

COVER PAGE



YORKSHIRES PREMIER AVIATION SOCIETY



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WOBURN - AUGUST 2000

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SOCIETY CONTACTS

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MAGAZINE

Cliff JAYNE

HONORARY LIFE PRESIDENT Mike WILLINGALE
COMMITTEE MEMBERS
2001-2002

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

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

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

Sunday 1 December - pre-Christmas "Get Together"

AIR YORKSHIRE AVIATION SOCIETY NEWS

Sunday 6 October Society meeting (gate 20) was well attended. David Bates reported on various matters including a successful and well appreciated visit (24 people) to Duxford Imperial War Museum on Saturday 28 September. There was plenty to cast your eyes on in four hangers, the new American Air Museum and the Land Warfare Hall. The luxury coach provided for our transport was very comfortable, making the two journeys relaxing. A suggestion was made to consider a similar trip next year to some other venue.

The welcome visit of Jonathan Hinkles, Commercial Director for Astraerus Airline, who gave an interesting talk on the various stages of starting up a new airline, was received with interest by some forty members present. He explained there was much concern due to costs. A certificate from the CAA was £20,000 and investors were difficult to find, especially after September 11. Use of a building at London Gatwick, taken over from Virgin Atlantic, cost a lot more. Astraerus decided that the Boeing 737-700 series aircraft would be an advantage due to the fact it was 50 knots faster, it had more seats, and in particular its capability to fly the Atlantic to USA. The sale allocation of seating on the flight favoured, was to sell all to a tour operator, so that the total number were paid for, used or not. Many other points were conveyed and at the end there was a healthy number of questions put to Jonathan by members.

John Dale



MOVEMENTS AUGUST

01 Thursday

G-YJBM	Airbus 320	0103 0217	C-FTDA	Airbus 320	0602 0804
EC-HMJ	Boeing 737 800	0813 0919	G-OBMP	Boeing 737 300	0948 1101
G-UKFM	Fokker 100	0958 1058	G-RJXJ	EMB 135	1003 1052
G-MAJG	Jetstream 41	1007 1048	G-RJXF	EMB 145	1020 1121
G-RJXG	EMB 145	1024 1128	G-MAJM	Jetstream 41	1033 1828
EI-CJE	Boeing 737	1105 1144	G-RJXE	EMB 145	1111 1345
G-MAJC	Jetstream 41	1116 1151	G-JECC	CL600 RJ	1206 1237
G-HAJ	Airbus 320	1315 1518	G-OOOZ	Boeing 757	1321 1454
G-RJXG	EMB 145	1326 1407	G-MAJG	Jetstream 41	1331 1416
G-RJXJ	EMB 135	1341 1521	EC-GZD	Airbus 320	1347 1531
G-OBMP	Boeing 737 300	1400 1540	G-KDMA	Citation Encore	1404 1433
G-RJXF	EMB 145	1409 1458	G-UKFM	Fokker 100	1411 1605
G-JECC	CL600 RJ	1442 1524	EI-COB	Boeing 737	1511 1558
G-MAJC	Jetstream 41	1644 1832	G-RJXE	EMB 145	1654 1748
G-RJXG	EMB 145	1657 1807	G-JECC	CL600 RJ	1708 1745
G-RJXF	EMB 145	1712 1755	C-FTDA	Airbus 320	1729 1924
SX-DCI	Citation Ultra	1738 1825	G-RJXJ	EMB 135	1743 1818
G-MAJG	Jetstream 41	1751 1838	G-OBMP	Boeing 737 300	1811 1911
G-UKFM	Fokker 100	1944 0620(02)	EI-CKS	Boeing 737	1947 2028
G-JECC	CL600 RJ	1951 2021	G-RJXF	EMB 145	2001 0727(02)
G-RJXJ	EMB 135	2005 0743(02)	G-ORJB	Citation I	2025 1144(04)
G-MAJM	Jetstream 41	2039 0715(02)	G-RJXE	EMB 145	2052 0756(02)
G-RJXG	EMB 145	2102 0725(02)	G-MAJC	Jetstream 41	2119 2153
G-MAJG	Jetstream 41	2129 0654(02)	G-OBMP	Boeing 737 300	2133 0712(02)

02 Friday

G-BYAP	Boeing 757	0015 0704	G-MAJC	Jetstream 41	0022 0805
C-FTDA	Airbus 320	0424 0640	G-JECC	CL600 RJ	0740 0823
G-VUEA	Citation II	0902 1518	G-RJXF	EMB 145	0928 1055
G-UKFM	Fokker 100	0939 1042	G-RJXJ	EMB 135	0947 1102
G-MAJM	Jetstream 41	0954 1119	G-MAJG	Jetstream 41	0957 1045
G-OBMP	Boeing 737 300	1014 1117	G-RJXG	EMB 145	1016 1123
EI-CNZ	Boeing 737	1026 1105	G-MAJC	Jetstream 41	1030 1110
G-CJAD	CitationJet	1036 1713	G-JECC	CL600 RJ	1038 1125
G-RJXE	EMB 145	1050 1401	EC-HZS	Boeing 737 800	1052 1216
G-RJXA	EMB 145	1311 1416	G-JECC	CL600 RJ	1333 1419
G-MAJG	Jetstream 41	1338 1430	G-RJXF	EMB 145	1340 1457
G-RJXJ	EMB 135	1345 1511	G-MAJM	Jetstream 41	1357 0711(07)
G-OBMP	Boeing 737 300	1412 1537	G-UKFM	Fokker 100	1436 1613
EI-CKS	Boeing 737	1455 1533	G-MAJC	Jetstream 41	1609 1645
G-JECC	CL600 RJ	1623 1705	C-GTDL	Airbus 320	1630 1845
G-RJXF	EMB 145	1658 1742	G-RJXE	EMB 145	1702 1748
G-RJXJ	EMB 135	1719 1804	G-RJXH	EMB 145	1740 1824
G-OBMP	Boeing 737 300	1822 1918	G-JECC	CL600 RJ	1913 2003
G-MAJC	Jetstream 41	1926 2011	G-UKFM	Fokker 100	1941 0618(03)
G-RJXF	EMB 145	1944 0750(03)	G-BSDH	Robin DR400/180	2000 1615(04)
G-RJXJ	EMB 135	2004 2103	EI-CKR	Boeing 737	2023 2100
C-FTDA	Airbus 320	2030 2243	G-RJXE	EMB 145	2054 0824(03)
G-RJXH	EMB 145	2056 1141(03)	G-OBMP	Boeing 737 300	2203 2240

G-BVJA	Fokker 100	2208 0712(03)	EC-HZU	Airbus 320	2211 2329
EC-HGO	Boeing 737 800	2216 2358	EC-IEQ	Airbus 320	2238 0026(03)
G-MAJC	Jetstream 41	2246 0654(03)	G-BYAP	Boeing 757	2319 0708(03)

03 Saturday

C-FTDA	Airbus 320	0448 0700	G-UKFM	Fokker 100	0933 1050
G-BVJA	Fokker 100	0948 1044	G-JEDZ	DHC-8	1009 1103
G-MAJC	Jetstream 41	1014 1108	EI-CKR	Boeing 737	1017 1057
G-RJXF	EMB 145	1047 1613	OO-VLR	Fokker 50	1143 1232
G-MAJK	Jetstream 41	1145 1252	G-RJXJ	EMB 135	1148 1247(04)
G-RJXE	EMB 145	1155 1238	G-BYAP	Boeing 757	1214 1355
OY-MRK	Boeing 737 700	1300 1429	N79EL	Beechjet 400	1303 1317
C-FTDA	Airbus 320	1311 1524	G-JECA	CL600 RJ	1336 1535
G-UKFM	Fokker 100	1403 1615	G-BVZE	Boeing 737 500	1437 1540
G-JEDE	DHC-8	1611 1652	EC-HGJ	DC-9 82	1626 1745
G-MAJC	Jetstream 41	1635 1715	EI-CNY	Boeing 737	1802 1832
EC-HBL	Boeing 737 800	1820 1934	EC-IHI	Boeing 737 400	1823 1927
G-MAJC	Jetstream 41	1921 1412(04)	G-UKFM	Fokker 100	1946 0615(04)
EI-CNZ	Boeing 737	1952 2024	G-RJXH	EMB 145	2014 1354(04)
G-RJXE	EMB 145	2053 1758(04)	C-FTDA	Airbus 320	2102 2231
G-BYAP	Boeing 757	2105 2220	G-RJXF	EMB 145	2122 1420(04)
G-BVJA	Fokker 100	2127 0657(04)	EC-FXP	Boeing 737 400	2213 2327
EC-ICD	Boeing 737 800	2240 0002(04)	G-MAJG	Jetstream 41	2312 1017(04)

04 Sunday

C-FTDA	Airbus 320	0349 0828	G-BYAP	Boeing 757	0409 0608
G-RVRB	PA-34 Seneca	0431 0547	CS-DNM	Hawker 800XP	0733 0920
N123TL	Gulfstream 3	0747 0948(08)	G-UKFM	Fokker 100	0944 1049
G-BVJA	Fokker 100	0957 1100	EI-COA	Boeing 737	1211 1250
G-BAVZ	PA-23 Aztec	1231 1425	G-JEDF	DHC-8	1307 1346
G-UKFM	Fokker 100	1401 1612	G-MAJG	Jetstream 41	1446 1606
G-RJXJ	EMB 135	1515 1626	C-FTDA	Airbus 320	1526 1643
G-RJXI	EMB 145	1543 1629	G-MAJC	Jetstream 41	1707 1751
G-RJXH	EMB 145	1710 1755	G-RJXF	EMB 145	1731 1812
G-MAJI	Jetstream 41	1740 1854	G-JEDZ	DHC-8	1745 1820
G-ORJB	Citation I	1821 1315(13)	EI-CJE	Boeing 737	1844 1916
G-ODSK	Boeing 737 300	1909 1959	G-RJXJ	EMB 135	1946 2047
G-RJXK	EMB 135	2004 2135	G-UKFM	Fokker 100	2006 0618(05)
G-MAJG	Jetstream 41	2009 2043	G-MAJC	Jetstream 41	2014 0726(05)
G-BYAK	Boeing 757	2017 0654(05)	G-RJXA	EMB 145	2056 0723(05)
G-JEAR	BAe 146 200	2104 2142	G-RJXF	EMB 145	2111 0738(05)
G-RJXH	EMB 145	2116 0732(05)	G-MAJI	Jetstream 41	2130 0734(05)
G-ODSK	Boeing 737 300	2229 0821(05)	G-MAJG	Jetstream 41	2259 0716(05)
G-RJXE	EMB 145	2316 0844(05)			

05 Monday

C-FTDA	Airbus 320	0008 0110	C-FTDA	Airbus 320	0651 0944
G-JECB	CL600 RJ	0746 0828	G-BYMA	Jetstream 31	0754 0651
LZ-HMQ	Tupolev 154M	0853 0955	G-BODY	Cessna 310R	0909 1643
G-RJXH	EMB 145	0927 1044	G-RJXA	EMB 145	0930 1108
G-MAJG	Jetstream 41	0941 1017	G-UKFM	Fokker 100	0957 1048
EI-COA	Boeing 737	1001 1036	VP-CAT	Citation I	1012 1551
G-MAJC	Jetstream 41	1014 1112	G-MAJI	Jetstream 41	1027 1354
G-JECB	CL600 RJ	1033 1116	G-RJXF	EMB 145	1041 1119
G-RJXE	EMB 145	1120 1342	G-TANS	TB-20 Trinidad	1218 0919(07)
G-MAJG	Jetstream 41	1256 1533	G-RJXF	EMB 145	1309 1403
N900CB	Cessna 421C	1331 0858(08)	G-JECB	CL600 RJ	1334 1416
G-RJXA	EMB 145	1349 1458	G-UKFM	Fokker 100	1352 1636
G-RJXH	EMB 145	1400 1511	G-OBMP	Boeing 737 300	1407 1541
EI-CJI	Boeing 737	1418 1451	G-MAJC	Jetstream 41	1537 1611

G-JECB	CL600 RJ	1621 1700	G-RJXE	EMB 145	1647 1739
G-RJXA	EMB 145	1649 1729	G-RJXF	EMB 145	1652 1753
G-RJXH	EMB 145	1712 1801	G-MAJI	Jetstream 41	1824 1858
G-MAJG	Jetstream 41	1826 1906	G-MAJC	Jetstream 41	1829 1910
G-OBMP	Boeing 737 300	1834 1919	G-BZSD	PA-46 Malibu	1848 1939
EI-CON	Boeing 737	1907 1949	G-JECB	CL600 RJ	1921 2001
G-RJXA	EMB 145	1941 0716(06)	G-UKFM	Fokker 100	1946 0615(06)
G-RJXH	EMB 145	1959 0720(06)	C-FTDA	Airbus 320	2002 2124
TC-APJ	Boeing 737 800	2013 2143	G-BYAK	Boeing 757	2038 0629(06)
G-RJXF	EMB 145	2106 0725(06)	G-MAJG	Jetstream 41	2109 0712(06)
G-MAJC	Jetstream 41	2120 0701(06)	G-RJXE	EMB 145	2122 0924(06)
G-MAJI	Jetstream 41	2137 0650(06)	G-OBMP	Boeing 737 300	2154 0705(06)

06 Tuesday

C-FTDA	Airbus 320	0626 0827	G-JECB	CL600 RJ	0750 0823
G-MAJC	Jetstream 41	0920 1001	G-RJXA	EMB 145	0928 1035
G-RJXF	EMB 145	0931 1045	G-UKFM	Fokker 100	0935 1055
G-BYLM	PA-46 Malibu	0943 1140(07)	G-OBMP	Boeing 737 300	0945 1105
G-MAJI	Jetstream 41	0948 1346	G-MAJG	Jetstream 41	0953 1027
EI-CKQ	Boeing 737	1016 1053	G-RJXH	EMB 145	1022 1113
G-JECB	CL600 RJ	1039 1119	9H-ABQ	Airbus 320	1110 1222
G-BYMA	Jetstream 31	1159 1226	G-OBLC	B.76 Duchess	1202 1835
G-MAJG	Jetstream 41	1254 1437	G-RJXH	EMB 145	1301 1414
EI-TBM	TBM 700	1309 1416	G-RJXE	EMB 145	1312 1359
G-SUEE	Airbus 320	1318 1457	G-RJXF	EMB 145	1329 1505
G-RJXA	EMB 145	1340 1500	G-UKFM	Fokker 100	1401 1617
G-OBMP	Boeing 737 300	1405 1536	EI-CJD	Boeing 737	1411 1450
G-MAJF	Jetstream 41	1419 1543	G-MAJC	Jetstream 41	1425 1521
C-FTDA	Airbus 320	1440 1627	G-BAVZ	PA-23 Aztec	1520 1708
G-JECB	CL600 RJ	1619 1656	G-RJXA	EMB 145	1655 1736
G-MAJG	Jetstream 41	1707 1755	G-RJXF	EMB 145	1716 1800
G-MAJC	Jetstream 41	1730 1810	G-RJXD	EMB 145	1733 1802
G-VIPY	PA-31 Navajo	1742 0751(07)	G-RJXE	EMB 145	1749 1827
G-MAJI	Jetstream 41	1804 1832	G-OBMP	Boeing 737 300	1823 1912
G-MAJF	Jetstream 41	1831 0707(07)	EI-CNW	Boeing 737	1849 1925
G-JECB	CL600 RJ	1909 1957	G-RJXA	EMB 145	1939 0718(07)
G-RJXF	EMB 145	1950 0859(07)	G-MAJG	Jetstream 41	2003 0728(07)
G-MAJC	Jetstream 41	2024 0719(08)	G-UKFI	Fokker 100	2025 0739(07)
G-BYAK	Boeing 757	2053 0906(07)	G-RJXD	EMB 145	2101 0725(07)
PH-HZC	Boeing 737 800	2116 2206	G-RJXE	EMB 145	2123 0732(07)
G-MAJI	Jetstream 41	2125 0657(07)	G-OBMP	Boeing 737 300	2142 0705(07)

