



## YORKSHIRES PREMIER AVIATION SOCIETY



**BOEING 747 VR-HKN**  
**LEEDS BRADFORD INTERNATIONAL 6-10-1992**

Photograph Noreen Barrett

**£1.50**

**VOL. 27** Number 11 **NOVEMBER 2001**

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MR D TENNANT, MR J STANFIELD

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

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

2 December 2001 - New style festive meeting + Air Fair + prize giving + light refreshments

## AIR YORKSHIRE AVIATION NEWS

*Manchester Airport Past Present and Future* was the subject of Paul Isherwood's illustrated talk at the Society's October meeting. Paul has worked for several years in the Manchester Airport Archive and was therefore able to draw on rare historical material in this excellent talk. His relaxed style and amusing anecdotes contributed to a thoroughly entertaining afternoon. Alan, one of our new members, gave the meeting ten out of ten. Watch out for Paul returning one Sunday next year. Thanks again to Paul.

The Sunday meeting complemented the Society's activities on the previous day when the first of two visits to the Manchester ATC Centre and Airport Tower took place. This was a delightful day blessed by good weather for plane spotting despite the Met Office dire forecast. The day started and ended with some real plane spotting from the two spectator terraces and from the Airport Buffet's panoramic windows. The fascinating look behind the scenes at air traffic control was the meat in the sandwich. What a view from the Tower! Our thanks go to Manchester ATC for their time and their warm welcome.

The December meeting will be a change from previous years. The loss of the Aero Club venue has forced a re-think. The theme will still be relaxed and festive, but will be around an Air Fair. There will be stalls selling aviation memorabilia; videos, books, magazines contributed by members; a raffle; photographic competition results; plenty of time to chat and light refreshments on sale. Lack of

continued on back cover



# MOVEMENTS - SEPTEMBER

## 01 Saturday

G-BYNB	Boeing 737 800	0054 0204	C-GTDB	Airbus 320	0428 0648
G-UKTB	Fokker 50	0743 0841	G-BYNB	Boeing 737 800	0802 0911
G-BBXX	PA-34 Seneca	0847 1022	EC-GNZ	Boeing 737 400	0854 0949
T735CX	Cessna 182Q	0919 1003	90404	C-37A	0936 1229
G-BVJD	Fokker 100	0944 1111	G-UKTI	Fokker 50	0954 1100
El-CNV	Boeing 737	1007 1039	G-RJXE	EMB 145	1134 1240
G-EMBN	EMB 145	1142 1245	G-MAJF	Jetstream 41	1305 1503
G-JEDY	DHC-8	1321 1410	G-BVTE	Fokker 70	1344 1445
G-AVUT	PA-28 Cherokee	1346 1433	C-GTDB	Airbus 320	1407 1532
G-BVTG	Fokker 70	1418 1517	G-MAJL	Jetstream 41	1426 1406(02)
G-BOPT	Grob G.115	1430 1548	G-UKTI	Fokker 50	1437 1553
G-BAZS	Cessna F150L	1439 1506	G-JEDD	DHC-8	1446 1540
G-AYFC	D.62 Condor	1452 1530	G-BYNB	Boeing 737 800	1456 1621
G-MSKC	Boeing 737 500	1512 1629	OO-DJY	Avro 146 RJ85	1522 1605
G-RJXD	EMB 145	1524 1618	G-RJXE	EMB 145	1544 1625
G-BXKB	Airbus 320	1645 1846	G-MAJF	Jetstream 41	1728 1536(02)
OO-DWE	Avro 146 RJ100	1850 0700(02)	G-JEDD	DHC-8	1905 1057(02)
G-RJXE	EMB 145	1910 0927(02)	G-UKTI	Fokker 50	2008 0619(02)
G-ECAS	Boeing 737 300	2117 0647(02)	C-GTDB	Airbus 320	2125 2234
EC-HBL	Boeing 737 800	2156 2304	EC-HKR	Boeing 737 800	2205 2318
G-BYNB	Boeing 737 800	2217 2336	EC-HJQ	Boeing 737 800	2249 0004(02)

## 02 Sunday

C-GTDB	Airbus 320	0412 0811	G-BYNB	Boeing 737 800	0530 0654
El-CON	Boeing 737	0901 0934	G-UKTI	Fokker 50	0951 1103
G-BXWF	Fokker 100	1011 1113	OO-DJE	BAe 146 200	1033 1116
G-LIPE	Robinson R-22B	1044 1854	G-JEDY	DHC-8	1110 1140
G-RJXE	EMB 145	1217 1356	G-BODY	Cessna 310R	1226 1317
MAJK	Jetstream 41	1253 1504	G-UKTB	Fokker 50	1259 1345
G-BYNB	Boeing 737 800	1353 1510	G-JEDD	DHC-8	1424 1519
G-UKTI	Fokker 50	1428 1555	OO-DJP	Avro 146 RJ85	1457 1552
C-GTDB	Airbus 320	1514 1624	G-BVEZ	Jet Provost	1516 1633
G-RJXE	EMB 145	1629 1810	G-COEZ	Airbus 320	1657 1828
G-UKTB	Fokker 50	1703 1833	N79EL	Beechjet 400	1712 1728
G-MAJL	Jetstream 41	1724 1806	G-MAJK	Jetstream 41	1739 1819
G-JEDD	DHC-8	1741 1845	G-BVZH	Boeing 737 500	1837 1925
OO-DJK	Avro 146 RJ85	1943 2015	G-MAJF	Jetstream 41	1951 0657(03)
G-UKTI	Fokker 50	2013 0634(03)	G-MAJL	Jetstream 41	2020 0703(03)
G-JEDD	DHC-8	2056 0706(03)	G-MAJK	Jetstream 41	2058 0719(03)
G-RJXE	EMB 145	2107 0759(03)	SE-RAB	EMB 135	2117 0710(03)
C-GTDB	Airbus 320	2235 2353	G-OJTW	Boeing 737 300	2245 0651(03)
OO-DWL	Avro 146 RJ100	2251 0722(03)	G-RJXB	EMB 145	2318 0716(03)



**03 Monday**

G-BYNB	Boeing 737 800	0342 0621	C-GTDB	Airbus 320	0611 0939
G-OJTW	Boeing 737 300	0917 1100	G-JEDD	DHC-8	0920 1040
G-IIFR	Robinson R-22B	0924 1103	G-MAJL	Jetstream 41	0925 1007
G-RJXD	EMB 145	0927 1036	G-MAJF	Jetstream 41	0930 1004
SE-RAB	EMB 135	0932 1410	EC-HKR	Boeing 737 800	0957 1120
G-MAJK	Jetstream 41	1002 1405	EI-CJH	Boeing 737	1016 1052
G-UKTI	Fokker 50	1032 1137	OO-DJF	BAe 146 200	1043 1135
G-KEVB	PA-28 Archer III	1056 1435	G-BAVZ	PA-23 Aztec	1102 1534
N525AD	CitationJet	1109 1714	G-DENZ	PA-44 Seminole	1112 1312(16)
G-RJXE	EMB 145	1115 1343	N228CX	TBM 700	1125 1400
G-PLAM	Jetstream 31	1218 1237	G-JEDD	DHC-8	1229 1729(04)
G-MOHS	PA-31 Navajo	1235 1305	G-MAJL	Jetstream 41	1247 1441
G-RJXB	EMB 145	1345 1523	G-OJTW	Boeing 737 300	1403 1552
G-PZIZ	PA-31 Navajo	1414 1704	G-MAJF	Jetstream 41	1416 1503
G-BJYD	Cessna F152	1417 1515	OO-DJZ	Avro 146 RJ85	1453 1554
G-BBGB	PA-23 Aztec	1459 1531	G-IIFR	Robinson R-22B	1514 0930(04)
G-UKTI	Fokker 50	1537 1619	G-UKTA	Fokker 50	1645 1810
SE-RAB	EMB 135	1648 1736	G-RJXE	EMB 145	1651 1752
G-MAJL	Jetstream 41	1709 1744	G-MAJK	Jetstream 41	1711 1748
G-BBGB	PA-23 Aztec	1713 1758	G-MAJF	Jetstream 41	1721 1759
G-RJXB	EMB 145	1729 1808	TF-ELR	Boeing 737 300	1814 1909
G-OJTW	Boeing 737 300	1830 1918	OO-DJW	Avro 146 RJ85	1905 1958
C-GTDB	Airbus 320	1952 2116	SE-RAB	EMB 135	1953 0711(04)
G-MAJK	Jetstream 41	2002 0732(04)	TF-BBD	Boeing 737 300	2005 2124
G-RJXB	EMB 145	2008 0727(04)	G-UKTI	Fokker 50	2016 0646(04)
G-MAJF	Jetstream 41	2024 0658(04)	G-BYNB	Boeing 737 800	2036 2209
G-BBNG	JetRanger	2037 2102	G-MAJL	Jetstream 41	2043 0704(04)
G-RJXE	EMB 145	2055 0738(04)	TF-ELR	Boeing 737 300	2111 2151
G-OJTW	Boeing 737 300	2146 0702(04)	OO-DWI	Avro 146 RJ100	2239 0722(04)
G-JMCG	Boeing 757	2331 0053(04)			

**04 Tuesday**

G-BYNB	Boeing 737 800	0415 0615	C-GTDB	Airbus 320	0605 0829
OO-SKS	Citation II	0729 1850	G-UKTF	Fokker 50	0825 0914
G-ZAPJ	ATR-42	0836 0917	CS-DNX	Hawker 800XP	0912 1904(05)
G-MAJL	Jetstream 41	0921 1001	G-RJXB	EMB 145	0924 1036
G-MAJF	Jetstream 41	0929 1004	G-OJTW	Boeing 737 300	0935 1100
SE-RAB	EMB 135	0940 1412	G-MAJK	Jetstream 41	1014 1400
40110	C-21A	1022 1545	EI-CJE	Boeing 737	1025 1108
G-RJXE	EMB 145	1040 1339	OO-MJE	BAe 146 200	1054 1140
9H-ADM	Boeing 737 300	1058 1205	G-UKTI	Fokker 50	1104 1136
G-PLAM	Jetstream 31	1106 1528	G-ZAPJ	ATR-42	1127 1201
G-BXXT	B.76 Duchess	1210 1725	G-BODY	Cessna 310R	1213 1350
G-IIFR	Robinson R-22B	1220 1309	G-UKTF	Fokker 50	1230 1310
G-BZSD	PA-46 Malibu	1235 1335	G-BYLM	PA-46 Malibu	1237 1159(06)
G-MAJF	Jetstream 41	1253 1434	G-RJXB	EMB 145	1345 1507
G-DLTR	PA-28 Cherokee	1348 1746	G-OJTW	Boeing 737 300	1356 1555
G-ZAPJ	ATR-42	1416 1449	G-MAJH	Jetstream 41	1419 1509
C-GTDB	Airbus 320	1442 1625	OO-DJX	Avro 146 RJ85	1511 1548
G-UKTI	Fokker 50	1532 1619	G-OACG	PA-35 Seneca	1642 1843
SE-RAB	EMB 135	1647 1737	G-UKTF	Fokker 50	1707 1743
G-MAJK	Jetstream 41	1717 1754	G-MAJH	Jetstream 41	1733 1806
G-RJXE	EMB 145	1738 1835	G-RJXB	EMB 145	1741 1824
G-OJTW	Boeing 737 300	1821 1911	G-BZSD	PA-46 Malibu	1837 1846
OO-DJP	Avro 146 RJ85	1913 2006	G-JEDD	DHC-8	1936 2015

SE-RAB	EMB 135	1942 0716(05)	G-OSEA	BN2 Islander	1949 1238(08)
TF-BBD	Boeing 737 300	2009 2140	G-MAJK	Jetstream 41	2011 0726(05)
G-RJXB	EMB 145	2013 0722(05)	G-UKTI	Fokker 50	2021 0643(05)
G-MAJF	Jetstream 41	2023 0706(05)	G-MAJH	Jetstream 41	2028 0703(05)
G-BYNB	Boeing 737 800	2112 2239	G-RJXE	EMB 145	2135 0803(05)
G-OJTW	Boeing 737 300	2144 0642(05)	G-JEDD	DHC-8	2216 0710(05)
OO-DWJ	Avro 146 RJ100	2223 0736(05)			

#### 05 Wednesday

C-GTDB	Airbus 320	0145 0747	G-BYNB	Boeing 737 800	0416 0908
G-BPYR	PA-31 Navajo	0701 0730	G-UKTF	Fokker 50	0812 0853
VP-CFG	Citation I	0843 1604(07)	G-OJTW	Boeing 737 300	0913 1103
G-JEDD	DHC-8	0921 1021	G-MAJH	Jetstream 41	0926 1000
G-ORJB	Citation I	0929 1359(07)	G-RJXB	EMB 145	0931 1033
G-MAJF	Jetstream 41	0933 1005	SE-RAB	EMB 135	0936 1421
G-FPLA	King Air 200	0958 1125	D-CFLY	Citation V	1003 1027
EL-CON	Boeing 737	1009 1048	G-MAJK	Jetstream 41	1015 1400
G-UKTI	Fokker 50	1020 1136	OO-DJG	BAe 146 200	1024 1132
G-CITY	PA-31 Navajo	1057 1138	SE-RAA	EMB 135	1100 1743(06)
G-RJXE	EMB 145	1107 1347	G-UKTF	Fokker 50	1215 1413
G-JEDD	DHC-8	1233 1516	G-MAJF	Jetstream 41	1258 1438
G-RJXB	EMB 145	1338 1511	G-OJTW	Boeing 737 300	1352 1555
G-PLAM	Jetstream 31	1418 1520	G-MAJH	Jetstream 41	1423 1506
G-BODY	Cessna 310R	1429 1614	OO-DJQ	Avro 146 RJ85	1449 1552
G-UKTA	Fokker 50	1500 1547	SE-RAB	EMB 135	1640 1746
C-GTDB	Airbus 320	1651 1818	G-RJXE	EMB 145	1656 1809
G-MAJF	Jetstream 41	1706 1749	G-BPYR	PA-31 Navajo	1713 1740
G-MAJK	Jetstream 41	1717 1751	G-RJXB	EMB 145	1719 1813
G-MAJH	Jetstream 41	1727 1805	G-JEDD	DHC-8	1739 1842
G-UKTF	Fokker 50	1743 1829	D-CFLY	Citation V	1803 1827
G-OJTW	Boeing 737 300	1823 1914	OO-DJL	Avro 146 RJ85	1859 2000
G-BYNC	Boeing 737 800	1910 0737(06)	CS-DNT	Hawker 800XP	1931 0922(06)
SE-RAB	EMB 135	1944 0712(06)	TF-BBD	Boeing 737 300	1946 2150
G-MAJK	Jetstream 41	1957 0701(06)	G-UKTA	Fokker 50	2015 0635(06)
G-RJXB	EMB 145	2019 0717(06)	G-MAJH	Jetstream 41	2023 0703(06)
G-MAJF	Jetstream 41	2037 0720(06)	G-JEDD	DHC-8	2102 0706(06)
G-RJXE	EMB 145	2107 0746(06)	G-OJTW	Boeing 737 300	2144 0647(06)
G-SBAS	King Air 200	2210 2243	OO-DJL	Avro 146 RJ85	2249 0731(06)
C-GTDB	Airbus 320	2329 0811(06)			

#### 06 Thursday

G-UKTB	Fokker 50	0803 0846	G-JEDD	DHC-8	0912 1010
G-OJTW	Boeing 737 300	0916 1054	SE-RAB	EMB 135	0919 1414
G-RJXB	EMB 145	0925 1042	G-MAJK	Jetstream 41	0929 1005
G-MAJH	Jetstream 41	0932 1012	EL-CKP	Boeing 737	0955 1036
G-MAJF	Jetstream 41	1000 1406	G-BAXV	Cessna F150L	1002 1100
G-UKTA	Fokker 50	1007 1050	G-RIDL	Robinson R-22B	1028 1228
G-RJXE	EMB 145	1058 1355	G-BNTT	B.76 Duchess	1117 1541
G-UKTB	Fokker 50	1222 1310	G-JEDD	DHC-8	1224 1516
G-MAJH	Jetstream 41	1301 1431	G-OOOJ	Boeing 757	1316 1442
G-SUEE	Airbus 320	1326 1523	G-PLAH	Jetstream 31	1348 1452
G-OJTW	Boeing 737 300	1352 1552	G-RJXB	EMB 145	1354 1514
G-BXXT	B.76 Duchess	1400 1554	G-OPMN	Boeing 727	1412 1600
G-COEZ	Airbus 320	1417 1531	G-UKTA	Fokker 50	1420 1549
EC-GUR	Airbus 320	1423 1604	G-MAJK	Jetstream 41	1426 1509
G-BATV	PA-28 Cherokee	1432 1511	ZE413	Agusta A.109	1441 1457



