail link, which will connect the west London airport to the City via twin underground tunnels.

Speaking at his weekly press conference Mr Livingstone said that Heathrow suffered the worst pollution outside central London, most of it caused by cars. The toll would also deter people from getting family or friends to drop them off and pick them up, which he dubbed "kiss-and-fly".

"This is the death of kiss-and-fly because that will cost you £10 for the two journeys," he said. Heathrow is increasingly a business airport so the people can afford it."

About 45,000 passengers a day, 39% of the total, travel to Heathrow by private car. A further 30,000 who arrive by taxi would be exempt from the toll as would the airport's 68,000 staff.

The mayor has said he would extend central London's congestion charge zone - an area in which you have to pay £5 to drive into - westwards to cover Kensington and Chelsea and the rest of Westminster, if he was re-elected in 2004.

But he said: "We could do Heathrow more quickly than west London, which has now slipped to Christmas 2005, because it will take longer than we thought to improve public transport." The scheme would be much cheaper to install than the central London charge because enforcement cameras would only be needed on seven roads leading into the airport.

## **AIRLINE NEWS**

**American Airlines** has reached deals with three main unions that will allow \$1.8bn in contract cost reductions, staying off a threatened bankruptcy. That means about 70,000 of the 100,000 workers at the world's largest airline will soon be voting on pay cuts.

"By taking these actions, the unions and our employees have demonstrated an unwavering commitment to the future of the company," said CEO Donald Carty. Carty says he will take a 33% pay cut and forego his bonus for the third year.

**British Airways** is to cut the number of flights it operates and speed up its job-cutting programme as the war in Iraq worsens a slump in the industry. The airline, which has already reduced capacity by about 20% since the terror attacks of September 11 2001, is to cut capacity by another 4% in April and May and it would continue to regularly review capacity and forward bookings. The remaining 3,000 jobs from a 13,000 job-reduction drive will now be lost by this September rather than March 2004.

**Egyptair** have placed an order for seven Airbus A330-200s. The first aircraft is due for delivery in June 2004.

## **AIRCRAFT NEWS**

British Airways and Air France have called an end to the world's first and only supersonic passenger jet, saying they will ground the fuel-guzzling Concorde for good 27 years after it entered service. "Concorde changed the way people travelled," British Airways Chief Executive Rod Eddington told reporters. "With its going, we must lose some of the romance from aviation."

The only two airlines that fly the 100-seat Concorde said the decision to retire the sleek needle-nosed jet was due to falling revenues against a backdrop of rising maintenance costs. The demise of the jet, a potent symbol of Anglo-French cooperation, also comes at a time when relations between the two countries are strained over the war in Iraq. Air France, Europe's second-largest airline, said it was halting Concorde flights from May 31, while British Airways, Europe's biggest airline, said it would stop commercial flights in the days leading up to the end of October. British Airways said retiring its Concorde would result in £84million of write-off costs for the year that ended 31 March 2003, while Air France said the cost of retirement was between €50million (£35million) and €60million. But Air France Chairman Jean-Cyril Spinetta told reporters this would be offset by the end of its Concorde flights, preventing annual future losses of around €30-50million. Spinetta said he did not yet know in which fiscal year the carrier would take the charge as that was up to the accountants to decide, but he added there was a good case for it being the year ended March 2003.

The news comes almost three years after an Air France Concorde crashed near Paris and killed 113 people, forcing both the British and French carriers to pay for costly modifications. Both Concorde fleets were grounded until November 2001. Pieces of the rudders used to steer the jets, which cross the ocean at up to 1,350 miles (2,160 km) per hour, have fallen off in flight at least six times during the past thirteen years.



Analysts said Concorde was expensive to operate, forcing the carriers to charge high ticket prices for London-New York or Paris-New York flights under three-and-a-half hours. "The problem at the moment is because of the economic downturn there are far fewer people that are prepared to pay that price," BNP Paribas analyst Nick van den Brul said. The \$6,980 (£4,500) average price tag for a Concorde flight from London to New York, which has passengers paying \$39 a minute for a three-hour flight, looks a lot steeper these days than it did in recent years of economic opulence. The Concorde has always been linked in the public eye to champagne-quaffing, lobster-dining superstars whose fast lifestyles require travel at twice the speed of sound. But the reality is much different. Eddington said more than two-thirds of Concorde's passengers were business travellers.