07 Wednesday

C-FTDA	Airbus 320	0129 0748	G-JECB	CL600 RJ	0742 0821
G-JMXA	Agusta A109E	0814 0827	G-CBFM	TB-21 Trinidad	0825 1846
G-EUOG	Airbus 319	0838 1008	G-RJXA	EMB 145	0924 1029
G-RJXE	EMB 145	0926 1042	G-MAJM	Jetstream 41	0929 1011
G-MAJF	Jetstream 41	0940 1015	G-MAJI	Jetstream 41	0950 1351
G-OBMP	Boeing 737 300	0952 1058	EI-CJI	Boeing 737	0954 1117
G-MAJG	Jetstream 41	1023 1536	G-RJXD	EMB 145	1030 1112
G-JECB	CL600 RJ	1039 1119	G-UKFI	Fokker 100	1222 1323
G-RJXF	EMB 145	1224 1336	G-MAJF	Jetstream 41	1252 1443
G-RJXD	EMB 145	1304 1408	G-RJXA	EMB 145	1330 1451
G-RJXE	EMB 145	1339 1514	G-OBMP	Boeing 737 300	1353 1543
EI-CNW	Boeing 737	1432 1520	G-MAJM	Jetstream 41	1437 1532
G-UKFI	Fokker 100	1552 1637	G-JECB	CL600 RJ	1621 1701
G-RJXA	EMB 145	1645 1738	C-FTDA	Airbus 320	1656 1835
G-RJXF	EMB 145	1658 1740	G-MAJF	Jetstream 41	1706 1743
G-RJXC	EMB 145	1709 1808	G-RJXE	EMB 145	1715 1815

G-MAJM	Jetstream 41	1733 1811	G-MAJI	Jetstream 41	1749 1831
G-VIPY	PA-31 Navajo	1813 0734(09)	G-MAJG	Jetstream 41	1823 0704(08)
G-OBMP	Boeing 737 300	1845 2038	El-CON	Boeing 737	1851 1929
G-JECB	CL600 RJ	1907 1949	G-UKFI	Fokker 100	1937 0642(08)
G-RJXA	EMB 145	1939 0716(08)	PH-HPL	Hughes 269C	1940 N/res
G-RJXE	EMB 145	2004 2042	G-MAJF	Jetstream 41	2007 0740(09)
G-MAJM	Jetstream 41	2018 0651(08)	G-RJXF	EMB 145	2049 0723(08)
G-RJXC	EMB 145	2107 0755(08)	G-MAJI	Jetstream 41	2141 1349(08)
G-BYAK	Boeing 757	2238 0646(08)	G-OBMP	Boeing 737 300	2317 0710(08)
C-FTDA	Airbus 320	2339 0832(08)	G-EUOG	Airbus 319	2357 0812(08)

08 Thursday

G-RJXK	EMB 135	0640 0733	G-JECB	CL600 RJ	0738 0820
EC-HHH	Boeing 737 800	0808 0928	G-MAJG	Jetstream 41	0912 1003
G-RJXA	EMB 145	0915 1033	G-RJXK	EMB 135	0935 1047
G-MAJB	Jetstream 41	0951 1025	El-CON	Boeing 737	0954 1039
G-MAJM	Jetstream 41	0959 1043	G-UKFO	Fokker 100	1002 1057
G-OBMP	Boeing 737 300	1006 1102	G-RJXF	EMB 145	1021 1103
G-JECB	CL600 RJ	1037 1122	G-RJXC	EMB 145	1117 1353
G-BWXN	T67B Firefly	1130 1131	G-MRTN	TB-10 Tobago	1134 1407
G-TAIR	PA-34 Seneca	1218 1311	G-MAJB	Jetstream 41	1253 1446
G-RJXF	EMB 145	1304 1401	G-MAJM	Jetstream 41	1322 1535
G-RJXK	EMB 135	1331 1512	G-FHAJ	Airbus 320	1336 1522
G-RJXA	EMB 145	1338 1456	G-OBMP	Boeing 737 300	1341 1539
G-JECB	CL600 RJ	1345 1416	EC-IAG	Airbus 320	1356 1515
G-UKFO	Fokker 100	1359 1610	El-COA	Boeing 737	1404 1439
G-BCKV	Cessna FRA150L	1425 1510	G-WIRE	Twin Squirrel	1432 1526
G-MAJG	Jetstream 41	1437 1517	G-BJYD	Cessna F152	1447 1519
El-IAW	Lear Jet 60	1507 0923(10)	G-OOOC	Boeing 757	1549 1707
G-JECB	CL600 RJ	1624 1700	G-RJXA	EMB 145	1653 1735
G-RJXF	EMB 145	1658 1754	G-RJXC	EMB 145	1708 1750
G-BJYD	Cessna F152	1711 1743	G-MAJB	Jetstream 41	1715 1800
G-RJXK	EMB 135	1720 1805	G-MAJG	Jetstream 41	1741 1829
C-FTDA	Airbus 320	1747 1927	N900CB	Cessna 421C	1752 0955(4/9)
N7205R	B.55 Baron	1758 0855(09)	G-OBMP	Boeing 737 300	1823 1922
G-MAJM	Jetstream 41	1832 1905	El-CNW	Boeing 737	1839 1919
G-JECB	CL600 RJ	1912 1952	G-BIOW	T67A Firefly	1916 1939
G-UKFO	Fokker 100	1933 0620(09)	G-RJXA	EMB 145	1936 0715(09)
G-RJXK	EMB 135	1959 0728(09)	G-MAJB	Jetstream 41	2019 0649(09)
G-BYAK	Boeing 757	2052 0632(09)	G-RJXF	EMB 145	2100 0744(09)
G-BTXG	Jetstream 31	2103 2125	G-RJXC	EMB 145	2114 0749(09)
G-MAJM	Jetstream 41	2127 1350(09)	G-OBMP	Boeing 737 300	2130 0705(09)
G-MAJG	Jetstream 41	2136 0709(09)	G-MAJI	Jetstream 41	2214 1445(09)

09 Friday

C-FTDA	Airbus 320	0426 0831	G-JECB	CL600 RJ	0751 0826
G-RJXA	EMB 145	0916 1032	G-RJXK	EMB 135	0927 1051
G-MAJG	Jetstream 41	0931 1055	G-AZIK	PA-34 Seneca	0939 1310
G-MAJB	Jetstream 41	0946 1212	G-UKFO	Fokker 100	0948 1059
G-OBMP	Boeing 737 300	0950 1115	El-CKS	Boeing 737	1000 1039
G-RJXF	EMB 145	1024 1117	G-JECB	CL600 RJ	1036 1120
EC-IDA	Boeing 737 800	1141 1248	G-RJXC	EMB 145	1218 1343
G-BODY	Cessna 310R	1242 1643	G-RJXF	EMB 145	1319 1423
G-RJXA	EMB 145	1334 1452	G-RJXK	EMB 135	1338 1509
G-JECB	CL600 RJ	1340 1414	G-OBMP	Boeing 737 300	1347 1929
G-BAVZ	PA-23 Aztec	1359 1522	G-UKFO	Fokker 100	1401 1638
El-CON	Boeing 737	1411 1449	G-MAJB	Jetstream 41	1435 1515
N4H	Dauphin	1441 1615(6/9)	G-MAJG	Jetstream 41	1506 1547
G-JECB	CL600 RJ	1616 1700	C-FTDF	Airbus 320	1655 1846

G-RJXA	EMB 145	1657 1745	G-MAJI	Jetstream 41	1709 1751
G-RJXF	EMB 145	1721 1808	G-RJXC	EMB 145	1725 1850
G-MAJB	Jetstream 41	1731 1812	G-RJXX	EMB 135	1733 1816
CS-DNK	Hawker 800XP	1754 1905	EI-CNT	Boeing 737	1839 1911
G-MAJM	Jetstream 41	1842 1919	G-MAJG	Jetstream 41	1844 1357(10)
G-JECB	CL600 RJ	1913 1950	G-RJXA	EMB 145	1944 0748(10)
G-UKFO	Fokker 100	1953 0625(10)	G-MAJI	Jetstream 41	2008 0657(10)
G-RJXX	EMB 135	2012 1226(10)	G-MAJB	Jetstream 41	2032 0818(10)
G-VIPY	PA-31 Navajo	2043 1129(10)	C-FTDA	Airbus 320	2052 2252
G-RJXF	EMB 145	2059 0833(10)	G-MAJM	Jetstream 41	2207 0953(10)
G-BVJA	Fokker 100	2214 0702(10)	EC-IEQ	Airbus 320	2228 0007(10)
EC-HGO	Boeing 737 800	2232 0027(10)	G-RJXC	EMB 145	2248 1821(10)
G-OBMP	Boeing 737 300	2255 2335	EC-ICK	Airbus 320	2259 0038(10)

10 Saturday

G-BYAK	Boeing 757	0052 0653	C-FTDA	Airbus 320	0435 0717
G-JEDZ	DHC-8	0852 0931	G-BVJA	Fokker 100	0942 1040
EI-CNT	Boeing 737	1002 1036	G-MAJI	Jetstream 41	1007 1049
G-UKFO	Fokker 100	1022 1125	G-RJXA	EMB 145	1122 1210
G-BAVZ	PA-23 Aztec	1139 1432	OO-VLM	Fokker 50	1154 1239
G-BYAK	Boeing 757	1204 1544	G-RJXF	EMB 145	1223 1438(11)
G-MAJI	Jetstream 41	1310 1503	OY-MRK	Boeing 737 700	1330 1430
C-FTDA	Airbus 320	1359 1530	G-UKFO	Fokker 100	1407 1621
G-BVZE	Boeing 737 500	1442 1538	G-MAJD	Jetstream 41	1448 1349(11)
G-BBPX	PA-34 Seneca	1526 1320(10/9)	G-JECD	CL600 RJ	1551 1902
G-JEDF	DHC-8	1604 1647	EC-GVO	DC9 82	1634 1927
EC-HKR	Boeing 737 800	1644 1805	EI-CKS	Boeing 737	1726 1758
G-MAJI	Jetstream 41	1736 1009(11)	G-MAJG	Jetstream 41	1804 0702(12)
EC-HBZ	Boeing 737 400	1859 2030	EI-CNW	Boeing 737	1904 1935
G-RJXI	EMB 145	1913 1356(11)	G-UKFO	Fokker 100	1947 0612(11)
G-RJXX	EMB 135	1957 1232(11)	G-OOJP	Rockwell 114B	2107 1705(11)
C-FTDA	Airbus 320	2113 2230	G-BVJA	Fokker 100	2129 0705(11)
EC-FXP	Boeing 737 400	2137 2324	G-BYAK	Boeing 757	2214 2331
CS-DNS	Falcon 2000	2303 1811(14)	EC-ICD	Boeing 737 800	2325 0050(11)
G-RJXC	EMB 145	2358 0736(12)			

11 Sunday

C-FTDA	Airbus 320	0349 0846	G-BYAK	Boeing 757	0601 0701
G-UKFO	Fokker 100	0930 1102	G-BVJA	Fokker 100	0947 1059
G-KDMA	Citation Encore	1050 1122	G-BDGM	PA-28 Warrior	1054 1157
EI-CNW	Boeing 737	1110 1146	G-ECJM	Turbo Arrow III	1212 1644
G-JEDC	DHC-8	1257 1343	G-MAJI	Jetstream 41	1305 1407
G-RJXX	EMB 135	1507 1606	G-UKFD	Fokker 100	1552 1646
G-RJXE	EMB 145	1554 1633	G-JECB	CL600 RJ	1613 1701
C-FTDA	Airbus 320	1616 1719	G-BUPS	ATR-42	1626 1729
G-MAJI	Jetstream 41	1711 1810	G-EEJE	PA-31 Navajo	1713 1745
G-RJXI	EMB 145	1716 1805	G-RJXF	EMB 145	1737 1820
G-BYZJ	Boeing 737 300	1817 1914	EI-COX	Boeing 737	1836 1910
G-MAJD	Jetstream 41	1830 1921	G-JECB	CL600 RJ	1907 1953
G-UKFD	Fokker 100	1938 0618(12)	G-BYAK	Boeing 757	2006 0632(12)
G-RJXX	EMB 135	2015 0737(12)	G-RJXA	EMB 145	2018 2057
G-KDMA	Citation Encore	2033 0927(12)	G-MAJI	Jetstream 41	2042 0710(12)
G-RJXI	EMB 145	2103 0723(12)	G-RJXF	EMB 145	2110 0807(12)
G-BUPS	ATR-42	2118 0932(12)	G-BYZJ	Boeing 737 300	2144 0717(12)
G-MAJD	Jetstream 41	2213 0700(12)	C-FTDA	Airbus 320	2341 0042(12)

12 Monday

C-FTDA	Airbus 320	0608 0937	N4MB	Falcon 900	0721 1556(13)
G-JECB	CL600 RJ	0741 0815	LZ-HMQ	Tupolev 154M	0908 1114
G-RJXI	EMB 145	0922 1033	G-MAJI	Jetstream 41	0922 1033

G-RJXK	EMB 135	0930 1040	G-BYZJ	Boeing 737 300	0948 1055
G-MAJD	Jetstream 41	0964 1036	G-MAJG	Jetstream 41	1002 0651(13)
EI-CKR	Boeing 737	1023 1101	G-RJXC	EMB 145	1026 1110
G-JECB	CL600 RJ	1030 1121	G-RJXF	EMB 145	1125 1346
XZ311	Gazelle AH.1	1158 1219	G-BODY	Cessna 310R	1204 1543
G-UKFJ	Fokker 100	1206 1316	G-AVSF	PA-28 Cherokee	1213 1301
G-BUPS	ATR-42	1237 1310	G-MAJI	Jetstream 41	1248 1403
G-RJXC	EMB 145	1313 1407	G-OEST	PA-31 Navajo	1319 1448
G-JECB	CL600 RJ	1330 1415	G-MAJB	Jetstream 41	1334 1453
G-RJXI	EMB 145	1337 1457	G-RJXK	EMB 135	1339 1510
G-BYZJ	Boeing 737 300	1348 1547	EI-COX	Boeing 737	1404 1445
G-MAJD	Jetstream 41	1437 1545	G-BAXY	Cessna F172M	1508 1605
XZ311	Gazelle AH.1	1514 1534	G-CEGR	King Air 200	1541 1640
G-UKFJ	Fokker 100	1617 1705	G-JECB	CL600 RJ	1620 1700
G-RJXI	EMB 145	1650 1727	G-RJXC	EMB 145	1653 1759
G-RJXF	EMB 145	1707 1747	G-MAJB	Jetstream 41	1713 1752
G-RJXK	EMB 135	1722 1811	G-MAJF	Jetstream 41	1748 1447(13)
G-BYZJ	Boeing 737 300	1807 1906	G-MAJI	Jetstream 41	1831 1911
EI-CKS	Boeing 737	1835 1918	G-MAJD	Jetstream 41	1840 1932
G-JECB	CL600 RJ	1914 1954	G-RJXI	EMB 145	1929 0715(13)
C-FTDA	Airbus 320	1945 2114	G-UKFJ	Fokker 100	1950 0616(13)
G-RJXK	EMB 135	1956 0735(13)	TC-APC	Boeing 737 400	2006 2147
G-MAJB	Jetstream 41	2009 1019(13)	G-BYAK	Boeing 757	2037 0628(13)
G-RJXC	EMB 145	2055 0800(13)	G-RJXF	EMB 145	2102 0742(13)
G-BMHT	Turbo Arrow IV	2109 1939(14)	G-BYZJ	Boeing 737 300	2144 0705(13)
G-MAJD	Jetstream 41	2205 0726(13)	G-MAJI	Jetstream 41	2207 0700(13)