G-BKBW TB-10 Tobago	1503 1556	OO-DJY	Avro 146 RJ85	1506 1614
G-PROM Ecureuil	1533 1842	G-LACD	PA-28 Archer III	1546 1623
SE-RAB EMB 135	1644 1836	G-BAVZ	PA-23 Aztec	1649 1659
G-UKTB Fokker 50	1654 1810	G-RJXE	EMB 145	1658 1758
G-MAJH Jetstream 41	1702 1745	G-MAJF	Jetstream 41	1704 1800
G-RJXB EMB 145	1715 0908(07)	C-GTDB	Airbus 320	1719 1856
G-MAJK Jetstream 41	1727 1807	G-JEDD	DHC-8	1730 1821
G-MAJM Jetstream 41	1736 0700(07)	G-MRMR	PA-31 Navajo	1755 n/s
G-OJTW Boeing 737 300	1819 1917	OO-DJK	Avro 146 RJ85	1858 1955
G-BXWE Fokker 100	1906 1946	TF-BBD	Boeing 737 300	1937 2136
SE-RAA EMB 135	1952 0712(07)	G-MAJF	Jetstream 41	2008 1512(07)
G-UKTA Fokker 50	2010 0627(07)	G-MAJH	Jetstream 41	2021 0721(07)
G-JEDD DHC-8	2030 0658(07)	G-MAJK	Jetstream 41	2032 0705(07)
G-RJXE EMB 145	2106 0814(07)	G-BYNC	Boeing 737 800	2128 0641(07)
G-OJTW Boeing 737 300	2130 0709(07)	G-BXWE	Fokker 100	2151 2221
OO-DWD Avro 146 RJ100	2238 0718(07)			

# 07 Friday

C-GTDB Airbus 320	0431 0715	G-CLHB	BAe 146 200	0724 0800
G-UKTD Fokker 50	0845 0927	G-JEDD	DHC-8	0909 1008
G-BYBX T67M Firefly	0920 1130	G-MAJM	Jetstream 41	0925 0958
SE-RAA EMB 135 0929	1405	G-MAJK	Jetstream 41	0937 1011
G-BVKA Boeing 737 500	0953 1056	N12NM	Citation I	0956 1104(10)
G-CLHB BAe 146 200	0959 1048	El-CJF	Boeing 737	1001 1037
G-UKTA Fokker 50	1006 1112	G-MAJH	Jetstream 41	1015 1408
G-RJXE EMB 145	1113 1348	EC-HKQ	Boeing 737 800	1156 1307
G-JEDD DHC-8	1224 1518	G-UKTD	Fokker 50	1247 1326
G-MAJK Jetstream 41	1304 1447	G-BVKA	Boeing 737 500	1352 1559
G-CLHB BAe 146 200	1354 1516	N273TB	B58 Baron	1410 1430
G-BYNC Boeing 737 800	1419 1542	G-UKTA	Fokker 50	1428 1546
G-MAJM Jetstream 41	1452 1812	N606AM	Falcon 100	1507 1932(10)
OO-DJL Avro 146 RJ85	1510 1615	G-FCLH	Boeing 757	1530 1724
G-BBPX PA-34 Seneca	1537 n/s	SE-RAA	EMB 135	1652 1752
G-RJXE EMB 145 1701	1757	G-UKTD	Fokker 50	1704 1807
G-MAJK Jetstream 41	1714 1748	G-BLCG	TB-10 Tobago	1717 1213(09)
G-MAJH Jetstream 41	1721 1800	G-JEDD	DHC-8	1730 1818
G-MAJF Jetstream 41	1734 1535(09)	G-CLHB	BAe 146	2001738 1823
G-OBMM Boeing 737 400	1845 1937	OO-DJZ	Avro 146 RJ85	1858 0711(08)
SE-RAA EMB 135	1951 1803(09)	TF-BBD	Boeing 737 300	1955 2122
G-MAJH Jetstream 41	2017 0904(08)	G-CLHB	BAe 146 200	2023 2059
G-UKTA Fokker 50	2027 0646(08)	G-MAJM	Jetstream 41	2034 1146(08)
G-MAJK Jetstream 41	2040 1007(08)	G-JEDD	DHC-8	2045 0809(08)
G-RJXE EMB 145	2112 0849(08)	G-BVJC	Fokker 100	2116 0650(08)
G-BYNC Boeing 737 800	2127 2324	C-GTDB	Airbus 320	2131 2236
EC-GLT Airbus 320	2211 2331	G-OBMM	Boeing 737 400	2222 2255
EC-HBM Boeing 737 800	2232 2346			

# 08 Saturday

C-GTDB Airbus 320	0430 0702	G-BYNC	Boeing 737 800	0508 0658
CS-TNB Airbus 320	0635 0756	G-UKTC	Fokker 50	9821 0922
EC-HBZ Boeing 737 400	0829 0936	G-BVJC	Fokker 10	00919 1106
G-UKTA Fokker 50	1007 1207	El-CJF	Boeing 737	1011 1050
MK356 Spitfire LF 1XC	1027 1343(09)	ZA947	Dakota C.3	1027 1343(09)
G-TEBZ PA-28R Arrow	1039 1121	G-EMBE	EMB 145	1155 1248
G-ESTA Citation II	1200 1836	G-WADS	Robinson R-22B	1214 1952
G-RJXE EMB 145	1218 0928(09)	G-BYNC	Boeing 737 800	1231 1448
G-MAJK Jetstream 41	1245 1502	XV304	Hercules C.3	1324 1606

C-GTDB Airbus 320	1334 1446	G-SACS PA-28 Cadet	1340 1514
G-JEDZ DHC-8	1354 1426	G-BXWF Fokker 100	1404 1457
G-BVTG Fokker 70	1418 1520	G-MAJH Jetstream 41	1432 1409(09)
G-JEDD DHC-8	1435 1534	G-MSKC Boeing 737 500	1451 1604
OO-DJS Avro 146 RJ85	1454 1551	G-MAJM Jetstream 41	1511 1005(09)
G-BDYD Rockwell 114	1517 1536	G-UKTA Fokker 50	1527 1647
EC-HBM Boeing 737 800	1621 1733	EI-WYO PA-31 Navajo	1652 1840
CS-DFB Falcon 900	1703 0057(10)	G-MAJK Jetstream 41	1715 0702(10)
G-CVYE Airbus 320	1844 2007	OO-DJR Avro 146 RJ85	1847 0658(09)
G-JEDA DHC-8	1952 1037(09)	G-UKTA Fokker 50	2017 0822(09)
G-BYNC Boeing 737 800	2057 2203	C-GTDB Airbus 320	2112 2229
G-ECAS Boeing 737 300	2144 0646(09)	EC-HGO Boeing 737 800	2156 2251
EC-HKR Boeing 737 800	2256 2353		

#### 09 Sunday

C-GTDB Airbus 320	0407 0811	G-BYNC Boeing 737 800	0412 0605
EI-CNW Boeing 737	0905 0940	G-BVJC Fokker 100	0930 1105
G-BBXL Cessna 310Q	1010 n/s	OO-DJH BAe 146 200	1022 1116
G-JEAT BAe 146 100	1100 1149	N219CD Cirrus SR22	1122 1619
PS915 Spitfire PR XIX	1126 1402	G-UKTA Fokker 50	1133 1322
CS-DNC Citation II	1224 1407	G-UKTI Fokker 50	1231 1505
G-RJXE EMB 145	1235 1355	G-BOER PA-28 Warrior II	1244 1550
G-BYNC Boeing 737 800	1253 1416	G-MAJM Jetstream 41	1258 1507
G-BYLM PA-46 Malibu	1309 1411	G-BSTZ PA-28 Cherokee	1312 1413
G-JEDE DHC-8	1419 1513	OO-DJN Avro 146 RJ85	1457 1547
C-GTDB Airbus 320	1514 1626	VP-CFG Citation I	1609 1019(13)
G-UKTA Fokker 50	1647 1727	G-RJXE EMB 145	1649 1751
G-VCED Airbus 320	1653 1835	G-MAJH Jetstream 41	1656 1744
G-MAJM Jetstream 41	1726 1806	G-JEDE DHC-8	1729 1818
G-AWFJ PA-28R Arrow	1754 1831	G-UKTI Fokker 50	1816 1927
G-BVZE Boeing 737 500	1829 1920	OO-DJV Avro 146 RJ85	1856 1959
G-MAJF Jetstream 41	1949 0728(10)	G-MAJH Jetstream 41	1956 0713(10)
G-MAJM Jetstream 41	2028 0705(11)	G-JEDE DHC-8	2038 0711(10)
G-UKTA Fokker 50	2046 0724(10)	SE-RAA EMB 135	2101 0723(10)
G-RJXE EMB 145	2109 0816(10)	G-ECAS Boeing 737 300	2146 0654(10)
G-RJXF EMB 146	2209 0708(10)	OO-DWD Avro 146 RJ100	2234 0736(10)
C-GTDB Airbus 320	2254 0004(10)		

#### 10 Monday

G-BYNC Boeing 737 800	0408 0632	C-GTDB Airbus 320	0605 0947
N198SL Citation II	0823 0953	G-UKTI Fokker 50	0833 0950
G-MAMD King Air 200	0916 1654(13)	SE-RAA EMB 135	0925 1400
G-JEDE DHC-8	0928 1018	G-MAJH Jetstream 41	0931 1015
G-MAJK Jetstream 41	0934 1106	G-FPLA King Air 200	0935 1351
G-RJXF EMB 145	0942 1042	G-ECAS Boeing 737 300	0944 1102
G-BOHM PA-28 Cherokee	0952 1755	EI-CJC Boeing 737	0954 1040
EC-HJP Boeing 737 800	1004 1125	G-MAJF Jetstream 41	1013 1405
G-UKTA Fokker 50	1032 1243	OO-DJG BAe 146 200	1036 1119
G-RJXE EMB 145	1134 1340	G-BOKD JetRanger	1202 1621
G-JEDE DHC-8	1235 1507	G-MAJH Jetstream 41	1306 1431
G-UKTI Fokker 50	1317 1451	G-BJYD Cessna F152	1347 1417
G-ECAS Boeing 737 300	1349 1551	G-RJXF EMB 145	1355 1512
OO-DJX Avro 146 RJ85	1447 1547	G-MAJK Jetstream 41	1509 1544
G-UKTA Fokker 50	1614 1710	SE-RAA EMB 135	1638 1736
G-RJXE EMB 145	1657 1757	G-MAJH Jetstream 41	1704 1739
G-RJXF EMB 145	1708 1807	G-MAJF Jetstream 41	1717 1750
G-JEDE DHC-8	1722 1815	G-UKTI Fokker 50	1753 1837



G-MAJK	Jetstream 41	1805 1832	G-ECAS	Boeing 737 300	1828 1919
OO-DJS	Avro 146 RJ85	1851 1957	SE-RAA	EMB 145	1944 0734(11)
C-GTDB	Airbus 320	2000 2123	G-MAJF	Jetstream 41	2004 0703(11)
TF-BBD	Boeing 737 300	2009 2127	G-RJXF	EMB 145	2014 0723(11)
G-MAJH	Jetstream 41	2031 1407(11)	G-JEDE	DHC-8	2034 0708(11)
G-UKTA	Fokker 50	2040 0645(11)	G-BYNC	Boeing 737 800	2042 2211
G-MAJK	Jetstream 41	2046 0729(11)	G-RJXE	EMB 145	2103 0823(11)
G-ECAS	Boeing 737 300	2140 0649(11)	G-FRYI	King Air 200	2158 2216
OO-DWC	Avro 146 RJ100	2241 0726(11)	G-FCLJ	Boeing 757	2334 0054(11)

# 11 Tuesday

G-BYNC	Boeing 737 800	0411 0622	C-FTDF	Airbus 320	0614 0843
G-BODY	Cessna 310R	0813 1343	G-UKTI	Fokker 50	0816 0856
G-LOFT	Citation I	0839 0921	G-ECAS	Boeing 737 300	0916 1100
G-JEDE	DHC-8	0919 1011	G-MAJM	Jetstream 41	0931 1018
SE-RAA	EMB 135	0933 1411	G-MAJF	Jetstream 41	0936 1005
G-RJXF	EMB 145	0939 1037	EI-CJF	Boeing 737	0951 1032
G-MAJK	Jetstream 41	1009 1759	G-UKTA	Fokker 50	1029 1123
9H-ABR	Boeing 737 300	1039 1143	OO-DJE	BAe 146 200	1047 1133
G-RJXE	EMB 145	1153 1348	G-BXXT	B.76 Duchess	1209 1837
G-UKTI	Fokker 50	1215 1315	G-JEDE	DHC-8	1227 1943
G-MAJM	Jetstream 41	1254 1437	G-EJMG	Cessna F150H	1300 1359
G-RJXF	EMB 145	1337 1515	G-ECAS	Boeing 737 300	1357 1548
G-MAJF	Jetstream 41	1419 1505	C-FTDF	Airbus 320	1441 0804(12)
G-UKTA	Fokker 50	1447 1621	G-BNOH	PA-28 Warrior	1510 1617
OO-DJT	Avro 146 RJ85	1525 1606	G-BJYD	Cessna F152	1535 1614
N421N	Cessna 421C	1602 1806	HB-IIQ	Boeing 737 700	1619 1752(13)
SE-RAA	EMB 135	1636 1743	G-UKTI	Fokker 50	1642 1855
G-RJXE	EMB 145	1707 1813	G-MAJM	Jetstream 41	1711 0731(12)
G-RJXF	EMB 145	1717 1823	G-MAJF	Jetstream 41	1725 1816
G-MAJH	Jetstream 41	1728 1801	G-ECAS	Boeing 737 300	1829 2023
G-JEDZ	DHC-8	1912 2002	OO-DJQ	Avro 146 RJ85	1923 2026
SE-RAA	EMB 135	1951 0708(12)	G-RJXF	EMB 145	2014 0726(12)
G-MAJH	Jetstream 41	2018 1013(12)	TF-BBD	Boeing 737 300	2020 2113
G-MAJK	Jetstream 41	2028 0803(12)	G-MAJF	Jetstream 41	2031 0722(12)
G-BYNC	Boeing 737 800	2043 2223	G-UKTA	Fokker 50	2111 0619(12)
G-RJXE	EMB 145	2117 0740(12)	G-JEDE	DHC-8	2144 0719(12)
G-ECAS	Boeing 737 300	2237 0652(12)	OO-DWA	Avro 146 RJ100	1328 0717(12)

# 12 Wednesday

G-BYNC	Boeing 737 800	0416 0918	CS-TGP	Boeing 737 300	0518 0625
G-JALC	Boeing 757	0728 0818	G-UKTI	Fokker 50	0744 0836
G-MAJK	Jetstream 41	0926 0734(17)	G-MAJF	Jetstream 41	0929 1015
G-JEDE	DHC-8	0932 1019	SE-RAA	EMB 135	0937 1410
G-ECAS	Boeing 737 300	0943 1116	G-UKTA	Fokker 50	0950 1044
EI-CJF	Boeing 737	0951 1054	G-RJXF	EMB 145	1002 1107
G-MAJM	Jetstream 41	1026 1413	OO-MJE	BAe 146 200	1034 1127
G-RJXE	EMB 145	1045 1352	G-UKTI	Fokker 50	1222 1309
G-JEDE	DHC-8	1240 1515	G-JTCA	PA-23 Aztec	1243 1250
G-MAJF	Jetstream 41	1254 1443	G-RJXF	EMB 145	1349 1506
G-ECAS	Boeing 737 300	1353 1616	G-UKTA	Fokker 50	1424 1610
G-MAJH	Jetstream 41	1443 1512	OO-DWI	Avro 146 RJ100	1510 1601
SE-RAA	EMB 135	1652 1748	G-RJXE	EMB 145	1655 1810
C-FTDF	Airbus 320	1705 1853	G-MAJF	Jetstream 41	1709 1756
G-UKTI	Fokker 50	1711 1819	G-RJXF	EMB 145	1717 1817
G-MAJM	Jetstream 41	1727 1802	G-MAJH	Jetstream 41	1731 1813
G-JEDE	DHC-8	1740 1832	G-JTCA	PA-23 Aztec	1747 1758



G-ECAS	Boeing 737 300	1920 2019	TF-BBD	Boeing 737 300	1949 2132
OO-DJR	Avro 146 RJ85	1952 2038	SE-RAA	EMB 135	1954 0712(13)
G-MAJM	Jetstream 41	2014 0733(13)	G-RJXF	EMB 145	2016 0729(13)
G-MAJH	Jetstream 41	2022 0745(13)	G-MAJF	Jetstream 41	2045 0721(13)
G-UKTA	Fokker 50	2046 0620(13)	G-JEDE	DHC-8	2055 0748(13)
G-RJXE	EMB 145	2135 0742(13)	OO-DWA	Avro 146 RJ100	2241 0738(13)
G-ECAS	Boeing 737 300	2244 0658(13)	G-BYNB	Boeing 737 800	2249 0726(13)