Falling stock markets, a drought in mergers and acquisitions and weak economies have forced City of London and Wall Street banks to cut tens of thousands of jobs. Spinetta said: "The economic deterioration seen in recent months has led to a drop in business travel which particularly weighed on the results of Concorde." Concorde's four Olympus 593 engines are the most powerful pure jet engines on any commercial plane and were designed by Britain's Rolls-Royce and Snecma of France.

Eddington said there would be a "significant gap" before the next generation of supersonic aircraft was built and it would have to overcome the problem of the sonic boom. Regulators do not allow Concorde to fly at supersonic speed over land. Aircraft maker Boeing Co proposed to build a jet dubbed the "Sonic Cruiser" that would fly just under the speed of sound at Mach 0.98. But the idea met with little interest from airlines, which instead wanted a more efficient aircraft to save on operating costs. Boeing is instead now developing a mid-sized wide-body jet known as the 7E7, which it says would cut fuel burn by up to 20% compared to similar sized jets in the air today.

#### OTHER NEWS

Britain's air traffic control service announced on 1st April it would spend £127million on a new radar network, after selecting Raytheon Co. to build and install more than half the new equipment.

The ten-year deal to upgrade primary and secondary radar at twenty sites in Britain forms part of a flagged £1bn modernisation programme and comes just two weeks after the country's aviation regulator backed a financial rescue plan for the part-privatised National Air Traffic Services (NATS).

NATS said it has awarded a contract worth £75million to aerospace firm Raytheon Systems Ltd, a unit of its United States-based parent, and a £7m contract to EADS Defence Systems and Electronics, a unit of Franco-German firm EADS, to provide antennae for the new radar. "The secondary surveillance radar equipment will be developed to a new, common European specification, positioning NATS to share in future collaborative developments and benefit from reduced support costs", NATS said in a statement.

Chief Executive Richard Everitt said, "The past year has presented us with unprecedented challenges, and those challenges continue, but NATS has remained focused on its aim to be a world leader in air traffic management and is well placed to use its expertise to demonstrate leadership in its field". The investment in the new radar system follows a tumultuous period for NATS, partly sold by the government over opposition from the public, unions and its own members of parliament.

The Civil Aviation Authority last month eased the cap on fees NATS charges airlines to use Europe's busiest skies, clearing the way for the government and airports operator BAA Plc to pump £65million each into the service.

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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*

# MILITARY MATTERS



## UK MILITARY AIRCRAFT: PART I

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

AIRCRAFT:	NUMBER OPERATED:	OPERATED BY:
Augusta A 109A	4	8 Flight AAC
AugustaWestland Merlin HM1	43	700, 814, 824 Sqns FAA
AugustaWestland Merlin HC3	22	28 Sqn RAF
AugustaWestland Lynx AH7	93	652, 654, 655, 656, 657, 661, 662, 663, 664, 667, 669, 671, Sqns, 25 Flt AAC, 847 Sqn FAA
AugustaWestland Lynx HMA8	36	702, 815 Sqns FAA
AugustaWestland Lynx AH9	24	653, 659 Sqns AAC
AugustaWestland WAH-64 Apache AH1	67 due	651, 671 Sqns AAC
BAE Andover C1	3	Empire Test Pilots School
BAE Systems BAe 125 CC3	6	32 (TR) Sqn RAF
BAE Systems Canberra PR9	5	39 (PRU) Sqn RAF
BAE Systems Dominie T1	11	55 Sqn RAF (3FTS)
BAE Systems Hawk T1	36	19, 100, 108 Sqns RAF (4FTS) Red Arrows
BAE Systems Hawk T1A	69	19, 100, 208 Sqns RAF (4FTS) Red Arrows FAA Empire Test Pilots School
BAE Systems Jaguar T.2A	3	16, 41 Sqns RAF
BAE Systems Jaguar GR.3	8	6, 41, 54 Sqns RAF
BAE Systems Jaguar GR.3A	36	6, 16, 41, 54 Sqns RAF
BAE Systems Jaguar T.4	11	45 Sqn RAF (3FTS)
BAE Systems Jetstream T.1	11	750 Sqn FAA (RN Observers School)
BAE Systems Jetstream T.2	9	HMS Heron Station Flight FAA
BAE Systems Jetstream T.3	4	51 Sqn RAF
BAE Systems Nimrod R.1	3	42, 120, 201, 206 Sqns RAF
BAE Systems Nimrod MR.2	21	10 Sqn RAF
BAE Systems VC10C.1K	11	101 Sqn 1312 Flt RAF
BAE Systems VC10K.3	4	101 Sqn 1312 Flt RAF
BAE Systems VC10K.4	5	