13 Tuesday

C-FTDA	Airbus 320	0623 0829	G-JECB	CL600 RJ	0742 0825
G-RJXI	EMB 145	0915 1038	G-MAJI	Jetstream 41	0921 1001
G-RJXK	EMB 135	0932 1044	EI-CNW	Boeing 737	0954 1035
G-UKFJ	Fokker 10	0957 1049	G-MAJG	Jetstream 41	0959 1354
G-RJXF	EMB 145	1019 1105	G-MAJD	Jetstream 41	1024 1535
G-MIDU	Airbus 320	1029 1124	G-JECB	CL600 RJ	1032 1114
9H-ABT	Boeing 737 300	1046 1150	G-RJXC	EMB 145	1056 1337
G-AVOZ	PA-28 Cherokee	1108 1428	G-TAIR	PA-34 Seneca	1158 1214
G-BMYD	A36 Bonanza	1231 1309	PH-KVC	Fokker 50	1240 2017
G-MAJB	Jetstream 41	1246 0705(14)	G-DJAR	Airbus 320	1302 1342
G-RJXF	EMB 145	1304 1402	N50SF	Falcon 50	1320 1136(18)
G-RJXK	EMB 135	1327 1514	G-BJYD	Cessna F152	1328 1358
G-RJXI	EMB 145	1329 1503	G-SUEE	Airbus 320	1344 1512
G-UKFJ	Fokker 100	1400 1605	EI-CNT	Boeing 737	1404 1452
G-MIDU	Airbus 320	1416 1541	C-FTDA	Airbus 320	1419 1600
G-MAJI	Jetstream 41	1423 1507	ZD621	BAe 125 CC.3	1454 1610
G-JECB	CL600 RJ	1623 1705	N3HB	CL604 Challenger	1629 1717(17)
G-RJXF	EMB 145	1654 1759	G-RJXI	EMB 145	1656 1737
G-RJXC	EMB 145	1659 1741	G-MAJF	Jetstream 41	1709 1751
G-RJXB	EMB 145	1725 1806	G-MAJI	Jetstream 41	1728 1854
G-MAJG	Jetstream 41	1757 1834	G-BYZJ	Boeing 737 300	1818 1911
EI-CON	Boeing 737	1829 1905	G-MAJD	Jetstream 41	1837 1543(14)
G-BRMS	PA-28RT Arrow IV	1845 1722(14)	G-JECB	CL600 RJ	1916 1953
PH-HZF	Boeing 737 800	1922 2034	G-RJXI	EMB 145	1931 0746(14)
G-UKFJ	Fokker 100	1939 0615(14)	G-MAJF	Jetstream 41	2005 0739(14)
G-RJXB	EMB 145	2007 0727(14)	G-BYAK	Boeing 757	2030 0907(14)
G-RJXC	EMB 145	2054 0721(14)	G-RJXF	EMB 145	2056 0758(14)
G-MAJI	Jetstream 41	2109 0723(14)	G-MAJG	Jetstream 41	2122 0714(14)
G-BYZJ	Boeing 737 300	2136 0719(14)			

14 Wednesday

C-FTDA	Airbus 320	0110 0752	G-JECB	CL600 RJ	0801 0831
D-ISCH	CitationJet	0815 1805	G-RJXJ	EMB 135	0923 1041
G-RJXC	EMB 145	0926 1034	G-MAJB	Jetstream 41	0923 1009
EI-COA	Boeing 737	0941 1021	G-BYZJ	Boeing 737 300	0944 1105
G-UKFJ	Fokker 100	0955 1044	G-MAJF	Jetstream 41	0958 1037
G-MAJI	Jetstream 41	1008 1346	G-RJXI	EMB 145	1022 1412
G-CBEE	PA-28R Arrow II	1027 1357	G-JECB	CL600 RJ	1035 1113
G-RJXF	EMB 145	1059 1342	G-BJYD	Cessna F152	1138 1210
G-AVYS	PA-28R Arrow	1216 1957	G-CELU	Boeing 737 300	1240 2016
G-MAJB	Jetstream 41	1257 1437	G-RJXJ	EMB 135	1331 1508
G-BYZJ	Boeing 737 300	1348 1538	G-RJZC	EMB 145	1351 1457
XZ316	Gazelle AH.1	1356 1543	G-UKFJ	Fokker 100	1359 1612
EI-CON	Boeing 737	1402 1441	G-BCKV	Cessna FRA150L	1447 1521
G-MAJF	Jetstream 41	1531 1603	G-JECB	CL600 RJ	1620 1659
N604US	CL604 Challenger	1627 1015(17)	G-RJXC	EMB 145	1657 1745
RJXF	EMB 145	1700 1740	C-FTDA	Airbus 320	1704 1821
G-RJXI	EMB 145	1707 1757	G-MAJB	Jetstream 41	1713 1801
G-MAJG	Jetstream 41	1718 0653(17)	G-RJXJ	EMB 135	1724 1814
G-BPTL	Cessna F172N	1750 1825	G-BNOJ	PA-28 Warrior II	1808 1856
G-MAJD	Jetstream 41	1824 1349(15)	G-MAJF	Jetstream 41	1826 1902
G-BYZJ	Boeing 737 300	1828 1917	G-MAJI	Jetstream 41	1831 1905
EI-CNT	Boeing 737	1837 1914	G-JECB	CL600 RJ	1910 1952
G-RJXC	EMB 145	1927 0745(15)	G-BZSD	PA-46 Malibu	1935 0641(15)
G-UKFJ	Fokker 100	1940 0616(15)	G-RJXJ	EMB 135	2010 0725(15)
G-MAJB	Jetstream 41	2013 0709(15)	G-RJXI	EMB 145	2054 0732(15)
G-RJXF	EMB 145	2100 0714(15)	G-MAJC	Jetstream 41	2127 0707(15)
G-MAJI	Jetstream 41	2141 0701(15)	G-BYZJ	Boeing 737 300	2219 0705(15)
G-BYAK	Boeing 757	2227 0648(15)	C-FTDA	Airbus 320	2341 0838(15)

15 Thursday

G-JECB	CL600 RJ	0742 0821	EC-HHG	Boeing 737 800	0800 0906
G-RJXJ	EMB 135	0919 1038	G-MAJB	Jetstream 41	0923 1003
G-RJXF	EMB 145	0925 1029	G-MAJC	Jetstream 41	0932 1006
G-BYZJ	Boeing 737 300	0941 1055	EI-CJE	Boeing 737	0952 1034
G-UKFJ	Fokker 100	0957 1042	G-MAJI	Jetstream 41	1010 1057
G-RJXI	EMB 145	1013 1757	G-JECB	CL600 RJ	1032 1120
G-RJXC	EMB 145	1044 1345	G-CELU	Boeing 737 300	1244 1955
G-MAJB	Jetstream 41	1250 1536	G-OOOU	Boeing 757	1300 1439
G-RJXJ	EMB 135	1331 1518	G-MAJI	Jetstream 41	1334 1446
G-RJXF	EMB 145	1337 1456	G-JECB	CL600 RJ	1339 1420
G-BYZJ	Boeing 737 300	1343 1546	EC-IEQ	Airbus 320	1347 1514
G-BODY	Cessna 310R	1351 1433	G-SUEE	Airbus 320	1353 1531
G-UKFJ	Fokker 100	1355 1617	EI-CJC	Boeing 737	1358 1443
G-MAJC	Jetstream 41	1411 1508	G-BYLM	PA-46 Malibu	1442 1523(17)
G-BBNG	JetRanger	1447 1536	G-BBXL	Cessna 310Q	1520 1420(16)
G-BZSD	PA-46 Malibu	1532 0728(19)	G-JECB	CL600 RJ	1623 1705
G-RJXF	EMB 145	1644 1728	G-RJXC	EMB 145	1703 1748
G-MAJI	Jetstream 41	1707 1753	C-FTDA	Airbus 320	1720 1851
G-RJXJ	EMB 135	1723 1804	G-MAJC	Jetstream 41	1736 1812
PH-RAZ	SA226TC Metro 2	1741 1957	G-BYZJ	Boeing 737 300	1813 1912
G-MAJD	Jetstream 41	1827 1905	G-MAJB	Jetstream 41	1836 0707(16)
EI-CNT	Boeing 737	1838 1918	G-JECB	CL600 RJ	1910 1947
G-RJXF	EMB 145	1928 0738(16)	G-UKFJ	Fokker 100	1945 0619(16)
G-RJXJ	EMB 135	1959 0743(16)	G-MAJI	Jetstream 41	2026 0703(16)
G-MAJC	Jetstream 41	2038 0651(16)	G-RJXC	EMB 145	2053 0733(16)
G-RJXI	EMB 145	2101 0814(16)	G-BTXG	Jetstream 31	2108 2138
G-BYAK	Boeing 757	2112 0633(16)	G-BYZJ	Boeing 737 300	2147 0700(16)

G-MAJD	Jetstream 41	2230 1544(16)			
16 Friday					
C-FTDA	Airbus 320	0358 0648	VP-CED	Citation Bravo	0730 0745
G-JECB	CL600 RJ	0736 0817	G-RJXC	EMB 145	0921 1026
G-MAJB	Jetstream 41	0924 1005	G-MAJI	Jetstream 41	0927 1009
G-RJXJ	EMB 135	0931 1045	G-BYZJ	Boeing 737 300	0944 1052
G-UKFJ	Fokker 100	0948 1042	G-MAJC	Jetstream 41	0952 1356
El-CJC	Boeing 737	0955 1032	G-YPOL	MD 900 Explorer	1010 1146
G-RJXF	EMB 145	1018 1407	G-JECB	CL600 RJ	1029 1119
G-BFGH	Cessna F337G	1054 1149	G-RJXI	EMB 145	1115 1344
N818MJ	PA-23 Aztec	1158 1648	G-BODY	Cessna 310R	1211 1759
G-MAJB	Jetstream 41	1301 1446	EC-HJP	Boeing 737 800	1306 1425
G-RJXJ	EMB 135	1327 1505	G-JECB	CL600 RJ	1332 1416
G-BYZJ	Boeing 737 300	1353 1548	G-UKFJ	Fokker 100	1401 1616
El-CJE	Boeing 737	1403 1436	G-RDBS	Citation II	1437 1538
G-RJXC	EMB 145	1440 1530	G-MAJI	Jetstream 41	1444 1521
G-BPRY	PA-28 Warrior II	1459 1556	G-JECB	CL600 RJ	1627 1711
C-GTDL	Airbus 320	1643 1843	N79EL	Beechjet 400	1645 1718
G-RJXF	EMB 145	1707 1808	VP-CED	Citation Bravo	1709 1721
G-RJXI	EMB 145	1713 1829	G-RJXJ	EMB 135	1716 1814
G-MAJB	Jetstream 41	1724 1805	G-RJXC	EMB 145	1726 1817
G-MAJI	Jetstream 41	1751 1929	G-BBXL	Cessna 310Q	1811 1353(2/9)
G-BYZJ	Boeing 737 300	1823 1927	G-MAJC	Jetstream 41	1831 1918
El-CON	Boeing 737	1841 1915	G-MAJD	Jetstream 41	1846 1947
G-BLYE	TB-10 Tobago	1902 1959	G-JECB	CL600 RJ	1913 1955
G-UKFJ	Fokker 100	1948 0622(17)	G-RJXC	EMB 145	2003 2034
G-RJXJ	EMB 135	2005 1231(18)	G-MAJB	Jetstream 41	2019 1002(18)
C-FTDA	Airbus 320	2031 2237	G-BMHT	Turbo Arrow IV	2036 1221(18)
G-RJXF	EMB 145	2058 0822(17)	G-RJXI	EMB 145	2118 0739(17)
G-MAJI	Jetstream 41	2148 0951(17)	N79EL	Beechjet 400	2150 2201
G-BYZJ	Boeing 737 300	2152 2232	G-MAJC	Jetstream 41	2217 1513(17)
G-BVJB	Fokker 100	2222 0709(17)	EC-IAG	Airbus 320	2229 2336
EC-HZU	Airbus 320	2245 0027(17)	G-BYAK	Boeing 757	2324 0657(17)
17 Saturday					
EC-HJQ	Boeing 737 800	0058 0206	C-FTDA	Airbus 320	0428 0701
G-JEDZ	DHC-8	0931 1011	G-UKFJ	Fokker 100	0938 1043
G-MAJG	Jetstream 41	1000 1039	El-CKR	Boeing 737	1003 1051
G-BVJB	Fokker 100	1007 1055	G-RJXI	EMB 145	1046 1128
OO-VLM	Fokker 50	1158 1233	G-RJXF	EMB 145	1202 1249
G-TAXI	PA-23 Aztec	1205 0754(19)	G-BYAK	Boeing 757	1216 1409
G-AZAJ	PA-28R Arrow	1246 1346	G-BOIC	Turbo Arrow III	1252 1433(31)
G-MAJG	Jetstream 41	1301 1345	OY-MRK	Boeing 737 700	1309 1426
G-JECD	CL600 RJ	1336 1456	G-UKFJ	Fokker 100	1400 1620
G-BVKC	Boeing 737 500	1407 1507	C-FTDA	Airbus 320	1409 1519
G-MAJI	Jetstream 41	1500 1403(18)	G-RJXC	EMB 145	1525 1624
EC-HBN	Boeing 737 800	1607 1720	G-JEDF	DHC-8	1611 1653
G-BXWA	B.76 Duchess	1647 0842(18)	EC-HJB	DC9 82	1706 1808
El-COA	Boeing 737	1712 1747	G-MAJC	Jetstream 41	1733 1607(18)
EC-IHI	Boeing 737 400	1752 2147	G-MAJG	Jetstream 41	1757 1345(18)
G-RJXI	EMB 145	1859 1348(18)	G-UKFJ	Fokker 100	1933 0512(18)
El-CNZ	Boeing 737	1957 2030	G-RJXF	EMB 145	2017 2238
C-FTDA	Airbus 320	2101 2224	EC-HXT	Boeing 737 400	2117 2241
G-BVJB	Fokker 100	2126 0700(18)	G-RJXC	EMB 145	2154 1434(18)
G-BYAK	Boeing 757	2216 2331	G-BPPM	King Air 200	2220 2356
EC-ICD	Boeing 737 800	2229 0058(18)			

18 Sunday

C-FTDA	Airbus 320	0449 0908	G-BYAK	Boeing 757	0553 0714
G-UKFJ	Fokker 100	0935 1049	G-BVJB	Fokker 100	0959 1056
EI-CKQ	Boeing 737	1112 1149	G-MAJB	Jetstream 41	1303 1503
G-JEDF	DHC-8	1306 1350	G-POAH	Sikorsky S76B	1422 1449
G-UKFJ	Fokker 100	1423 1612	G-RJXJ	EMB 135	1518 1604
C-FTDA	Airbus 320	1523 1657	G-RJXH	EMB 145	1537 1616
G-JECB	CL600 RJ	1621 1700	G-RJXI	EMB 145	1658 1804
G-RJXC	EMB 145	1718 1814	G-MAJI	Jetstream 41	1724 1806
G-MAJB	Jetstream 41	1751 1822	G-MAJG	Jetstream 41	1802 1821
G-OBMP	Boeing 737 300	1832 1928	EI-COX	Boeing 737	1835 1910
G-JECB	CL600 RJ	1915 1955	G-UKFJ	Fokker 100	1932 0617(19)
G-RJXE	EMB 145	2004 2053	G-RJXJ	EMB 135	2007 0725(19)
G-MAJC	Jetstream 41	2013 0710(19)	G-MAJI	Jetstream 41	2016 0717(19)
G-BYAK	Boeing 757	2021 0751(19)	G-RJXF	EMB 145	2036 0721(19)
G-MAJB	Jetstream 41	2040 0700(19)	N79EL	Beechjet 400	2110 2119
G-RJXC	EMB 145	2115 0835(19)	G-MAJG	Jetstream 41	2125 0655(19)
G-RJXI	EMB 145	2128 0758(19)	G-OBMP	Boeing 737 300	2147 0714(19)
C-FTDA	Airbus 320	2252 2359			