### 13 Thursday

C-FTDF	Airbus 320	0003 0811	G-UKTI	Fokker 50	0757 0845
G-ECAS	Boeing 737 300	0912 1057	SE-RAA	EMB 135	0918 1410
G-RJXF	EMB 145	0932 1041	G-MAJF	Jetstream 41	0948 1016
G-UKTA	Fokker 50	0957 1111	G-MAJH	Jetstream 41	1006 1037
G-JEDE	DHC-8	1010 1103	EI-CKQ	Boeing 737	1026 1132
G-MAJM	Jetstream 41	1032 1406	OO-DJJ	BAe 146 200	1034 1140
G-RJXE	EMB 145	1051 1350	N170SW	Global Express	1136 1000(15)
G-SOUL	Cessna 310Q	1213 1528	G-UKTB	Fokker 50	1228 1314
G-MAJH	Jetstream 41	1312 1435	G-JEDE	DHC-8	1316 1521
G-PLAM	Jetstream 31	1338 1456	G-ECAS	Boeing 737 300	1342 1605
EC-HJQ	Boeing 737 800	1345 1508	G-RJXF	EMB 145	1347 1518
G-TMDP	Airbus 320	1417 1618	G-MAJF	Jetstream 41	1426 1511
G-UKTA	Fokker 50	1428 1613	OO-DJK	Avro 146 RJ85	1514 1557
G-BVES	Cessna 340A	1542 1608	G-UKTB	Fokker 50	1633 1827
SE-RAA	EMB 135	1649 1743	G-MAJH	Jetstream 41	1704 1747
G-RJXE	EMB 145	1707 1759	G-DJAR	Airbus 320	1709 1220(14)
G-MAJM	Jetstream 41	1716 1755	G-RJXF	EMB 145	1719 1810
G-OOOU	Boeing 757	1722 1904	C-FTDF	Airbus 320 1	726 1926
G-MAJF	Jetstream 41	1732 1812	G-JEDE	DHC-8	1738 1822
OO-DJT	Avro 146 RJ85	1911 1948	G-ECAS	Boeing 737 300	1915 2013
SE-RAA	EMB 135	1943 0706(14)	G-UKTA	Fokker 50	2000 0618(14)
G-MAJM	Jetstream 41	2008 0725(14)	G-MAJH	Jetstream 41	2016 1512(14)
G-RJXF	EMB 145	2025 0720(14)	G-MAJF	Jetstream 41	2025 0720(14)
G-JEDE	DHC-8	2033 0847(14)	G-RJXE	EMB 145	2111 0740(14)
G-BYNB	Boeing 737 800	2116 0844(14)	CS-TGQ	Boeing 737 300	2129 2227
OO-DWL	Avro 146 RJ100	2233 0731(14)	G-ECAS	Boeing 737 300	2245 0648(14)

### 14 Friday

C-FTDF	Airbus 320	0519 0837	G-UKTG	Fokker 50	0752 0846
SE-RAA	EMB 135	0914 1402	G-RJXF	EMB 145	0922 1036
G-ECAS	Boeing 737 300	0929 1126	G-UKTA	Fokker 50	0943 1059
G-MAJM	Jetstream 41	1006 1040	EI-CJI	Boeing 737	1010 1105
G-273TB	Beech 58 Baron	1014 1038	G-MAJK	Jetstream 41	1022 1409
G-MAJF	Jetstream 41	1044 1131	G-RJXE	EMB 145	1045 1355
OO-DJF	BAe 146 200	1050 1147	G-JEDE	DHC-8	1100 1141
EC-HKQ	Boeing 737 800	1154 1321	G-UKTG	Fokker 50	1230 1311
EI-WDC	HS 125 3B	1305 1657	G-MAJM	Jetstream 41	1309 1443
G-RJXF	EMB 145	1344 1506	G-JEDE	DHC-8	1347 1517
G-UKTA	Fokker 50	1427 1558	G-MAJG	Jetstream 41	1530 1008(15)
PH-SCZ	ATR-72	1532 1622	G-BYNB	Boeing 737 800	1609 1722
G-BRPU	B.76 Duchess	1646 1201(28)	G-UKTG	Fokker 50	1652 1811
SE-RAA	EMB 135	1655 1745	G-MAJM	Jetstream 41	1705 1741
G-RJXE	EMB 145	1707 1800	G-MAJK	Jetstream 41	1712 1748
G-RJXF	EMB 145	1726 1815	G-MAJH	Jetstream 41	1729 1817
G-JEDE	DHC-8	1731 1826	G-BCVY	PA-34 Seneca	1806 1821
G-ECAS	Boeing 737 300	1834 1929	G-FCLJ	Boeing 757	1901 2040
OO-DJQ	Avro 146 RJ85	1903 1946	G-BVES	Cessna 340A	1916 1941
???	Agusta A109	1937 2018	SE-RAA	EMB 135	1943 1731(16)

G-UKTA	Fokker 50	2007 0617(15)	G-MAJK	Jetstream 41	2012 0936(15)
G-RJXF	EMB 145	2015 2100	G-MAJH	Jetstream 41	2026 1415(16)
G-MAJM	Jetstream 41	2028 1056(20)	G-JEDE	DHC-8	2037 0816(15)
G-RJXE	EMB 145	2126 0828(15)	G-ECAS	Boeing 737 300	2202 2250
C-FTDF	Airbus 320	2206 2325	G-BXWF	Fokker 100	2211 0653(15)
EC-GZD	Airbus 320	2218 2359	EC-HBN	Boeing 737 800	2221 2332
OO-DWD	Avro 146 RJ100	2247 0712(15)	G-BYNB	Boeing 737 800	2310 0025(15)
EC-HMJ	Boeing 737 800	2318 0034(15)			

#### 15 Saturday

C-FTDF	Airbus 320	0529 0716	G-BYNB	Boeing 737 800	0614 0730
G-UKTG	Fokker 50	0801 0846	G-BXWF	Fokker 100	0927 1059
EC-GNZ	Boeing 737 400	0951 1108	G-UKTA	Fokker 50	0957 1050
CS-DNX	Hawker 800XP	1031 1511	EL-CKQ	Boeing 737	1043 1121
EL-WDC	BAe 125 3B	1105 1823	G-BCJM	PA-28R Arrow	1145 1705
G-RJXE	EMB 145	1147 0941(16)	G-EMBO	EMB 145	1150 1236
N198SL	Citation Bravo	1217 1804	G-MAJG	Jetstream 41	1257 1508
G-BXZB	Nanchang CJ6	1314 1337	G-BYNB	Boeing 737 800	1319 1452
G-JEDZ	DHC-8	1322 1401	G-BVKD	Boeing 737 500	1355 1456
C-FTDF	Airbus 320	1414 1640	G-UKTA	Fokker 50	1425 1609
G-BXWE	Fokker 100	1443 1539	G-MAJK	Jetstream 41	1449 1034(16)
OO-DJL	Avro 146 RJ85	1501 1546	G-JEDE	DHC-8	1504 1601
G-LFSI	PA-28 Cherokee	1526 1621	EC-HGO	Boeing 737 300	1603 1809
G-MSKB	Boeing 737 500	1618 1722	G-MAJG	Jetstream 41	1733 0725(18)
G-CVYD	Airbus 320	1745 1857	OO-DJX	Avro 146 RJ85	1900 0703(16)
G-JEDE	DHC-8	2006 1045(16)	G-UKTA	Fokker 50	2012 0632(16)
G-BYNB	Boeing 737 800	2108 2243	C-FTDF	Airbus 320	2219 2335
G-ODSK	Boeing 737 300	2231 0653(16)	EC-HJP	Boeing 737 800	2320 0041(16)
EC-HBL	Boeing 737 800	2324 0053(16)			

#### 16 Sunday

G-BYNB	Boeing 737 800	0452 0623	C-FTDF	Airbus 320	0505 0831
EL-CJH	Boeing 737	0906 0943	G-BXWF	Fokker 100	0937 1106
G-UKTA	Fokker 50	1026 1133	OO-DJH	BAe 146 200	1044 1130
G-JEDX	DHC-8	1103 1147	G-IMLI	Cessna 310Q	1152 1247
G-RJXE	EMB 145	1227 1411	G-UKTG	Fokker 50	1242 1330
CS-DNJ	Hawker 800XP	1245 1404	G-BYNB	Boeing 737 800	1254 1439
G-MAJK	Jetstream 41	1256 1509	G-RJXC	EMB 145	1323 1756
G-MAJE	Jetstream 41	1336 1543	G-EVES	Falcon 900B	1416 1458
G-JEDE	DHC-8	1421 1524	C-FTDF	Airbus 320	1517 1634
PH-SCZ	ATR-72	1522 1637	XV108	VC-10 C.1K	1541 0929(17)
G-UKTA	Fokker 50	1556 1704	G-VCED	Airbus 320	1649 1818
G-UKTG	Fokker 50	1652 1821	G-MAJH	Jetstream 41	1706 1752
G-MAJK	Jetstream 41	1740 1831	G-JEDE	DHC-8	1742 1833
G-RJXE	EMB 145	1745 1835	G-BVKA	Boeing 737 500	1902 2005
G-ZAPK	BAe 146 200QC	1909 1929	OO-DJK	Avro 146 RJ85	1927 2014
SE-RAA	EMB 135	1945 0707(17)	G-MAJE	Jetstream 41	1952 0714(17)
G-MAJH	Jetstream 41	2011 0715(17)	G-UKTA	Fokker 50	2052 0654(17)
G-RJXE	EMB 145	2055 0759(17)	G-JEDE	DHC-8	2058 0705(17)
G-MAJK	Jetstream 41	2104 0725(17)	G-RJXC	EMB 145	2110 0751(17)
G-ECAS	Boeing 737 300	2155 0646(17)	OO-DWF	Avro 146 RJ100	2239 0755(17)
C-FTDF	Airbus 320	2327 0032(17)			

#### 17 Monday

G-BYNB	Boeing 737 800	0403 0629	C-FTDF	Airbus 320	0625 0916
G-UKTI	Fokker 50	0805 0938	VP-CFG	Citation I	0906 1451(18)
G-JEDE	DHC-8	0920 1015	G-ECAS	Boeing 737 300	0933 1058
SE-RAA	EMB 135	0935 1413	G-MAJK	Jetstream 41	0942 1019



G-RJXC	EMB 145	0949 1043	G-MAJH	Jetstream 41	0952 1031
G-UKTA	Fokker 50	0957 1101	El-CJF	Boeing 737	1009 1055
EC-HKR	Boeing 737 800	1012 1138	G-MAJE	Jetstream 41	1038 1106
OO-DJE	BAe 146 200	1046 1132	G-BKBW	TB-10 Tobago	1052 1516
N2669D	Cessna 340	1121 1533(18)	G-RJXE	EMB 145	1127 1345
G-JEDE	DHC-8	1229 1526	G-MAJK	Jetstream 41	1259 1444
G-UKTC	Fokker 50	1353 1434	G-RJXC	EMB 145	1403 1513
G-OJAC	Mooney M20J	1407 1734	G-UKTA	Fokker 50	1409 1545
G-MAJH	Jetstream 41	1436 1507	OO-DJQ	Avro 146 RJ85	1455 1552
G-MAJE	Jetstream 41	1511 1555	G-OBMP	Boeing 737 300	1518 1612
CS-DFC	Falcon 2000	1535 0700(18)	OY-ARJ	Cessna 414	1645 1849
G-RJXE	EMB 145	1655 1758	SE-RAA	EMB 135	1659 1739
CS-DNS	Falcon 2000	1707 1825	G-MAJK	Jetstream 41	1710 1754
G-RJXC	EMB 145	1718 1844	G-DENZ	PA-44 Seminole	1723 1801
G-MAJH	Jetstream 41	1744 1816	G-UKTC	Fokker 50	1750 1846
G-JEDE	DHC-8	1814 1902	G-MAJE	Jetstream 41	1832 1912
OO-DJX	Avro 146 RJ85	1909 1950	G-OJTW	Boeing 737 300	1920 2015
C-FTDF	Airbus 320	1933 2129	SE-RAA	EMB 135	1940 0710(18)
TF-BBD	Boeing 737 300	1959 2132	G-MAJK	Jetstream 41	2008 0703(18)
G-UKTA	Fokker 50	2013 0631(18)	G-RJXC	EMB 145	2033 0721(18)
G-MAJH	Jetstream 41	2042 0729(18)	G-BYNC	Boeing 737 800	2045 2328
G-JEDE	DHC-8	2105 0715(18)	G-RJXE	EMB 145	2113 0748(18)
G-MAJE	Jetstream 41	2126 2154	G-SKYL	Cessna 182S	2221 0934(18)
G-OJTW	Boeing 737 300	2236 0656(18)	OO-DWI	Avro 146 RJ10	02243 0800(18)
G-FCLH	Boeing 757	2348 0109(18)			

# 18 Tuesday

G-BYNC	Boeing 737 800	0503 0628	C-GTDB	Airbus 320	0624 0942
G-UKTB	Fokker 50	0744 0835	G-MAJL	Jetstream 41	0818 0918
G-OJTW	Boeing 737 300	0920 1054	G-JEDE	DHC-8	0923 1012
G-RJXC	EMB 145	0926 1034	SE-RAA	EMB 135	0932 1405
G-MAJK	Jetstream 41	0939 1020	G-EVES	Falcon 900B	0952 1519
G-MAJH	Jetstream 41	0956 1025	El-CON	Boeing 737	0959 1042
G-UKTA	Fokker 50	1006 1101	G-MAJG	Jetstream 41	1017 1108
9H-ADM	Boeing 737 300	1048 1205	G-RJXE	EMB 145	1056 1345
G-BODY	Cessna 310R	1121 1436	OO-DJJ	BAe 146 200	1200 1238
G-UKTE	Fokker 50	1216 1312	G-JEDE	DHC-8	1233 1514
G-MAJH	Jetstream 41	1302 1440	G-PROM	Ecureuil	1308 1821
G-RJXC	EMB 145	1348 1522	G-OJTW	Boeing 737 300	1402 1546
G-MAJK	Jetstream 41	1429 1458	G-UKTA	Fokker 50	1434 1550
G-MAJG	Jetstream 41	1458 1540	OO-DJT	Avro 146 RJ85	1506 1555
C-GTDB	Airbus 320	1554 1657	SE-RAA	EMB 135	1638 1732
G-UKTE	Fokker 50	1655 1823	G-MAJH	Jetstream 41	1709 1743
G-RJXC	EMB 145	1718 1759	G-RJXE	EMB 145	1721 1834
G-JEDE	DHC-8	1729 1825	G-MAJK	Jetstream 41	1739 1811
G-MAJG	Jetstream 41	1821 1858	G-OJTW	Boeing 737 300	1831 1925
OO-DJK	Avro 146 RJ85	1920 1954	SE-RAA	EMB 135	1950 0705(19)
G-MAJH	Jetstream 41	2004 0709(19)	G-UKTA	Fokker 50	2007 0637(19)
TF-BBD	Boeing 737 300	2010 2130	G-RJXC	EMB 145	2013 0718(19)
G-MAJK	Jetstream 41	2026 0733(19)	G-JEDE	DHC-8	2046 0714(19)
G-BYNC	Boeing 737 800	2109 0025(19)	G-MAJG	Jetstream 41	2119 0725(19)
G-RJXE	EMB 145	2137 0757(19)	G-RVRB	PA-34 Seneca	2144 0126(19)
G-OJTW	Boeing 737 300	2201 0645(19)	HB-IVR	Challenger 604	2204 0939(19)
OO-DWG	Avro 146 RJ100	2224 0642(19)			

## 19 Wednesday

C-GTDB	Airbus 320	0202 0752	G-BYNC	Boeing 737 800	0530 0905
HB-IIO	Boeing 737 700	0740 0944	G-UKTI	Fokker 50	0755 0844
EI-DMG	Cessna 441	0822 1201	LX-PCT	Lear Jet 31A	0912 1627(20)
G-JEDE	DHC-8	0927 1015	G-OJTW	Boeing 737 300	0930 1055
G-RJXC	EMB 145	0933 1037	G-MAJH	Jetstream 41	0937 1007
SE-RAA	EMB 135	0942 1359	G-UKTA	Fokker 50	1010 1110
G-MAJG	Jetstream 41	1013 1105	G-MAJK	Jetstream 41	1017 1057
EI-CKQ	Boeing 737	1047 1120	G-RJXE	EMB 145	1107 1340
OO-MJE	BAe 146 200	1118 1209	G-JEDE	DHC-8	1230 1514
G-UKTI	Fokker 50	1241 1323	G-MAJK	Jetstream 41	1314 1439
G-RJXC	EMB 145	1347 1518	G-OJTW	Boeing 737 300	1402 1549
G-MAJH	Jetstream 41	1426 1504	G-UKTA	Fokker 50	1435 1600
N125GP	Lear Jet 31A	1447 1212(20)	G-MAJG	Jetstream 41	1513 1603
OO-DJQ	Avro 146 RJ85	1531 1616	CS-DFC	Falcon 2000	1536 1026(20)
SE-RAA	EMB 135	1646 1741	G-RJXE	EMB 145	1654 1749
G-UKTI	Fokker 50	1656 1816	G-MAJK	Jetstream 41	1711 1744
G-RJXC	EMB 145	1729 1813	C-GTDB	Airbus 320	1732 1840
G-MAJH	Jetstream 41	1735 1807	G-JEDE	DHC-8	1739 1821
G-OJTW	Boeing 737 300	1832 1920	OO-DJY	Avro 146 RJ85	1850 1936
G-MAJG	Jetstream 41	1854 1929	G-BYNC	Boeing 737 800	1912 0652(20)
SE-RAA	EMB 135	1934 0719(20)	G-MAJK	Jetstream 41	2002 0736(20)
TF-BBD	Boeing 737 300	2009 2135	G-RJXC	EMB 145	2015 0748(20)
G-MAJH	Jetstream 41	2024 0703(20)	G-JEDE	DHC-8	2034 0713(20)
G-UKTA	Fokker 50	2039 0634(20)	G-RJXE	EMB 145	2100 0759(20)
G-OJTW	Boeing 737 300	2139 0710(20)	G-MAJG	Jetstream 41	2144 0656(20)
OO-DWC	Avro 146 RJ100	2237 0726(20)			

