

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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MAGAZINE

Cliff JAYNE

HONORARY LIFE PRESIDENT Mike WILLINGALE
COMMITTEE MEMBERS
2001-2002

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

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

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

Sunday 6th October - Our old friend Jonathan Hinkles, now Commercial Director for Astraeus, makes a welcome visit to explain the stages of "Starting up a new airline"

AIR YORKSHIRE AVIATION SOCIETY NEWS

For the first time in many years we held an August meeting. With fingers crossed I held my breath and hoped for at least a few members turning up. On the day I had no reason to worry, in fact we had a better turnout than some previous meetings and I am sure an August meeting will now be the norm.

We have in the past had members present excellent slide shows, but the August meeting was the first I can remember with an "in house" talk by a fellow member.

Our illustrious editor, Cliff Jayne, gave us a marvellous, educational, entertaining and humorous talk about his 10 years in the R.A.F. working with all types of radar. He explained the various technical details and problems with the equipment in a very easy to understand way, aided by a flip chart. All this was done from memory!!

On the way out of the airport, after sorting out our parking tickets, I was chatting with Cliff and was amazed to find that this was the first time he had done a talk / presentation! Well done Cliff and thanks again for an excellent meeting.

I will be away in Mallorca for the September meeting, sun, sea, sand, sex (wishful thinking) and aeroplanes and I will be sorry to miss Terry Sykes' slide show on New Zealand but having seen his slides on previous occasions I'm positive a good time will be had by all.

Finally, with my salesman's hat on, please give some thought to joining us on the Duxford trip. A lot of work has gone into organizing this and I would like to see some more members taking up the option and joining us for what will be a marvellous day wallowing in aviation.

Following a committee meeting on the 13th August, it was decided to let accompanied spouses go on the trip for £10 plus the appropriate admission and young persons under 16 years of age to go for £5 (inclusive of free admission) when accompanied by a full fare paying adult. We hope this may attract a few more people to the "Air Yorkshire Road Show".

David Bates



MOVEMENTS JUNE

01 Saturday

G MOHS	PA 31 Navajo	0131 0819	C FTDA	Airbus 320	0419 0729
N322CP	Falcon 900B	0736 0911	G JEDY	DHC 8	0905 0942
G BVJB	Fokker 100	0958 1053	EICJF	Boeing 737	1000 1040
N164RJ	Boeing 737 700	1011 1616	G MAJJ	Jetstream 41	1035 1351
N750NS	Citation X	1058 1800	G UKFE	Fokker 100	1114 1207
OO VLR	Fokker 50	1120 1158	GRJXD	EMB 145	1123 1237
G RJXF	EMB 145	1149 1609	G BYAS	Boeing 757	1226 1359
G MAJK	Jetstream 41	1306 1500	OY MRK	Boeing 737 700	1311 1428
C FTDA	Airbus 320	1325 1436	GBDPA	PA 28 Warrior	1329 1418
G JECD	CL600 RJ	1411 1551	G BVZI	Boeing 737 500	1415 1521
G UKFE	Fokker 100	1449 1611	G AZLY	Cessna F150L	1457 1534
OE LCP	CL600 RJ	1539 1630	N55424	TB 10 Tobago	1604 1214(02)
G JEDX	DHC 8	1605 1642	EC HKR	Boeing 737 800	1649 1753
EC HNC	DC9 82	1703 1813	G MAJI	Jetstream 41	1916 1611(02)
G MAJK	Jetstream 41	1732 1349(02)	G MAJJ	Jetstream 41	1759 1401(02)
GRJXE	EMB 145	1831 1234(02)	EICJF	Boeing 737	1857 1936
G UKFE	Fokker 100	1935 0617(02)	GRJXD	EMB 145	2019 1353(02)
C FTDA	Airbus 320	2036 2217	G BYAS	Boeing 757	2039 2204
G BVJD	Fokker 100	2121 0708(02)	GRJXF	EMB 145	2123 1437(02)
EC HZS	Boeing 737 800	2242 0019(02)	EC HGO	Boeing 737 800	2245 2350

02 Sunday

C FTDA	Airbus 320	0331 0810	G BYAS	Boeing 757	0341 1111
G UKFE	Fokker 100	0930 1041	G BVJD	Fokker 100	1015 1112
G JONZ	Cessna 172P	1103 1141	EICJC	Boeing 737	1115 1152
G BODY	Cessna 310R	1221 1244	N65JF	PA 28 Archer II	1228 0953(03)
G MAJC	Jetstream 41	1259 1511	G JEDD	DHC 8	1313 1357
C FTDA	Airbus 320	1457 1618	GRJXE	EMB 145	1521 1609
PH XLD	ATR 42	1543 1703	PH XLI	ATR 42	1556 1718
PH XLH	ATR 72	1559 1725	G UKFE	Fokker 100	1600 1657
N338DB	PA 46 Malibu	1605 1622(04)	G JECC	CL600 RJ	1631 1715
GRJXD	EMB 145	1643 1746	G MAJJ	Jetstream 41	1713 1750
GRJXF	EMB 145	1716 1802	G MAJC	Jetstream 41	1735 1813
G MAJK	Jetstream 41	1749 1832	EICCKQ	Boeing 737	1830 1911
G JECC	CL600 RJ	1914 2001	GRJXE	EMB 145	1931 0745(03)
G BYAS	Boeing 757	1935 0639(03)	G UKFE	Fokker 100	1941 0622(03)
G BYZJ	Boeing 737 300	1944 2037	G MAJJ	Jetstream 41	1959 0653(04)
G MAJI	Jetstream 41	2010 1006(03)	G MAJC	Jetstream 41	2026 0709(03)
GRJXD	EMB 145	2052 1035(04)	GRJXF	EMB 145	2104 1030(03)
G OBMP	Boeing 737 300	2141 0706(03)	G MAJK	Jetstream 41	2147 0655(03)
C FTDA	Airbus 320	2235 0005(03)			

03 Monday

C FTDA	Airbus 320	0547 0940	LZ HMQ	TU 154M	0829 0946
G BODY	Cessna 310R	0843 0902	G OBMP	Boeing 737 300	0932 1548
G MAJC	Jetstream 41	0935 1019	G MAJK	Jetstream 41	0938 1353
EICNT	Boeing 737	0950 1033	GRJXE	EMB 145	1036 1339
G UKFJ	Fokker 100	1104 1222	G PUDS	Europa	1154 1853
G MAJC	Jetstream 41	1252 1416	CS DNP	Falcon 2000	1312 1450
G RJXF	EMB 145	1329 1457	G JECC	CL600 RJ	1341 1413

EI CJC	Boeing 737	1356 1431	G MAJI	Jetstream 41	1425 1516
G UKFJ	Fokker 100	1454 1608	G JECC	CL600 RJ	1619 1700
G OEAC	Mooney M20J	1645 1731	G RJXF	EMB 145	1647 1759
G RJXE	EMB 145	1658 1747	G RJXK	EMB 135	1726 1024(04)
G MAJC	Jetstream 41	1728 0845(05)	G MAJK	Jetstream 41	1734 0728(05)
G MAJI	Jetstream 41	1740 1914	G OBMP	Boeing 737 300	1806 1918
EI COB	Boeing 737	1833 1911	XZ596	Sea King HAR.3	1835 1908
G JECC	CL600 RJ	1907 1955	G UKFH	Fokker 100	1945 0620(04)
C FTDA	Airbus 320	2010 2129	TC APZ	Boeing 737 800	2018 2144
G BYAS	Boeing 757	2023 0628(04)	G RJXE	EMB 145	2044 0735(05)
G RJXF	EMB 145	2101 0732(04)	G OBMP	Boeing 737 300	2125 0707(04)
G MAJI	Jetstream 41	2134 0959(04)			

04 Tuesday

C FTDA	Airbus 320	0629 0818	G BODY	Cessna 310R	0902 1316
G MAJJ	Jetstream 41	0936 1352	G UKFH	Fokker 100	0941 1107
G OBMP	Boeing 737 300	0946 1542	EI CJC	Boeing 737	0949 1027
G JECC	CL600 RJ	1042 1116	G RJXF	EMB 145	1050 1339
9H ADH	Boeing 737 300	1052 1154	G BYHK	PA 28 Archer III	1108 1510(27)
G MAJA	Jetstream 41	1249 1416	C GTDL	Airbus 320	1252 1457
G RJXK	EMB 135	1309 1511	G DENZ	PA 44 Seminole	1319 1413(05)
G RJXD	EMB 145	1320 1449	G JECC	CL600 RJ	1331 1413
EI COB	Boeing 737	1349 1426	G UKFH	Fokker 100	1404 1603
G BYLM	PA 46 Malibu	1406 1527	C FTDA	Airbus 320	1410 1611
G MAJI	Jetstream 41	1417 1507	G JECC	CL600 RJ	1616 1712
G RJXD	EMB 145	1640 1800	G RJXF	EMB 145	1706 1750
N709EL	Beechjet 400A	1708 1720	G MAJA	Jetstream 41	1717 1757
G RJXK	EMB 135	1718 0758(05)	G MAJI	Jetstream 41	1721 0712(05)
G MAJJ	Jetstream 41	1735 1837	G OBMP	Boeing 737 300	1809 1907
EI CJH	Boeing 737	1829 1903	G JECC	CL600 RJ	1912 1954
G UKFH	Fokker 100	1942 0620(05)	G MAJA	Jetstream 41	2012 0703(05)
G BYAS	Boeing 757	2045 0903(05)	PH HZB	Boeing 737 800	2055 2204
G RJXF	EMB 145	2057 0747(05)	G RJXD	EMB 145	2108 0723(05)
G MAJJ	Jetstream 41	2123 0656(05)	G OBMP	Boeing 737 300	2129 0708(05)

05 Wednesday

C FTDA	Airbus 320	0127 0819	N273TB	B58 Baron	0743 0807
G JECC	CL600 RJ	0752 0824	G MAJA	Jetstream 41	0915 0958
OY GGG	Citation VII	0927 1815	G RJXD	EMB 145	0933 1102
G MAJI	Jetstream 41	0937 1007	G RJXE	EMB 145	0941 1024
G OBMP	Boeing 737 300	0944 1056	EI CKQ	Boeing 737	0948 1032
G MAJJ	Jetstream 41	0952 1354	G UKFH	Fokker 100	1000 1051
G MAJK	Jetstream 41	1013 1534	HB IAZ	Falcon 2000	1018 1143
G RJXK	EMB 135	1037 1127	G JECC	CL600 RJ	1041 1123
VP CAT	Citation I	1108 1541(07)	XZ304	Gazelle AH.1	1115 1424
G RJXF	EMB 145	1120 1347	HB GPG	King Air 200	1227 1815(06)
G MAJI	Jetstream 41	1259 1443	G RJXK	EMB 135	1313 1504
G RJXE	EMB 145	1320 1450	G JECC	CL600 RJ	1335 1410
G RJXD	EMB 145	1344 1808	G UKFH	Fokker 100	1354 1642
EI KKS	Boeing 737	1358 1438	G OBMP	Boeing 737 300	1403 1550
G MAJA	Jetstream 41	1418 1503	EI PAL	Citation Bravo	1548 1751
G JECC	CL600 RJ	1628 1705	G RJXF	EMB 145	1652 1745
G MAJI	Jetstream 41	1659 1747	G RJXE	EMB 145	1716 1754
G RJXK	EMB 135	1719 1806	OE GBB	Dornier 328	1728 1802
C FTDA	Airbus 320	1731 1844	G MAJA	Jetstream 41	1735 1817
G MAJJ	Jetstream 41	1758 1835	N900CB	Cessna 421C	1811 1805(06)
G MAJK	Jetstream 41	1834 0723(06)	G OBMP	Boeing 737 300	1837 1928
EI CNZ	Boeing 737	1856 1934	G JECC	CL600 RJ	1921 1949
N64GA	King Air 200	1938 n/s	G UKFH	Fokker 100	1942 0620(06)