19 Monday

C-FTDA	Airbus 320	0537 0953	G-JECB	CL600 RJ	0741 0630
G-BAVZ	PA-23 Aztec	0824 1642	G-RDBS	Citation II	0858 0949
LZ-HMQ	Tupolev 154M	0918 1100	G-RJXF	EMB 145	0925 1048
G-RJXJ	EMB 135	0927 1043	G-MAJC	Jetstream 41	0931 1013
G-MAJI	Jetstream 41	0935 1045	G-OBMP	Boeing 737 300	0945 1058
G-MAJB	Jetstream 41	1001 1354	EI-CKQ	Boeing 737	1003 1052
G-MAJG	Jetstream 41	1007 1054	G-JECB	CL600 RJ	1035 1120
G-UKFJ	Fokker 100	1041 1131	G-RJXI	EMB 145	1112 1350
G-RJXC	EMB 145	1117 1402	G-BODY	Cessna 310R	1308 1356
G-MAJI	Jetstream 41	1315 1453	G-MAJG	Jetstream 41	1319 1434
G-RJXF	EMB 145	1338 1456	G-JECB	CL600 RJ	1343 1417
G-OBMP	Boeing 737 300	1346 1534	G-RJXJ	EMB 135	1348 1502
EI-CJC	Boeing 737	1404 1444	G-UKFJ	Fokker 100	1406 1603
G-MAJE	Jetstream 41	1421 0705(20)	G-MAJC	Jetstream 41	1458 1530
G-BYHK	PA-28 Archer III	1506 1603(20)	G-JECB	CL600 RJ	1627 1705
G-RJXF	EMB 145	1654 1730	G-BZSD	PA-46 Malibu	1709 0645(20)
G-SHEP	TB-20 Trinidad	1712 1737	G-RJXJ	EMB 135	1714 1802
G-MAJI	Jetstream 41	1719 1757	G-RJXI	EMB 145	1724 1817
G-RJXC	EMB 145	1727 1811	G-OBMP	Boeing 737 300	1814 1908
-CON	Boeing 737	1838 1914	G-MAJB	Jetstream 41	1913 1947
G-JECB	CL600 RJ	1919 1959	G-RJXF	EMB 145	1929 0723(20)
G-UKFJ	Fokker 100	1934 0616(20)	G-RJXJ	EMB 135	1955 0732(20)
C-FTDA	Airbus 320	2005 2135	EI-WGV	Gulfstream V	2010 0756(22)
G-MAJG	Jetstream 41	2015 0717(20)	G-MAJI	Jetstream 41	2017 0748(20)
TC-AFM	Boeing 737 400	2020 2150	G-RJXC	EMB 145	2102 0753(20)
G-MAJC	Jetstream 41	2126 1441(22)	G-BYAK	Boeing 757	2132 0631(20)
G-OBMP	Boeing 737 300	2144 0709(20)	G-RJXI	EMB 145	2151 0735(20)
G-MAJB	Jetstream 41	2235 0653(20)			

20 Tuesday

C-FTDA	Airbus 320	0625 0826	G-JECB	CL600 RJ	0750 0819
G-MAJE	Jetstream 41	0923 0958	G-BZRO	Twin Comanche	0926 1644
G-RJXF	EMB 145	0930 1052	G-RJXJ	EMB 135	0933 1043
G-OBMP	Boeing 737 300	0935 1103	G-UKFJ	Fokker 100	0947 1049
G-MAJB	Jetstream 41	0953 1413	EI-CJC	Boeing 737	0956 1046
G-PUFN	Cessna 340A	1001 1637	G-MAJG	Jetstream 41	1011 1055
G-MAJI	Jetstream 41	1020 1059	G-RJXE	EMB 145	1023 1406
9H-ADI	Boeing 737 300	1028 1141	G-JECB	CL600 RJ	1034 1115

G-RJXC	EMB 145	1047 1344	G-BODY	Cessna 310R	1146 1159
G-MAJI	Jetstream 41	1305 1451	G-MAJG	Jetstream 41	1315 1433
G-SUEE	Airbus 320	1334 1455	G-RJXJ	EMB 135	1346 1503
G-RJXF	EMB 145	1348 1457	G-UKFJ	Fokker 100	1355 1628
EI-CON	Boeing 737	1358 1448	G-OBMP	Boeing 737 300	1400 1539
C-FTDA	Airbus 320	1438 1558	G-MAJE	Jetstream 41	1452 1530
EI-PAX	Citation Excel	1505 1630	G-JECB	CL600 RJ	1622 1708
G-RJXC	EMB 145	1648 1741	G-RJXF	EMB 145	1650 1723
G-RJXG	EMB 145	1704 1800	G-MAJI	Jetstream 41	1709 1749
G-RJXJ	EMB 135	1715 1805	G-MAJG	Jetstream 41	1732 1808
G-MAJE	Jetstream 41	1752 1822	CS-DNK	Hawker 800 XP	1813 0833(21)
G-BYZJ	Boeing 737 300	1815 1930	G-BZSD	PA-46 Malibu	1835 1705(23)
G-MAJB	Jetstream 41	1839 1922	EI-CON	Boeing 737	1841 1918
PH-HZE	Boeing 737 800	1916 2039	G-JECB	CL600 RJ	1920 2000
G-RJXF	EMB 145	1928 0720(21)	G-UKFJ	Fokker 100	1948 0616(21)
G-RJXJ	EMB 135	1954 0745(21)	G-MAJI	Jetstream 41	2003 0712(21)
G-MAJG	Jetstream 41	2023 0701(21)	G-MAJD	Jetstream 41	2039 0705(21)
G-BYAK	Boeing 757	2051 0900(21)	G-RJXC	EMB 145	2054 0728(21)
G-RJXG	EMB 145	2056 0747(21)	G-BYZJ	Boeing 737 300	2144 0709(21)
G-MAJB	Jetstream 41	2202 0651(21)			

21 Wednesday

C-FTDA	Airbus 320	0113 0751	G-JECB	CL600 RJ	0741 0818
ES-NOB	Antonov 72	0813 1738	N317MB	Gulfstream IV	0854 1559
G-RJXF	EMB 145	0912 1036	G-MAJD	Jetstream 41	0922 1004
G-MAJI	Jetstream 41	0939 1021	G-RJXJ	EMB 135	0941 1042
G-BYZJ	Boeing 737 300	0945 1130	EI-CKS	Boeing 737	0947 1031
G-UKFJ	Fokker 100	0949 1046	G-MAJB	Jetstream 41	0953 1058
G-BOCG	PA-34 Seneca	1018 1103	G-PUDL	PA-18 Super Cub	1029 1253(23)
G-RJXC	EMB 145	1034 1417	G-JECB	CL600 RJ	1040 1133
G-RJXG	EMB 145	1100 1346	EI-RNJ	Hawker 800XP	1134 1543
G-MAJI	Jetstream 41	1251 1441	G-MAJG	Jetstream 41	1359 1435
G-MAJB	Jetstream 41	1312 1352	G-RJXJ	EMB 135	1330 1503
G-RJXF	EMB 145	1339 1452	G-BYZJ	Boeing 737 300	1401 1540
EI-COX	Boeing 737	1406 1445	G-UKFG	Fokker 100	1416 1604
G-MAJD	Jetstream 41	1428 1511	G-JCAR	PA-46 Malibu	1434 1825
EI-PAX	Citation Excel	1523 1010(22)	G-AZLY	Cessna F150L	1535 1642
G-JECB	CL600 RJ	1627 1706	G-BYHK	PA-28 Archer III	1634 1025(22)
C-FTDA	Airbus 320	1651 1819	G-RJXF	EMB 145	1653 1741
N132CK	Cessna 421A	1656 1352(31)	G-RJXG	EMB 145	1659 1754
G-RJXC	EMB 145	1711 1757	G-RJXJ	EMB 135	1713 1810
G-MAJI	Jetstream 41	1719 1751	G-MAJD	Jetstream 41	1722 1808
N79EL	Beechjet 400	1725 1743	G-MAJG	Jetstream 41	1735 1821
G-BZEI	Agusta A109E	1750 1812	G-MAJB	Jetstream 41	1804 1851
G-BYZJ	Boeing 737 300	1812 1908	EI-COA	Boeing 737	1842 1913
G-SHEP	TB-20 Trinidad	1845 2008	G-JECB	CL600 RJ	1911 1953
G-RJXF	EMB 145	1936 0721(22)	G-RJXJ	EMB 135	1955 0727(22)
G-MAJI	Jetstream 41	1959 0705(22)	G-UKFB	Fokker 100	2005 0619(22)
G-MAJG	Jetstream 41	2023 0701(22)	G-MAJD	Jetstream 41	2025 0657(22)
G-RJXG	EMB 145	2048 0718(22)	G-RJXC	EMB 145	2102 0803(22)
G-BYZJ	Boeing 737 300	2142 0710(22)	G-MAJB	Jetstream 41	2145 0652(22)
CS-DNK	Hawker 800 XP	2156 1506(22)	G-BYAK	Boeing 757	2246 0650(22)
C-FTDA	Airbus 320	2336 0810(22)			

22 Thursday

G-JECB	CL600 RJ	0738 0833	G-JMXA	Agusta A109E	0750 0808
G-CBFM	TB-21 Trinidad	0754 1810(23)	EC-HHG	Boeing 737 800	0807 0906
G-MAJD	Jetstream 41	0917 1001	G-RJXF	EMB 145	0920 1036
G-HEMH	Twin Squirrel	0923 1019	G-REBK	King Air B200	0927 1129

G-UKFC	Fokker 100	0932 1052	G-MAJI	Jetstream 41	0936 1012
G-RJXJ	EMB 135	0939 1041	G-BYZJ	Boeing 737 300	0942 1054
G-MAJB	Jetstream 41	0954 1344	G-JARV	Twin Squirrel	0957 1019
EI-CJI	Boeing 737	1003 1044	G-MAJG	Jetstream 41	1008 1047
G-RJXG	EMB 145	1013 1408	G-BPOT	PA-28 Archer II	1021 1556
G-JECB	CL600 RJ	1030 1121	G-RJXC	EMB 145	1056 1350
EI-IAW	Lear Jet 60	1104 1158	G-TAXI	PA-23 Aztec	1144 1300
G-BAVZ	PA-23 Aztec	1201 1731	G-MAJG	Jetstream 41	1258 1450
G-OOOJ	Boeing 757	1309 1447	G-FHAJ	Airbus 320	1328 1539
EC-GZD	Airbus 320	1330 1503	G-JECB	CL600 RJ	1334 1417
G-RJXJ	EMB 135	1336 1511	G-RJXF	EMB 145	1339 1454
G-UKFC	Fokker 100	1356 1607	G-BYZJ	Boeing 737 300	1402 1548
G-MAJI	Jetstream 41	1421 0701(23)	G-MAJD	Jetstream 41	1434 1514
EI-CON	Boeing 737	1445 1526	G-BRLO	PA-38 Tomahawk	1449 1544
G-ESTA	Citation II	1618 1749	EI-PAX	Citation Excel	1625 1722
G-JECB	CL600 RJ	1628 1705	G-BEAG	PA-34 Seneca	1643 1715
G-RJXC	EMB 145	1650 1754	G-RJXG	EMB 145	1654 1801
G-RJXF	EMB 145	1658 1746	G-MAJC	Jetstream 41	1703 1756
G-RJXJ	EMB 135	1713 1806	C-FTDA	Airbus 320	1717 1859
G-JMXA	Agusta A109E	1722 1807	G-REBK	King Air B200	1726 1758
G-MAJG	Jetstream 41	1738 1813	G-MAJD	Jetstream 41	1742 1820
G-MAJB	Jetstream 41	1745 1830	G-BYZJ	Boeing 737 300	1803 1904
EI-CJI	Boeing 737	1828 1929	G-MRMR	PA-31 Navajo	1831 0832(23)
C-GAJS	Lear Jet 35A	1911 1330(23)	G-JECB	CL600 RJ	1916 2005
G-UKFC	Fokker 100	1936 0727(23)	G-RJXF	EMB 145	1948 0723(23)
G-RJXJ	EMB 135	1957 0731(23)	G-BYHK	PA-28 Archer III	2005 1349(25)
G-MAJC	Jetstream 41	2014 1354(23)	G-MAJG	Jetstream 41	2032 0719(23)
G-MAJD	Jetstream 41	2053 0708(23)	G-RJXC	EMB 145	2055 0735(23)
G-BYAK	Boeing 757	2059 0637(23)	G-RJXG	EMB 145	2102 0738(23)
G-BTXG	Jetstream 31	2108 2135	G-BYZJ	Boeing 737 300	2141 0705(23)
G-MAJB	Jetstream 41	2146 0714(23)			

23 Friday

C-FTDA	Airbus 320	0405 0642	G-JECB	CL600 RJ	0748 0825
G-RJXF	EMB 145	0920 1041	G-MAJB	Jetstream 41	0937 1014
G-RJXJ	EMB 135	0947 1048	EI-CNT	Boeing 737	0950 1023
G-BYZJ	Boeing 737 300	0958 1103	G-UKFB	Fokker 100	1003 1112
G-MAJI	Jetstream 41	1006 1050	G-MAJD	Jetstream 41	1010 1053
G-RJXC	EMB 145	1021 1409	G-AZDE	PA-28R Arrow	1026 1347
G-RJXG	EMB 145	1032 1345	G-JECB	CL600 RJ	1035 1126
G-MAJG	Jetstream 41	1044 0651(24)	EC-HJQ	Boeing 737 800	1129 1241
G-ZIZI	CitationJet	1201 1258	G-BPOT	PA-28 Archer II	1343 1603
G-MAJI	Jetstream 41	1303 1349	G-MAJB	Jetstream 41	1306 1443
G-RJXF	EMB 145	1338 1452	G-JECB	CL600 RJ	1343 1419
G-RJXJ	EMB 135	1346 1521	G-BYZJ	Boeing 737 300	1355 1537
EI-CON	Boeing 737	1400 1436	G-UKFB	Fokker 100	1404 1614
G-MAJD	Jetstream 41	1511 1549	G-JECB	CL600 RJ	1631 1708
C-GTDL	Airbus 320	1634 1812	G-RJXF	EMB 145	1645 1730
G-RJXG	EMB 145	1657 1745	G-RJXC	EMB 145	1711 1759
G-RJXJ	EMB 135	1718 1756	G-MAJI	Jetstream 41	1724 1804
G-MAJC	Jetstream 41	1802 1841	G-MAJD	Jetstream 41	1806 1846
G-MAJB	Jetstream 41	1808 1900	G-BYZJ	Boeing 737 300	1822 1920
OE-HTJ	Dornier 328	1836 0203(24)	G-JIVE	Hughes 369E	1901 1918
EI-COX	Boeing 737	1902 1937	G-JECB	CL600 RJ	1916 1957
G-UKFJ	Fokker 100	1934 0618(24)	G-RJXF	EMB 145	1952 1030(24)
G-RJXJ	EMB 135	2004 1227(25)	G-MAJI	Jetstream 41	2018 0912(24)
C-FTDA	Airbus 320	2022 2216	G-RJXG	EMB 145	2059 0827(24)
G-MAJB	Jetstream 41	2103 1007(24)	G-MAJD	Jetstream 41	2107 1008(26)