## 20 Thursday

C-GTDB	Airbus 320	0005 0803	G-UKTI	Fokker 50	0752 0839
N33CJ	CitationJet	0755 1716(21)	G-BODY	Cessna 310R	0820 1331
G-JEDE	DHC-8	0910 1015	G-MAJG	Jetstream 41	0923 1007
SE-RAA	EMB 135	0929 1405	G-OJTW	Boeing 737 300	0932 1059
G-MAJH	Jetstream 41	0935 1009	G-RJXC	EMB 145	0955 1043
G-UKTA	Fokker 50	1001 1103	EI-CJF	Boeing 737	1004 1037
G-MAJK	Jetstream 41	1024 1106	OO-DJJ	BAe 146 200	1054 1133
G-RJXE	EMB 145	1122 1341	N198SL	Citation Bravo	1200 1448(21)
G-UKTI	Fokker 50	1230 1312	G-JEDE	DHC-8	1234 1524
G-MAJH	Jetstream 41	1305 1750	G-OOOD	Boeing 757	1342 1515
EC-HCR	Airbus 320	1346 1532	G-RJXC	EMB 145	1353 1522
G-JOEM	Airbus 320	1357 1529	G-OJTW	Boeing 737 300	1402 1555
G-PLAM	Jetstream 31	1416 1441	G-MAJG	Jetstream 41	1423 1506
G-UKTA	Fokker 50	1431 1557	G-JCFR	Citation II	1448 2343
OO-DJQ	Avro 146 RJ85	1454 1552	G-MAJK	Jetstream 41	1456 1600
VP-CFG	Citation I	1637 1703(21)	SE-RAA	EMB 135	1708 1801
G-RJXE	EMB 145	1710 1756	G-RJXC	EMB 145	1718 1813
G-MAJG	Jetstream 41	1730 1815	G-JEDE	DHC-8	1737 1829
G-UKTI	Fokker 50	1739 1822	G-YJBM	Airbus 320	1745 1854
C-GTDB	Airbus 320	1748 1903	G-LEAR	Lear Jet 35A	1751 1810
G-OJTW	Boeing 737 300	1827 1921	G-MAJK	Jetstream 41	1850 1925
OO-DJN	Avro 146 RJ85	1905 1949	SE-RAA	EMB 135	1956 0715(21)
G-MAJH	Jetstream 41	2010 0711(21)	TF-BBD	Boeing 737 300	2011 2127
G-RJXC	EMB 145	2013 0737(21)	G-UKTA	Fokker 50	2019 0646(21)
G-MAJG	Jetstream 41	2038 0739(21)	G-JEDE	DHC-8	2041 0706(21)
G-BYNC	Boeing 737 800	2106 0628(21)	G-RJXE	EMB 145	2109 0803(21)
G-OJTW	Boeing 737 300	2139 0657(21)	G-MAJK	Jetstream 41	2142 0709(21)



**21 Friday**

G-BLFZ	PA-31 Navajo	0056 0654	C-GTDB	Airbus 320	0424 0650
G-UKTI	Fokker 50	0808 0848	G-OJTW	Boeing 737 300	0915 1059
G-MAJK	Jetstream 41	0920 0956	G-JEDE	DHC-8	0925 1022
G-RJXC	EMB 145	0930 1035	SE-RAA	EMB 135	0934 1409
G-MAJH	Jetstream 41	0941 1013	G-UKTA	Fokker 50	1000 1047
EI-CJF	Boeing 737	1006 1044	G-MAJG	Jetstream 41	1018 1102
OO-DJE	BAe 146 200	1030 1115	G-RJXE	EMB 145	1119 1346
EC-HJP	Boeing 737 800	1145 1315	G-UKTI	Fokker 50	1224 1316
G-BODY	Cessna 310R	1228 1659	G-JEDE	DHC-8	1240 1515
G-MAJH	Jetstream 41	1310 1444	G-RJXC	EMB 145	1352 1520
G-OJTW	Boeing 737 300	1359 1601	G-BYNC	Boeing 737 800	1406 1532
G-UKTA	Fokker 50	1422 1555	G-MAJK	Jetstream 41	1431 1509
G-MAJG	Jetstream 41	1452 1539	N5003G	Beechjet 400	1459 1131(23)
OO-DJR	Avro 146 RJ85	1500 1615	G-HMMV	CitationJet	1524 1551
G-FCLF	Boeing 757	1541 1722	G-UKTI	Fokker 50	1637 1811
SE-RAA	EMB 135	1645 1740	G-RJXE	EMB 145	1701 1759
G-MAJH	Jetstream 41	1714 1754	G-RJXC	EMB 145	1723 1807
G-MAJK	Jetstream 41	1726 1815	G-JEDE	DHC-8	1733 1828
G-MAJG	Jetstream 41	1823 1910	G-OJTW	Boeing 737 300	1842 1934
HB-IIO	Boeing 737 700	1850 0856(22)	OO-DJQ	Avro 146 RJ85	1907 2000
SE-RAA	EMB 135	1943 1739(23)	G-UKTA	Fokker 50	2000 0627(22)
TF-BBD	Boeing 737 300	2005 2126	G-MAJH	Jetstream 41	2009 0904(22)
G-RJXC	EMB 145	2012 0846(22)	G-MAJK	Jetstream 41	2025 1410(23)
G-JEDE	DHC-8	2041 0811(22)	CS-DNS	Falcon 2000	2102 1522(23)
G-RJXE	EMB 145	2104 0941(23)	C-GTDB	Airbus 320	2107 2228
G-MAJG	Jetstream 41	2123 1010(22)	G-BYNC	Boeing 737 800	2138 0214(22)
G-BVJA	Fokker 100	2157 —(22)	EC-HBN	Boeing 737 800	2205 2306
G-OJTW	Boeing 737 300	2216 2253	EC-GZE	Airbus 320	2223 2344
OO-DWD	Avro 146 RJ100	2256 0733(22)	EC-HHG	Boeing 737 800	2314 0022(22)

**22 Saturday**

C-GTDB	Airbus 320	0425 0716	G-UKTI	Fokker 50	0756 0851
G-UKTA	Fokker 50	0947 1106	EI-CNV	Boeing 737	1006 1043
G-BVZH	Boeing 737 500	1032 1137	G-BYNC	Boeing 737 800	1037 1143
G-RJXC	EMB 145	1208 1806(23)	G-JRJR	Lear Jet 45	1226 1250
G-MAJG	Jetstream 41	1316 1511	G-EMBK	EMB 145	1335 1559
G-LIPE	Robinson R-22B	1343 1857	C-GTDB	Airbus 320	1345 1503
G-BVKA	Boeing 737 500	1358 1522	G-UKTA	Fokker 50	1437 1557
G-MAJH	Jetstream 41	1442 1540(23)	G-JEDE	DHC-8	1457 1545
OO-DJS	Avro 146 RJ85	1459 1554	G-BXWF	Fokker 100	1514 1608
G-MSKB	Boeing 737 500	1528 1754	G-JEDX	DHC-8	1550 1626
G-BVYC	Airbus 320	1628 1739	EC-HBM	Boeing 737 800	1724 1831
G-MAJG	Jetstream 41	1734 1014(23)	G-BYNC	Boeing 737 800	1816 1929
G-JEDE	DHC-8	1853 1033(23)	OO-DWI	Avro 146 RJ100	1900 0709(23)
G-BAEU	Cessna F150L	1904 n/s+	G-UKTA	Fokker 50	2023 0613(23)
C-GTDB	Airbus 320	2126 2304	G-SMDB	Boeing 737 300	2137 0810(23)
EC-HBN	Boeing 737 800	2200 2328	EC-HGQ	Boeing 737 800	2235 2349

**23 Sunday**

G-BYNC	Boeing 737 800	0126 0725	C-GTDB	Airbus 320	0406 0814
EI-CJH	Boeing 737	0904 0944	G-BVJA	Fokker 100	0938 1100
G-UKTA	Fokker 50	0952 1048	G-TTMC	Airbus 300	0957 1114
OO-DJG	BAe 146 200	1023 1109	G-JEDX	DHC-8	1119 1152
N102AB	Gulfstream II	1126 1200	VP-CTJ	Citation II	1134 1212
G-RJXE	EMB 145	1219 1345	G-UKTB	Fokker 50	1236 1311

G-MAJG	Jetstream 41	1307 1512	G-JEDE	DHC-8	1355 1612
N102AB	Gulfstream II	1357 1146(26)	G-BYNC	Boeing 737 800	1412 1551
G-PUSK	PA-32R Lance	1418 1152(24)	G-UKTA	Fokker 50	1423 1555
OO-DJV	Avro 146 RJ85	1441 1558	C-GTDB	Airbus 320	1500 1623
G-VCED	Airbus 320	1628 1820	G-UKTB	Fokker 50	1635 1812
G-RJXE	EMB 145	1645 1753	VP-CFG	Citation I	1658 1705(25)
G-MAJK	Jetstream 41	1707 1746	G-MAJG	Jetstream 41	1716 1802
N198SL	Citation Bravo	1749 2006	G-JEDE	DHC-8	1833 1912
OO-DJQ	Avro 146 RJ85	1835 1937	G-BVKC	Boeing 737 500	1845 1941
N5003G	Beechjet 400	1925 0956(24)	SE-RAA	EMB 135	1947 0713(24)
G-EEJE	PA-31 Navajo	1951 0907(24)	G-UKTA	Fokker 50	1957 0625(24)
G-MAJH	Jetstream 41	2002 0727(24)	G-RJXC	EMB 145	2013 0735(24)
G-MAJK	Jetstream 41	2017 0717(24)	G-MAJG	Jetstream 41	2033 0704(24)
CS-DFB	Falcon 900	2055 1007(24)	G-RJXE	EMB 145	2104 0838(24)
G-JEDE	DHC-8	2130 0852(24)	G-SMDB	Boeing 737 300	2152 0721(24)
OO-DWK	Avro 146 RJ100	2250 0724(24)	C-GTDB	Airbus 320	2346 0051(24)

## 24 Monday

G-BYNC	Boeing 737 800	0500 0640	N170SW	Global Express	0554 0637
C-GTDB	Airbus 320	0617 0928	G-UKTB	Fokker 50	0756 0859
VP-CTJ	Citation II	0825 1526	G-BAVZ	PA-23 Aztec	0832 1409
HB-VJV	Falcon 20D-5	0857 1413	G-MAJK	Jetstream 41	0935 1018
G-MAJG	Jetstream 41	0937 1012	SE-RAA	EMB 135	0941 1415
G-RJXC	EMB 145	0948 1047	EC-HKR	Boeing 737 800	0951 1122
G-SMDH	Boeing 737 300	0954 1114	G-UKTA	Fokker 50	1003 1125
G-MAJH	Jetstream 41	1009 1100	EI-CJG	Boeing 737	1014 1050
G-UVIP	Cessna 421C	1016 1610(25)	OO-MJE	BAe 146 200	1036 1132
G-JEDE	DHC-8	1118 1203	G-BOKD	JetRanger	1141 1549
G-BYLM	PA-46 Malibu	1205 1403(25)	G-RJXE	EMB 145	1228 1355
G-MAJK	Jetstream 41	1253 1432	G-UKTB	Fokker 50	1302 1408
HB-VKO	Falcon 20F-5	1333 1813	G-RJXC	EMB 145	1340 1517
G-SMDB	Boeing 737 300	1358 1559	G-JEDE	DHC-8	1401 1513
CS-DNO	Hawker 800XP	1405 0751(25)	G-MAJC	Jetstream 41	1420 1546
G-BODY	Cessna 310R	1434 1638	G-UKTA	Fokker 50	1445 1550
G-MAJH	Jetstream 41	1455 1535	OO-DJP	Avro 146 RJ85	1530 1616
SE-RAA	EMB 135	1640 1737	G-MAJK	Jetstream 41	1702 1748
G-RJXC	EMB 145	1716 1809	G-JEDE	DHC-8	1731 1825
G-RJXE	EMB 145	1734 1834	G-MAJC	Jetstream 41	1803 1836
G-MAJH	Jetstream 41	1819 1902	N5003G	Beechjet 400	1838 1003(1/10)
G-SMDB	Boeing 737 300	1842 1940	G-UKTB	Fokker 50	1844 1957
OO-DJY	Avro 146 RJ85	1849 1947	SE-RAA	EMB 135	1944 0711(25)
G-MAJK	Jetstream 41	2003 0731(25)	G-UKTA	Fokker 50	2007 0717(25)
C-GTDB	Airbus 320	2010 2128	G-RJXC	EMB 145	2013 0726(25)
G-BYNC	Boeing 737 800	2019 2220	TF-BBD	Boeing 737 300	2024 2144
G-JEDE	DHC-8	2040 0704(25)	G-MAJC	Jetstream 41	2049 0713(25)
G-MAJH	Jetstream 41	2124 0747(25)	G-RJXE	EMB 145	2138 0745(25)
G-SMDB	Boeing 737 300	2203 0849(25)	OO-DJP	Avro 146 RJ85	2235 0735(25)
G-FCLH	Boeing 757	2317 0028(25)			

## 25 Tuesday

G-BYNC	Boeing 737 800	0351 0619	C-GTDB	Airbus 320	0609 0840
N453TM	BAe 125 800A	0728 0754	G-UKTB	Fokker 50	0740 0843
G-BPYR	PA-31 Navajo	0837 0921	G-JEDE	DHC-8	0918 1011
SE-RAA	EMB 135	0936 1408	G-MAJC	Jetstream 41	0939 1022
G-RJXC	EMB 145	0954 1047	G-MAJH	Jetstream 41	0958 1040
OE-GAA	Citation V	1009 1221	G-MAJK	Jetstream 41	1012 1100
G-BZSD	PA-46 Malibu	1014 1316	EI-CKQ	Boeing 737	1019 1056



OO-DJE	BAe 146 200	1024 1120	9H-ABS	Boeing 737 300	1037 1209
G-UKTA	Fokker 50	1042 1128	G-RJXE	EMB 145	1050 1344
G-SMDB	Boeing 737 300	1109 1246	N510PS	Cessna 310N	1136 1148
G-JEDE	DHC-8	1225 1517	G-UKTB	Fokker 50	1227 1326
G-MAJC	Jetstream 41	1251 1443	G-BBNG	JetRanger	1332 1348(26)
G-RJXC	EMB 145	1335 1508	G-MAJH	Jetstream 41	1435 1512
C-GTDB	Airbus 320	1438 1617	G-MAJK	Jetstream 41	1458 1549
OO-DJZ	Avro 146 RJ85	1501 1558	G-UKTD	Fokker 50	1532 1606
G-LEAF	Reims F406	1539 1656	G-SMDB	Boeing 737 300	1633 1728
SE-RAA	EMB 135	1642 1738	G-UKTB	Fokker 50	1655 1809
G-RJXE	EMB 145	1658 1817	G-BDGM	PA-28 Warrior	1706 1001(6/10)
G-MAJC	Jetstream 41	1710 1746	N510PS	Cessna 310N	1717 1748
G-RJXC	EMB 145	1721 1814	G-MAJH	Jetstream 41	1725 1801
G-JEDE	DHC-8	1734 1823	G-BPYR	PA-31 Navajo	1805 1826
G-MAJK	Jetstream 41	1831 1910	OO-DWG	Avro 146 RJ100	1854 1946
N453TM	BAe 125 800A	1858 1921	SE-RAA	EMB 135	1948 0728(26)
G-UKTD	Fokker 50	1958 1237(26)	G-MAJC	Jetstream 41	2000 0716(26)
G-RJXC	EMB 145	2022 0733(26)	G-BYZJ	Boeing 737 300	2025 2116
TF-BBD	Boeing 737 300	2028 2138	G-MAJH	Jetstream 41	2031 0711(26)
G-JEDE	DHC-8	2043 0720(26)	G-BYNC	Boeing 737 800	2112 2244
G-MAJK	Jetstream 41	2126 0736(26)	G-RJXE	EMB 145	2129 0758(26)
G-ODSK	Boeing 737 300	2142 0744(26)	CS-DNT	Hawker 800XP	2205 1222(26)
OO-DJQ	Avro 146 RJ85	2228 0750(26)			