G RJXE	EMB 145	2000 0719(06)	G RJXK	EMB 135	2002 0728(06)
G MAJI	Jetstream 41	2005 0711(06)	G MAJA	Jetstream 41	2047 0707(06)
G RJXF	EMB 145	2050 0738(06)	G RJXD	EMB 145	2054 0740(06)
G MAJJ	Jetstream 41	2132 0648(06)	G ODSK	Boeing 737 300	2140 0703(06)
G BYAS	Boeing 757	2238 0653(06)	C FTDA	Airbus 320	2354 0827(06)
06 Thursday					
G JECC	CL600 RJ	0742 0823	G BNDY	Cessna 425	0820 1607
G MAJI	Jetstream 41	0919 1001	G RJXE	EMB 145	0927 1036
G MAJA	Jetstream 41	0931 1005	G RJXK	EMB 135	0938 1018
G MAJJ	Jetstream 41	0956 1405	G UKFH	Fokker 100	0958 1108
EI CNT	Boeing 737	1003 1040	G MAJK	Jetstream 41	1010 1541
G RJXD	EMB 145	1015 1111	EC HJJ	Boeing 737 800	1020 1133
G ODSK	Boeing 737 300	1033 1124	G RJXF	EMB 145	1037 1345
G JECC	CL600 RJ	1042 1118	G BBGB	PA 23 Aztec	1229 1552
G BODY	Cessna 310R	1235 1439	G ORJB	Citation I	1251 1341
G RJXD	EMB 145	1308 1402	G OOOZ	Boeing 757	1312 1511
G MAJA	Jetstream 41	1316 1505	G RJXK	EMB 135	1323 1531
G SAS	Airbus 320	1335 1538	G RJXE	EMB 145	1340 1520
G JECC	CL600 RJ	1343 1418	ECIAG	Airbus 320	1346 1516
F GNOE	King Air 350	1350 1446	G OOOJ	Rockwell 114B	1412 1847(07)
G ODSK	Boeing 737 300	1416 1546	G MAJI	Jetstream 41	1426 1526
G UKFH	Fokker 100	1512 1617	EI C JF	Boeing 737	1524 1603
G JECC	CL600 RJ	1622 1704	C FTDA	Airbus 320	???? 1904
G BGXD	TB 10 Tobago	1703 1855(27)	G RJXD	EMB 145	1708 1759
G RJXE	EMB 145	1712 1801	G RJXF	EMB 145	1719 1813
G MAJA	Jetstream 41	1722 1755	G RJXK	EMB 135	1727 1808
VP CED	Citation Bravo	1741 1753	G MAJJ	Jetstream 41	1746 1833
G MAJI	Jetstream 41	1750 1829	G MAJK	Jetstream 41	1817 0733(07)
G ODSK	Boeing 737 300	1831 1917	G JECC	CL600 RJ	1920 1952
EI CNZ	Boeing 737	1942 2014	G RJXE	EMB 145	1953 0722(07)
G RJXK	EMB 135	1957 0737(07)	G UKFH	Fokker 100	2003 0615(07)
G MAJA	Jetstream 41	2007 0715(07)	G BNRX	PA 34 Seneca	2024 1211(07)
G MAJI	Jetstream 41	2041 0700(07)	G BYAS	Boeing 757	2100 0632(07)
G BTXG	Jetstream 31	2104 2126	G RJXD	EMB 145	2107 0719(07)
G RJXF	EMB 145	2119 0740(07)	G MAJJ	Jetstream 41	2145 0702(07)
G ODSK	Boeing 737 300	2201 0708(07)			
07 Friday					
C FTDA	Airbus 320	0421 0626	G JECC	CL600 RJ	0805 0830
G RJXK	EMB 135	0930 1028	G MAJJ	Jetstream 41	0935 1007
G ODSK	Boeing 737 300	0943 1104	G MAJI	Jetstream 41	0946 1346
G RJXD	EMB 145	0949 1058	G MAJA	Jetstream 41	0953 1023
G UKFF	Fokker 100	0957 1056	G MAJK	Jetstream 41	1008 1532
G RJXE	EMB 145	1019 1109	EI C JF	Boeing 737	1024 1101
G JECC	CL600 RJ	1037 1112	ECICD	Boeing 737 800	1115 1242
G RJXF	EMB 145	1125 1342	G GRID	Twin Squirrel	1219 1408
G BXXT	B.76 Duchess	1234 1715	CS DFD	Falcon 2000	1247 1557
G MAJA	Jetstream 41	1303 1437	G RJXE	EMB 145	1307 1435
G RJXK	EMB 135	1338 1507	G JECC	CL600 RJ	1341 1432
G RJXD	EMB 145	1344 1447	G UKFF	Fokker 100	1403 1654
G ODSK	Boeing 737 300	1407 1537	G BNRX	PA 34 Seneca	1414 1439
G MAJJ	Jetstream 41	1421 1511	N7976Y	Twin Comanche	1505 1344(08)
EI CKS	Boeing 737	1534 1609	G JECC	CL600 RJ	1629 1706
GROWN	King Air 200	1632 1659	C GTDL	Airbus 320	1647 1826
G RJXD	EMB 145	1650 1736	G MAJA	Jetstream 41	1656 1749
G RJXK	EMB 135	1709 1759	G RJXF	EMB 145	1719 1821
G MAJI	Jetstream 41	1809 1925	G RJXE	EMB 145	1818 1901
G MAJK	Jetstream 41	1829 1918	G MAJJ	Jetstream 41	1831 1904

G ODSK	Boeing 737 300	1838 1926	G JECC	CL600 RJ	1920 1953
G RJXD	EMB 145	1936 1037(08)	G MAJA	Jetstream 41	1955 0658(08)
G RJXK	EMB 135	2000 2022	G UKFF	Fokker 100	2011 0625(08)
El CNX	Boeing 737	2026 2143	C FTDA	Airbus 320	2048 2304
G RJXF	EMB 145	2133 0824(08)	GRJXE	EMB 145	2144 1635(08)
G ODSK	Boeing 737 300	2154 2239	G BVJC	Fokker 100	2157 0713(08)
G MAJI	Jetstream 41	2200 1023(08)	G MAJK	Jetstream 41	2236 0905(08)
EC IAG	Airbus 320	2302 0008(08)	ECICK	Airbus 320	2322 0016(08)
G BYAS	Boeing 757	2330 0708(08)	EC HKQ	Boeing 737 800	2340 0104(08)

08 Saturday

C FTDA	Airbus 320	0422 0704	G JEDZ	DHC 8	0922 0958
G BVJC	Fokker 100	0946 1044	G UKFF	Fokker 100	0949 1101
G MAJA	Jetstream 41	0956 1350	El CKS	Boeing 737	1012 1041
G FIND	Cessna F406	1017 1039	G BNRX	PA 34 Seneca	1025 1105
OO VLO	Fokker 50	1113 1154	G RJXF	EMB 145	1137 1229
G BXXT	B.76 Duchess	1209 1542	G BYAS	Boeing 757	1213 1451
OY MRK	Boeing 737 700	1255 1410	G MAJI	Jetstream 41	1307 1507
C FTDA	Airbus 320	1322 1511	G BVZE	Boeing 737 500	1340 1441
G MAJC	Jetstream 41	1348 1000(09)	G UKFF	Fokker 100	1426 1610
G MAJK	Jetstream 41	1437 1410(09)	G JECD	CL600 RJ	1505 1653
G JEDE	DHC 8	1625 1703	OE LFH	Fokker 70	1633 1715
EC HOV	DC9 82	1644 1737	ECHGP	Boeing 737 800	1711 1819
G MAJA	Jetstream 41	1752 1359(09)	G MAJI	Jetstream 41	1755 1610(09)
G BNRX	PA 34 Seneca	1831 1854	G RJXD	EMB 145	1842 1919
G FIND	Cessna F406	1906 1925	G UKFF	Fokker 100	1936 0614(09)
G RJXF	EMB 145	2007 1408(09)	El CNY	Boeing 737	2021 2054
C FTDA	Airbus 320	2101 2305	SX BTV	Lear Jet 55	2115 2330
G BYAS	Boeing 757	2122 2245	G BVJC	Fokker 100	2142 0706(09)
G RJXE	EMB 145	2144 1456(09)	EC HNB	Boeing 737 400	2147 2308
EC HZS	Boeing 737 800	2301 0014(09)			

09 Sunday

C FTDA	Airbus 320	0423 0826	G BYAS	Boeing 757	0431 ????
G UKFF	Fokker 100	0932 1100	G BVJC	Fokker 100	0956 1053
El CJC	Boeing 737	1116 1150	G RJXK	EMB 135	1125 1233
G MAJC	Jetstream 41	1251 1508	G JEDD	DHC 8	1302 1340
G BYLM	PA 46 Malibu	1332 0949(28)	G UKFF	Fokker 100	1406 1508
C FTDA	Airbus 320	1508 1631	G RJXB	EMB 145	1550 1643
G JECC	CL600 RJ	1623 1707	GRJXF	EMB 145	1701 1813
N750NS	Citation X	1705 1916	GBPFC	Mooney M20C	1710 1735
G MAJK	Jetstream 41	1714 1753	G BNRX	PA 34 Seneca	1730 1856
G RJXE	EMB 145	1736 1816	G MAJC	Jetstream 41	1743 1822
G MAJA	Jetstream 41	1745 1835	N5129U	Beechjet 400A	1747 0933(12)
G OBMP	Boeing 737 300	1819 1914	El CNW	Boeing 737	1830 1911
G JECC	CL600 RJ	1918 1952	G RJXK	EMB 135	1930 0737(10)
G UKFF	Fokker 100	1934 0618(10)	G MAJK	Jetstream 41	2009 0722(10)
G MAJI	Jetstream 41	2011 0718(10)	G BYAS	Boeing 757	2018 0627(10)
G RJXJ	EMB 135	2021 2056	GRJXI	EMB 145	2025 0744(10)
GRJXE	EMB 145	2106 0747(10)	G RJXF	EMB 145	2116 0729(10)
G MAJJ	Jetstream 41	2125 0649(10)	G MAJA	Jetstream 41	2128 0655(10)
G OBMP	Boeing 737 300	2214 0715(10)	C FTDA	Airbus 320	2246 0007(10)

10 Monday

C FTDA	Airbus 320	0545 1002	G JECC	CL600 RJ	0741 0826
LZ HMN	TU 154M	0854 1105	G BTGV	PA 34 Seneca	0917 1909
G RJXF	EMB 145	0920 1033	G MAJA	Jetstream 41	0924 1006
G RJXK	EMB 135	0934 1021	G OBMP	Boeing 737 300	0937 1057
G MAJI	Jetstream 41	0939 1014	G MAJJ	Jetstream 41	0943 1359
El CNT	Boeing 737	0946 1043	G MAJK	Jetstream 41	1019 1540

G UKFF	Fokker 100	1021 1124	G RJXE	EMB 145	1029 1110
G JECC	CL600 RJ	1040 1110	G RJXI	EMB 145	1051 1338
G MAJI	Jetstream 41	1301 1437	G RJXE	EMB 145	1306 1433
G RJXK	EMB 135	1323 1507	G JECC	CL600 RJ	1335 1425
EI COB	Boeing 737	1347 1423	G RJXF	EMB 145	1400 1454
G OBMP	Boeing 737 300	1410 1535	G UKFF	Fokker 100	1417 1626
G MAJA	Jetstream 41	1420 1513	ZE410	Agusta A109A	1435 1508
G AZIK	PA 34 Seneca	1439 1606	VP CSN	Citation Ultra	1555 2033
G JECC	CJ600 RJ	1618 1712	G HTRL	PA 34 Seneca	1620 2211
G RJXF	EMB 145	1645 1734	G RJXI	EMB 145	1705 1745
G MAJI	Jetstream 41	1710 1811	G RJXE	EMB 145	1726 1803
G RJXK	EMB 135	1728 1806	G MAJA	Jetstream 41	1731 1815
G MAJJ	Jetstream 41	1820 1857	G MAJK	Jetstream 41	1829 0703(11)
EI CNX	Boeing 737	1843 1920	G OBMP	Boeing 737 300	1906 1954
G JECC	CL600 RJ	1917 1959	G RJXF	EMB 145	1931 0732(11)
G UKFF	Fokker 100	1942 0615(11)	TC APZ	Boeing 737 800	1949 2143
C FTDA	Airbus 320	1951 2112	G RJXK	EMB 135	1956 0746(11)
G MAJI	Jetstream 41	2022 0734(11)	G MAJA	Jetstream 41	2036 0648(11)
G BYAS	Boeing 757	2038 0636(11)	G RJXI	EMB 145	2049 0726(11)
G RJXE	EMB 145	2108 0749(11)	G MAJJ	Jetstream 41	2156 0659(11)
G BYZJ	Boeing 737 300	2226 0714(11)			

