

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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MAGAZINE

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COMMITTEE MEMBERS
2001-2002

Mike WILLINGALE

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 3rd November - Society AGM

Sunday 1st December - Pre Christmas "Get Together"

AIR YORKSHIRE AVIATION SOCIETY NEWS

Once again (gate 20) thanks as always to Leeds Bradford International Airport.

At September's meeting we enjoyed Terry Sykes' excellent slides and video presentation on his visit to New Zealand and the Hokitika Fifty Years Anniversary Air Show. A most enjoyable afternoon viewing a lovely air show and West Coast New Zealand scenery.

As heard on Radio Leeds, the Department of Transport's future development in the North of England shows a "possible boost" for Leeds Bradford International Airport can be achieved (four fold) to six or seven million passengers by 2030. I was delighted to hear "scheduled services" in July were the most ever (88,449) with large increases between Amsterdam, Dublin, Edinburgh, Belfast City - total for July 156,828. August, I understand, could be even better. Excellent news, Leeds Bradford International and hard-working Management.

Credits: Radio Leeds
Yorkshire Evening Post

Lawrie Coldbeck



MOVEMENTS JULY

01 Monday

C-FTDA	Airbus 320	0550 0940	G-JECB	CL600 RJ	0749 0824
LZ-HMI	Tupolev 154M	0915 1057	VP-CSN	Citation Ultra	0921 1331
G-MAJG	Jetstream 41	0929 1006	G-RJXF	EMB 145	0931 1037
G-RJXJ	EMB 135	0933 1040	G-BYZJ	Boeing 737 300	0938 1053
G-MAJJ	Jetstream 41	1003 1350	EI-CNV	Boeing 737	1007 1043
G-UKFK	Fokker 100	1014 1105	G-MAJM	Jetstream 41	1017 1534
G-MAJB	Jetstream 41	1028 1107	G-JECB	CL600 RJ	1034 1116
G-RJXG	EMB 145	1047 1118	G-RJXA	EMB 145	1050 1403
N750NS	Citation X	1129 1250	G-RJXG	EMB 145	1303 1408
G-MAJB	Jetstream 41	1320 1436	G-RJXJ	EMB 135	1330 1457
G-RJXF	EMB 145	1337 1449	G-JECB	CL600 RJ	1346 1414
G-BYZJ	Boeing 737 300	1348 1530	EI-CKS	Boeing 737	1352 1428
G-UKFK	Fokker 100	1406 1618	G-MAJG	Jetstream 41	1423 1506
G-JECB	CL600 RJ	1614 1703	G-MKSF	Agusta A109A	1627 1643(02)
G-RJXF	EMB 145	1647 1726	G-MAJB	Jetstream 41	1656 1740
G-RJXA	EMB 145	1701 1810	G-RJXG	EMB 145	1713 1755
G-RJXJ	EMB 135	1721 1757	G-MAJG	Jetstream 41	1728 1801
ZD621	BAe 125 CC.3	1821 1838	G-BYZJ	Boeing 737 300	1828 1919
G-MAJM	Jetstream 41	1832 0726(02)	G-MAJJ	Jetstream 41	1834 1907
EI-CNX	Boeing 737	1839 1912	G-JECB	CL600 RJ	1917 1953
G-RJXF	EMB 145	1933 0720(02)	G-UKFK	Fokker 100	1943 0613(02)
G-RJXJ	EMB 135	1947 0735(02)	G-MAJB	Jetstream 41	1958 0709(02)
TC-APN	Boeing 737 800	2007 2157	G-MAJG	Jetstream 41	2022 0648(02)
C-FTDA	Airbus 320	2026 2132	G-RJXG	EMB 145	2102 0729(02)
G-RJXA	EMB 145	2108 0739(02)	G-MAJJ	Jetstream 41	2147 0705(02)
G-BYAJ	Boeing 757	2152 0654(02)	G-BYZJ	Boeing 737 300	2154 0702(02)

02 Tuesday

C-FTDA	Airbus 320	0632 0838	G-JECB	CL600 RJ	0740 0823
G-JRJR	Lear Jet 45	0820 1341	G-RJXF	EMB 145	0932 1029
G-MAJJ	Jetstream 41	0935 1006	G-RJXJ	EMB 135	0937 1041
G-BYZJ	Boeing 737 300	0944 1052	EI-CJH	Boeing 737	0953 1025
VP-CAT	Citation I	0956 0856(05)	G-MAJG	Jetstream 41	0959 1343
G-UKFK	Fokker 100	1001 1050	G-MAJB	Jetstream 41	1004 1043
G-MAJM	Jetstream 41	1015 1547	G-JECB	CL600 RJ	1031 1121
9H-ADH	Boeing 737 300	1037 1144	G-RJXA	EMB 145	1044 1338
G-RJXG	EMB 145	1047 1128	G-MAJB	Jetstream 41	1311 1434
G-RJXG	EMB 145	1319 1401	G-COEZ	Airbus 320	1322 1449
G-RJXF	EMB 145	1332 1453	G-RJXJ	EMB 135	1339 1506
G-BYZJ	Boeing 737 300	1346 1534	G-UKFK	Fokker 100	1358 1624
EI-CJG	Boeing 737	1409 1444	G-SAMJ	P-68B Victor	1417 1937
G-MAJJ	Jetstream 41	1420 1502	C-FTDA	Airbus 320	1445 1616
G-JECB	CL600 RJ	1620 1700	G-RJXF	EMB 145	1641 1728
G-RJXA	EMB 145	1655 1752	G-RJXG	EMB 145	1711 1813
G-RJXJ	EMB 135	1716 1805	G-MAJB	Jetstream 41	1720 1758
G-MAJJ	Jetstream 41	1725 1808	G-MAJG	Jetstream 41	1750 1827
G-BYZJ	Boeing 737 300	1815 1911	EI-CKS	Boeing 737	1934 1906
G-MAJM	Jetstream 41	1843 0646(03)	G-JECB	CL600 RJ	1919 1951
G-RJXF	EMB 145	1928 0719(03)	G-UKFK	Fokker 100	1941 0615(03)
G-RJXJ	EMB 135	2001 0735(03)	G-MAJB	Jetstream 41	2014 0710(03)
G-MAJJ	Jetstream 41	2019 0656(03)	G-BYAJ	Boeing 757	2049 0859(03)

G-RJXA	EMB 145	2052 0749(03)	G-RJXG	EMB 145	2106 0801(03)
G-MAJG	Jetstream 41	2132 0728(02)	G-BYZJ	Boeing 737 300	2141 0707(03)
G-OACG	PA-34 Seneca	2358 1205(03)			

03 Wednesday

C-FTDA	Airbus 320	0211 0812	G-JECB	CL600 RJ	0743 0821
G-MAJJ	Jetstream 41	0916 1009	G-RJXF	EMB 145	0918 1040
G-MAJB	Jetstream 41	0930 1014	CS-DHC	Citation Excel	0933 1620
G-RJXJ	EMB 135	0938 1050	G-UKFK	Fokker 100	0945 1042
G-BYZJ	Boeing 737 300	0955 1101	EL-CNX	Boeing 737	0958 1034
G-MAJM	Jetstream 41	1001 1345	G-MAJG	Jetstream 41	1006 1714
G-BODY	Cessna 310R	1011 1052	G-JECB	CL600 RJ	1036 1114
G-RJXA	EMB 145	1103 1357	G-RJXG	EMB 145	1108 1146
G-MAJB	Jetstream 41	1257 1432	G-SAMJ	P-68B Victor	1325 1743(04)
G-RJXG	EMB 145	1327 1404	G-RJXF	EMB 145	1339 1449
G-RJXJ	EMB 135	1343 1506	G-UKFK	Fokker 100	1355 1611
G-BYZJ	Boeing 737 300	1406 1536	EL-CJG	Boeing 737	1414 1444
G-MAJJ	Jetstream 41	1420 1509	N741AM	L1329 Jetstar 2	1458 1353(05)
G-BYHK	PA-28 Archer III	1511 1110(07)	G-JECB	CL600 RJ	1628 1710
G-BDFZ	Cessna F150M	1634 1042(04)	G-MAJB	Jetstream 41	1658 1742
G-RJXF	EMB 145	1707 1751	G-RJXG	EMB 145	1709 1758
C-FTDA	Airbus 320	1713 1849	G-RJXA	EMB 145	1716 1802
G-MAJJ	Jetstream 41	1733 1805	G-MAJM	Jetstream 41	1749 1824
G-BYZJ	Boeing 737 300	1843 1937	G-JECB	CL600 RJ	1920 2004
EL-CNT	Boeing 737	1933 2006	G-UKFK	Fokker 100	1937 0723(04)
G-RJXF	EMB 145	1940 0806(04)	G-MAJB	Jetstream 41	1954 0716(04)
G-RJXJ	EMB 135	2001 0730(04)	G-MAJG	Jetstream 41	2009 0735(04)
G-MAJJ	Jetstream 41	2028 0647(04)	G-RJXA	EMB 145	2057 0742(04)
G-RJXG	EMB 145	2104 0727(04)	G-MAJM	Jetstream 41	2136 0656(04)
G-BYZJ	Boeing 737 300	2140 0704(04)	G-BYAJ	Boeing 757	2232 0753(04)

04 Thursday

C-FTDA	Airbus 320	0006 0834	G-JECB	CL600 RJ	0733 0827
G-MAJM	Jetstream 41	0915 0955	CS-DNV	Hawker 800XP	0918 1133
G-RJXG	EMB 145	0922 1035	G-BODY	Cessna 310R	0927 1245
G-RJXJ	EMB 135	0930 1045	G-MAJC	Jetstream 41	0941 1022
G-BYZJ	Boeing 737 300	0948 1102	G-MAJJ	Jetstream 41	0951 1349
EL-COX	Boeing 737	0957 1032	G-UKFK	Fokker 100	1007 1113
EC-HMJ	Boeing 737 800	1014 1137	G-MAJG	Jetstream 41	1017 1547
G-RJXA	EMB 145	1021 1107	G-JECB	CL600 RJ	1030 1115
G-RJXF	EMB 145	1120 1346	G-MAJC	Jetstream 41	1254 1453
G-OOOI	Boeing 757	1259 1440	G-RJXA	EMB 145	1312 1404
VP-CED	Citation Bravo	1316 1821	G-RJXJ	EMB 135	1332 1518
G-JECB	CL600 RJ	1336 1423	G-RDVE	Airbus 320	1338 1529
EC-ICK	Airbus 320	1343 1504	G-RJXG	EMB 145	1352 1457
G-BYZJ	Boeing 737 300	1355 1543	G-UKFK	Fokker 100	1357 1602
EL-CKS	Boeing 737	1401 1442	G-BSGK	PA-34 Seneca	1409 1757
G-MAJM	Jetstream 41	1425 1508	G-BDFZ	Cessna F150M	1427 1558(08)
G-BXPO	Thorp T.211	1520 1632	N900CB	Cessna 421C	1538 0742(05)
G-JECB	CL600 RJ	1629 1702	G-RJXG	EMB 145	1658 1743
G-RJXA	EMB 145	1706 1752	G-MAJC	Jetstream 41	1722 1806
C-FTDA	Airbus 320	1724 1905	G-MAJM	Jetstream 41	1729 1811
G-RJXJ	EMB 135	1731 1816	G-MAJJ	Jetstream 41	1738 1832
G-RJXF	EMB 145	1741 1823	G-BYZJ	Boeing 737 300	1809 1908
N750NS	Citation X	1812 0931(05)	G-MAJG	Jetstream 41	1828 1440(05)
EL-CNT	Boeing 737	1836 1911	G-JECB	CL600 RJ	1921 1957
G-RJXG	EMB 145	1929 0714(05)	G-UKFK	Fokker 100	1940 0734(05)
G-BJXJ	EMB 135	2000 0739(05)	G-MAJC	Jetstream 41	2029 0658(05)
G-MAJM	Jetstream 41	2033 0728(05)	G-BTXG	Jetstream 31	2049 2107

G-BYAJ	Boeing 757	2101 0627(05)	G-RJXA	EMB 145	2108 0724(05)
G-RJXF	EMB 145	2116 0816(05)	G-MAJJ	Jetstream 41	2135 0710(05)
G-BYZJ	Boeing 737 300	2138 0705(05)	G-CSIX	Cherokee Six	2216 1307(05)

05 Friday

C-FTDA	Airbus 320	0413 0654	G-RJXG	EMB 145	0920 1049
G-MAJM	Jetstream 41	0935 1006	G-BYZJ	Boeing 737 300	0939 1100
G-RJXJ	EMB 135	0946 1045	G-MAJC	Jetstream 41	0952 1350
G-MAJJ	Jetstream 41	0957 1024	G-UKFK	Fokker 100	1012 1106
N273TB	B.58 Baron	1021 1048	G-JECB	CL600 RJ	1042 1123
El-CJG	Boeing 737	1047 1128	G-RJXA	EMB 145	1051 1136
EC-HZS	Boeing 737 800	1107 1241	G-RJXF	EMB 145	1126 1403
N39N	Citation V	1157 1511	G-MAJJ	Jetstream 41	1312 1535
G-RJXA	EMB 145	1317 1409	G-RJXJ	EMB 135	1329 1514
G-RJXG	EMB 145	1341 1500	G-JECB	CL600 RJ	1343 1425
G-SKYF	TB-10 Tobago	1351 1558	G-BYZJ	Boeing 737 300	1400 1546
G-MAJM	Jetstream 41	1419 1508	El-CKS	Boeing 737	1422 1505
G-DNO	Hawker 800XP	1451 1612	G-UKFK	Fokker 100	1538 1641
N338DB	PA-46 Malibu	1621 1414(07)	G-JECB	CL600 RJ	1625 1711
C-FTDF	Airbus 320	1643 1832	G-RJXG	EMB 145	1656 1742
G-MAJG	Jetstream 41	1709 1753	G-RJXA	EMB 145	1723 1809
G-RJXJ	EMB 135	1725 1812	G-RJXF	EMB 145	1728 1824
G-MAJM	Jetstream 41	1740 1819	G-MAJC	Jetstream 41	1747 1837
G-MAJJ	Jetstream 41	1826 0651(06)	G-BYZJ	Boeing 737 300	1829 1921
G-HEMH	Twin Squirrel	1841 1938	El-CJI	Boeing 737	1859 1931
G-JECB	CL600 RJ	1919 1957	G-UKFK	Fokker 100	1934 0624(06)
G-RJXG	EMB 145	1938 0822(06)	G-MAJG	Jetstream 41	2006 1000(07)
G-RJXJ	EMB 135	2011 1229(07)	C-FTDA	Airbus 320	2035 2208
G-MAJM	Jetstream 41	2040 0904(06)	G-RJXA	EMB 145	2104 1614(06)
G-RJXF	EMB 145	2149 1046(06)	G-MAJC	Jetstream 41	2152 1000(06)
EC-IEQ	Airbus 320	2218 2335	G-BYAJ	Boeing 757	2316 0710(06)
EC-HKQ	Boeing 737 800	2345 0100(06)	G-BVJB	Fokker 100	2348 0702(06)

