

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



AIR YORKSHIRE MEMBERS
RAF COSFORD
SATURDAY 27 SEPTEMBER 2003

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

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

- 2 November - Annual General Meeting
- 7 December - Pre-Christmas "Get Together"

AIR YORKSHIRE AVIATION SOCIETY NEWS

I am certain that most members who arrived at the September meeting would be disappointed to learn that we had a last minute change. However, we were very grateful that Paul Isherwood could come over from Lancashire at very short notice. His slide show and comments on the TAS trip to China last March was enjoyed by everybody present, the quality of the slides being really superb.

The summer season at LBA is drawing to a close and the darker nights are with us already. How quickly time seems to pass. It has been a good year for the airport, and much for the enthusiast to see. Probably the outstanding visitor of the summer was the Brazilian B737 on 3 July.

I would like to take this opportunity to clarify some comments I hear regarding the movements for the airport. We report in the magazine every visitor to the airport whether it is scheduled traffic, IT traffic, business or private traffic. We endeavor to be very accurate with all the information published, although sometimes this is not readily available. Not included are any of the movements of the resident aircraft - to do so would fill the other half of the magazine.

David Valentine

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



MOVEMENTS JULY

01 Tuesday

| | | | | | |
|--------|----------------|---------------|--------|----------------|---------------|
| G-BYAA | Boeing 767 | 0241 0854 | G-PIDS | Boeing 757 | 0545 0837 |
| G-RJXB | EMB 145 | 0736 0826 | G-UKFA | Fokker 100 | 0921 1042 |
| G-RJXD | EMB 145 | 0923 1509 | G-MAJM | Jetstream 41 | 0941 1028 |
| G-ZAPO | BAe 146 200QC | 0944 1044 | El-CNW | Boeing 737 | 0948 1037 |
| G-BVJA | Fokker 100 | 0956 1116 | G-RJXF | EMB 145 | 1002 1049 |
| G-CELS | Boeing 737 300 | 1012 1124 | G-RJXC | EMB 145 | 1017 1120 |
| ZE701 | BAe 146 CC.2 | 1034 1643 | 9H-ADI | Boeing 737 300 | 1040 1144 |
| G-GAFT | PA-34 Seneca | 1047 1147 | G-OAKJ | Jetstream 31 | 1053 1501 |
| G-UKHP | BAe 146 300 | 1159 1247 | G-OBLC | B.76 Duchess | 1206 1732 |
| G-MAJM | Jetstream 41 | 1219 1439 | G-CELX | Boeing 737 300 | 1222 1339 |
| G-RJXB | EMB 145 | 1224 1350 | G-CELV | Boeing 737 300 | 1228 1332 |
| El-CJG | Boeing 737 | 1315 1348 | G-RJXF | EMB 145 | 1325 1405 |
| G-RJXC | EMB 145 | 1353 1456 | G-BVJA | Fokker 100 | 1355 1554 |
| G-UKFA | Fokker 100 | 1358 1601 | G-BZOL | Robin 3000 | 1421 1101(02) |
| G-PIDS | Boeing 757 | 1452 1623 | EC-HBL | Boeing 737 800 | 1459 1614 |
| G-JECB | CL600 RJ | 1617 1719 | G-OAKJ | Jetstream 31 | 1640 1717 |
| G-UKTE | Fokker 50 | 1654 1758 | G-RJXC | EMB 145 | 1657 1737 |
| CS-TPJ | EMB 145 | 1659 1756 | G-RJXD | EMB 145 | 1712 1814 |
| G-MAJM | Jetstream 41 | 1735 1806 | G-RKJT | PA-46 Malibu | 1751 1801 |
| G-RJXB | EMB 145 | 1758 1832 | G-CELS | Boeing 737 300 | 1826 0716(02) |
| G-BVJA | Fokker 100 | 1829 1920 | El-CNX | Boeing 737 | 1837 1917 |
| G-CELV | Boeing 737 300 | 1911 0701(02) | G-JECB | CL600 RJ | 1915 1959 |
| G-UKFC | Fokker 100 | 1933 0635(02) | G-RJXC | EMB 145 | 1939 2019 |
| G-OAKJ | Jetstream 31 | 1956 0709(02) | G-MAJM | Jetstream 41 | 2013 0707(02) |
| G-CELX | Boeing 737 300 | 2016 0649(02) | G-RJXB | EMB 145 | 2031 2110 |
| CS-TPJ | EMB 145 | 2047 0729(02) | G-BVJA | Fokker 100 | 2128 0705(02) |
| G-OBBJ | Boeing 737 800 | 2143 N/res | G-RJXE | EMB 145 | 2145 0742(02) |
| G-CELU | Boeing 737 300 | 2157 0708(04) | G-RJXD | EMB 145 | 2207 0713(02) |
| G-RJXA | EMB 145 | 2311 0719(02) | | | |

02 Wednesday

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|--------|-----------------|---------------|--------|----------------|---------------|
| G-BYAA | Boeing 767 | 0127 0738 | G-PIDS | Boeing 757 | 0139 0801 |
| G-RJXC | EMB 145 | 0732 0823 | G-JEDZ | DHC-8 | 0821 0857 |
| G-RJXA | EMB 145 | 0920 1117 | G-MAJM | Jetstream 41 | 0930 1011 |
| G-UKFC | Fokker 100 | 0935 1045 | G-BVJA | Fokker 100 | 0939 1052 |
| El-CJI | Boeing 737 | 0942 1019 | CS-TPJ | EMB 145 | 0946 1040 |
| G-OAKJ | Jetstream 31 | 0950 1456 | G-RJXD | EMB 145 | 1007 1338 |
| G-CELS | Boeing 737 300 | 1014 1124 | G-RJXE | EMB 145 | 1037 1357 |
| G-MAJM | Jetstream 41 | 1148 1443 | G-CELV | Boeing 737 300 | 1153 1302 |
| G-CELX | Boeing 737 300 | 1237 1335 | N671B | A.36 Bonanza | 1241 1454(06) |
| G-UKHP | BAe 146 300 | 1251 1332 | G-BYLM | PA-46 Malibu | 1306 1426 |
| El-CNX | Boeing 737 | 1315 1349 | CS-TPJ | EMB 145 | 1322 1504 |
| G-RJXA | EMB 145 | 1359 1453 | G-UKFR | Fokker 100 | 1403 1607 |
| G-GYTO | PA-28 Warrior 3 | 1412 1148(03) | G-TWIG | Cessna F406 | 1548 1626 |
| G-JECB | CL600 RJ | 1617 1715 | G-PIDS | Boeing 757 | 1638 0631(03) |
| G-OAKJ | Jetstream 31 | 1647 1724 | G-RJXA | EMB 145 | 1655 1740 |
| G-MAJM | Jetstream 41 | 1702 1746 | G-UKTI | Fokker 50 | 1707 1809 |
| CS-TPJ | EMB 145 | 1709 1806 | G-RJXD | EMB 145 | 1711 1813 |

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|--------|----------------|---------------|--------|-----------------|---------------|
| G-RJXC | EMB 145 | 1714 2001 | G-RJXE | EMB 145 | 1717 1751 |
| G-CELS | Boeing 737 300 | 1720 1821 | G-BVJB | Fokker 100 | 1827 1918 |
| EI-CON | Boeing 737 | 1829 1905 | G-CELV | Boeing 737 300 | 1853 0714(03) |
| G-JECB | CL600 RJ | 1913 1958 | G-KDMA | Citation Encore | 1936 1115(04) |
| G-UKFR | Fokker 100 | 1942 0641(03) | G-RJXA | EMB 145 | 1946 0802(03) |
| G-OAKJ | Jetstream 31 | 1956 0656(03) | G-MAJM | Jetstream 41 | 2003 0704(03) |
| CS-TPJ | EMB 145 | 2006 0725(03) | G-CELX | Boeing 737 300 | 2031 0636(03) |
| G-RJXE | EMB 145 | 2035 0733(03) | G-BYAA | Boeing 767 | 2053 0709(03) |
| G-CELS | Boeing 737 300 | 2105 0743(03) | G-RJXD | EMB 145 | 2120 0722(03) |
| G-BVJD | Fokker 100 | 2241 0717(03) | | | |

03 Thursday

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|--------|-----------------|---------------|--------|----------------|---------------|
| G-RJXC | EMB 145 | 0730 1342 | G-JECB | CL600 RJ | 0747 0828 |
| G-BXXT | B.76 Duchess | 0831 1312 | G-UKFR | Fokker 100 | 0924 1032 |
| G-MAJM | Jetstream 41 | 0929 1013 | CS-TPJ | EMB 145 | 0932 1046 |
| G-BVJD | Fokker 100 | 0939 1055 | EI-CJC | Boeing 737 | 0946 1041 |
| G-RJXA | EMB 145 | 0955 1510 | G-BUVD | Jetstream 31 | 1003 1500 |
| G-RJXD | EMB 145 | 1008 1107 | G-CELS | Boeing 737 300 | 1029 1134 |
| G-RCNB | Eurocopter 120B | 1035 1048 | G-RJXE | EMB 145 | 1045 1457 |
| G-RKJT | PA-46 Malibu | 1104 1145 | G-UKHP | BAe 146 300 | 1131 1223 |
| G-CELV | Boeing 737 300 | 1155 1301 | G-MAJM | Jetstream 41 | 1159 1443 |
| G-GAFT | PA-44 Seminole | 1208 1657 | G-LVES | Cessna 182S | 1228 1705 |
| G-CELX | Boeing 737 300 | 1241 1335 | G-JIVE | Hughes 369 | 1242 1339 |
| G-EEJE | PA-31 Navajo | 1258 1320 | G-PIDS | Boeing 757 | 1304 1700 |
| G-CRPH | Airbus 320 | 1306 1450 | EI-CNX | Boeing 737 | 1318 1355 |
| G-OOOB | Boeing 757 | 1322 1454 | G-MAMD | King Air 200 | 1326 1500(07) |
| CS-TPJ | EMB 145 | 1340 1419 | G-BHTA | PA-28 Dakota | 1343 1748 |
| EC-IMG | Airbus 320 | 1350 1504 | G-RJXD | EMB 145 | 1405 2007 |
| G-BVJD | Fokker 100 | 1410 1538 | G-UKFM | Fokker 100 | 1416 1633 |
| ZH877 | Hercules C.4 | 1422 1653 | PR-BRE | Boeing 737 300 | 1426 1543 |
| G-BKBV | TB-10 Tobago | 1519 1817 | G-BYLM | PA-46 Malibu | 1559 1444(04) |
| G-JEDF | DHC-8 | 1626 1710 | G-BUVD | Jetstream 31 | 1645 1721 |
| CS-TPJ | EMB 145 | 1652 1758 | G-RJXE | EMB 145 | 1657 1734 |
| G-MAJM | Jetstream 41 | 1702 1759 | G-RJXC | EMB 145 | 1707 1745 |
| G-RKJT | PA-46 Malibu | 1709 1751 | PH-LXP | Fokker 50 | 1724 1815 |
| G-RJXA | EMB 145 | 1730 1807 | G-CELS | Boeing 737 300 | 1738 1843 |
| G-BVJD | Fokker 100 | 1811 1914 | EI-CJI | Boeing 737 | 1833 1902 |
| G-OLDJ | Lear Jet 45 | 1837 1900 | G-CELV | Boeing 737 300 | 1919 0719(04) |
| G-JEDF | DHC-8 | 1925 2002 | G-RJXE | EMB 145 | 1931 0713(04) |
| G-IJYS | Jetstream 31 | 1959 2012 | G-RJXA | EMB 145 | 2001 1716(04) |
| G-BUVD | Jetstream 31 | 2004 0659(04) | G-MAJM | Jetstream 41 | 2011 0656(04) |
| G-CELX | Boeing 737 300 | 2015 0742(04) | G-BRIG | Boeing 767 | 2022 2138 |
| G-UKFM | Fokker 100 | 2028 0621(04) | G-RJXC | EMB 145 | 2052 0729(04) |
| CS-TPJ | EMB 145 | 2057 0740(04) | G-CELS | Boeing 737 300 | 2110 1124(04) |
| D-ICWM | King Air 200C | 2130 2214 | G-BVJD | Fokker 100 | 2147 0807(04) |

04 Friday

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|--------|----------------|-----------|--------|----------------|---------------|
| G-BYAK | Boeing 757 | 0056 0632 | G-PIDS | Boeing 757 | 0128 0650 |
| VP-CED | Citation Bravo | 0732 0745 | G-RJXD | EMB 145 | 0737 1345 |
| G-ENRE | Jabiru UL | 0815 1509 | CS-DNK | Hawker 800XP | 0824 0958 |
| G-ZAPO | BAe 146 200QC | 0905 0943 | G-RJXA | EMB 145 | 0909 1511 |
| G-MAJM | Jetstream 41 | 0915 1010 | CS-TPJ | EMB 145 | 0947 1046 |
| EI-COB | Boeing 737 | 0950 1024 | G-UKFM | Fokker 100 | 0953 1055 |
| G-BYRM | Jetstream 31 | 0959 1458 | G-RJXE | EMB 145 | 1003 1128 |
| G-LUND | Cessna 340 | 1008 1107 | G-CELU | Boeing 737 300 | 1022 0830(05) |
| G-BVJD | Fokker 100 | 1032 1134 | G-RJXC | EMB 145 | 1038 1404 |
| N9469P | PA-24 Comanche | 1054 1118 | EC-IMA | Airbus 321 | 1059 1214 |
| EC-HJJ | Boeing 737 800 | 1112 1231 | G-MAJM | Jetstream 41 | 1207 1442 |
| G-CELV | Boeing 737 300 | 1210 1301 | G-CELX | Boeing 737 300 | 1233 1339 |

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|--------|----------------|---------------|--------|----------------|---------------|
| G-UKHP | BAe 146 300 | 1254 1347 | CS-TPJ | EMB 145 | 1318 1450 |
| EI-CJC | Boeing 737 | 1322 1354 | G-RJXE | EMB 145 | 1359 1806 |
| G-BVJD | Fokker 100 | 1401 1535 | G-OLDJ | Lear Jet 45 | 1504 1518 |
| G-UKFO | Fokker 100 | 1506 1637 | G-SMTJ | Airbus 321 | 1634 1851 |
| G-BYRM | Jetstream 31 | 1654 1728 | G-RJXC | EMB 145 | 1656 1757 |
| G-RJXD | EMB 145 | 1658 1751 | CS-TPJ | EMB 145 | 1700 1739 |
| G-RJXA | EMB 145 | 1710 2002 | G-MAJM | Jetstream 41 | 1718 1801 |
| PH-LXP | Fokker 50 | 1721 1812 | G-CELS | Boeing 737 300 | 1737 1837 |
| G-BVJD | Fokker 100 | 1810 1910 | EI-CJI | Boeing 737 | 1835 1906 |
| G-RKJT | PA-46 Malibu | 1848 1049(08) | G-CELV | Boeing 737 300 | 1858 0705(05) |
| G-UKHP | BAe 146 300 | 1921 2011 | CS-TPJ | EMB 145 | 1937 0722(05) |
| G-UKFM | Fokker 100 | 1939 0625(05) | G-RJXE | EMB 145 | 1952 0834(05) |
| G-BYRM | Jetstream 31 | 1954 0704(07) | G-CELX | Boeing 737 300 | 2002 1310(05) |
| G-MAJM | Jetstream 41 | 2022 1503(06) | G-RJGR | Boeing 757 | 2040 2224 |
| G-RJXC | EMB 145 | 2047 0730(05) | G-CELS | Boeing 737 300 | 2105 0708(05) |
| G-RJXD | EMB 145 | 2108 0743(05) | EI-CNZ | Boeing 737 | 2119 2145 |
| G-BVJD | Fokker 100 | 2152 0724(05) | G-BYAK | Boeing 757 | 2235 0702(05) |
| EC-HGO | Boeing 737 800 | 2238 2347 | | | |

05 Saturday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-RJGR | Boeing 757 | 0413 0631 | G-JEDX | DHC-8 | 0741 0818 |
| G-RJXA | EMB 145 | 0744 1450 | G-LVES | Cessna 182S | 0905 1413 |
| G-UKFM | Fokker 100 | 0926 1051 | EI-CJC | Boeing 737 | 0938 1013 |
| G-BVJD | Fokker 100 | 0955 1059 | G-RJXD | EMB 145 | 1011 1104 |
| LZ-BHA | Airbus 320 | 1016 1139 | G-CELS | Boeing 737 300 | 1019 1130 |
| G-RJXE | EMB 145 | 1148 1238 | G-CELV | Boeing 737 300 | 1214 1406 |
| G-RJGR | Boeing 757 | 1223 1409 | G-BYAK | Boeing 757 | 1235 1403 |
| CS-TPJ | EMB 145 | 1239 0732(07) | G-STR | Boeing 737 300 | 1243 1426 |
| EI-DBC | Airbus 320 | 1257 1453 | G-RJXC | EMB 145 | 1259 1351 |
| EI-COA | Boeing 737 | 1321 1357 | G-RJXD | EMB 145 | 1358 1655 |
| G-UKFM | Fokker 100 | 1414 1606 | OE-LCQ | CL600 RJ | 1456 1548 |
| F-GCJL | Boeing 737 | 1514 1701 | EC-HKQ | Boeing 737 800 | 1516 1630 |
| G-CELV | Boeing 737 300 | 1531 1715(06) | G-BRYJ | DHC-8 | 1545 1619 |
| XZ324 | Gazelle AH.1 | 1610 1727 | G-JEDJ | DHC-8 400 | 1634 1723 |
| EC-HBP | DC-9 82 | 1706 1814 | G-UKTI | Fokker 100 | 1718 1803 |
| EC-IEZ | Boeing 737 300 | 1734 1835 | G-CELS | Boeing 737 300 | 1752 1921 |
| N900CB | Cessna 421C | 1821 0627(21) | G-CELX | Boeing 737 300 | 1846 0720(06) |
| G-RJXE | EMB 145 | 1917 0823(06) | G-UKFM | Fokker 100 | 1953 0617(06) |
| G-RJGR | Boeing 757 | 2014 2134 | G-BYAK | Boeing 757 | 2025 2149 |
| G-RJXC | EMB 145 | 2030 0741(06) | G-CELV | Boeing 737 300 | 2037 1035(06) |
| G-BVJD | Fokker 100 | 2111 0703(06) | F-GCJL | Boeing 737 | 2113 2246 |
| G-RJXA | EMB 145 | 2122 1426(06) | G-RJXD | EMB 145 | 2141 1140(06) |
| EC-FXP | Boeing 737 400 | 2207 2306 | | | |

06 Sunday

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|--------|----------------|-----------|--------|-----------------|-----------|
| G-CELS | Boeing 737 300 | 0129 1135 | G-BYAK | Boeing 757 | 0327 0602 |
| G-RJGR | Boeing 757 | 0634 0820 | PH-RAT | Beech 1900D | 0742 0808 |
| G-BVJD | Fokker 100 | 0935 1059 | G-UKFM | Fokker 100 | 0940 1043 |
| B-MAQ | Airbus 321 | 0958 1121 | G-JEDX | DHC-8 | 1011 1052 |
| N750NS | Citation X | 1054 1750 | TF-ELP | Boeing 737 300 | 1143 1306 |
| G-BYAK | Boeing 757 | 1149 1344 | G-CELX | Boeing 737 300 | 1224 1330 |
| EI-COA | Boeing 737 | 1349 1420 | G-UKFM | Fokker 100 | 1357 1605 |
| G-RJXC | EMB 145 | 1430 1513 | G-BSUF | PA-32RT Lance 2 | 1441 1507 |
| G-RJXE | EMB 145 | 1447 1959 | G-RJGR | Boeing 757 | 1453 1615 |
| G-RJXD | EMB 145 | 1510 1611 | G-JEDJ | DHC-8 400 | 1609 1718 |
| G-MAJM | Jetstream 41 | 1643 1756 | G-RJXA | EMB 145 | 1652 1747 |
| G-LUND | Cessna 340 | 1655 1709 | G-OAKJ | Jetstream 31 | 1657 1741 |
| G-RJXC | EMB 145 | 1705 1753 | PH-LXR | Fokker 50 | 1707 1802 |
| G-CELS | Boeing 737 300 | 1720 1833 | EI-CNZ | Boeing 737 | 1857 1926 |

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|--------|----------------|---------------|--------|----------------|---------------|
| TF-ELP | Boeing 737 300 | 1900 2007 | G-JEDJ | DHC-8 400 | 1920 2009 |
| G-UKFM | Fokker 100 | 1935 0619(07) | G-MAJM | Jetstream 41 | 2010 0701(07) |
| G-CELX | Boeing 737 300 | 2015 0634(07) | G-BVJC | Fokker 100 | 2021 2117 |
| G-RJXD | EMB 145 | 2028 0715(07) | G-RJXC | EMB 145 | 2043 0723(07) |
| G-CELV | Boeing 737 300 | 2052 0656(07) | G-RJXA | EMB 145 | 2055 0749(07) |
| G-CELS | Boeing 737 300 | 2111 0705(08) | EI-CNT | Boeing 737 | 2115 2144 |
| G-RJGR | Boeing 757 | 2125 0830(07) | G-CELU | Boeing 737 300 | 2214 0708(07) |
| G-BYAK | Boeing 757 | 2254 0752(07) | G-BVJC | Fokker 100 | 2327 0719(07) |