11 Tuesday

C FTDA	Airbus 320	0617 0846	GBXEC	PA 34 Seneca	0740 1046
G JECC	CL600 RJ	0744 0818	G BODY	Cessna 310R	0804 0000
G SOUL	Cessna 310R	0812 1325	G MAJJ	Jetstream 41	0916 1002
G MAJK	Jetstream 41	0925 1006	G RJXF	EMB 145	0931 1034
HB GPG	King Air 200	0941 1735	G BYZJ	Boeing 737 300	0950 1100
G MAJA	Jetstream 41	0953 1402	G RJXK	EMB 135	0955 1040
G UKFM	Fokker 100	0959 1102	EI COB	Boeing 737	1003 1043
G MAJI	Jetstream 41	1008 1538	G RJXI	EMB 145	1020 1115
G JONZ	Cessna 172P	1034 1243	G JECC	CL600 RJ	1035 1118
9H ADH	Boeing 737 300	1045 1148	G RJXE	EMB 145	1112 1350
G MAJK	Jetstream 41	1254 1441	G RJXI	EMB 145	1304 1419
G RJXK	EMB 135	1318 1506	G BAAT	Cessna 182P	1322 1512
G RJXF	EMB 145	1326 1450	G COEZ	Airbus 320	1329 1458
G JECC	CL600 RJ	1332 1413	EI CJC	Boeing 737	1352 1428
G BYZJ	Boeing 737 300	1410 1546	G MAJJ	Jetstream 41	1421 1509
G UKFM	Fokker 100	1435 1608	C FTDA	Airbus 320	1437 1619
G BXXT	B.76 Duchess	1447 1657	G JECC	CL600 RJ	1617 1705
G RJXF	EMB 145	1653 1740	G MAJK	Jetstream 41	1707 1753
G RJXE	EMB 145	1711 1757	G RJXI	EMB 145	1714 1800
G RJXK	EMB 135	1716 1809	G MAJJ	Jetstream 41	1724 1812
G MAJA	Jetstream 41	1804 1841	G UVIP	Cessna 421C	1806 1746(12)
G ODSK	Boeing 737 300	1828 1919	G MAJI	Jetstream 41	1835 0712(12)
EI CJI	Boeing 737	1839 1908	G JECC	CL600 RJ	1911 1955
ZD704	BAe 125 CC.3	1916 2129	PH HZX	Boeing 737 700	1927 2035
G RJXF	EMB 145	1938 0715(12)	G UKFM	Fokker 100	1941 0615(12)
G RJXK	EMB 135	2006 1015(12)	G MAJK	Jetstream 41	2009 0730(12)
G MAJJ	Jetstream 41	2027 0650(12)	G BYAS	Boeing 757	2049 0856(12)
G RJXE	EMB 145	2053 0741(12)	G RJXI	EMB 145	2058 0745(12)
G OOH0	JetRanger	2113 2149	G ODSK	Boeing 737 300	2129 0724(12)
G MAJA	Jetstream 41	2139 0658(12)			

12 Wednesday

C FTDA	Airbus 320	0132 0811	GBMPC	PA 28 Archer II	0711 1956
G UMMI	PA 31 Navajo	0731 0752	G JECC	CL600 RJ	0737 0816
G BBXL	Cessna 310Q	0815 0921(13)	G BATV	PA 28 Cherokee	0830 0836
G RJXF	EMB 145	0915 1029	G MAJA	Jetstream 41	0922 0957

G MAJI	Jetstream 41	0925 1002	EICJH	Boeing 737	0942 1025
G ODSK	Boeing 737 300	0952 1058	G MAJJ	Jetstream 41	0954 1403
G UKFM	Fokker 100	0957 1054	G MAJK	Jetstream 41	1011 1530
G RJXE	EMB 145	1021 1149	ZD704	BAe 125 CC.3	1031 1213
G JECC	CL600 RJ	1034 1114	G RJXI	EMB 145	1046 1345
G GLTT	PA 31 Navajo	1145 1837	GAZIK	PA 34 Seneca	1246 1310
G MAJI	Jetstream 41	1255 1439	G BODY	Cessna 310R	1303 1525
G RJXK	EMB 135	1313 1513	GRJXE	EMB 145	1328 1408
G JECC	CL600 RJ	1330 1412	G BVKA	Boeing 737 500	1357 1535
G UKFM	Fokker 100	1400 1614	G MAJA	Jetstream 41	1414 1506
EI CJD	Boeing 737	1429 1502	G OQJP	Rockwell 114B	1434 1515(13)
G JONZ	Cessna 172P	1517 1554	G JECC	CL600 RJ	1622 1701
G RJXA	EMB 145	1624 1732	XX435	Gazelle AH.1	1625 1639
G MOHS	PA 31 Navajo	1630 1627(14)	G MAJI	Jetstream 41	1705 1742
GRJXE	EMB 145	1707 1813	GRJXI	EMB 145	1717 1804
C FTDA	Airbus 320	1720 1831	GRJXK	EMB 135	1722 1806
G MAJJ	Jetstream 41	1735 1834	G MAJA	Jetstream 41	1744 1816
G UMMI	PA 31 Navajo	1810 1255(13)	G MAJK	Jetstream 41	1821 0702(13)
G BYZJ	Boeing 737 300	1827 1918	EICOB	Boeing 737	1829 1905
N5129U	Beechjet 400A	1852 0748(13)	G JECC	CL600 RJ	1910 1948
G RJXA	EMB 145	1937 0729(13)	GRJXK	EMB 135	1954 0742(13)
G MAJI	Jetstream 41	2000 0705(13)	G UKFM	Fokker 100	2010 0615(13)
G MAJA	Jetstream 41	2027 0647(13)	GRJXI	EMB 145	2109 0732(13)
GRJXE	EMB 145	2122 0745(13)	G MAJJ	Jetstream 41	2128 0735(13)
G BYZJ	Boeing 737 300	2137 0726(13)	G BYAS	Boeing 757	2241 0657(13)
C FTDA	Airbus 320	2344 0812(13)			

13 Thursday

G ELLA	PA 32R Saratoga	0732 0954	G JECC	CL600 RJ	0743 0822
G MAJI	Jetstream 41	0917 1005	GRJXA	EMB 145	0925 1033
GRJXK	EMB 135	0928 1018	G MAJK	Jetstream 41	0945 1051
EI CJH	Boeing 737	0950 1056	G UKFM	Fokker 100	0953 1049
G MAJA	Jetstream 41	1002 1346	EC HJJ	Boeing 737 800	1009 1129
G BYZJ	Boeing 737 300	1012 1104	G MAJJ	Jetstream 41	1015 1504
GRJXI	EMB 145	1020 1109	G JECC	CL600 RJ	1037 1119
N53450	PA 46 Malibu	1039 1101	GRJXE	EMB 145	1044 1344
G JONZ	Cessna 172P	1047 1403	G MAJI	Jetstream 41	1253 1452
GRJXK	EMB 135	1300 1515	GRJXI	EMB 145	1320 1401
G JECC	CL600 RJ	1329 1413	G SSAS	Airbus 320	1333 1531
EC IEQ	Airbus 320	1356 1535	G BYZJ	Boeing 737 300	1358 1542
GRJXF	EMB 145	1401 1449	EICNX	Boeing 737	1404 1441
G UKFM	Fokker 100	1408 1611	G AZLY	Cessna F150L	1509 1620
G MAJK	Jetstream 41	1522 1557	N53450	PA 46 Malibu	1537 1732
GRJXA	EMB 145	1539 1747	G BWXS	T67M Firefly	1549 1550
G OQOA	Boeing 757	1605 1724	G JECC	CL600 RJ	1617 1706
GRJXE	EMB 145	1643 1812	G BBXL	Cessna 310Q	1655 1630(20)
GRJXF	EMB 145	1657 1749	GRJXG	EMB 145	1704 1810
G MAJI	Jetstream 41	1715 1752	G MAJJ	Jetstream 41	1726 1814
GRJXK	EMB 135	1728 1805	C FTDA	Airbus 320	1733 1917
G MAJA	Jetstream 41	1808 1842	G BYZJ	Boeing 737 300	1829 1920
G CEGR	King Air 200	1839 2014	EICKQ	Boeing 737	1846 1923
G MAJK	Jetstream 41	1959 0650(14)	G JECC	CL600 RJ	1910 1955
GRJXA	EMB 145	1939 0731(14)	G UKFM	Fokker 100	1948 0621(14)
GRJXK	EMB 135	2005 0745(14)	G MAJI	Jetstream 41	2009 0617(14)
G MAJJ	Jetstream 41	2033 0741(14)	GRJXE	EMB 145	2057 0752(14)
G BYAS	Boeing 757	2100 0637(14)	GRJXG	EMB 145	2114 0735(14)
G BTXG	Jetstream 31	2117 2150	G MAJA	Jetstream 41	2122 0703(14)
G BYZJ	Boeing 737 300	2146 0727(14)			

14 Friday

C FTDA	Airbus 320	0423 0646	G UKFM	Fokker 100	1100 1154
G RJXG	EMB 145	1108 1157	G CBIL	Cessna 182K	1110 1647
G RJXA	EMB 145	1111 1229	G RJXE	EMB 145	1120 1346
G BYZJ	Boeing 737 300	1124 1219	ECIDT	Boeing 737 800	1127 1247
G JECC	CL600 RJ	1145 1232	G RJXK	EMB 135	1200 1252
G MAJK	Jetstream 41	1226 1350	G MAJJ	Jetstream 41	1245 1518
G SAMJ	P 68B Victor	1320 1752	G RJXG	EMB 145	1352 1449
EL CKS	Boeing 737	1406 1441	G JECC	CL600 RJ	1416 1457
G BYZJ	Boeing 737 300	1426 1547	G MAJA	Jetstream 41	1451 1535
OE GBB	Dornier Do 228	1506 1555	G UKFM	Fokker 100	1514 1621
G RJXK	EMB 135	1527 1606	G RJXA	EMB 145	1530 1626
OY GGG	Citation VII	1617 1642	C GTDL	Airbus 320	1633 1811
G MAJI	Jetstream 41	1638 1713	G JECC	CL600 RJ	1657 2146
G RJXD	EMB 145	1741 1821	G RJXE	EMB 145	1746 1831
G MAJK	Jetstream 41	1750 1846	G MAJJ	Jetstream 41	1755 1849
G RJXK	EMB 135	1758 1854	G MAJA	Jetstream 41	1803 1859
G BYZJ	Boeing 737 300	1809 1910	G RJXA	EMB 145	1815 1907
EL CKQ	Boeing 737	1834 1924	G UKFE	Fokker 100	1935 0616(15)
G MAJI	Jetstream 41	2003 0657(15)	G RJXK	EMB 135	2036 1232(16)
G JEAM	BAe 146 300	2058 2135	G RJXA	EMB 145	2100 1032(15)
G RJXD	EMB 145	2108 0812(15)	G MAJJ	Jetstream 41	2111 2215
G MAJA	Jetstream 41	2119 1441(15)	G RJXE	EMB 145	2123 1635(15)
G BVJA	Fokker 100	2125 0721(15)	G MAJK	Jetstream 41	2143 0905(15)
G BYZJ	Boeing 737 300	2150 2226	EC HGP	Boeing 737 800	2153 2310
C FTDA	Airbus 320	2212 2320	EC IAG	Airbus 320	2230 2342
G BYAS	Boeing 757	2334 0710(15)			

15 Saturday

G MOHS	PA 31 Navajo	0024 1210(19)	C FTDA	Airbus 320	0504 0724
G BVJA	Fokker 100	0944 1036	EL CNT	Boeing 737	0948 1023
G UKFI	Fokker 100	0955 1110	G MAJI	Jetstream 41	1008 1045
G PZIJ	PA 31 Navajo	1124 1840	OO VLR	Fokker 50	1142 1226
G RJXD	EMB 145	1145 1238	G JEAS	BAe 146 200	1206 1243
G BYAS	Boeing 757	1224 1437	OY MRK	Boeing 737 700	1240 1446
G MAJI	Jetstream 41	1256 1002(16)	C FTDA	Airbus 320	1343 1515
G BVZH	Boeing 737 500	1353 1449	G UKFI	Fokker 100	1421 1613
G MAJK	Jetstream 41	1443 1519	OE LCH	CL600 RJ	1559 1640
EC HBM	Boeing 737 800	1621 1734	EC GVO	DC9 82	1702 1807
G MAJK	Jetstream 41	1728 1608(16)	G MAJJ	Jetstream 41	1731 1507(16)
G JECD	CL600 RJ	1757 1842	G MAJA	Jetstream 41	1801 1349(16)
G RJXA	EMB 145	1811 1354(16)	G UKFA	Fokker 100	1925 0613(16)
G COB	Boeing 737	1931 2005	G JEDZ	DHC 8	1938 2023
G RJXD	EMB 145	1940 2010	C FTDA	Airbus 320	2100 2229
G BVJA	Fokker 100	2115 0703(16)	EC HXT	Boeing 737 400	2126 2233
G BYAJ	Boeing 757	2132 2336	G RJXE	EMB 145	2301 1416(16)
EC ICD	Boeing 737 800	2346 0056(16)			

16 Sunday

G SACR	PA 28 Cadet	0214 0350	C FTDA	Airbus 320	0340 0810
G BYAJ	Boeing 757	0523 0643	G BVJA	Fokker 100	0939 1053
G UKFA	Fokker 100	0956 1116	OY GGG	Citation VII	1029 1057
G BJYD	Cessna F152	1030 1058	EL CJD	Boeing 737	1113 1144
G MAJI	Jetstream 41	1300 1405	G JEDD	DHC 8	1330 1409
G UKFA	Fokker 100	1406 1612	C FTDA	Airbus 320	1505 1619
G RJXK	EMB 135	1510 1603	G RJXI	EMB 145	1542 1625
G RJXA	EMB 145	1640 1745	G RJXE	EMB 145	1708 1810
G MAJI	Jetstream 41	1713 1749	G JEDE	DHC 8	1726 1802
G MAJA	Jetstream 41	1747 1835	G MAJJ	Jetstream 41	1755 1824