### Abbreviations:

- Sqn Squadron
- Flt Flight
- FTS Flying Training School
- PRU Photographic Reconnaissance Unit
- TR (The Royal)

PARTS II and III of the survey will follow in due course.

Credit: AirForces Monthly



## **MILITARY NEWS**

### **MORE OF THE GLIDER PILOT REGIMENT**

Hundreds of former glider pilots, including many seconded from the RAF, gathered near Colchester, Essex on 24 March 2003, for a commemoration.

The memorial at Earle Colne is dedicated to 104 glider pilots who lost their lives on 24 March 1945 as airborne forces fought to build a vital bridgehead across the Rhine, to allow troops and tanks to advance on Berlin.

Operation Varsity was the largest airborne landing in history, although largely overlooked in the light of the disaster at Arnhem. Around 9,000 troops landed at Arnhem in three days, whereas 25,000 British and American troops crossed the Rhine in only two hours.

In another vein: a project to build a Horsa and a Waco glider is underway by former glider pilots at RAF Shawbury, where a Dakota has also been made available by Atlantic Airlines. The glider project is expected to cost about £500,000, with only £5,000 coming from the Lottery.

Credits: RAF News  
The Eagle  
[www.assaultgliderproject.org.uk](http://www.assaultgliderproject.org.uk)

### **BAE SYSTEMS UPDATE**

Contrary to earlier reports, BAE Systems have reached an agreement with the Government about a restructuring of its project to update the Nimrod MR4 maritime reconnaissance aircraft. However, production work on fifteen of the eighteen aircraft will cease, but work will continue on the first three development aircraft.

Two items of good news: the maiden flight of the first British production Typhoon BT001/ZJ800 took place at Warton on 14 March 2003 and an order has been received from Bahrain for six Hawk 129s.

Credits: Aerospace International  
Military Aviation Review

### **NEW ROLE FOR TORNADO F3**

The Tornado F3 air defence fighter has been modified (in advance of the Iraq War) for a new operational role. It has been fitted with ALARM stand-off anti-radar missiles, which will enable it to attack hostile ground radar sources.

Credit: Aerospace International

### **ADDITIONS TO MIDDLE WALLOP**

For me, the Museum of Army Flying at Middle Wallop, Hampshire ranks as one of the best of the UK's military aviation museums. It has recently been enhanced by the loan of a Bell AH-1 Cobra from the US Army. It was reassembled by a team from Bristow Helicopters, who have been providing maintenance for Army helicopters at Wallop for thirty years. The Cobra was the world's first attack helicopter, the forerunner of the Apache. Next to arrive at the Museum will be the first pre-production Westland Lynx XX153, currently being restored by Westland at Yeovil. This Lynx broke the 100km closed-circuit helicopter speed record in 1972, averaging 318.5km/h.

Credit: Aeroplane Monthly

#### **RAF WESSEX RETIRES AT 40**

The last RAF Westland Wessex was retired at the end of January by 84 Squadron RAF at Akrotiri, Cyprus. The Wessex will be replaced by the Bell 412 Griffin under the COMAR (Civilian-owned, Military Registered) system.