07 Monday

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|--------|----------------|---------------|--------|----------------|---------------|
| CS-DNR | Falcon 2000 | 0523 0659 | G-RJXE | EMB 145 | 0730 1504 |
| LZ-BHA | Airbus 320 | 0734 0848 | G-JEDJ | DHC-8 400 | 0754 0833 |
| G-RJXC | EMB 145 | 0916 1334 | G-PDGG | Falco F-8L | 0918 1422 |
| G-MAJM | Jetstream 41 | 0926 1009 | G-BYLM | PA-46 Malibu | 0944 1250(14) |
| G-BVJC | Fokker 100 | 0948 1058 | EI-CNW | Boeing 737 | 0951 1028 |
| CS-TPJ | EMB 145 | 0954 1037 | G-UKFM | Fokker 100 | 0958 1055 |
| G-OAKJ | Jetstream 31 | 1004 1457 | G-RJXD | EMB 145 | 1014 1119 |
| G-CELU | Boeing 737 300 | 1016 1127 | CS-DNL | Hawker 800XP | 1026 1141 |
| G-MAXI | PA-34 Seneca | 1032 1625 | N916CD | Cirrus SR-22 | 1035 1558 |
| G-RJXA | EMB 145 | 1041 1405 | G-UKHP | BAe 146 300 | 1125 1214 |
| G-CELV | Boeing 737 300 | 1151 1303 | VP-CBM | Citation II | 1156 1418 |
| G-MAJM | Jetstream 41 | 1159 1445 | G-CELV | Boeing 737 300 | 1233 1335 |
| CS-TPJ | EMB 145 | 1310 1459 | G-BYAK | Boeing 757 | 1331 1531 |
| EI-COA | Boeing 737 | 1340 1430 | G-BVJC | Fokker 100 | 1346 1539 |
| G-RJXD | EMB 145 | 1402 1509 | G-UKFM | Fokker 100 | 1408 1602 |
| G-JEDJ | DHC-8 400 | 1617 1709 | G-OAKJ | Jetstream 31 | 1642 1718 |
| CS-TPJ | EMB 145 | 1644 1727 | G-RJXA | EMB 145 | 1647 1752 |
| G-RJXC | EMB 145 | 1650 1745 | G-MAJM | Jetstream 41 | 1706 1747 |
| G-RJXD | EMB 145 | 1710 1756 | G-CELU | Boeing 737 300 | 1715 1829 |
| PH-LXP | Fokker 50 | 1724 1804 | G-BVJC | Fokker 100 | 1818 1916 |
| EI-CNT | Boeing 737 | 1821 1905 | G-RJGR | Boeing 757 | 1848 2010 |
| G-CELV | Boeing 737 300 | 1902 1305(08) | G-JEDJ | DHC-8 400 | 1919 1958 |
| CS-TPJ | EMB 145 | 1926 0724(08) | G-UKFG | Fokker 100 | 1939 0621(08) |
| G-CELX | Boeing 737 300 | 1954 0758(08) | G-RJXD | EMB 145 | 2000 2029 |
| G-MAJM | Jetstream 41 | 2005 0701(08) | G-OAKJ | Jetstream 31 | 2007 0759(08) |
| G-RJXA | EMB 145 | 2036 0710(08) | G-RJXC | EMB 145 | 2042 0749(08) |
| EI-CNZ | Boeing 737 | 2056 2123 | N800J | Gulfstream IV | 2103 0730(09) |
| G-CELU | Boeing 737 300 | 2113 0746(08) | G-BXWE | Fokker 100 | 2223 0733(08) |

08 Tuesday

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|--------|-------------------|-----------|--------|----------------|---------------|
| G-BYAK | Boeing 757 | 0030 0624 | G-RJGR | Boeing 757 | 0514 0835 |
| G-RJXD | EMB 145 | 0731 0815 | G-JEDJ | DHC-8 400 | 0743 0828 |
| G-UKFG | Fokker 100 | 0920 1039 | CS-TPJ | EMB 145 | 0923 1043 |
| G-MAJM | Jetstream 41 | 0926 1017 | EI-CNT | Boeing 737 | 0942 1104 |
| G-RJXC | EMB 145 | 0944 1401 | G-BXWE | Fokker 100 | 1000 1054 |
| G-CBCS | Jetstream 31 | 1004 1456 | G-RJXA | EMB 145 | 1008 1125 |
| G-CELS | Boeing 737 300 | 1013 1133 | ZE700 | BAe 146 CC.2 | 1015 1613 |
| G-LARE | Twin Comanche C/R | 1046 1522 | 9H-ADH | Boeing 737 300 | 1111 1213 |
| G-RJXD | EMB 145 | 1115 1336 | G-JEBB | BAe 146 300 | 1134 1220 |
| G-MAJM | Jetstream 41 | 1158 1434 | G-CELU | Boeing 737 300 | 1227 1242(10) |
| G-CELX | Boeing 737 300 | 1248 1347 | EI-COX | Boeing 737 | 1306 1342 |
| CS-TPJ | EMB 145 | 1322 1505 | G-HAMA | King Air 200 | 1330 1526 |
| G-RJXA | EMB 145 | 1351 1443 | G-UKFG | Fokker 100 | 1353 1601 |
| G-BXWE | Fokker 100 | 1410 1543 | EC-HBM | Boeing 737 800 | 1431 1553 |
| G-RJGR | Boeing 757 | 1440 1631 | G-RJXA | EMB 145 | 1636 1723 |
| G-CBCS | Jetstream 31 | 1642 1719 | G-RJXH | EMB 145 | 1649 1743 |
| G-RJXD | EMB 145 | 1652 1737 | G-MAJM | Jetstream 431 | 1704 1749 |
| G-CELS | Boeing 737 300 | 1710 1820 | CS-TPJ | EMB 145 | 1712 1756 |
| G-RKJT | PA-46 Malibu | 1731 1833 | PH-LXK | Fokker 50 | 1734 1809 |

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|---------|----------------|---------------|--------|----------------|---------------|
| N273TB | B.58 Baron | 1810 1824 | G-BXWE | Fokker 100 | 1826 1916 |
| EI-CNXX | Boeing 737 | 1835 1906 | G-CELV | Boeing 737 300 | 1903 0705(09) |
| G-UKFG | Fokker 100 | 1923 0620(09) | G-RJXA | EMB 145 | 1927 2001 |
| G-CBCS | Jetstream 31 | 1949 0657(09) | CS-TPJ | EMB 145 | 1959 0724(09) |
| G-CELX | Boeing 737 300 | 2005 0637(09) | G-MAJM | Jetstream 41 | 2014 0701(09) |
| G-BYAK | Boeing 757 | 2040 0744(09) | G-JEDJ | DHC-8 400 | 2045 2124 |
| G-RJXH | EMB 145 | 2047 0728(09) | G-RJXD | EMB 145 | 2054 0733(09) |
| G-CELS | Boeing 737 300 | 2106 0709(09) | G-RJXE | EMB 145 | 2127 0712(09) |
| G-BVJD | Fokker 100 | 2146 0715(09) | | | |

09 Wednesday

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|--------|----------------|---------------|---------|----------------|---------------|
| G-RJGR | Boeing 757 | 0148 0748 | G-RJXA | EMB 145 | 0736 1132 |
| N273TB | B.58 Baron | 0740 0810 | G-LVES | Cessna 182S | 0846 1001 |
| CS-TPJ | EMB 145 | 0920 1341 | G-UKFG | Fokker 100 | 0931 1048 |
| G-BVJD | Fokker 100 | 0934 1050 | G-JEDJ | DHC-8 400 | 0940 1017 |
| G-MAJM | Jetstream 41 | 0943 1128 | G-RJXD | EMB 145 | 0947 1043 |
| EI-CJG | Boeing 737 | 0950 1024 | G-BYRA | Jetstream 31 | 0955 1452 |
| G-CELS | Boeing 737 300 | 1015 1124 | G-RJXH | EMB 145 | 1032 2000 |
| G-RJXE | EMB 145 | 1041 1403 | G-JEBB | BAe 146 300 | 1141 1222 |
| G-CELV | Boeing 737 300 | 1153 1312 | CS-DNP | Falcon 2000 | 1217 1250 |
| G-CELX | Boeing 737 300 | 1236 1338 | G-MAJM | Jetstream 41 | 1305 1444 |
| EI-COA | Boeing 737 | 1314 1354 | G-RJXD | EMB 145 | 1321 1448 |
| G-UKFG | Fokker 100 | 1357 1603 | G-BVJD | Fokker 100 | 1359 1539 |
| N139DB | PA-23 Aztec | 1414 1512 | G-RJXA | EMB 145 | 1419 1458 |
| G-JEDJ | DHC-8 400 | 1606 1717 | G-BYRA | Jetstream 31 | 1633 1720 |
| G-RJXD | EMB 145 | 1639 1734 | G-RJXB | EMB 145 | 1700 1758 |
| CS-TPJ | EMB 145 | 1703 1742 | G-RJGR | Boeing 757 | 1705 1836 |
| G-RJXA | EMB 145 | 1709 1803 | PH-LXT | Fokker 50 | 1714 1807 |
| G-CELS | Boeing 737 300 | 1719 1821 | G-MAJM | Jetstream 41 | 1731 1812 |
| G-BVJD | Fokker 100 | 1810 1916 | EI-CNXX | Boeing 737 | 1826 1909 |
| G-CELV | Boeing 737 300 | 1912 0650(10) | G-JEDJ | DHC-8 400 | 1914 2005 |
| G-RJXD | EMB 145 | 1931 0717(10) | G-UKFG | Fokker 100 | 1938 0618(10) |
| G-RJXA | EMB 145 | 1956 0719(10) | G-BYRA | Jetstream 31 | 1958 0701(10) |
| G-CELX | Boeing 737 300 | 2014 0637(10) | G-MAJM | Jetstream 41 | 2024 0707(10) |
| G-RJXB | EMB 145 | 2045 0732(10) | CS-TPJ | EMB 145 | 2049 0738(10) |
| G-BYAK | Boeing 757 | 2103 0628(10) | G-CELS | Boeing 737 300 | 2123 0710(10) |
| G-BVJD | Fokker 100 | 2130 0722(10) | | | |

10 Thursday

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|---------|----------------|---------------|--------|---------------|----------------|
| G-RJGR | Boeing 757 | 0402 0936 | G-RJXH | EMB 145 | 0728 1508 |
| G-JEDJ | DHC-8 400 | 0749 0831 | G-RJXA | EMB 145 | 0913 1343 |
| G-UKFG | Fokker 100 | 0930 1053 | G-MAJM | Jetstream 41 | 0933 1048 |
| G-RJXB | EMB 145 | 0944 1038 | G-CBDA | Jetstream 31 | 0948 1452 |
| EI-CNXX | Boeing 737 | 0954 1024 | G-BVJD | Fokker 100 | 1003 1059 |
| G-CELS | Boeing 737 300 | 1010 1139(11) | G-RJXD | EMB 145 | 1012 1116 |
| CS-TPJ | EMB 145 | 1035 1406 | G-ZAPO | BAe 146 200QC | 1202 1247 |
| G-CELV | Boeing 737 300 | 1222 1331 | G-MAJM | Jetstream 41 | 1226 1524 |
| G-CELX | Boeing 737 300 | 1235 1348 | G-OOBC | Boeing 757 | 1256 1426 |
| EC-IMU | Airbus 320 | 1310 1431 | G-RJXB | EMB 145 | 1312 1447 |
| G-CRPH | Airbus 320 | 1317 1457 | EI-CJD | Boeing 737 | 1320 1352 |
| G-UKFG | Fokker 100 | 1344 1601 | G-RJXD | EMB 145 | 1400 1748 |
| G-BVJD | Fokker 100 | 1403 1541 | LX-ONE | Lear Jet 35A | 1412 1502 |
| G-STRA | Boeing 737 300 | 1417 1533 | N79EL | Beechjet 400A | 1530 1557 |
| G-RJGR | Boeing 757 | 1548 1826 | G-JEDJ | DHC-8 400 | 1605 1709 |
| G-RJXB | EMB 145 | 1643 1732 | G-CBDA | Jetstream 31 | 1646 1727 |
| CS-TPJ | EMB 145 | 1654 1752 | G-RJXA | EMB 145 | 1657 1950 |
| PH-LXP | Fokker 50 | 1705 1757 | G-RJXH | EMB 145 | 1712 0717(11) |
| G-MAJM | Jetstream 41 | 1745 1829 | N903G | Gulfstream 3 | 1814 0711(011) |
| G-CELU | Boeing 737 300 | 1818 1917 | EI-CON | Boeing 737 | 1845 1920 |

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|--------|----------------|---------------|--------|----------------|---------------|
| G-CELV | Boeing 737 300 | 1902 0700(11) | G-BVJD | Fokker 100 | 1911 2013 |
| G-JEDJ | DHC-8 400 | 1915 2006 | G-RJXB | EMB 145 | 1929 2018 |
| G-UKFG | Fokker 100 | 1958 0616(11) | G-CELX | Boeing 737 300 | 2003 0741(11) |
| G-CBDA | Jetstream 31 | 2009 0656(11) | G-BYAK | Boeing 757 | 2014 0643(11) |
| G-MAJM | Jetstream 41 | 2043 0702(11) | CS-TPJ | EMB 145 | 2046 0733(11) |
| G-IJYS | Jetstream 31 | 2058 2214 | G-RJXD | EMB 145 | 2106 0731(11) |
| G-RJXA | EMB 145 | 2139 0713(11) | G-CELU | Boeing 737 300 | 2147 0722(11) |
| G-BVJA | Fokker 100 | 2231 0810(11) | | | |

11 Friday

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|--------|----------------|---------------|---------|----------------|---------------|
| G-RJGR | Boeing 757 | 0315 0707 | G-JEDJ | DHC-8 400 | 0805 0839 |
| G-RJXB | EMB 145 | 0807 1338 | G-AYS Y | Cessna F177RG | 0905 1023 |
| G-FPLA | King Air B200 | 0916 1037 | G-RJXH | EMB 145 | 0923 1512 |
| G-MAJM | Jetstream 41 | 0928 1011 | G-UKFG | Fokker 100 | 0935 1044 |
| CS-TPJ | EMB 145 | 0939 1051 | G-OAKJ | Jetstream 31 | 0950 1459 |
| EI-CKR | Boeing 737 | 0954 1025 | G-RJXA | EMB 145 | 0959 1125 |
| G-CELU | Boeing 737 300 | 1019 0832(12) | G-BVJA | Fokker 100 | 1031 1128 |
| G-RJXD | EMB 145 | 1042 1403 | EC-IMA | Airbus 321 | 1119 1238 |
| EC-HMK | Boeing 737 800 | 1121 1248 | G-DBYE | Mooney M20M | 1149 1552 |
| G-MAJM | Jetstream 41 | 1155 1449 | G-CELV | Boeing 737 300 | 1158 1300 |
| G-JEBB | BAe 146 300 | 1222 1305 | G-CELX | Boeing 737 300 | 1241 1335 |
| CS-TPJ | EMB 145 | 1315 1457 | EI-CNW | Boeing 737 | 1318 1349 |
| G-RJXA | EMB 145 | 1359 1956 | G-UKFG | Fokker 100 | 1408 1608 |
| G-BVJA | Fokker 100 | 1411 1544 | G-FPLA | King Air B200 | 1520 1553 |
| G-OAKJ | Jetstream 31 | 1646 1717 | CS-TPJ | EMB 145 | 1649 1731 |
| G-RJXD | EMB 145 | 1708 1750 | G-RJXH | EMB 145 | 1713 1803 |
| PH-LXR | Fokker 50 | 1719 1806 | G-MAJM | Jetstream 41 | 1721 1758 |
| G-RJXB | EMB 145 | 1725 1831 | XZ594 | Sea King HAR.3 | 1728 1810 |
| G-SMTJ | Airbus 321 | 1733 1920 | G-JEDJ | DHC-8 400 | 1736 1821 |
| G-CELS | Boeing 737 300 | 1753 1857 | G-BVJA | Fokker 100 | 1829 1917 |
| EI-CJC | Boeing 737 | 1842 1913 | G-CELV | Boeing 737 300 | 1906 0659(12) |
| G-RDBS | Citation II | 1909 1931 | CS-TPJ | EMB 145 | 1938 0729(12) |
| G-UKFG | Fokker 100 | 1943 0627(12) | G-CELX | Boeing 737 300 | 1959 1403(12) |
| G-OAKJ | Jetstream 31 | 2001 0708(14) | G-MAJM | Jetstream 41 | 2025 1453(13) |
| G-RJGR | Boeing 757 | 2028 2232 | G-RJXH | EMB 145 | 2034 0906(13) |
| G-RJXD | EMB 145 | 2053 0723(12) | EI-CNT | Boeing 737 | 2113 2144 |
| G-RJXB | EMB 145 | 2124 0842(12) | G-CELS | Boeing 737 300 | 2143 0717(12) |
| G-BVJA | Fokker 100 | 2146 0710(12) | EI-DBE | Fokker 100 | 2228 2316 |
| G-BYAK | Boeing 757 | 2252 0707(12) | EC-HBL | Boeing 737 800 | 2313 0025(12) |

12 Saturday

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|---------|----------------|---------------|--------|----------------|---------------|
| G-RJGR | Boeing 757 | 0428 0636 | G-RJXA | EMB 145 | 0724 0900 |
| G-JEDJ | DHC-8 | 0802 0835 | D-CZAR | Citation V | 0857 1023 |
| G-UKFG | Fokker 100 | 0924 1038 | G-BVJA | Fokker 100 | 0939 1053 |
| EI-CNT | Boeing 737 | 0950 1027 | LZ-BHA | Airbus 320 | 0956 1103 |
| G-CELS | Boeing 737 300 | 1014 1143 | G-RJXA | EMB 145 | 1116 1341 |
| G-RJXB | EMB 145 | 1149 1231 | G-CELV | Boeing 737 300 | 1151 1314 |
| G-BYAK | Boeing 757 | 1214 1423 | G-RJXD | EMB 145 | 1217 1319 |
| G-STR A | Boeing 737 300 | 1244 1410 | G-RJGR | Boeing 757 | 1248 1421 |
| CS-TPJ | EMB 145 | 1300 1131(13) | G-BCKV | Cessna FRA150L | 1317 1513 |
| EI-CON | Boeing 737 | 1323 1407 | EI-DBC | Airbus 320 | 1400 1508 |
| G-RJXE | EMB 145 | 1404 1442 | G-UKFG | Fokker 100 | 1416 1619 |
| OE-LCM | CL600 RJ | 1456 1550 | EC-HGO | Boeing 737 800 | 1458 1615 |
| G-BRY Y | DHC-8 | 1501 1554 | G-CELU | Boeing 737 300 | 1548 1337(13) |
| G-RJXD | EMB 145 | 1607 1655 | G-JEDJ | DHC-8 400 | 1628 1708 |
| EC-HOV | DC-9 82 | 1648 1750 | EC-IFV | Boeing 737 300 | 1659 1808 |
| PH-LXJ | Fokker 50 | 1704 1758 | G-CELS | Boeing 737 300 | 1721 1905 |
| G-CELV | Boeing 737 300 | 1859 1303(13) | G-RJXB | EMB 145 | 1914 1426(13) |
| G-UKFG | Fokker 100 | 1936 0620(13) | G-RJGR | Boeing 757 | 2024 2142 |