G OBMP	Boeing 737 300	1820 1912	EI CNZ	Boeing 737	1837 1907
G UKFA	Fokker 100	1939 0618(17)	G RJXK	EMB 135	1948 0744(17)
G MAJK	Jetstream 41	1956 0656(17)	G RJXJ	EMB 135	2002 2049
G RJXD	EMB 145	2004 0818(17)	G MAJI	Jetstream 41	2007 0738(17)
G JEDE	DHC 8	2013 2045	G BYAJ	Boeing 757	2041 0635(17)
G MAJJ	Jetstream 41	2047 0705(17)	G RJXA	EMB 145	2057 0742(17)
G RJXE	EMB 145	2107 0736(17)	G MAJA	Jetstream 41	2140 0701(17)
G OBMP	Boeing 737 300	2143 0714(17)	C FTDA	Airbus 320	2232 0015(17)

17 Monday

C FTDA	Airbus 320	0554 0933	G JEDE	DHC 8	0749 0828
EI DMG	Cessna 441	0832 1135	LZ HMN	TU 154M	0854 1021
G MAJJ	Jetstream 41	0925 1001	G MAJA	Jetstream 41	0929 1013
N341D	B.60 Duke	0937 1234	G SYPA	Twin Squirrel	0940 1011
G RJXE	EMB 145	0941 1038	G RJXK	EMB 135	0943 1035
G OBMP	Boeing 737 300	0951 1058	G MAJK	Jetstream 41	0953 1359
G UKFC	Fokker 100	0956 1044	EI CJH	Boeing 737	1007 1052
G RJXA	EMB 145	1020 1111	G JEDE	DHC 8	1045 1120
G MAJI	Jetstream 41	1048 1532	G RJXD	EMB 145	1147 1347
G DOME	PA 28 Warrior II	1149 1645	G BODY	Cessna 310R	1215 1621
G MAJA	Jetstream 41	1240 1438	G RJXA	EMB 145	1310 1419
G RJXK	EMB 135	1325 1513	G JEDE	DHC 8	1344 1425
G UKFC	Fokker 100	1403 1608	G RJXE	EMB 145	1406 1456
G MAJJ	Jetstream 41	1414 1502	G OBMP	Boeing 737 300	1415 1541
EI CNZ	Boeing 737	1420 1500	N5010X	Raytheon Premier	1503 1733
G OACG	PA 34 Seneca	1544 1812	G JEDE	DHC 8	1641 1714
G MAJA	Jetstream 41	1650 1743	G RJXE	EMB 145	1655 1736
G RJXD	EMB 145	1710 1757	G RJXK	EMB 135	1716 1808
G MAJJ	Jetstream 41	1725 1802	G RJXA	EMB 145	1727 1810
G MAJK	Jetstream 41	1740 1824	G ODSK	Boeing 737 300	1827 1916
EI CKQ	Boeing 737	1832 1903	G MAJI	Jetstream 41	1837 0701(18)
G RJXE	EMB 145	1932 0725(18)	G JEDE	DHC 8	1937 2011
G MAJA	Jetstream 41	1953 0710(18)	C FTDA	Airbus 320	1959 2127
G RJXK	EMB 135	2002 0739(18)	G MAJJ	Jetstream 41	2024 0714(18)
TC APN	Boeing 737 800	2029 2215	G BZSD	PA 46 Malibu	2033 0717(18)
G BYAJ	Boeing 757	2042 0755(18)	G UKFF	Fokker 100	2050 0615(18)
G RJXA	EMB 145	2103 0746(18)	G RJXD	EMB 145	2111 0749(18)
G MAJK	Jetstream 41	2123 0741(18)	G ODSK	Boeing 737 300	2135 0721(18)
XV304	Hercules C.3	2351 0009(18)			

18 Tuesday

C FTDA	Airbus 320	0633 0830	G JEDE	DHC 8	0743 0826
XZ311	Gazelle AH.1	0832 0859	G GOTO	PA 32R Saratoga	0911 0936
G RJXK	EMB 135	0925 1027	G WIRE	Twin Squirrel	0926 1002
G RJXE	EMB 145	0930 2135	G MAJJ	Jetstream 41	0934 1019
G MAJA	Jetstream 41	0938 1013	G SYPA	Twin Squirrel	0939 1000
G MAJI	Jetstream 41	0952 1409	G ODSK	Boeing 737 300	0954 1101
EI CJD	Boeing 737	0959 1036	9H ADH	Boeing 737 300	1021 1146
G BODY	Cessna 310R	1023 1315	G MAJK	Jetstream 41	1024 1533
G RJXA	EMB 145	1030 1111	G UKFF	Fokker 100	1036 1149
G RJXD	EMB 145	1042 1136	G JEDE	DHC 8	1048 1120
G AZIK	PA 34 Seneca	1122 1257	N6509P	Cessna P210N	1142 1307
G HUGS	Robinson R 22B	1241 1812	G OBLC	B.76 Duchess	1242 1653
G MAJA	Jetstream 41	1257 1442	G RJXA	EMB 145	1310 1349
G MCEA	Boeing 757	1328 1507	G RJXK	EMB 135	1330 1509
G JEDE	DHC 8	1344 1417	G ODSK	Boeing 737 300	1355 1543
EI CKQ	Boeing 737	1358 1437	C FTDA	Airbus 320	1430 1620
G RJXF	EMB 145	1434 1513	G UKFF	Fokker 100	1448 1635
G RJXD	EMB 145	1452 1540	EI PAL	Citation Bravo	1536 0507(19)

G MAJE	Jetstream 41	1558 1638	G JEDE	DHC 8	1632 1706
G MAJA	Jetstream 41	1701 1747	G RJXA	EMB 145	1704 1814
G RJXK	EMB 135	1720 1805	G MAJI	Jetstream 41	1732 1826
G RJXD	EMB 145	1741 1822	G ODSK	Boeing 737 300	1810 1906
G RJXF	EMB 145	1812 1854	G MAJK	Jetstream 41	1834 0712(19)
EI CKP	Boeing 737	1840 1911	G MAJE	Jetstream 41	1900 1941
G JEDE	DHC 8	1929 2011	G UKFG	Fokker 100	1937 0612(19)
PH HZB	Boeing 737 800	1944 2044	G RJXK	EMB 135	1957 0728(19)
G MAJA	Jetstream 41	2004 0715(19)	G RJXD	EMB 145	2021 0730(19)
G RJXA	EMB 145	2103 0731(20)	G MAJI	Jetstream 41	2124 0705(19)
G BYAJ	Boeing 757	2132 0854(19)	G RJXF	EMB 145	2137 0725(19)
G ODSK	Boeing 737 300	2147 0658(19)	G MAJE	Jetstream 41	2152 0736(19)

19 Wednesday

C FTDA	Airbus 320	0140 0749	OY CKE	Citation VII	0535 0709
G JEDE	DHC 8	0758 0827	G FULL	PA 28R Arrow	0831 1429
G BKBW	TB 10 Tobago	0846 1550	G BWXS	T67M Firefly	0909 1258
G MAJI	Jetstream 41	0924 1008	GWIRE	Twin Squirrel	0925 0959
G RJXF	EMB 145	0927 1028	G RJXK	EMB 135	0932 1034
G MAJK	Jetstream 41	0937 1014	G ODSK	Boeing 737 300	0939 1053
EI CKQ	Boeing 737	0942 1031	G MAJA	Jetstream 41	0946 1349
G UKFG	Fokker 100	0955 1045	G MAJE	Jetstream 41	1023 1535
G RJXD	EMB 145	1025 1105	G JEDE	DHC 8	1046 1120
OY PAG	Beech C 99	1132 1322	G OBLC	B.76 Duchess	1207 1734
G MAJK	Jetstream 41	1256 1439	G RJXD	EMB 145	1303 1427
G RJXK	EMB 135	1320 1507	G RJXF	EMB 145	1333 1448
G JEDE	DHC 8	1342 1415	EI CNZ	Boeing 737	1345 1430
G ODSK	Boeing 737 300	1357 1542	EI PAL	Citation Bravo	1417 1510
G AZLY	Cessna F150L	1420 1516	G BJYD	Cessna F152	1422 1544
G MAJI	Jetstream 41	1434 1513	GBPTL	Cessna 172N	1451 1540
G WIRE	Twin Squirrel	1453 1618	G UKHP	BAe 146 300	1543 1641
G SAMJ	P68B Victor	1559 1632	G JEDE	DHC 8	1628 1706
G MAJK	Jetstream 41	1701 1751	G RJXF	EMB 145	1703 1743
G RJXD	EMB 145	1707 1818	G SAMJ	P68B Victor	1721 2023(20)
G RJXK	EMB 135	1723 1803	G MAJI	Jetstream 41	1730 1808
G MAJA	Jetstream 41	1738 1830	C FTDA	Airbus 320	1745 1900
G YJBM	Airbus 320	1753 1917	G ODSK	Boeing 737 300	1815 1905
G MAJE	Jetstream 41	1825 0710(20)	EI COA	Boeing 737	1827 1908
EC HMJ	Boeing 737 800	1857 2010	N2683Y	Cessna 421C	1904 n/s
G AYFC	D.62B Condor	1914 1955	G JEDE	DHC 8	1929 2003
G RJXF	EMB 145	1936 0739(20)	G RJXK	EMB 135	2001 0741(20)
G UKHP	BAe 146 300	2023 2113	G MAJB	Jetstream 41	2048 0735(20)
G UKFD	Fokker 100	2114 0623(20)	G MAJA	Jetstream 41	2121 0655(20)
G RJXD	EMB 145	2126 0723(20)	G ODSK	Boeing 737 300	2138 0707(20)
G BNAJ	Cessna 152	2212 2254	G MOHS	PA 31 Navajo	2251 0817(20)

20 Thursday

G YJBM	Airbus 320	0059 0149	G BYAJ	Boeing 757	0106 0822
EC IAG	Airbus 320	0146 1449	G JEDE	DHC 8	0802 0836
G MAJK	Jetstream 41	0913 1121	G RJXA	EMB 145	0923 1036
G RJXK	EMB 135	0928 1046	G MAJE	Jetstream 41	0931 1008
EI CKQ	Boeing 737	0953 1033	G MAJA	Jetstream 41	1000 1038
G UKFR	Fokker 100	1003 1052	G MAJB	Jetstream 41	1017 1355
G ODSK	Boeing 737 300	1019 1113	G RJXD	EMB 145	1027 1109
G BJYD	Cessna F152	1043 1119	N338DB	PA 46 Malibu	1047 1806
G JEDE	DHC 8	1049 1126	G RJXF	EMB 145	1111 1354
G OBNA	PA 34 Seneca	1135 1558	GCPEP	Boeing 757	1301 1433
G MAJE	Jetstream 41	1307 1445	G RJXD	EMB 145	1317 1425
G RJXK	EMB 135	1340 1506	G RJXA	EMB 145	1342 1453

G ODSK	Boeing 737 300	1346 1543	G JEDE	DHC 8	1350 1428
G MAJM	Jetstream 41	1352 1453	G BJYD	Cessna F152	1353 1423
G UKFR	Fokker 100	1356 1622	El CJD	Boeing 737	1420 1456
G MAJA	Jetstream 41	1443 1549	G BWHF	PA 31 Navajo	1533 1603
C FTDA	Airbus 320	1607 2121	G OQJP	Rockwell 114B	1610 1649(21)
N125YY	BAe 125 700B	1619 1917	G JEDE	DHC 8	1642 1717
G MOHS	PA 31 Navajo	1655 1748(25)	G MAJE	Jetstream 41	1704 1751
G BJXA	EMB 145	1706 1748	G RJXD	EMB 145	1710 1755
G RJXF	EMB 145	1712 0746(21)	G OHMS	Twin Squirrel	1717 1803
G RJXK	EMB 135	1729 1811	G MAJB	Jetstream 41	1758 1839
G MAJA	Jetstream 41	1817 1901	G ODSK	Boeing 737 300	1821 1909
G BZSD	PA 46 Malibu	1825 1856	G MAJM	Jetstream 41	1837 1542(21)
G BVJA	Fokker 100	1858 1931	El CJD	Boeing 737	1928 2000
G UKFR	Fokker 100	1935 0616(21)	G JEDE	DHC 8	1940 2011
G RJXA	EMB 145	2002 0723(21)	G MAJE	Jetstream 41	2006 0702(21)
G RJXK	EMB 135	2008 0734(21)	CS DNX	Hawker 800XP	2038 1054(21)
G RJXD	EMB 145	2104 0729(21)	G MAJA	Jetstream 41	2119 0650(21)
G MAJB	Jetstream 41	2134 0657(21)	G ODSK	Boeing 737 300	2141 0709(21)
G BTXG	Jetstream 31	2144 2159			