84 Squadron is noteworthy in that it was the first active RAF Squadron to be commanded by a female pilot, Sqn Ldr Nicky Smith, undoubtedly the first of many.

Credit: AirForces Monthly

*Eric Martin*

### **SOCIETY VISIT TO FRA (Teesside)**

**Thursday 29 May 2003**

**1900 to 2100 hours**

Audio/visual presentation and site visit

Limited to fifteen persons maximum

Transport by member cars

A £7 charge applies to cover petrol cost  
with any surplus to Society funds  
priority as order of payment

**See/contact Paul Windsor or David Tennant**



**Nord 262 G-AYFR Dan - Air Leeds Bradford June 1971 - Norman Smart**



## FOUR GO SPOTTING BELOW SEA LEVEL

Arriving at LBIA at 0545hrs for a Jet2 flight to Amsterdam means a challengingly early start. Check-in is quick and we await the call to Gate D in International Departures over a cuppa. Our flight is LS201 to Schipol, the lowest airport in the world, it used to be a vast tract of water called Haalemmermeer. We leave R14 at 0605hrs, aboard G-CELV, with an almost full aeroplane and a scheduled flying time fifty minutes. Arrival at Schipol on schedule. The weather is good with the sun shining, clear skies and temperatures suitable for a day out of doors. Everything is going to plan. A quick walk upstairs to the impressive spectator Panorama Terrace, but shock horror it is closed. Everything was going to plan!

Plan B does not exist, but is needed quickly. An aging spotter tells us the Terrace is closed indefinitely ... "It's the war, you know". We adjourn to the café, find a table overlooking the apron and order four coffees. We watch the planes and formulate a plan as we watch the action. This is a very busy airport.

Down to the Information Desk: they confirm closed, but are very helpful when we explain our mission. We ask for alternatives, weigh up the options and decide on a taxi to Macdonalds on the R27 threshold.

It is a truly beautiful day for spotting as we arrive at the well furnished viewing area next to Macdonalds. Not the perfect spot because of the wind direction and we are facing into the sun. Shame about the Panorama Terrace, it looked ideal. Schipol has five runways and they keep changing the active for environmental reasons. We meet Rene, a "cloggie spotter". He helps us with advice on good viewing places. After a while planes start landing on R27 and we get a grandstand view. Photography is tricky with the sun in our face and "number crunching" the main apron is becoming affected by the heat haze.

We dine in the sunshine on Macdo and chips. Rene has stayed talking to us and suggests a move to watch take-offs on R19L. He drives us there in his car. These cloggie spotters know how to treat we Brits. We stay at R19L threshold for a while. Then Rene suggests a return to the Terminal, but he misses the exit in the road works and we end up in the cargo area where we stop at another prime spotting point on R22. This airport is huge. Rene tells us that 250,000 people work here. Can this be true?

It is late afternoon, we drive back to the main terminal building and bid tot ziens and bedankt to Rene; what a delightful chap. The Dutch seem to be a very friendly people.

We are all in need of refuelling so find a table overlooking the apron and watch the evening rush over soup, sandwiches and coffee. KLM seems to have hundreds of aeroplanes. Between landings we discuss burning issues like, why do women have smaller feet than men and are double decker runways feasible. The sun is waning so we head to check-in for LS206 back to Leeds. From Departures we have an excellent view of the huge Schipol apron and an opportunity to fill those final pages of our logbooks. Our energy levels are falling as the early start begins to tell. We "collapse" at Gate D4 and make forays to log aircraft arriving at other gates. A Swiss RJ clears our Gate and we await the arrival of our Jet2 737.

On schedule G-CELS appears taxi-ing along the apron to dock at D4. We get ready to board for the flight home. We depart the gate on time but have to hold for take off. The Captain says fifty-five minutes to Leeds, so we are more or less on time. A welcome forty winks on the plane gives time for thoughts of an excellent day of plane spotting and how friendly the Dutch people are.

We land on R32. LBIA seems very small and quiet after Schipol, but it is nice to be back above sea level. As we leave the car park an in-coming vehicle stops beside us, the driver gestures and calls, "Up your bolton". Our driver, a Leeds United supporter, seems to know him and assures us it is a friendly greeting. It's a sort of welcome home, I guess!