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|------------------|----------------|---------------|--------|----------------|---------------|
| G-CELX | Boeing 737 300 | 2027 0751(13) | G-RJXA | EMB 145 | 2037 1953(13) |
| G-BYAK | Boeing 757 | 2052 2201 | G-RJXE | EMB 145 | 2111 0831(13) |
| G-MIDX | Airbus 320 | 2115 0703(13) | EC-HGP | Boeing 737 800 | 2136 2238 |
| G-RJXD | EMB 145 | 2157 0744(13) | F-GHOC | King Air 200 | 2357 0056(13) |
| 13 Sunday | | | | | |
| G-CELS | Boeing 737 300 | 0045 1138 | F-BTQP | King Air 90 | 0134 0239 |
| G-BYAK | Boeing 757 | 0338 0609 | G-RJGR | Boeing 757 | 0629 0816 |
| G-LUND | Cessna 340 | 0722 0835 | G-PART | P-68B Victor | 0724 0827 |
| G-EEJE | PA-31 Navajo | 0728 0834 | G-UKFG | Fokker 100 | 0934 1045 |
| G-BVJC | Fokker 100 | 0936 1056 | B-MAQ | Airbus 321 | 0950 1106 |
| G-JEDZ | DHC-8 | 1010 1048 | G-BYAK | Boeing 757 | 1152 1339 |
| G-CELX | Boeing 737 300 | 1305 1706 | EI-CNW | Boeing 737 | 1314 1353 |
| G-UKFN | Fokker 100 | 1416 1606 | G-RJXD | EMB 145 | 1433 1523 |
| G-RJGR | Boeing 757 | 1448 1615 | CS-TPJ | EMB 145 | 1451 1540 |
| G-RJXE | EMB 145 | 1454 1550 | G-JEDJ | DHC-8 400 | 1619 1708 |
| G-MAJM | Jetstream 41 | 1635 1747 | G-RJXB | EMB 145 | 1652 1738 |
| G-BYRA | Jetstream 31 | 1657 1730 | G-RJXD | EMB 145 | 1714 1756 |
| G-CELS | Boeing 737 300 | 1720 1820 | PH-LXT | Fokker 50 | 1805 1847 |
| G-BXWE | Fokker 100 | 1816 0811(14) | G-EEJE | PA-31 Navajo | 1837 1907 |
| G-LUND | Cessna 340 | 1839 1856 | EI-CNW | Boeing 737 | 1845 1919 |
| G-CELV | Boeing 737 300 | 1849 0701(14) | G-PART | P-68B Victor | 1855 1903 |
| G-JEDJ | DHC-8 400 | 1916 1956 | G-UKFN | Fokker 100 | 1946 0621(14) |
| G-CELU | Boeing 737 300 | 1950 1829(15) | G-MAJM | Jetstream 41 | 2007 0704(14) |
| CS-TPJ | EMB 145 | 2037 0721(14) | G-RJXD | EMB 145 | 2047 0714(14) |
| G-RJXB | EMB 145 | 2108 0711(14) | G-CELS | Boeing 737 300 | 2110 0737(14) |
| EI-CJG | Boeing 737 | 2114 2144 | G-RJGR | Boeing 757 | 2129 0822(14) |
| G-CELX | Boeing 737 300 | 2212 0637(14) | G-RJXA | EMB 145 | 2222 2253 |
| G-BYAK | Boeing 757 | 2258 0832(14) | | | |
| 14 Monday | | | | | |
| G-RKJT | PA-46 Malibu | 0700 0723 | LZ-BHA | Airbus 320 | 0734 0848 |
| G-RJXA | EMB 145 | 0741 0838 | G-RJXD | EMB 145 | 0916 1446 |
| G-UKFN | Fokker 100 | 0925 1248 | CS-TPJ | EMB 145 | 0937 1037 |
| G-MAJM | Jetstream 41 | 0943 1033 | EI-CKQ | Boeing 737 | 0947 1022 |
| D-CLOG | King Air 350 | 0952 1049 | G-RJXB | EMB 145 | 1000 1116 |
| G-OAKJ | Jetstream 31 | 1009 1500 | G-CELS | Boeing 737 300 | 1014 1132 |
| G-BXWE | Fokker 100 | 1046 1129 | G-UKHP | BAe 146 300 | 1130 1224 |
| G-CELV | Boeing 737 300 | 1150 1303 | G-RJXA | EMB 145 | 1154 1332 |
| G-MAJM | Jetstream 41 | 1207 1440 | G-FILE | PA-34 Seneca | 1211 1256 |
| G-CELX | Boeing 737 300 | 1236 1337 | CS-TPJ | EMB 145 | 1314 1357 |
| EI-CJI | Boeing 737 | 1332 1436 | G-RJXB | EMB 145 | 1400 1505 |
| G-BYAK | Boeing 757 | 1442 1556 | N671B | A36 Bonanza | 1454 1217(15) |
| G-UKFN | Fokker 100 | 1520 1610 | G-BGXD | TB-10 Tobago | 1552 1902(18) |
| G-JEDJ | DHC-8 400 | 1611 1712 | G-RKJT | PA-46 Malibu | 1621 0647(15) |
| HB-GJR | King Air B300 | 1629 1454(15) | G-RJXD | EMB 145 | 1638 1724 |
| G-OAKJ | Jetstream 31 | 1643 1720 | G-MAJM | Jetstream 41 | 1705 1745 |
| PH-LXJ | Fokker 50 | 1707 1800 | G-RJXB | EMB 145 | 1710 1805 |
| G-RJXA | EMB 145 | 1713 1750 | G-CELS | Boeing 737 300 | 1716 1825 |
| CS-TPJ | EMB 145 | 1719 1756 | G-MIDI | Airbus 321 | 1818 1917 |
| G-RJGR | Boeing 757 | 1851 2014 | G-RJXE | EMB 145 | 1906 1956 |
| G-CELV | Boeing 737 300 | 1914 0651(15) | G-JEDJ | DHC-8 400 | 1918 2003 |
| G-RJXD | EMB 145 | 1922 0715(15) | EI-CJC | Boeing 737 | 1937 2008 |
| G-UKFN | Fokker 100 | 1939 0620(15) | G-CELV | Boeing 737 300 | 1954 0725(15) |
| G-OAKJ | Jetstream 31 | 2001 0701(15) | G-MAJM | Jetstream 41 | 2013 0711(15) |
| G-RJXB | EMB 145 | 2016 0708(15) | CS-TPJ | EMB 145 | 2040 0737(15) |
| G-RJXA | EMB 145 | 2044 0731(15) | G-CELS | Boeing 737 300 | 2108 0705(15) |
| G-BVJB | Fokker 100 | 2220 0828(15) | EI-CKQ | Boeing 737 | 2239 2306 |

15 Tuesday

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|--------|------------------|---------------|--------|----------------|---------------|
| G-BYAK | Boeing 757 | 0054 0634 | G-RJGR | Boeing 757 | 0513 0822 |
| G-RJXE | EMB 145 | 0728 1342 | G-LVES | Cessna 182S | 0838 1455 |
| G-LIDE | PA-31 Navajo | 0857 0944 | G-RJXD | EMB 145 | 0918 1511 |
| G-JEDJ | DHC-8 400 | 0929 1010 | G-MAJM | Jetstream 41 | 0940 1018 |
| G-RJXA | EMB 145 | 0943 1038 | EI-CNT | Boeing 737 | 0947 1025 |
| G-UKFN | Fokker 100 | 0952 1114 | G-CBDA | Jetstream 31 | 0956 1459 |
| G-RJXB | EMB 145 | 1012 1146 | G-CELS | Boeing 737 300 | 1021 1132 |
| 9H-ADI | Boeing 737 300 | 1035 1154 | CS-TPJ | EMB 145 | 1056 1358 |
| G-BVJB | Fokker 100 | 1100 1157 | G-JEBE | BAe 146 300 | 1138 1227 |
| G-MAJM | Jetstream 41 | 1156 1445 | G-CELV | Boeing 737 300 | 1202 1302 |
| G-BUPS | ATR-42 | 1209 1615 | G-CELX | Boeing 737 300 | 1222 1340 |
| N828SK | CL601 Challenger | 1224 1623 | G-RJXA | EMB 145 | 1312 1450 |
| EI-CJG | Boeing 737 | 1327 1404 | G-UKFN | Fokker 100 | 1411 1559 |
| G-IFIT | PA-31 Navajo | 1414 1918 | G-BVJB | Fokker 100 | 1416 1535 |
| G-RJGR | Boeing 757 | 1424 1556 | EC-HKR | Boeing 737 800 | 1502 1612 |
| G-JEDJ | DHC-8 400 | 1619 1705 | G-CBDA | Jetstream 31 | 1634 1716 |
| G-RJXA | EMB 145 | 1647 1730 | CS-TPJ | EMB 145 | 1656 1759 |
| PH-KXH | Fokker 50 | 1704 1755 | G-RJXE | EMB 145 | 1712 1808 |
| G-CELS | Boeing 737 300 | 1714 1818 | G-MAJM | Jetstream 41 | 1718 1810 |
| G-RJXD | EMB 145 | 1721 0819(16) | G-RKJT | PA-46 Malibu | 1750 1805 |
| G-BVJB | Fokker 100 | 1824 1914 | EI-CNT | Boeing 737 | 1828 1902 |
| G-RJXB | EMB 145 | 1847 1812(16) | G-CELV | Boeing 737 300 | 1855 0706(16) |
| D-CLOG | King Air 350 | 1910 1618(16) | G-JEDJ | DHC-8 400 | 1928 2002 |
| G-RJXA | EMB 145 | 1932 2008 | G-UKFN | Fokker 100 | 1935 0620(16) |
| G-CBDA | Jetstream 31 | 1957 0651(16) | G-CELX | Boeing 737 300 | 1959 0630(16) |
| G-MAJM | Jetstream 41 | 2021 0710(16) | G-BYAK | Boeing 757 | 2039 0805(16) |
| XZ587 | Sea King HAR.3 | 2041 2151 | CS-TPJ | EMB 145 | 2059 0736(16) |
| G-RJXE | EMB 145 | 2108 2141 | G-CELU | Boeing 737 300 | 2116 1336(16) |
| G-RJXA | EMB 145 | 2134 0719(16) | G-BVJB | Fokker 100 | 2140 0732(16) |

16 Wednesday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 0012 0659 | G-RJGR | Boeing 757 | 0115 0822 |
| G-RJXE | EMB 145 | 0740 0829 | G-JEDJ | DHC-8 400 | 0816 0906 |
| G-JMXA | Agusta A109E | 0849 1722 | G-RJXA | EMB 145 | 0912 1048 |
| G-UKFN | Fokker 100 | 0922 1050 | G-MAJM | Jetstream 41 | 0932 1012 |
| CS-TPJ | EMB 145 | 0937 1621 | EI-CNY | Boeing 737 | 0942 1020 |
| G-BPRM | Cessna F172L | 0949 1335 | G-OAKJ | Jetstream 31 | 0956 1457 |
| G-CELS | Boeing 737 300 | 1009 1133 | CS-DFJ | Falcon 50 | 1017 1136 |
| G-RJXE | EMB 145 | 1108 1150 | G-RJXD | EMB 145 | 1157 1406 |
| G-MAJM | Jetstream 41 | 1159 1446 | G-BVCE | BAe 146 300 | 1202 1251 |
| G-CELV | Boeing 737 300 | 1206 1314 | G-CELX | Boeing 737 300 | 1248 0632(17) |
| G-RJXA | EMB 145 | 1316 1431 | EI-CKS | Boeing 737 | 1329 1408 |
| G-SMJJ | Cessna 414A | 1340 1439 | G-UKFN | Fokker 100 | 1347 1614 |
| G-BVJA | Fokker 100 | 1415 1543 | G-RJXE | EMB 145 | 1436 1508 |
| G-OAKJ | Jetstream 31 | 1631 1713 | G-RJXD | EMB 145 | 1643 1753 |
| G-JEDJ | DHC-8 400 | 1657 1734 | PH-LXK | Fokker 50 | 1700 1807 |
| G-RJXE | EMB 145 | 1703 1743 | G-RJGR | Boeing 757 | 1718 0956(17) |
| G-CELS | Boeing 737 300 | 1721 1823 | G-RJXA | EMB 145 | 1731 1815 |
| G-MAJM | Jetstream 41 | 1758 1837 | CS-TPJ | EMB 145 | 1800 0724(17) |
| CS-DNO | Hawker 800XP | 1829 0718(17) | EI-CNY | Boeing 737 | 1834 1912 |
| G-CELV | Boeing 737 300 | 1853 0655(17) | G-BVJA | Fokker 100 | 1855 2005 |
| G-UKFN | Fokker 100 | 1933 0623(17) | XZ594 | Sea King HAR.3 | 1941 2148 |
| G-RJXE | EMB 145 | 1947 2038 | G-OAKJ | Jetstream 31 | 1953 0706(17) |
| G-CELU | Boeing 737 300 | 2010 1120(18) | G-RJXB | EMB 145 | 2013 0715(17) |
| ZE368 | Sea King HAR.3 | 2017 2037(20) | G-RJXD | EMB 145 | 2045 0713(17) |
| G-BYAK | Boeing 757 | 2051 0628(17) | G-MAJM | Jetstream 41 | 2102 0702(17) |
| G-RJXA | EMB 145 | 2113 0735(17) | G-BHIC | Cessna F182Q | 2132 1113(18) |

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|--------------------|----------------|---------------|--------|-----------------|---------------|
| G-CELS | Boeing 737 300 | 2201 0710(17) | D-CZAR | Citation V | 2211 2308 |
| G-BVJA | Fokker 100 | 2220 0741(17) | G-JEDJ | DHC-8 400 | 2227 2306 |
| 17 Thursday | | | | | |
| HB-IBH | Falcon 2000 | 0654 0800 | G-RJXE | EMB 145 | 0752 1341 |
| G-RKJT | PA-46 Malibu | 0805 0821 | G-RJXB | EMB 145 | 0918 2023 |
| G-UKFN | Fokker 100 | 0924 1044 | G-MAJM | Jetstream 41 | 0928 1011 |
| CS-TPJ | EMB 145 | 0939 1047 | G-JEDJ | DHC-8 400 | 0950 1025 |
| EI-CKQ | Boeing 737 | 0957 1036 | G-OAKJ | Jetstream 31 | 0959 1500 |
| G-RJXD | EMB 145 | 1001 1120 | G-BVJA | Fokker 100 | 1004 1102 |
| G-CELS | Boeing 737 300 | 1006 1129 | G-RJXA | EMB 145 | 1034 1404 |
| G-UKHP | BAe 146 300 | 1139 1233 | G-MAJM | Jetstream 41 | 1203 1444 |
| G-CELV | Boeing 737 300 | 1208 1309 | G-CELX | Boeing 737 300 | 1231 1334 |
| G-CPEV | Boeing 757 | 1253 1426 | G-CRPH | Airbus 320 | 1306 1440 |
| CS-TPJ | EMB 145 | 1325 1457 | EC-IAG | Airbus 320 | 1330 1454 |
| EI-CNY | Boeing 737 | 1344 1450 | G-UKFN | Fokker 100 | 1346 1602 |
| G-BVJA | Fokker 100 | 1354 1555 | G-RJXD | EMB 145 | 1401 1504 |
| G-BZZA | Boeing 737 300 | 1411 1537 | PH-RAT | Beech 1900D | 1610 1637 |
| G-RJGR | Boeing 757 | 1614 1839 | G-PASX | Bolkow 105DBS/4 | 1615 0957(25) |
| G-JEDJ | DHC-8 400 | 1636 1714 | G-OAKJ | Jetstream 31 | 1644 1726 |
| CS-DHF | Citation Bravo | 1650 1807 | CS-TPJ | EMB 145 | 1654 1740 |
| G-RJXA | EMB 145 | 1659 1756 | PH-LXT | Fokker 50 | 1706 1813 |
| D-CLOG | King Air 350 | 1709 1803 | G-MAJM | Jetstream 41 | 1717 1801 |
| G-RJXD | EMB 145 | 1720 1810 | G-RJXE | EMB 145 | 1723 1817 |
| G-CELS | Boeing 737 300 | 1729 1826 | CS-DHB | Citation Bravo | 1731 1821 |
| G-OJIL | PA-31 Navajo | 1753 0652(18) | G-BVJA | Fokker 100 | 1819 1949 |
| EI-CNT | Boeing 737 | 1832 1906 | N103CD | Gulfstream 3 | 1844 0749(18) |
| G-CELV | Boeing 737 300 | 1903 0655(18) | G-JEDJ | DHC-8 400 | 1920 2019 |
| G-UKFN | Fokker 100 | 1930 0626(18) | G-CELX | Boeing 737 300 | 2003 0743(18) |
| CS-TPJ | EMB 145 | 2005 0734(18) | G-OAKJ | Jetstream 31 | 2009 2044 |
| G-BYAK | Boeing 757 | 2012 0635(18) | G-MAJM | Jetstream 41 | 2015 0658(18) |
| G-RJXD | EMB 145 | 2020 0708(18) | G-RJXA | EMB 145 | 2048 0740(18) |
| G-CELS | Boeing 737 300 | 2107 0704(18) | G-RJXE | EMB 145 | 2113 0713(18) |
| G-BVJA | Fokker 100 | 2159 0728(18) | G-OAKJ | Jetstream 31 | 2240 0700(18) |
| 18 Friday | | | | | |
| G-RJGR | Boeing 757 | 0332 0648 | VP-CED | Citation Bravo | 0722 1133 |
| G-RJXB | EMB 145 | 0731 1339 | G-JEDJ | DHC-8 400 | 0808 0847 |
| G-RJXE | EMB 145 | 0913 1451 | G-MAJM | Jetstream 41 | 0920 1008 |
| G-UKFN | Fokker 100 | 0926 1101 | CS-TPJ | EMB 145 | 0938 1038 |
| EI-CKQ | Boeing 737 | 0947 1017 | G-BUVD | Jetstream 31 | 0959 1459 |
| G-RJXD | EMB 145 | 1006 1130 | G-CELS | Boeing 737 300 | 1010 1141 |
| G-BVJA | Fokker 100 | 1013 1136 | EC-IMA | Airbus 321 | 1048 1205 |
| EC-HHG | Boeing 737 800 | 1103 1325 | G-RJXA | EMB 145 | 1122 1516 |
| G-UKHP | BAe 146 300 | 1138 1236 | G-MAJM | Jetstream 41 | 1158 1446 |
| G-CELV | Boeing 737 300 | 1202 1310 | OO-DWK | Avro RJ 100 | 1218 1304 |
| G-CELX | Boeing 737 300 | 1233 1345 | G-CORN | JetRanger | 1309 1314 |
| CS-TPJ | EMB 145 | 1317 1406 | G-UKFK | Fokker 100 | 1352 1604 |
| CS-DNU | Hawker 800XP | 1400 1504 | G-RJXD | EMB 145 | 1408 1512 |
| G-BVJA | Fokker 100 | 1411 1557 | EI-CKQ | Boeing 737 | 1457 1528 |
| G-JEDJ | DHC-8 400 | 1628 1716 | G-BUVD | Jetstream 31 | 1645 1728 |
| G-NIKO | Airbus 321 | 1648 1842 | G-RJXE | EMB 145 | 1650 1737 |
| CS-TPJ | EMB 145 | 1653 1744 | G-RJXD | EMB 145 | 1709 1800 |
| PH-LXT | Fokker 50 | 1713 1808 | G-RJXB | EMB 145 | 1726 1813 |
| G-MAJM | Jetstream 41 | 1729 1805 | G-CELS | Boeing 737 300 | 1749 1849 |
| G-CELU | Boeing 737 300 | 1752 0835(19) | CS-DNL | Hawker 800XP | 1801 1820 |
| EI-CNZ | Boeing 737 | 1835 1906 | G-BVJD | Fokker 100 | 1852 2011 |
| G-CELV | Boeing 737 300 | 1859 0705(19) | G-RJXA | EMB 145 | 1918 2014 |
| G-JEDJ | DHC-8 400 | 1923 2007 | G-UKFK | Fokker 100 | 1929 0633(19) |

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|--------|----------------|---------------|--------|----------------|---------------|
| G-RJXE | EMB 145 | 1939 0733(19) | G-CELY | Boeing 737 300 | 1951 1309(19) |
| G-RJXD | EMB 145 | 2001 0716(19) | G-BUVD | Jetstream 31 | 2003 0701(21) |
| G-MAJM | Jetstream 41 | 2015 1500(20) | G-RJGR | Boeing 757 | 2040 2237 |
| CS-TPJ | EMB 145 | 2057 0742(19) | EI-CON | Boeing 737 | 2100 2130 |
| G-CELS | Boeing 737 300 | 2117 0719(19) | G-RJXB | EMB 145 | 2135 0809(19) |
| G-BVJD | Fokker 100 | 2232 0713(19) | G-BYAK | Boeing 757 | 2246 0658(19) |
| EC-HJP | Boeing 737 800 | 2307 0023(19) | | | |