06 Saturday

F-GNLH	Fokker 100	0111 0151	C-FTDA	Airbus 320	0427 0659
PH-MEX	Citation VI	0711 0754	G-JEDY	DHC-8	0848 0925
G-BMUZ	PA-28 Warrior II	0941 1054	G-BVJB	Fokker 100	0946 1050
G-UKFO	Fokker 100	0952 1103	El-CJH	Boeing 737	1003 1041
G-MAJJ	Jetstream 41	1010 1346	OO-VLS	Fokker 50	1111 1152
G-RJXG	EMB 145	1128 1229	G-BYAJ	Boeing 757	1220 1430
OY-MRK	Boeing 737 700	1240 1407	G-MAJC	Jetstream 41	1248 1607(07)
C-FTDA	Airbus 320	1318 1434	G-BVKA	Boeing 737 500	1335 1500
G-JECC	CL600 RJ	1350 1503	G-UKFO	Fokker 100	1400 1605
G-MAJM	Jetstream 41	1427 1509	G-BCVY	PA-34 Seneca	1507 1521
N132CK	Cessna 421A	1546 n/s +	OE-LCL	CL600 RJ	1642 1722
EC-HKQ	Boeing 737 800	1655 1806	G-JEAS	BAe 146 200	1711 2238
OE-GBB	Dornier 328	1713 1745	G-MAJM	Jetstream 41	1731 1347(07)
G-IMLI	Cessna 310Q	1753 1824	G-MAJJ	Jetstream 41	1803 1407(07)
N900CB	Cessna 421C	1809 1614(19)	G-RJXF	EMB 145	1823 0745(08)
PH-MEX	Citation VI	1834 1901	G-UKFO	Fokker 100	1934 0610(07)
G-RJXG	EMB 145	1941 1358(07)	El-CKS	Boeing 737	1951 2016
G-JEDC	DHC-8	2030 2101	EC-HHF	DC9 82	2038 2303
C-FTDA	Airbus 320	2045 2218	G-BYAJ	Boeing 757	2050 2207
G-BVJB	Fokker 100	2124 0658(07)	G-RJXA	EMB 145	2138 1442(07)
EC-HXT	Boeing 737 400	2141 2308	EC-HKR	Boeing 737 800	2220 2331

07 Sunday

G-BYAJ	Boeing 757	0341 0605	C-FTDA	Airbus 320	0354 0832
G-CBIL	Cessna 182K	0656 2223	G-UKFO	Fokker 10	0952 1045
G-BVJB	Fokker 100	1004 1055	G-BJYD	Cessna F152	1059 1140

EI-CJI	Boeing 737	1114 1148	G-MAJG	Jetstream 41	1300 0705(10)
CS-DNJ	Hawker 800XP	1305 1513	G-OACG	PA-34 Seneca	1314 1616
G-JEDC	DHC-8	1319 1350	G-UKFK	Fokker 100	1400 1604
ZA673	Chinook HC.2	1404 1437	G-RJXJ	EMB 135	1502 1611
C-FTDA	Airbus 320	1519 1623	G-RJXD	EMB 145	1538 1627
G-JECB	CL600 RJ	1614 1701	G-RJXG	EMB 145	1657 1747
G-MAJJ	Jetstream 41	1708 1826	G-RJXA	EMB 145	1721 1810
G-MAJM	Jetstream 41	1731 0711(08)	G-ZAPK	BAe 146 200QC	1804 1848
G-OBMP	Boeing 737 300	1828 1928	EI-CNV	Boeing 737	1903 1936
G-JECB	CL600 RJ	1905 1957	G-UKFK	Fokker 100	1945 0620(08)
G-RJXJ	EMB 135	1947 0736(08)	G-BYAJ	Boeing 757	1949 0628(08)
G-MAJC	Jetstream 41	1955 0653(08)	G-RJXK	EMB 135	1958 2044
G-RJXG	EMB 145	2050 0729(08)	G-RJXA	EMB 145	2107 0741(08)
G-ZAPK	BAe 146 200QC	2153 2230	G-OBMP	Boeing 737 300	2207 0733(08)
G-MAJJ	Jetstream 41	2209 0723(08)	C-FTDA	Airbus 320	2151 0010(08)

08 Monday

C-FTDA	Airbus 320	0540 0938	G-JECB	CL600 RJ	0743 0824
LZ-HMN	Tupolev 154M	0856 1009	G-RJXG	EMB 145	0918 1049
G-MAJM	Jetstream 41	0921 1004	G-RJXJ	EMB 135	0938 1039
G-MAJJ	Jetstream 41	0946 1035	EI-CNX	Boeing 737	0950 1033
G-MAJC	Jetstream 41	1000 1046	G-OBMP	Boeing 737 300	1020 1109
G-UKFK	Fokker 100	1022 1111	G-JECB	CL600 RJ	1030 1114
G-RJXA	EMB 145	1104 1148	G-RJXF	EMB 145	1106 1341
G-MAJM	Jetstream 41	1308 1441	G-JECB	CL600 RJ	1328 1412
G-RJXJ	EMB 135	1330 1508	G-RJXG	EMB 145	1332 1453
G-RJXA	EMB 145	1338 1423	G-MAJC	Jetstream 41	1345 1522
G-OBMP	Boeing 737 300	1348 1537	G-ORED	BN2A Islander	1352 1448
G-UKFK	Fokker 100	1400 1610	EI-CJG	Boeing 737	1409 1445
G-MAJJ	Jetstream 41	1431 1519	G-BJYD	Cessna F152	1439 1531
G-JECB	CL600 RJ	1615 1701	G-RJXG	EMB 145	1645 1731
G-RJXJ	EMB 135	1713 1758	G-MAJK	Jetstream 41	1718 1747
G-RJXA	EMB 145	1729 0803(09)	G-RJXF	EMB 145	1735 1814
G-MAJJ	Jetstream 41	1749 1826	G-BDFZ	Cessna F150M	1754 1029(11)
G-JETC	Citation 550	1809 1419(09)	G-MAJC	Jetstream 41	1821 1904
G-OBMP	Boeing 737 300	1823 1912	EI-CJI	Boeing 737	1831 1909
G-JECB	CL600 RJ	1907 1951	G-UKFK	Fokker 100	1935 0630(09)
G-RJXG	EMB 145	1945 2018	C-FTDA	Airbus 320	1955 2117
G-RJXJ	EMB 135	1959 0740(09)	TC-APU	Boeing 737 800	2004 2136
G-MAJK	Jetstream 41	2008 0651(09)	G-MAJJ	Jetstream 41	2050 0703(09)
G-RJXF	EMB 145	2101 0747(09)	G-OBMP	Boeing 737 300	2138 0708(09)
G-MAJC	Jetstream 41	2209 0712(09)	G-BZJJ	Robinson R-22B	2223 2224
G-RJXG	EMB 145	2241 0755(09)	G-RJXB	EMB 145	2345 0725(09)

09 Tuesday

C-FTDA	Airbus 320	0622 0856	G-JECB	CL600 RJ	0752 0823
G-SOUL	Cessna 310R	0920 1205	G-MAJJ	Jetstream 41	0924 1003
G-RJXJ	EMB 135	0929 1050	G-MAJC	Jetstream 41	0948 1030
EI-CJI	Boeing 737	0952 1034	G-OBMP	Boeing 737 300	0955 1201
G-UKFK	Fokker 100	0959 1103	G-MAJK	Jetstream 41	1001 1140
G-RJXG	EMB 145	1005 1056	G-BYLM	PA-46 Malibu	1008 1636
G-RJXB	EMB 145	1023 1111	9H-ADH	Boeing 737 300	1028 1145
G-JECB	CL600 RJ	1045 1122	G-RJXF	EMB 145	1052 1348
G-MAJE	Jetstream 41	1059 1448	D-BTEN	Citation X	1106 1203
G-BYAJ	Boeing 757	1232 1400	G-RJXB	EMB 145	1305 1405
G-MAJC	Jetstream 41	1308 1349	G-RJXJ	EMB 135	1323 1501
G-COEZ	Airbus 320	1332 1453	G-RJXG	EMB 145	1344 1456
G-UKFK	Fokker 100	1359 1618	D-ICRK	SA226TC Metro 2	1413 1631
G-MAJJ	Jetstream 41	1421 1503	C-FTDA	Airbus 320	1443 1614

G-OBMP	Boeing 737 300	1445 1537	El-CON	Boeing 737	1451 1521
EC-HLB	Lear Jet 35A	1531 1621	G-JECB	CL600 RJ	1624 1706
G-RJXF	EMB 145	1649 1803	G-RJXG	EMB 145	1653 1735
G-RJXB	EMB 145	1704 1752	G-OHAT	CitationJet	1715 2026
G-MAJE	Jetstream 41	1719 1818	G-MAJJ	Jetstream 41	1724 1810
G-RJXJ	EMB 135	1731 1806	G-MAJC	Jetstream 41	1800 1837
G-JIVE	Hughes 369E	1804 1838	G-OBMP	Boeing 737 300	1815 1945
El-COX	Boeing 737	1858 1927	G-JECB	CL600 RJ	1917 1948
G-UKFK	Fokker 100	1938 0622(10)	G-RJXG	EMB 145	1956 0729(10)
G-RJXJ	EMB 135	1958 0739(10)	G-MAJJ	Jetstream 41	2023 0713(10)
G-MAJE	Jetstream 41	2039 0734(10)	G-RJXF	EMB 145	2058 0747(10)
G-RJXB	EMB 145	2119 0725(10)	G-MAJC	Jetstream 41	2135 0650(10)
G-OBMP	Boeing 737 300	2158 0709(10)	El-PAX	Citation Excel	2355 1703(10)

10 Wednesday

C-FTDA	Airbus 320	0124 0819	G-BYAJ	Boeing 757	0340 0907
G-JECB	CL600 RJ	0753 0823	G-RJXG	EMB 145	0924 1039
G-MAJJ	Jetstream 41	0926 1017	G-RJXJ	EMB 135	0929 1050
G-MAJJ	Jetstream 41	0935 1019	G-OBMP	Boeing 737 300	0931 1114
G-KDMA	Citation Encore	0948 1555(11)	El-CKS	Boeing 737	0954 1032
G-UKFK	Fokker 100	0959 1055	G-MAJC	Jetstream 41	1002 1349
N750NS	Citation X	1010 1523(11)	G-MAJE	Jetstream 41	1014 1536
G-RJXB	EMB 145	1036 1116	G-JECB	CL600 RJ	1041 1124
G-RJXF	EMB 145	1045 1343	G-CJAD	CitationJet	1151 1438(11)
G-MAJG	Jetstream 41	1254 1444	G-RJXB	EMB 145	1302 1427
XZ309	Gazelle AH.1	1324 1354	G-RJXJ	EMB 135	1331 1509
G-HMMV	CitationJet	1337 1406	G-RJXG	EMB 145	1339 1500
G-UKFK	Fokker 100	1414 1618	G-OBMP	Boeing 737 300	1424 1540
G-MAJJ	Jetstream 41	1432 1514	El-CON	Boeing 737	1529 1600
G-SAMJ	P-68B Victor	1615 1752	G-JECB	CL600 RJ	1622 1700
G-RJXG	EMB 145	1656 1734	C-FTDA	Airbus 320	1705 1830
G-RJXJ	EMB 135	1718 1806	G-RJXB	EMB 145	1720 1802
G-RJXF	EMB 145	1724 1809	G-MAJJ	Jetstream 41	1736 1812
G-MAJC	Jetstream 41	1804 1834	El-CKS	Boeing 737	1832 1911
G-MAJE	Jetstream 41	1838 1919	G-OBMP	Boeing 737 300	1859 1942
G-JECB	CL600 RJ	1914 2007	G-RJXG	EMB 145	1930 0724(11)
G-UKFC	Fokker 100	1950 0621(11)	G-RJXJ	EMB 135	2002 0736(11)
G-MAJJ	Jetstream 41	2027 0714(11)	G-RJXB	EMB 145	2100 0733(11)
G-RJXF	EMB 145	2116 0721(11)	G-MAJG	Jetstream 41	2126 0729(11)
G-MAJC	Jetstream 41	2130 0654(11)	G-MAJE	Jetstream 41	2201 0710(11)
G-OBMP	Boeing 737 300	2202 0707(11)	G-BYAJ	Boeing 757	2236 0651(11)
C-FTDA	Airbus 320	2353 0835(11)			

11 Thursday

G-JECB	CL600 RJ	0748 0819	G-SOUL	Cessna 310R	0912 1318
G-RJXG	EMB 145	0919 1054	G-MAJE	Jetstream 41	0931 1004
G-MAJJ	Jetstream 41	0935 1016	G-RJXJ	EMB 135	0938 1041
G-UKFC	Fokker 100	0940 1048	G-OBMP	Boeing 737 300	0943 1058
G-MAJC	Jetstream 41	0948 1349	El-CJI	Boeing 737	0951 1034
EC-HJJ	Boeing 737 800	1005 1125	G-MAJG	Jetstream 41	1019 1540(15)
G-RJXF	EMB 145	1026 1110	G-JECB	CL600 RJ	1035 1118
G-RJXB	EMB 145	1107 1346	G-MAJE	Jetstream 41	1256 1444
G-OOOJ	Boeing 757	1307 1441	G-RJXF	EMB 145	1309 1404
EC-IAG	Airbus 320	1327 1503	G-RJXJ	EMB 135	1331 1514
G-JECB	CL600 RJ	1334 1422	G-RJXG	EMB 145	1338 1459
G-RDVE	Airbus 320	1343 1528	G-UKFC	Fokker 100	1357 1609
G-OBMP	Boeing 737 300	1402 1543	El-CNX	Boeing 737	1410 1450
G-MAJJ	Jetstream 41	1436 1519	G-MAJK	Jetstream 41	1454 1539
G-BYPA	Twin Squirrel	1458 1719	G-MAMD	King Air B200	1526 1139(20)

G-SAMJ	P-68B Victor	1606 1912	G-POAH	Sikorsky S-76B	1614 1643
G-JECB	CL600 RJ	1619 1706	G-RJXI	EMB 145	1701 1757
G-RJXB	EMB 145	1710 1801	G-RJXG	EMB 145	1715 1753
G-MAJJ	Jetstream 41	1726 1808	G-MAJE	Jetstream 41	1734 1813
G-RJXJ	EMB 135	1737 1816	C-FTDA	Airbus 320	1740 1918
G-MAJC	Jetstream 41	1810 1843	G-MAJK	Jetstream 41	1826 1531(12)
G-OBMP	Boeing 737 300	1834 1924	El-CON	Boeing 737	1839 1909
G-JECB	CL600 RJ	1926 1957	G-RJXG	EMB 145	1939 0739(12)
G-UKFC	Fokker 100	1943 0616(12)	G-RJXJ	EMB 135	1959 0743(12)
G-MAJJ	Jetstream 41	2016 0701(12)	G-MAJE	Jetstream 41	2021 0705(12)
G-RJXB	EMB 145	2058 0804(12)	G-RJXI	EMB 145	2106 1728(12)
G-BYAD	Boeing 757	2110 0638(12)	G-BTXG	Jetstream 31	2116 2136
G-MAJC	Jetstream 41	2128 0648(12)	G-OBMP	Boeing 737 300	2143 0710(12)