The "jokes" in the above article are credited to Jeremy.

*Jim Stanfield*

## MICROSOFT FS 2002 AND 'VFR' FLIGHTS ON YOUR PC

Since the commercial launch of FS 2002 in November 2001, there have been a number of improvements to what was then and still is the best flight simulator program available for use on your home based PC. Its ultra realistic clouds, authentic ATC chatter (over the radio), the 'Autogen' scenery, the numerous and excellent add on aircraft available free on the internet, all make it simply the best. Some of the add on aircraft have detail which has to be seen to be believed.

This then begs the question 'how much further can it go in terms of realism?'. 3D imagery perhaps? Well, this is available in the form of a visor similar to the ones used for virtual reality, but I haven't sampled it yet so am unable to comment.

If you were to be churlish you could argue that some of the major landmarks were missing, or not in the correct position. For example, the 'Dome' in London is incorrectly located, the Humber Bridge is too far to the West and Blackpool Tower is missing altogether. In addition, some of the major roads are mere representations of the real thing. In the world wide context of FS 2002 though, this is mere 'nit picking'.

However, January 2003 saw a major breakthrough in terms of 'add on' programs for FS 2002 in the form of VFR Photographic Scenery. Yes, for the first time ever, **photographic** - not photo real - scenery.



As part of the 'Millennium' Project, it was decided to photograph the whole of England and Wales plus the Isle of Man, from the air, thus creating 'The Millennium Map'. This resulted in over 240,000 individual photographs being taken from a height of 5500ft looking vertically downwards. Over 500,000 miles were flown in the process by the Rockware Aero Commander and Piper Aztec aircraft used in this aerial survey. To ensure continuity, each individual photograph overlapped the previous one by around 60% in the line of flight and by 25% laterally. The resulting photographs were then processed digitally to form one continuous and seamless photograph of England and Wales, free from cloud. It was the first time this has been done on a national scale. This took some time to complete and is an ongoing process. It is to be up-dated every five years on a rolling cycle, with the whole of the UK being covered eventually. The end product was made available both to the general public and to industry, for a fee.

This is where 'Just Flight' a Flight Simulator Software company stepped in to secure the rights to reproduce the photographs as scenery for FS 2002.

So what does all of this mean? Well, it means that, whether you are a professional pilot or a flight simulator 'nut', for the first time ever you can carry out a VFR (Visual Flight Rules) flight over England and Wales on your PC, using local landmarks to find your way. Rivers, roads, railway lines, towns, villages etc can all be used to navigate your way from A to B, safe in the knowledge that everything you see is exactly where it should be. Though the photographs were taken looking vertically downwards, they have been processed digitally, so that they can be viewed at a slant angle. The resultant view from the cockpit windows of your aircraft appears to be completely natural and can be viewed in any direction at any angle. The result is simply brilliant. You can still have multiple layers of FS 2002 clouds combined with variable haze and visibility, which given their realism, are the 'icing on the cake'.



'Just Flight' suggest you don't pan around too much when looking at the scenery but it doesn't seem to make much difference on my Pentium III 800MHz PC. Only once in several weeks of using the program has it caused problems, when on that occasion the scenery locked up. The view is so good that it makes you *want* to look around. Microsoft's Autogen scenery which adds buildings and trees is, however, disabled when using the new photographic scenery.

'Justflight' have included terrain mesh (which adds the hills and valleys) 'free' with the new program. This version is claimed to be superior to the default terrain mesh supplied by Microsoft.

### **What are the pro's and con's?**

As with everything, there are good points and not so good.

**First, the not so good**, at least in some people's minds. As the scenery was photographed from 5500ft looking vertically downwards, there is no 'height' to anything except for hills or high ground. As a consequence, the dome looks as flat as a pancake from the air. However, common sense 'tells' you it is dome shaped. Flamborough lighthouse can't be seen at all, as it is only a small round white blob on a larger white building. Belts of trees though look very good from the air, having a 3D look about them, due to shadows. There are times when the scenery takes a while to come into focus as the PC struggles to cope with all the data, but when it does..."Wow"!