19 Saturday

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|--------|-----------------|---------------|--------|----------------|---------------|
| EC-INZ | Airbus 320 | 0043 0141 | G-RJGR | Boeing 757 | 0429 0642 |
| G-RJXA | EMB 145 | 0724 1320 | G-JEDZ | DHC-8 | 0752 0822 |
| G-UKFK | Fokker 100 | 0925 1054 | G-BBNH | PA-34 Seneca | 0928 1031 |
| EI-CJC | Boeing 737 | 0948 1025 | G-BVJD | Fokker 100 | 0956 1058 |
| G-RJXE | EMB 145 | 1001 1101 | G-CELS | Boeing 737 300 | 1008 1138 |
| G-RJXB | EMB 145 | 1133 1222 | G-CELV | Boeing 737 300 | 1200 1340 |
| G-BYAK | Boeing 757 | 1207 1404 | EI-DBC | Airbus 320 | 1236 1448 |
| G-RJXD | EMB 145 | 1245 1336 | CS-TPJ | EMB 145 | 1248 1602 |
| G-RJGR | Boeing 757 | 1323 1456 | EI-CJG | Boeing 737 | 1333 1408 |
| G-STRA | Boeing 737 300 | 1353 1514 | G-UKFK | Fokker 100 | 1400 1604 |
| G-RJXE | EMB 145 | 1407 0821(20) | G-CELU | Boeing 737 300 | 1502 1737(20) |
| EC-HGP | Boeing 737 800 | 1512 1614 | G-BRYV | DHC-8 | 1521 1610 |
| G-RJXA | EMB 145 | 1549 1647 | G-JEDJ | DHC-8 400 | 1624 1710 |
| EC-FXA | DC-9 82 | 1636 1735 | PH-LXJ | Fokker 50 | 1702 1802 |
| G-PUSK | PA-32R Saratoga | 1720 1947(20) | EC-IHI | Boeing 737 400 | 1739 1837 |
| G-CELS | Boeing 737 300 | 1759 1925 | ZH872 | Hercules C.4 | 1817 1255(20) |
| G-CELY | Boeing 737 300 | 1853 0714(20) | G-RJXB | EMB 145 | 1909 2004 |
| G-UKFK | Fokker 100 | 1944 0622(20) | G-CELV | Boeing 737 300 | 1959 1307(20) |
| G-RJXD | EMB 145 | 2028 0744(20) | G-BYAK | Boeing 757 | 2053 2202 |
| CS-TPJ | EMB 145 | 2056 1138(20) | G-RJGR | Boeing 757 | 2107 2226 |
| EC-HXT | Boeing 737 400 | 2120 2234 | G-BXWE | Fokker 100 | 2124 0710(20) |
| G-RJXA | EMB 145 | 2128 0705(20) | | | |

20 Sunday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 0128 1134 | G-BYAK | Boeing 757 | 0350 0607 |
| G-RJGR | Boeing 757 | 0733 0851 | G-UKFK | Fokker 100 | 0930 1039 |
| G-BXWE | Fokker 100 | 0938 1058 | B-MAQ | Airbus 321 | 0950 1130 |
| G-JEDZ | DHC-8 | 1005 1045 | N750NS | Citation X | 1054 1812 |
| G-BYAK | Boeing 757 | 1215 1347 | G-CELY | Boeing 737 300 | 1229 1341 |
| EI-CNW | Boeing 737 | 1330 1405 | G-RJXA | EMB 145 | 1343 1427 |
| G-UKFK | Fokker 100 | 1403 1602 | G-RJXD | EMB 145 | 1433 1516 |
| G-RJXE | EMB 145 | 1451 1830 | CS-TPJ | EMB 145 | 1505 1544 |
| G-RJGR | Boeing 757 | 1530 1641 | CS-DHH | Citation Bravo | 1535 1826 |
| G-JEDJ | DHC-8 400 | 1627 1720 | G-MAJM | Jetstream 41 | 1648 1744 |
| G-OAKJ | Jetstream 31 | 1656 1733 | G-RJXA | EMB 145 | 1709 0721(21) |
| G-CELS | Boeing 737 300 | 1716 1822 | G-RJXD | EMB 145 | 1718 1755 |
| PH-LXT | Fokker 50 | 1722 1806 | EI-CNZ | Boeing 737 | 1848 1929 |
| G-BVJA | Fokker 100 | 1908 1953 | G-JEDJ | DHC-8 400 | 1916 1957 |
| G-NOIR | Bell 222 | 1921 1949 | G-UKFK | Fokker 100 | 1939 0620(21) |
| G-MAJM | Jetstream 41 | 2008 0748(21) | G-CELY | Boeing 737 300 | 2015 2115 |
| CS-TPJ | EMB 145 | 2035 0815(21) | G-RJXD | EMB 145 | 2039 0729(21) |
| EI-CKQ | Boeing 737 | 2102 2133 | G-CELS | Boeing 737 300 | 2111 0706(21) |
| G-RJXE | EMB 145 | 2121 0711(21) | G-RJGR | Boeing 757 | 2143 0827(21) |
| G-DAZY | PA-34 Seneca | 2212 2229 | G-BVJA | Fokker 100 | 2217 0713(21) |
| G-CELY | Boeing 737 300 | 2242 0658(21) | G-BYAK | Boeing 757 | 2303 1124(21) |

21 Monday

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|--------|----------------|-----------|--------|--------------|-----------|
| G-CELY | Boeing 737 300 | 0237 0634 | G-RKJT | PA-46 Malibu | 0703 0754 |
| LZ-BHA | Airbus 320 | 0732 0842 | G-RJXB | EMB 145 | 0745 0917 |
| VP-CED | Citation Bravo | 0804 1127 | G-UKFN | Fokker 100 | 0925 1049 |
| G-CBEE | PA-28R Arrow | 0929 1527 | G-OBAL | Mooney M20J | 0932 0959 |

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|--------|----------------|---------------|--------|----------------|---------------|
| G-RJXD | EMB 145 | 0938 1142 | G-JEDJ | DHC-8 400 | 0946 1035 |
| EI-CNW | Boeing 737 | 0950 1031 | G-BVJA | Fokker 100 | 0952 1151 |
| G-BYRM | Jetstream 31 | 0957 1452 | G-RJXE | EMB 145 | 1006 1149 |
| G-CELS | Boeing 737 300 | 1011 1138 | G-MAJM | Jetstream 41 | 1015 1051 |
| G-FPLA | King Air B200 | 1042 1457 | G-RJXB | EMB 145 | 1103 1159 |
| G-MAJL | Jetstream 41 | 1130 1446 | CS-TPJ | EMB 145 | 1140 1354 |
| G-CELU | Boeing 737 300 | 1204 1309 | G-MAJM | Jetstream 41 | 1226 1307 |
| G-CELX | Boeing 737 300 | 1234 1346 | G-UKHP | BAe 146 300 | 1250 1343 |
| XZ311 | Gazelle AH.1 | 1305 1318 | EI-CJF | Boeing 737 | 1318 1358 |
| G-RJXD | EMB 145 | 1355 1433 | G-UKFN | Fokker 100 | 1359 1602 |
| G-BVJA | Fokker 100 | 1416 1541 | G-RJXE | EMB 145 | 1419 1515 |
| G-RJXB | EMB 145 | 1435 1518 | XZ311 | Gazelle AH.1 | 1552 1608 |
| G-BYRM | Jetstream 31 | 1636 1719 | G-JEDJ | DHC-8 400 | 1639 1717 |
| G-CELV | Boeing 737 300 | 1651 0650(22) | G-BYAK | Boeing 757 | 1657 1821 |
| CS-TPJ | EMB 145 | 1700 1802 | G-RJXB | EMB 145 | 1705 1813 |
| PH-LXJ | Fokker 50 | 1710 1805 | G-MAJL | Jetstream 41 | 1713 1755 |
| G-RJXE | EMB 145 | 1715 1815 | G-CELS | Boeing 737 300 | 1724 1826 |
| G-RJXD | EMB 145 | 1729 1818 | G-RKJT | PA-46 Malibu | 1758 0737(22) |
| G-BVJA | Fokker 100 | 1823 1914 | EI-CNZ | Boeing 737 | 1827 1908 |
| G-CELU | Boeing 737 300 | 1852 1132(22) | G-RJGR | Boeing 757 | 1856 2017 |
| G-JEDJ | DHC-8 400 | 1922 1957 | G-UKFN | Fokker 100 | 1934 0646(22) |
| G-RJXB | EMB 145 | 2004 0750(22) | G-RJXE | EMB 145 | 2006 2038 |
| G-MAJL | Jetstream 41 | 2010 0705(22) | G-BYRM | Jetstream 31 | 2014 0712(22) |
| G-CELX | Boeing 737 300 | 2019 0741(22) | G-RJXD | EMB 145 | 2057 0734(22) |
| EI-CKQ | Boeing 737 | 2101 2134 | CS-TPJ | EMB 145 | 2105 0719(22) |
| G-CELS | Boeing 737 300 | 2111 0709(22) | G-BVJA | Fokker 100 | 2136 0729(22) |

22 Tuesday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-BYAK | Boeing 757 | 0321 0716 | G-RJGR | Boeing 757 | 0532 0830 |
| G-RJXE | EMB 145 | 0731 0803 | G-JEDJ | DHC-8 400 | 0745 0833 |
| CS-TPJ | EMB 145 | 0909 1508 | G-RJXD | EMB 145 | 0931 1054 |
| G-MAJL | Jetstream 41 | 0934 1029 | EI-CNT | Boeing 737 | 0948 1023 |
| G-BVJA | Fokker 100 | 1000 1102 | G-CBCS | Jetstream 31 | 1003 1453 |
| G-UKFN | Fokker 100 | 1011 1057 | G-CELS | Boeing 737 300 | 1020 1138 |
| 9H-ADI | Boeing 737 300 | 1031 1136 | G-RJXE | EMB 145 | 1039 1342 |
| G-RJXB | EMB 145 | 1043 1143 | G-RJXA | EMB 145 | 1058 1511 |
| G-BBKJ | Cessna FRA150L | 1118 1405 | G-JEBC | BAe 146 300 | 1140 1235 |
| G-MAJL | Jetstream 41 | 1209 1439 | G-CELV | Boeing 737 300 | 1212 1314 |
| G-CELX | Boeing 737 300 | 1220 1331 | EI-CKS | Boeing 737 | 1301 1352 |
| G-RJXD | EMB 145 | 1317 1358 | N671B | A36 Bonanza | 1344 1755(25) |
| G-BVJA | Fokker 100 | 1347 1538 | G-UKFN | Fokker 100 | 1349 1601 |
| G-RJXB | EMB 145 | 1409 2000 | EC-HJP | Boeing 737 800 | 1440 1549 |
| G-RJGR | Boeing 757 | 1446 1612 | G-JEAM | BAe 146 300 | 1603 1704 |
| G-RJXE | EMB 145 | 1645 1748 | G-RJXF | EMB 145 | 1648 1801 |
| G-CBCS | Jetstream 31 | 1651 1730 | G-RJXA | EMB 145 | 1653 1734 |
| PH-LXK | Fokker 50 | 1700 1755 | G-MAJL | Jetstream 41 | 1702 1757 |
| CS-TPJ | EMB 145 | 1720 1804 | G-CELS | Boeing 737 300 | 1736 1828 |
| G-CELU | Boeing 737 300 | 1753 0706(23) | G-BVJA | Fokker 100 | 1822 1905 |
| G-RKJT | PA-46 Malibu | 1826 0725(23) | EI-CNV | Boeing 737 | 1838 1912 |
| G-CELV | Boeing 737 300 | 1901 0722(24) | G-JEDJ | DHC-8 400 | 1908 1951 |
| G-UKFN | Fokker 100 | 1927 0630(23) | G-RJXA | EMB 145 | 1935 0713(23) |
| G-CELX | Boeing 737 300 | 1957 0636(23) | CS-TPJ | EMB 145 | 2001 0715(23) |
| G-CBCS | Jetstream 31 | 2004 0657(23) | G-MAJL | Jetstream 41 | 2008 0702(23) |
| G-RJXF | EMB 145 | 2042 0743(23) | G-RJXE | EMB 145 | 2044 0733(23) |
| G-BYAK | Boeing 757 | 2053 0756(23) | G-CELS | Boeing 737 300 | 2108 0710(23) |
| G-BVJA | Fokker 100 | 2137 0720(23) | | | |

23 Wednesday

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| G-RJGR | Boeing 757 | 0109 0810 | G-RJXB | EMB 145 | 0731 1342 |
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| G-JEDJ | DHC-8 400 | 0752 0831 | CS-TPJ | EMB 145 | 0920 1040 |
| G-UKFN | Fokker 100 | 0925 1043 | G-MAJL | Jetstream 41 | 0932 1012 |
| G-RJXE | EMB 145 | 0934 1113 | EI-CNZ | Boeing 737 | 0941 1016 |
| G-BYRA | Jetstream 31 | 0945 1459 | G-BVJA | Fokker 100 | 0952 1055 |
| G-RJXA | EMB 145 | 0959 1116 | G-CELS | Boeing 737 300 | 1008 1118 |
| G-RJXF | EMB 145 | 1037 2003 | G-JEBC | BAe 146 300 | 1135 1238 |
| G-MAJL | Jetstream 41 | 1156 1437 | G-CELU | Boeing 737 300 | 1159 1309 |
| G-CELX | Boeing 737 300 | 1232 1334 | CS-TPJ | EMB 145 | 1307 1407 |
| CS-DNV | Hawker 800XP | 1318 0648(24) | EI-CON | Boeing 737 | 1324 1359 |
| G-RJXE | EMB 145 | 1344 1445 | G-UKFN | Fokker 100 | 1350 1608 |
| G-BVJA | Fokker 100 | 1352 0808(24) | G-RJXA | EMB 145 | 1357 1503 |
| G-JEDJ | DHC-8 400 | 1605 1711 | G-BSTM | Cessna 172L | 1616 0913(24) |
| G-RJXE | EMB 145 | 1630 1729 | G-BYRA | Jetstream 31 | 1650 1723 |
| G-RJGR | Boeing 757 | 1700 1849 | G-MAJL | Jetstream 41 | 1706 1752 |
| PH-KXH | Fokker 50 | 1709 1759 | G-RJXA | EMB 145 | 1713 1810 |
| CS-TPJ | EMB 145 | 1717 1757 | G-RJXB | EMB 145 | 1720 1819 |
| G-CELS | Boeing 737 300 | 1731 1836 | G-MIDK | Airbus 321 | 1824 1948 |
| EI-CNZ | Boeing 737 | 1827 1906 | G-CELU | Boeing 737 300 | 1909 0706(24) |
| G-JEDJ | DHC-8 400 | 1916 2038 | G-RJXE | EMB 145 | 1925 0740(24) |
| G-UKFN | Fokker 100 | 1929 0616(24) | G-CELX | Boeing 737 300 | 1958 0635(24) |
| G-RJXA | EMB 145 | 2004 0709(24) | G-BUVD | Jetstream 31 | 2008 0651(24) |
| G-MAJL | Jetstream 41 | 2011 0658(24) | CS-TPJ | EMB 145 | 2056 0718(24) |
| G-BYAK | Boeing 757 | 2101 0627(24) | G-CELS | Boeing 737 300 | 2112 0700(25) |
| G-RJXB | EMB 145 | 2122 0742(24) | G-RJXF | EMB 145 | 2227 1343(24) |

24 Thursday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-RJGR | Boeing 757 | 0328 0935 | G-JEDJ | DHC-8 400 | 0755 0830 |
| CS-TPJ | EMB 145 | 0905 1404 | G-UKFN | Fokker 100 | 0915 1034 |
| G-MAJL | Jetstream 41 | 0922 1012 | G-RJXB | EMB 145 | 0931 1039 |
| N79EL | Beechjet 400A | 0937 1044 | G-OAKJ | Jetstream 31 | 0946 1500 |
| EI-CNT | Boeing 737 | 0952 1023 | G-RJXA | EMB 145 | 0954 1114 |
| G-CELU | Boeing 737 300 | 1010 1126 | G-BVJA | Fokker 100 | 1035 1128 |
| G-RJXE | EMB 145 | 1041 2004 | VP-CED | Citation Bravo | 1107 1333 |
| G-CELV | Boeing 737 300 | 1153 1301 | G-MAJL | Jetstream 41 | 1156 1447 |
| G-UKHP | BAe 146 300 | 1159 1252 | VP-CBM | Citation II | 1209 1456 |
| G-DHJZ | Airbus 320 | 1246 1444 | G-CELX | Boeing 737 300 | 1250 1351 |
| G-CPEU | Boeing 757 | 1259 1425 | EI-CON | Boeing 737 | 1311 1352 |
| G-RJXB | EMB 145 | 1313 1504 | EC-HZU | Airbus 320 | 1323 1451 |
| G-UKFN | Fokker 100 | 1348 1609 | G-RJXA | EMB 145 | 1350 1513 |
| G-BVJA | Fokker 100 | 1400 1633 | XV106 | VC-10 C.1K | 1420 1551 |
| G-BZZA | Boeing 737 300 | 1439 1554 | G-BGFT | PA-34 Seneca | 1540 1619 |
| G-RJGR | Boeing 757 | 1558 1822 | G-JEDJ | DHC-8 400 | 1621 2320 |
| G-OAKJ | Jetstream 31 | 1647 1720 | G-RJXB | EMB 145 | 1651 1741 |
| PH-LXP | Fokker 50 | 1704 1828 | G-RJXF | EMB 145 | 1709 1818 |
| G-RJXA | EMB 145 | 1712 1813 | G-RJXG | EMB 145 | 1715 1802 |
| G-MAJL | Jetstream 41 | 1718 1758 | G-CELU | Boeing 737 300 | 1731 1825 |
| EI-CJF | Boeing 737 | 1834 1910 | G-BVJA | Fokker 100 | 1846 1940 |
| G-CELV | Boeing 737 300 | 1901 0707(25) | G-RJXB | EMB 145 | 1933 0710(25) |
| G-UKFN | Fokker 100 | 1942 0627(25) | G-RJXA | EMB 145 | 1957 0734(25) |
| G-OAKJ | Jetstream 31 | 1959 0656(25) | G-MAJL | Jetstream 41 | 2010 0703(25) |
| G-CELX | Boeing 737 300 | 2014 0741(25) | G-RJXG | EMB 145 | 2041 0715(25) |
| G-EEST | Jetstream 31 | 2059 0855(25) | G-CELU | Boeing 737 300 | 2108 1142(25) |
| G-RJXF | EMB 145 | 2112 0738(25) | G-BVJA | Fokker 100 | 2201 0712(25) |
| G-BYAW | Boeing 757 | 2227 0629(25) | G-JEBE | BAe 146 300 | 2240 2325 |

25 Friday

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|--------|--------------|-----------|--------|------------|-----------|
| G-RJGR | Boeing 757 | 0313 0649 | G-RJXE | EMB 145 | 0732 0810 |
| G-JEDJ | DHC-8 400 | 0751 0829 | G-RJXG | EMB 145 | 0914 1127 |
| G-MAJL | Jetstream 41 | 0927 1013 | G-UKFN | Fokker 100 | 0931 1116 |

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| G-RJXA | EMB 145 | 0933 1049 | G-BYRA | Jetstream 31 | 0944 1453 |
| EI-CJF | Boeing 737 | 0949 1031 | G-BVJA | Fokker 100 | 1000 1105 |
| G-TABS | Bandeirante | 1008 1155 | G-CELS | Boeing 737 300 | 1021 1138 |
| LZ-HMW | Tupolev 154 | 1024 1122 | G-RJXB | EMB 145 | 1027 1134 |
| G-RJXF | EMB 145 | 1044 1335 | EC-IMA | Airbus 321 | 1107 1253 |
| G-FIRM | Citation Bravo | 1140 1302 | EC-HMK | Boeing 737 800 | 1145 1259 |
| G-JEBE | BAe 146 300 | 1150 1237 | G-MAJL | Jetstream 41 | 1205 1435 |
| G-CELV | Boeing 737 300 | 1230 1345 | G-CELX | Boeing 737 300 | 1255 1352 |
| EI-CKX | Boeing 737 | 1322 1402 | G-RJXA | EMB 145 | 1331 1410 |
| G-BVJA | Fokker 100 | 1350 1539 | G-RJXG | EMB 145 | 1414 1500 |
| G-RJXB | EMB 145 | 1421 1507 | G-UKFN | Fokker 100 | 1427 1617 |
| G-JEDJ | DHC-8 400 | 1605 1711 | G-PZIZ | PA-31 Navajo | 1607 1854 |
| G-EFPA | Airbus 321 | 1632 1910 | CS-DFC | Falcon 2000 | 1637 1715 |
| ZH545 | Sea King HAR.3 | 1641 1749 | G-RJXF | EMB 145 | 1657 1741 |
| G-RJXA | EMB 145 | 1658 1751 | G-BYRA | Jetstream 31 | 1700 1737 |
| G-RJXG | EMB 145 | 1702 1759 | PH-LXK | Fokker 50 | 1706 1802 |
| G-MAJL | Jetstream 41 | 1720 1753 | G-RJXB | EMB 145 | 1722 1807 |
| G-CELS | Boeing 737 300 | 1724 1833 | G-CELU | Boeing 737 300 | 1748 0908(26) |
| G-BVJA | Fokker 100 | 1835 1927 | EI-CJF | Boeing 737 | 1839 1917 |
| G-FIRM | Citation Bravo | 1850 1914 | G-CELV | Boeing 737 300 | 1905 0714(26) |
| G-JEDJ | DHC-8 400 | 1921 2000 | G-UKFN | Fokker 100 | 1924 0621(26) |
| G-RJXG | EMB 145 | 1949 2021 | G-RJXB | EMB 145 | 2006 0829(26) |
| G-MAJL | Jetstream 41 | 2012 1445(27) | G-CELX | Boeing 737 300 | 2015 1358(26) |
| G-RJGR | Boeing 757 | 2017 2225 | G-EEST | Jetstream 31 | 2027 0704(28) |
| G-RJXA | EMB 145 | 2048 0718(26) | EI-CNV | Boeing 737 | 2102 2133 |
| G-RJXF | EMB 145 | 2108 0743(26) | G-CELS | Boeing 737 300 | 2115 0717(26) |
| G-RJXD | EMB 145 | 2118 0737(26) | G-BVJA | Fokker 100 | 2134 0720(26) |
| EC-IDT | Boeing 737 800 | 2230 2343 | G-BYAW | Boeing 757 | 2242 0710(26) |