OY-CKI	Falcon 2000	2123 0200(24)	G-MRMR	PA-31 Navajo	2127 0957(25)
G-MAJC	Jetstream 41	2136 1347(25)	EC-HGO	Boeing 737 800	2138 2314
G-BYZJ	Boeing 737 300	2146 2221	G-RJXC	EMB 145	2150 1602(24)
EC-GZD	Airbus 320	2213 2328	G-BXWF	Fokker 100	2218 0709(24)
EC-GZE	Airbus 320	2255 0010(24)	G-BYAK	Boeing 757	2347 0706(24)
24 Saturday					
C-FTDA	Airbus 320	0412 0648	G-JEDX	DHC-8	0849 0928
G-UKFJ	Fokker 100	0937 1043	G-SBAS	King Air B200	0948 1012
G-BVJB	Fokker 100	0952 1041	El-CJI	Boeing 737	0955 1035
G-MAJG	Jetstream 41	0958 1348	OO-VLS	Fokker 50	1109 1147
G-RJXG	EMB 145	1122 1230	G-BYAK	Boeing 757	1215 1352
G-BFXX	AA5B Tiger	1227 1302(26)	G-MAJB	Jetstream 41	1302 1505
C-FTDA	Airbus 320	1310 1453	OY-MRK	Boeing 737 700	1319 1329
G-UKFJ	Fokker 100	1354 1604	G-JECC	CL600 RJ	1400 1455
G-BVZG	Boeing 737 500	1416 1521	G-RJXF	EMB 145	1418 1459
G-GENN	GA7 Cougar	1423 1714(25)	G-MAJI	Jetstream 41	1450 1011(25)
G-JEDZ	DHC-8	1559 1643	EC-HKR	Boeing 737 800	1628 1732
El-CNY	Boeing 737	1653 1727	EC-IFN	Boeing 737 400	1733 1840
G-MAJB	Jetstream 41	1740 1405(25)	G-RJXF	EMB 145	1742 1412(25)
G-MAJG	Jetstream 41	1826 1606(25)	EC-GNY	DC9 83	1828 1926
G-OLDR	Lear Jet 45	1905 2037	G-UKFR	Fokker 100	1950 0616(25)
El-CNT	Boeing 737	2002 2040	G-RJXG	EMB 145	2006 0745(25)
G-BYAK	Boeing 757	2020 2217	G-BVJB	Fokker 100	2123 0702(25)
G-RJXC	EMB 145	2125 0734(26)	C-FTDA	Airbus 320	2127 2256
EC-HNB	Boeing 737 400	2137 2249	G-MOPB	Diamond DA40 Star	2221 1433(26)
EC-IDT	Boeing 737 800	2244 2347			
25 Sunday					
C-FTDA	Airbus 320	0250 0819	G-BYAK	Boeing 757	0400 0611
G-UKFR	Fokker 100	0933 1040	G-BVJB	Fokker 100	0941 1052
PH-KZG	Fokker 70	1038 1123	El-COA	Boeing 737	1117 1149
G-MAJI	Jetstream 41	1307 1505	G-JEDF	DHC-8	1309 1340
LX-ONE	Lear Jet 45	1353 1726	G-UKFR	Fokker 100	1357 1610
C-FTDA	Airbus 320	1453 1614	G-RJXJ	EMB 135	1525 1604
G-JECB	CL600 RJ	1618 1659	G-RJXG	EMB 145	1638 1404(26)
CS-DFB	Falcon 900	1649 2046	G-JIVE	Hughes 369E	1700 1743
G-RJXF	EMB 145	1701 1743	G-MAJB	Jetstream 41	1708 1746
G-MAJI	Jetstream 41	1737 1808	G-MAJC	Jetstream 41	1751 1830
G-MRMR	PA-31 Navajo	1802 1024(5/9)	G-ODSK	Boeing 737 300	1807 0701(26)
El-CNY	Boeing 737	1842 1912	ZH885	Hercules C.5	1844 1141(26)
G-JECB	CL600 RJ	1915 1951	G-BYAK	Boeing 757	1926 0631(26)
G-RJXJ	EMB 135	1932 1045(26)	G-UKFR	Fokker 100	1939 0615(26)
G-MAJG	Jetstream 41	1949 1437(29)	G-MAJB	Jetstream 41	1959 1359(26)
G-MAJI	Jetstream 41	2038 1429(26)	G-RJXF	EMB 145	2043 1115(26)
G-MAJC	Jetstream 41	2125 0710(26)	C-FTDA	Airbus 320	2230 2337
26 Monday					
C-FTDA	Airbus 320	0528 0925	LZ-HMQ	Tupolev 154M	0849 1058
G-MAJC	Jetstream 41	0934 1018	G-UKFR	Fokker 100	0947 1050
G-ODSK	Boeing 737 300	0950 1103	El-CNY	Boeing 737	0954 1035
G-ZIZI	CitationJet	1015 1128	G-RJXC	EMB 145	1028 1353
G-JECB	CL600 RJ	1032 1118	PH-KZN	Fokker 70	1039 1139
G-JLCA	PA-34 Seneca	1211 1553	G-MAJC	Jetstream 41	1301 0712(27)
G-BOKA	PA-28 Dakota	1305 1610	G-JECB	CL600 RJ	1328 1413
G-RJXJ	EMB 135	1332 1500	G-RJXF	EMB 145	1348 1443
El-CKS	Boeing 737	1350 1424	G-UKFR	Fokker 100	1354 1614
G-ODSK	Boeing 737 300	1358 1913	61-ZL	Transall	1419 1503
G-MAJD	Jetstream 41	1421 1505	G-JECB	CL600 RJ	1620 1703
G-RJXF	EMB 145	1642 0724(27)	G-RJXC	EMB 145	1657 1740

G-RJXG	EMB 145	1659 0731(27)	G-RJXJ	EMB 135	1723 0735(27)
G-MAJI	Jetstream 41	1730 1817	G-MAJD	Jetstream 41	1735 1819
G-MAJB	Jetstream 41	1741 1832	G-JPAL	Twin Squirrel	1809 1617(29)
EI-CKP	Boeing 737	1835 1906	G-JECB	CL600 RJ	1914 2002
G-UKFR	Fokker 100	1936 0614(27)	C-FTDA	Airbus 320	1943 2119
TC-AFA	Boeing 737 400	2013 2146	G-MAJD	Jetstream 41	2033 0705(27)
G-RJXC	EMB 145	1053 1342(27)	G-BYAK	Boeing 757	2058 0635(27)
G-MAJI	Jetstream 41	2131 0649(27)	G-MAJB	Jetstream 41	2136 0701(27)
G-ODSK	Boeing 737 300	2144 0709(27)			

27 Tuesday

C-FTDA	Airbus 320	0626 0815	G-JECB	CL600 RJ	0737 0826
G-CLUE	PA-34 Seneca	0908 1722	G-MAJC	Jetstream 41	0929 1010
G-RJXF	EMB 145	0932 1032	G-RJXJ	EMB 135	0934 1103
G-MAJD	Jetstream 41	0940 1047	G-UKFR	Fokker 100	0943 1053
CS-DFB	Falcon 900	0954 1105	G-MAJI	Jetstream 41	0956 1347
G-ODSK	Boeing 737 300	1000 1108	EI-CJH	Boeing 737	1002 1042
G-MAJB	Jetstream 41	1005 1058	G-RJXG	EMB 145	1026 1400
PH-KZB	Fokker 70	1028 1139	G-JECB	CL600 RJ	1034 1119
9H-ABS	Boeing 737 300	1044 1201	G-JIVE	Hughes 369E	1136 1223
G-BAVZ	PA-23 Aztec	1158 1725	G-MAJC	Jetstream 41	1256 1445
G-MAJB	Jetstream 41	1304 1436	G-TICL	Airbus 320	1318 1448
G-RJXJ	EMB 135	1336 1505	G-RJXF	EMB 145	1338 1451
EI-CNY	Boeing 737	1350 1430	G-OAJS	Twin Comanche C/R	1358 1528
G-ODSK	Boeing 737 300	1410 1537	G-UKFR	Fokker 100	1413 1616
G-RIGH	PA-32R Saratoga	1434 1631	C-FTDA	Airbus 320	1449 1610
G-ORJB	Citation I	1537 1608(28)	G-MAJD	Jetstream 41	1549 1627
D-IKOP	CitationJet	1622 1827	G-REBK	King Air B200	1634 1645
G-JECB	CL600 RJ	1629 1706	G-RJXF	EMB 145	1643 1729
G-RJXG	EMB 145	1700 1758	G-RJXC	EMB 145	1702 1750
G-MAJC	Jetstream 41	1714 1754	G-RJXJ	EMB 135	1719 1801
G-MAJB	Jetstream 41	1734 1811	G-AYFC	D62B Condor	1742 1812
G-MAJI	Jetstream 41	1747 1824	G-BYHK	PA-28 Archer III	1756 0938(29)
G-OLCP	Twin Squirrel	1815 1817	G-JIVE	Hughes 369E	1827 1834
G-ODSK	Boeing 737 300	1830 1923	G-MAJD	Jetstream 41	1852 1931
EI-CNZ	Boeing 737	1855 1928	PH-HZD	Boeing 737 800	1909 2018
G-JECB	CL600 RJ	1915 1958	G-RJXF	EMB 145	1920 0720(28)
G-UKFR	Fokker 100	1934 0615(28)	G-RJXJ	EMB 135	1956 0731(28)
G-MAJC	Jetstream 41	2011 0655(28)	G-MAJB	Jetstream 41	2025 0716(28)
G-BYAK	Boeing 757	2038 0903(28)	G-RJXG	EMB 145	2059 0804(28)
G-RJXC	EMB 145	2103 0807(28)	G-MAJD	Jetstream 41	2141 0710(28)
G-ODSK	Boeing 737 300	2146 0707(28)	G-MAJI	Jetstream 41	2152 0712(28)

28 Wednesday

C-FTDA	Airbus 320	0134 0815	G-JECB	CL600 RJ	0743 0824
G-MAJI	Jetstream 41	0923 1003	G-RJXF	EMB 145	0925 1033
G-RJXJ	EMB 135	0928 1038	G-MAJD	Jetstream 41	0939 1023
G-ODSK	Boeing 737 300	0946 1053	EI-CKS	Boeing 737	0954 1031
G-MAJC	Jetstream 41	0957 1349	G-UKFR	Fokker 100	1005 1059
G-MAJB	Jetstream 41	1008 1048	G-JECB	CL600 RJ	1043 1124
PH-KZG	Fokker 70	1051 1139	G-OMNI	PA-28R Arrow	1055 1823
60202	C-20B	1103 1527	G-RJXC	EMB 145	1113 1408
G-RJXG	EMB 145	1117 1343	G-VICT	PA-31 Navajo	1128 1520
G-OMNH	King Air 200	1209 1915	G-BLPF	Cessna FR172G	1230 1722
G-BODY	Cessna 310R	1239 1310	G-WOOD	B55A Baron	1247 1548
G-OAJS	Twin Comanche C/R	1250 1529	G-MAJB	Jetstream 41	1301 1438
G-RJXJ	EMB 135	1338 1509	G-RJXF	EMB 145	1348 1451
G-ODSK	Boeing 737 300	1351 1531	G-UKFR	Fokker 100	1405 1622
EI-CON	Boeing 737	1409 1444	G-MAJH	Jetstream 41	1438 1518

G-BHLH	Robin DR400/180	1534 1552	G-SUZN	PA-28 Warrior II	1537 1613
G-JECB	CL600 RJ	1619 1705	G-RJXG	EMB 145	1653 1750
G-RJXF	EMB 145	1655 1732	G-MAJI	Jetstream 41	1659 1743
G-RJXC	EMB 145	1703 1807	C-FTDA	Airbus 320	1717 1840
G-RJXJ	EMB 135	1720 1810	G-MAJH	Jetstream 41	1734 1819
G-MAJB	Jetstream 41	1739 1821	G-MAJC	Jetstream 41	1748 1834
G-ODSK	Boeing 737 300	1816 1905	EI-CJE	Boeing 737	1831 1909
EI-PAX	Citation Excel	1907 0635(29)	G-JECB	CL600 RJ	1913 1951
G-RJXF	EMB 145	1927 0740(29)	G-UKFR	Fokker 100	1944 0614(29)
G-RJXJ	EMB 135	1954 0742(29)	G-MAJI	Jetstream 41	2002 0659(29)
G-MAJH	Jetstream 41	2028 0714(29)	G-MAJB	Jetstream 41	2037 0719(29)
G-RJXC	EMB 145	2056 0814(29)	G-RJXG	EMB 145	2058 0807(29)
G-ODSK	Boeing 737 300	2132 0803(29)	G-MAJC	Jetstream 41	2136 0706(29)
G-BYAK	Boeing 757	2217 0655(29)	C-FTDA	Airbus 320	2336 0835(29)

29 Thursday

G-JECB	CL600 RJ	0733 0823	EC-HHH	Boeing 737 800	0821 0945
G-MAJH	Jetstream 41	0926 1010	G-RJXJ	EMB 135	0928 1038
G-MAJC	Jetstream 41	0933 1014	G-ODSK	Boeing 737 300	0943 1054
G-UKFR	Fokker 100	0946 1148	EI-CNY	Boeing 737	0949 1032
G-MAJI	Jetstream 41	1008 1043	G-MAJB	Jetstream 41	1011 1345
G-RJXF	EMB 145	1016 1058	G-JECB	CL600 RJ	1030 1122
PH-KZN	Fokker 70	1041 1145	G-RJXG	EMB 145	1106 1406
G-RJXC	EMB 145	1136 1343	G-SUZI	B55 Baron	1142 1734
G-MAJI	Jetstream 41	1255 1432	G-MAJH	Jetstream 41	1257 0720(30)
G-FHAJ	Airbus 320	1326 1524	G-JECB	CL600 RJ	1333 1420
G-RJXJ	EMB 135	1335 1503	EI-CKS	Boeing 737	1340 1424
G-ODSK	Boeing 737 300	1353 1541	EC-GZE	Airbus 320	1356 1516
G-RJXF	EMB 145	1400 1447	G-BYHK	PA-28 Archer III	1403 1247(31)
64-GW	Transall	1418 1643	G-MAJC	Jetstream 41	1435 1509
G-UKFH	Fokker 100	1454 1606	OY-NPA	SA226TC Metro II	1457 1841
G-BDYD	Rockwell 114	1505 1035(30)	G-OOOJ	Boeing 757	1538 1711
G-JECB	CL600 RJ	1614 1714	G-RJXF	EMB 145	1646 1730
G-MAJG	Jetstream 41	1704 1750	G-RJXC	EMB 145	1707 1805
CS-DNM	Hawker 800 XP	1712 1004(30)	G-RJXG	EMB 145	1715 1802
G-RJXJ	EMB 135	1724 1808	G-MAJC	Jetstream 41	1728 1810
C-FTDA	Airbus 320	1731 1857	G-MAJI	Jetstream 41	1751 1822
G-MAJB	Jetstream 41	1817 1848	G-ODSK	Boeing 737 300	1820 1916
EI-CJF	Boeing 737	1832 1900	G-JECB	CL600 RJ	1913 1948
G-RJXF	EMB 145	1923 0727(30)	G-UKFH	Fokker 100	1939 0623(30)
G-MAJG	Jetstream 41	1958 1346	G-RJXJ	EMB 135	2007 0725(30)
G-MAJI	Jetstream 41	2029 0700(30)	G-JURA	Jetstream 31	2044 2112
G-MAJE	Jetstream 41	2059 0704(30)	G-RJXG	EMB 145	2101 0717(30)
G-OMNI	PA-28R Arrow	2105 1634(30)	G-RJXC	EMB 145	2107 0816(30)
G-BYAK	Boeing 757	2109 0635(30)	G-MAJB	Jetstream 41	2133 0646(30)
G-ODSK	Boeing 737 300	2142 0708(30)			