## 26 Wednesday

C-GTDB	Airbus 320	0135 0828	OO-DWI	Avro 146 RJ100	1025 1119
G-MAJC	Jetstream 41	1033 1108	G-MAJH	Jetstream 41	1036 1132
G-MAJK	Jetstream 41	1039 1114	G-ODSK	Boeing 737 300	1042 1137
EI-CKQ	Boeing 737	1051 1126	G-UKTB	Fokker 50	1056 1235
G-RJXE	EMB 145	1112 1343	G-RJXC	EMB 145	1122 1210
SE-RAA	EMB 135	1142 1407	G-JEDE	DHC-8	1156 1231
G-MAJC	Jetstream 41	1334 1445	XZ219	Lynx AH.7	1335 1443
G-BXXT	B.76 Duchess	1351 1758	G-MAJH	Jetstream 41	1418 1508
G-ODSK	Boeing 737 300	1430 1554	G-JEDE	DHC-8	1435 1531
G-RJXC	EMB 145	1441 1537	OO-DJT	Avro 146 RJ85	1455 1556
G-MAJK	Jetstream 41	1458 1539	N102AB	Gulfstream II	1504 1611
G-UKTD	Fokker 50	1550 1629	SE-RAA	EMB 135	1640 1736
G-UKTB	Fokker 50	1651 1820	N170SW	Global Express	1704 1755
G-MAJC	Jetstream 41	1716 1747	C-GTDB	Airbus 320	1721 1840
G-RJXE	EMB 145	1723 1815	G-MAJH	Jetstream 41	1728 1805
G-RJXC	EMB 145	1729 1818	G-JEDE	DHC-8	1743 1827
G-MAJK	Jetstream 41	1823 1905	G-OBMP	Boeing 737 300	1834 1924
OO-DJY	Avro 146 RJ85	1915 2007	SE-RAA	EMB 135	1945 0714(27)
TF-BBD	Boeing 737 300	2001 2124	G-MAJC	Jetstream 41	2004 0719(27)
G-UKTD	Fokker 50	2015 0655(27)	G-RJXC	EMB 145	2030 0732(27)
G-MAJH	Jetstream 41	2032 0708(27)	G-JEDE	DHC-8	2036 0723(27)
G-MAJK	Jetstream 41	2122 0736(27)	G-BYNC	Boeing 737 800	2127 0701(27)
G-RJXE	EMB 145 2140	0748(27)	G-OBMP	Boeing 737 300	2157 0651(27)
OO-DJX	Avro 146 RJ85	2234 0727(27)	C-GTDB	Airbus 320	2352 0833(27)

## 27 Thursday

G-BZSD	PA-46 Malibu	0837 0857	G-MAJH	Jetstream 41	0927 1007
G-OBMP	Boeing 737 300	0931 1100	G-JEDE	DHC-8	0934 1018
G-RJXC	EMB 145	0936 1039	SE-RAA	EMB 135	0940 1408
G-MAJC	Jetstream 41	0958 1030	VP-CFG	Citation I	1001 1539(28)
G-MAJK	Jetstream 41	1032 1113	OO-DJF	BAe 146 200	1051 1138
EI-CON	Boeing 737	1057 1135	G-RJXE	EMB 145	1105 1343

G-UKTD Fokker 50	1110 1200	G-JEDE DHC-8	1230 1525
G-MAJC Jetstream 41	1251 1446	G-RJXC EMB 145	1340 1522
EC-GZE Airbus 320	1345 1510	G-RDVE Airbus 320	1351 1532
G-OBMP Boeing 737 300	1401 1603	CS-DNQ Falcon 2000	1407 1553
G-MAJK Jetstream 41	1459 1538	OO-DJQ Avro 146 RJ85	1505 1558
G-OOOC Boeing 757	1518 1655	G-UKTD Fokker 50	1529 1621
G-MAJD Jetstream 41	1532 1616	SE-RAA EMB 135	1647 1746
G-RJXE EMB 145	1703 1801	G-MAJC Jetstream 41	1711 1751
G-UKTA Fokker 50	1719 1820	C-GTDB Airbus 320	1727 1903
G-RJXC EMB 145	1734 1829	G-JEDE DHC-8	1739 1835
G-BZSD PA-46 Malibu	1758 1842	G-MAJK Jetstream 41	1837 1927
G-OBMP Boeing 737 300	1840 1940	G-MAJD Jetstream 41	1854 1936
OO-DJR Avro 146 RJ85	1859 1942	SE-RAA EMB 135	1942 0707(28)
G-UKTD Fokker 50	2005 0628(28)	G-MAJC Jetstream 41	2008 0714(28)
G-RJXC EMB 145	2018 0745(28)	G-JEDE DHC-8	2041 0711(28)
G-RJXE EMB 145	2106 0738(28)	G-BYNC Boeing 737 800	2114 0752(28)
G-MAJK Jetstream 41	2143 0741(28)	G-MAJD Jetstream 41	2151 0701(28)
G-OBMP Boeing 737 300	2218 0653(28)	OO-DWE Avro 146 RJ100	2222 0735(28)

#### 28 Friday

C-GTDB Airbus 320	0422 0634	G-FRYI King Air 200	0630 0642
G-UKTA Fokker 50	0803 0847	G-BZSD PA-46 Malibu	0834 0917
G-JEDE DHC-8	0916 1012	G-MAJD Jetstream 41	0923 1002
G-MAJC Jetstream 41	0936 1015	G-OBMP Boeing 737 300	0939 1106
G-RJXE EMB 145	0942 1048	SE-RAA EMB 135	0945 1415
G-UKTD Fokker 50	0951 1058	N900CB Cessna 421C	0953 n/s +
EL-CKQ Boeing 737	1008 1042	G-MAJK Jetstream 41	1020 1101
OO-DJH BAe 146 200	1025 1111	G-CSNA Cessna 421C	1044 n/s +
G-RJXC EMB 145	1053 1353	EC-HZS Boeing 737 800	1146 1312
G-JEDE DHC-8	1221 1524	G-UKTA Fokker 50	1232 1321
G-BFXX AA5B Tiger	1250 1609	G-MAJC Jetstream 41	1304 1442
G-RJXE EMB 145	1336 1521	G-OBMP Boeing 737 300	1359 1620
G-BBPX PA-34 Seneca	1405 n/s +	G-MAJD Jetstream 41	1432 1628
G-BRPU B.76 Duchess	1434 1201(3/10)	G-UKTD Fokker 50	1443 1555
G-MAJK Jetstream 41	1445 1552	OO-DJP Avro 146 RJ85	1447 1550
G-BYNC Boeing 737 800	1504 1632	G-FCLH Boeing 757	1618 1725
N27MW B.58 Baron	1621 1711	G-TAGS PA-28 Warrior II	1626 1715
G-UKTA Fokker 50	1649 1810	SE-RAA EMB 135	1700 1742
G-RJXC EMB 145	1708 1757	G-MAJC Jetstream 41	1714 1751
G-RJXE EMB 145	1720 1808	N273TB B.58 Baron	1723 1744
G-JEDE DHC-8	1738 1825	G-BZSD PA-46 Malibu	1824 1853
G-MAJK Jetstream 41	1843 1923	G-MAJD Jetstream 41	1851 1931
G-OBMP Boeing 737 300	1855 1944	OO-DJQ Avro 146 RJ85	1857 1938
SE-RAA EMB 135	19501015(30)	G-UKTD Fokker 50	2003 0620(29)
G-MAJC Jetstream 41	2006 1402(30)	G-RJXE EMB 145	2010 0950(30)
G-JEDE DHC-8	2042 0811(29)	C-GTDB Airbus 320	2052 2214
G-RJXC EMB 145	2106 0816(29)	G-MAJK Jetstream 41	2141 1534(30)
G-MAJD Jetstream 41	2156 1008(29)	EC-HBN Boeing 737 400	2217 2313
G-ECAS Boeing 737 300	2224 2256	G-BYNC Boeing 737 800	2229 2338
OO-DJZ Avro 146 RJ85	2237 0703(29)	EC-GUR Airbus 320	2240 0003(29)
G-BXWE Fokker 100	2257 0650(29)	EC-HLN Boeing 737 800	2309 0022(29)

#### 29 Saturday

C-GTDB Airbus 320	0408 0658	ZH543 Sea King HAR.3A	0522 0712
G-BYNC Boeing 737 800	0527 0709	G-UKTA Fokker 50	0739 0838
EC-GVB Boeing 737 400	0819 0920	G-BXWE Fokker 100	0933 1104
G-UKTD Fokker 50	0943 1100	EL-CKQ Boeing 737	1017 1051



G-RJXC	EMB 145	1206 1818(30)	G-BYNC	Boeing 737 800	1243 1417
G-MAJD	Jetstream 41	1253 1510	G-RJXJ	EMB 135	1315 1748(30)
G-JEDY	DHC-8	1317 1357	C-GTDB	Airbus 320	1322 1438
G-BVJA	Fokker 100	1337 1440	G-BNDY	Cessna 425	1411 n/s +
G-JEDE	DHC-8	1423 1535	G-UKTD	Fokker 50	1425 1557
G-MSKE	Boeing 737 500	1430 1926	G-LACB	PA-28 Warrior II	1447 1529
OO-DJQ	Avro 146 RJ85	1506 1547	EC-HBL	Boeing 737 800	1623 1801
G-BXKD	Airbus 320	1652 1805	G-MAJD	Jetstream 41	1733 1010(30)
OO-DWK	Avro 146 RJ100	1840 0704(30)	G-JEDE	DHC-8	1847 1033(30)
G-UKTD	Fokker 50	1957 0617(30)	G-BYNC	Boeing 737 800	2013 2151
C-GTDB	Airbus 320	2059 2256	G-ODSK	Boeing 737 300	2010 0648(30)
EC-HGP	Boeing 737 800	2201 2327	EC-HKR	Boeing 737 800	2302 0008(30)
<b>30 Sunday</b>					
G-BYNC	Boeing 737 800	0414 0555	C-GTDB	Airbus 320	0418 0806
El-COA	Boeing 737	0906 0953	G-BVKC	Boeing 737 500	0932 1103
G-UKTD	Fokker 50	0947 1046	G-JEDY	DHC-8	1101 1142
G-UKTE	Fokker 50	1225 1307	G-RJXE	EMB 145	1228 1349
G-BYNC	Boeing 737 800	1247 1422	G-MAJD	Jetstream 41	1250 1503
G-JEDE	DHC-8	1409 1512	G-UKTD	Fokker 50	1427 1550
OO-DJT	Avro 146 RJ85	1452 1546	C-GTDB	Airbus 320	1459 1621
G-RJXE	EMB 145	1639 1805	G-DJAR	Airbus 320	1641 1813
G-MAJC	Jetstream 41	1709 1753	G-JEDE	DHC-8	1726 1820
G-UKTE	Fokker 50	1733 1816	G-MAJD	Jetstream 41	1736 1808
G-BVKC	Boeing 737 500	1854 1944	G-MAJK	Jetstream 41	1952 0732(01)
G-RJXJ	EMB 135	1954 0719(01)	G-UKTA	Fokker 50	2001 0642(01)
G-MAJC	Jetstream 41	2009 0704(01)	G-RJXC	EMB 145	2011 0729(01)
G-JEDE	DHC-8	2044 0723(01)	G-MRMR	PA-31 Navajo	2050 n/s +
G-MAJD	Jetstream 41	2106 0709(01)	G-RJXE	EMB 145	2112 0758(01)
C-GTDB	Airbus 320	2240 2358	G-OBMP	Boeing 737 300	2243 0651(01)
OO-DWJ	Avro 146 RJ100	2332 0715(01)			

### From and To

01) N735CX/??; 02) N79EL/Cannes-EMA; 03) N525AD/Annecy-Edinburgh; N228CX/F & T Southend; 04) OO-SKS/F & T Kortrijk; CS-DNX/T n/s T Cannes; 05) VP-CFG/Waterford-Albi; D-CFLY/Amsterdam-Aarhus & return; CS-DNT/Braunschweig-Malaga; 07) N12NM/F n/s T Gamston; N273TB/Newcastle-Welshpool; N606AM/Kerry County n/s Newcastle; 08) El-WYO/F & T Isle of Man; CS-DFB/Le Bourget-Newark; 09) N719CD/F & T Exeter; CS-DNC/Belfast City-Inverness; VP-CFG/F n/s T Albi; 10) N198SL/F & T Jersey; 11) N421N/Humberside-Bournemouth; 13) N170SW/Dusseldorf n/s Bermuda; 14) N273TB/North Weald-Welshpool; 15) CS-DNX/Zurich-Geneva; El-WDC/F & T Shannon; N198SL/F & T Jersey; 16) CS-DNJ/Inverness-Amsterdam; 17) VP-CFG/Coventry n/s Biggin Hill; N2669D/F & T Friedrichshafen; CS-DFC/Luton n/s Biggin Hill; OY-ARJ/Aberdeen-Trollhattan; CS-DNS/Nice-Marseille; 18) HB-IVR/Luton n/s Funchal; 19) HB-IIO/Geneva-Funchal; El-DMG/Waterford-Prestwick; LX-PCT/Luton n/s Zurich; N125GP/Coventry n/s Dublin; CS-DFC/Biggin Hill n/s Le Bourget; 20) N33CJ/F n/s T Blackpool; N198SL/Biggin Hill n/s Jersey; VP-CFG/Biggin Hill n/s Waterford; 21) N5003G/Hawarden n/s Cannes; HB-IIO/Funchal n/s Geneva; 22) N102AB/F & T Belfast International then Belfast International n/s Frankfurt; VP-CTJ/Newcastle-Biggin Hill; VP-CFG/Guernsey n/s Waterford; N198SL/F & T Jersey; N5003G/Farnboro n/s Olbia; CS-DFB/F n/s T Luton; 24) N170SW/Rogers-Le Bourget; VP-CTJ/Biggin-St Mawgan; HB-VJV/F & T Farnboro; HB-VKO/Zurich-Hamburg; CS-DNO/Farnboro-Hamburg; N5003G/F n/s T Olbia; 25) N453TM/F & T Cork (twice); OE-GAA/Innsbruck-Geneva; N510PS/Walton Wood-Edinburgh and return; CS-DNT/Rotterdam n/s Porto; 26) N102AB/Frankfurt-Hahn; N170SW/Munich-Detroit; 27) VP-CFG/Guernsey n/s Albi; CS-DNQ/Tempelhof-Northolt; 28) N900CB/Guernsey; N27MW/F & T Fair Oaks; N273TB/Elstree-Welshpool;

## Overshoots

01) G-BXXT: 04) XX482/CWL19; XX494/CWL78: 06) XZ607/Army527: 07) ZF487/LOP41;G-BYOB/CFN10: 11) ZF486/LOP09;ZF268/LOP40;ZF491/LOP44;ZF161/LOP47;XX499CWL63;ZF491(again)/LOP47;ZF317/LOP21Y;ZF166/LOP70Y;XX496/CWL65: 12) ZF317/LOP46;XX498/CWL70: 14) ZF315/LOP21;G-BXXT: 17) ZF379/LOP45;XF169/LOP44: 20) G-BXXT;ZF350/LOP21Y;G-BWXF/CFN20: 21) G-BWXB/CFN10: 24) XX491/CWL69: 26) XX500/CWL04: 27) ZH884/Ascot511: 28) XX498/CWL70:

## LBA Movements Review, September 2001

First foreigner of the month was the STOL modified Cessna 182Q N735CX which left no from and to in the log but is believed to be based at Barnards Farm, Thurrock. On the 2<sup>nd</sup> we had the Beechjet 400 N79EL of Edra Lauren from Cannes to its base at EMA. From Annecy to Edinburgh on the 3<sup>rd</sup> was the CitationJet N525AD and it was joined by the TBM700 N228CX from and to its base at Southend. On the 4<sup>th</sup> the Citation II OO-SKS of Skyservice was from and to Kortrijk as "Skyservice531" and night stopping was the Netjets Hawker 800XP CS-DNX from and to Cannes. Two night stoppers on the 5<sup>th</sup> were the Citation I VP-CFG from Waterford to Albi using the Callsign "Sark 2" and Hawker 800XP CS-DNT from Braunschweig to Malaga whilst the Citation V D-CFLY of Grenzland Air Service was from Amsterdam to Aarhus and then return as "GZA2331-3". Citation I N12NM arrived from Gamston the 7<sup>th</sup> and was here until the 10<sup>th</sup> when it went back there, Baron N273TB was from Newcastle to Welshpool on the 7<sup>th</sup> and the Falcon 100 N606AM night stopped en route from Kerry County to Newcastle.