12 Friday

C-FTDA	Airbus 320	0435 0645	G-JECB	CL600 RJ	0751 0824
G-CBIL	Cessna 182K	0830 1522	G-MAJJ	Jetstream 41	0915 0959
G-MAJE	Jetstream 41	0923 1009	G-BPOT	PA-28 Archer II	0941 1600
G-OBMP	Boeing 737 300	0945 1107	El-CKP	Boeing 737	0952 1030
G-MAJC	Jetstream 41	0957 1352	G-UKFC	Fokker 100	1001 1047
G-RJXG	EMB 145	1032 1116	G-JECB	CL600 RJ	1036 1111
G-RJXJ	EMB 135	1050 1139	G-RJXB	EMB 145	1101 1142
EC-HKR	Boeing 737 800	1108 1227	G-MOAC	F33A Bonanza	1143 1724(14)
G-MAJE	Jetstream 41	1255 1444	G-JIVE	Hughes 369E	1302 1347
G-RJXB	EMB 145	1319 1358	G-BXWP	Cherokee Six	1326 1442
G-JECB	CL600 RJ	1338 1419	G-RJXG	EMB 145	1350 1437
OY-CYV	Citation II	1354 1453	El-COX	Boeing 737	1356 1431
G-OBMP	Boeing 737 300	1408 1536	G-UKFC	Fokker 100	1413 1628
G-RJXJ	EMB 135	1416 1515	G-MAJJ	Jetstream 41	1422 1512
C-GTDL	Airbus 320	1655 1823	G-RJXG	EMB 145	1710 1806
G-RJXB	EMB 145	1716 1754	G-RJXJ	EMB 135	1722 1818
G-MAJE	Jetstream 41	1735 1811	G-MAJJ	Jetstream 41	1737 1830
G-MAJC	Jetstream 41	1800 1842	G-OBMP	Boeing 737 300	1820 1918
G-MAJK	Jetstream 41	1833 0907(13)	El-CON	Boeing 737	1852 1930
G-JECB	CL600 RJ	1919 1955	G-RJXI	EMB 145	1942 0744(15)
G-UKFC	Fokker 100	1950 0621(13)	G-RJXJ	EMB 135	2004 1102(13)
G-OOJP	Rockwell 114B	2015 2034(13)	G-MAJE	Jetstream 41	2020 0654(13)
C-FTDA	Airbus 320	2046 2211	G-MAJJ	Jetstream 41	2054 1348(13)
G-RJXG	EMB 145	2110 0832(13)	G-RJXB	EMB 145	2115 0801(13)
G-MAJC	Jetstream 41	2120 1009(13)	CS-DNP	Falcon 2000	2141 1112(13)
EC-HBL	Boeing 737 800	2211 2339	G-BXWF	Fokker 100	2225 0705(13)
EC-IEQ	Airbus 320	2244 2349	XV209	Hercules C.3	2250 2315
G-BYAD	Boeing 757	2321 0659(13)			

13 Saturday

C-FTDA	Airbus 320	0500 0735	D-CRHR	Citation III	0606 0741
G-JEDY	DHC-8	0853 0927	G-BXWF	Fokker 100	0941 1038
G-UKFC	Fokker 100	0945 1105	El-CNY	Boeing 737	0956 1035
G-MAJE	Jetstream 41	1002 1409(14)	G-BYHK	PA-28 Archer III	1115 1637
OO-VLK	Fokker 50	1143 1224	G-RJXG	EMB 145	1146 1231
G-HFCI	Cessna F150L	1200 1227	G-BYAD	Boeing 757	1218 1400
G-MAJC	Jetstream 41	1310 1507	OY-MRK	Boeing 737 700	1322 1437
C-FTDA	Airbus 320	1329 1521	G-BVZG	Boeing 737 500	1338 1443
G-JECD	CL600 RJ	1346 1531	G-UKFC	Fokker 100	1404 1601
G-BYLM	PA-46 Malibu	1505 1156(17)	G-MAJM	Jetstream 41	1509 1609(14)
G-RJXF	EMB 145	1511 1614	EC-HHP	DC-9 82	1602 1725
G-JEDZ	DHC-8	1610 1647	EC-HJQ	Boeing 737 800	1612 1800
G-ORED	BN2B Islander	1632 1852	OE-LCI	CL600 RJ	1650 1748
G-MAJC	Jetstream 41	1731 1042(14)	G-MAJJ	Jetstream 41	1743 1346(14)

G-RJXJ	EMB 135	1831 1229(14)	EI-CJC	Boeing 737	1941 2014
G-RJXG	EMB 145	1944 1415(14)	G-UKFC	Fokker 100	1948 0615(14)
G-BYAD	Boeing 757	2052 2203	G-RJXF	EMB 145	2114 1419(14)
G-BXWF	Fokker 100	2142 0708(14)	EC-HXT	Boeing 737 400	2217 2317
C-FTDA	Airbus 320	2245 2252	EC-IDT	Boeing 737 800	2250 0001(14)
XZ593	Sea King HAR.3	2347 0159			

14 Sunday

G-BYAD	Boeing 757	0348 0610	C-FTDA	Airbus 320	0459 0821
G-ILTS	Cherokee Six	0659 0737	G-EEJE	PA-31 Navajo	0725 0742
G-REDB	Cessna 310Q	0726 0746	G-UKFC	Fokker 100	0939 1107
G-BXWF	Fokker 100	0944 1059	G-BJYD	Cessna F152	1109 1142
EI-CNY	Boeing 737	1118 1158	G-SAMJ	P-68B Victor	1135 1407
G-MAJC	Jetstream 41	1259 1505	G-UKFC	Fokker 100	1358 1613
XW226	Puma HC.1	1412 1459	XW218	Puma HC.1	1412 1459
G-JEDE	DHC-8	1441 1519	G-RJXJ	EMB 135	1502 1616
G-NAAA	Bolkow 105DBS/4	1503 1522	C-FTDA	Airbus 320	1520 1634
38DB	PA-46 Malibu	1525 1627(15)	G-JIVE	Hughes 369E	1527 1607
G-RJXB	EMB 145	1534 1627	G-JECB	CL600 RJ	1620 1700
G-RJXG	EMB 145	1650 1752	G-MAJE	Jetstream 41	1709 1745
G-RJXF	EMB 145	1717 1804	G-MAJC	Jetstream 41	1731 1813
G-NAAA	Bolkow 105DBS/4	1757 1811	G-MAJJ	Jetstream 41	1758 1838
N433FS	CL604 Challenger	1808 1827	G-OBMP	Boeing 737 300	1819 1914
EI-CON	Boeing 737	1831 1909	G-KDMA	Citation Encore	1849 1421(24)
G-EEJE	PA-31 Navajo	1851 1945	G-JECB	CL600 RJ	1916 1954
G-ILTS	Cherokee Six	1924 1946	G-REDB	Cessna 310Q	1927 1945
G-BYAD	Boeing 757	1935 0631(15)	G-RJXJ	EMB 135	1938 0738(15)
G-UKFG	Fokker 100	1941 0619(15)	G-MAJM	Jetstream 41	1952 0703(15)
G-MAJE	Jetstream 41	1959 0709(15)	G-RJXK	EMB 135	2011 2055
G-MAJC	Jetstream 41	2029 0651(15)	G-BLHR	GA-7 Cougar	2035 1533(23)
G-BZSD	PA-46 Malibu	2048 0718(15)	G-RJXG	EMB 145	2100 0731(15)
G-RJXF	EMB 145	2107 0750(15)	G-MAJJ	Jetstream 41	2142 0653(16)
G-OBMP	Boeing 737 300	2151 0713(15)	C-FTDA	Airbus 320	2242 0011(15)

15 Monday

C-FTDA	Airbus 320	0545 0938	HB-IBH	Falcon 2000	0636 0807
G-JECB	CL600 RJ	0752 0825	G-OAMT	PA-31 Navajo	0921 1721
G-RJXG	EMB 145	0925 1041	G-RJXJ	EMB 135	0927 1050
G-MAJE	Jetstream 41	0932 1008	G-MAJM	Jetstream 41	0934 1014
G-OBMP	Boeing 737 300	0948 1101	N560TH	Citation Excel	0952 1201(22)
EI-CNY	Boeing 737	0956 1038	G-MAJC	Jetstream 41	1003 1044
JSDB	PA-28 Warrior II	1007 1529	LZ-HMW	Tupolev 154M	1020 1213
G-UKFG	Fokker 100	1023 1117	G-JECB	CL600 RJ	1033 1125
G-RJXF	EMB 145	1047 1129	G-RJXI	EMB 145	1103 1341
G-SAMJ	P-68B Victor	1111 1655(16)	N750NS	Citation X	1130 1336(16)
G-RJXF	EMB 145	1314 1406	G-MAJE	Jetstream 41	1324 1435
G-MAJC	Jetstream 41	1327 1402	G-JECB	CL600 RJ	1331 1420
G-RJXJ	EMB 135	1337 1459	G-RJXG	EMB 145	1347 1447
G-OBMP	Boeing 737 300	1400 1545	G-UKFG	Fokker 100	1403 1615
EI-CNV	Boeing 737	1418 1453	G-MAJM	Jetstream 41	1422 1505
CS-DFB	Falcon 900	1443 1550	G-BZSD	PA-46 Malibu	1519 0647(16)
G-JECB	CL600 RJ	1621 1704	G-RJXG	EMB 145	1648 1747
G-RJXI	EMB 145	1656 1743	G-RJXF	EMB 145	1659 1755
G-MAJE	Jetstream 41	1701 1747	G-RJXJ	EMB 135	1722 1800
G-MAJM	Jetstream 41	1729 1807	G-MAJC	Jetstream 41	1804 1835
G-OBMP	Boeing 737 300	1824 1919	G-MAJG	Jetstream 41	1829 0704(16)
EI-CON	Boeing 737	1832 1910	G-JECB	CL600 RJ	1916 1956
G-RJXG	EMB 145	1923 0720(16)	G-UKFG	Fokker 100	1938 0627(16)
C-FTDA	Airbus 320	1948 2117	G-RJXJ	EMB 135	1958 0733(16)

TC-APL	Boeing 737 800	2003 2139	G-MAJE	Jetstream 41	2007 0727(16)
G-MAJM	Jetstream 41	2032 0659(16)	G-BYAD	Boeing 757	2045 0632(16)
G-RJXF	EMB 145	2057 0841(16)	G-RJXI	EMB 145	2103 0831(16)
G-MAJC	Jetstream 41	2137 1344(16)	G-OBMP	Boeing 737 300	2140 0716(16)
EC-HXY	SA227AC Metro 3	2302 0026(16)			

16 Tuesday

C-FTDA	Airbus 320	0612 0837	G-JECB	CL600 RJ	0747 0820
G-RJXG	EMB 145	0920 1031	G-MAJM	Jetstream 41	0926 1002
G-MAJG	Jetstream 41	0932 1122	G-RJXJ	EMB 135	0935 1045
G-UKFG	Fokker 100	0943 1049	G-OBMP	Boeing 737 300	0948 1058
EI-CNV	Boeing 737	0951 1038	G-MAJJ	Jetstream 41	0956 0134
G-MAJE	Jetstream 41	1013 1438	G-RJXI	EMB 145	1028 1111
G-JECB	CL600 RJ	1040 1128	9H-ADZ	Airbus 320	1121 1230
G-BODY	Cessna 310R	1136 1212	G-RJXF	EMB 145	1143 1350
G-MAJJ	Jetstream 41	1254 1534	G-COEZ	Airbus 320	1311 1455
G-RJXI	EMB 145	1315 1409	G-NEWR	PA-31 Navajo	1334 1543
G-RJXJ	EMB 135	1338 1511	G-BFJR	Cessna F337G	1346 1434
G-RJXG	EMB 145	1355 1452	G-UKFG	Fokker 100	1402 1623
EI-CON	Boeing 737	1407 1444	G-OBMP	Boeing 737 300	1412 1544
G-MAJM	Jetstream 41	1419 1508	C-FTDA	Airbus 320	1512 1618
G-JECB	CL600 RJ	1627 1718	G-BZSD	PA-46 Malibu	1642 1727
G-RJXG	EMB 145	1645 1733	G-RJXF	EMB 145	1715 1753
G-MAJM	Jetstream 41	1721 1802	EI-PAX	Citation Excel	1723 1830(17)
G-RJXJ	EMB 135	1725 1807	G-RJXA	EMB 145	1729 1822
G-MAJE	Jetstream 41	1736 1810	G-OBMP	Boeing 737 300	1817 1917
G-MAJC	Jetstream 41	1820 1851	EI-CKP	Boeing 737	1830 1912
G-MAJJ	Jetstream 41	1833 0710(17)	G-JIVE	Hughes 369E	1834 1908
G-JECB	CL600 RJ	1919 1953	G-RJXG	EMB 145	1931 0716(17)
G-UKFR	Fokker 100	1946 0616(17)	G-RJXJ	EMB 135	1956 0735(17)
G-MAJM	Jetstream 41	2017 0658(17)	EI-DMG	Cessna 441	2024 1335(17)
G-MAJE	Jetstream 41	2028 0729(17)	G-RJXF	EMB 145	2053 0752(17)
G-BYAD	Boeing 757	2108 0858(17)	G-RJXA	EMB 145	2110 0743(17)
G-OBMP	Boeing 737 300	2141 0703(17)	G-MAJC	Jetstream 41	2216 0706(17)

17 Wednesday

C-FTDA	Airbus 320	0132 0739	G-JECB	CL600 RJ	0748 0823
G-MAJJ	Jetstream 41	0917 1004	G-MAJM	Jetstream 41	0920 1001
40085	C-21A	0924 1417	G-RJXG	EMB 145	0927 1029
G-RJXJ	EMB 135	0932 1047	G-OBMP	Boeing 737 300	0938 1052
EI-CNT	Boeing 737	0944 1023	G-UKFR	Fokker 100	0954 1057
G-MAJC	Jetstream 41	1007 1348	G-MAJE	Jetstream 41	1018 1504
G-RJXA	EMB 145	1024 1110	G-JECB	CL600 RJ	1033 1117
G-RJXF	EMB 145	1059 1353	G-BODY	Cessna 310R	1144 1223
VP-COM	Citation I	1226 1806	G-RJXA	EMB 145	1258 1408
G-MAJJ	Jetstream 41	1300 1437	G-RJXJ	EMB 135	1337 1508
G-RJXG	EMB 145	1339 1452	G-OBMP	Boeing 737 300	1351 1547
G-UKFR	Fokker 100	1355 1605	EI-CNV	Boeing 737	1424 1458
G-MAJA	Jetstream 41	1434 1538	G-JECB	CL600 RJ	1626 1713
G-RJXF	EMB 145	1702 1748	G-RJXG	EMB 145	1704 1743
C-FTDA	Airbus 320	1708 1824	G-RJXA	EMB 145	1710 1753
G-RJXJ	EMB 135	1722 1804	G-MAJJ	Jetstream 41	1726 1800
G-MAJE	Jetstream 41	1732 1815	G-MAJC	Jetstream 41	1746 1821
G-OBMP	Boeing 737 300	1820 1912	G-MOAC	F33A Bonanza	1828 1148(19)
G-MAJA	Jetstream 41	1835 0736(18)	EI-CON	Boeing 737	1838 1916
G-JECB	CL600 RJ	1925 1954	G-RJXG	EMB 145	1932 0723(18)
G-UKFR	Fokker 100	1941 0616(18)	G-RJXJ	EMB 135	1947 0740(18)
G-MAJJ	Jetstream 41	2013 0703(18)	G-APSA	Douglas DC-6A	2031 2151
G-MAJE	Jetstream 41	2037 0708(18)	G-RJXF	EMB 145	2049 0837(18)

G-RJXA	EMB 145	2102 0744(18)	G-MAJC	Jetstream 41	2140 0659(18)
G-OBMP	Boeing 737 300	2147 0753(18)	G-CDUP	Boeing 757	2224 0650(18)
C-FTDA	Airbus 320	2338 0823(18)			