### **The good points**

The good points far outweigh the disadvantages. It is claimed that you can see your own house from the air. You may well be able to, if it is detached and in its own grounds. Don't get too excited though as in my experience, it will look nothing more than a vague rusty coloured grain of rice, depending on the colour of your roof tiles. You should though be able to pick out your street quite easily. Schools, railway stations, golf courses etc are quite easily identified.

On a more serious note, it is easy to see how you could become 'lost' while flying VFR. Even though you can see all around you for twenty miles or so, unlike a map there is generally nothing to tell you where you are, unless you can see a large lake or something specific to identify the area with. I did though follow the railway line all the way from Scarborough to Hull quite easily.

Flying over London is a treat and, when viewed from the air, makes you aware of how vast the capital is. The detail is immense. When the photographs were taken, the London Eye was still lying horizontal in the Thames. It's quite a novelty to see all that detail and cloud sliding by below you, while you watch a BA 747 making its approach to London Heathrow and passing by you at around 3500ft.

The scenery is best viewed from between 2000ft and 5000ft. Below 1500ft detail deteriorates though when making an approach into say Humberside, the detail (Corn Fields etc) stands up quite well as you are at the time concentrating on the runway ahead. Above 5000ft the advantage of all the detail is lost to some extent. The general appearance is similar though still far better than the MS default scenery. Overall, the image is excellent though at maximum visibility the colours seem too vivid. Setting visibility to five miles, tones down the colours.

### **Technical details**

England and Wales is split into four areas. Each area comes on three CD's and takes up around 1.6 GB of hard disc space per area. These are:

East and South East England  
Central and Southern England  
South West England and Wales  
Northern England (available soon)

The latter will cover Leeds/Bradford, Manchester, Liverpool, Carlisle, Newcastle and Teesside airports amongst others and should prove interesting.

The area I have at the moment covers Heathrow, Gatwick, Stansted, Luton, Norwich, Humberside and all



other airfields in the area covered. The western boundary of this area is defined by a line running North/South. It runs from a point just above Whitby to where it strikes the South coast, just east of the Isle of Wight.

Each area is split into three sections, Northern, Central and Southern. This means that if you have a problem with available disc space, you can install just one part of the scenery at a time instead of all three, to save on hard disc space.

Reaction to this new technology has been largely favourable. Those who have been disappointed have claimed blurred images and slow frame rates. This could be due to their PC not being capable of handling the extra data.

Each area contains around 60,000 JPEG files. Consequently, it may take as much as two to three HOURS to install the program. Likewise FS 2002 takes longer than normal to 'boot up', as it has to load all the new scenery files, but this will vary from PC to PC.

Professional pilots seem to be impressed. Some say that they will actually do any forthcoming VFR flights on their PC first, prior to doing the flight for real. Others claim that the images are as close to the real thing as you can get and dismiss some of the critics' comments out of hand as being unfair or unrealistic. My own view is that it is excellent and greatly enhances your experience of flying, albeit on your home PC. Whatever next I wonder? Time will tell.

For more details and screen shots see [www.justflight.com](http://www.justflight.com)

**JOHN BOOTH**  
2003

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**Dauphine 2 G-MLTY Multiflight Leeds Bradford 1999 - W. Houlden**