21 Friday

G BYAJ	Boeing 757	0006 0654	C FTDA	Airbus 320	0612 0714
G JEDE	DHC 8	0756 0829	G RJXA	EMB 145	0908 1038
G CBIL	Cessna 182K	0911 1925	G MAJB	Jetstream 41	0923 1002
G RJXK	EMB 135	0926 1046	G ODSK	Boeing 737 300	0949 1058
G MAJA	Jetstream 41	0952 1348	G HTRL	PA 34 Seneca	0958 1433
G UKFR	Fokker 100	1001 1114	G MAJG	Jetstream 41	1013 1105
El CNW	Boeing 737	1017 1050	G RJXD	EMB 145	1019 1627(22)
G JEDE	DHC 8	1048 1124	G RJXF	EMB 145	1100 1144
EC ICD	Boeing 737 800	1117 1230	G OBLC	B.76 Duchess	1144 1555
G JPAL	Twin Squirrel	1207 1258(22)	G BBXL	Cessna 310Q	1209 n/s+
N109AR	Agusta A.109C	1211 1218	G TKPZ	Cessna 310R	1311 1654
G RJXE	EMB 145	1323 1419	G RJXF	EMB 145	1325 1424
G RJXK	EMB 135	1336 1506	G ODSK	Boeing 737 300	1351 1539
G JEDE	DHC 8	1353 1439	G MAJG	Jetstream 41	1355 1455
G RJXA	EMB 145	1357 1459	G UKFR	Fokker 100	1405 1618
El COB	Boeing 737	1416 1445	G MAJJ	Jetstream 41	1435 1518
G JEDE	DHC 8	1647 1724	G RJXA	EMB 145	1650 1734
C FTDP	Airbus 320	1711 1903	G MAJG	Jetstream 41	1714 1752
G RJXK	EMB 135	1716 1757	GRJXE	EMB 145	1723 1809
G RJXF	EMB 145	1737 1823	G MAJA	Jetstream 41	1803 1843
G ODSK	Boeing 737 300	1810 1912	G MAJJ	Jetstream 41	1813 1851
G MAJM	Jetstream 41	1826 1007(22)	El CKQ	Boeing 737	1847 1922
G OHMS	Twin Squirrel	1925 1958	G UKFR	Fokker 100	1939 0617(22)
G RJXA	EMB 145	1942 0833(22)	G JEDE	DHC 8	1944 2020
G RJXK	EMB 135	1947 1421(23)	G MAJG	Jetstream 41	2009 1007(23)
C FTDA	Airbus 320	2103 2259	G BYAJ	Boeing 757	2106 0725(22)
G RJXE	EMB 145	2108 2147	G RJXF	EMB 145	2110 1034(22)
G MAJJ	Jetstream 41	2127 0743(22)	G BVJC	Fokker 100	2135 0701(22)
G MAJA	Jetstream 41	2138 0910(22)	G ODSK	Boeing 737 300	2153 2225
EC HGQ	Boeing 737 800	2201 2317	EC IAG	Airbus 320	2324 0041(22)

22 Saturday

C FTDA	Airbus 320	0435 0714	G FJET	Citation II	0859 0930
G JEDX	DHC 8	0904 0942	G UKFG	Fokker 100	0950 1047
G BVJC	Fokker 100	0953 1049	El CNV	Boeing 737	1000 1037
G MAJJ	Jetstream 41	1108 1408	G RJXA	EMB 145	1136 1237
G DSPI	Robinson R 44	1140 1146	OO+VLR	Fokker 50	1143 1223
G ECJM	Turbo Arrow III	1146 1707	G BWHF	PA 31 Navajo	1201 1249

G BYAJ	Boeing 757	1230 1402	G MAJM	Jetstream 41	1314 1459
OY MRK	Boeing 737 700	1322 1445	G BAVZ	PA 23 Aztec	1331 1616
C FTDA	Airbus 320	1351 1507	G UKFG	Fokker 100	1354 1607
G BVZG	Boeing 737 500	1359 1454	G MAJA	Jetstream 41	1443 1409(23)
G JECA	CL600 RJ	1501 1611	OE LCO	CL600 RJ	1547 1635
XX846	Jaguar T.2A	1558 0816(24)	G JEDY	DHC 8	1604 1639
EC HGO	Boeing 737 800	1646 1757	EC HNC	DC9 82	1656 1809
N109AR	Agusta A.109C	1713 1757	G MAJM	Jetstream 41	1722 1618(23)
G LENY	PA 34 Seneca	1742 1833	G MAJJ	Jetstream 41	1753 1508(23)
G RJXF	EMB 145	1835 1306(23)	EI CKQ	Boeing 737	1920 1947
G UKFG	Fokker 100	1937 0608(23)	G RJXA	EMB 145	1951 1402(23)
C FTDA	Airbus 320	2030 2251	G ORED	BN2 Islander	2032 2107
G BYAJ	Boeing 757	2035 2149	G BVJC	Fokker 100	2117 0704(23)
G RJXD	EMB 145	2156 1425(23)	EC FXQ	Boeing 737 400	2211 2320
EC IDT	Boeing 737 800	2232 2350			

23 Sunday

G BYAJ	Boeing 757	0327 0604	C FTDA	Airbus 320	0357 0805
G UKFG	Fokker 100	0929 1045	G BVJC	Fokker 100	0942 1044
G ROWN	King Air 200	1104 1750	EI COB	Boeing 737	1108 1148
G MAJG	Jetstream 41	1249 1345	G JEDD	DHC 8	1303 1349
G UKFG	Fokker 100	1357 1616	C FTDA	Airbus 320	1435 1610
ZH882	Hercules C.5	1515 1836	DICRK	SA226TC Metro 2	1518 1731
G RJXF	EMB 145	1532 1622	G RJXC	EMB 145	1549 1626
G RJXA	EMB 145	1654 1747	G JEDE	DHC 8	1657 1726
G MAJA	Jetstream 41	1707 1749	G RJXD	EMB 145	1714 1802
G MAJJ	Jetstream 41	1729 1808	G MAJG	Jetstream 41	1734 1829
G ODSK	Boeing 737 300	1814 1915	EI CNX	Boeing 737	1839 1912
G BYAJ	Boeing 757	1920 0639(24)	G JEDE	DHC 8	1926 1957
G RJXF	EMB 145	1933 0800(24)	G UKFG	Fokker 100	1940 0615(24)
G MAJM	Jetstream 41	2001 0741(24)	G RJXJ	EMB 135	2004 2109
G MAJA	Jetstream 41	2010 0705(24)	G RJXE	EMB 145	2020 2053
G RJXA	EMB 145	2047 0726(24)	G RJXD	EMB 145	2101 0739(24)
G FJET	Citation II	2104 2135	G MAJC	Jetstream 41	2116 0653(24)
G MAJG	Jetstream 41	2119 0707(24)	G ODSK	Boeing 737 300	2141 0714(24)
C FTDA	Airbus 320	2229 2345	G RJXG	EMB 145	2249 0736(24)

24 Monday

C FTDA	Airbus 320	0548 0934	G JEDE	DHC 8	0757 0832
LZ HMN	Tupolev Tu154M	0915 1109	G RJXA	EMB 145	0919 1035
G MAJA	Jetstream 41	0926 1001	G MAJG	Jetstream 41	0943 1016
G RJXG	EMB 145	0946 1040	G ODSK	Boeing 737 300	0948 1059
G MAJC	Jetstream 41	0958 1354	G UKFG	Fokker 100	1007 1106
G MAMD	King Air 200	1009 1121	EI COB	Boeing 737	1012 1050
G MAJM	Jetstream 41	1028 0710(25)	G RJXD	EMB 145	1032 1115
G JEDE	DHC 8	1046 1128	G RJXF	EMB 145	1103 1344
G BHJI	Mooney M20J	1125 1500(25)	G BBNG	JetRanger	1126 1546(28)
G OBLC	B.76 Duchess	1145 1721	G RJXD	EMB 145	1307 1405
G MAJG	Jetstream 41	1310 1442	G RJXG	EMB 145	1329 0744(25)
G RJXA	EMB 145	1332 1450	EI CNX	Boeing 737	1350 1438
G JEDE	DHC 8	1353 1430	G ODSK	Boeing 737 300	1406 1539
G MAJA	Jetstream 41	1427 1509	G SAMJ	P 68B Victor	1435 1817
G RJXK	EMB 135	1443 1517	G UKFE	Fokker 100	1515 1613
G JEDE	DHC 8	1642 1714	G RJXA	EMB 145	1645 1726
G RJXF	EMB 145	1708 1748	G MAJG	Jetstream 41	1711 1752
G RJXK	EMB 135	1713 1800	G RJXD	EMB 145	1717 1803
G MAJA	Jetstream 41	1729 1816	EI DAB	Citation Bravo	1805 2020(25)
G MAJC	Jetstream 41	1810 1845	G FCDB	Citation Bravo	1814 2026(25)
G ODSK	Boeing 737 300	1818 1912	EI CJI	Boeing 737	1831 1904

G JEDE	DHC 8	1922 1957	G RJXA	EMB 145	1929 0759(25)
G UKFE	Fokker 100	1937 0615(25)	G RJXK	EMB 135	1953 2023
C FTDA	Airbus 320	2006 2130	G MAJG	Jetstream 41	2014 0835(25)
TC APC	Boeing 737 400	2016 2145	G MAJA	Jetstream 41	2034 0708(25)
G BYAJ	Boeing 757	2033 0643(25)	G RJXF	EMB 145	2101 0802(25)
G RJXD	EMB 145	2106 0741(25)	G ODSK	Boeing 737 300	2138 0703(25)
G MAJC	Jetstream 41	2143 0652(25)			

25 Tuesday

C FTDA	Airbus 320	0625 0825	G JEDE	DHC 8	0753 0829
G MAJM	Jetstream 41	0928 1003	G MAJA	Jetstream 41	0931 1005
G GURN	PA 31 Navajo	0935 1727	G ODSK	Boeing 737 300	0937 1059
G RJXG	EMB 145	0940 1043	G BOUK	PA 34 Seneca	0944 1029
EI CNX	Boeing 737	0947 1026	G MAJC	Jetstream 41	0949 1356
G UKFE	Fokker 100	0956 1054	G BZSD	PA 46 Malibu	1013 1056
G RJXD	EMB 145	1032 1117	G RJXF	EMB 145	1034 1123
G FIND	Cessna F406	1048 1212	G JEDE	DHC 8	1051 1126
9H ADH	Boeing 737 300	1115 1128	G MAJG	Jetstream 41	1120 1503
G BSGK	PA 34 Seneca	1129 1737	G RJXA	EMB 145	1134 1413
G BPHE	PA 28 Warrior II	1222 1238	G MAJM	Jetstream 41	1247 1439
G RJXD	EMB 145	1254 1404	G BODY	Cessna 310R	1258 1759
G COEZ	Airbus 320	1323 1454	G BJYD	Cessna F152	1330 1416
G ODSK	Boeing 737 300	1345 1538	G RJXG	EMB 145	1348 1451
G UKFE	Fokker 100	1351 1607	G RJXF	EMB 145	1354 1507
EI COB	Boeing 737	1358 1430	C FTDA	Airbus 320	1445 1630
G MAJA	Jetstream 41	1451 1533	G MRMR	PA 31 Navajo	1513 n/s+
G JEDE	DHC 8	1637 1707	G RJXD	EMB 145	1700 1754
G RJXG	EMB 145	1706 1741	G MAJM	Jetstream 41	1709 1749
DIEHP	Cessna 340A	1711 1259(26)	G RJXF	EMB 145	1717 1803
G RJXA	EMB 145	1719 1805	G MAJG	Jetstream 41	1723 1807
G MAJC	Jetstream 41	1744 1829	G BZSD	PA 46 Malibu	1809 1857
G ODSK	Boeing 737 300	1815 1914	G MAJA	Jetstream 41	1830 1906
EI CJG	Boeing 737	1837 1910	PHHZE	Boeing 737 800	1911 2015
G JEDE	DHC 8	1926 2009	G UKFE	Fokker 100	1942 0617(26)
G RJXG	EMB 145	1952 0733(26)	G RJXF	EMB 145	1955 0735(26)
G MAJM	Jetstream 41	2001 0653(26)	G MAJG	Jetstream 41	2023 0704(26)
G BYAJ	Boeing 757	2054 0912(26)	G RJXA	EMB 145	2101 0719(26)
G RJXD	EMB 145	2105 0738(26)	G MAJB	Jetstream 41	2122 0729(26)
G MAJC	Jetstream 41	2134 0659(26)	G ODSK	Boeing 737 300	2154 0707(26)