30 Friday

C-FTDA	Airbus 320	0406 0656	G-JECB	CL600 RJ	0737 0821
G-BODY	Cessna 310R	0818 1123	N750NS	Citation X	0847 1508
G-RJXG	EMB 145	0916 1031	G-RJXJ	EMB 135	0918 1045
G-MAJE	Jetstream 41	0921 1000	G-MAJH	Jetstream 41	0937 1006
G-ODSK	Boeing 737 300	0952 1104	G-MAJB	Jetstream 41	0956 0909(31)
G-UKFH	Fokker 100	1001 1054	G-MAJI	Jetstream 41	1005 1041
EI-CJF	Boeing 737	1008 1052	G-RJXF	EMB 145	1021 1411
G-JECB	CL600 RJ	1033 1120	PH-WXA	Fokker 70	1048 1142
EC-HKQ	Boeing 737 800	1102 1220	G-RJXC	EMB 145	1148 1339
G-MAJH	Jetstream 41	1252 1450	G-MAJI	Jetstream 41	1306 1434
G-RJXJ	EMB 135	1320 1506	G-BYLM	PA-46 Malibu	1322 1359

G-JECB	CL600 RJ	1325 1414	G-RJXG	EMB 145	1334 1452
G-ODSK	Boeing 737 300	1343 1542	G-UKFI	Fokker 100	1405 1619
EI-CKS	Boeing 737	1408 1447	G-BZSD	PA-46 Malibu	1424 1602
G-MAJE	Jetstream 41	1427 1534	ZH888	Hercules C.5	1529 1544
G-JECB	CL600 RJ	1618 1658	C-GTDL	Airbus 320	1638 1804
G-RJXG	EMB 145	1649 1730	G-RJXC	EMB 145	1713 1755
G-MAJH	Jetstream 41	1715 1826	G-RJXJ	EMB 135	1717 1808
G-RJXE	EMB 145	1727 1815	G-MAJG	Jetstream 41	1750 1854
G-MAJI	Jetstream 41	1806 1840	G-ODSK	Boeing 737 300	1811 1908
EI-CJI	Boeing 737	1847 1924	G-JECB	CL600 RJ	1918 1955
G-RJXG	EMB 145	1924 1045(31)	G-UKFO	Fokker 100	1936 0620(31)
G-RJXJ	EMB 135	2002 0727(02)	C-FTDA	Airbus 320	2033 2340
G-MAJI	Jetstream 41	2100 1513(31)	G-MAJH	Jetstream 41	2106 0651(31)
G-RJXE	EMB 145	2127 0824(31)	G-RJXC	EMB 145	2129 1608(31)
G-MAJE	Jetstream 41	2138 1441(01)	G-MAJG	Jetstream 41	2148 1007(31)
G-ODSK	Boeing 737 300	2151 2222	EC-GZD	Airbus 320	2210 2327
G-HBM	Boeing 737 800	2214 2334	EC-HZU	Airbus 320	2224 2358
G-BXWF	Fokker 100	2252 0710(31)	G-BYAK	Boeing 757	2318 0736(31)

31 Saturday

C-FTDA	Airbus 320	0540 0732	G-JEDY	DHC-8	0845 0932
G-BXWF	Fokker 100	0940 1041	G-ATCU	Cessna 337	0943 1237
EI-CON	Boeing 737	0954 1025	G-MAJH	Jetstream 41	1001 1357(01)
G-UKFO	Fokker 100	1039 1135	PH-WXA	Fokker 70	1043 1141
OO-VLM	Fokker 50	1117 1152	G-LFIX	Spitfire T.IX	1119 1048(01)
G-RJXE	EMB 145	1146 1230	G-WACJ	B.76 Duchess	1156 1448
G-BYAK	Boeing 757	1251 1408	G-IGGL	TB-10 Tobago	1255 1633
G-MAJG	Jetstream 41	1257 1351	G-AZAJ	PA-28R Arrow	1304 1446
C-FTDA	Airbus 320	1315 1456	OY-MRK	Boeing 737 700	1330 1440
G-JECC	CL600 RJ	1335 1501	G-RJXG	EMB 145	1411 1510
G-UKFO	Fokker 100	1428 1604	G-MAJM	Jetstream 41	1444 1009(01)
G-JEDZ	DHC-8	1605 1644	EC-HBM	Boeing 737 800	1625 1733
EC-GUG	Boeing 737 400	1707 1820	EI-CNT	Boeing 737	1710 1739
EC-HHF	DC9 82	1726 1828	G-MAJG	Jetstream 41	1731 1311(01)
G-MAJI	Jetstream 41	1738 1046(02)	G-RJXG	EMB 145	1805 1229(01)
G-BVJB	Fokker 100	1808 1841	G-OOJP	Rockwell 114B	1858 1737(01)
EI-CNZ	Boeing 737	1923 1952	G-RJXE	EMB 145	1932 1348(01)
G-UKFO	Fokker 100	1937 0613(01)	C-FTDA	Airbus 320	2041 2238
G-BXWE	Fokker 100	2115 0708(01)	G-BYAK	Boeing 757	2119 2257
G-RJXC	EMB 145	2121 1433(01)	G-RAMS	PA-32R Saratoga	2146 1707(01)
C-IDT	Boeing 737 800	2338 0054(01)	EC-HXT	Boeing 737 400	2349 0102(01)

From and To

01) SX-DCI/Geneva-Corfu: 03) N79EL/Cannes-EMA: 04) CS-DNM/Luton-Palma; N123TL/Halifax-n/s-?: 05) VP-CAT/Guernsey-n/s-Albi; N900CB/F-n/s-T Guernsey: 06) EI-TBM/Weston-Oxford; PH-HPL/Southend-new res: 08) EI-IAW/Olbia-n/s-Faro; N900CB/F-n/s-T Guernsey; N7705R/Stanstead-n/s-?: 09) N4H/?-n/s-Farnboro; CS-DNK/Palma-Luton: 10) CS-DNS/Palma-Lisbon: 12) N4MB/?-n/s-Bangor: 13) N50SF/?-n/s-Luton; N3HB/Farnboro-n/s-Edinburgh: 14) D-ISCH/F & T Rothenburg; N604VF/Stanstead-n/s-Gander: 15) PH-RAZ/Coventry-Porto: 16) VP-CED/Hawarden-Belfast City and return; N818MJ/Newcastle-Panshanger; N79EL/EMA-Cannes and return: 18) N79EL/Cannes-EMA: 19) EI-WGV/F-n/s-T Shannon: 20) EI-PAX/Birmingham-Aarhus; CS-DNK/F-n/s-T Le Bourget: 21) ES-NOB/F & T Shannon; N317MB/Luton-Hawarden; EI-RNJ/F & T Shannon; EI-PAX/F & T Aarhus; N132CK/F-n/s-T Weston; N79EL/F & T EMA; CS-DNK/Le Bourget-n/s-Luton: 22) EI-IAW/Faro-Palma; EI-PAX/Aberdeen-Staverton; C-GAJS/Keflavik-n/s-Le Bourget: 23) OE-HTJ/Luton-n/s-Liege; OY-CKI/F-n/s-T Luton: 25) LX-ONE/Grenoble-Luxembourg; CS-DFB/Milan-Toronto: 27) CS-DFB/Toronto-Luton: 28) EI-PAX/Dublin-Turin: 29) OY-NPA/Aalborg-Trollhattan; CS-DNM/Northolt-n/s-Palma: 30) N750NS/F & T Jersey

Overshoots

01) XX139/Colt87; ZA673/Vortex552: 03) G-BCVY/Oxford69: 05) XX493/CWL74; XX500/CWL79; G-BEJV/Oxford38: 06) G-BWXT/CFN40; XX500/CWL78; XX497/CWL70; XX494/CWL78; ZG797/LEE12: 07) G-AZIK: 08) XX494/CW77-J4; G-BFLH/Oxford69: 11) G-BPHL: 12) XX494/CWL72; XX492/CWL78: 13) G-BCKV: 14) G-BAXY: 19) G-BAXY; G-BHYF/Oxford35: 20) XS712/CWL55: 21) XX838/Colt87: 23) XX498/CWL75; XX495/CWL79: 27) N800HL: 28) XX482/CWL66; G-BOUL/Oxford69: 30) XX498/CWL76:

LBA Movements Review, August 2002

Starting the month on the 1st we had the Citation Ultra SX-DCI calling "INJ223" on a flight from Geneva to Corfu then on the 3rd Beechjet N79EL was from Cannes to its base at EMA. Gulfstream 3 N123TL arrived from Halifax for a night stop on the 4th and the Netjets Hawker 800XP CS-DNM was from Luton to Palma. Citation I VP-CAT was using its usual callsign "Sark 1" when it arrived from Guernsey for a night stop before going to Albi, also night stopping was the Cessna 421C N900CB of Fifty North from and to its base at Guernsey. The appropriately registered SOCATA TBM700 EI-TBM was from Weston to Oxford on the 6th and the same day found the Hughes 269C PH-HPL arriving from Southend to become a new resident. Jet 60 EI-IAW was from Olbia as "Emerald 07" on the 8th and after night stopping it left for Faro, also night stopping again was the Cessna 421C N900CB from and to Guernsey whilst the Baron N7205R was from Stansted.

Dauphin N4H arrived from points unknown on the 9th and after a night stop went out to Farnboro, meanwhile Netjets Hawker 800XP CS-DNK was from Palma to Luton as "Skyshare 2539". Another Netjets on the 10th was Falcon 2000 CS-DNS operating as "Skyshare 7527" from Palma to Lisbon. Falcon 900B N4MB on the 12th was another to arrive from points unknown and after a night stop it departed to Bangor, it is registered to Mellon Bank, which fits with the MB in the registration. Falcon 50 N50SF night stopped on the 13th before going to Luton and the same day saw the 604 Leasing Co Challenger N3HB night stopping from Farnboro to Edinburgh. On the 14th we had another Challenger in the shape of N604VF which night stopped from Stansted to Gander whilst the Citationjet D-ISCH was from and to Rothenburg.

The Metro II PH-RAZ on the 15th was from Coventry to Porto. The Iceland Foods Citation Bravo VP-CED visited twice on the 16th, from Hawarden to Belfast City & back again and the Beechjet N79EL also visited twice from EMA to Cannes and back again. Another visitor on the 16th was Aztec N818MJ which was from Newcastle to Panshanger. Beechjet N79EL was back yet again on the 18th from Cannes to EMA and on the 19th the Gulfstream V EI-WGV was from and to Shannon as "Emerald 05" with a night stop. Citation Excel EI-PAX made the first of a number of visits here on the 20th as "Gojet 202A" from Birmingham to Aarhus, it was joined by the Hawker 800XP CS-DNK night stopping from and to Le Bourget as "Skyshare 362P". Lots of visitors on the 21st to do with local horse racing, starting with the Antonov 72 ES-NOB from and to Shannon as "EXS 120" with horses. Others noted were Hawker 800XP EI-RNJ from and to Shannon as "Emerald 03", Cessna 421A N132CK from n/s to Weston, Citation Excel EI-PAX from and to Aarhus as "Gojet 212A", Beechjet N79EL from and to EMA and Hawker 800XP CS-DNK night stopping from and to Le Bourget as "Skyshare 6943".

Citation Excel EI-PAX was back again on the 22nd from Aberdeen to Staverton with the callsign "Gojet 222C" and the Lear Jet 60 EI-IAW was from Faro to Palma as "Emerald 07", night stopping was the Lear Jet 35A C-GAJS from Keflavik to Paris Le Bourget. Unusual on the 23rd was the Dornier 328 OE-HTJ from Luton night stop to Liege as "TJS 918" and joining it was the Falcon 2000 OY-CKI night stopping from and to Luton as "Mermaid 6177". Using the callsign "Duke one ambulance" on the 25th was Lear Jet 45 LX-ONE from Grenoble to Luxembourg and the Falcon 900 CS-DFB was from Milan to Toronto as "Skyshare 274P", it returned from Toronto to Luton on the 27th. Citation Excel EI-PAX was back yet again on the 28th this time from Dublin to Turin as "Gojet 282B". From Aalborg to Trollhattan with the callsign "North Flying 154E" on the 29th was the Metro II OY-NPA and using the callsign "Skyshare 141P" on the same day was Hawker 800XP CS-DNM from Northolt night stop to Palma. Last foreigner of the month was the Citation X N750NS which was from and to Jersey as "Beauport 6NS".

Quite a bit of military to record, on the 12th Gazelle XZ311 visited twice with the callsign "Army 315". BAe 125 ZD621 was "Ascot 733" on the 13th from Exeter to Northolt. Two Hercules this month, night stopping on the 25th was ZH885 from Elvington to Brize Norton as "Ascot 6754" whilst on the 30th ZH888 was

"Ascot 504" from Northolt to Lyneham. Another Gazelle was XZ316 on the 14th as "Army 415". The USAF supplied the C-20B 86-0202 on the 28th as "SAM 202" from and to Northolt. Finally we had two French Air Force Transalls, 61-ZL on the 26th with the callsign "CTM 1902" and 64-GW on the 29th as "CTM 1907".

KLM started a new service on the 25th using Fokker 70's. Hughes 269 PH-HPL which arrived via Southend on the 7th was a new resident and on the 23rd it made its first flight as G-TASS. Cessna 421A N132CK which arrived way back on July 6th finally departed on the 10th of August.

Terry Sykes



**Beechcraft Super King Air 350 - Porto Jofre, Brazil
30 August 2002 - John Dale**

LEEDS BRADFORD AIRPORT PRESS RELEASE



**Low Cost Airline to Launch from Leeds Bradford International Airport
JET 2 Delivers Low Fares to the Yorkshire Region**

Leeds Bradford International Airport today announced that low cost carrier, JET 2, a subsidiary of Dart Group PLC, the aviation services and distribution group with over 20 years commercial aviation experience, has chosen the airport as its base. Launching its first flights in February 2003, the airline will operate four Boeing 737-300 aircraft next summer and will be flying to a range of European business and holiday destinations, dramatically expanding the destinations served from Leeds Bradford. JET 2 aims to deliver low cost flights to the Yorkshire community and beyond.

Ed Anderson, the airport's Managing Director said, "The region has been waiting for a low cost carrier. There is a huge demand for this service in Yorkshire and we are delighted that JET 2 has decided to choose Leeds Bradford International Airport."

Philip Meeson, JET 2's Chief Executive said, "With JET 2 we will be meeting the local community's strong demand for low cost air travel. For the first time people in the region will be able to benefit from European low cost travel on their doorstep."

Routes to be announced in November.