From and to the Isle of Man on the 8<sup>th</sup> was Navajo EI-WYO and Falcon 900 CS-DFB was from Le Bourget to Newark. Night stopping on the 9<sup>th</sup> was Citation I VP-CFG still using the callsign "Sark 2" from and to Albi, whilst Citation II CS-DNC was from Belfast City to Inverness and the Cirrus SR22 N719CD was from and to Exeter where the dealers are based. Operating as "Beauport 4SL" from and to Jersey on the 10<sup>th</sup> was Citation Bravo N198SL and on the 11<sup>th</sup> the Cessna 421C N421N called "Solo 1" on a flight from Humberside to Bournemouth. Night stopping on the 13<sup>th</sup> was the Global Express N170SW of Wal-Mart from Dusseldorf to Bermuda and on the 14<sup>th</sup> Baron N273TB was back from North Weald to Welshpool where it is reportedly based. Citation Bravo N198SL was back again on the 15<sup>th</sup> still calling "Beauport 4SL" from and to Jersey with HS 125 EI-WDC from and to Shannon as "Emerald 01" & Hawker 800XP CS-DNX from Zurich to Geneva. Another Hawker 800XP was CS-DNJ which was from Inverness to Amsterdam on the 16<sup>th</sup>.

Changing callsigns on the 17<sup>th</sup> was the Citation I VP-CFG which was now "Sark 1" from Coventry n/s to Biggin Hill and which has seemingly replaced the Cheyenne N220SC with Notts Boilers. Also noted on the 17<sup>th</sup> were Cessna 340 N2669D from & to Friedrichshafen, Cessna 414 OY-ARJ from Aberdeen to Trollhatten as "Birdie316" and two Netjets Falcon 2000's,CS-DNS from Nice to Marseilles and CS-DFC doing a night stop from Luton to Biggin Hill. Challenger HB-IVR on the 18<sup>th</sup> was another night stopper, this time from Luton to Funchal and it is registered to Sintez SA. More Swiss on the 19<sup>th</sup> when Boeing Biz Jet HB-IIO was from Geneva to Funchal as "Private 815", others noted this d were Cessna 441 EI-DMG from Waterford to Prestwick and three night stoppers in the shape of t Lear Jet 31A LX-PCT from Luton to Zurich, Lear Jet 31A N125GP from Coventry to Dublin and the Falcon 2000 CS-DFC back from Biggin Hill to Le Bourget. CitationJet N33CJ night stopped on the 20<sup>th</sup> from and to Blackpool where it lives and it was joined by the two regulars Citation I VP-CFG operating as "Sark 1" night stopping from Biggin Hill to Waterford and Citation Bravo N198SL from n/s to Jersey as "Beauport 4SL".

Night stopping on the 21<sup>st</sup> was the new European demonstrator Beechjet 400A which was reported delivered to EMA on 26/08 as N5003G and which was from Hawarden to Cannes,also night stopping was the BBJ HB-IIO back from Funchal to Geneva using callsign "Privat 817" with Falcon 2000 CS-DNS night stopping from Funchal to Farnboro. Visiting twice on the 23<sup>rd</sup> was the Gulfstream II N102AB first from and to Belfast International then from Belfast International n/s to Frankfurt,others that day were the regulars VP-CTJ from Newcastle to Biggin Hill,VP-CFG "Sark 1" Guernsey n/s Waterford and N198SL "Beauport 4SL" from and to Jersey, with Falcon 900 CS-DFB from n/s to Luton and Beechjet 400A N5003G from Farnboro n/s to Olbia. Returning on the 24<sup>th</sup> was the Wal-



Mart Global Express N170SW from Rogers (which is in Arizona) to Le Bourget and it was a busy day with VP-CTJ from Biggin Hill to St Mawgan, N5003G from and to Olbia with a night stop, Hawker 800XP CS-DNO from Farnboro to Hamburg, Falcon 20 HB-VJV from and to Farnboro with the callsign "FPG229" and Falcon 20 HB-VKO from Zurich to Hamburg as "FPG943".

Visiting twice on the 25th was the BAe 125 N453TM from and to its base at Cork, also in twice was the Cessna 310 N510PS of Peter Scott from its base at Walton Wood to Edinburgh and return. Citation V OE-GAA of Tyrolean Jet Services came in from Innsbruck and left for Geneva whilst night stopping was the Hawker 800XP of Net jets CS-DNT from Rotterdam to Porto. The Gulfstream II N102AB returned from Frankfurt on the 26th and departed to Hahn and the Global Express N170SW staged through on its way from Munich to Detroit. Night stopping on the 27th was Citation VP-CFG as "Sark 1" from Guernsey to Albi and the Falcon 2000 CS-DNQ was from Tempelhof to Northolt. Cessna 421C N900CB arrived from Guernsey on the 28th and was still here at the end of the month, two Barons the same day were N27MW on a flight from and to its base at Fair Oaks and N273TB from Elstree to Welshpool. On the military side we had the USAF C37A 90404 as "SAM 404" on the 1st in from Northolt and out to Camp Springs (Andrews AFB). Another USAF aircraft on the 4th was C-21A 0110 as "Spar 95" from and to Mildenhall. On the 6th the Agusta 109A ZE413 was using the callsign "L3A11". Local displays on the weekend of the 8th brought in the Spitfire MA356 and Dakota ZA947 for a night stop on the 8th from and to Conningsby along with the Hercules XV304 from Brize Norton to Blackpool. On the 9th Spitfire PS915 was from and to Conningsby. An unidentified Agusta 109 on the 14th arrived from Cumbernauld as "F2K11". Night stopping on the 16th was the VC-10 XV108 as "Ascot 2766" from Brize Norton to Akrotiri. The Lynx XZ219 on the 26th was calling "Army 544" and was from Dishforth to Wattisham. Finally on the morning of the 29th the Sea King ZH884 was from and to Cardiff as "Rescue 169".

Boeing 737 TF-ELR arrived from Stansted on the 3rd as "Jersey 0439D" and departed back to Stansted as "Jersey 747". Boeing 727 G-OPMN operated "Airtours 358" on the 6th and is in the colours of Cougar. BAe 146 G-BLHB arrived on the 7th as "Midland 9151" to operate some flights for Midland. Futura flight 1353 on the 8th was operated by Air Luxor Airbus 320 CS-TNB. "Jersey 733" on the 9th was operated by BAe 146 G-JEAT in an Air France colour scheme. Privat Air Boeing 737 HB-IIQ arrived on the 11th to take Leeds United out to Europe; they set off but returned shortly afterwards when the match was postponed. Iberworlds flight 3449 on the 13th was operated by Air Europa Boeing 737 EC-HJQ. Air Acores 9480 on the 13th was Boeing 737 CS-TGQ from and to Funchal. A reported first visitor on the 15th was the JMC Airbus 320 G-CVYD. Operating the "Britannia 042B" on the 23rd was the Air Scandic Airbus 300 G-TTMC. The Bluebird Boeing 737 TF-BBD made its last visit to the LBA on the 26th and it is reported to now be flying direct to Cologne from Iceland. New with Air Europa is the Boeing 737 EC-HZS first noted on the 28th. Making its first visit here as "Midland 9163" on the 29th was the new EMB 135 G-BJXJ.

**Terry Sykes**



**Aeroflot Ilyshin 86  
RA-86110**

**Palma Majoca 15 August 1996  
Peter Martin**

# LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 2001

## INBOUND DIVERSIONS

12 PTI798 LBA FNC HB-IIQ B737 FRA PTI812/14  
18 BRT337 BHD SZD G-MAJL JS41 BHD BRT091

## REGULAR FLIGHTS

AEA174	PM	01/EC-HKR	08/EC-HGO	15/EC-HBL	22/EC-HBM	29/EC-HGP
AEA189	TFS	07/EC-HKQ	14/EC-HKQ	21/EC-HJP	28/EC-HZS	
AEA215	PM	07/EC-HBM	14/EC-HBN	21/EC-HBN	28/EC-HBN	
AEA235	LPA	03/EC-HKR	10/EC-HJP	17/EC-HKR	24/EC-HKR	
AEA246	LPA	01/EC-HJQ	08/EC-HKR	15/EC-HJP	22/EC-HGQ	29/EC-HKR
AEA259	PM	01/EC-HBL	08/EC-HBM	15/EC-HGO	22/EC-HBM	29/EC-HBL
AIH313	MR	02/G-COEZ	09/G-VCED	16/G-VCED	23/G-VCED	30/G-DJAR
AIH317	MAH	06/G-SUEE	13/C-FTDF	20/G-JOEM	27/OprMAN	
AIH349	REU	05/C-GTDB	12/C-FTDF	19/C-GTDB	26/C-GTDB	
AIH351	TFS	04/C-GTDB	11/OprMAN	18/C-GTDB	25/C-GTDB	
AIH355	LPA	06/C-GTDB	13/C-FTDF	20/C-GTDB	27/C-GTDB	
AIH357	AGP	06/G-COEZ	13/G-TMDP	20/G-YJBM	27/G-RDVE	
AIH361	ACE	06/C-GTDB	13/C-FTDF	20/C-GTDB	27/C-GTDB	
AIH363	GRO	01/C-GTDB	08/C-GTDB	15/C-FTDF	22/C-GTDB	29/C-GTDB
AIH367	BJV	03/C-GTDB	10/C-GTDB	17/C-FTDF	24/C-GTDB	
AIH369	FUE	05/C-GTDB	12/C-FTDF	19/C-GTDB	26/C-GTDB	
AIH371	LCA	03/C-GTDB	10/C-GTDB	17/C-FTDF	24/C-GTDB	
AIH373	ALC	04/C-GTDB	11/C-FTDF	18/C-GTDB	25/C-GTDB	
AIH379	FAO	02/C-GTDB	09/C-GTDB	16/C-FTDF	23/C-GTDB	30/C-GTDB
AIH381	AGP	02/C-GTDB	09/C-GTDB	16/C-FTDF	23/C-GTDB	30/C-GTDB
AIH385	PM	01/C-GTDB	08/C-GTDB	15/C-FTDF	22/C-GTDB	29/C-GTDB
AIH387	ALC	01/C-GTDB	08/C-GTDB	15/C-FTDF	22/C-GTDB	29/C-GTDB
AIH389	IBZ	07/C-GTDB	14/C-FTDF	21/C-GTDB	28/C-GTDB	
AIH391	MAH	07/C-GTDB	14/G-DJAR	21/C-GTDB	28/C-GTDB	
AIH395	PM	02/C-GTDB	09/C-GTDB	16/C-FTDF	23/C-GTDB	30/C-GTDB
AMC5203	MLA	04/9H-ADH	11/9H-ABR	18/9H-ADM	25/9H-ABS	
AMM639C	FAO	06/G-OOOJ	13/G-OOOU	20/G-OOOD	27/G-OOOC	
BAL042A	ALC	01/G-BYNB	08/G-BYNC	15/G-BYNB	22/OprMAN	29/G-BYNC
BAL076A	MAH	01/G-BYNB	08/G-BYNC	15/G-BYNB	22/G-BYNC	29/G-BYNC
BAL089A	CFU	07/G-BYNC	14/G-BYNB	21/G-BYNC	28/G-BYNC	
BAL127A	IBZ	03/G-BYNB	10/G-BYNC	17/G-BYNB	24/G-BYNC	
BAL204A	PM	03/G-BYNB	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL241A	TFS	05/G-BYNB	12/G-BYNC	19/G-BYNC	26/DivMAN	
BAL268A	ALC	04/G-BYNB	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL277A	PM	06/G-BYNC	13/G-BYNB	20/G-BYNC	27/G-BYNC	
BAL329A	AGP	02/G-BYNB	09/G-BYNC	16/G-BYNB	23/G-BYNC	30/G-BYNC
BAL397A	PM	07/G-BYNC	14/G-BYNB	21/G-BYNC	28/G-BYNC	
BAL455A	PM	02/G-BYNB	09/G-BYNC	16/G-BYNB	23/G-BYNC	30/G-BYNC
BAL468A	REU	01/G-BYNB	08/G-BYNC	15/G-BYNB	22/G-BYNC	29/G-BYNC
BAL488A	IBZ	07/G-BYNC	14/G-BYNB	21/G-BYNC	28/G-BYNC	
BAL506A	GRO	04/G-BYNB	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BRT581	JER	01/G-EMBN	08/G-EMBE	15/G-EMBO	22/G-EMBK	
FUA1354	TFS	08/CS-TNB	14/EC-HMJ	21/EC-HHG	28/EC-HLN	



FUA1410	PM	01/EC-GNZ	08/EC-HBZ	15/EC-GNZ	22/DivMME	29/EC-GVB
IWD3450	ACE	06/EC-GUR	13/EC-HJQ	20/EC-HCR	27/EC-GZE	
IWD3454	TFS	07/EC-GLT	14/EC-GZD	21/EC-GZE	28/EC-GUR	
JMC580K	MAH	07/G-FCLH	14/G-FCLJ	21/G-FCLF	28/G-FCLH	
JMC694K	ALC	01/G-BXKB	08/G-CVYE	15/G-CVYD	22/G-BVYC	29/G-BXKD
JMC816K	PM	04/G-JMCG	11/G-FCLJ	18/G-FCLH	25/G-FCLH	
MSK108	FAO	01/G-MSKC	08/G-MSKC	15/G-MSKB	22/G-MSKB	29/G-MSKE

# OTHER FLIGHTS

03	G-PLAM	JS31	PLM382/38R	Bristol - Biggin Hill	Passenger Charter
03	<u>TF-ELR</u>	B733	JEA043D/744	Stansted - Belfast City	Lieu JEA DH8
03	TF-ELR	B733	JEA747/044D	Belfast City - Stansted	Lieu JEA DH8
04	G-ZAPJ	AT42	JEA044D/728	Stansted - Belfast City	Lieu JEA DH8
04	G-PLAM	JS31	PLM481/482	Cardiff - Bristol	Passenger Charter
04	G-ZAPJ	AT42	JEA731/734	f/t Belfast City	Lieu JEA DH8
04	G-ZAPJ	AT42	JEA735/045D	Belfast City - Stansted	Lieu JEA DH8
05	G-PLAM	JS31	PLM58P/581	Biggin Hill - Cardiff	Passenger Charter
06	G-PLAH	JS31	PLM381/382	f/t Bristol	AIH crew change
06	G-OPMN	B722	AIH358/358P	Malaga - Stansted	Lieu AIH A320
06	G-BXWE	F100	BMA247/3XV	East Midlands - Glasgow	Lieu E145
06	G-BXWE	F100	BMA297/248	Glasgow - East Midlands	Lieu E145
07	<u>G-CLHB</u>	BA46	BMA9151/1XV	Birmingham - Glasgow	Lieu E145
07	G-CLHB	BA46	BMA1VX/1154	Glasgow - Jersey	Lieu E145
07	G-CLHB	BA46	BMA1184/2XV	Jersey - Glasgow	Lieu E145
07	G-CLHB	BA46	BMA6VX/3XV	f/t Glasgow	Lieu E145
07	G-CLHB	BA46	BMA3VX/9152	Glasgow - Birmingham	Lieu E145
08	<u>CS-TNB</u>	A320	FUA1353/1354	f/t Tenerife	Lieu FUA B738
11	HB-IIQ	B737	PTI798	Geneva -n/s- Funchal	Leeds United FC
11	HB-IIQ	B737	PTI798/812	Leeds Bfd -n/s13- Frankfurt	Leeds United FC
12	<u>CS-TGP</u>	B733	RZO980P/9481	Lisbon - Funchal	Football Charter
12	G-JALC	B752	AIH352/352P	Tenerife - Manchester	Lieu A320
13	G-PLAM	JS31	PLM1381/1382	f/t Bristol	AIH crew change
12	CS-TGQ	B733	RZO9480/981P	f/t Funchal	Football Charter
14	PH-SCZ	AT72	SAB45F/45T	f/t Brussels	Lieu RJ85
16	PH-SCZ	AT72	SAB45F/45T	f/t Brussels	Lieu RJ85
16	XV108	VC10	RRR2764	Brize Norton -n/s- Akrotiri	-
16	G-ZAPK	BA46	AWC782/78Y	London City - Stansted	Leeds United FC
19	HB-IIO	B737	PTI815	Geneva - Funchal	Leeds United FC
20	G-PLAM	JS31	PLM2081/2082	f/t Bristol	AIH crew change
21	HB-IIO	B737	PTI817	Funchal -n/s- Geneva	Leeds United FC
23	G-TTMC	A300	BAL042B/880F	Alicante - Manchester	Lieu BAL B738
28	SE-RAA	E135	BMA408/SDR010	Edinburgh -n/s30- Linkoping	End of BMA lease
29	<u>G-RJXJ</u>	E135	BMA9163/407	f/t Edinburgh n/s	-

Aircraft making first visits are underlined.