18 Thursday

G-JECB	CL600 RJ	0741 0827	G-SMAF	Sikorsky S-76A	0745 0812
D-CVIP	Lear Jet 55	0902 0959	G-RJXJ	EMB 135	0924 1044
G-RJXG	EMB 145	0927 1034	G-MAJJ	Jetstream 41	0931 1005
G-MAJE	Jetstream 41	0934 1012	El-CJH	Boeing 737	0950 1029
G-UKFR	Fokker 100	0953 1047	G-MAJC	Jetstream 41	1002 1417
G-OBMP	Boeing 737 300	1008 1058	G-MAJA	Jetstream 41	1018 1536
EC-HHG	Boeing 737 800	1020 1128	G-JECB	CL600 RJ	1027 1116
G-BOUL	PA-34 Seneca	1036 1207	G-BODY	Cessna 310R	1038 1649
G-RJXA	EMB 145	1042 1120	G-BFEF	Ag-Bell 47G-3B1	1056 1142
G-RJXF	EMB 145	1147 1347	G-MAJE	Jetstream 41	1309 1453
G-RJXA	EMB 145	1312 1406	G-OOOS	Boeing 757	1314 1449
FC-IEQ	Airbus 320	1330 1503	G-JECB	CL600 RJ	1338 1426
G-RJXJ	EMB 135	1341 1512	El-CKR	Boeing 737	1358 1441
G-OBMP	Boeing 737 300	1400 1543	G-RJXG	EMB 145	1402 1459
G-MAJJ	Jetstream 41	1420 1508	G-SSAS	Airbus 320	1522 1639
G-JECB	CL600 RJ	1623 1712	G-UKFJ	Fokker 100	1633 1727
G-RJXG	EMB 145	1547 1732	C-FTDA	Airbus 320	1658 1923
G-RJXF	EMB 145	1702 1751	G-RJXJ	EMB 135	1710 1809
G-MAJE	Jetstream 41	1714 1833	G-FISH	Cessna 310R	1718 1752
G-RJXA	EMB 145	1729 1818	G-MAJJ	Jetstream 41	1735 1814
G-MRMR	PA-31 Navajo	1746 1419(21)	G-MAJC	Jetstream 41	1811 1853
G-JIVE	Hughes 369E	1821 1837	G-OBMP	Boeing 737 300	1826 1926
G-MAJA	Jetstream 41	1829 0655(19)	El-CON	Boeing 737	1831 1916
G-OOJP	Rockwell 114B	1902 2047	G-JECB	CL600 RJ	1919 1959
G-SMAF	Sikorsky S-76A	1937 2019	G-RJXG	EMB 145	1944 0714(19)
G-RJXJ	EMB 135	1952 0746(19)	G-UKFJ	Fokker 100	2003 0623(19)
G-MAJJ	Jetstream 41	2023 0658(19)	G-BTXG	Jetstream 31	2034 2101
G-MAJE	Jetstream 41	2050 0716(19)	G-BYAY	Boeing 757	2058 0630(19)
G-RJXA	EMB 145	2105 0744(19)	G-RJXF	EMB 145	2107 0809(19)
G-MAJC	Jetstream 41	2138 0733(19)	G-BVKC	Boeing 737 500	2149 0702(19)

19 Friday

C-FTDA	Airbus 320	0424 0707	G-JECB	CL600 RJ	0739 0830
G-BXRH	Cessna 185A	0817 1210	G-RJXG	EMB 146	0910 1046
G-MAJJ	Jetstream 41	0918 0955	G-MAJE	Jetstream 41	0934 1014
G-RJXJ	EMB 135	0939 1043	G-MAJA	Jetstream 41	0952 1353
G-BVKC	Boeing 737 500	0957 1058	G-UKFN	Fokker 100	1019 1104
G-MAJC	Jetstream 41	1023 1531	El-CNT	Boeing 737	1031 1111
G-BODY	Cessna 310R	1039 1503	G-JECB	CL600 RJ	1041 1124
G-RJXA	EMB 145	1045 1119	EC-HJQ	Boeing 737 800	1100 1239
G-RJXF	EMB 145	1121 1350	G-AZFR	Cessna 401B	1150 1641
G-MAJE	Jetstream 41	1308 1439	G-RJXA	EMB 145	1315 1404
G-RJXJ	EMB 135	1331 1517	G-ENNI	Robin R3000/180	1336 1421(21)
G-JECB	CL600 RJ	1346 1423	G-BVKC	Boeing 737 500	1354 1537
G-RJXG	EMB 145	1359 1457	G-UKFN	Fokker 100	1401 1607
El-CJH	Boeing 737	1420 1459	G-MAJJ	Jetstream 41	1427 1507
G-JECB	CL600 RJ	1619 1707	OY-JMC	CitationJet	1646 1847
G-RJXG	EMB 145	1649 1730	G-RJXF	EMB 145	1710 1810
G-MAJE	Jetstream 41	1713 1753	G-RJXJ	EMB 135	1717 1807
G-RJXA	EMB 145	1724 1805	G-MAJJ	Jetstream 41	1736 1817
G-MAJC	Jetstream 41	1836 1503(20)	El-COX	Boeing 737	1852 1937
G-BYZJ	Boeing 737 300	1854 1941	G-JECB	CL600 RJ	1913 1958
G-BPVN	PA-32R Saratoga	1917 1855(20)	G-MAJA	Jetstream 41	1923 2007
G-RJXG	EMB 145	1933 0841(20)	G-RJXJ	EMB 135	2002 1227(21)

G-MAJE	Jetstream 41	2010 0657(20)	G-UKFN	Fokker 100	2012 0620(20)
G-BYSA	Europa XS	2023 2053(22)	C-FTDA	Airbus 320	2038 0025(20)
G-RJXF	EMB 145	2107 1037(20)	G-RJXA	EMB 145	2109 1602(20)
G-MAJF	Jetstream 41	2116 0944(20)	G-BVJB	Fokker 100	2201 0705(20)
G-BYZJ	Boeing 737 300	2236 2348	EC-GZD	Airbus 320	2245 0020(20)
C-FTDF	Airbus 320	2253 0010(20)	G-MAJA	Jetstream 41	2259 1002(21)
G-BYAY	Boeing 757	2344 0747(20)			

20 Saturday

EC-ICK	Airbus 320	0032 0124	EC-HBN	Boeing 737 800	0119 0221
C-FTDA	Airbus 320	0603 0740	G-JEDY	DGC-8	0851 0927
EI-CNV	Boeing 737	0952 1028	G-MAJE	Jetstream 41	0955 1039
G-BVJB	Fokker 100	0957 1050	G-UKFN	Fokker 100	1001 1109
G-BZVB	Cessna FR172H	1125 1224(21)	OO-VLR	Fokker 50	1137 1222
G-RJXG	EMB 145	1211 1255	G-JRJR	Lear Jet 45	1215 1235
OY-MRK	Boeing 737 700	1249 1437	G-BYAY	Boeing 757	1251 1421
G-MAJE	Jetstream 41	1305 1407	C-FTDA	Airbus 320	1355 1539
G-UKFN	Fokker 100	1359 1611	G-BVZH	Boeing 737 500	1404 1459
G-MAJF	Jetstream 41	1505 1605(21)	G-JECD	CL600 RJ	1510 1559
G-JEDE	DHC-8	1603 1645	EC-HKR	Boeing 737 800	1606 1707
EC-HGA	DC9 82	1617 1732	EI-CJG	Boeing 737	1643 1715
G-AZOG	PA-28R Arrow	1730 1811	G-MAJC	Jetstream 41	1742 1353(21)
G-MAJE	Jetstream 41	1817 1412(21)	G-RJXF	EMB 145	1846 1706(21)
G-UKFN	Fokker 100	1943 0615(21)	EI-CON	Boeing 737	2022 2059
G-RJXG	EMB 145	2029 1357(21)	G-BYAY	Boeing 757	2125 2243
C-FTDA	Airbus 320	2143 2249	EC-HXT	Boeing 737 400	2215 2336
G-BXWF	Fokker 100	2239 0709(21)	G-RJXA	EMB 145	2251 1425(21)
EC-IDT	Boeing 737 800	2300 0007(21)	CS-DNV	Hawker 800 XP	2332 1350(21)

21 Sunday

C-FTDA	Airbus 320	0352 0846	G-BYAY	Boeing 757	0427 0612
G-UKFN	Fokker 100	0940 1110	G-BXWF	Fokker 100	0947 1057
EI-CKR	Boeing 737	1129 1201	G-JRJR	Lear Jet 45	1245 1302
G-JEDF	DHC-8	1304 1345	G-MAJA	Jetstream 41	1307 1502
G-BSTZ	PA-28 Cherokee	1343 1457	G-UKFN	Fokker 100	1359 1622
G-RJXJ	EMB 135	1455 1634	C-FTDA	Airbus 320	1509 1617
G-RJXB	EMB 145	1544 1625	G-BNOM	PA-28 Warrior II	1626 1714
G-JEDF	DHC-8	1631 1712	G-TASH	Cessna 172N	1639 1356(25)
G-RJXG	EMB 145	1652 1745	G-RJXA	EMB 145	1717 1756
G-MAJE	Jetstream 41	1723 1804	G-MAJA	Jetstream 41	1727 1808
G-MAJC	Jetstream 41	1754 1829	G-BYZJ	Boeing 737 300	1806 1902
G-MRMR	PA-31 Navajo	1810 1641(28)	EI-COA	Boeing 737	1845 1920
G-BYAY	Boeing 757	1929 0638(22)	G-RJXJ	EMB 135	1932 0744(22)
G-UKFN	Fokker 100	1935 0627(22)	G-MAJF	Jetstream 41	1950 0739(22)
G-JECC	CL600 RJ	1957 2030	G-MAJE	Jetstream 41	2012 0647(22)
G-RJXK	EMB 135	2017 2049	G-MAJA	Jetstream 41	2024 0709(22)
G-RJXG	EMB 145	2058 0738(23)	G-RJXA	EMB 145	2116 0747(22)
G-MAJC	Jetstream 41	2137 0702(22)	G-BYZJ	Boeing 737 300	2142 0714(22)
G-RJXF	EMB 145	2233 0803(22)	C-FTDA	Airbus 320	2239 2349

22 Monday

C-FTDA	Airbus 320	0540 1001	G-JECC	CL600 RJ	0742 0820
LZ-HMW	Tupolev 154M	0914 1132	G-MAJC	Jetstream 41	0942 1006
G-MAJA	Jetstream 41	0932 1018	G-RJXJ	EMB 135	0939 1046
G-BYZJ	Boeing 737 300	0943 1120	VP-CCP	Citation Bravo	0945 1535(01)
G-MAJE	Jetstream 41	0955 1346	EI-CJG	Boeing 737	0958 1038
G-UKFN	Fokker 100	1009 1101	00177	C-17A	1014 1602
G-MAJF	Jetstream 41	1023 1537	G-RJXA	EMB 145	1029 1111
G-JECC	CL600 RJ	1043 1126	G-RJXF	EMB 145	1107 1210
G-RJXI	EMB 145	1113 1358	N900CB	Cessna 421C	1116 1607(26)

G-MAJA	Jetstream 41	1304 1439	G-RJXA	EMB 145	1310 1409
G-JECC	CL600 RJ	1331 1414	G-RJXJ	EMB 135	1344 1517
EI-CJH	Boeing 737	1354 1434	G-UKFN	Fokker 100	1356 1608
G-RJXF	EMB 145	1447 1544	G-BYZJ	Boeing 737 300	1458 1551
G-MAJM	Jetstream 41	1526 1558	G-JECC	CL600 RJ	1620 1704
G-RJXI	EMB 145	1654 1744	G-MAJA	Jetstream 41	1706 1746
G-RJXA	EMB 145	1713 1755	G-RJXJ	EMB 135	1727 1805
G-RJXF	EMB 145	1735 1821	G-MAJE	Jetstream 41	1750 1824
G-MAJM	Jetstream 41	1812 1838	G-BYZJ	Boeing 737 300	1815 1909
G-MAJF	Jetstream 41	1835 0705(23)	EI-CON	Boeing 737	1844 1921
G-JECC	CL600 RJ	1919 1955	G-OOJP	Rockwell 114B	1936 1942
G-UKFN	Fokker 100	1951 0615(23)	G-MAJA	Jetstream 41	2007 0712(23)
G-RJXJ	EMB 135	2010 0742(23)	G-RJXF	EMB 145	2013 0733(23)
C-FTDA	Airbus 320	2025 2140	TC-AFA	Boeing 737 400	2029 2144
G-BYAY	Boeing 757	2036 0744(23)	G-RJXI	EMB 145	2050 0730(23)
G-RJXA	EMB 145	2059 0036(23)	G-MAJH	Jetstream 41	2101 0747(23)
G-BYZJ	Boeing 737 300	2138 0716(23)	G-MAJE	Jetstream 41	2150 0708(23)

23 Tuesday

C-FTDA	Airbus 320	0706 0830	G-BZSD	PA-46 Malibu	0729 0808
G-JECC	CL600 RJ	0735 0819	D-ISWA	CitationJet	0822 1324
F-GULJ	King Air 200	0918 1642	G-RJXJ	EMB 135	0925 1033
G-MAJA	Jetstream 41	0929 0735(24)	G-JCAR	PA-46 Malibu	0933 1549
G-MAJF	Jetstream 41	0936 1007	G-UKFN	Fokker 100	0953 1054
EI-CNZ	Boeing 737	0956 1031	G-MAJE	Jetstream 41	0959 1048
G-RJXI	EMB 145	1001 1042	G-BYLM	PA-46 Malibu	1012 1302(24)
G-BYZJ	Boeing 737 300	1015 1105	G-RJXF	EMB 145	1017 1108
G-JECC	CL600 RJ	1029 1118	G-MAJH	Jetstream 41	1040 1350
G-RJXG	EMB 145	1046 1346	CS-DFB	Falcon 900	1051 1526(24)
9H-ADH	Boeing 737 300	1102 1156	G-OPHA	Robinson R-44	1111 1526
G-MAJE	Jetstream 41	1308 1458	G-RJXF	EMB 145	1311 1405
G-RJXJ	EMB 135	1327 1512	G-RJXI	EMB 145	1340 1450
G-UKFN	Fokker 100	1353 1609	G-RDVE	Airbus 320	1401 1519
G-MAJF	Jetstream 41	1427 1505	G-BVZH	Boeing 737 500	1434 1550
G-JACS	PA-28 Archer III	1437 1534	EI-CON	Boeing 737	1439 1514
C-FTDA	Airbus 320	1445 1622	G-JECC	CL600 RJ	1614 1700
G-RJXI	EMB 145	1653 1738	G-RJXF	EMB 145	1702 1754
G-MAJE	Jetstream 41	1707 1750	G-RJXG	EMB 145	1711 1805
G-RJXJ	EMB 135	1723 1807	G-MAJF	Jetstream 41	1736 1812
G-MAJH	Jetstream 41	1802 1838	EI-COA	Boeing 737	1832 1904
G-OBMP	Boeing 737 300	1835 1925	G-JECC	CL600 RJ	1915 1955
G-RJXI	EMB 145	1930 0757(24)	G-UKFN	Fokker 100	1937 0617(24)
G-MAJE	Jetstream 41	2001 0701(24)	G-RJXJ	EMB 135	2009 0730(24)
G-BZSD	PA-46 Malibu	2014 2021	G-MAJI	Jetstream 41	2048 0715(24)
G-RJXF	EMB 145	2109 0801(24)	G-RJXG	EMB 145	2115 0740(24)
G-BYAY	Boeing 757	2119 0906(24)	G-OBMP	Boeing 737 300	2141 0706(24)
G-MAJH	Jetstream 41	2155 0705(25)	G-MAJG	Jetstream 41	2237 0652(24)