26 Saturday

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|--------|----------------|---------------|--------|-----------------|---------------|
| EC-IAG | Airbus 320 | 0027 0144 | G-RJGR | Boeing 757 | 0438 0700 |
| G-RJXG | EMB 145 | 0732 1322 | G-JEDD | DHC-8 | 0753 0830 |
| G-UKFN | Fokker 100 | 0914 1046 | G-BVJA | Fokker 100 | 0940 1042 |
| EI-CJF | Boeing 737 | 0947 1025 | G-CELS | Boeing 737 300 | 1011 1136 |
| G-RJXA | EMB 145 | 1023 1150 | G-ECJM | Turbo Arrow III | 1143 1709(27) |
| G-RJXB | EMB 145 | 1145 1234 | G-BBPX | PA-34 Seneca | 1213 n/s+ |
| G-BYAW | Boeing 757 | 1221 1406 | G-CELV | Boeing 737 300 | 1225 1314 |
| EI-DBC | Airbus 320 | 1240 1408 | G-RJXF | EMB 145 | 1246 1339 |
| G-BRJW | Aeronca 7GCBC | 1249 1623 | G-BZZA | Boeing 737 300 | 1250 1413 |
| G-RJGR | Boeing 757 | 1316 1816 | G-RJXD | EMB 145 | 1320 1519 |
| EI-CNV | Boeing 737 | 1336 1416 | G-UKFN | Fokker 100 | 1410 1611 |
| G-RJXA | EMB 145 | 1438 0752(27) | EC-HGP | Boeing 737 800 | 1506 1618 |
| G-BRYV | DHC-8 | 1521 1606 | G-JEDK | DHC-8 400 | 1525 1621 |
| G-CELU | Boeing 737 300 | 1545 1126(27) | G-RJXF | EMB 145 | 1614 1714 |
| SE-DIX | DC9-82 | 1659 1808 | PH-KXH | Fokker 50 | 1702 1804 |
| G-CELS | Boeing 737 300 | 1748 1916 | EC-GHH | DC9-82 | 1757 1909 |
| G-RJXD | EMB 145 | 1813 1853 | G-CELV | Boeing 737 300 | 1846 1309(27) |
| G-RJXB | EMB 145 | 1905 0829(27) | G-UKFN | Fokker 100 | 1941 0623(27) |
| G-CELX | Boeing 737 300 | 2023 0715(27) | G-BYAW | Boeing 757 | 2051 2158 |
| G-RJXD | EMB 145 | 2128 2004(27) | EC-HXT | Boeing 737 400 | 2131 2246 |
| G-RJXG | EMB 145 | 2137 1134(27) | G-BVJC | Fokker 100 | 2140 0703(27) |
| G-RJXF | EMB 145 | 2201 0712(27) | G-RJGR | Boeing 757 | 2359 0125(27) |

27 Sunday

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|--------|----------------|-----------|--------|-----------------|-----------|
| G-CELS | Boeing 737 300 | 0121 1738 | G-BYAW | Boeing 757 | 0330 0600 |
| G-UKFN | Fokker 100 | 0910 1041 | G-BVJC | Fokker 100 | 0942 1058 |
| B-MAQ | Airbus 321 | 0952 1107 | G-JEDZ | DHC-8 | 1006 1054 |
| G-RJGR | Boeing 757 | 1048 1214 | G-BYAW | Boeing 757 | 1205 1356 |
| G-CELX | Boeing 737 300 | 1225 1343 | G-PUSK | PA-32R Saratoga | 1241 1332 |

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|--------|----------------|---------------|--------|----------------|----------------|
| CS-DNR | Falcon 2000 | 1249 1403 | EI-CJF | Boeing 737 | 1315 1407 |
| G-RJXF | EMB 145 | 1340 1430 | G-UKFN | Fokker 100 | 1405 1559 |
| G-RJXA | EMB 145 | 1422 1506 | G-RJXI | EMB 145 | 1443 0729(28) |
| G-RJXG | EMB 145 | 1456 1539 | G-CTCL | TB-10 Tobago | 1543 1653 |
| G-MAJL | Jetstream 41 | 1629 1750 | G-RJXF | EMB 145 | 1652 1745 |
| G-BUVD | Jetstream 31 | 1657 1741 | G-RJXA | EMB 145 | 1709 1754 |
| G-CELU | Boeing 737 300 | 1714 1824 | PH-LXJ | Fokker 50 | 1722 1812 |
| G-JEDK | DHC-8 400 | 1748 1827 | EI-CNT | Boeing 737 | 1839 1908 |
| G-RJGR | Boeing 757 | 1846 1959 | G-BVJD | Fokker 100 | 1849 1942 |
| G-CELV | Boeing 737 300 | 1915 0655(28) | G-UKFN | Fokker 100 | 1933 0619(28) |
| G-MAJL | Jetstream 41 | 2001 0706(28) | G-CELV | Boeing 737 300 | 2014 0634(28) |
| G-JEDK | DHC-8 400 | 2026 2100 | G-RJXG | EMB 145 | 2031 0714(28) |
| G-RJXA | EMB 145 | 2039 0717(28) | G-RJXF | EMB 145 | 2054 0758(28) |
| G-CELU | Boeing 737 300 | 2110 1418(28) | EI-CON | Boeing 737 | 2152 2224 |
| G-BVJD | Fokker 100 | 2225 0737(28) | G-CELS | Boeing 737 300 | 2231 0710(28) |
| G-BYAW | Boeing 757 | 2309 0839(28) | G-PASH | Twin Squirrel | 2331 1600(8/8) |

28 Monday

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|--------|----------------|-----------------|--------|-----------------|-----------------|
| G-RJGR | Boeing 757 | 0049 0834 | LZ-BHA | Airbus 320 | 0721 0842 |
| G-RJXD | EMB 145 | 0724 0844 | G-JEDK | DHC-8 400 | 0741 0828 |
| G-RJXA | EMB 145 | 0905 0801(29) | G-RJXI | EMB 145 | 0922 1051 |
| G-MAJL | Jetstream 41 | 0930 1013 | EI-CNV | Boeing 737 | 0953 1031 |
| G-BUVD | Jetstream 31 | 0956 1507 | G-RJXG | EMB 145 | 1007 1119 |
| G-BVJD | Fokker 100 | 1012 1110 | G-UKFE | Fokker 100 | 1016 1121 |
| G-CELS | Boeing 737 300 | 1019 1135 | CS-TPJ | EMB 145 | 1100 1445 |
| G-RJXF | EMB 145 | 1102 1347 | G-JEBC | BAe 146 300 | 1132 1219 |
| G-MAJL | Jetstream 41 | 1156 1406 | G-CELV | Boeing 737 300 | 1204 1301 |
| G-BAVZ | PA-23 Aztec | 1212 1837 | G-MAJM | Jetstream 41 | 1216 1448 |
| G-CELV | Boeing 737 300 | 1237 1336 | G-BXRH | Cessna 185A | 1304 1411(13/8) |
| G-BYLM | PA-46 Malibu | 1310 1527(13/8) | G-RJXI | EMB 145 | 1317 1412 |
| EI-CJF | Boeing 737 | 1326 1410 | G-RJXG | EMB 145 | 1353 1511 |
| G-BYAK | Boeing 757 | 1401 1556 | G-BVJD | Fokker 100 | 1404 1542 |
| G-UKFE | Fokker 100 | 1424 1709 | G-CELV | Boeing 737 300 | 1532 0716(29) |
| G-TABS | Bandeirante | 1535 1616 | G-JEDK | DHC-8 400 | 1618 1713 |
| CS-TPJ | EMB 145 | 1638 1734 | PH-LXT | Fokker 50 | 1654 1806 |
| G-BUVD | Jetstream 31 | 1659 1736 | G-SUEB | PA-28 Archer II | 1705 1744 |
| G-RJXE | EMB 145 | 1707 1752 | G-RJXG | EMB 145 | 1715 1802 |
| G-MAJM | Jetstream 41 | 1718 1758 | G-CELS | Boeing 737 300 | 1742 1841 |
| G-RJXF | EMB 145 | 1753 1823 | CS-DNR | Falcon 2000 | 1755 1210(29) |
| G-GOJP | PA-46 Malibu | 1800 1130(31) | EI-COA | Boeing 737 | 1828 1909 |
| G-RJGR | Boeing 757 | 1850 2018 | G-CELV | Boeing 737 300 | 1907 0652(29) |
| G-BVJD | Fokker 100 | 1928 2015 | G-JEDK | DHC-8 400 | 1930 2009 |
| CS-TPJ | EMB 145 | 1932 0719(29) | G-CELV | Boeing 737 300 | 1954 0740(29) |
| G-RJXG | EMB 145 | 1957 2039 | G-UKFB | Fokker 100 | 2005 0617(29) |
| G-BUVD | Jetstream 31 | 2012 0655(29) | G-MAJM | Jetstream 41 | 2019 0712(29) |
| G-RJXE | EMB 145 | 2043 0729(29) | G-RJXF | EMB 145 | 2101 0710(29) |
| G-CELS | Boeing 737 300 | 2116 1118(29) | EI-CJE | Boeing 737 | 2118 2207 |
| G-BVJD | Fokker 100 | 2228 0723(29) | | | |

29 Tuesday

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|--------|----------------|-----------|--------|----------------|-----------|
| G-BYAK | Boeing 757 | 0102 0639 | G-RJGR | Boeing 757 | 0520 0834 |
| G-RJXG | EMB 145 | 0734 1345 | G-JEDK | DHC-8 400 | 0752 0836 |
| CS-TPJ | EMB 145 | 0915 1514 | G-UKFB | Fokker 100 | 0922 1043 |
| G-MAJM | Jetstream 41 | 0929 1009 | G-RJXE | EMB 145 | 0935 1048 |
| EI-CNT | Boeing 737 | 0949 1024 | G-BVJD | Fokker 100 | 0957 1144 |
| G-BUVD | Jetstream 31 | 1000 1453 | G-RJXF | EMB 145 | 1003 1128 |
| G-CELU | Boeing 737 300 | 1011 1131 | 9H-ABT | Boeing 737 300 | 1045 1147 |
| G-RJXA | EMB 145 | 1110 1537 | G-RKJT | PA-46 Malibu | 1115 1158 |
| G-JEBA | BAe 146 300 | 1125 1254 | G-BMUT | PA-34 Seneca | 1138 1901 |

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|--------|----------------|----------------|--------|----------------|---------------|
| G-MAJM | Jetstream 41 | 1156 1446 | G-CELV | Boeing 737 300 | 1231 1338 |
| G-CELV | Boeing 737 300 | 1249 1347 | G-RJXE | EMB 145 | 1308 1404 |
| EI-CON | Boeing 737 | 1315 1353 | G-UKFB | Fokker 100 | 1403 1603 |
| G-RJXF | EMB 145 | 1405 1504 | G-BVJD | Fokker 100 | 1427 1540 |
| G-RJGR | Boeing 757 | 1442 1612 | EC-III | Boeing 737 800 | 1448 1607 |
| G-JEDK | DHC-8 400 | 1606 1702 | G-BUVD | Jetstream 31 | 1636 1710 |
| G-RJXF | EMB 145 | 1651 1739 | G-RJXE | EMB 145 | 1701 1756 |
| PH-LXP | Fokker 50 | 1705 1758 | CS-TPJ | EMB 145 | 1709 1804 |
| G-RJXG | EMB 145 | 1716 1750 | G-CELS | Boeing 737 300 | 1725 0700(30) |
| G-MAJM | Jetstream 41 | 1728 1801 | G-CELU | Boeing 737 300 | 1736 1826 |
| G-BVJD | Fokker 100 | 1816 1912 | EI-COA | Boeing 737 | 1830 1905 |
| G-CELV | Boeing 737 300 | 1850 0654(1/8) | G-JEDK | DHC-8 400 | 1909 1953 |
| G-RKJT | PA-46 Malibu | 1918 1955 | G-UKFB | Fokker 100 | 1932 0623(30) |
| G-RJXF | EMB 145 | 1939 0716(30) | G-BUVD | Jetstream 31 | 1948 0655(30) |
| G-CELV | Boeing 737 300 | 2004 0633(30) | CS-TPJ | EMB 145 | 2006 0731(30) |
| G-MAJM | Jetstream 41 | 2010 0703(30) | PH-HZG | Boeing 737 800 | 2014 2134 |
| G-RJXE | EMB 145 | 2039 0714(30) | G-BYAK | Boeing 757 | 2047 0752(30) |
| G-RJXG | EMB 145 | 2056 0758(30) | G-CELU | Boeing 737 300 | 2110 0742(30) |
| G-BVJD | Fokker 100 | 2211 0712(30) | | | |

30 Wednesday

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|--------|----------------|---------------|--------|------------------|---------------|
| G-RJGR | Boeing 757 | 0111 0814 | D-ISWA | CitationJet | 0738 1606 |
| G-RJXA | EMB 145 | 0744 1339 | G-JEDK | DHC-8 400 | 0755 0831 |
| G-RJXF | EMB 145 | 0912 1108 | G-MAJM | Jetstream 41 | 0917 1007 |
| G-UKFB | Fokker 100 | 0919 1035 | CS-TPJ | EMB 145 | 0924 1038 |
| EI-COA | Boeing 737 | 0935 1019 | G-EEST | Jetstream 31 | 0959 1453 |
| G-RJXE | EMB 145 | 1006 1113 | G-BVJD | Fokker 100 | 1009 1102 |
| G-CELU | Boeing 737 300 | 1024 1137 | EC-IOZ | Raytheon Premier | 1044 1131 |
| G-RJXG | EMB 145 | 1115 2003 | G-JEBC | BAe 146 300 | 1125 1232 |
| G-CELS | Boeing 737 300 | 1153 1305 | G-MAJM | Jetstream 41 | 1157 1439 |
| G-CELV | Boeing 737 300 | 1242 1342 | EI-CJC | Boeing 737 | 1315 1358 |
| CS-TPJ | EMB 145 | 1318 1406 | G-BVJD | Fokker 100 | 1349 1541 |
| G-BHIH | Cessna F172N | 1351 1628 | G-UKFB | Fokker 100 | 1353 1605 |
| G-RJXF | EMB 145 | 1355 1451 | G-RJXE | EMB 145 | 1404 1505 |
| G-JEDK | DHC-8 400 | 1617 1719 | G-IFIT | PA-31 Navajo | 1627 1228(31) |
| G-EEST | Jetstream 31 | 1640 1721 | CS-TPJ | EMB 145 | 1650 1758 |
| G-RJXA | EMB 145 | 1653 1806 | G-RJXF | EMB 145 | 1654 1738 |
| PH-LXT | Fokker 50 | 1700 1754 | G-KDMA | Citation Encore | 1704 1538(31) |
| G-MAJM | Jetstream 41 | 1707 1749 | G-RJXE | EMB 145 | 1710 1801 |
| G-RJGR | Boeing 757 | 1716 1841 | G-CELU | Boeing 737 300 | 1734 1838 |
| G-BVJD | Fokker 100 | 1837 1930 | G-JEDK | DHC-8 400 | 1918 1954 |
| G-CELS | Boeing 737 300 | 1921 0705(31) | G-UKFB | Fokker 100 | 1925 0615(31) |
| G-RJXF | EMB 145 | 1931 0709(31) | G-MAJM | Jetstream 41 | 1958 0652(31) |
| G-EEST | Jetstream 31 | 2000 0656(31) | G-RJXE | EMB 145 | 2008 0723(31) |
| G-CELV | Boeing 737 300 | 2014 0632(31) | CS-TPJ | EMB 145 | 2053 0712(31) |
| G-RJXA | EMB 145 | 2100 0750(31) | G-BYAK | Boeing 757 | 2105 0619(31) |
| G-CELU | Boeing 737 300 | 2130 0701(31) | G-BVJD | Fokker 100 | 2154 0726(31) |

31 Thursday

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|--------|----------------|-----------|--------|----------------|-----------|
| G-RJGR | Boeing 757 | 0350 0930 | G-RJXG | EMB 145 | 0734 1344 |
| G-JEDK | DHC-8 400 | 0800 0835 | CS-TPJ | EMB 145 | 0911 1508 |
| G-RJXE | EMB 145 | 0915 1039 | G-MAJM | Jetstream 41 | 0922 1011 |
| G-UKFB | Fokker 100 | 0932 1046 | EI-CJE | Boeing 737 | 0950 1026 |
| G-BYRA | Jetstream 31 | 0953 1453 | G-CELS | Boeing 737 300 | 1006 1130 |
| G-RJXF | EMB 145 | 1009 1123 | G-BVJD | Fokker 100 | 1016 1058 |
| G-RJXA | EMB 145 | 1048 2007 | G-JEBC | BAe 146 300 | 1133 1225 |
| ZH872 | Hercules C.4 | 1152 1529 | G-MAJM | Jetstream 41 | 1155 1438 |
| G-CELU | Boeing 737 300 | 1205 1309 | XZ334 | Gazelle AH.1 | 1208 1223 |
| G-CELV | Boeing 737 300 | 1247 1347 | G-OOBC | Boeing 757 | 1304 1424 |

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|--------|----------------|---------------|--------|----------------|---------------|
| EI-CNY | Boeing 737 | 1323 1351 | G-RJXE | EMB 145 | 1326 1409 |
| EC-GZD | Airbus 320 | 1329 1449 | G-BXXT | B.76 Duchess | 1339J1525 |
| G-DHJZ | Airbus 320 | 1344 1510 | G-BVJD | Fokker 100 | 1354 1543 |
| G-UKFB | Fokker 100 | 1357 1558 | G-RJXF | EMB 145 | 1406 1459 |
| G-BZZA | Boeing 737 300 | 1432 1545 | G-RJGR | Boeing 757 | 1547 1811 |
| G-JEDK | DHC-8 400 | 1622 1705 | G-BYRA | Jetstream 31 | 1645 1712 |
| G-RJXF | EMB 145 | 1652 1733 | G-RJXG | EMB 145 | 1659 1742 |
| G-RJXE | EMB 145 | 1700 1753 | G-MAJM | Jetstream 41 | 1708 1745 |
| PH-LXP | Fokker 50 | 1710 1800 | CS-TPJ | EMB 145 | 1714 1804 |
| G-CELS | Boeing 737 300 | 1723 1831 | G-RKJT | PA-46 Malibu | 1810 0745(01) |
| G-BVJD | Fokker 100 | 1819 1915 | EI-CJD | Boeing 737 | 1848 1924 |
| G-CELU | Boeing 737 300 | 1900 1145(01) | G-JEDK | DHC-8 400 | 1905 1953 |
| G-CBGC | TB-10 Tobago | 1916 1958 | G-RJXF | EMB 145 | 1922 0713(01) |
| G-UKFB | Fokker 100 | 1925 0618(01) | G-BYRA | Jetstream 31 | 1957 0656(01) |
| G-MAJM | Jetstream 41 | 2001 0703(01) | CS-TPJ | EMB 145 | 2006 0728(01) |
| G-CELX | Boeing 737 300 | 2012 0722(01) | G-BYAK | Boeing 757 | 2021 0632(01) |
| G-IJYS | Jetstream 31 | 2044 2106 | G-RJXG | EMB 145 | 2049 0743(01) |
| G-RJXE | EMB 145 | 2055 0711(01) | G-CELS | Boeing 737 300 | 2112 0701(01) |
| G-BVJD | Fokker 100 | 2141 0730(01) | | | |

From and To

02) N671B/F-n/s-T Isle of Man: 03) D-ICWM/Stuttgart-Vienna: 04) VP-CED/Hawarden-Cambridge; CS-DNK/Nice-Deauville; N9469P/Gamston-Blackbushe: 06) PH-RAT/F and T Isle of Man: 07) CS-DNR/Lisbon-Nice; CS-DNL/Deauville-Northolt; N916CD/Redhill-Denham; VP-CBM/Norwich-EMA; N800J/F-n/s-T Trenton: 08) N273TB/Elstree/Hawarden: 09) N273TB/Hawarden-Cardiff; CS-DNP/Nice-Luton; N139DB/F and T White Waltham: 10) LX-ONE/Trondheim-Ostend; N79EL/EMA-Gatwick; N903G/F-n/s-T Stanstead: 12) D-CZAR/Munster-???; F-GHOC/F and T Le Bourget: 13) F-BTQP/F and T Le Bourget: 14) D-CLOG/Saltzburg-Poznan; N671B/F-n/s-T Isle of Man; HB-GJR/F-n/s-T Lausanne: 15) D-CLOG/Poznan-n/s-Saltzburg; N828SK/F and T Farnboro: 16) CS-DFJ/Warsaw-Barcelona; CS-DNO/Biggin Hill-n/s-Altenrhein; D-CZAR/Zagreb-Munster: 17) HB-IBH/Geneva-Palma; PH-RAT/Isle of Man -Liverpool; CS-DHF/Northolt-Dundee; D-CLOG/Saltzburg-Augsburg; CS-DHB/Biggin Hill-Farnboro; N103CD/Luton-n/s-Gander: 18) VP-CED/Luton-Manchester; CS-DNU/Nice-Northolt; CS-DNL/Le Bourget-Nice: 20) N750NS/Nice-Birmingham; CS-DHH/Genva-Northolt: 21) VP-CED/F and T Hawarden: 22) N671B/F-n/s-T Isle of Man: 23) CS-DNV/Stanstead-n/s-Biggin Hill: 24) N79EL/Gatwick-EMA; VP-CBM/F and T Norwich; VP-CED/Edinburgh-Bournemouth: 25) CS-FC/Stuttgart-Luton: 27) CS-DNR/Dublin-Nice: 28) CS-DNR/Moscow-Genoa: 30) EC-IOZ/Palma-Madrid:

Overshoots:

01) G-BAVZ/Raven88T: 04) ZF409/LOP82: 05) G-BAVZ/Raven88T: 10) XX495/CWL70: 12) G-BAVZ/Raven88T (twice): 14) G-BXXT: 15) ZF142/LOP24; XX146/COLT95: 17) ZF405/LOP49; ZH775/Vortex554: 18) XX499/CWL67: 22) ZF169/LOP27: 28) XX500/CWL64; ???/CWL68: 29) XX491/CWL73: 30) XX491/CWL19: 31) G-BXXT; XX494/CWL68; XX491/CWL70:

LBA Movements review, July 2003

The first foreigner of this month turned out to be the Isle of Man based Beech A36 Bonanza N671B which night stopped on the 2nd from and to its base. With its apt registration D-ICWM the King Air 200 of WM Aero Charter was using callsign "GBJ6601-2" when it was from Stuttgart to Vienna on the 3rd. On the 4th Citation Bravo VP-CED was from Hawarden to Cambridge and Guernsey based PA-24 N9469P was from Gamston to Blackbushe whilst the Netjets Hawker 800XP CS-DNK was from Nice to Deauville with the callsign "Skyshare 568P-0568". Making a first visit on the 6th was the Beech 1900D PH-RAT of Euromanx as "Euromanx 331P-332" from and to the Isle of Man. Netjets were back on the 7th with Falcon 2000 CS-DNR from Lisbon to Nice as "Skyshare 004P-0004" and Hawker 800XP CS-DNL from Deauville to Northolt as "Skyshare 0569-931P", the same day saw Cirrus SR-22 N916CD going from Redhill to Denham and Citation VP-CBM of Bernard Mathews from Norwich to East Midlands with the Gulfstream 4 N800J of Johnson and Johnson night stopping both from and to Trenton.