# MILITARY MATTERS



## ROYAL INTERNATIONAL AIR TATTOO RAF COTTESMORE 29 JULY

This was probably my last chance to see RIAT (not being morbid but on grounds of practicality) so, despite still recovering from a stroke, I determined to get to Cottesmore, it being a more practicable journey than to RAF Fairford, the spiritual home of the Tattoo. It took place at Cottesmore in 2000 and 2001 while the runways at Fairford were being replaced. Cottesmore is a more central venue but as an operational RAF Station I suppose it could not become the permanent home.

A lift to Wakefield Station by Rob, my son-in-law (as I keep telling him, "greater love has no son-in-law than to turn out at 7a.m. on a Sunday morning") and hit snag. The reported time of a coach from Wakefield to Doncaster (track-work between them) was incorrect and I would miss my connection at Doncaster. A lift from a kind fellow traveller enabled me to catch the connection and alighted at Peterborough to catch a shuttle-bus to Cottesmore. The shuttle-bus system, on a dedicated route, worked well and I was soon showing my pre-booked ticket to gain admission.

There is far too much to report, in the flying and static displays, to attempt to contain in a single page so I will content myself with picking out my personal highlights:

### Air display

Hurricane IIC (BBMF)  
Spitfire (BBMF)  
Tucano T1 (1FTS)  
Firefly (JEFTS)  
Team Iskry (Poland)  
Frecce Tricolori (Italy)  
Red Arrows  
Patrouille de France  
B-1B Lancer  
B-2A Spirit  
Globemaster III (USA)

### Static display

Globemaster III  
Tutor  
Squirrel HT1  
Griffin HT1  
Starlifter  
C-130H (Jordan)  
Merlin HC3  
Auster AOP11

Some of these may appear mundane, but I am "nuts" about trainers. The static display was miles long and my infirmity did not enable me to do it justice. In fact, a one-day visit to the Tattoo is insufficient. As usual, a complete listing available, if interested a phone-call will bring you a copy, number below.

Among aircraft and topics particularly commemorated this year were: Training 2001, Women in Aviation, Fifty Years of the Hunter, Lancaster 60th Anniversary, Brian Trubshaw, AVM Johnnie Johnson and 60th Anniversary of the ATC.

RAF Cottesmore is the main base of Joint Force Harrier and currently the home of three GR7 squadrons: 1, 3 and 4. From 2003 Royal Navy Sea Harrier FA2s of 800 and 801 Naval Air Squadrons will be based there. This will complete the location of all Joint Force Harrier aircraft. They will, of course, be carrier-based operationally from time-to-time involving the employment of RAF pilots on carriers for the first time since 1939.

Credits: Air Tattoo Programme

Military Aviation Review: United Kingdom 2001

Please send any information for inclusion in *Military News* to:

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## KEY DATES IN RAF HISTORY 1918-1998

### 1980

- 01 May The Red Arrows gave its first public display with the Hawk T1, replacing the Gnat.
- 01 Jul The first two Tornados, a GR1 and a GR1(T), were delivered to the Trinational Tornado Training Establishment (TTTE) at RAF Cottesmore. Cottesmore is now the base for the Joint Harrier Force (see *Military News* above). The Tornado Training School (TTS) is now at RAF Marham.
- 16 Jul The maiden flight took place at Woodford of the First BAe Nimrod AEW2, converted from a Nimrod MR1 airframe. As noted previously, the Marconi radar proved to be a complete failure which led to the ordering of the Boeing AWACS, which became the Sentry AEW1. The Nimrod MR version, now MR2 continues to be a success.
- 02 Dec The first Chinook HC1 helicopter was delivered to 240 OCU at RAF Odiham. The HC1 provides the RAF's capability in the battlefield support role.

### 1981

- 01 Feb The last flight of the Whirlwind HAR 10 with the Search and Rescue Training Unit took place at RAF Valley. It was replaced by the Wessex HC2.
- 25 May The 30th anniversary of the Canberra's entry into service. It remains in service with 39 Squadron at RAF Marham. The Squadron is also known as 1PRU (Photographic Reconnaissance Unit) Squadron. The Canberra is also still in service with the USAF and has seen action in the current Afghan conflict.
- 24 Aug An Anglo-American memorandum of understanding was signed on the joint production of the AV-8B Harrier II. The RAF was to receive 60 aircraft to be known as the Harrier GR5; the current GR version is the GR7.
- 13 Sep The Golden Jubilee of the RAF's winning outright of the Schneider Trophy after three consecutive victories. The Jubilee was celebrated with an air race over the Solent.

### 1982

- 02 Apr The Falklands War commenced when Argentine forces seized the Falklands Islands in an unexpected coup. Rather than detailing operations and a number of "firsts", mention should be made of the major transport task involved (Hercules), the re-birth of the Vulcan, operational use of air-to-air refuelling and the first operational use of the Harrier which proved that its slower speed was not such a handicap.
- 14 Jun Surrender of the Argentine garrison.
- 04 Sep Group Captain Sir Douglas Bader died in London.
- 12 Oct Vulcans, Victors, Nimrods, Harriers, Hercules and VC10s (all of which took part in the campaign) were among aircraft taking part in a fly-past during a salute to the Falklands Task Force.

### 1983

- 01 Feb The 100th Tornado was handed over to the RAF by BAe at Wanton.
- 01 Feb It was announced that over a thousand Search and Rescue missions were carried out in 1982.
- 12 Apr The new Bomber Command Museum was opened by the Queen Mother at the RAF Museum. Donors were recognised as "Benefactors and Founders" and given a certificate signed by MRAF Sir Arthur Harris, Gp Capt Leonard Cheshire and Gp Capt WSO Randle.
- 16 May The 40th Anniversary of the Dams Raid was marked by 617 (Dambusters) Squadron which had been reformed as a Tornado GR1 unit at RAF Marham. The Squadron is now based at RAF Lossiemouth and is being progressively re-equipped with GR4s.
- 29 Dec The aircrew brevet for Fighter Controllers (FC) came into use. It is worn by airborne Fighter Controllers carried in Sentry AEW1 aircraft.

Credit: Brace by Wire to Fly-by-Wire

*Eric Martin*



## LEEDS/BRADFORD NEWS

First a press release by LBIA dated 10 September 2001: Latest Figures Show Healthy Increase:

The latest passenger figures released from Leeds Bradford International Airport show more and more passengers are taking the opportunity to fly from their local airport.

Holiday traffic has shown a healthy increase of 6% for the month of August, more than 4000 passengers up compared to this time last year.

Scheduled routes served by British Midland are all up on last year with London Heathrow seeing an increase of 8%, Edinburgh 32% and Glasgow 16%, obviously still benefiting from the ongoing rail difficulties. Jersey has shown a healthy increase of 19% and the romantic city of Paris has attracted a further 500 passengers compared to August last year.

Sabena's Brussels service has shown an increase every month so far this year and August is up by 13%, with nearly a thousand extra passengers.

KLM's Amsterdam hub has also seen an increase of 6% on their Amsterdam service.

With the announcement that British Airways are starting a new London Gatwick service on the 28th October, Leeds Bradford International Airport continues to offer even more choice for both the business and leisure passenger.

Tuesday 25th September, marked the start of the Public Enquiry into the development of Finningley into an International Airport. A very timely announcement was made the day before by Easyjet, who stated, should the airport go ahead they would serve a number of European destinations from the South Yorkshire airport. The enquiry itself lasted for only one day, before it was adjourned for a further two weeks, to allow those in opposition to gather more information to support their case.

The following appeared on the local BBC website.

There are fears that holidaymakers and business people in Bradford could seriously lose out if the go-ahead is given to multimillion pound plans to convert a former South Yorkshire RAF base into a major international airport serving the whole of the region. Critics of the plans say the fate of Leeds-Bradford Airport is now hanging in the balance as a public inquiry begins into the £80 million plans to convert the RAF Finningley base near Doncaster into a brand new airport. Currently, 1.6 million people pass through Leeds-Bradford every year for both business and pleasure, but it is being claimed these figures could be hit hard if the proposals become a reality.

Ed Anderson, Managing Director of Leeds-Bradford Airport, says it is a mistake to think that a new airport would mean more choice for passengers. Developers believe the plans for Finningley could mean more choice. He says: "What happens is that airports reach a certain size and I think we're getting close to that at Leeds and Bradford. They achieve 'critical mass' and then it becomes easier to attract more services. So, if Leeds-Bradford is actually held up in achieving that critical mass, then it could paradoxically mean less services for the region rather than more."

The budget airline EasyJet has also endorsed the proposal for the new airport at Finningley, with the company due to tell the inquiry that the proposed airport would be an ideal centre for low cost flights to major European cities.

BBC North's Transport Correspondent, Alan Whitehouse, says this is causing shockwaves across the region's other airports - and it could be the travellers who end up losing out: "That's the view of the management of Leeds and Bradford, that's the view at Humberside Airport, and at Manchester Airport to a degree as well. Peel Airports, who want to turn this former airbase into an airport take exactly the opposite view. They say that there is plenty of room for everyone. In fact, the Yorkshire-Humberside region has been underserved in terms of airports and air travel in the past, and that is a problem they say they want to address. They're insisting they are not taking cake from anyone, they're simply putting a bigger cake in its place!"

The public inquiry now being held into the proposals for Finningley will take around four months to complete, and the final decision rests with the Government. In the meantime, air travellers for both



business and pleasure in Bradford will clearly be awaiting the result of the inquiry with interest, amid fears they could be the people who end up with even less air travel options than currently exist in this area.

#### **AIRPORT NEWS**

**Farnborough**, the home of Britain's international air show, is seeing major changes as TAG redevelops it as a business aviation airport. On the way already is a new air traffic control tower and the redevelopment of runway 07/25. Farnborough, last year, handled approximately 15,500 business aircraft movements. This was 20% up from 1999 and is expected to increase another 10%-15% this year. TAG operates the airfield under a 99 year lease from the Ministry of Defence. A new executive terminal and hangar are expected to be completed by mid-2003. Weekday opening hours are restricted from 0700-2200 and at weekends from 0800-2000 hours.

Continental Airlines is to open its new concourse at **New York's Newark International Airport** this month as part of the airport's major improvement programme. Called Continental "Golden Gateway", the Terminal 6 building increases capacity from 41 to 60 gates and includes a direct rail link between the airport and downtown New York via an interchange at Newark City. It is Continental's largest hub with almost 400 daily domestic and international departures.

#### **AIRLINE NEWS**

**British Airways** has announced details of its revised flight programme following its 9% reduction in capacity, including suspension of selected transatlantic and European routes, reduction of frequencies on other services, and transfer of some services between London Heathrow and London Gatwick. The changes to the flag-carrier's operations include:

- Withdrawal of the high-frequency London Heathrow-Belfast route
- Suspension of London Gatwick-New York JFK and services cuts to San Diego and Houston
- Suspension of Gatwick flights to Stockholm, Zurich, Gdansk, Shannon, Cork, Gothenburg, Rotterdam and Montpellier
- Reduction of frequency from London Heathrow to both New York JFK and Boston by one daily flight
- Five fewer weekly flights between Heathrow and Washington
- Reduced Middle East services between Heathrow and Dubai, Bahrain, Doha, Abu Dhabi, Muscat, Jeddah and Kuwait
- Cut in Brazil flights between Heathrow and Sao Paulo and Rio de Janeiro
- Transfer of Gatwick-Lyon service to Heathrow
- Transfer of Heathrow-Bologna route to Gatwick
- Continued suspension of the Heathrow-Islamabad service

BA says the changes represent 190 fewer scheduled flights a week. The airline explains it will accelerate the transfer of flights from Gatwick to Heathrow where prospects for future profitability are stronger. Affected destinations include Accra, Baltimore, Dhahran, Entebbe, Nassau, Grand Cayman and Turks and Caicos.

BA adds it is not ruling out further route changes as current market conditions will mean a week-to-week review of network requirements. BA has announced 5,200 job cuts in a direct response to the US attacks hitting business, in addition to a previously disclosed loss of 1,800 positions.

**Gill Airways** has ceased trading after bankers withdrew financing. More than 240 staff will lose their jobs at the company, which has been flying out of Newcastle Airport since 1969.

The Bank of Scotland told company directors of its decision on the morning of 20th September. Chief executive Malcolm Naylor said he was "shocked" at the decision, claiming the airline had enjoyed a period of profitable trading since being re-financed earlier this year. A company spokesman revealed a "major blow" was suffered after the New York terrorist attack, with "swinging" increases in insurance premiums which had added around £340,000 to Gill's costs. An additional "onerous" requirement would have meant premiums being paid quarterly in advance at a time when cash flows were under pressure, said the company. A letter to the airline from the bank said the "impact of the New York bombing has led to a large increase in insurance costs - and there are too many uncertainties for the bank to continue their support."

Gill emerged from a period of voluntary administration in April, having seen an upturn in its fortunes after the Hatfield and Selby derailments brought chaos to rail travel. Company spokesman Stan Abbot told BBC News Online: "We are absolutely devastated. The staff stuck with the company through

thick and thin, and through the period of administration. The bank withdrew its financing and the directors had no alternative but to close down. This is a real kick in the teeth for our workers. I believe it is a panic measure brought on in the wake of the American terrorist acts." Gill said it had carried a record 35,000 passengers in August. Mr Naylor said: "I am desperately disappointed for the loyal staff who have worked so hard during past difficulties, for this to happen at a time when they had every reason to believe they had a secure future in the business."

Gill said it was trying to make arrangements for its customers to switch to British European Airways flights. Liquidators have been advised of the developments. Christopher Darke, general secretary of the British Airline Pilots Association, accused the bank of acting disgracefully.

**Ryanair** is to introduce services to Forlì, Italy, on 1 November using a "brand new Boeing 737-800" and not one of the second user aircraft the airline is trying to purchase. Typically, the Ryanair statement announced the route as a service to Bologna. Forlì is about 50 miles from Bologna, the Imola motor racing circuit about half way between. Forlì is convenient for Rimini, an airport dropped by Ryanair at short notice in the spring in favour of Acona, 60 miles to the south. It is the airline's 56th new route.

The airline says it now serves more European points from Stansted than British Airways does from Heathrow. Ryanair has announced it is to sell one million seats at £9.99 in an effort to beat the effects of the attacks in the US. The Irish company said it was not planning to make any of its 29,000 worldwide staff redundant and would take delivery of eight new aircraft. The cut-price one-way tickets would be sold for travel during September, October and November, it added.

Ryanair has confirmed it has received offers to sell it more than 600 used Boeing 737s in a glutted world market for used planes. In addition, prices for the aircraft, which had been quoted at about \$13 million to \$40 million (eight million pounds to 25 million pounds) per plane before the September 11 attacks in the United States, were continuing to drop. "We have received offers of over 600 aircraft at prices substantially lower than before", a spokeswoman for the airline said on Monday. She declined to say what prices the airline was being quoted for the used aircraft, although a source at a recent industry conference said the price could be around \$11 million (seven million pounds). Before the attacks in the U.S. struck a devastating blow on world air travel, the airline had signalled its interest in used aircraft with an ad in a trade publication saying it was interested in buying as many as 50 used Boeing 737s, either the recent 800 model or the model 300s or 400s using 1980s technology.

Ryanair has not said publicly since the ad ran whether it wants to increase that number, but its Chief Executive Officer Michael O'Leary has been quoted as saying he sees opportunities for the low-cost sector as Europe's traditional state-backed airlines flounder in the global air passenger slowdown.

**Singapore Airlines** (SIA) is to increase its stake in Air New Zealand (ANZ) to 34% from 25% as part of a rescue package. The announcement was made the day after the ANZ subsidiary Ansett was placed in administration. SIA says in a statement that it will subscribe \$64 million worth of new shares. Brierley Investments, which owns 30% of ANZ, will also subscribe the same amount. The New Zealand government has also agreed to provide ANZ with a note facility of up to NZ\$550 million.

**United and American Airlines** are both moving quickly with plans to reinforce the cockpit doors of all their aircraft with steel bars or crossbar locks. The Associated Press reported that United will begin installation of steel bars and that the carrier has already obtained a waiver from the FAA to bypass the standard approval process for a design modification.

#### **OTHER NEWS**

Following the election of Ian Duncan Smith as Conservative leader, a number of shadow cabinet appointments have been announced. Teresa May (Maidenhead), the former shadow schools and education minister, is the shadow secretary for transport, local government and the regions (Stephen Byers' shadow). Eric Pickles (Brentwood) becomes John Spellar's shadow at transport and has sat on various transport committees over the years.

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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

**David Wooler**



## Aviation in British Columbia

I know many of you are aware that I have recently been to Western Canada for the first time, so perhaps a short report on the visit on an aviation basis might be of interest. At Manchester a dull and misty day meant little to see outside, except for aircraft close to the departure ramp. Amongst the usual transcontinental aircraft, a Singapore Megatop B747, and a PIA 747, was an airline I hadn't seen before, a Boeing 737-500 of Isair, OY-SHE.