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C-FTDF	AIRBUS 320	SKYSERVICE lsd Mytravel
C-FTDP	AIRBUS 320	SKYSERVICE lsd Mytravel
C-GTDL	AIRBUS 320	SKYSERVICE lsd Mytravel
C-GTDM	AIRBUS 320	SKYSERVICE lsd Mytravel
C-GQPA	CL604 CHALLENGER	EXECAIRE INC.
CS-DFA	FALCON 900	NETJETS
CS-DFB	FALCON 900	NETJETS
CS-DFC	FALCON 2000	NETJETS
CS-DFD	FALCON 2000	NETJETS
CS-DFM	CITATION EXCEL	NETJETS
CS-DHC	CITATION BRAVO	NETJETS
CS-DNF	CITATION V11	NETJETS
CS-DNJ	HAWKER 800P	NETJETS
CS-DNK	HAWKER 800P	NETJETS
CS-DNL	HAWKER 800P	NETJETS
CS-DNM	HAWKER 800P	NETJETS
CS-DNN	HAWKER 800P	NETJETS
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D-CLBB	FALCON 20E5	ELBE AIR
D-CLBE	FALCON 20E	
D-CMET	FALCON 20E	DFVLR
D-COEB	KING AIR 350	
D-CRHR	CITATION 111	RHEINMETALIMMOBILIEN
D-CVIP	LEAR JET 55	WDLAVIATION
D-EPLK	PA-46 MALIBU	
D-FLOH	CESSNA 208B	AEROTEAM AVIATION
D-IBAB	KING AIR 300	OBJECTKT MARKETING
D-ICCC	CITATION 1	EF5_FLUG SERVICE
D-ICIA	CITATION 1	
D-ICRK	SA226TC METRO 11	BIN AIR A/S
D-ICWM	KING AIR B200C	
D-IDAS	CITATIONJET	
D-IEHP	CESSNA 340A	

D-IFFI	CITATION JET	ANTON HARING
D-IHAH	KING AIR C90B	BAU & UNWELT TECHNOLOGIE
D-IKOP	CITATION JET	ANLAGEN INVEST LEASING
D-IMMM	CITATION JET	CENTRUMBAU
D-INGA	CESSNA 425	GERHARD SCHUBERT
D-ISCH	CITATION JET	HERBERT WALDMANN GmbH
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EC-FXP	BOEING 737-400	AIR EUROPA
EC-FXQ	BOEING 737-400	SPANAIR
EC-FXR	DC-9-83	SPANAIR
EC-GCV	DC-9-82	SPANAIR
EC-GNY	DC9-83	FUTURA
EC-GNZ	BOEING 737-400	SPANAIR
EC-GVO	DC-9-82	FUTURA
EC-GUG	BOEING 737-400	AIR EUROPA
EC-GUO	BOEING 737-400	IBERWORLD
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EC-HFA	CITATION 1	SPANAIR
EC-HFT	DC-9-82	SPANAIR
EC-HGA	DC9-62	SPANAIR
EC-HGJ	DC-9-82	AIR EUROPA
EC-HGO	BOEING 737-800	AIE EUROPA
EC-HGP	BOEING 737-800	AIR EUROPA
EC-HGQ	BOEING 737-800	SPANAIR
EC-HHF	DC9-82	FUTURA
EC-HHG	BOEING 737-800	FUTURA
EC-HHH	BOEING 737-800	SPANAIR
EC-HHP	DC9-82	SPANAIR
EC-HJB	DC9-82	FUTURA
EC-HJJ	BOEING 737-800	AIR EUROPA
EC-HJP	BOEING 737-800	AIR EUROPA
EC-HJQ	BOEING 737-800	INTERMEDIATION SA
EC-HLB	LEAR JET 35A	FUTURA
EC-HLN	BOEING 737-800	AIR EUROPA
EC-HKQ	BOEING 737-800	AIR EUROPA
EC-HKR	BOEING 737-800	FUTURA
EC-HMJ	BOEING 737-800	FUTURA
EC-HMK	BOEING 737-800	AIR EUROPA
EC-HNB	BOEING 737-400	SPANAIR
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EC-HOV	DC-9-82	IEA
EC-HVR	ATR42	AIR EUROPA
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EC-HXY	SA227AC METRO 3	



## SOCIETY DINNER 4 APRIL 2003



An enjoyable evening was had by those who attended and our thanks go to all who helped to organise the evening, the speaker Gerald Myers, and the staff of Peasehill House.