26 Wednesday

C FTDA	Airbus 320	0133 0802	G JEDE	DHC 8	0758 0828
G MAJC	Jetstream 41	0909 0957	G RJXA	EMB 145	0914 1030
G RJXG	EMB 145	0920 1043	GPOT	PA 28 Archer II	0924 0934(27)
G MAJG	Jetstream 41	0933 1010	G ODSK	Boeing 737 300	0942 1101
EI CNV	Boeing 737	0946 1023	G UKFE	Fokker 100	0948 1041
G MAJM	Jetstream 41	1003 1350	G MAJB	Jetstream 41	1027 1546
G RJXF	EMB 145	1035 1345	G RJXD	EMB 145	1038 1134
G JEDE	DHC 8	1047 1120	N340YP	Cessna 340A	1206 1333
G SAMJ	P 68B Victor	1230 1810(27)	G MAJG	Jetstream 41	1251 1437
G RJXC	EMB 145	1321 1405	G RJXG	EMB 145	1319 1510
G RJXA	EMB 145	1331 1446	G ODSK	Boeing 737 300	1347 1536
EI CJH	Boeing 737	1352 1425	G UKFK	Fokker 100	1358 1619
G MAJC	Jetstream 41	1413 1459	G BZSD	PA 46 Malibu	1607 1801
G JEDE	DHC 8	1633 1701	G RJXA	EMB 145	1659 1741
G MAJG	Jetstream 41	1704 1745	G RJXG	EMB 145	1718 1821
G RJXC	EMB 145	1723 1806	G RJXF	EMB 145	1727 1812
G MAJC	Jetstream 41	1729 1816	G MAJM	Jetstream 41	1734 1826
C FTDA	Airbus 320	1738 1851	G ODSK	Boeing 737 300	1818 1910

EI CJD	Boeing 737	1833 1907	G MAJB	Jetstream 41	1836 0705(27)
G JEDE	DHC 8	1928 1959	G RJXA	EMB 145	1937 0731(27)
G UKFK	Fokker 100	1943 0615(27)	G MAJG	Jetstream 41	1957 0702(27)
G RJXG	EMB 145	2007 0728(27)	G MAJJ	Jetstream 41	2100 0649(27)
G RJXC	EMB 145	2103 0542(27)	G RJXF	EMB 145	2116 0735(27)
G MAJM	Jetstream 41	2134 0745(27)	G ODSK	Boeing 737 300	2142 0725(27)
G BYAJ	Boeing 757	2242 0645(27)			

27 Thursday

C FTDA	Airbus 320	0003 0836	G RJXJ	EMB 135	0457 0743
G JECB	CL600 RJ	0748 0823	G MAJB	Jetstream 41	0927 1000
G MAJG	Jetstream 41	0929 1005	G RJXA	EMB 145	0932 1031
G RJXJ	EMB 135	0934 1044	G MAJJ	Jetstream 41	0949 1537
EI CJD	Boeing 737	0954 1041	G UKFK	Fokker 100	0958 1048
G JCAR	PA 46 Malibu	1005 1721	G ODSK	Boeing 737 300	1009 1058
EC HHG	Boeing 737 800	1027 1132	G RJXG	EMB 145	1029 1110
G MAJM	Jetstream 41	1033 1354	G JECB	CL600 RJ	1036 1115
G RJXF	EMB 145	1045 1349	G BXXT	B.76 Duchess	1129 1325
G JFFX	AA5B Tiger	1238 1619	G MAJG	Jetstream 41	1300 1440
G RJXG	EMB 145	1310 1413	G OOOI	Boeing 757	1316 1437
G RJXJ	EMB 135	1328 1516	XZ214	Lynx AH.7	1329 1409
EC IAG	Airbus 320	1338 1459	G JECB	CL600 RJ	1341 1422
G RDVE	Airbus 320	1345 1529	G ODSK	Boeing 737 300	1352 1543
G RJXA	EMB 145	1401 1456	G UKFK	Fokker 100	1416 1615
G MAJB	Jetstream 41	1419 1502	EI CNZ	Boeing 737	1431 1509
G BTGZ	PA 28 Archer II	1600 1609(29)	G JECB	CL600 RJ	1628 1702
G RJXA	EMB 145	1659 1739	G MAJB	Jetstream 41	1720 1810
OE GEO	Hawker 800XP	1722 1742	G RJXJ	EMB 135	1727 1804
G MAJG	Jetstream 41	1736 0700(28)	G RJXG	EMB 145	1740 1820
G MAJM	Jetstream 41	1753 1836	C FTDA	Airbus 320	1807 1926
G RJXF	EMB 145	1817 1907	G MAJJ	Jetstream 41	1830 1913
G ODSK	Boeing 737 300	1833 1922	EI CJI	Boeing 737	1837 1920
G JECB	CL600 RJ	1914 1951	G BYHK	PA 28 Archer III	1927 1230(3/7)
G RJXA	EMB 145	1940 0722(28)	G UKFK	Fokker 100	1945 0621(28)
G RJXJ	EMB 135	2004 0737(28)	G MAJB	Jetstream 41	2027 0741(28)
G BYAJ	Boeing 757	2113 0631(28)	G RJXG	EMB 145	2115 0745(28)
G MAJJ	Jetstream 41	2119 0705(28)	G MAJM	Jetstream 41	2137 0659(28)
G ODSK	Boeing 737 300	2143 0710(28)	G RJXF	EMB 145	2159 0732(28)
G BTXG	Jetstream 31	2202 2220			

28 Friday

C FTDA	Airbus 320	0438 0653	VP CED	Citation Bravo	0726 0748
G JECB	CL600 RJ	0743 0821	G BZHW	PA 28 Archer III	0905 1004
G RJXA	EMB 145	0912 1040	G MAJG	Jetstream 41	0919 1006
G RJXJ	EMB 135	0922 1029	G ODSK	Boeing 737 300	0945 1101
G MAJJ	Jetstream 41	0955 1036	G MAJM	Jetstream 41	0959 1350
G CBGF	PA 31 Navajo	1001 1044	EI CNV	Boeing 737	1013 1045
G UKFK	Fokker 100	1019 1215	G RJXF	EMB 145	1022 1107
G MAJB	Jetstream 41	1034 1538	G JECB	CL600 RJ	1041 1118
G EMMS	PA 38 Tomahawk	1054 1528	G RJXG	EMB 145	1104 1400
G BDYD	Rockwell 114	1133 1219	ECICD	Boeing 737 800	1137 1321
G RJXF	EMB 145	1259 1416	G MAJJ	Jetstream 41	1314 1434
G RJXJ	EMB 135	1331 1507	G JECB	CL600 RJ	1336 1410
G ODSK	Boeing 737 300	1404 1542	G FJET	Citation II	1413 1737
G MAJG	Jetstream 41	1421 1522	G RJXA	EMB 145	1424 1518
EI CJI	Boeing 737	1457 1535	G UKFK	Fokker 100	1509 1619
N338DB	PA 46 Malibu	1514 1952	G CBGF	PA 31 Navajo	1612 1636
N750NS	Citation X	1614 1750	G JECB	CL600 RJ	1612 1707
G HERB	PA 28R Arrow 3	1623 n/s+	G RJXA	EMB 145	1707 1758

G MAJJ	Jetstream 41	1711 1755	G RJXJ	EMB 135	1718 1811
G RJXF	EMB 145	1721 1808	C GTDL	Airbus 320	1724 1837
G RJXG	EMB 145	1746 1825	G BDYD	Rockwell 114	1749 2050
G MAJG	Jetstream 41	1751 1834	G MAJM	Jetstream 41	1802 1840
G MAJB	Jetstream 41	1832 0920(29)	G ODSK	Boeing 737 300	1844 1929
G JECB	CL600 RJ	1915 2000	EICOX	Boeing 737	1917 1950
G UKFK	Fokker 100	1938 0618(29)	G RJXA	EMB 145	1957 0830(29)
G RJXJ	EMB 135	2003 1036(29)	G MAJJ	Jetstream 41	2008 1407(30)
C FTDA	Airbus 320	2055 2259	G MAJG	Jetstream 41	2058 1042(29)
G RJXF	EMB 145	2119 0729(01)	G RJXG	EMB 145	2131 1628(29)
G MAJM	Jetstream 41	2141 0650(29)	G ODSK	Boeing 737 300	2200 2238
G BXWF	Fokker 100	2216 0715(29)	EC HGO	Boeing 737 800	2227 2342
G BYAJ	Boeing 757	2332 0706(29)			

29 Saturday

EC IEQ	Airbus 320	0015 0130	C FTDA	Airbus 320	0456 0742
G BRWX	Cessna 172P	0809 0843	G JEDY	DHC 8	0857 0941
G BXWF	Fokker 100	0938 1039	G UKFK	Fokker 100	0945 1049
G MAJM	Jetstream 41	0951 1425	EICJD	Boeing 737	1011 1046
OO VLG	Fokker 50	1126 1159	N79EL	Beechjet 400	1128 1142
G RJXA	EMB 145	1138 1231	G BYAJ	Boeing 757	1233 1401
ZH536	Islander CC.2	1239 1547(30)	OY MRK	Boeing 737 700	1242 1422
G MAJG	Jetstream 41	1315 1607(30)	C FTDA	Airbus 320	1357 1512
G BVKD	Boeing 737 500	1332 1437	G JECC	CL600 RJ	1352 1521
G UKFK	Fokker 100	1357 1606	CS DNF	Citation VII	1431 0555(30)
G MAJB	Jetstream 41	1449 1536	OE LCP	CL600 RJ	1546 1640
G JEDD	DHC 8	1604 1646	EC HBL	Boeing 737 800	1635 1738
G MAJM	Jetstream 41	1755 1653(30)	G MAJB	Jetstream 41	1757 1013(30)
EC HFT	DC9 82	1814 1927	G RJXJ	EMB 135	1852 1236(30)
G UKFK	Fokker 100	1949 0613(30)	G RJXA	EMB 145	2008 1353(30)
EI CNV	Boeing 737	2027 2101	G BYAJ	Boeing 757	2059 2219
C FTDA	Airbus 320	2104 2229	G BXWF	Fokker 100	2125 0658(30)
G RJXG	EMB 145	2136 1411(30)	EC HNB	Boeing 737 400	2157 2303
EC IDT	Boeing 737 800	2246 0002(30)			

30 Sunday

C FTDA	Airbus 320	0346 0839	G BYAJ	Boeing 757	0358 0636
N800UK	Hawker 800XP	0549 n/res	G SAMJ	P 68B Victor	0925 1142
G UKFK	Fokker 100	0938 1043	G BXWF	Fokker 100	0949 1058
EI CKS	Boeing 737	1114 1150	N5010X	Premier I	1254 1449
G MAJB	Jetstream 41	1258 1345	G JEDD	DHC 8	1303 1337
G CLUE	PA 34 Seneca	1330 1619(04)	G UKFK	Fokker 100	1356 1622
G SAMJ	P 68B Victor	1405 1501	G RJXJ	EMB 135	1505 1614
C FTDA	Airbus 320	1521 1636	G RJXI	EMB 145	1609 1644
G JECB	CL600 RJ	1618 1657	N79EL	Beechjet 400	1631 1711
G MAJJ	Jetstream 41	1713 1748	G RJXA	EMB 145	1716 1758
G RJXG	EMB 145	1744 1816	G BYZJ	Boeing 737 300	1804 1914
G MAJB	Jetstream 41	1807 1843	EICJH	Boeing 737	1846 1923
G JECB	CL600 RJ	1911 1954	G RJXJ	EMB 135	1939 0738(01)
G UKFK	Fokker 100	1943 0614(01)	G MAJM	Jetstream 41	1952 2028
G MAJG	Jetstream 41	2002 0709(01)	G RJXK	EMB 135	2004 2100
G MAJJ	Jetstream 41	2009 0651(01)	G BYAJ	Boeing 757	2019 0809(01)
G RJXA	EMB 145	2058 0746(01)	G RJXG	EMB 145	2108 0751(01)
G BYZJ	Boeing 737 300	2140 0703(01)	C FTDA	Airbus 320	2252 2357
G MAJM	Jetstream 41	2303 0734(01)			

From and to

01) N322CP/F & T Nice; N164RJ/EMA Heathrow; N750NS/F & T Jersey; N55424/Perth n/s Fair Oaks; 02) N65JF/Tollerton n/s Cranfield; N338DB/Colmar n/s Jersey; 03) CS DNP/Torrejon Southampton; 04) N709EL/