On the 8th Baron N273TB was from Elstree to Hawarden then on the 9th it was from Hawarden to Cardiff, also noted on the 9th were Aztec N139DB from and to its base at White Waltham and the Netjets Falcon

2000 CS-DNP from Nice to Luton calling "Skyshare 0006-006P". "Duke one ambulance" on the 10th was Lear Jet 35A LX-ONE from Trondheim to Ostend whilst the Beechjet 400A N79EL was from East Midlands to Gatwick and night stopping was the Gulfstream 3 N903G from and to Stanstead. Citation V D-CZAR of Viktor Bondarenko was using the callsign "GZA2461-2" on the 12th when it was from Munster and the King Air 200 F-GHOC was from and to Le Bourget around midnight. Also from and to Le Bourget was King Air 90 F-BTQP as "BRI 310-320" on the 13th. King Air 350 D-CLOG has visited 3 times this month, it was first noted on the 14th from Salzburg to Poznan, joining it that day were two night stoppers-Bonanza N671B from and to the Isle of Man and another King Air 350 HB-GJR from and to Lausanne.

Challenger 3A N828SK was from and to Farnboro on the 15th when the King Air 350 D-CLOG returned and night stopped from Poznan to Salzburg. More from Netjets on the 16th when Falcon 50 CS-DFJ was from Warsaw to Barcelona as "Skyshare 128P-2310" and Hawker 800XP CS-DNO was night stopping from Biggin Hill to Altenrhein as "Skyshare 0706-706P", meanwhile the Citation V D-CZAR was calling "GZA2432-3" from Zagreb to Munster. More callsigns on the 17th when Falcon 2000 HB-IBH used "FPG261" from Geneva to Palma very early in the day, Beech 1900D PH-RAT was back as "Euromanx 331-332P" from the Isle of Man to Liverpool, Citation Bravo CS-DHF was from Northolt to Dundee as "Skyshare 6584-584P" and Citation Bravo CS-DHB was from Biggin Hill to Farnboro as "Skyshare 3014-010P", also noted that day were King Air 350 D-CLOG from Salzburg to Augsburg and Gulfstream 3 N103CD of World Heir Inc night stopping from Luton to Gander.

Returning on the 18th was the Citation Bravo VP-CED from Luton to Manchester and two Netjets were the Hawker 800XP CS-DNU from Nice to Northolt as "Skyshare 3941 -676P" and Hawker 800XP CS-DNL from Le Bourget to Nice as "Skyshare 249P-3942". Making its only appearance of the month on the 20th was the Citation X N750NS of Beauport Aviation from Nice to Birmingham as "Beauport 6NS", on the same day the Netjets Citation Bravo CS-DHH was from Geneva to Northolt as "Skyshare 812P-6812". The only foreigner noted on the 21st was Citation Bravo VP-CED which was from and to Hawarden and the only one on the 22nd was the Bonanza N671B night stopping on a flight from and to the Isle of Man. Night stopping on the 23rd was the Netjets Hawker 800XP CS-DNV from Stanstead to Biggin Hill as "Skyshare 4652-444P". The Beechjet 400A N79EL on the 24th was from Gatwick to its home at East Midlands, it was joined by the two Citations VP-CED from Edinburgh to Bournemouth and VP-CBM from and to its home at Norwich.

Netjets Falcon 2000 CS-DFC on the 25th was "Skyshare 5399-175P" when it was from Stuttgart to Luton and its companion with Netjets, Falcon 2000 CS-DNR, was logged on the 27th as "Skyshare 534P-1534" from Dublin to Nice and on the 28th with the callsign "Skyshare 263P 5158" from Moscow to Genoa. Winding up the month on the 30th was the new Raytheon Premier EC-IOZ of Gestair from Palma to Madrid calling "Gestair 071-072". On the military side we have had quite a bit of activity, on the 1st the BAe 146 ZE701 was from Northolt to Edinburgh as "Ascot 1007" and on the 3rd Hercules ZH877 was from and to Brize Norton as "Ascot 4890". The Gazelle XZ324 on the 5th was "Army 596". Another BAe 146 on the 8th was ZE700 from and to Northolt as "Ascot 1059". On the 11th Sea King XZ594 was "SRG 128" and on the 15th Sea King XZ587 was "SRG 131". Some confusion on the 16th when Sea King "SRG 131" put down on Woodhouse Moor with engine trouble and "SRG 128" went to help him, then they both came in here and one stayed until the 20th. We think we have it correct in the movements. Night stopping on the 19th was Hercules ZH872 from Stornoway to EMA as "Ascot 4838-4839". Gazelle XZ311 was "Army 367" when it was from Shawbury to points unknown and then back to Shawbury on the 21st. Big stuff on the 24th when VC-10 XV106 was from Munster to Brize Norton as "Ascot 2636-7". On the 31st Hercules ZH872 was from and to Brize Norton as "Ascot 4848" and the Gazelle XZ334 was from Belfast International to Sywell as "Army 913".

The KLM UK Fokker 50's are now appearing with Dutch registrations in place of their UK ones, noted so far have been; PH-KXH(G-UKTC); PH-LXJ(G-UKTE); PH-LXK(G-UKTF); PH-LXP(G-UKTG); PH-LXR(G-UKTH); PH-LXT(G-UKTI);

Terry Sykes



HELICOPTER ACTIVITY – JULY/AUGUST

| | | | |
|----|--|---|---|
| 01 | G.BXUK G.WYPA | R.44 BO.105 | Sywell-Hunslet-Cranfield "Helimed 63A" Malton-York Hospital |
| 02 | G.HMAC G.ODMC | Hughes 369E Squirrel | Stoke-Tadcaster Battersea-Sheffield |
| 03 | G.PEPL G.XXEA N555GS G.KAZZ | MD.600N S.76C A.109A R.44 | Wicksley-Walton Wood "Rainbow IR" Ripon Chorley-Saltburn-by-Sea Kings Lynn-York |
| 04 | G.BAGL N800HL | Gazelle Bell 222 | Pocklington-Henley-on-Thames Coney Park-Pickering |
| 06 | G.FABI N958SD | R.44 Astro MD.600N | Manchester-Devonshire Arms Gamston-Newcastle |
| 07 | N600MG G.WRWR G.BFEF | MD.600 R.22 Bell 47G | Rudding Park-Masham Scarborough-Blackpool Sutton Bank-Walton Wood |
| 09 | G.GSJH | Jet Ranger | Gloucester-Garforth |
| 10 | G.DSPI | R.44 | Garforth-Hawarden |
| 11 | G.WGAL G.OYST G.CLAY G.RAMI G.BSTE | Jet Ranger Jet Ranger Jet Ranger Jet Ranger Twin Squirrel | Cranfield-Sherburn Cowes (IofW)-Scarborough Dewsbury-Sheffield (Refuel) Huddersfield-Rudding Park Leeds-York Racecourse |
| 13 | G.DABS G.HUGS G.RFUN | R.22B R.22B R.44 | Chesterfield-Sherburn Devonshire Arms-Gamston Rufforth-Bristol International |
| 14 | G.HPAD G.JWBI | Jet Ranger Jet Ranger | Rufforth Hall-Oxford Melton(Humberside)-Wolverhampton |
| 15 | G.RHYS N920BV | Rotorway Exec MD.900 | Hornsea-Bagby Costock-Corbridge |
| 16 | G.BZLP | R.44 | Lincoln-Elvington |
| 17 | G.FIBS | Twin Squirrel | Skipton-Coney Park |
| 18 | G.HALE G.UTZY G.HRPN | R.44 Astro Gazelle R.44 | Cleckheaton(numerous local flights) Gloucester-York-Gamston Walton Wood-Tattenhill |
| 19 | G.BXXW | Enstrom F.28F | Worksop-Sheffield |
| 20 | G.RKEL G.BXZD | Jet Ranger Gazelle | Leicester-Leeds City-Sheffield Newby Hall with R.22 G.DABS |
| 21 | G.DFKI G.TINK G.ROZI | Gazelle R.22 R.44 | Site 2M North Sandtoft Leicester-Gamston Walton Wood-Coventry |
| 22 | N70526 | Hughes 369E | Halifax-Ellwood |
| 23 | G.BYSE | Jet Ranger | Site near Elvington |
| 24 | N600MG N500TY | MD.600 | Rudding Park-Stainsby Hall Site 4 S/E of LBA-Devonshire Arms |
| 25 | G.BVGS | R.22B | Coal Aston-Sherburn |
| 26 | G.WYPA G.JOSS | Bolkow 105 Squirrel | "Helimed 63A" Ripon-LGI-Teesside Coventry-site near Teesside |
| 27 | G.RFUN | R.44 | Rufforth-Droitwich |
| 28 | G.GAZI N430CE | Gazelle Bell 430 | Wolverhampton-Seaham Wigan-North Tower, Humber Bridge |

| | | | |
|----|--------|---------|-------------------------|
| 30 | N709AT | A.109A | Cranfield-Sheffield |
| 31 | G.BZYB | Gazelle | East Midlands-Wakefield |

First noted on 27.07 Jet Ranger G.EWAW is operated by Pleasure Island at Skegness, replacing similar type G.DORB. It has a regular run Gamston-Doncaster-Skegness on a morning. The British Touring Cars meeting at Croft (12.07-13.07) attracted the following: A.119 Koala I.RALY, Twin Squirrel G.ORMA, EC.130 G.RCNB and A.109 c/s Aston 01, plus PA.28R G.BFDO and RV.6 G.OJVA. At York Racecourse on 12.07 were A.109's G.BWZI from Tring and G.SCOI c/s Kingsmoor 01. Another A.109 N119BM was noted following the coast at 500' on 14.07 en route to Edinburgh, crossing the Humber 09.20.

On 12.07 Grindale based C.206 G.ASVN was para dropping at Rothwell, whilst the following day Pitts G.BIRD from Fishburn was doing aerobatics over Saddleworth.

Before Richard Branson's much publicised flight in the Cayley Glider at Brompton Dale near Scarborough one of his 747-400's made a flypast. "Virgin 812P" attempted ILS/cloud breaks at Waddington and Humberside before finally routing over the sea and descending to 1000' to route in V.F.R. over the coast.

Another biggie visiting the area was C.17 Globemaster ZZ171 c/s Ascot 890. The aircraft arrived at Elvington on 11.07 to transport some museum exhibits to Fairford for R.I.A.T. It was due back 25.07 but due to bad weather it was postponed. A small do here on 06.07 saw the Memorial Flight do a flying past and Tiger Moth aerobatics. R.44 G.BZMG was pleasure flying all day. Other visitors: 02.07 PA.34 G.NSUK; 04.07 AA.5 G.BBSA; 09.07 F.177RG G.TOTO, PA28R G.OKAG; 26.07 PA.28 G.BGPJ, RV.6 G.BXVM; 27.07 PA.28 G.BSEU, PUP G.AXNS.

05.07 saw a fly-in at Beverley thwarted by low cloud. Among the dozen or so aircraft that battled through were PA.28R G.RJMS, Auster G.AKSY, Super Ace G.AKUW, C.170 G.APVS and Chipmunk G.BTWF. Others visiting: 20.07 TB.9 G.BIZR; 24.07 Robin 1180 G.BJVV.

New residents at Bagby noted this month: Sky Arrow G.SOPH, Sky Ranger G.CCCM, X'Air 582 G.CBCI plus Stearman N65200. A couple of interesting visitors D.KBUO Falke on 10.07 and on 13.07 Rans RV.4 SE.X10 called in on his way home from the P.F.A. rally at Kemble. Others: 06.07 PA.28 G.BORS, Ikarus G.CBOD, Luscombe G.BNIO, A.109 N555GS; 11.07 PA.24 G.AZKR, PA.22 G.ARKM; 13.07 Rallye G.PIGS, PA.28 G.AVSI; 14.07 Coyote G.BTXD; 20.07 Coyote G.IZIT, Yak 52 G.BWOD, C.177B G.BRDO; 22.07 Europa G.BZNY; 27.07 DR.400 G.BHAJ, C.170 G.AWOU; 28.07 P.92 Echo G.BZHG.

Rufforth had its share of foreign visitors this month: 07.07 C.337 N2216X (from Lee-on-Solent); 09.07 PA.28R D.EEFJ; 22.07 Malibu F.GHRR; 27.07 PA.28 PH.EPO (from Southend); 27.07 C.303 N154DJ (from Denham). On 09.07 PA.32 G.ATJV called to pick up parachutists for the Great Yorkshire Show. Other visitors: 06.07 Ximango G.KHOM, PA.28RT G.BOJI; 11.07 PA.28 G.JANA; 12.07 Falke G.AYZU; 13.07 Koliber G.BZLC, Be24 G.CBCY, RV.4 G.BULG; 14.07 Taylorcraft G.BPJV; 15.07 Be.200 G.ROWN; 16.07 PA.28 G.BLLN, Falke G.GBGA; 18.07 PA.28 G.OIBO; 26.07 PUP G.AXSD; 27.07 Grob 109 G.BMFY.

On 05.07 and 06.07 C.185 G.BWWF was operating from Sherburn whilst para-dropping at Harewood. Also on 05.07 BN.2T G.ORED landed here after a para drop. On 27.07 the airfield was closed to visitors for almost three hours whilst some aircraft participating at the Sunderland show made flypasts, including Tornado, Tucano, Nimrod, Dakota, Spitfire and a formation of Gazelles. On 14.07 PA.28 F.GCQJ arrived via Humberside where it initially diverted due to bad weather. Others: 02.07 RF.5 G.AZRM, F.182Q G.GHOW; 05.07 Micro's G.MYXE and G.MZMD; 07.07 Be.36 G.JLHS; 09.07 AA.5A G.JNAS, PA.18 G.CUBJ; 11.07 RV.6 G.RVEE, Zenair G.BIRZ, Emeraude G.ASNI; 12.07 Jodel D.18 G.BTRZ, RC.112 G.EHXP; 13.07 Europa G.BVJN, PA.28R G.HALC, Pitts G.BRVT; 14.07 RV.4 G.BXPI; 15.07 RV.6A G.CBCP; 16.07 Zenair G.BVAB; 22.07 Enstrom G.PALS, PA.28 G.BTRS and G.DIXY; 29.07 Pitts G.BRVL; 30.17 C.175A G.ARCV.

Brighton had a fly-in on 06.07 including Grob 115 HB.UGD with HB.YKD, CT.2K G.CBDJ, RV6's G.BZRV, G.BZWZ, Foxbat G.CBJH, Jabiru G.CNAB, Mistral G.MVXN, Emeraude G.BHEK, Luscombe G.BPVZ, Baby Great Lakes G.BGEI, plus about 30 others. Over the weekend 26.07 - 27.07 a larger gathering with well in excess of 100 visitors including: Mustang G.MSTG, Harvards G.TSIX, G.ELMH, C.182's N369AN (from Jersey), N883DP, DR.1050 F.BLJL, Noralpha G.BSMD, Luscombes G.BPVZ, G.BT CJ, Rebels G.BWFZ, G.BUTK,

Pitts G.MINT, G.BOXH, RV.7 G.BWKJ, Chipmunk G.BWMX, Tiger Moth G.ARTL, Kitfox G.BTAT, Europa G.BXTD, CT.2K G.CBEW. Other visitors: 04.07 Europa G.WUFF, C.120 G.BPWD (from Melbourne); 12.07 C.1725 G.IZZS; 13.07 PA.28 G.GALB; 18.07 Sky Arrow G.FINZ; 30.07 SR.22 N40GD.

Down at Sheffield Schweizer 269C G.ROCR has replaced G.OCBI on loan from Oxford whilst Jet Ranger G.PEAK has been noted regularly during the month. Amongst the visitors: unidentified on 10.07 was N2188J, C.421C N60GM from Isle of Man 14.07 and Citation Jet N808WA 31.07. A pair of Pitts arrived from Fenland on 18.07 with G.BRZX doing the radio. Also: 03.07 C.401 G.ROAR, Be.200 G.ROWN; 05.07 TB.20 G.SCB; 06.07 PA.28 G.CLAC; 10.07 AA.58 G.WMTM; 11.07 C.152 G.BMSU; 12.07 PA.22 G.ARNE, Europa G.OWWW; 13.07 Aztec G.FOTO, R.44 G.DSPI, C.150 G.APHY; 15.07 PA.28RT N2943D; 16.07 PA.28 G.BRUD, Be 23 G.BASN; 19.07 PA.28 G.BSBA; 27.07 TB.20 N882.

New resident at Gamston is DR.400 G.LEOS. Visiting on 19.07 was a P.51 Mustang using c/s Mustang whilst on 24.07 Chinook "Vortex 426" called in. NetJets Falcon 50 CS.DFI visited 10.07 whilst their Hawker 800XP CS.DNO arrived on 22.07 c/s Skyshare 115P. 28.07 saw a visit from Citation G.OGRG c/s OXO.560. Others: 05.07 PA.38 G.BOCC; 07.07 Jet Ranger G.OAMG; 09.07 Zenair G.GFKY, RV.4 G.BXPI; 12.07 PA.18 G.GCUB; 13.07 C.182 G.BRRK; 14.07 Baron N79AP; 19.07 PA.28 G.BZHK; 20.07 Long Eze G.CBLZ, SMG 92 HA.YDF; 21.07 PA.28R G.BNEE (Sherburn Div.); 24.07 C.182Q G.BWRR; 26.07 SIAI 205 G.AVEH.

Other foreigners around the area included Robin 200 HB.EXF and PA.28 HB.OFW which arrived at Pocklington from Peterlee 03.07. After a night stop they went on to Sandtoft then Wickenby, which was also visited on 12.07 by Cessna 172M D.EDAJ. Diamond DA.40 OE.KAI was noted at Walton Wood on 08.07 whilst Be.36 N836TP visited Heselton 07.07. Full Sutton hosted Schleicher D.KAVT on 10.07 which stayed overnight before going to Hibaldstow, whilst PA.24 N2185A visited Pocklington 31.07.