24 Wednesday

C-FTDA	Airbus 320	0134 0754	G-JECC	CL600 RJ	0742 0826
G-BVEV	PA-34 Seneca	0823 0856	G-RJXJ	EMB 135	0923 1035
G-MAJE	Jetstream 41	0929 1009	G-MAJI	Jetstream 41	0932 1014
G-RJXG	EMB 145	0938 1037	EI-CJG	Boeing 737	0946 1027
G-MAJG	Jetstream 41	0949 1346	G-OBMP	Boeing 737 300	0952 1058
G-UKFN	Fokker 100	1020 1111	G-MAJA	Jetstream 41	1024 1509
G-JECC	CL600 RJ	1032 1117	G-RJXI	EMB 145	1039 1113
G-RJXF	EMB 145	1056 1342	G-OBNA	PA-34 Seneca	1241 1626(25)
G-RJXI	EMB 145	1258 1356	G-LSFI	AA5A Cheetah	1313 1504
G-MAJE	Jetstream 41	1320 1442	G-RJXJ	EMB 135	1324 1500

G-RJXG	EMB 145	1338 1448	G-OBMP	Boeing 737 300	1353 1540
G-UKFK	Fokker 100	1403 1610	El-CON	Boeing 737	1410 1440
G-MAJI	Jetstream 41	1427 1533	G-JEDB	DHC-8	1628 1706
G-BBBN	PA-28 Cherokee	1644 1108(26)	C-FTDA	Airbus 320	1647 1815
G-RJXG	EMB 145	1652 1728	G-RJXF	EMB 145	1655 1745
G-RJXJ	EMB 135	1713 1803	G-RJXI	EMB 145	1717 1806
G-MAJE	Jetstream 41	1720 1756	G-MAJA	Jetstream 41	1726 1818
G-MAJG	Jetstream 41	1752 1836	G-MAFE	Dornier 228	1812 1227(27)
G-MAJI	Jetstream 41	1819 0707(25)	G-OBMP	Boeing 737 300	1828 1917
El-CNZ	Boeing 737	1840 1910	G-JEDE	DHC-8	1919 1956
G-RJXG	EMB 145	1924 0719(25)	G-UKFK	Fokker 100	1932 0620(25)
G-RJXJ	EMB 135	1954 0734(25)	G-MAJE	Jetstream 41	2007 0652(25)
G-MAJM	Jetstream 41	2034 0715(25)	G-RJXI	EMB 145	2059 0730(25)
G-RJXF	EMB 145	2101 0833(25)	G-MAJG	Jetstream 41	2141 1347(25)
G-OBMP	Boeing 737 300	2144 0702(25)	G-BYAY	Boeing 757	2229 0700(25)
C-FTDA	Airbus 320	2333 0855(25)			

25 Thursday

G-JECC	CL600 RJ	0740 0824	G-BODY	Cessna 310R	0923 1415
G-MAJH	Jetstream 41	0927 1003	G-RJXJ	EMB 135	0930 1100
G-MAJI	Jetstream 41	0933 1011	G-RJXG	EMB 145	0935 1033
G-OBMP	Boeing 737 300	0940 1057	G-MAJE	Jetstream 41	0954 1129
G-UROP	B.55 Baron	0957 1340	G-UKFK	Fokker 100	1001 1050
El-CKS	Boeing 737	1006 1044	G-MAJM	Jetstream 41	1009 1542
G-RJXI	EMB 145	1018 1105	EC-HMK	Boeing 737 800	1024 1122
G-JECC	CL600 RJ	1029 1125	G-RJXF	EMB 145	1132 1409
G-RJXI	EMB 145	1256 1400	G-MAJI	Jetstream 41	1302 1436
G-OOOZ	Boeing 757	1314 1440	G-JECC	CL600 RJ	1330 1418
G-RJXJ	EMB 135	1338 1510	EC-HZU	Airbus 320	1344 1458
G-FHAF	Airbus 320	1348 1533	G-OBMP	Boeing 737 300	1350 1537
G-UKFK	Fokker 100	1403 1621	G-RJXG	EMB 145	1413 1456
El-COA	Boeing 737	1416 1453	G-MAJH	Jetstream 41	1432 1513
G-LEAR	Lear Jet 35A	1442 1523	G-JECC	CL600 RJ	1618 1704
HB-IDJ	CL700 RJ SE	1625 1710	G-RJXG	EMB 145	1652 1737
G-RJXB	EMB 145	1658 1748	G-MAJI	Jetstream 41	1702 1751
C-FTDA	Airbus 320	1714 1904	G-RJXF	EMB 145	1717 1758
G-RJXJ	EMB 135	1720 1805	G-BZSD	PA-46 Malibu	1726 1739
G-MAJH	Jetstream 41	1734 1811	G-MAJG	Jetstream 41	1800 1831
G-OBMP	Boeing 737 300	1827 1919	G-MAJM	Jetstream 41	1834 0650(26)
El-CNZ	Boeing 737	1850 1923	G-JECC	CL600 RJ	1907 1954
G-UKFK	Fokker 100	1931 0616(26)	G-RJXG	EMB 145	1934 0725(26)
G-MAJI	Jetstream 41	2006 0720(26)	G-MAJH	Jetstream 41	2039 0659(26)
G-BTXG	Jetstream 31	2046 2108	G-BJXJ	EMB 135	2049 0753(26)
G-RJXB	EMB 145	2100 0746(26)	G-RJXF	EMB 145	2102 0803(26)
G-BYAY	Boeing 757	2124 0634(26)	G-MAJG	Jetstream 41	2133 0710(26)
G-OBMP	Boeing 737 300	2142 0703(26)			

26 Friday

C-FTDA	Airbus 320	0359 0716	G-JECC	CL600 RJ	0743 0825
G-RJXG	EMB 145	0915 1031	G-MAJH	Jetstream 41	0918 1004
G-MAJG	Jetstream 41	0929 1013	G-OBMP	Boeing 737 300	0934 1103
G-RJXJ	EMB 135	0943 1041	G-UKFM	Fokker 100	0949 1046
G-MAJM	Jetstream 41	0955 1444	El-CJC	Boeing 737	0957 1033
G-MAJI	Jetstream 41	1008 1516	N340SC	Cessna 340	1023 1118
G-RJXB	EMB 145	1025 1116	G-JECC	CL600 RJ	1043 1123
EC-HJP	Boeing 737 800	1051 1210	G-RJXF	EMB 145	1107 1353
G-BOSD	PA-34 Seneca	1243 1700	G-MAJG	Jetstream 41	1254 1348
G-RJXB	EMB 145	1258 1358	G-ROWN	King Air B200	1306 1338
G-JECC	CL600 RJ	1331 1415	G-WIRE	Twin Squirrel	1334 1150(29)

G-RJXJ	EMB 135	1342 1505	G-RJXG	EMB 145	1350 1454
N5129U	Beechjet 400A	1356 1423	G-UKFM	Fokker 100	1400 1623
G-OBMP	Boeing 737 300	1404 1539	ZF573	Islander CC.2A	1426 1039(28)
G-MAJH	Jetstream 41	1430 1533	El-CNZ	Boeing 737	1603 1637
G-JECC	CL600 RJ	1618 1704	G-BBNG	JetRanger	1624 1650
G-RJXG	EMB 145	1650 1731	G-RJXB	EMB 145	1707 1754
G-RJXJ	EMB 135	1712 1806	C-GTDL	Airbus 320	1716 1838
G-RJXF	EMB 145	1719 1759	G-MAJM	Jetstream 41	1726 1802
G-MAJI	Jetstream 41	1737 1814	N340SC	Cessna 340	1742 1808
G-MAJG	Jetstream 41	1756 1841	G-OBMP	Boeing 737 300	1825 1908
G-MAJH	Jetstream 41	1832 0901(27)	El-CON	Boeing 737	1836 1918
G-JECC	CL600 RJ	1909 2004	G-RJXG	EMB 145	1928 0819(27)
G-UKFM	Fokker 100	1950 0618(27)	G-RJXJ	EMB 135	1959 1237(28)
G-MAJM	Jetstream 41	2016 0712(27)	G-MAJI	Jetstream 41	2039 1346(27)
C-FTDA	Airbus 320	2047 2234	G-RJXB	EMB 145	2111 1615(27)
G-RJXF	EMB 145	2117 0835(27)	G-BVJB	Fokker 100	2128 0709(27)
G-OBMP	Boeing 737 300	2150 2227	EC-HBN	Boeing 737 800	2213 2332
G-MAJG	Jetstream 41	2216 1005(27)	G-BYAY	Boeing 757	2303 0653(27)
EC-ICK	Airbus 320	2349 0104(27)			

27 Saturday

EC-IEQ	Airbus 320	0012 0110	C-FTDA	Airbus 320	0425 0700
G-JEDY	DHC-8	0906 0935	G-UKFM	Fokker 100	0955 1042
El-CJG	Boeing 737	0958 1031	G-BVJB	Fokker 100	1000 1058
G-MAJM	Jetstream 41	1016 1602(28)	G-RJXG	EMB 145	1057 1143
OO-VLG	Fokker 50	1114 1154	G-CJAD	CitationJet	1153 1459(28)
G-RJXF	EMB 145	1155 1239	G-BYAY	Boeing 757	1202 1412
G-MONW	Airbus 320	1210 1249	OY-MRK	Boeing 737 700	1236 1427
G-BYLM	PA-46 Malibu	1300 1307(29)	G-MAJG	Jetstream 41	1302 1501
C-FTDA	Airbus 320	1333 1452	D-CLBB	Falcon 20E5	1335 1505
G-UKFK	Fokker 100	1359 1608	G-BVKC	Boeing 737 500	1422 1521
G-JECA	CL600 RJ	1428 1525	G-BMDK	PA-34 Seneca	1510 1717
EC-HOV	DC9 82	1602 1714	G-JEDE	DHC-8	1611 1652
EC-HGQ	Boeing 737 800	1648 1748	G-MAJH	Jetstream 41	1702 1002(28)
El-CJH	Boeing 737	1724 1801	G-MAJG	Jetstream 41	1745 1404(28)
G-MAJI	Jetstream 41	1754 1349(28)	EC-HBZ	Boeing 737 400	1905 1954
El-CNZ	Boeing 737	1910 1949	G-RJXG	EMB 145	1937 1358(28)
G-UKFK	Fokker 100	1940 0658(28)	C-FTDA	Airbus 320	2018 2253
G-HTRL	PA-34 Seneca	2020 2227	G-RJXF	EMB 145	2021 1423(28)
G-BYAY	Boeing 757	2036 2154	G-RJXB	EMB 145	2110 1204(28)
G-BVJB	Fokker 100	2113 0703(28)	EC-FXP	Boeing 737 400	2202 2314
G-IDT	Boeing 737 800	2214 2359			

28 Sunday

G-BYAY	Boeing 757	0329 0620	C-FTDA	Airbus 320	0354 0747
G-UKTF	Fokker 100	0950 1049	G-BVJB	Fokker 100	0953 1055
El-CJC	Boeing 737	1116 1200	G-MAJH	Jetstream 41	1253 1503
G-JEDF	DHC-8	1312 1352	CS-DFB	Falcon 900	1402 1621
G-UKFF	Fokker 100	1417 1613	C-FTDA	Airbus 320	1513 1634
G-RJXJ	EMB 135	1516 1636	G-RJXI	EMB 145	1540 1628
F-BVSL	Cessna F177RG	1458 1034(07)	G-JECC	CL600 RJ	1616 1703
G-RJXG	EMB 145	1707 1751	G-MAJG	Jetstream 41	1718 1825
G-MAJH	Jetstream 41	1743 1832	G-MAJI	Jetstream 41	1753 1835
G-OBMP	Boeing 737 300	1828 1920	G-RJXF	EMB 145	1836 1931
El-CJH	Boeing 737	1922 1956	G-RJXJ	EMB 135	1933 0729(29)
G-JECC	CL600 RJ	1936 2007	G-UKFF	Fokker 100	1939 0616(29)
G-RJXE	EMB 145	1952 0722(29)	N900CB	Cessna 421C	1954 1717(02)
G-BYAP	Boeing 757	1958 0630(29)	G-MAJM	Jetstream 41	2004 0653(29)
G-RJXK	EMB 135	2010 2046	G-MAJG	Jetstream 41	2034 0737(29)

G-RJXG	EMB 145	2051 0749(29)	G-MAJH	Jetstream 41	2055 0705(29)
G-OBMP	Boeing 737 300	2150 0709(29)	G-RJXF	EMB 145	2157 0805(29)
G-MAJI	Jetstream 41	2203 0725(29)	C-FTDA	Airbus 320	2243 2350
29 Monday					
G-BSYZ	PA-28 Warrior II	0044 0200	C-FTDA	Airbus 320	0523 0940
G-JECC	CL600 RJ	0746 0832	LZ-HMQ	Tupolev 154M	0822 0934
G-MOGI	AA5A Cheetah	0909 1650	G-MAJH	Jetstream 41	0925 1109
G-RJXE	EMB 145	0928 1043	G-UKFF	Fokker 100	0950 1046
G-OBMP	Boeing 737 300	0953 1105	G-RJXJ	EMB 135	1011 1054
G-MAJG	Jetstream 41	1016 1443	G-MAJI	Jetstream 41	1018 1148
G-RJXG	EMB 145	1020 1116	G-BAWK	PA-28 Cherokee	1021 1111
EI-CJG	Boeing 737	1024 1103	G-MAJM	Jetstream 41	1027 1347
G-OABR	AG5B Tiger	1031 1455	G-JECC	CL600 RJ	1036 1123
G-CBIL	Cessna 182K	1040 1450	G-RJXF	EMB 145	1113 1343
G-RJXG	EMB 145	1313 1418	G-RJXJ	EMB 135	1325 1512
G-JECC	CL600 RJ	1334 1415	G-RJXE	EMB 145	1344 1454
G-UKFF	Fokker 100	1358 1616	G-OBMP	Boeing 737 300	1419 1543
G-MAJI	Jetstream 41	1431 1514	EI-CNZ	Boeing 737	1553 1631
G-MAJC	Jetstream 41	1622 1704	G-BCKV	Cessna FRA150L	1624 1655
G-JECC	CL600 RJ	1627 1711	G-RJXF	EMB 145	1659 1752
G-MAJG	Jetstream 41	1706 1748	G-RJXE	EMB 145	1717 1758
G-RJXG	EMB 145	1720 1801	G-MAJI	Jetstream 41	1725 1813
G-RJXJ	EMB 135	1728 1818	G-MAJM	Jetstream 41	1825 1938
EI-CON	Boeing 737	1855 1936	G-JECC	CL600 RJ	1920 1959
G-UKFC	Fokker 100	1931 0622(30)	G-OBMP	Boeing 737 300	1936 2049
G-RJXE	EMB 145	1946 0731(30)	C-FTDA	Airbus 320	1950 2119
G-MAJC	Jetstream 41	1953 0716(30)	TC-AFA	Boeing 737 400	2000 2142
G-RJXJ	EMB 135	2015 0742(30)	G-MAJI	Jetstream 41	2023 0704(30)
G-MAJG	Jetstream 41	2036 1008(30)	G-BYAP	Boeing 757	2052 0657(30)
G-RJXF	EMB 145	2115 0748(30)	G-RJXG	EMB 145	2121 0736(30)
G-MAJM	Jetstream 41	2224 0645(30)	G-OBMP	Boeing 737 300	2248 0710(30)
30 Tuesday					
C-FTDA	Airbus 320	0617 0833	G-JECC	CL600 RJ	0753 0826
G-OAMT	PA-31 Navajo	0911 1557	G-MAJC	Jetstream 41	0938 1010
G-MAJM	Jetstream 41	0942 1403	G-RJXE	EMB 145	0947 1048
G-RJXJ	EMB 135	0950 1053	G-UKFC	Fokker 100	0952 1056
G-OBMP	Boeing 737 300	1002 1108	G-RJXG	EMB 145	1016 1125
EI-CNZ	Boeing 737	1023 1104	G-JECC	CL600 RJ	1033 1120
9H-ADM	Boeing 737 300	1049 1147	G-RJXF	EMB 145	1059 1359
D-INGA	Cessna 425	1244 1319	G-MAJC	Jetstream 41	1254 1441
G-RJXG	EMB 145	1312 1409	G-RJXJ	EMB 145	1349 1504
G-JOEM	Airbus 320	1402 1512	G-OBMP	Boeing 737 300	1404 1539
G-RJXE	EMB 145	1407 1454	EI-CJG	Boeing 737	1410 1445
G-UKFC	Fokker 100	1413 1613	C-FTDA	Airbus 320	1448 1647
G-MAJG	Jetstream 41	1505 1542	G-MAJI	Jetstream 41	1508 1423(04)
G-YJBM	Airbus 320	1644 0944(31)	G-JECC	CL600 RJ	1700 1736
G-RJXF	EMB 145	1733 1817	G-RJXJ	EMB 135	1739 1822
G-RJXG	EMB 145	1748 0737(31)	G-MAJG	Jetstream 41	1754 1837
G-RJXE	EMB 145	1804 1904	G-MAJC	Jetstream 41	1820 0702(31)
EI-COB	Boeing 737	1841 1917	G-MAJM	Jetstream 41	1848 1939
G-UKFC	Fokker 100	1932 0618(31)	G-JECC	CL600 RJ	1936 2011
PH-HZG	Boeing 737 800	2022 2150	G-RJXJ	EMB 135	2035 0741(31)
G-MAJG	Jetstream 41	2056 0823(31)	G-BYAP	Boeing 757	2101 0911(31)
G-RJXF	EMB 145	2115 0732(31)	G-MAJM	Jetstream 41	2224 0915(31)
G-RJXE	EMB 145	2245 0726(31)	G-OBMP	Boeing 737 300	2248 0707(31)
31 Wednesday					
C-FTDA	Airbus 320	0152 0253	G-JECC	CL600 RJ	0738 0827