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA136	TFS	06/EC-HKR	13/EC-HJP	20/EC-HJP	27/EC-HZS	
AEA174	PM	06/EC-HNB	13/EC-HXT	20/EC-HNB	27/EC-HJP	
AEA246	LPA	07/EC-ICD	14/EC-IDA	21/EC-HKR	28/EC-HZS	
AEA264	PM	06/EC-HBL	13/EC-HBN	20/EC-HBN	27/EC-HGP	
AEA638	PM	07/EC-IDT	14/EC-HBN	21/EC-ICD	28/EC-HJP	
AMC5203	MLA	03/9H-ADH	10/9H-ADH	17/9H-ADH	24/9H-ADH	
AMM639C	FAO	05/G-OOOS	12/G-OOOD	19/G-OOOU	26/G-OOOA	
AZI2664	FAO	07/OY-MRK	14/OY-MRK	21/OY-MRK	28/OY-MRK	
BAL076A	AGP	07/G-BYAK	14/G-BYAP	21/G-BYAT	28/G-BYAT	
BAL089A	CFU	06/G-BYAK	13/G-BYAP	20/G-BYAP	27/G-BYAT	
BAL127A	IBZ	02/G-BYAK	09/G-BYAK	16/G-BYAP	23/G-BYAT	30/G-BYAT
BAL241A	MAH	04/G-BYAK	11/G-BYAK	18/G-BYAP	25/G-BYAT	
BAL277A	PM	05/G-BYAK	12/G-BYAK	19/G-BYAP	26/G-BYAT	
BAL310A	ALC	03/G-BYAK	10/G-BYAK	17/G-BYAP	24/G-BYAT	
BAL329A	PM	01/G-BYAK	08/G-BYAK	15/G-BYAP	22/G-BYAT	29/G-BYAT
BAL573A	REU	07/G-BYAK	14/G-BYAP	21/G-BYAT	28/G-BYAT	
BAL587A	IBZ	07/G-BYAK	14/G-BYAP	21/G-BYAT	28/G-BYAT	
BEE9169	VRN	07/G-JECA	14/G-JECA	21/G-JECD	28/G-JECC	
BMA7991	VRN	07/G-RJXE	14/G-RJXF	21/G-RJXI	28/G-RJXH	
FUA1460	AGP	05/EC-IEN	12/EC-HMK	19/EC-HLN	26/EC-IEN	
FUA1576	AGP	07/EC-GUG	14/EC-HBZ	21/EC-GUG		
HMS1958	BOJ	02/LZ-HMQ	09/DivMAN	16/LZ-HMW	23/LZ-HMW	30/LZ-HMW
IWD3232	TFS	06/EC-ICK	13/EC-GZD	20/EC-GZD	27/EC-GZD	
IWD3450	ACE	05/EC-IEQ	12/EC-IEQ	19/EC-GZD	26/EC-ICK	
IWD3454	TFS	06/EC-IEQ	13/EC-ICK	20/EC-IEQ	27/EC-IEQ	
JKK3158	PM	07/EC-HHP	14/EC-HFT	21/EC-GVO	28/EC-FXY	
MYT317	MAH	05/G-YJBM	12/G-FHAJ	19/G-TICL	26/G-TICL	
MYT349	REU	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT351	TFS	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	
MYT355	LPA	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT357	PM	03/G-TMDP	10/G-YJBM	17/G-YJBM	24/G-FHAJ	
MYT361	ACE	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT363	GRO	07/C-FTDA	14/C-FTDA	21/C-GTDK	28/C-FTDA	
MYT365	DLM	06/C-GTDL	13/C-GTDL	20/C-FTDA	27/C-GTDL	
MYT367	BJV	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-GTDL	30/C-FTDA
MYT369	FUE	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT371	LCA	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-GTDL	30/C-FTDA
MYT373	ALC	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-GTDL	
MYT379	FAO	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-GTDL	29/C-FTDA
MYT381	AGP	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-GTDL	29/C-FTDA
MYT385	PM	07/C-FTDA	14/C-FTDA	21/C-GTDL	28/C-FTDA	
MYT387	ALC	07/C-FTDA	14/C-FTDA	21/C-GTDL	28/C-FTDA	
MYT389	IBZ	06/C-FTDA	13/C-FTDA	20/C-GTDL	27/C-FTDA	
MYT391	MAH	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT395	PM	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-GTDL	29/C-FTDA
PGT480	DLM	02/TC-APC	09/TC-APP	16/TC-AFA	23/TC-AFM	30/TC-APR

TRA3681	HER	03/PH-HZM	10/PH-HZF	17/PH-HZD	24/PH-HZB
VLM458	JER	07/OO-VLG	14/OO-VLS	21/OO-VLG	

OTHER FLIGHTS

01	<u>PH-KZO</u>	F70	KLM1075/1076	f/t Amsterdam	-
02	<u>PH-KZM</u>	F70	KLM1075/1076	f/t Amsterdam	-
03	HB-IIO	B737	PTI568	Geneva - New York JFK	VIP
03	<u>PH-KZE</u>	F70	KLM1075/1076	f/t Amsterdam	-
04	PH-KVA	F50	KLM1075/1076	f/t Amsterdam	Lieu F70
05	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
06	<u>PH-KZH</u>	F70	KLM1075/1076	f/t Amsterdam	-
08	PH-KVE	F50	KLM1075/1076	f/t Amsterdam	Lieu F70
09	<u>PH-WXC</u>	F70	KLM1075/1076	f/t Amsterdam	-
10	PH-KVK	F50	KLM1075/1076	f/t Amsterdam	Lieu F70
12	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
15	G-MIDL	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
15	PH-KVG	F50	KLM1075/1076	f/t Amsterdam	Lieu F70
16	<u>PH-KZD</u>	F70	KLM1075/1076	f/t Amsterdam	-
18	<u>PH-KZC</u>	F70	KLM1075/1076	f/t Amsterdam	-
18	<u>UR-42381</u>	YK42	UDC5883/5884	f/t Zaporizhzhia n/s20	Football Charter
19	<u>PH-KZL</u>	F70	KLM1075/1076	f/t Amsterdam	-
19	G-BTXG	JS31	HWY31L/31P	f/t Glasgow	MYT crew
20	<u>PH-KZR</u>	F70	KLM1075/1076	f/t Amsterdam	-
21	G-JEAW	B462	BEE9168/941J	Verona - Birmingham	Lieu CRJ2
26	<u>PH-KZJ</u>	F70	KLM1075/1076	f/t Amsterdam	-
26	G-BTXG	JS31	HWY31L/31P	f/t Glasgow	MYT crew
27	<u>PH-KZK</u>	F70	KLM1075/1076	f/t Amsterdam	-
27	<u>G-FLTB</u>	B462	FLT591/691	f/t Luton n/s	Arsenal FC
30	G-JEAT	B461	BEE042D/734	Birmingham - Belfast City	Lieu CRJ2
30	G-JEAT	B461	BEE737/738	f/t Belfast City	Lieu CRJ2

Aircraft making first visits are underlined.

VISITORS TO LBA



BAe 146-100 G-JEAT 30 September 2002



Canadair RJ200 G-JECD 1 October 2002



Boeing 737-500 OY-APB 2 October 2002



MD83 UR-CAN 2 October 2002



LEEDS/BRADFORD NEWS

The number of passengers using Leeds Bradford Airport in the summer months May to September was the highest in its history. A total of 783,858 passengers used the airport during those five months, beating the previous highest for the period, which was achieved in 2000.

August 2002 also saw the record number of passengers using the airport in a single month. The routes which saw the largest increases over the previous summer were Dublin (Ryanair) +108.5%, Belfast +30.0%, Edinburgh +48.7%, Amsterdam +32.2%.

Routes which had been introduced or upgraded over the past 12 months have all shown excellent performances. These include the new services to Gatwick, Cork and Bristol. Airport Managing Director Ed Anderson commented that these figures are the tangible proof of the contribution that Yorkshire's premier airport is making to the region's economy. We still occasionally get asked about our views on proposals for another airport in Yorkshire but the truth is, here at LBA, we are totally focussed on providing an improving service to the region and will not be side tracked on time-consuming debates about hypothetical developments elsewhere. As well as celebrating the record numbers currently being achieved, we are busy planning for significant growth over the next few years.

AIRPORT NEWS

BAA said its seven UK airports handled a total of 12.1m passengers in September, up 8.1% on the same month last year. But the figures reflected the severe disruption caused by the September 11 terrorist attacks last year, it added. European charter traffic was up 3.3% and Irish routes grew 1.5%.

Buoyed by low fares, domestic and European scheduled traffic also jumped by 13.3% and 7.8% respectively. North Atlantic routes were up 14.7%.

Amsterdam has been rated Europe's best airport in terms of customer friendliness and the range of food and shops on offer. Results were obtained from an investigation conducted by international research bureau J D Power & Co. The inquiry examined the satisfaction of more than 10,000 passengers at 46 airports across the globe and Schiphol was the only European airport to score a satisfactory result in all categories.

Both Gatwick and Heathrow airports in London scored below the average. Only their shops were given a score of satisfactory.

The airports of Charles de Gaulle, Orly and Frankfurt also scored below average.

Chek Lap Kok in Hong Kong was judged to be the best airport in the world in the large airport category, while Changi and Singapore were rated as the best middle-sized airports.

AIRLINE NEWS

British Airways' shares fell to their lowest point in the flag carrier's history on September 24th, valuing the airline at less than EasyJet, as the prospect of Middle East war meant the aviation industry faced a renewed crisis.

As the stock market took another plunge, traders marked BA shares down 8.75p to 95.75p, below their previous nadir, reached during the Gulf war in early 1991.

At September 24th close, BA had a market capitalisation of £1.036bn. The airline flies to 216 destinations, employs 48,000 people and operates 247 aircraft.

EasyJet, the budget carrier based in a corrugated iron shed in Luton and flying to just over 30 destinations with 3,000 staff and 62 planes, overtook BA with a value of £1.039bn.

A BA spokeswoman played down the contrast in fortunes: "The UK stock market is trading at low levels which have not been seen since 1995 for a whole host of reasons.

"Airline stocks are particularly underperforming due to the prospect of war in the Middle East, world economic slowdown and reduced consumer spending."

EasyJet expressed glee, claiming that, without the protection of rules requiring BA to be under British ownership, it would be a prime takeover target.

EasyJet has reported a 134.3% jump in passenger numbers in September and said its annual profits would meet market expectations. The passenger numbers compare with September 2001, which saw a dramatic fall-off in air travel in the wake of the September 11 attacks on the US.

EasyJet's load factor, a percentage of available seats filled, hit 85.0% in September compared with 83.2% last year. The integration of recently acquired Go was progressing in line with its plans.

EasyJet has selected European aircraft maker Airbus as the preferred supplier for 120 new planes. The airline also said it had taken options with price protection on a further 120 Airbus A319 aircraft, but did not provide financial details.

EasyJet said that it would make "substantial savings" compared to buying aircraft from US maker Boeing. Airbus is a unit of European aerospace firm EADS, which has an 80% stake, with Britain's BAE Systems owning the rest.

AIRCRAFT NEWS

The FAA has ordered that all Boeing 737s be retrofitted with a new rudder control system that will include backup systems to prevent failures. The ruling comes after two fatal airline crashes in which rudder failures were the suspected culprit. An estimated 2,000 U.S. aircraft will be affected at a cost of \$364 million, according to the FAA. Another 2,500 Boeing 737s in other countries will also be affected if their regulators follow suit. In the U.S., airlines have six years to install the new system, which is currently under development by Boeing.

The Federal Aviation Administration wants airlines to install new seats on their planes to improve passenger safety. Under a proposed rule, airlines would have 14 years to install the new seats. The cost is estimated to be \$519 million.

The agency estimates the new seats would avert 114 deaths and 133 serious injuries in the 20 years after the rule takes effect. The seats would have better seat belts, provide better head protection and be more firmly anchored to the aircraft. The FAA said the new seats will help passengers survive plane accidents.

The National Transportation Safety Board reported in February 2001 that more than 95 percent of passengers survive such accidents. The FAA will accept public comment on the rule up to December 3rd.

OTHER NEWS

At the moment many of you will be aware of the poor state of the stocks and shares market; indeed I reported last month on British Airways removal from the FTSE 100. In a recent interview Warren Buffet, a man who has made his fortune from dealing in shares, was asked what he thought about buying shares in airlines.

His reply "I once made the comment that if a capitalist had been present at Kittyhawk back in the early 1900s, he should have shot Orville Wright. He would have saved his progeny money".

But seriously, the airline business has been extraordinary. It has eaten up capital over the past century like almost no other business because people seem to keep coming back to it and putting fresh money in.

You've got huge fixed costs, you've got strong labour unions and you've got commodity pricing. That is not a great recipe for success.

I have an 800 [freephone] number now that I call if I get the urge to buy an airline stock. I call at two in the morning and I say: "My name is Warren and I'm an aeroholic." And then they talk me down.

RAF pilots would fly tourists to southern Spain and other holiday destinations under a £13bn private finance initiative scheme being considered by defence chiefs.

Spare aircraft crewed by reservists would be leased to commercial airlines during peacetime to raise revenue for the armed forces under a proposal dubbed "Biggles Airways" by a sceptical union leader.

Details are disclosed in confidential documents prepared by the UK-led AirTanker consortium, which is offering to supply 20 Airbus A330s to the RAF to replace its ageing VC10s and Tristars.

The new aircraft, intended to refuel fighters and bombers in midair from 2008, could be converted to commercial passenger use "in hours", according to the Ministry of Defence.

The AirTanker documents seen by the Guardian show the consortium believes it can use planes not required by the RAF for active service or training to make money under the PFI deal.

"There is a substantial difference in the number of assets [aircraft] needed to meet peak [crisis] RAF requirements and normal peacetime use," the documents note. "Spare aircraft could be used to generate commercial, third party revenue, rather than sitting on the tarmac doing nothing."

The MoD is to sign a 27-year PFI contract next year for the refuelling tankers and the consortium, which includes Rolls-Royce, is competing with Boeing for the £13bn deal.

An AirTanker source said RAF markings would be painted out and the aircraft, to be based at RAF Brize Norton in Oxfordshire, would be fitted with conventional seating. "You can use them for holiday flights to Malaga," said the AirTanker source.

The proposal has met resistance from some union officials who believe PFI risks undermining public services.

John Edmonds, leader of the GMB general union, said: "This is another example of the government's obsession with privatisation. How is it going to look when the prime minister has to tell George Bush the RAF cannot bomb Baghdad because it is stuck on a Club 18-30 mission to Benidorm?"

Tim MacMahon, AirTanker marketing director, said: "PFI is a vehicle that allows the MoD to have a full wartime capability in peacetime when of course not all that capability is required. The ability to generate third party revenue from aircraft not fully required in peacetime reduces the overall cost to the taxpayer and ensures a full wartime capability to the MoD."

The MoD said RAF requirements would take precedence but an MoD spokeswoman said the contract did include "the use of aircraft commercially at times".

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CREDITS: Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

David Wooler

MILITARY MATTERS



US AIR FORCE IN THE UK (a biennial review)

48th FIGHTER WING RAF LAKENHEATH

402nd Fighter Squadron

493rd Fighter Squadron

494th Fighter Squadron

F-15E

F-15C/D

F-15E



100th AIR REFUELLING WING RAF MILDENHALL

351st Air Refuelling Squadron

KC135R



352nd SPECIAL OPERATIONS GROUP RAF MILDENHALL

7th Special Operations Squadron

21st Special Operations Squadron

67th Special Operations Squadron

MC-130H C-130H

MH-53M

MC-130P

Although administered as USAF bases, Lakenheath and Mildenhall remain as RAF Stations. Mildenhall also includes the US Naval Air Facility Mildenhall, operating UC-12Ms.

Credits: Military Aviation Review United Kingdom 2002
USAF Europe Year Book

SOCIETY TRIP TO DUXFORD



Although I have been to Duxford twice previously, in fairly recent times, the opportunity to visit again without the long drive to Cambridge was too good to miss. "A luxury coach trip" was promised in the blurb and an almost mint new luxury coach it turned out to be, driven by the capable owner, Kevin.

We set off from Guiseley at 0700 (involving a 5 a.m. reveille for me!) and, after a further pick-up at Horsforth, we were soon on our way to the AI and en route to Cambridge. A good journey ensued and we were soon being shepherded through Admissions and being given our Visitor Guide leaflets.

Duxford is one of the five elements of the Imperial War Museum: the Imperial War Museum itself, at Lambeth, HMS Belfast, a former Royal Navy cruiser, moored in the Thames, the Cabinet War Rooms, off Whitehall, and the newly established Imperial War Museum North, at Manchester (more of which shortly when I have visited later in the autumn).