Vintage Aero Commander G.AWOE was noted departing Wombleton for Elstree 06.07, whilst on 30.07 Messenger G.AKVZ visited Ottringham strip. Kitfox G.BWWZ has been noted regularly at Oxenhope and may be resident. R.A.F. Station visitors: Dishforth, DR.400 G.PAYD 06.07; Leeming AA.58 G.BFLX 07.07; Church Fenton Be.200 G.MOUN 08.07, PA18 G.CUBJ 22.07.

Overflying the area on 04.07 was Catalina N9521C en route North Weald to Kinloss. It routed up the A1 passing a beam Church Fenton at 11.50 at 1500'. On 24.07 TB.10 ZS.KWE was outbound from Prestwick passed overhead York 15.38 at 2500' destination unknown.

Trevor Smith

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|----------|--------|---------------------|-------|-------|
| 07/08/03 | G-TGRA | AUGUSTA A109A | 15:00 | 15:30 |
| 08/08/03 | G-DOOZ | TWIN SQUIRREL | 14:30 | 15:00 |
| 11/08/03 | D-HAFN | BELL 206B JETRANGER | 16:45 | |
| 13/08/03 | N600MG | MD.600N | 15:30 | 16:00 |
| 14/08/03 | G-FIBS | AS350BA ECUREUIL | 13:30 | 14:15 |
| 17/08/03 | G-TGRA | AUGUSTA A109A | 12:32 | 13:30 |
| 17/08/03 | G-FIBS | AS350BA ECUREUIL | 16:00 | 16:15 |
| 20/08/03 | G-JETU | TWIN SQUIRREL | 12:40 | 13:00 |
| 22/08/03 | HA-LFZ | ALLOUETTE | 14:40 | 15:00 |
| 24/08/03 | G-CORN | BELL 206B JETRANGER | 12:00 | |
| 24/08/03 | G-TGRA | AUGUSTA A109A | 08:50 | 09:00 |
| 27/08/03 | G-TGRA | AUGUSTA A109A | 09:40 | 09:50 |
| 27/08/03 | G-BSCE | ROBINSON R22 BETA | 15:10 | 15:20 |
| 28/08/03 | G-BYZE | AS350B2 ECUREVIL | 12:15 | 12:35 |
| 29/08/03 | G-BTHY | BELL 206B JETRANGER | 09:50 | 10:00 |
| 29/08/03 | D-HAFN | BELL 206B JETRANGER | 13:30 | 13:40 |
| 31/08/03 | G-BZIN | ROBINSON R44 RAVEN | 11:25 | 11:30 |

Geoff Ward



LEEDS/BRADFORD NEWS

We start with the LBA press releases which are dominated by good news, mainly from Jet2.

JET2.COM REACHES THE 1/4 MILLION MARK!

Following a highly successful summer and just a few months after passing the 100,000 mark, Jet2.com, the low cost airline for the North of England, has now carried its 250,000th passenger.

Hazel Johnson from Barnsley, who was travelling with family to her daughter's wedding in Barcelona, was given a VIP send-off from Leeds Bradford Airport by the Jet2.com boss, Philip Meeson.

He said: "As well as providing low cost flights to popular destinations in Europe for the people of the North to enjoy, we are also attracting a significant number of tourists and business people into the region which is great news for the local economy. Jet2.com is also generating employment for the region both directly within the airline and indirectly, for third party companies such as those within the airport and regional tourism.

"Following the introduction of flights to Prague and Faro last week, we are currently flying to nine destinations, our tenth destination will be Geneva, which we are looking forward to introducing on 18th December. Given its position on the Swiss/French border and its proximity to the mountains, Geneva is sure to be a big hit with the region's skiers and snowboarders. We are extremely proud to be part of a great North of England success story and we're looking forward to continuing to provide the people of the North low cost travel, to the destinations of their choice."

Jet2.com's winter 2003/4 airline schedule and timetables are now available online at www.Jet2.com, or via the Jet2.com call centre on 0870 737 8282. One-way fares, excluding taxes, start from: Amsterdam and Prague - £12; Alicante, Barcelona, Malaga and Palma - £29; Faro - £39; Geneva - £19.

JET2.COM PLANS TO SOAR ABOVE THE COMPETITION!

Jet2.com today announced that it will add two additional aircraft to its fleet of four aircraft, which are currently based at Leeds Bradford Airport. The first of these aircraft will arrive as early as October 2003 and will be followed by a sixth aircraft in January 2004.

Philip Meeson, the boss of Jet2.com said "We are delighted that we are the only low cost airline providing daily flights from Leeds Bradford Airport to European winter sun, ski and city destinations, including Spain, the Algarve, Geneva and Prague. We are confident we can fill any void that other operators may create by their absence and we will continue to offer people from the region accessible and low cost air travel.

With the delivery of two new aircraft we are able to plan and look forward to summer 2004 and will shortly announce how we will use these aircraft to increase frequency to popular leisure and business destinations. We are currently planning to increase the number of flights to Alicante, Malaga, Palma and Faro to meet the exceptional demand we have already experienced.

Jet2.com will be celebrating its first birthday on 23rd October and we plan to announce more details of our summer 2004 schedule on this date - so put this date in your diary now!

LEEDS BRADFORD'S RECORD BREAKING SUMMER CONTINUES

For the fifth consecutive month Leeds Bradford International Airport has recorded a year on year increase of over 30%. And for the fourth consecutive month it has seen its record highest ever monthly passenger throughput broken. Leeds Bradford is currently the second fastest growing airport in the UK.

Monthly throughput in August reached a new record level of 226,102 (36% up on August 2002) with Yorkshire's low cost airline Jet2 contributing 53,577 passengers on their seven routes.

Managing Director Ed Anderson commented, "These record passenger figures coincide with the opening of our superb new catering facilities and the start of work on our next terminal expansion. We are on target to see our annual throughput reach the two million passenger mark this year and we anticipate further growth in 2004. We are proud to be making a significant contribution to the region's economy".

Two million passengers are expected to fly from Leeds Bradford International Airport this year - 12 months ahead of schedule. The target figure was only expected to be reached by the end of next year. And airport bosses trumpeted LBIA as one of the UK's fastest growing airports.

Managing director Ed Anderson said the increase in passengers was down in part to the emergence of budget airlines offering low cost flights. "We are now able to offer a wide range of services from low cost carriers including Yorkshire's Jet 2 and Planet Air," he said. "Thirty-five per cent of Leeds Bradford International Airport passengers are now travelling with budget airline companies."

A total of 207,658 passengers flew from the airport last month, an increase of 37 per cent on the same month last year. And figures for July and August are predicted to beat those in June due to the school holidays.

Low cost airline Jet2, which flies out of Leeds Bradford, said its most popular holiday destination is Spain. Flights to Malaga are the most popular, closely followed by Barcelona and Alicante. Jet2 plans to increase the number of destinations it offers from the airport next year.

The airport is trying to tap into the increase in numbers by improving facilities. A £5 million catering facility which includes a Burger King, Yates's bar and food village has been opened. And the surge in the number of passengers has prompted the airport to consider increasing check-in facilities for summer 2004.

But not everyone is escaping to overseas destinations. Bradford Council is expecting a rise in the number of visitors to the city this summer. A Council tourism spokesman said: "Over the past few months we have been promoting Bradford as a great place to visit and we have noticed an increasing amount of interest. At the Great Yorkshire Show our tourism stand had 1,730 inquiries and gave out more than 500 visitor guides to people thinking about visiting the area."

Travellers can now take advantage of low cost flights to Prague from 4th September, as Jet2.com, the low cost airline for the North of England, takes off from Leeds Bradford on its first flight to this exciting Czech city.

Flights between Prague and Leeds Bradford will initially be four times a week on Monday, Thursday, Friday and Sunday, with one way fares starting from £12 excluding taxes. Philip Meeson, Chief Executive of Jet2.com said: "When we launched the airline less than 12 months ago we promised low cost travel to exciting destinations for the people of the North of England.

"We have reaffirmed that promise by commencing flights to one of the most exciting and lively cities in Europe. Prague is one of those must-see places boasting an unrivalled night life and social scene where the cheap beer is always flowing! The city also has a compact centre, which is easy to explore on foot and some stunning scenery and attractions.

"We are confident that Prague will prove an extremely popular destination attracting a broad spectrum of travellers, from those searching for a romantic city break to those looking to organise stag and hen nights to remember!"

RECORD RYANAIR BOOKINGS FOR LEEDS BRADFORD-DUBLIN SERVICE IN AUGUST

- 21,700 fly on popular Anglo-Irish route
- £3.3m boost to Yorkshire economy
- new £12.99 fare to celebrate

Leeds Bradford has just become one of Ryanair's most popular destinations in August. New figures released today (Thursday September 4) by Europe's largest low fares airline show that a record 21,697 people flew on the Leeds Bradford - Dublin service last month, making the route one of the top-performing throughout the entire Ryanair European network.

Some 11,000 of this total were inbound into the Leeds Bradford area. Tourism bosses reckon each visitor with Ryanair spends on average some £300 during their stay, which means during the month of August Leeds, Bradford and the wider Yorkshire area benefited from a huge £3.3m cash boost.

"August has been a hugely busy month for our Leeds Bradford to Dublin route" said Nicola Connolly, PR and Promotions Executive for UK. "Our three flights a day between Leeds Bradford and the Emerald Isle are a clear winner with both Yorkshire people and the Irish. 'The number of passengers travelling on this service in August shows a 9% increase on passenger figures from July, highlighting Ryanair's winning formula of low fares, excellent punctuality and fantastic customer service. And Ryanair is doing all it can to boost visitor numbers well into the autumn. Right now fares are a rock-bottom £12.99 one-way including tax to Leeds Bradford and Dublin. So get onto www.ryanair.com to book at this ridiculously cheap price."

Ed Anderson, Managing Director of Leeds Bradford Airport, said: "We are delighted that August 2003 has broken all records for Ryanair. Their services from Leeds Bradford go from strength to strength and are clearly valued by our Yorkshire passengers".

AIRLINE NEWS

Aer Lingus have placed an order for 17 Airbus A320 aircraft; 7 of these aircraft will be purchased directly from the manufacturer while 10 more will be leased from ILFC. This order brings the total fleet of A320 family aircraft at Aer Lingus to 27 as the Irish carrier already operates 4 A320s and 6 A321s. ILFC will also take 7 of the airline's 11 remaining Boeing 737 on a buy and lease-back basis from Jan04.

American & British Airways began selling tickets on each other's flights on 17Sep03. As part of this code-sharing agreement, American will be able to sell tickets on British Airways connecting flights from London's Heathrow Airport to other destinations in Europe, Asia, Africa and the Middle East as if they were American flights. British Airways will be able to do the same thing, connecting its passengers to U.S. locations on American flights.

The code-sharing agreement will be phased in from 17Sep03 to 26Oct03. Eventually, American will be able to tap 110 destinations served by British Airways while letting British Airways book travel to 187 U.S. locations.

AV8air is planning to inaugurate operations in October from its Manchester base. Initially the airline will lease a Boeing 757-200 from Ansett Worldwide for charter flights to Alicante, Lanzarote, Malaga and Tenerife. In Nov03 AV8air will add a Boeing 767-300ER. The airline will then start service to Cape Town with Durban being added in 2004.

GetJet a new Polish low cost airline to be based at Katowice is planning to start operations in Oct03. GetJet wants to start service to London, Paris and Rome followed by Brussels, Milan and other European destinations. Initially the airline would operate a fleet of 2 Airbus A320s eventually increasing to 8 A320s.

Lufthansa Cargo will be restructuring its freighter fleet. Lufthansa Cargo will sell all its Boeing 747-200Fs, it operates 8. The airline will increase its fleet of MD11Fs from 14 to 19. Three of the 747 Freighters will be sold to Air Atlanta Icelandic and chartered back by Lufthansa Cargo, as needs dictate. The 747s will be sold during 2004, the 5 used MD11s are in passenger configuration and will be converted into freighters prior to entering the LH Cargo fleet from January 2005.

Luxair have placed an order for an additional Boeing 737-700. Luxair already ordered 2 B737-700s in February 2003.

Palestinian Airlines is planning to restart operations shortly, something it has not done in almost 3 years. In a first stage the airline will use Al-Areesh, located in the Egyptian Sinai desert, until the International Airport at Gaza is reopened. Palestinian hopes to be flying to Amman and Cairo using a Fokker 50. Within 3 months service should start to Istanbul and Larnaca.

Pulkovo and Rossiya Russia's state-owned aviation company Pulkovo plans to merge with Rossiya, Russia's governmental airline, to create the second-largest carrier in Russia by 2005. Pulkovo operates an airline with 100 international and domestic flights, and an airport in St. Petersburg. Rossiya specializes in official governmental flights, VIP and charter flights. The new company will be 100%-state owned.

Ryanair Is considering service to Stornoway for next year. The airline has asked the airport to spend £5 million to upgrade its facilities. Ryanair would operate service from Dublin, London as well as Scandinavia.

Singapore Airlines the world's second largest Boeing 777 operator has taken delivery of its 50th 777 this week. The aircraft, a B777-200ER, will join the airline's fleet composed of 41 B777-200s and 8 B777-300s.

SN Brussels and Virgin Express are considering a possible merger. SN Air Holding has accepted to enter into noncommittal exploring talks with the shareholders of Virgin Express in presence of the financial third party.

VLM is looking for a regional jet to increase its fleet which is currently composed of 10 Fokker 50s. VLM wants to add service to ten destinations in Europe and would like to service some of them with jets. The airline is considering the Canadair RJ and the Embraer Regional Jet.

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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

This month's only photo competition entry - Thanks Paul



DHC-8Q 402 G-JEDK flybe Leeds Bradford 2003
Paul Whincup

LEEDS BRADFORD AIRLINE REPORT - AUGUST

INBOUND DIVERSIONS

02 AUA2355 INN EDI OE-LCQ CRJ2 EDI AUA2355

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| AEA174 | PM | 02/EC-HXT | 09/EC-HXT | 16/EC-GUO | 23/EC-HXT | 30/EC-HXT |
| AEA264 | PM | 01/EC-HGO | 08/EC-HGO | 15/EC-HKR | 22/EC-HKQ | 29/EC-HJQ |
| AEA276 | PM | 05/EC-IDA | 12/EC-HGP | 19/EC-HBM | 26/EC-HBM | |
| AEA638 | PM | 02/EC-HJQ | 09/EC-HKR | 16/EC-HGP | 23/EC-IDA | 30/EC-III |
| AEU571 | MLA | 07/G-BZZA | 14/G-BZZA | 21/G-BZZA | 28/G-BZZA | |
| AEU575 | AGP | 02/G-BZZA | 09/G-BZZA | 16/G-BZZA | 23/G-BZZA | 30/G-BZZA |
| AMC5203 | MLA | 05/9H-ADM | 12/9H-ADH | 19/9H-ADH | 26/9H-ADN | |
| AMM639C | FAO | 07/G-OOOK | 14/G-CPEU | 21/G-OOOY | 28/G-OOOD | |
| AZI2612 | FAO | 02/EI-DBC | 09/EI-DBC | 16/EI-DBC | 23/EI-DBC | 30/EI-DBC |
| BAL076A | AGP | 02/G-BYAK | 09/G-BYAK | 16/G-BYAL | 23/G-CDUP | 30/G-BYAI |
| BAL089A | CFU | 01/G-BYAK | 08/G-BYAK | 15/G-BYAL | 22/G-CDUP | 29/G-BYAI |
| BAL148A | MAH | 04/G-BYAK | 11/G-BYAK | 18/G-CDUP | 25/G-BYAI | |
| BAL197A | DLM | 04/G-BYAK | 11/G-BYAK | 18/G-CDUP | 25/G-BYAI | |
| BAL213A | IBZ | 06/G-BYAK | 13/G-BYAK | 20/G-CDUP | 27/G-BYAI | |
| BAL217A | TFS | 03/G-BYAK | 10/G-BYAK | 17/G-CDUP | 24/G-BYAI | 31/G-BYAI |
| BAL277A | PM | 07/G-BYAK | 14/G-BYAK | 21/G-CDUP | 28/G-BYAI | |
| BAL310A | ALC | 05/G-BYAK | 12/G-BYAK | 19/G-CDUP | 26/G-BYAI | |
| BAL329A | PM | 03/G-BYAK | 10/G-BYAK | 17/G-BYAL | 24/G-BYAI | 31/G-BYAI |
| BAL468A | REU | 02/G-BYAK | 09/G-BYAK | 16/G-BYAL | 23/G-CDUP | 30/G-BYAI |
| BAL587A | IBZ | 02/G-BYAK | 09/G-BYAK | 16/G-BYAL | 23/G-BYAI | 30/G-BYAI |
| BMA7961 | VRN | 02/CS-TPJ | 09/G-RJXI | 16/G-RJXG | 23/CS-TPJ | 30/CS-TPJ |
| BMA7963 | VRN | 02/CS-TPJ | 09/G-RJXA | 16/G-RJXG | 23/CS-TPJ | 30/G-RJXE |
| BMA7991 | PSA | 02/G-RJXF | 09/G-RJXA | 16/G-RJXF | 23/G-RJXE | 30/G-RJXI |
| BGH5950 | BOJ | 04/LZ-BHA | 11/LZ-BHA | 18/LZ-BHA | 25/LZ-BHA | |
| BGH5960 | VAR | 01/LZ-HMW | 08/LZ-BHA | 15/LZ-BHA | 22/LZ-HMW | 29/LZ-BHA |
| BRT6ET | JER | 02/G-BRYU | 09/G-BRYV | 16/G-BRYU | 23/G-BRYU | 30/G-BRYU |
| FUA1508 | TFS | 01/EC-HHG | 08/EC-HHG | 15/EC-HHG | 22/EC-IEN | 29/EC-HHG |
| HOA566 | ALC | 02/EC-IFV | 09/EC-IFV | 16/EC-IFV | 23/EC-IFV | 30/EC-IFV |
| IWD3232 | TFS | 01/EC-IAG | 08/EC-IEQ | 15/EC-IAG | 22/EC-HZU | 29/EC-GZD |
| IWD3450 | ACE | 07/EC-HZU | 14/EC-GZE | 21/EC-GZE | 28/EC-HZU | |
| JKK3158 | PM | 02/EC-HGJ | 09/EC-GHE | 16/EC-HFS | 23/EC-HFT | 30/EC-GVO |
| LTE919 | TFS | 01/EC-IMA | 08/EC-IMA | 15/EC-IMA | 22/EC-IMA | 29/EC-IMA |
| LXR2772 | FAO | 03/B-MAQ | 10/B-MAQ | 17/B-MAQ | 24/B-MAQ | 31/B-MAQ |
| MYT337 | MAH | 07/G-DHJZ | 14/G-DHJZ | 21/G-DHJZ | 28/G-DHJZ | |
| MYT351 | TFS | 05/G-MCEA | 12/G-JALC | 19/G-JALC | 26/G-JALC | |
| MYT353 | REU | 03/G-MCEA | 10/G-ZAPU | 17/G-JALC | 24/G-JALC | 31/G-JALC |
| MYT355 | LPA | 04/G-MCEA | 11/G-MCEA | 18/G-JALC | 25/G-JALC | |
| MYT357 | FUE | 06/G-MCEA | 13/G-JALC | 20/G-JALC | 27/G-JALC | |
| MYT363 | LPA | 02/G-RJGR | 09/G-PIDS | 16/G-JALC | 23/G-JALC | 30/G-JALC |
| MYT367 | ACE | 07/G-MCEA | 14/G-JALC | 21/G-JALC | 28/G-JALC | |
| MYT371 | LCA | 04/G-MCEA | 11/G-MCEA | 18/G-JALC | 25/G-JALC | |
| MYT373 | ALC | 05/G-MCEA | 12/G-MCEA | 19/G-JALC | 26/G-JALC | |
| MYT375 | IBZ | 01/G-RJGR | 08/G-MCEA | 15/G-JALC | 22/G-JALC | 29/G-JALC |
| MYT385 | PM | 02/G-RJGR | 09/OprMAN | 16/G-JALC | 23/G-JALC | 30/G-JALC |
| MYT387 | ALC | 01/G-RJGR | 08/OprMAN | 15/G-JALC | 22/G-JALC | 29/G-JALC |
| MYT391 | MAH | 01/G-RJGR | 08/G-MCEA | 15/G-JALC | 22/G-JALC | 29/G-JALC |
| MYT395 | RHO | 06/G-MCEA | 13/G-JALC | 20/G-JALC | 27/G-JALC | |

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| MYT1301 | DLM | 01/G-SMTJ | 08/G-EFPA | 15/G-EFPA | 22/G-EFPA | 29/G-EFPA |
| MYT1317 | FAO | 07/G-MCEA | 14/G-JALC | 21/G-JALC | 28/G-JALC | |
| MYT1375 | AGP | 03/G-MCEA | 10/G-MCEA | 17/G-JALC | 24/G-JALC | 31/G-JALC |
| TRA1381 | HER | 05/PH-HZF | 12/PH-HZE | 19/PH-HZW | 26/PH-HZE | |

OTHER FLIGHTS

| | | | | | |
|----|---------------|------|--------------|--------------------------|-----------------|
| 01 | <u>PH-WXC</u> | F70 | KLM1545/1546 | f/t Amsterdam | Lieu F100 |
| 08 | TF-ELP | B733 | EXS432P/6432 | Stansted – Dublin | Leeds United FC |
| 09 | <u>PH-RXC</u> | E145 | AXL661/662P | Verona – Liverpool | AC ChievoVerona |
| 10 | G-CELV | B733 | EXS434P/6434 | t/f Dublin | Leeds United FC |
| 10 | G-RJXI | E145 | BMA7931/9771 | t/f Verona | AC ChievoVerona |
| 19 | ES-NOB | AN72 | ENI9086/9087 | f/t Shannon | Horse Charter |
| 19 | G-MIDH | A321 | BMA4JL/2LJ | f/t Heathrow | Lieu F100 |
| 19 | <u>G-JEDO</u> | DH8 | BEE741/742 | f/t Belfast City | - |
| 20 | ES-NOB | AN72 | ENI9086/9087 | f/t Shannon | Horse Charter |
| 23 | XV102 | VC10 | RRR2130/2120 | Basra - Brize Norton | - |
| 23 | PH-KZC | F70 | KLM1543/1540 | f/t Amsterdam n/s | Lieu F100 |
| 23 | XV109 | VC10 | RRR2212/2213 | Brize Norton - Paderborn | - |
| 24 | G-MIDU | A320 | BMA7JL/5LJ | f/t Heathrow | Lieu F100 |
| 25 | G-BWWT | D328 | SAY610/611P | f/t Southampton | Southampton FC |
| 26 | <u>LZ-BRC</u> | AN12 | BRW200F/200 | Ostend – Graz | Freight Charter |
| 26 | G-BWWT | D328 | SAY612P/612 | f/t Southampton | Southampton FC |
| 28 | PH-KVK | F50 | KLM1545/1546 | f/t Amsterdam | Lieu F100 |
| 28 | <u>PH-OFC</u> | F100 | KLM1549/1550 | f/t Amsterdam | ex G-UKFC |
| 30 | G-JEAS | B462 | BEE041D/740 | Newcastle – Belfast City | Lieu DH8 |
| 30 | G-JEAS | B462 | BEE739/042D | Belfast City – Newcastle | Lieu DH8 |
| 31 | XR808 | VC10 | RRR2242 | Basra - Brize Norton | - |
| 31 | G-MIDL | A321 | BMA7JL/5LJ | f/t Heathrow | Lieu F100 |

Aircraft making first visits are underlined.