G-SAMJ	P68B Victor	0745 1008	G-RJXE	EMB 145	0941 1041
G-RJXJ	EMB 135	0946 1045	El-CJE	Boeing 737	0951 1029
G-OBMP	Boeing 737 300	0957 1213	G-RJXF	EMB 145	1023 1108
G-JECC	CL600 RJ	1038 1118	G-BICY	PA-23 Apache	1059 1637
G-UKFM	Fokker 100	1101 1144	G-MAJG	Jetstream 41	1132 1229
G-CEGR	King Air 200	1136 1342	G-MAJM	Jetstream 41	1200 1356
G-BODY	Cessna 310R	1204 1511	G-RJXG	EMB 145	1238 1350
G-RJXF	EMB 145	1325 1429	G-RJXJ	EMB 135	1344 1523
G-RJXE	EMB 145	1351 1457	El-COB	Boeing 737	1406 1445
G-UKFM	Fokker 100	1426 1617	G-OBMP	Boeing 737 300	1431 1645
G-MAJG	Jetstream 41	1450 1527	G-EMBO	EMB 145	1502 1541
G-JECC	CL600 RJ	1625 1707	G-RJXF	EMB 145	1711 1801
G-RJXG	EMB 145	1716 1823	G-RJXE	EMB 145	1727 1812
G-RJXJ	EMB 135	1731 1828	G-MAJM	Jetstream 41	1749 1833
G-MAJG	Jetstream 41	1754 1840	G-EMBO	EMB 145	1817 1851
G-YJBM	Airbus 320	1846 2002	El-CKR	Boeing 737	1915 1956
G-JECC	CL600 RJ	1922 2002	G-UKFM	Fokker 100	1930 0622(01)
G-OBMP	Boeing 737 300	1939 2019	G-RJXE	EMB 145	2010 0758(01)
G-RJXJ	EMB 135	2028 0737(01)	G-EMBO	EMB 145	2056 2135
G-MAJG	Jetstream 41	2102 0655(01)	G-RJXF	EMB 145	2105 0731(01)
OY-APP	Boeing 737 500	2110 1038(01)	G-RJXG	EMB 145	2124 0742(01)
G-MAJM	Jetstream 41	2130 0748(01)	G-OBMP	Boeing 737 300	2239 0714(01)

From and to

01) VP-CSN/F & T Edinburgh; N750NS/F & T Jersey: 02) VP-CAT/Guernsey-n/s-Biggin: 03) CS-DHC/F & T Le Bourget; N741AM/Bilbao-n/s-Birmingham: 04) CS-DNU/Nice-Oslo; VP-CED/Hawarden-Shoreham; N900CB/Guernsey-n/s-Cologne; N750NS/F n/s T Jersey: 05) N273TB/Biggin-Tollerton; N39N/F & T Staverton; CS-DNO/Stockholm-Nice; N338DB/F n/s T Southampton: 06) F-GNLH/Lyon-Charles de Gaulle; PH-MEX/Amsterdam-Valencia and Valencia-Munster; N132CK/Weston n/s+; OE-GBB/Bournemouth-Innsbruck; N900CB/Cologne-Guernsey: 07) CS-DNJ/Farnboro-Cagliari: 09) D-BTEN/Nice-Karlsruhe; D-ICRK/Rotterdam-Cologne; EC-HLB/Valencia-Barcelona; El-PAX/Turin-Stansted: 10) N750NS/F n/s T Jersey: 12) OY-CYV/Gatwick-Copenhagen; CS-DNP/Farnboro-n/s-Manchester: 13) D-CRHR/Munster-Nice: 14) N338DB/Jersey-n/s-Valley; N433FS/F & T Dublin: 15) HB-IBH/Geneva-Palma; N560TH/F n/s T Blackpool; CS-DFB/Malaga-Le Bourget; N750NS/F n/s T Jersey; EC-HXY/Gerona-n/s-Barcelona: 16) El-PAX/Farnboro-n/s-Dublin; El-DMG/F & T Swansea: 17) VP-COM/F & T Biggin: 18) D-CVIP/Nice-Frankfurt: 19) OY-JMC/Sonderborg-Nice: 20) CS-DNV/Cagliari-Edinburgh: 22) VP-CCP/F n/s T Blackpool; N900CB/F-n/s-T Guernsey: 23) D-ISWA/F & T Donaueschingen; F-GULJ/F & T Niort; CS-DFB/Luton-n/s-Helsinki: 25) HB-IDJ/Palma-Geneva: 26) N340SC/North Weald-Dundee and Dundee-Southend; N5129U/EMA-Cannes: 27) D-CLBB/Nice-Paderborn: 28) CS-DFB/Le Bourget-Palma; F-BVSL/Guernsey-n/s-Deauville; N900CB/F-n/s-T Guernsey: 30) D-INGA/???-Dusseldorf:

Arrivals

G-BLVI/CWL80; G-BNSP/CWL82; G-BNSR/CWL83: 03) G-BNSP/CWL83; G-BONT/CWL80; G-BLVI/CWL82: 04) G-BXXT; X496/CWL68: 05) XV299/Ascot650: 07) XZ596/Rescue128: 08) ZF162/LOP12; XX496/CWL64: 09) XX491/CWL45: 10) XX496/CWL68: 11) XX496/CWL74; G-BFLH: 12) G-BXXT; G-BAXY: 15) G-BFAL; G-BWXB/CFN10: 16) G-BWXB/CFM10 (twice): 17) G-AZIK: 19) ZG780/LEE12: 22) G-BOUL/Oxford38; G-BGZW; XX253/Red3; G-OBLC: 23) G-AZIK: 24) XX846/Colt91; G-BGFT/Oxford69: 25) G-BFLA/Oxford38; XX835/Colt95; G-ROUS/Oxford03: 26) G-CEGA: 28) XZ593/Rescue128: 30) G-AZIK: 31) ZA682/Vortex553 and Vortex557; ZA673/Vortex551; XX835/Colt95; ZD620/Ascot738:

LBA movements review, July 2002

Two Citations to start the month on the 1st were the Ultra VP-CSN of Scottish & Newcastle Breweries from and to Edinburgh and the Citation X N750NS from and to Jersey as "Beauport 6NS". On the 2nd another Citation was the Kestrel Aviation VP-CAT night stopping from Guernsey to Biggin Hill as "Sark 1". Yet another one on the 3rd was the Citation Excel CS-DHC of Netjets from and to Le Bourget with the callsign "Skyshare 3087", joining it was the Jetstar II N741AM which night stopped from Bilbao to Birmingham. Netjets used the Hawker 800XP CS-DNU on the 4th from Nice to Oslo as "Skyshare 102" while the Iceland Foods Citation Bravo VP-CED was from Hawarden to Shoreham, meanwhile two night stoppers were the Fifty North Cessna 421C N900CB from Guernsey to Cologne and the Citation X N750NS from and to Jersey with its usual "Beauport 6NS" callsign.

On the 5th Baron N273TB was from Biggin to Tollerton and the Citation Excel N39N was from and to Staverton, also noted that day was the Hawker 800XP CS-DNO with callsign "Skyshare 105P" from Stockholm to Nice and the Malibu Meridian N338DB night stopping from and to Southampton. Fokker 100 F-GNLH on the 6th was from Lyon to Charles de Gaulle as "Skyline 630" and the Citation VI PH-MEX was from Amsterdam to Valencia as "GZA 4161" and return from Valencia to Munster as "GZA 4153", we also had Cessna 421A N132CK from Weston for a night stop and Dornier 328 OE-GBB from Bournemouth to Innsbruck and Cessna 421C N900CB from Cologne to Guernsey. Another Netjets Hawker 800XP on the 7th was CS-DNJ as "Skyshare 965P" from Farnboro to Cagliari.

The appropriately registered Citation X G-BTEN of ACM Air Charter used callsign "Bavarian 202" on the 9th when it was from Nice to Karlsruhe its compatriot the Metro 2 D-ICRK was from Rotterdam to Cologne and the Lear Jet 35A EC-HLB owned by Intermediation SL was "IEA 800" from Valencia to Barcelona whilst Citation XL EI-PAX was from Turin to Stansted as "Gojet 092C". Citation X N750NS was from Jersey on the 10th for a night stop before going back there using its usual call sign. Falck Airs Citation II OY-CYV was "NFA 045" from Gatwick to Copenhagen on the 12th and the same day saw Falcon 2000 CS-DNP from Farnboro n/s to Manchester as "Skyshare 002". Citation III D-CRHR on the 13th was from Munster to Le with the callsign "FSD 131". Night stopping on the 14th was the Meridian N338DB from Jersey to Valley with the Challenger N433FS from and to Dublin.

From Geneva to Palma on the 15th was the Falcon 2000 HB-IBH of Tag Aviation and keeping it company were the Citation Excel N560TH night stopping from and back to Blackpool, the Falcon 900 CS-DFB from Malaga to Le Bourget as "Skyshare 845R", Metro 3 EC-HXY of Air BKS (Ah!! memories) from Girona to Barcelona as "Cosmos 412" and the usual Citation X N750NS from n/s to Jersey. Back on the 16th was the Citation XL EI-PAX as "Gojet 162B" from Farnboro night stop to Dublin and it was joined by the Dawn Meats Cessna 441 EI-DMG from and to Swansea. Citation I VP-COM was from and to its base at Biggin Hill on the 17th. On the 18th Lear Jet 55 D-CVIP of WDL Aviation called "WDL 055" on its way from Nice to Frankfurt, the following day Citationjet OY-JMC was "Mermaid 6139" on a flight from Sonderburg to Nice.

Netjets operated the Hawker 800XP CS-DNV as "Skyshare 6424" from Cagliari out to Edinburgh on the 20th, then on the 22nd Citation Bravo VP-CCP was from n/s to its base at Blackpool whilst Cessna 421C N900CB was from n/s to Guernsey. From and to somewhere in Germany called Donaueschingen on the 23rd was Citationjet D-ISWA whilst King Air F-GULJ was from and to the slightly easier to spell Niort using callsign "HAT 123B", doing a night stop was the Falcon 900 CS-DFB as "Skyshare 96P" from Luton to Helsinki. The 25th saw the Tag CL700 Regional Jet HB-IDJ from Palma to Geneva as "TAG 141" and on the 26th Cessna 340 N340SC was from North Weald to Dundee and then Dundee to Southend with Beechjet 400A N5129U from EMA to Cannes. Falcon 20 D-CLBB on the 27th belongs to Elbe Air and it used callsign "LBR 592B" from Nice to Paderborn. Netjets were using Falcon 900 CS-DFB on the 28th as "Skyshare 327P" from Le Bourget to Palma and night stopping was Cessna F177RG F-BVSL from Guernsey to Deauville along with Cessna 421C N900CB from n/s to Guernsey. Ending the month on the 30th was Cessna 425 D-INGA, which came from points unknown and went to Dusseldorf.

Star of the month appeared among the military when the USAF C-17 Globemaster III 00177 became the first of the type to visit the LBA on the 22nd as "Reach 1830" from and to Northolt reportedly carrying a general to visit Menwith Hill. Other military traffic started on the 1st with the BAe 125 ZD621 as "Ascot 1387" from Farnboro to Northolt. On the 7th Chinook ZA673 was from Odiham to Leuchars with the callsign "Vortex 575" and on the 10th Gazelle XZ309 was "Army 367" and went to Shawbury. Hercules XV209 operated as "Ascot 5271" on the 12th when it was in from Dusseldorf and out to Lyneham. On a very late night flight on the 13th was the Sea King XZ593, which arrived from places unknown and went home to Leconfield as "Rescue 128". The two Puma's XW226 and XW218 on the 14th were using the joint callsign "Twister" from Benson to Leuchars. From and to Mildenhall on the 17th was the C-21A 40086 of the USAF as "Jalopy 24", and finally night stopping on the 26th was the Islander ZF573 of the Northolt station flight as "Ascot 7996" from Northolt to Gamston.

King Air N64GA which arrived on June 5th departed to Reykjavik on the 10th and is presumably sold back in the States. Cessna 421C N2683Y which arrived on June 19th departed to Lisbon on the 18th.

Terry Sykes

CROSLAND MOOR FLY-IN

A very busy and friendly fly-in and barbecue on 1st September yielded the following varied and interesting sightings of visitors and residents between 2pm and 5.30pm (although the new hangar was unfortunately closed up, and some early departures were missed).