Duxford consists of five Hangars, the American Air Museum and the Land Warfare Hall. Hangar 1 houses larger aircraft, Hangar 2 includes mainly airworthy aircraft including a collection of British and American fighters from World War II, Hangar 3 has more airworthy aircraft including a number of jets, Hangar 4 displays aircraft used for UK air defence and features the Battle of Britain exhibition, (Duxford was a fighter station during the Battle of Britain), Hangar 5 contains mainly aircraft undergoing conservation and restoration work, also behind this hangar is an Operations Room which has been reconstructed to show it looked during the Battle of Britain. The American Air Museum includes "an exceptional collection of historic American combat aircraft which tell the story of US Air Power, especially in the Second World War, the Cold War and the Gulf Conflict". (the American Air Museum merits an article to itself and this will be included in a future issue). Finally, the Land Warfare Hall houses Duxford's collection of tanks, trucks and artillery and the Museums of the Royal Anglian Regiment and the defunct Cambridgeshire Regiment.

Including brief breaks for lunch and an afternoon cup of tea, I spent the whole duration of the visit around the hangars and the American Air Museum but, in the time available, did not do justice to the displays. More than one day is necessary for a full viewing.

The whole trip was superbly organised by Paul Windsor - our thanks to him. What a pity that there was not a better response from the membership. I appreciate that many members have already visited Duxford but, as I have said, Duxford merits several visits. I could cheerfully go again in the very near future!



A final postscript: President Bush Senior (himself a World War II US Navy pilot flying Avengers) visited the American Air Museum on the day before our visit. As David Bates commented, "President Bush on the 27th, President Willingale on the 28th!"

Credit: Duxford Visitor Guide
A Gold Credit to Paul Windsor!

Eric Martin



AIR YORKSHIRE AVIATION SOCIETY
INCOME AND EXPENDITURE - YEAR ENDED 31 OCTOBER 2002

<u>Income</u>	2001	2002
Members Subscriptions	2306.00 (167)	2393.00 (151)
Members Extra Subscriptions		328.00
Society Dinner		803.00
Magazine Sales	364.00	472.00
Manchester Visits		315.00
Duxford Visit		454.00
Christmas Air Fair		92.50
Christmas Raffle		63.00
Sundry Income	81.00	92.00
Bank Interest	10.50	1.78
	<u>2761.50</u>	<u>5014.28</u>

<u>Expenditure</u>		
Magazine Production	2150.80	2479.00
Postage	363.34	326.16
Stationery	75.22	35.95
Society Dinner		788.50
Manchester Visits		320.00
Duxford Visit		485.00
Christmas Air Fair		82.50
Members Car Parking	216.00	283.00
Speakers Fees	26.10	85.78
Sundry Expenditure	41.00	105.14
Yorkshire Air Ambulance	100.00	
	<u>2972.46</u>	<u>4991.03</u>
Trading Profit/Loss	5.04 Profit	21.75 Loss

<u>Balance Sheet</u>	2001	2002
Balance Brought Forward	1698.04	1487.08
Profit/Loss For Year	210.96 Loss	23.25 Profit
Balance Carried Forward	1487.08	<u>1510.33</u>

Closing Bank Balance	680.25	663.23
Petty Cash	150.83	146.10
Members Car Park Fund	656.00	373.00
Members Extra Fund		328.00
	<u>1478.08</u>	<u>1510.33</u>

D E Valentine October 2002

<u>Society Magazine</u>	2001	2002
Production Costs		
Magazine Printing	1960.80	2339.00
Timetable Printing	190.00	140.00
Postage	363.34	326.16
Stationery	75.22	35.95
	<u>2589.36</u>	<u>2841.11</u>

<u>Income</u>		
Members Subscriptions	2306.00	2,393.00
Sales To Air Supply	364.00	472.00
	<u>2670.00</u>	<u>2865.00</u>

Profit	80.64	23.89
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A DAY OUT WITH THE ARMY'S FLYING MACHINES

It all started when Air Yorkshire's venerable military scribe, Eric Martin, generously, started sending my young grandson photos, literature and information on the large array of flying power the British Army has at its disposal, but for his young eyes it was the truly awesome fighting machine, the new Apache attack helicopter, which caught his imagination.

To see what the Army has and what it has been involved in over the past 100 years, of flying, a visit to the Museum of Army Flying at Middle Wallop in Hampshire, is a perfect way to browse and learn how it all started with aeroplanes of the Royal Flying Corps in the battle-scarred fields of France during the First World War.

With a holiday planned on the south coast earlier this year, it was an ideal opportunity to detour to Andover (to drop off "nanna") and then proceed to Middle Wallop (which also has operational Apache squadrons), situated in the heart of beautiful Hampshire countryside (and only about six miles or so from the town).

Andover, unfortunately, appears to be one of those towns that is relatively easy to get into but not so easy to find one's way out of. Taking the obvious "All routes" road we finished in our first attempt outside of an industrial estate and then after half-an-hour of "ducking and diving" my grandson informed me that, after scrutinising the map, it appeared I was heading north instead of south.

Pulling no punches he lambasted me by saying, "Your rubbish, granddad" (and having just passed with honours his Cub Scout map-reading proficiency badge, who was I to argue!). We were nearing our destination when my "navigator" suggested a left turn. Entering Middle Wallop camp, the gate bar raised, I drove in (not noticing that a car was waiting to leave!). Driving down the main road, observing hangers and an admin. block, but no museum, I was startled by my grandson's screams of, "Granddad, granddad, there's two policemen and a lady soldier with a gun chasing us." Stopping the car I looked in my mirror and waited for the posse to arrive. The red-faced, panting security guards glared and asked questions while the lady soldier, dressed in full camouflage fatigues, feet apart, automatic rifle at the ready, stood in front of the car.

"I'm frightened, granddad. Is the lady soldier going to shoot us?" He started to cry.

With my explanation of our indiscretions (and my newly acquired, map-reading expert's directional mistake) accepted, we were waved through the camp gate. On reaching the top of the road another lady soldier jumped out from some bushes, saluted, and wished us a good day. I smiled and wondered was this the total guard against al-qaida or any terrorists that Middle Wallop attracted.

As a small museum, Middle Wallop offers a great deal (not the size of Hendon or Yeovilton) and for a few hours we were able to learn much of the Army's involvement with flying over the years.

For my young grandson, though, it was disappointing, because not one of the Army's new attack helicopter, the Apache (with Rolls-Royce engines, 16 assortment of missiles and an M230 chain gun located under the fuselage), was to be seen (no one fights wars on a weekend, we were told!) a pity because the museum's viewing area would provide a wonderful platform to watch these truly magnificent machines take to the air.



An awesome "lump of metal" the Apache helicopter

So, as you walk through the imaginative dioramas of war, one can see the steady evolvement the Army has had with balloons, kites, and airships to the heavier-than-air aeroplane. With over 35 fixed wing and rotary aircraft on display, including the largest collection of military gliders in Europe, the story of the British Army's involvement in aviation, can be seen but our interest was helicopters, of which there were many. I lost count of how many units there are in the museum, but of the Apache, one can only read about this modern-day fighting machine.

The old war-horse for the Americans in Vietnam, and other major areas of war (and used in many Hollywood war films), the Huey, was to be seen, but in a battered condition.

An intriguing area of the museum was the display of the Glider Pilots' Regiment, which features most vividly a unique collection of military gliders, including the Hotspur, Horsa, Waco and the formidable, Hamilcar. Not much is written of the Glider Pilots' valiant role to sustain operations in Holland and the help they gave to reinforce the airborne divisions in their endeavour to capture the bridge at Arnhem.

These wooden gliders were expendable (as were the crews and paratroopers) in the bid to capture strategic areas and bridges at the latter part of World War II. The crossing of the Rhine in March 1945 was the largest and most memorable single lift airborne operation of the war.

On the day of our visit little was seen to be flying except for an old Army Auster (which could have been a member of the Military Auster Flight) and a group of model-flying enthusiasts, but for the young who might get "bored", a children's Interactive Science and Education Centre was, I am told, very interesting and "cool".

A very lively and interesting day out and somewhere I could recommend to all those interested in flying, whether it be fix-wing or rotary, but to see the Apache in flight - I think I will have to make a weekday visit.

Alan Tempest

With regard to the piece in the Society's magazine Vol:28(no.7) on the Canadian Forces Air Navigation School (CFANS) at Winnipeg, I can advise readers that its current Honorary Colonel (Group Captain) A.W.H.(Bert)Cheffins C.D. has Yorkshire connections, having served during the Second World War with No. 102 Squadron at Pocklington, where I met him in May 1985 at the unveiling of the memorial, and to the memory of which he penned this poem:

RAF BASE – POCKLINGTON

Oh remember me as you pass this place
For I was once a wartime base,
But never again will I ever feel
The burning touch of a warbird's wheel.
Nor will I ever hear once more
The thunderous echo of the warbird's roar,
Now it's peaceful here and the land is strong
And all you can hear is freedom's song.



"Zeke", as he is affectionately known to his friends, has recovered from serious cancer and is quite a character. He has worked hard and long in the cause of RCAF affairs, especially that of its ex-servicemen; and I count myself very privileged to be one of those who receive his ever cheerful and inspirational letters. May he long continue to navigate his way through life in his own inimitable way.

In the same issue of the magazine, mention is made of the history of No. 12 Squadron, to which should be added: The first Lancaster completed at AVRO Yeadon: Mark I. LM301 was delivered to the squadron at Wickenby, by J.A. "Seamus" Stuart, a pilot from No. 7 Ferry Pilots' Pool (ATA) at Sherburn-in-Elmet, on 10th November 1942. It went "Missing" during a raid on Berlin, on 3rd December 1943 at which time it was serving with No.550 Squadron at Grimsby (Waltham).

In issue Vol:28(no.9) Peter Constable graphically tells the story of finding the remains of AVRO Anson Mark I : DJ453, which crashed high on the Upper Teesdale fells on 18th February 1943. This, too, was built at AVRO Yeadon and, despite its isolated location, I cannot help wondering if a recovery of some item (for subsequent display) might be feasible. Perhaps Peter could comment and, if not in the magazine, then by contacting yours truly?

As regards the mention in Vol:28(no.10) of the unveiling of a plaque, in the domestic concourse at LBIA, commemorating AVRO Yeadon, I must add that, having been involved in the process since its inception, I found the ceremony and meeting many ex-employees present, hugely rewarding. None of this would have happened, however, without the support of Airport Director, Ed Anderson and his staff, and to them should go a public "Thank you". Improvements being carried out in the concourse have led to the plaque being moved from its original site to another on an adjacent wall where, nevertheless, it signals its message to the travelling public.

Gerald W Myers

IN ENGLAND'S LAST WILDERNESS - A SEARCH FOR A STIRLING

A few years ago, five of us walked seventeen miles in atrocious weather over Cross Fell and "bivvied" in Gregg's hut at over 2000 feet in the high windswept Northern Pennines. This was another venture into this bleak area of high rolling fells, peat bogs and virtually no rights of way. The idea this time was to find the wreck of a Stirling bomber which crashed on Mickie Fell in October 1944. To gain access to this area, legally, is another matter - it is surrounded by bureaucratic red tape!



Firstly, it lies in a large area of moorland owned by the Earl of Strathmore, and is managed by Strathmore Estates, as an active grouse moor. Secondly, it lies within the Warcop Artillery Range. Thirdly, it lies within the Upper Teesdale Natural Nature Reserve.

In 1988, some 772 square miles of North Pennine landscape, which includes Mickie Fell, was declared an area of outstanding natural beauty, which it is. The Chairman of the Countryside Commission stated on television "We are keen that not only local people should get every opportunity to benefit, and visitors should get maximum enjoyment of the area" - what a pity we cannot get to it to enjoy it.

After weeks of negotiations, we were finally issued with a permit from Strathmore Estates in Newcastle and the MOD, but were to make the ascent by the boundary fence from Maize Beck to the summit cairn and return the same way "with no deviation in any shape or form", which now precluded us from visiting the crash site.

Mickie Fell, at 2591 feet, lies to the south of Cow Green Reservoir and the Pennine Way, in Upper Teesdale. Before boundary changes this was the highest fell in Yorkshire.

The walk started by the huge reservoir - this time we had blue skies. Cross Fell, Great and Little Dun Fell were silhouetted in the still waters of Cow Green Reservoir. Mickie Fell loomed upon the horizon some six miles distant to the south, the summit cairn prominent in the clear air. It was hard to imagine this was the scene some 58 years ago of a terrible air crash

On 28 October 1944, six New Zealand airmen and one Londoner boarded Stirling LK488 at Wrattton Common in Cambridgeshire for their final cross country training flight. They were airborne at 23.15 hours. Whilst they were flying over the Vale of York they flew into dense fog. The skipper had to climb to 4500 feet

to find clear air for navigational purposes. On 19 October at about 01.00 hours the Stirling hit the backbone of Mickie Fell. One wing was immediately wrenched off, the Stirling then catapulted over the summit. The fuselage caught the full impact and disintegrated. The four Bristol Hercules engines, the shattered and twisted fuselage and the wings were scattered over a huge area. Mickie Fell was a summit ridge, broad and flat, which is about a mile long from the summit cairn to the trig. point. About 700 yards from the cairn is a col called "the Boot of Mickie" with crags on its southern side. This was the point of impact of LK488. There was only one survivor - on impact he was thrown clear of the rear gun turret. Cut and bleeding with a severely gashed leg and head wound, he searched in vain for any sign of life of his comrades. He found none. He began to stagger downhill through patchy fog for three miles, waded through Maize Beck and in the distance saw a faint light. He made it to the light and collapsed unconscious at the door. This was Birkdale Farm, high and totally remote - he had found sanctuary and help.

So join us for another walk. By the time we reached the outflow of Cow Green Reservoir, the sun was still out and it was warm. It was going to be a good walk.

We crossed the Tees and kept to the Pennine Way towards and through Birkdale Farm. This is still reached by a dirt track - there can have been little change in the last 58 years. We then headed cross country, no paths, towards Maize Beck and the boundary fence, passing signs in red saying "Do Not Pass - Firing Range". Maize Beck, running fast and wide, had to be forded before we could climb to the summit. The ascent posed no problems, the fence was followed to the huge summit cairn, no sign of LK488. From the cairn the views were superb. To the north-west the high fells of the Lakes, to the south Wild Boar Fell and the Mallerstang Valley, beyond Wharfedale and Pen-y-gent, a place to linger and think of the events of 58 years ago.

The downward trek presented no problems. We stopped at the outflow to Cow Green Reservoir where we clambered down Cauldron Snout, where for 200 yards the Tees falls in a seething, boiling, thunderous mass of water. At the bottom it is joined by Maize Beck, and as the River Tees it flows into the North Sea. We then headed back to the car park after a good and interesting walk. The sun, lower now, cast a golden glow over the still calm waters of Cow Green Reservoir.

As a footnote, after 35 years, in 1979, most of the wreckage was airlifted out and is now in the RAF Museum at Hendon.

Oh, by the way, there is very little left of LK488, on either side of the col one of us went to look!

Good walking.

Peter Constable



FREE AIR



**Images of Duxford
by
Cliff Jayne**



SPOTTERS' CORNER



Clue

Here the King needed an Optician.

Answer to Cliff via e-mail or snail mail, on a piece of paper or £5 note (will not guarantee a win) by the 20th of the month.

Last month's answer: A Gloster Gladiator

Winner: M Tennant



TriStar G-IOLL Leeds Bradford 28 February 1998
Peter Martin



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A320-200 G-MIDZ
British Midland - LBA
8 February 1999

D.J.D. Carter