43 YEARS ON AND STILL BEAUTIFUL

When I was at RAF Cosford 1959-1960 we undertook what was known as Squadron training. In this period we were given training on equipment we were likely to come into contact with and aircraft that were at the time in front line service.

As I was being trained to maintain and repair Airborne Interception Radar one of the aircraft I worked on was this old lady and it was quite nostalgic to make her acquaintance again.

Cliff Jayne



MILITARY MATTERS



CENTENARY OF FLIGHT AIR SHOW: Duxford: 7 September 2003

I am a member of an organisation named *The Air League* and I came up in a draw to win two VIP tickets (Platinum Passes) to this Air Show. Initially, my companion was to be my son-in-law, Bob, but pressure of work commitments led him to withdraw, so I contacted a friend from Leicester, Ted Bates; we have been fellow-members of a University (Huddersfield) Former Students' Association Committee for 34 years. Ted is primarily interested in military history (and genealogy) but he is also an aviation enthusiast who has visited aviation museums across Europe. We had previously visited Duxford (reported in *Military Matters* at the time) by my staying overnight with him and his wife, and Ted driving us over to Duxford early the following morning. Ted jumped at the chance to join me at the Air Show so I made my way to Leicester by train (the less said about my various train journeys the better!). The weather forecast for the day was poor but it dawned fair and we made good time to Duxford with Ted's capable driving. We arrived at Duxford at about 9.30am, entered by a dedicated gate, and parked close to Air Traffic Control not far from our carpeted marquee. We were welcomed with coffee and biscuits before taking a leisurely walk along the flight line, commencing at 10am. A Pimm's Reception followed (my favourite drink, a taste I acquired when I was a young officer in India in 1946!).

The Red Arrows displayed at 12 noon and we were treated to the most complete Red Arrows display I have ever witnessed on a perfect day for their display. They departed for a seaside display at Southport and I understand that they flew over West Yorkshire on their return to base after Southport.

Lunch was served at 12.30 and our particular table companions included an Air Commodore from the Pakistan Air Force, the former Training Captain of Monarch and an MOD official from the Royal College of Defence Studies. Be assured that Ted and I were not fazed by this galaxy!

At last to the aircraft: the flight line and display area included:
(* also took part in the flying display)

| | | | | |
|------------------|------------------------|--------------------|--------------------|---------------|
| Strikemaster | *F86A Sabre | *Tornado F3 (two) | *Tornado GR7 (two) | Hunter FGA9 |
| *Meteor NF11 | Sea King HC4 | *Spitfire (seven!) | *Hurricane | *Venom |
| *P-40M Kittyhawk | *P-47B Thunderbolt | *FM2 Wildcat | T28 Trojan | Leopard Moth |
| Hornet Moth | *F6F-5k Hellcat | Antonov AN2 | Yakolev 52 | Cosmic Wind |
| Pitts Special | Jungmeister | Extra 300 | Stampe SV4 | Trident |
| Viscount | Chipmunk T10 | *Harvard | OV-10 Bronco | Storch |
| Jet Bug | Wright Flyer (replica) | Herald | Pucara | Mystere IVA |
| J35A Draken | 111-510 | Trident 2E | Super VC10 | Britannia 310 |
| Victor B(K) 1a | Shackleton MR3 | Varsity T1 | | |

In addition to the aircraft marked * the following took part in the flying display:

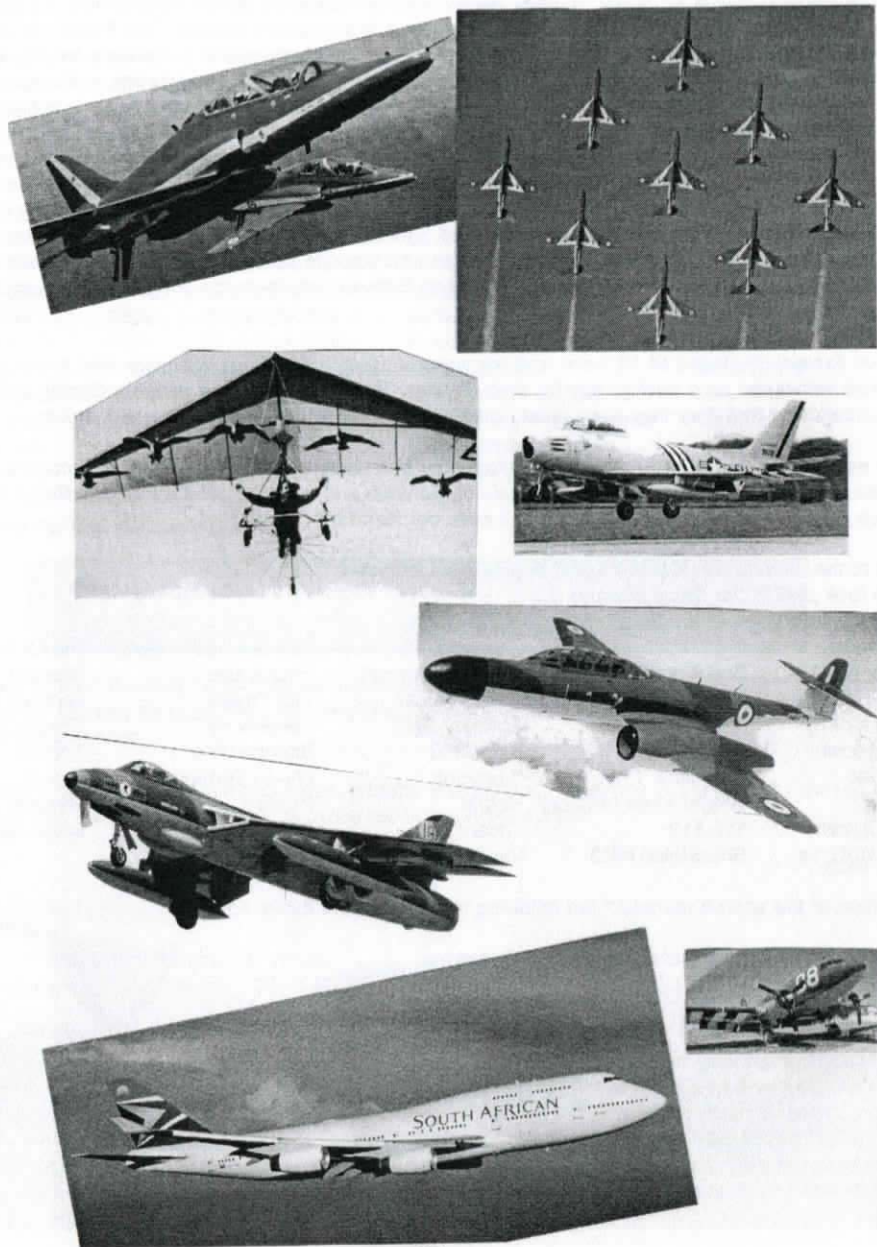
| | | | |
|---------------|-----------------------|----------|---------------------------------|
| Red Arrows | Microlight and cranes | Canberra | Utterly Butterfly Wingwalkers |
| B17 (Sally B) | DC3 and DC6 | Avenger | 747-400 (South African Airways) |
| Gladiator | | | |

The highlight for me was my beloved Dakota, from which I completed eight "jumps" in 1947. If the Dakota had not been there the highlight would have been Christian Moulenc and his flying cranes. I had previously seen this display on television but to see it in the flesh is a sheer delight. The birds think of Christian as their mother (*imprinting* is the technical term) and they follow him in his microlight. If I hadn't seen it I wouldn't have believed it! The exercise has a serious intent; Christian leads some endangered species to safer migration venues. If you would like to know more, visit www.vol-avec-les-oies.com

The flying display ended with the "Duxford 100" formation of thirteen of Duxford's own warbird collection flying in formation and then carrying individual and "pairs" displays. One of the best Air Shows I have ever attended and it was good to be a VIP – if only for a day!

Credits: Air League information Jean Bates, for the hospitality
 Air Show Programme Ted Bates, for the driving, companionship and care

Eric Martin



YORKSHIRE AIR SHOW 2003

For the last time on a Bank Holiday weekend, the Yorkshire Air Show took place at Elvington airfield near York on the 24/25 August. It was the only air show location in the UK which could boast aircraft representing the aviation anniversaries that are being celebrated in the UK this year. Most notably the Yorkshire Air Museum, based at the eastern end of the airfield had their replica of the Wright Flyer, which had previously been at Fairford earlier in the year. Another replica present was a full-size representation of Sir George Cayley's "governable parachute", a manned glider that had flown 150 years earlier, just down the A64 to the east of the airfield. That item was represented in the show by a stunning glider display by Jamie Allen of the RAF Gliding and Soaring Association in a Swift S1 glider. Accompanied by classical music the silent routine drew gasps of amazement from the audience.

Contrast was provided by the Tornado GR4 of XV (R) Squadron and the Jaguar of 16 (R) Squadron of the RAF. This year's show also had more jets than ever before with aircraft of all eras including Gwyn Jones' Sea Vixen, G-CVIX in its stunning new sponsor's livery. On the Monday of the show, this aircraft took off as the Vampire, G-HELV, and Meteor NF11 G-LOSM passed overhead, in a tribute to the jets of the '50s. Another vintage jet present was the rare and attractive Sabre F-86A, G-SABR, bringing the distinctive shape back to Yorkshire's skies, for the first time since the mid-'50s when Canadair F-86K Sabres of 66 and 92 Squadrons flew at nearby RAF Linton on Ouse.

Sadly the Red Arrows had to abort their opening item of the show on the Sunday due to incursions into their Restricted Airspace by four different aircraft, from different points of the compass. Red Ten, Fl.Lt. Steve Underwood, confirmed to Show Director Ken Cothliff that such a number in such a short period of time was unprecedented, and they, along with the Civil Aviation Authority, whose Inspector was also present, would be investigating the matter. The decision to "abort" was a hard one to take but safety is the Reds' priority in such circumstances. Ken can now confirm that the investigation has commenced, and the Air Show Company has requested the CAA to look into prosecuting the "interlopers". The Team returned on the Monday, one aircraft less due to a technical problem, and delighted the many people anticipating the display.

Aircraft of the Second World War were, as always at Elvington, well represented with the BBMF Spitfire, Hurricane and Dakota, Rob Davies in the attractive P51D Mustang G-HAEC, "Big Beautiful Doll", and the Southern Comfort team from Wales with their Harvard G-JUDI, and Spitfire IX G-CTIX, flown by owner, Tony Hodgson. Stepping in to fill the "breach" left by the non-appearance of the Plane Sailing Catalina, the Dutch "Dukes of Brabant" Team provided an excellent show of manoeuvrability of the B-25 Mitchell, N320SQ, so marked in honour of 320 Squadron RAAF who operated Mitchells during and after WW2.

This year for the first time all 'flying' aircraft were parked off the main runway on the hard standing, which made for much improved viewing for the spectators. The "star" of the static aircraft on display had to be the first public showing of Multiflight's Boeing BBJ2, G-OBBJ. Brought in on the Friday before, the aircraft was parked near the crowd line, and was opened for inspection for a few lucky winners of a draw at the Multiple Sclerosis stand at the show. Thanks to David Hood for his generosity, and to Capt. Rick "Two Scoops" Bardsley for his kindness and patience with all the visitors. The departure in the rain on the Tuesday was truly spectacular.

Next year's Yorkshire Air Show at Elvington will take place on the weekend of 21st and 22nd August, before the Bank Holiday, in an effort to save on costs over the holiday weekend, and to attract more business involvement in what is now the only Air Display in the county which is so steeped in aviation history.

Ken Cothliff

LONG WEEKEND IN GERMANY



Early in the year I decided to book on a long weekend coach trip to a German air show and other places on the way, which is worth the pain in the end but can be long haul on a bus even if it is a luxury coach.

So when the itinerary changed so that we flew to Germany instead, I was overjoyed. Came the day, we flew Manchester to Cologne/Bonn on Hapag Lloyd Express Boeing 737-700 flight time 1hr 7min.

By coach it would have taken a day at least.

What I failed to mention earlier was that the air show we were planning to go to had been cancelled but as we had booked on the flights, which were non-refundable, we went anyway. It had been decided by the organizers that we would visit two museums, Technik Speyer and Technik Sinsheim.

On the way we called at a museum called Hermeskeil which has a full sized Concorde made of wood in the car park as you pull in; outside there are such delights as a Lufthansa Lockheed Super Constellation and a VC10 ex United Arab Emirates (goodness knows how they got that there); even a Dan Air Comet. I didn't mention that it was also the hottest weekend on record as well over 104f.

We forced ourselves away from Hermeskeil so we could get to the museum at Sinsheim. When I first looked up these museums, I couldn't believe what they had in them but, sure enough, as we pulled in you could not miss it - a TU144, the Russian Concorde; not content with this, it was mounted on poles on the museum roof and it was open to view inside. From the roof there was an Air France Viscount, a JU52, a DC3 and others, all on poles - Germans seem to like mounting things on poles. They had even just taken delivery of an Air France Concorde F-BVFB but not mounted yet. After a hot few hours we left to find the hotel, which wasn't far from the next museum for the following day.



Sunday morning as we left the hotel, I couldn't believe my eyes! There was a Lufthansa 747-230 D-ABYM mounted on poles by the side of the museum Speyer and outside was an Antonov 22 which is a very large four-engine prop aircraft [understatement] also on poles. The 747 is also open and, after a long climb up the steps, you can go inside the aircraft main cabin top deck and cargo hold; you can even walk out onto the wing, which is very impressive. I can now say I have wing-walked a 747 !

Both these museums also have large collections of cars, trains, boats, even a submarine.

On the way back we had a few hours at that small airfield called Frankfurt Main. The spectators' facilities are excellent here and open, unlike Heathrow .

The flight back to Manchester was on time and comfortable 1hr 3min. This was a fully enjoyable trip that was organized by Paul, Dave and Debi of NEAT which if you don't know is NORTH OF ENGLAND AVIATION TOURS.

Paul Whincup

AIN'T FLYING FUNNY

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight.

Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot)

(S = The solution and action taken by the engineers)

P: Left inside main tyre almost needs replacement .

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute decent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding something with a hammer.

S: Took hammer away from midget.

Anon.

FREE AIR



BAGBY, NORTH YORKSHIRE, FLY-IN SUNDAY 24 AUGUST 2003

A superb day for flying with lovely hot sun and the usual warm welcome from this very friendly airfield ... and good for a pint or two!

The usual request for a look around the hangars and visiting aircraft was met with the affirmative as they say, and in total over 70 aircraft were logged.

FOREIGNERS FIRST:

F-GOTC CAP232
HA-LFZ ALOUETTE 2
N65200 BOEING STEARMAN

F-GYRO CAP232
N600MG MD600N
PH-END BOLKOW BO105 (IN HANGAR)

IN FOR MAINTENANCE/REPAIR:

G-BAVL PA23 AZTEC
BETM PA25 PAWNEE

BCUL RALLYE
WLGA PZL104 WILGA

SEEN IN HANGARS, RESIDENTS:

G-AHUF (T7997) TIGER MOTH
ARLR BEAGLE TERRIER
AXZT JODEL D117
BKFI EVANS VP-1
BPYJ WITTMAN W8
BYEK GLASTAR
MOPB DIAMOND STAR

AOCR (NJ673) AUSTER 5D
AVGZ JODEL DR
BIYU (E15) FOKKER
BNDT COLIBRI
BSMU RANS COYOTE
CBNF RANS COURIER (BEEN IN ACCIDENT)
MZLG RANS S6

NOW FOR ALL THE OTHER AIRCRAFT SEEN AT THE FLY-IN:

ASJY HORIZON
ASXI TIPSYP NIPPER
AWLA CESSNA 150
AYCJ CESSNA 206
BBBK PA 28
BCGM JODEL
BGWM PA 28
BOID BELLANCA
BRBF CESSNA 152
BUGT SLINGSBY VENTURE
BVXJ BUCKER JUNGMEISTER
BYSX PEGASUS QUANTUM
BZNP THRUSTER
BZWZ VANS RV-6
DISO JODEL D150
ESTR VANS RV6
HPAD JETRANGER
JANO PA 28
MNZJ SHADOW
MWPP STREAK SHADOW
MYNP PEGASUS
RIVT VANS RV6
VARG VARGA KACHINA

ASNW CESSNA 172
ATJN JODEL
AXDV BEAGLE PUP
AYGA JODEL
BBEY PA 23 (NOW A RESIDENT)
BCXB RALLYE
BMDS JODEL
BPVZ LUSCOMBE 8E
BRDG PA 28
BVGF EUROPA
BXPO THORP T211
BZEN JABIRU UL
BZON (XX528) SCOTTISH BULLDOG
CBJH AROPRAKT FOXBAT
DIZO JODEL D120
GRIN VANS RV6
IRKS IKARUS C42
JIVE HUGHES 600
MTLX HYBRED
MYKG GEMINI FLASH
PBUS JABIRU SK
SACB CESSNA 152
YIII CESSNA 150

ASOK CESSNA 172
AVMD CESSNA 150
AXHS RALLYE CLUB
BAHD CESSNA 182
BFXR JODEL
BOHV WITTMAN
BSUX CARLSON SPARROW
ERMO ARV1
HANS ROBIN DR400
ITON MAULE MX7
JULZ EUROPA
MVSE PEGASUS
RATZ EUROPA
SKYC SLINGSBY

Ian Hall and Chris Beeson


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— YEADON —

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Flying the Supermarine Spitfire

Illustrated lecture by Fl. Lt Charlie Brown

Since its first flight in 1936, the Supermarine Spitfire has become arguably the most famous fighting aeroplane of all time. In active service throughout World War Two, the aircraft went on to immortalise the efforts of the "Few" in the Battle of Britain

Fl.Lt. Charlie Brown is one of the UK's most experienced warbird and piston engine test pilots today, and one of the few pilots flying who has experience on the Spitfire and its great adversary the Messerschmitt 109. He will tell us about flying both aircraft, and his experiences.



**All proceeds and profits to the
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PUDSEY CIVIC HALL, LEEDS

7.30pm. FRIDAY 17th October 2003

Admission on the night £6.50

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As there was only one (yes one) entry for this month's photographic competition, all photographs on the cover of the October magazine are from the Society's recent visit to RAF Cosford.

Photographs by the Editor