Cannes EMA: 05) N273TB/Hawarden Cardiff; OY GGG/Hannover Edinburgh; HB IAZ/Geneva Stuttgart; VP CAT/Prague n/s Albi; HB GPG/F & T Geneva; I PAL/Edinburgh Belfast International; OE GBB/Stanstead Innsbruck; N900CB/Antwerp n/s Guernsey; N64GA/Humberside n/s: 06) F GNOE/Pontoise Rouen; VP CED/Filton Hawarden: 07) CS DFD/Le Bourget Nice; N7976Y/F n/s T Guernsey: 08) SX BTV/Heraklion Athens: 09) N750NS/F & T Jersey; N5129U/Palma n/s Hawarden: 10) VP CSN/F & T Cork: 11) HB GPG/Lausanne Geneva: 12) N5129U/Waterford n/s EMA: 13) N53450/Toussus Henstridge and return: 14) OE GBB/Alicante Biggin; OY GGG/Farnboro Karup: 16) OY GGG/Karup Farnboro: 17) EI DMG/F & T Waterford; N341D/F & T Tees side; N5010X/F & T Luton: 18) N6509P/Benbecula Egelsbach; EI PAL/Bristol n/s Aarhus: 19) OY CKE/Sonderborg Torrejon; OY PAG/Southend Trollhattan; EI PAL/Aarhus Staverton; N2603Y/Edinburgh n/s: 20) N338DB/F & T Jersey; N125YY/Manchester Luton; CS DNX/Toulouse n/s Northolt: 21) N109AR/??? 23) D ICRK/Rotterdam Gothenburg: 24) EI DAB/Glasgow n/s Belfast Internatl: 25) D IEHP/Lille n/s Landsberg: 26) N340YP/F & T Biggin: 27) OE GEO/F & T Vienna: 28) VP CED/Hawarden Glasgow; N388DB/Biggin Jersey; N750NS/Le Bourget Jersey: 29) N79EL/Blackbushe EMA; CS DNF/Luton n/s Venice: 30) N800UK/St Johns (New resident); N79EL/EMA Blackbushe:

Overshoots

01) G BXXT: 06) G BWXN/CFN10; XX499/CWL65; XX496/CWL71: 07) G BWXN/CFN10: 08) G BYWP/1: 10) G BWXB/CFN14; G YPOL/Police42: 11) XX491/CWL64; XX482/CWL75; G BXWF/CFN14 (twice); Xx+91 (again)/CWL75: 12) ZH881/Ascot505: 13) XX496/CWL71; G AZIK: 14) ZH880/BDN55 (BDN=Boscombe Down); G BWXS; XX500/CWL64: 17) G AZIK: 22) G BFAI: 25) XX845/Colt09; XX491/CWL73; XZ217/Army587: 26) XX496/CWL75; G BWXU/CFN23: XZ679/Army587; G BWXR/CFN20: 28) XX491/CWL45; G OBLC; XX494/CWL69:

LBA movements review, June 2002

Starting the month on the 1st was the Falcon 900B N322CP which was from and to Nice and reportedly took out ex president Gorbachov, also noted was the Boeing BBJ N164RJ from EMA to Heathrow, Citation X N750NS with callsign "Beauport 6NS" from and to Jersey and TB 10 N55424 from Perth night stop to Fairoaks. Two more night stoppers on the 2nd were PA 28 N65JF from its home at Tollerton and out to Cranfield and the PA 46 Malibu N388DB from Colmar in France to Jersey. The first Netjets aircraft of the month was Falcon 2000 CS DNP which arrived from Torrejon and departed to Southampton on the 3rd as "Skyshare2643". Beechjet 400A N709EL operated by DFS Furniture was from Cannes to its base at EMA on the 4th. The 5th was quite busy with Baron N273TB from Hawarden to Cardiff, this was followed by Citation VII OY GGG from Hannover to Edinburgh as "Mermaid 6074" and the ALAG Falcon 2000 HB IAZ which was from Geneva to Stuttgart as "FPG999". Also noted on the same day were Citation I VP CAT from Prague night stop to Albi as "Sark 1", King Air 200 HB GPG from and to Geneva, Citation Bravo EI PAL as "Gojet55C" from Edinburgh to Belfast, Dornier 328 OE GBB from Stansted to Innsbruck and Cessna 421C N900CB which night stopped from Antwerp to Guernsey along with another one on night stop King Air 200 N64GA from Humberside which was not logged out by the end of the month.

The 6th was less busy with King Air 350 F GNOE of Breitling from Pontoise out to Rouen as "OPE61" and the Iceland Foods Citation Bravo VP CED from Filton to its base at Hawarden. On the 7th Falcon 2000 CS was "Skyshare 833P" from Paris Le Bourget to Nice and Twin Comanche N7976Y was from and to its base at Guernsey. A rarity on the 8th was the Greek Lear Jet 55 SX BTV from Heraklion to Athens as "Aegean 2335". Citation X N750NS operated as "Beauport 6NS" from and to its base at Jersey on the 9th and was joined by the new Beechjet 400A N5129U night stopping from Palma to Hawarden. From and to Cork on the 10th was the Citation Ultra VP CSN of Scottish and Newcastle Breweries whilst the sole foreigner on the 11th was King Air 200 HB GPG from Lausanne to Geneva.

The Beechjet 400A N5129U was back on the 12th for a night stop between Waterford and East Midlands and on the 13th PA 46 Malibu N53450 was from Tussos Le Noble to Henstridge and return. Another visit from the Dornier 328 OE GBB on the 14th saw it travelling from Alicante to Biggin whilst the Citation VII OY GGG visited again on the same day from Farnboro to Karup as "Mermaid 4781" and was back once more on the 16th from Karup to Farnboro with the same callsign. Dawn Meats base the Cessna 441 EI DMG at Waterford and it was from and to there on the 17th, Duke N341D is based at Tees side and it was from and to there on the same day, the Raytheon Premier I N5010X was also noted that day from and to Luton. The Cessna P210N N6509P on the 18th was from Benbecula to Egelsbach and may be a delivery to Germany (then again it may not!), Citation Bravo EI PAL was back on the same day from Bristol night stop to Aarhus

as "Gojet 185C".

Citation VII OY CKE on the 19th was another Air Alsie aircraft from Sonderborg to Torrejon as "Mermaid 6100" and joining it was the DAT Beech C.99 OY PAG from Southend to Trollhatten as "Danish 541P". Also visiting that day were El PAL the Citation Bravo as "Gojet 193B" from Aarhus to Staverton and Cessna 421C N2683Y from Edinburgh which night stopped. Malibu N338DB returned on the 20th from and to Jersey and the BAe 125 N125YY was from Manchester to Luton whilst the Hawker 800XP CS DNX of Netjets was from Toulouse night stop to Northolt as "Skyshare 1379". Agusta A109C N109AR of Castle Air Charters passed through on the 21st but no from or to was recorded. On the 23rd the Metro 2 D ICRK of BinAir was on a flight from Rotterdam to Gothenburg and on the 24th the Citation Bravo EI DAB was "Gojet 244B" from Glasgow night stop to Belfast.

Another night stopper was the Cessna 340A D IEHP on the 25th which arrived from Lille and departed to Landsberg. From and to its base at Biggin Hill on the 26th was the appropriately registered ILEA Cessna 340A N340YP. OE GEO on the 27th was another Hawker 800XP and it was from and to Vienna. Three repeat visitors on the 28th when the Iceland Foods Citation Bravo VP CED was from Hawarden to Glasgow, Malibu N338DB was from Biggin to Jersey and Citation X N750NS was "Beauport 6NS" from Le Bourget to Jersey. DFS Furnitures other Beechjet N79EL was from Blackbushe to EMA on the 29th and joining it was Citation CS DNF using the callsign "Skyshare 427P" on a night stop from Luton to Venice. The final day of the month saw Beechjet 400A N79EL back again from EMA to Blackbushe and Hawker 800XP N800UK arriving from St Johns to be resident.

On the military side we have had quite a few this month. On the 3rd Sea King XZ596 was "Rescue 128". The 5th brought in Gazelle XZ304 from Shawbury as "Army 353". On the 10th the SAS A.109 ZE410 operated as "IJS44". The 11th saw BAe 125 ZD704 from Humberside to Northolt as "Kittihawk 17" and then on the 12th it was back from Northolt to Tees side. Also on the 12th the Gazelle XX435 was calling "Army 419" when it arrived from Dishforth. The Hercules XV304 was "Ascot 5068" on the 17th from Dusseldorf to Lyneham and on the 18th Gazelle XZ311 was from Shawbury as "Army 331". A different one on the 22nd was Jaguar XX846 which was using both "Jaguar" and "COLT 96" when it arrived for a night stop from Kinloss before departing to Lossiemouth. Hercules C.5 ZH882 was "Ascot 4652" on the 23rd when it was from Kinloss to Brize Norton and on the 27th Lynx XZ214 was "Army 920". Finally on the 29th the Islander ZH536 was from and to Northolt with the callsign "Ascot 7977".

The 2nd found us invaded by KLM Excel when ATR42's PH XLD and PH XLI were joined by ATR72 PH XLH all from and to Eindhoven, they used "KLM Excel" callsigns with a number PH XLD was 723, PH XLI was 722 and PH XLH was 721. On the resident scene the Cessna 310 N510PS has not been noticed for some time now but the Cessna 310Q G BBXL arrived on the 21st and may have replaced it. Also on the 21st the BJ400A N300GB departed to Keflavik but on the 30th Hawker 800XP N800UK arrived from St. Johns in Newfoundland and is now resident with Liberty Aviation.

Terry Sykes

BAe Jetstream 41 G-LOGJ
Loganair
LBA

Terry Sykes



COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

As reported last month an additional Amsterdam service started on August 25th. Here is the official press release reporting the increased frequency:

Following the introduction of an all jet service three times daily from Leeds Bradford to Amsterdam in March of this year, we are pleased to announce that, as from 25 August, an additional flight will be added each day. This brings the total flights per day to/from Leeds Bradford and Amsterdam to four.

The additional flight time will allow business and leisure passengers alike more opportunity for efficient connections through the main hub airport of Amsterdam Airport Schiphol. This also ensures a full day's work can be undertaken in Amsterdam/Leeds for travellers using the service for point-to-point purposes.

Ed Anderson, Managing Director of Leeds Bradford Airport said, "This additional flight further reinforces the excellent working relationship between Leeds Bradford and KLM uk. Due to customer demand we are sure this extra flight will prove a popular addition to an already successful route."

Next the new Bristol service, and the announcement released as the service commenced:

Bristol may be famous for its Clifton Suspension Bridge but another gap has been bridged thanks to a new British Airways service from Yorkshire to the South West. The new Leeds Bradford - Bristol air service, which starts on Monday August 19th, means that Yorkshire business and leisure passengers will only be 65 minutes travelling time away from Bristol and nearby Bath.

British Airways' wholly owned subsidiary, British Airways CitiExpress, will operate two flights each week day to Bristol and one flight on Sundays using a 29 seater Jetstream 41 aircraft.

Bristol International Airport is located eight miles south of Bristol and there are regular coach services from the airport to both Bristol city centre and Bath, as well as taxi services. Mike Bathgate, General Manager Commercial for British Airways CitiExpress, said: "Our service is by far the quickest and most convenient way to get to Bristol and South West England from Yorkshire. Indications show that demand is expected to be high through both cities having strong financial centres, especially with Leeds being the financial capital of the North.

By offering two flights each weekday, this will enable Yorkshire travellers to conduct a full afternoon's business in Bristol without incurring an overnight stay."

Leeds Bradford International Airport's Managing Director, Ed Anderson, said: "The Bristol service is great news for Yorkshire travellers as it provides another fast link to a UK city from Leeds Bradford, taking our total number of destinations served to more than 40. Bristol is a vibrant major UK city and is also close to Bath, which is renowned for its World Heritage Site."

Weekday flights will take off from Leeds Bradford at 10.30am and 6pm landing in Bristol at 11.35am and 7.05pm. Return services depart from Bristol at 12pm and 7.30pm arriving in Leeds Bradford at 1.05pm and 8.35pm. The Sunday service departs from Leeds Bradford at 1 pm, arriving in Bristol at 2.05pm, with services returning from Bristol at 2.30pm, which arrives into Leeds Bradford at 3.35pm. Return fares start from £99 including all taxes, fees and charges.

The number of passengers using scheduled services in July was the highest in Leeds Bradford Airport's history. A total of 88,449 passengers used the airport's scheduled services during the month. The majority of these were business travellers.

The routes which saw the largest increases over the previous July were Ryanair's no frills Dublin service with a 168.4% rise to 18,472, KLM uk's Amsterdam service with a 26.6% increase to 14,119, bmi british midland's Edinburgh service with a 60.5% increase to 4,373 and British European's Belfast City service with a 37.4% increase to 8,277. The airport's passenger numbers are expected to receive a further boost this month as BA CitiExpress launches its new service to Bristol and KLM uk introduces an additional flight on its Amsterdam route.

AIRPORT NEWS

BRITISH airports are busier than they were last summer, but not because of an influx of American visitors or business people doing deals. BAA today said its seven UK airports - primarily the major London hubs plus Edinburgh and Glasgow - handled 12.9m passengers, a 0.4% rise on July 2001. The company said its airports became busier as the month progressed and as the holiday season kicked off in earnest.

Stansted and Edinburgh, hubs for the low-cost fliers, recorded the fastest growth while domestic flights soared by 10% in the month. European charter flights were up 2.3% but the statistics also showed a big shortfall in North Atlantic traffic, down 9.1% year on year, while other long-haul traffic was off 5.1%.

BAA said cargo traffic was up 2.6% in July, the first monthly rise in two years. This was in part due to a 6.5% jump at Heathrow and was an indication of increased global economic activity, it said.