Aeronca 7AC Champion	G-ATHK, BRAR
AviaSud Mistral	G-MVZR
Avtech Jabiru	G-BYYL, BZGT
AA5	G-BEZI, MSTC
ARV Super2	G-ERMO
Beagle B121 Pup	G-AXNS
Bede BD4	G-BOPD
Bo208 Junior	G-ATDO
Cessna 140	G-BPUU
Cessna 150+	G-AVUG, AYGK, AZJY
Cessna 172	G-AVZV, BBXH, CBOR
Cessna 182	G-BHIB, BKKO, LEGG, WMLT
CFM StreakShadow	G-BWPP
Cyclone AX3	G-MYRV (pleasure flights)
DAW Privateer (motor glider)	G-BCYH
Denney Kitfox	G-BPII, BSSF, BWWZ, TFOX
Druine D62 Condor	G-AYFC
Evans VP1 Volksplane	G-BKFI
Howard Special (Taylorcraft Plus)	G-BRXS
Hughes 269	G-WARK
Hughes 369	G-JIVE
Jodels	G-ARRE, ASPF, ATJN, AWWO, AZHC
Kolb Twinstar	G-MYIK, MYPC
Luscombe 8 Silhouette	G-AKUI, BPVZ
Luton LA4 Minor	G-AYSK
MS Rallye	G-BGMT, FOSY
Maule M5 LunarRocket	G-BPMB
Mooney M20A	G-BXML
Murphy Maverick	G-CBGO
Piper J3C Cub	330485 '44' (=G-AJES)
PA12 SuperCruiser	G-BSYG
PA18 SuperCub	G-BKTA
PA22 Tripacer	G-ARYH
PA28 Cherokee	G-BBPY, BHFK, IRKB, RJMS
PA38 Tomahawk	G-BTOD
Rand KR2	G-BOLZ
Rans S6 Coyote	G-BSUT, BXWK, BZBC, CLEE, MWUN, MYTE
Robins	G-BAKM, BWZG, FTIN
Slingsby T66 Nipper	G-AWDA
Stoddard Hamilton Glastar (tricycle u/c)	G-ETCW
Taylor JT1	G-BRUO
Thorpe T211	G-BYJF
Van's RV6	G-GDRV (plus BULG? in barn hangar)
Whitman Tailwind	G-BOHV
Zenair CH601	G-ZAIR
Zlin Z526 TrainerMaster	G-PCDP
Flexi-wings (mostly Mainairs) -	G-BYHO, BYKC, BZFO, BZIW, BZWB, BZXM, CBCX, CBGT, CBLD, MNEH, MNMV, MWBU, MWPJ, MWYT, MYCS, MYKG, MYTJ, MYTZ, MYUC, MYYA, MZBL, MZCB, MZHL, MZJZ, MZLC, MZND, MZRH, RYPH

Ian Vine



LEEDS/BRADFORD NEWS

Nearing the 60th Anniversary of the completion of the first Lancaster bomber built at AVRO Yeadon, Leeds Bradford Airport recognised the part that it played in that huge enterprise by unveiling a commemorative plaque in the Airport concourse on Friday 6th September.

In the company of invited guests and accompanied by Miss Nancy Blezard and Mr George Modley (two of several ex-AVRO Yeadon employees present) Councillor Denise Atkinson MBE, Chair of LBA, unveiled the plaque and commented "In its 71 year existence the airport had been part of many important developments, but arguably none more so than when, during the Second World War, it was an integral part of AVRO Yeadon. Avro's 17,500 workers - mostly conscripts - worked hard and long to produce in excess of 5,000 aircraft. A massive task, now acknowledged by this plaque."

Guests were able to peruse photographic displays provided by No 609 Squadron (which was formed in Yeadon in the February of 1936) and by Gerald Myers, author of the story of the factory, entitled *Mother Worked at Avro*. Gerald said "There were thousands of workers in a variety of munitions industries whose vital contribution to Britain's war effort has gone largely unsung. This plaque acknowledges, publicly, such worthy effort and moreover testifies to the thousands who use the airport that the freedom to travel came at a price!"

AIRPORT NEWS

Belfast City Airport has been put up for sale by its Canadian owners Bombardier. In a statement on Monday, the firm said the airport was "no longer seen as a core part of its business strategy".

The company acquired the airport when it bought Belfast aircraft company Shorts in 1989. About 800 people are employed at the site. The company has also announced plans to cut another 461 jobs at Shorts because of the downturn in the aircraft industry post September 11.

Bombardier said a number of parties had expressed an interest in acquiring the airport and believed a sale could be completed by the end of the year. Bombardier gave no indication of who was interested in buying the regional airport, nor what price they expected to realise.

Bombardier said that while there would be a change of ownership "the airport will continue to operate and to develop its position". The company has invested heavily in the City Airport, on the eastern edge of Belfast, and spent £28m on a new terminal and other facilities which opened last year.

Belfast City has been open for commercial air traffic since 1983. Currently three airlines - bmi British Midland, British European and British Airways CitiExpress - serve some 18 destinations in Great Britain daily. Approximately 1.8 million passengers are expected to use the airport this year.

More than 2,000 people have signed a petition against proposals to build a second runway at Birmingham International Airport. The second runway is one of several ideas for the Midlands which the government has put up for consultation.

Another possibility is to build a new airport between Coventry and Rugby. These ideas could then be included in a white paper aimed at increasing air travel in the future. Solihull councillor Jim Ryan told BBC Radio WM: "I am having people contact me, even those on holiday in this country from America and Australia, offering support".

The government put forward the plans in July following a study which looked at how airports could grow to match passenger expansion. There has been a growing number of passengers using UK airports. Over

the next 20 years, the figure is set to double to more than 400 million a year - and Whitehall is trying to come up with proposals to handle the demand.

Schiphol Airport saw a record 4.1 million passengers pass through its halls in July and reported fewer flight delays. Schiphol said the number of passengers was 0.6 percent higher than the peak in passenger numbers recorded in July 2001, Dutch associated press ANP reported.

The Amsterdam-based airport attributed the record number to passengers who made stopovers at Schiphol while en route to other destinations, no doubt boosted by the demise of SABENA, who made Brussels a very popular transfer airport between its flights. The total number of transfer passengers increased 4.1 percent in comparison against last year, while the number of people boarding a plane from Amsterdam declined 1.3 percent.

The total number of passengers passing through the airport in the first seven months of this year was lower in comparison against last year, but Schiphol said the difference is becoming progressively smaller. Budget airlines such as EasyJet and Basiqair reported an increased number of passengers, but intercontinental numbers remained lower in comparison against last year.

Shanghai, China's busiest aviation hub, will spend about 10 billion yuan (\$1.2 billion) to expand its Pudong International Airport and add a second runway next year, according to an airport authority official.

The project also would enlarge the grounds and add a new terminal building, said the official in the Shanghai Airport Authority's publicity department. "The second-phase construction will begin next year. Detailed plans are under study," he said.

The Shanghai Airport Authority was set up in 1998 to manage both the Pudong Airport and Shanghai's older Hongqiao Airport, which together handle more international flights than any other city in the mainland.

AIRLINE NEWS

British Airways, one of only a handful of globally known and respected UK companies, has dropped out of the FTSE 100 index of the biggest blue-chip firms for the first time. The company's fall out of the prestigious list was confirmed on the 11th September, after nervous and dramatic trading in the stock market saw Britain's flag carrier teeter on the brink of the FTSE 100 relegation zone until the last few minutes of dealing, when BA shares slipped 1/2p right at the death.

Traders said it was the tightest relegation call they could remember. ABN Amro analyst Guy Fisher said: "It was very close this time round for BA. It's going to be a while before they make it back in."

BA's ejection was confirmed on the anniversary of the 11 September attacks that had such a devastating impact on the world's aviation industry. BA's shares fell 21 per cent to 208p a year ago, compared with September 10th's closing price of 135p.

BA's chief executive Rod Eddington said the company had initiated a huge cost cutting effort to help survive the current tough trading conditions. He said: "I have never tried to hide behind 9.11. What we have been doing is reacting to how things have been changed by the no-frills airlines." The last-minute drop in the share price left BA as the 111th biggest company in the London stock market, valued at £1.461 billion, just £4 million below the 110th ranked company, the technology group Arm Holdings.

Under the FTSE 100 rules, any company ranked below 110 at the time of the quarterly shake-up is automatically thrown out of the index of top companies. Although BA insiders put a brave face on the loss of FTSE 100 status, there will be immense disappointment that the company is no longer listed with the top blue chips.

One senior executive said: "Of all the days for them to recalculate the FTSE, it could not have been a worse one for an airline. Of course we would rather be in the FTSE than not, but we'll be back."

British Airways has been a member of the FTSE 100 since it was privatised in 1987 but its market value has been sliding rapidly since it peaked at almost £8 billion in 1997, the year to which many of the causes of its decline can be traced.

During that traumatic year, the then chief executive Robert Ayling picked a fight with the previously placid ground staff and cabin crew, stirring a hornets' nest of industrial unrest at a company renowned for its improved labour relations. Worse still, those traditional red, white and blue tail-fins so beloved of BA's core business customers started to be air-brushed out, replaced by the swirly "Cool Britannia" images which led Lady Thatcher to cover a model BA plane with a hankie at that year's Tory party conference.

Most importantly, however, it was around that time that a new generation of maverick UK based airlines led by Ryanair and EasyJet began their assault on BA's backyard. After only five years, the pair of aviation gad-flies now rival the flag-carrier in size. In fact Ryanair's City valuation is considerably more than BA's, while EasyJet is catching up fast. It may not like it, but BA may soon be only Britain's third biggest airline.

Meanwhile, its claim to be the world's "favourite" has been quietly dropped. The statistical basis for the boast, the fact that it carried more international passengers than any other, was undermined when Lufthansa roared past. Air France is not far behind.

The transformation of Virgin Express to a budget airline to take on the likes of Ryanair and EasyJet has lifted profits at Sir Richard Branson's European short-haul carrier by 33% in the second quarter of the year.

The profit, albeit a modest one of €2.9m (£1.8m), pegs back the losses racked up in the traditionally slow first quarter of the year. Losses for the first half came in at €3.8m but Chairman David Hoare said the second quarter performance puts Virgin Express on track for a profitable full year. Last year it made its first profit - €1.5m - in four years having racked up losses of €61m in 2000.

Virgin Express used to be reliant for 40% of its business on Sabena, the Belgian flag carrier which went bust last autumn. A programme of cost-cutting and an increase in its number of routes flown out of its Brussels base from eight to 14 was responsible for the growth, said Hoare.

With Ryanair and EasyJet already drawing battle lines in the German no-frills market, Virgin Express - which is losing its slots at Heathrow - is to start flying from a second base, at Cologne-Bonn, from December.

Ryanair said today it carried 1.48m passengers last month, 37% more than in August 2001.

AIRCRAFT NEWS

The FAA has issued an emergency order that calls for U.S. airlines to inspect more than 1,400 Boeing 737s, 747s and 757s for a potentially faulty fuel pump that could cause an explosion. The FAA said no serious incidents have been reported and only 116 aircraft are known to be affected since the design of the pump was altered and installations began in January. Still, older aircraft may have since installed the pump as a replacement part and therefore must be checked. The FAA gave U.S. airlines four days to check their fleets and change their operating procedures until the problem can be further remedied.

And it gets better! The FAA has issued emergency Airworthiness Directive (AD) 2002-19-51 for all Boeing 737s worldwide. The FAA wants operators to check their aircraft for potentially defective flight control modules (FCMs) after the agency received reports that some of those units installed new on aircraft delivered after May 21, 2002, failed. Units may have been installed on other aircraft as replacement parts. To this point, 15 modules were found to be defective — none have yet caused an accident. Airlines were given 10 days to complete the inspections. There are 84 foreign aircraft operating with the modules from the bad batch and nine operating in the U.S. Inspections may be as simple as checking part and serial numbers.

It's not all doom and gloom for Boeing. Its machinists' union is not going on strike after all, but business is not exactly booming either. Earlier projections of a recovery in airplane production in 2004 are not looking so

realistic anymore, according to Boeing's CEO Alan Mulally. Unless things get significantly better in the next two or three months in terms of orders, production in 2003 could get even worse than current projections.

The current slump can't last forever and Boeing hasn't lost sight of the future. In that future could be an advanced concept plane dubbed the Pelican. If ever built, it would be the largest aircraft in the skies, with a wingspan of 500 feet and a payload of 1,400 tons. The aircraft would have 38 landing gears and 76 tyres to support its weight.

OTHER NEWS

A man who has cerebral palsy and arthritis is taking Ryanair and the British Airports Authority to court over the £18 he has to pay to use a wheelchair while in the queues at Stansted airport in Essex.

Bob Ross, from Islington in north London, travels frequently with the low cost airline from Stansted to Perpignan in France; due to his illness he is unable to stand for very long, and has to pay Ryanair £18 each way to use a wheelchair when moving through the crowds and queues at Stansted. "This is not only morally unjustifiable but we believe it contravenes the Disability Discrimination Act," said Bert Massie, chairman of the statutory disability rights commission.

The commission has written to both Ryanair and BAA giving them 14 days notice of legal action. It said the notice followed unsuccessful negotiations. The legal action will be begun in the Central London county court, seeking the removal of the £18 charge and unspecified damages.

Mr Ross said: "Unlike other airlines, I get charged £18 each way by Ryanair for the right to access the airport's wheelchairs. Given the painful arthritis, I simply must have a wheelchair at the airport. "But every time I have taken a return flight with Ryanair from Stansted, it has cost me £36 more than other passengers. It is unfair and discriminatory to charge disabled people more to travel."

Richard Barzen Murrow, an aeronautical pioneer and chief aerodynamicist of the famed "*Spruce Goose*," passed away on Thursday 29th August. He was born December 18, 1912, and grew up in Independence, Kansas. Murrow earned a bachelor's degree from the Massachusetts Institute of Technology in 1936 and a master's degree in aeronautical engineering in 1937. He then joined the Boeing and Douglas Aircraft Companies and later went to work for Howard Hughes where he led the team of engineers that designed the HK-1 Flying Boat - the "*Spruce Goose*".

Air marshals are quitting their jobs amid charges the working conditions they endure are putting passengers at risk. A USA Today report paints a picture of poorly trained and exhausted air marshals who stand out like sore thumbs because of the dress code enforced by the TSA. "This used to be an elite, great group. This used to be the baddest people you could find - war heroes," one marshal told the paper. "Now they've turned us into a laughing stock." Since September 11, the paper alleges, hiring standards have been substantially reduced. Marshals no longer have to pass a difficult marksmanship course, with some hired and put into service without complete background checks.

The FAA commissioned the tallest air traffic control tower in North America at the Orlando International Airport in mid September. The structure is 345 feet above ground level and sits on an 11,700-square-foot base building that houses the electronics and administrative offices that run the tower. The new tower cost \$28.7 million and is 126 feet taller than the old tower.