Although it was only 11 days since the horrors of New York and despite a lot of extra security, and a delay on the inbound flight, the outbound flight of Canada 3000 A330, C-GCWA to Calgary was uneventful. The views of the Canadian highways reaching over the horizon, as we dropped to about 15,000 ft. below the cloud on approach to Calgary, were awesome. Sadly there was nothing of interest on the ramp except an Alaskan Boeing 737, which I could not identify. After collection from the airport by my cousin, we were treated by a trip around the city, during which we passed the local aviation museum, but were unable to stop. Most of the aircraft were the usual items at Canadian museums such as T-33 and CF100, and CF104, but in amongst them was a very sorry looking Lancaster, which from my records was Canadian built FM136.

After the journey across the Rockies to Vancouver Island, the next port of call of aviation interest was the British Columbia Aviation Museum, at Victoria Airport, formerly RCAF Patricia Bay. This was

also home to one of the largest RAF contingents based in Canada, and was used for training pilots on torpedo bombers. The small but friendly museum houses an interesting collection of aircraft, including the sole surviving indigenous Eastman Sea Rover flying boat of the late twenties, CF-ASY, and Bristol Bolingbroke IV (Blenheim to you!) 9104. Other especially interesting exhibits included a Douglas A26 Invader water bomber C-FBMS donated by Conair, a Fleet Model 2 Floatplane CF-AOD, and a Canadian built metal Tiger Moth C-GDWI in wartime colours, 214. It was amazing to see in the middle of all this "Canadiana", Chester-built DHC-1 Chipmunk WG323 in Army colours from



Middle Wallop. The restoration hangar housed an Avro Anson 1 KB786, an unidentified S55 Helicopter, and for me one of the many highlights of the trip, my favourite plane, a Noorudyn Norseman CF-JDG, being re-built to fly. They had also just taken delivery of T-33 Silver Star "462". Other aircraft present included a Republic SeeBee, C-FJLC, Bell 47D, C-FFZX, indigenous Gibson twin-plane, the first aircraft to fly in British Columbia, a Pietenpol Aircamper C-GSNS, and a highly modified Beech D18s called a Pacaero Tradewind, CF-BCF, and outside was a totally unmarked Douglas R4D Super-Dakota.

The above museum was founded by a local man George Maude, and I made an appointment to see his own rare prize possession. Just after WW2 George bought two Bolingbrokes (in pieces) for \$35.00

each (at current rates that's £24.50!), and a Curtiss P-40 Warhawk ser.1034, for \$50.00! One of the Bristols, 9892, is now with the National Collection in Ottawa, the other is the one above. He has kept the P-40 for himself, and has vowed it will not fly, though it is maintained in ground-running condition. It is in incredible condition, and it was amazing to see the cockpit in original "stock" condition - it really is an aviation "time capsule" and I was very lucky to see it.

For those interested, Victoria Airport is very much a regional airport, mostly operating F28, Dash 8s of Air BC, Horizon Air and Air Canada, and Beech 900s. There was a varied selection of light aircraft, and on the western side of the Saanich Peninsular, next to the airport, the seaplane base of Cooper Air. They operate one of the local charter companies, and I was lucky enough to have a flight in one of their DHC-2 Beaver aircraft, C-GYOK from Victoria Harbour to Pat. Bay and back. They had a second aircraft on the base, C-GCTM; in fact Cooper Air provided the Beaver for the recent Harrison Ford movie, "Seven Days, Seven Nights".

Victoria is the only capital city in the world, (each Canadian province is self-governing) whose airport has no runways! The centre harbour for the city is a haven for floatplane enthusiasts with a good selection of "DeHavillands" (they've never heard of Bombardier here!) taxiing in and out all day - mostly Twin Otters and Beavers of Harbour Air and West Coast Air, but the odd Turbo Beaver and Turbo Otter was seen. The aircraft mostly fly scheduled and taxi services between Victoria and downtown Vancouver or Seattle. Our plans to visit Seattle were curtailed due to the present crisis.



Next stop was a 200 mile trip up Vancouver Island, to Port Abner, and the nearby Sproat Lake, home of Forest Industries Flying Tankers. As a lover of flying boats, this had to be the aviation highlight of so many during the trip. There, basking in the sunshine, the last two working flying boats in the world, the giant Martin Mars's. The two aircraft C-FVFV "Hawaii Mars", and C-FVFX "Philippine Mars" are the last flying survivors of the hey-day of flying boat travel. Built in the latter years of WW2 they never flew until after the war was over but they were used as transports across the Pacific by the US Navy. Apart from Howard Hughes' "Spruce Goose" they are the largest boats built. At least once a week during the high risk fire periods, engines are warmed up daily during that period and they can dispense over 7200 US gallons of water every 7 minutes during operations.

We were taken out to the aircraft on a pinnacle by Engineering Director, Roy Copeland, who allowed us to look all over "Hawaii Mars" - needless to say, Doreen preferred the fabulous view and the sunshine, whilst my friend and host, Lt. Gen. Reg Lane, DSO DFC had a good look around the flight deck and engineer's stations. (Some of you may remember Reg as a guest of the Society a couple of years ago.) The aircraft is about 25% bigger than a Sunderland, and they have full maintenance facilities at the base, including ten spare engines. Afterwards during a look around the hangars, we saw an immaculate yellow Grumman Goose, which used to be the fire spotter aircraft, a job that has now been taken over by a far less charismatic Cessna 172 float plane, and a Vertol VF-44, "630" formerly of the Canadian Navy, only according to my records, a very rare "bird" indeed. The Goose has been sold, and by the time these words are read, should be at its new home in Germany. An incredible day, only even more so by calling in to a local bar for lunch and bumping into a friend, Canadian aviation historian, Steve Fochuk from Ottawa!



Before we left to fly home, whilst we were back on the mainland, we went down to Langley, about a hour from Vancouver (whose harbour had even more float planes!) to visit the Canadian Museum of Flight, the main aviation museum west of the Rockies. The Gate was guarded by Dakota CF-PWH, and inside held a really interesting array of "goodies". It would be boring to list all the exhibits for you, but the highlight had to be the world's only complete Handley Page Hampden, P5436, rescued from the sea at RCAF Patricia Bay. The aircraft is complete on its own undercarriage, though the wheels look to be from something indeterminate, and there are no engines, only dummies. Basically the wreck was straightened out as much as possible and the framework restored, then re-clad with new metal, and the nose "scrounged" from the UK. Very much in a similar vein to the Yorkshire Air Museum's Halifax III restoration. In the next year hopefully it will be brought inside and painted.

Inside the museum building Lysander 2349 was undergoing restoration, and Fleet Finch 4725 and Waco 1NF, CF-CJR, were showing the results of magnificent restoration. Hanging from the ceiling was a very unusual design, the Bowlus Bumblebee, C-FIDB, a spar-type tail and pusher engine, converted to a glider. Other aircraft on display included Canadian built DH Vampire, 17058, CF104 Starfighter 104645, T-33 Silver Star 21487, Beech 18 CF-CKT, Avro CF100 Canuck 18138, CCF-built Harvard 20419, Sikorsky S55 53-4414, and an un-restored Vertol VF44B CF-NVC, the second such in one week. It is a museum well worth visiting if you are in the area. Poor evening light at Vancouver airport precluded any real aviation photography, and the flight back to the UK a few hours later, in A330 C-GCWD was boring after such aviation highlights. I can thoroughly recommend British Columbia for the aviation enthusiast, and Seattle, precluded to us on this trip, is only two hours away by car.



**Ken Cothliff**

AIR YORKSHIRE AVIATION SOCIETY

INCOME AND EXPENDITURE – YEAR 31 OCTOBER 2001

	Year 2000	Year 2001
<b>INCOME</b>		
Society Subscriptions	2302.00 (172)	2306.00 (167)
Full Member Subscriptions	970.00 (97)	
Christmas Raffle	85.00	
Magazine Sales	300.00	364.00
Timetable Sales	16.00	
Sundry Income	52.75	81.00
Bank Interest	13.74	10.50
	<hr/>	<hr/>
	3739.49	2761.50
	<hr/>	<hr/>
<b>EXPENDITURE</b>		
Magazine	2163.00	2150.80
Postage	403.80	363.34
Stationery	86.13	75.22
Full Member Car Parking	98.00	216.00
Speakers Fees	15.00	26.10
Christmas Party	75.00	
Sundry Expenditure	41.00	41.00
Yorkshire Air Ambulance		100.00
	<hr/>	<hr/>
	2881.93	2972.46
	<hr/>	<hr/>
Profit/Loss	£14.44 Loss	£5.04 Profit



# **BALANCE SHEET**

	<b>Year 2000</b>	<b>Year 2001</b>
Balance brought forward	840.48	1698.04
Profit/Loss for year	857.56 Profit	210.96 Loss
	<hr/>	<hr/>
Balance carried forward	1698.04	1487.08
	<hr/>	<hr/>
Closing Bank Balance	743.13	680.25
Petty Cash	82.91	150.83
Full Member Subscriptions	872.00	656.00
	<hr/>	<hr/>
	1698.04	1487.08
	<hr/>	<hr/>

D E Valentine  
October 2001

## **SOCIETY MAGAZINE**

	<b>Year 2000</b>	<b>Year 2001</b>
<u>Production Costs</u>		
Magazine Printing	1938.00	1960.80
Timetable Printing	225.00	190.00
Postage	403.80	363.34
Stationery	86.13	75.22
	<hr/>	<hr/>
	2652.93	2589.36
	<hr/>	<hr/>
<u>Income Received</u>		
Members Subscriptions	2302.00	2306.00
Sales to Air Supply	300.00	364.00
Timetable Sales	16.00	
	<hr/>	<hr/>
	2618.00	2670.00
	<hr/>	<hr/>
Profit/Loss	£34.93 Loss	£80.64 Profit

## THE LAND OF THE MAPLE LEAF

Yes, I know, we always go to Canada for our holidays and this makes finding a title for my article all the more difficult. However, this year was important as we were going to see our daughter's new house with a view to emigrating. Suffice to say that our daughter has obtained a sponsor pack from Immigration Canada and the wheels are being set in motion.

I had sworn that I would never again fly with Air Transat after previous experiences, but on making flight enquiries with the Travel Agent, I found that they were the only airline offering the wide seats (at a price) on the dates when we wanted to travel. So I booked them. I must say that after having travelled cattle class in the past, the service in Club Transat was superb. So, yes, I was paying for it but it was worth the extra cost.

I understood that we were flying on an Airbus and was looking forward to an A330 so was a little disappointed to be sitting at Manchester (I still prefer to go from LBA) and watching as A310 C-GPAT taxied in. Never mind, it was still a first of type for me. The flight across the pond passed very quickly and we were soon on finals for Pearson International where we landed at 12.08 local, seven hours and thirty-eight minutes after leaving Manchester. B.737NG 9Y-GEO was noted on docking.

I didn't know what opportunities might arise for some spotting but after a few days away where I saw two Cessnas on floats and a CF-100 Canuck on a pole I was raring to go. My daughter decided to take my wife shopping (the rallying cry is "Wallmart") and I would be dropped off at Pearson for an hour or so. I went to my usual spot on car park level 7 at terminal one and on arrival found The Snowbirds, USAF Thunderbirds, 2x F15, a C141 Starlifter and a Hawk, which I never did identify. I had forgotten that the annual air show on Lakeshore was taking place over the weekend but the arrival of two CF-18s and later two German Tornados prompted my memory. The final military arrival was KC-10 86-0035. I later learned that the small display aircraft were based at Island Airport and that a C-17 displayed and went. A private DC-9 N682RW was parked amongst the numerous Biz jets and I was pleased to see, C-GITP, the latest of Air Canada's A319s. Canada 3000 having taken over both Royal and Canjet Airlines, there were many aircraft with part colour schemes as were still some of the old Canadian ones. EMB 135/145s are very much in evidence with the odd DO.328JET for good measure.

Monday September 3<sup>rd</sup> being Labour Day, only essential services work and as my daughter wasn't well, I took the car for another Pearson visit. I drove down Derry Road hoping that the freight area might have some goodies but all I could see was A.320 C-FRAA, which recently passed through LBA. However, as I passed the derelict Boeing staff car park, I noticed it was packed with parked cars. I went in and found myself at the threshold of 24R, which was being used for all arrivals. Highlights were Austrian A.330 OE-LAM and Aeroflot B.767 VP-BAY but when the Thunderbirds taxied past our toes and took off in formation, my day was made. The Starlifter followed them out as we were now having both arrivals and departures and an IL-62 of Air Ukraine wasn't the quietest of the day.

The day before we were due to fly home; I went to Niagara Falls to meet my wife's godson at St.Catherines Airport, as I was to have a flight he had arranged. I assumed it would be in a Cessna but was thrilled to find that it was a 54-year-old RC3 Seabee CF-CKB, in immaculate condition. We flew as near the Falls as the exclusion zone permitted and did a full stop landing on the upper Niagara River. Take off and a circuit for a step landing on the river took place before returning to base with views of Lakes Erie and Ontario as we turned finals. The owner runs an engineering hanger and also flies CL.215 water bombers up North when needed. St.Catherines is only a small airport but does have some good visitors. Whilst we were airside a Bae125-800 arrived followed shortly by a Piaggio Avanti. There was also an Mu2B and a King Air 300 parked up,

Our homeward flight was aboard L1011 C-GTSR which was delayed an hour because our crew were aboard a late incoming flight. This gave me some extra spotting time with numerous Air Canada A.330s plus one Austrian and one Greek and an elusive (to me) B.747 C-GMWW. The Virgin 747 was held on a taxiway for over 30 minutes, probably awaiting a gate allocation. Alitalia had 747 I-DEMV and BA had sent B.777 G-VIIX.



I think I slept most of the way home as I recall nothing about the film and a landing in Manchester, six hours and nine minutes after departure meant we were more or less on time despite the delay.

I would like to think that on my next visit, the Boeing car park will still be available but I suspect that recent events will have ended that privilege.



**Convair 580  
C-GQHB**

**London, Ontario 23 September 1987**

***Ian D. Morton***

I am very sad to announce that our friend George Hodgson passed away suddenly on 29 September 2001. George and his wife Margaret joined Air Yorkshire several years ago, after retirement allowed more time for them to follow their aviation interest. George, who did his National Service with the RAF, also had a great knowledge of narrow-gauge railways, helping to build up the work and driving the engines of the Abbey Light Railway at Kirkstall. Both George and Margaret supported us at the annual dinner and offered help when needed.

On behalf of the Society, I would like to express our sincere condolences to Margaret and all her family.

***Noreen Barrett***

## FREE AIR



### Photographic Competition

Just returned from holiday to find all my photo's sent back. I did state that they could be kept for further use in the magazine. Seems I've ruffled a few feathers or is it an element of guilt. I still maintain one entry per month per coupon. Thanks for the support Lawrie.

**Al Brewer**

I have at last returned to each "owner" all your original photographs – thank you for sending them in and for agreeing to a copy being kept on the computer for possible future use in the magazine. The annual competition will be organised after publication of the November issue and the results announced at the December meeting.

**Sheila Jayne**

### LOCAL OVERFLIGHTS ETC.

In response to Ian Vine's *Footnote* last month, I can offer information on the Cessna 310 G-REDB. According to LAASI magazine update, this aircraft is now based at Sherburn. Owned by Red Baron Haulage Ltd. Registered to that company on 28.08.01. (seen by Ian Vine the day before). I hope this detail settles a query. All the best.

Credit: International Civil Aircraft Register Review (*M J Merry*)

**Ian Hall**



**E135**

**G-RJXJ**

**Leeds Bradford International**

**1 October 2001**



interest from members has forced the cancellation of the model competition. There are two prizes in the all new photographic competition: £10 plus the Chairman's Trophy for the best front cover photo, in this year's re-vamped magazine, and £5 for the best photo from the rear cover. Come along and support this new venture at Gate 20.

Those of you awaiting replacement Air Band Licences watch this space - they are on their way.

**Members are reminded that they need to be even more vigilant when entering and leaving Gate 20 for our meetings. We will continue with and tighten the present checks, but will individuals please ensure that they firmly close the door to the public area when leaving. We do not want "strays" damaging our good name.**

*Jim Stanfield*

Thanks folks,

This month has seen the largest entry for the photographic competition with some excellent photographs.

Some of you will have noticed that the magazine has been increased in size so making room for more of your articles.

*Free Air* is a disappointment as it was meant as your forum for comments, letters, etc. If there is no increase in your input to this page it will be dropped from future publications and the space used for different purposes.

*Cliff*



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AIRBUS A340-313X CC-CQA  
Madrid-Barajas 12-6-2001  
*Geoff Ward*

BOEING 757 G-BPEH  
Leeds Bradford International  
1992  
*Noreen Barrett*



SAAB 340A ZK-NLT  
Christchurch NZ 18-12-1996  
*Terry Sykes*