A very interesting article last month from Jim Stanfield. Jim - a question that intrigues me: have you got such a good memory of your younger days, or did you unearth some old school essays from your satchel? While I have just restarted with a bit of photography after a lapse of many years, your scribe got me looking at some old albums of long ago. Quite a few shots around the local airfields and air shows with a bog standard camera in black and white, but in those days it was processing and enlarging in the bathroom, as opposed to using the PC. Anyway, to the point, I found a shot of a Sabre that had run off the runway, although in this case, subject to Cliff accepting the scan to e-mail, you will see it still had wings. The timing is very close to your siting; the old album states Linton-on-Ouse and is dated January 1955, so the two could have been squadron mates and even the same pilot doing his thing at least twice.

**David Tennant**

Thanks David but where is the picture of the Sabre? Perhaps lost in the ether! - *Cliff*

### Some snippets of news

KLM Royal Dutch Airlines has announced that KLM cityhopper and KLM uk are to operate under one brand name, KLM cityhopper. The change is effective immediately. The re-branding announcement coincides with an upgrade in service on all former KLM uk flights. All flights under the new KLM cityhopper brand will offer newspapers with a selection of English, Dutch and other foreign languages. There has also been a catering upgrade to include a sandwich and on flights over 75 minutes, there will be an extra serving which may be a sweet pastry, snack or yoghurt dependent on the time of day. The complementary bar service remains. KLM, with its partners, flies from 14 airports in the UK to over 400 destinations worldwide via Amsterdam. <http://www.klm.com>

JET2 has now introduced a daily flight to Barcelona from Leeds Bradford Airport complimenting its first ever route, Leeds Bradford - Amsterdam. It is the first direct flight from the airport to the capital of Catalonia. A daily service to Malaga has also started. Jet2, a sister company to Channel Express and part of the Dart Group Plc, is the recently launched low cost carrier to service Yorkshire and the north east. Other services due to begin this month are to Alicante, Milan, Palma and Nice. <http://www.jet2.com>

DONCASTER INTERNATIONAL AIRPORT, or at least the former RAF Finningley, about five miles to the south east of Doncaster and just off the M18, has been given the go-ahead following a government enquiry. Developers Peel Airports, who have been successful in turning Liverpool into John Lennon International, will transform the site on the outskirts of Doncaster into a commercial airport transporting up to 2m passengers a year. Doncaster Council has fully supported the proposal for an airport at Finningley. Manchester Airport, which also owns Humberside and East Midlands, opposed the scheme. Leeds Bradford International Airport says it remains confident it is not going to suffer because of Finningley. Peel Airports is a wholly owned subsidiary of Peel Holdings Plc, the northern based property and transport group, which also owns the Trafford Centre and the Manchester Ship Canal Company. Given that the runway is already in place, the airport having been closed by the RAF in March 1996, it would seem likely that commercial flights could take place by the start of the summer season 2004. Clearly there is a lot of work to be done. <http://www.doncasterfinningleyairport.co.uk>

**Ken Cothcliff**





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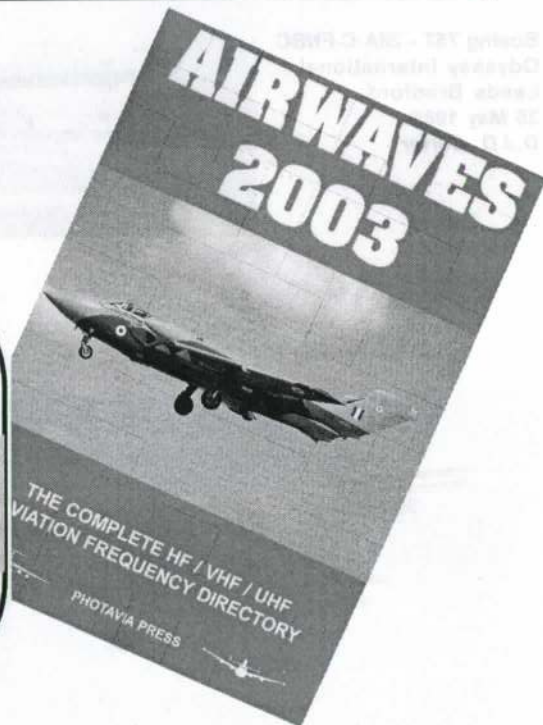
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**Bae 146 200QC G-ZAPK**  
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