E-mail:- DWooler@EGNM.screaming.net

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

LEEDS BRADFORD AIRLINE REPORT - AUGUST



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA136	TFS	02/EC-HZS	09/EC-IDA	16/EC-HJP	23/EC-HJQ	30/EC-HKQ
AEA174	PM	03/EC-FXP	10/EC-FXP	17/EC-HXT	24/EC-HNB	31/EC-HXT
AEA246	LPA	03/EC-ICD	10/EC-ICD	17/EC-ICD	24/EC-IDT	31/EC-IDT
AEA264	PM	02/EC-HGO	09/EC-HGO	16/EC-HJQ	23/EC-HGO	30/EC-HBM
AEA638	PM	03/EC-HBL	10/EC-HKR	17/EC-HBN	24/EC-HKR	31/EC-HBM
AMC5203	MLA	06/9H-ABQ	13/9H-ABT	20/9H-ADI	27/9H-ABS	
AMM639C	FAO	01/G-OOOZ	08/G-OOOC	15/G-OOOU	22/G-OOOJ	29/G-OOOJ
AZI2664	FAO	03/OY-MRK	10/OY-MRK	17/OY-MRK	24/OY-MRK	31/OY-MRK
BAL076A	AGP	03/G-BYAP	10/G-BYAK	17/G-BYAK	24/G-BYAK	31/G-BYAK
BAL089A	CFU	02/G-BYAP	09/G-BYAK	16/G-BYAK	23/G-BYAK	30/G-BYAK
BAL127A	IBZ	05/G-BYAK	12/G-BYAK	19/G-BYAK	26/G-BYAK	
BAL241A	MAH	07/G-BYAK	14/G-BYAK	21/G-BYAK	28/G-BYAK	
BAL277A	PM	01/DivMAN	08/G-BYAK	15/G-BYAK	22/G-BYAK	29/G-BYAK
BAL310A	ALC	06/G-BYAK	13/G-BYAK	20/G-BYAK	27/G-BYAK	
BAL329A	PM	04/G-BYAP	11/G-BYAK	18/G-BYAK	25/G-BYAK	
BAL573A	REU	03/G-BYAP	10/G-BYAK	17/G-BYAK	24/G-BYAK	31/G-BYAK
BAL587A	IBZ	03/G-BYAP	10/G-BYAK	17/G-BYAK	24/G-BYAK	31/G-BYAK
BEE9169	VRN	03/G-JECA	10/G-JECD	17/G-JECD	24/G-JECC	31/G-JECC
BMA7991	VRN	03/G-RJXF	10/G-RJXC	17/G-RJXC	24/G-RJXC	31/G-RJXC
FUA1460	AGP	01/EC-HMJ	08/EC-HHH	15/EC-HHG	22/EC-HHG	29/EC-HHH
FUA1576	AGP	03/EC-IHI	10/EC-HBZ	17/EC-IHI	24/EC-IFN	31/EC-GUG
HMS1958	BOJ	05/LZ-HMQ	12/LZ-HMQ	19/LZ-HMQ	26/LZ-HMQ	
IWD3232	TFS	02/EC-IEQ	09/EC-ICK	16/EC-HZU	23/EC-GZE	30/EC-HZU
IWD3450	ACE	01/EC-GZD	08/EC-IAG	15/EC-IEQ	22/EC-GZD	29/EC-GZE
IWD3454	TFS	02/EC-HZU	09/EC-IEQ	16/EC-IAG	23/EC-GZD	30/EC-GZD
JKK3158	PM	03/EC-HGJ	10/EC-GVO	17/EC-HJB	24/EC-GNY	31/EC-HHF
MYT317	MAH	01/G-FHAJ	08/G-FHAJ	15/G-SUEE	22/G-FHAJ	29/G-FHAJ
MYT349	REU	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT351	TFS	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT355	LPA	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT357	PM	06/G-SUEE	13/G-SUEE	20/G-SUEE	27/G-TICL	
MYT361	ACE	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT363	GRO	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT365	DLM	02/C-GTDL	09/C-FTDF	16/C-GTDL	23/C-GTDL	30/C-GTDL
MYT367	BJV	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT369	FUE	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT371	LCA	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT373	ALC	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT379	FAO	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT381	AGP	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT385	PM	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT387	ALC	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/C-FTDA
MYT389	IBZ	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT391	MAH	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT395	PM	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
PGT480	DLM	05/TC-APJ	12/TC-APC	19/TC-AFM	26/TC-AFA	
TRA3681	HER	06/PH-HZC	13/PH-HZF	20/PH-HZE	27/PH-HZD	
VLM458	JER	03/OO-VLR	10/OO-VLM	17/OO-VLM	24/OO-VLS	31/OO-VLM

OTHER FLIGHTS

04	G-JEAR	B462	BEE745/746	f/t Belfast City	Lieu CRJ2
05	G-BYMA	JS31	EZE326P/326	Humberside - Bournemouth	Passenger Charter
06	G-BYMA	JS31	EZE327/327P	Southampton - Humberside	Passenger Charter
07	<u>G-EUOG</u>	A319	BAW9263/9246	Heathrow - Glasgow	Leeds United FC
07	<u>G-EUOG</u>	A319	BAW9247/9264	Glasgow -n/s- Heathrow	Leeds United FC
08	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
11	G-BUPS	AT42	BRT068P/MNX418	Manchester - Isle of Man	Lieu BRT JS41
11	G-BUPS	AT42	MNX419/BRT116	Isle of Man -n/s- Aberdeen	Lieu BRT JS41
12	G-BUPS	AT42	BRT117/063P	Aberdeen - Manchester	Lieu BRT JS41
12	G-OEST	JS31	EZE341P/341	Humberside - Biggin Hill	Passenger Charter
13	<u>G-MIDU</u>	A320	BMA4JL/2LJ	f/t Heathrow	Lieu B733
13	<u>PH-KVC</u>	F50	KLC7871/7872	f/t Belfast International	Passenger Charter
13	G-MIDU	A320	BMA5JL/4LJ	f/t Heathrow	Lieu B733
14	<u>G-CELLU</u>	B733	EXS5019/5020	f/t Glasgow	Passenger Charter
15	G-CELLU	B733	EXS5021/5022	f/t Glasgow	Passenger Charter
15	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
21	ES-NOB	AN72	EXS120/121	f/t Shannon	Horse Charter
22	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
23	<u>OE-HTJ</u>	D328	TJS918/919	Luton -n/s- Liege	Passenger Charter
25	<u>PH-KZG</u>	F70	KLM1075/1076	f/t Amsterdam	New Schedule
26	<u>PH-KZN</u>	F70	KLM1075/1076	f/t Amsterdam	-
26	61-ZL	C160	CTM1902	f/t Villacoublay	French AF VIPs
27	<u>PH-KZB</u>	F70	KLM1075/1076	f/t Amsterdam	-
29	OY-NPA	SW2	NFA154E/154	Aalborg - Trollhattan	Freight Charter
29	64-GW	C160	CTM1907	f/t Villacoublay	French AF VIPs

Aircraft making first visits are underlined.



Meteor NF20 G-ARCX
Used by Ferranti for Radar research
Ken Cothliff



YK42 UR 42381
19 September 2002

YK42 UR 42381
19 September 2002



C160 64GW
29 August 2002



F70 PH-KZG
28 August 2002



T154 LZ-HMQ
2 September 2002



A320 CF-TDA
2 September 2002



GLF3 60202
28 August 2002

MILITARY MATTERS



LOWESTOFT SEAFRONT AIR FESTIVAL 2002

Strictly, not a military show but the participants are predominantly military, as the following list demonstrates:

- Folland Gnat (two)
- Dornier 3605
- Boeing Stearman (two)
- BAe Nimrod
- Blue Eagles (Army Air Corps helicopter display team)
- Princess of Wales Royal Regiment parachute display team
- Red Arrows
- CAP 232
- Battle of Britain Memorial Flight (Lancaster, Spitfire, Hurricane)
- Hawker Hunter
- Royal Jordanian Falcons aerobatic display team (four Extra 300)
- BAe Hawk
- Yakovlev aerobatic display team (four Yak 52)
- Boeing B17 (Sally B)
- BAe Harrier
- Messerschmitt Me 108
- North American Harvard
- Khalifa Jet Aerobatic Team (four Albatros L39C)
- Panavia Tornado GR4
- De Havilland Venom
- Sukhoi 26
- De Havilland Sea Vixen

The Lowestoft Show received national media coverage this year as the Harrier crashed into the sea; however, the pilot "banged out" successfully, see Military News. This was not the only excitement of the show; five aerobatic display teams (if we include the Blue Eagles with the Lynx performing a loop) has to be a rarity.

Seaside shows provide a natural display line with the low water mark. The ever-improving Lowestoft show is an example of such a show!

Credits: Air Festival Programme
Vicky, Lesley and Bob Kilbey



MILITARY NEWS - Harrier "DOWN"

As noted in the Lowestoft display report, the Harrier, from RAF Wittering, had been demonstrating at the Lowestoft Air Festival but was well away from the crowd line. It apparently suffered engine failure and the pilot, Flight Lieutenant Anthony Cann, successfully ejected. In fact, so successfully he parachuted back on to the Harrier's fuselage and broke his ankle! He was picked up by a rescue boat almost immediately and then transferred to the Lowestoft lifeboat. From there he was winched into a Sea King and initially treated at a local hospital. He was later transferred to a hospital in Nottingham which has a specialist unit for the treatment of pilot ejection injuries.

The Harrier was retrieved from the North Sea six days later by an aircraft recovery team from RAF St Athan aided by marine salvagers. The plane was craned from the seabed from onboard a Felixstowe barge, taken to Lowestoft docks, dropped on to the quayside and washed down. The black box flight recorder was subsequently removed and the wings dismantled for the journey of the fuselage back to RAF Wittering. At the time of writing no firm indication has been made for the cause of the accident, although the early supposition is that it was due to engine failure.

Credits: Waveney Advertiser
Lowestoft Journal
Eastern Daily Press

A special credit to Vic Kilbey, our Suffolk correspondent, Ex-Royal Engineers - after all, The Royal Engineers were the originators of British Military Aviation!

Please send any information for inclusion in Military News to:

Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (tel: 01274-873336) OR - I rarely miss a meeting!

Eric Martin



EAST FORTUNE

East of Scotland Popular Flying Association - 9/10 August

Absolutely dreadful weather on Friday restricted the arrivals to two Europas, both being factory demonstrators from Wombledon (even the seagulls were walking or should I say paddling about). Both aircraft transited from Yorkshire via the coast - under the weather!

Saturday was much better with reasonably good weather to the North and West. The only arrivals from the South were the three Gyro's from Carlisle who finally made it after five years of trying.



Miles M18 MKII Prototype

List of visiting aircraft:

All G-

BXKX arrived Thursday
 GBXS arrived Friday
 KITZ arrived Friday and outside PFA tent
 AXIG display only Saturday
 BOZS
 SYFW
 BILD
 ARDT
 BLWY
 BFIN
 BIRZ
 MTCT
 BMDC
 BDUY
 AIRC
 BLAT
 BVDI
 BYTS
 UINN
 FLZR Fuselage in PFA tent
 YKSO
 IARC
 BBKL
 JIII
 BSFE
 BRFW

BDFY
 BVKF
 OJHL
 BUIL
 BMUG
 BZOF
 MZML
 ZTED in PFA tent
 BTWB outside PFA tent
 BSYZ
 BXJI
 ASAL
 BBLS
 IDAY
 BGIY
 RVEE
 BRFB
 BPFH
 BYMT
 BGIG
 BSTR
 BUPM
 RIKI
 G-BRAA dismantled Pitts in Building 47
 Also at microlight field Jodel BHHX



Scottish Aviation Twin Pioneer

Also, of course, the Museum of Flight was open all day and amongst their exhibits were the very rare Miles Monarch G-AFJU, (one of only two in UK), 'one-offs' Miles M.18 G-AHKY, and Kay Gyroplane G-ACVA, and until another was found recently in South America, the 'unique' General Aircraft Cygnet, G-AGBN. Although this museum is a little off the 'beaten track', it really is worth a visit, with quite a few other unusual types, and the only Museum outside Duxford to have both a Blenheim and Beaufighter under restoration. The annual air display also usually gets a few 'out of the ordinary' visitors such as Dornier 235, and a Stolp Starlet.

If anyone is interested in a trip, let me or Cliff know, and we can lay on a bus - it would be a long day, transit time about three hours, or we could combine it with an overnight stay and trip around the Royal Yacht, "Brittania" in Edinburgh docks.



General Aircraft Cygnet



Dornier 328

TRIP, WHAT TRIP? I'VE BEEN ON A GREAT "NUMBER" OF TRIPS

After the tremendous improvements to the Society's magazine, I am somewhat shocked to see that the editor has introduced a section where one member is allowed to "slag off" another member in writing in the magazine. I see that Alan Tempest has got in first and set the ball rolling with some comments and statements that I find very upsetting. I personally don't think that this section should be allowed because of the ill feelings it could create within the Society. And apart from it being only fair that I am able to respond to these statements which have hurt me considerably, I hope the editor will see fit not to let this section continue.

I am pleased I left an impression on Alan Tempest, he certainly didn't leave one on me. In fact, I don't recall driving like that on any trip whatsoever, but if he could let me know the date and who was with us it may help. I have been to Hendon and the only way I know that, is by looking up the "numbers" in my computer. I have spoken to the persons on that trip and they do not recall my driving like Alan describes. In fact, I have discussed my driving with a lot of people that have been on trips with me and guess what? They can't think of any time that I drove badly. I did have a Mondeo a long while ago and even with Alan's photographic memory and detailed description I still can't recall the trip. However, on the trip I did do to Hendon and whilst I was in a motorway service station, (the toilet, to be precise) a balloon flew over which I missed. Alan, with your photographic memory, please let me have the number on the balloon you saw, it might help – oops, sorry, you don't collect numbers do you? So why did you go on a trip with number crunchers then?

The slating you gave regarding my driving left me amazed. I have been driving now for 43 years, many as a taxi driver and sales rep, and, touch wood, have yet to have an accident - have you had any?

Your comments on not understanding number collectors leaves me wondering why you bother to get the magazine, when nearly half of it is taken up by aircraft numbers. In fact I don't know what would happen to the magazine if this section was left out, a section I might add that is written up each month by one of the Society's best known members. Incidentally, aircraft number collecting is one of the fastest growing pastimes, as can be seen by visiting any aviation shop and seeing the number of books now available which contain nothing but aircraft numbers.

As to knowing the mechanics of aircraft, I would have asked "my old man" - he was a nut and bolt man as an engineer in the RAF, but that was many, many years ago.

Or I could have looked it up on my computer. Talking about computers, I receive about 40 e-mails per day with aircraft numbers on, but I've yet to receive one that mentions jacking points etc..

Anyway, enough said. Let's hope this is the first and last (I must be allowed to respond) slanging match we'll see in what is turning out to be an excellent magazine with some good stories in and lots and lots of aircraft numbers.

PS: I see the identity of the mysterious aircraft competition was won by a number cruncher.

Horrendously yours,
John Jackson

EDITOR'S REPLY

I apologise if publishing Alan Tempest's article in last month's magazine has caused offence to John Jackson and other Society members. It was included in good faith as an entry in the main body of the magazine, recording a visit to the Isle of Wight. It was not submitted for the Free Air section, which will continue for as long as the membership makes use of it.

To prevent this sort of situation occurring in the future, can everyone who contributes to the magazine please ensure that they obtain the permission of any Society member who is mentioned in the contribution, to submit the article for publication.

Members please note that although Sheila and I do help Ken and Doreen at Air Supply, the company is not involved at all in the publication of the magazine. For convenience, they kindly allow members to leave articles for the magazine at the shop addressed to me, and we thank them for this service. Air Supply has a regular advertisement in the magazine and Ken occasionally contributes an article or photographs of interest to members, which I hope he will continue to do.

Cliff Jayne

With respect to the article in last month's magazine and the response to it, I would like to make it clear, on behalf of the Society, that Air Supply Aviation Store Ltd. is in no way involved in this matter.

David Bates



Boeing 75 Steerman
Terry Sykes



Vickers Viscount G-AOYL
Terry Sykes



Hi Cliff

Having had some interest in the September Free Air content, I was somewhat surprised to read the preamble about shaving and painting. One is left to speculate whether this inclusion was to let everyone know how busy you were with the paint brush, or if the inclusion occurred in the rush but might constitute a verbal warning to the Assistant Editor. There seems to be a clear message i.e. be careful what is sent, it could finish up in print even when not intended. Anyway, the magazine was one of the best yet. Peter Constable's plough through the bogs was quite fascinating; if he asks for volunteers to join in next time the Duxford list will look enormous. I always thought there were members like me who were not exactly into the "numbers game". Well done Alan for being brave enough to say as much and providing such an amusing article. How would you like to volunteer as a Speaker on the subject - we would finish up with a lively question time and be able to assess the Chairman's ability to keep order!

David Tennant

You could help to fill this space

SPOTTERS CORNER

Clue: George Cross

Photograph supplied by R Preston



Solution to last month's picture: Blackburn Beverley



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 Yorkshire Aero Club Fly in
 Leeds Bradford Airport
 29 June 1991

Noreen Barrett



Boeing 747
 Corsair

Noreen Barrett

SD 3-60 100 G-ZAPD
 Titan Airways
 Leeds Bradford Airport
 16 June 1998

D.J.D Carter