AIRLINE NEWS

bmi has announced that all its scheduled services from East Midlands Airport will from November be operated by its low cost airline bmibaby. The changes will come into place with effect from the commencement of the forthcoming winter timetable on 27 October 2002. The move follows the exceptional start by the low cost arm of bmi and the significant growth and customer demand that it is experiencing.

bmibaby currently serves nine international destinations from East Midlands Airport with a fleet of two dedicated aircraft. This is set to increase significantly into a major network of UK and European destinations as the East Midlands Airport bmibaby fleet is increased to nine dedicated Boeing 737's by the end of the winter season. At Cardiff International Airport, its second UK base, bmibaby will serve an additional nine destinations with a fleet of two dedicated Boeing 737 aircraft from 27 October 2002.

Austin Reid, chief executive officer of bmi, said: "We have been conducting an ongoing review of all of our operations over the last 18 months and have implemented a number of business initiatives as part of this exercise. It is vital that we recognise the changes in consumer attitudes that are taking place.

"One of our major developments was the launch, in March, of our own low cost airline bmibaby. Over a very short period we have witnessed first hand the desire that exists in the Midlands for this type of business model. Consumer demand and our confidence in the successful launch of bmibaby have already enabled us to launch nine international destinations from East Midlands Airport.

"We have announced an additional nine routes that we would be operating this winter from the second bmibaby base at Cardiff International. Focussing our efforts on bmibaby at East Midlands Airport will enable us to compete more effectively as well as increasing dramatically the range of destinations served. We shall be announcing the bmibaby winter schedule encompassing the entire route network this coming Thursday, 1 August 2002.

"A window of opportunity clearly exists for us to grow and develop the low cost part of our business at a time when the industry faces considerable competition and lower fares. The development of the bmibaby network at East Midlands Airport and its new Cardiff International base will provide us with a sound foundation on which to build our future growth and reputation in this important market. We have always maintained that we will compete vigorously in a wide range of markets, both the full service and low cost sectors. Our announcement today and the recent one-way fare initiatives offered by our full service airline, show beyond doubt that we have a sound business strategy for us to continue to be a highly competitive force."

bmibaby has been criticised by the advertising watchdog for making cheap flight claims. A poster for British Midlands' low-cost carrier advertised one-way fares to Dublin or Murcia for €25, including taxes, when booked over the Internet.

But the bottom of the advert invited customers to "book on-line or call". The Advertising Standards Authority was contacted when a customer, who called Bmibaby, was told the advertised price was only available via the Internet.

Easyjet has announced it is to cancel flights between Northern Ireland and Scotland operated by Go, which it bought last month. The seats disappeared from Tuesday, 20th August leaving 10,000 passengers no option but to transfer to Easyjet flights where available. Both firms have been operating between Belfast and Glasgow and Edinburgh. Easyjet has said too many people are effectively travelling for free, paying just the tax.

U.S. Airways, the seventh largest American air carrier, has filed for bankruptcy protection. It the first major American carrier to declare bankruptcy since the September 11th attacks jolted the U.S. airline industry.

The cash-strapped airline made the announcement, shortly after filing a petition with the U.S. Bankruptcy Court in Alexandria, Virginia. U.S. Airways president and chief executive officer David Siegel says the filing will allow the airline to restructure its finances and continue flights without interruption. The airline says it has received \$500 million in private financing to keep it in operation and hopes to emerge from bankruptcy early next year.

Although U.S. Airways lost no planes in the September terrorist attacks, its business, as well as that of other carriers, was severely hurt. The airline also suffered because its main hub, Reagan National Airport outside Washington, was shut down for three weeks as a security precaution. Not long after the attacks, the company laid off 11,000 workers. The Arlington, Virginia-based Company, which employs some 40,000 workers, says it incurred a net loss of more than \$2 billion last year. Earlier in August, the airline reached agreements with unions representing its pilots and flight attendants that called for wage and benefit cuts.

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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



Spitfire PR XIX PS853 RAF LBA **Terry Sykes**

LEEDS BRADFORD AIRLINE REPORT - JULY 2002

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA136	TFS	05/EC-HZS	12/EC-HKR	19/EC-HJQ	26/EC-HJP	
AEA174	PM	06/EC-HXT	13/EC-HXT	20/EC-HXT	27/EC-FXP	
AEA246	LPA	06/EC-HKR	13/EC-IDT	20/EC-IDT	27/EC-IDT	
AEA264	PM	05/EC-HKQ	12/EC-HBL	19/EC-HBN	26/EC-HBN	
AEA638	PM	06/EC-HKQ	13/EC-HJQ	20/EC-HKR	27/EC-HGQ	
AMC5203	MLA	02/9H-ADH	09/9H-ADH	16/9H-ADZ	23/9H-ADH	30/9H-ADM
AMM639C	FAO	04/G-OOOI	11/G-OOOJ	18/G-OOOS	25/G-OOOZ	
AZI2664	FAO	06/OY-MRK	13/OY-MRK	20/OY-MRK	27/OY-MRK	
BAL076A	AGP	06/G-BYAJ	13/G-BYAD	20/G-BYAY	27/G-BYAY	
BAL089A	CFU	05/G-BYAJ	12/G-BYAD	19/G-BYAY	26/G-BYAY	
BAL127A	IBZ	01/G-BYAJ	08/G-BYAJ	15/G-BYAD	22/G-BYAY	29/G-BYAP
BAL241A	MAH	03/G-BYAJ	10/G-BYAJ	17/G-BYAD	24/G-BYAY	31/G-BYAP
BAL277A	PM	04/G-BYAJ	11/G-BYAJ	18/G-CDUP	25/G-BYAY	
BAL310A	ALC	02/G-BYAJ	09/G-BYAJ	16/G-BYAD	23/G-BYAY	30/G-BYAP
BAL329A	PM	07/G-BYAJ	14/G-BYAD	21/G-BYAY	28/G-BYAY	
BAL573A	REU	06/G-BYAJ	13/G-BYAD	20/G-BYAY	27/G-BYAY	
BAL587A	IBZ	06/G-BYAJ	13/G-BYAD	20/G-BYAY	27/G-BYAY	
BEE9169	VRN	06/G-JECC	13/G-JECD	20/G-JECD	27/G-JECA	
BMA7991	VRN	06/G-RJXA	13/G-RJXF	20/G-RJXA	27/G-RJXB	
FUA1576	AGP	27/EC-HBZ				
FUA1460	AGP	04/EC-HMJ	11/EC-HJJ	18/EC-HHG	25/EC-HMK	
HMS1958	BOJ	01/LZ-HMI	08/LZ-HMN	15/LZ-HMW	22/LZ-HMW	29/LZ-HMQ
IWD3232	TFS	20/EC-ICK	27/EC-IEQ			
IWD3450	ACE	04/EC-ICK	11/EC-IAG	18/EC-IEQ	25/EC-HZU	
IWD3454	TFS	05/EC-IEQ	12/EC-IEQ	19/EC-GZD	26/EC-ICK	
JKK3158	PM	06/EC-HHF	13/EC-HHP	20/EC-HGA	27/EC-HOV	
MYT317	MAH	04/G-RDVE	11/G-RDVE	18/G-SSAS	25/G-FHAJ	
MYT349	REU	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/G-YJBM
MYT351	TFS	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT355	LPA	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT357	PM	02/G-COEZ	09/G-COEZ	16/G-COEZ	23/G-RDVE	30/G-JOEM
MYT361	ACE	04/C-FTDA	11/C-FTDA	18/C-FTDA	25/C-FTDA	
MYT363	GRO	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT365	DLM	05/C-FTDF	12/C-GTDL	19/C-FTDF	26/C-GTDL	
MYT367	BJV	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT369	FUE	03/C-FTDA	10/C-FTDA	17/C-FTDA	24/C-FTDA	31/G-YJBM
MYT371	LCA	01/C-FTDA	08/C-FTDA	15/C-FTDA	22/C-FTDA	29/C-FTDA
MYT373	ALC	02/C-FTDA	09/C-FTDA	16/C-FTDA	23/C-FTDA	30/C-FTDA
MYT379	FAO	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT381	AGP	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
MYT385	PM	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT387	ALC	06/C-FTDA	13/C-FTDA	20/C-FTDA	27/C-FTDA	
MYT389	IBZ	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT391	MAH	05/C-FTDA	12/C-FTDA	19/C-FTDA	26/C-FTDA	
MYT395	PM	07/C-FTDA	14/C-FTDA	21/C-FTDA	28/C-FTDA	
PGT480	DLM	01/TC-APN	08/TC-APU	15/TC-APL	22/TC-AFA	29/TC-AFA
TRA3681	HER	30/PH-HZG				
TYR1024	NN	06/OE-LCL	13/OE-LCI			
VLM458	JER	06/OO-VLS	13/OO-VLK	20/OO-VLR	27/OO-VLG	

OTHER FLIGHTS

04	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
06	F-GNLH	F100	BLE630/631	Lyon - Paris Cdg	Passenger Charter
06	G-JEAS	B462	BEE739/042J	f/t Belfast City	Lieu DH8
06	OE-GBB	D328	-	Bournemouth - Innsbruck	Medivac
07	G-ZAPK	B462	BRT063P/5KG	Jersey - Dublin	Lieu BRT JS41
07	G-ZAPK	B462	BRT6KG/064P	Dublin - Manchester	Lieu BRT JS41
11	G-BTXG	JS31	HWY31L/31P	Glasgow - Aberdeen	MYT crew
15	EC-HXY	SW3	CKM412/413	Gerona - Barcelona	Freight Charter
17	G-APSA	DC6	AAG662/663	Coventry - Lidkoping	Freight Charter
18	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
22	00177	C17	RCH1830	f/t Northolt	USAF VIP
25	G-BTXG	JS31	HWY31L/31P	Glasgow - Prestwick	MYT crew
27	G-MONW	A320	MON8847/847P	Munster - Luton	Passenger Charter
31	G-EMBO	E145	BRT063P/103	Manchester - Aberdeen	Lieu JS41
31	G-EMBO	E145	BRT108/5KG	Aberdeen - Dublin	Lieu JS41
31	G-EMBO	E145	BRT6KG/064	Dublin - Manchester	Lieu JS41
31	<u>OY-APP</u>	B735	DAN9824/1792	Kouvola -n/s- Copenhagen	Passenger Charter

Aircraft making first visits are underlined.

VISITORS TO LEEDS BRADFORD



Airbus 320 9H-ABQ
Air Malta
6 August 2002



Falcon 900 N4NB
12 August 2002



Gulfstream 3 N123TL
5 August 2002



Boeing 737-800 EC-HHH
Futura
8 August 2002



Fokker 50 PH-KVC
KLM Cityhopper
13 August 2002



Airbus 320 G-MIDU
bmi British Midland
13 August 2002



Airbus 319 G-EUOG
British Airways
8 August 2002

MILITARY MATTERS



VOLUNTEER GLIDING SCHOOLS (a biennial survey)

Volunteer Gliding Schools (VGS) exist to provide gliding instruction to members of the Air Cadet Organisation (i.e. of the Air Training Corps and RAF Sections of the Combined Cadet Force). The instructors are volunteers, either civilian instructors or holders of commissions in the Royal Air Force, Volunteer Reserve (T) Branch. The cadets undergo a series of progressive courses qualifying for a series of awards in the form of gliding 'wings'.

The Schools operate two types of gliders: Grob Vigilant T1s and Grob Viking T1s denoted Vg and Vk respectively, in the listing below. The Schools are located at a variety of establishments including RAF Stations (RAF), Royal Naval Air Stations (RNAS) and Army Camps (Army).

<u>VGS</u>	<u>Location</u>	<u>Glider</u>	<u>VGS</u>	<u>Location</u>	<u>Glider</u>
611	Watton (Army)	Vk	633	RAF Cosford	Vg
612	Abingdon (Army)	Vg	634	RAF St Athan	Vk
613	RAF Halton	Vg	635	Bae Samlesbury	Vg
614	Wethersfield (MOD)	Vk	636	Swansea	Vk
615	RAF Kenley	Vk	637	Lt Rissington (Army)	Vg
616	RAF Henlow	Vg	642	RAF Linton/C Fenton	Vg
618	RAF Odiham	Vg	643	RAF Syerston	Vg
621	Hullavington (Army)	Vk	644	RAF Syerston	Vg
622	Upavon (Army)	Vk	645	Catterick (Army)	Vk
624	Chivenor (Marines)	Vg	661	Kirknewton (Army)	Vk
625	Hullavington (Army)	Vk	662	Arbroath (Marines)	Vk
626	Predannack (RNAS)	Vk	663	Kinloss	Vg
631	RAF Sealand	Vk	664	Newtownards	Vg
632	RAF Ternhill	Vg			

Central Gliding School (CGS) is based at RAF Syerston.



Vigilant Grob B109B



Viking T Mk 1

Credits:

Royal Air Force Yearbook 2002

Military Aviation Review United Kingdom 2000

BOMBER COMMAND AIRCREW LOSSES 1939-45

Our esteemed Editor has been adding to the Military Aviation content of the magazine by including histories of Squadrons which formed part of Bomber Command 1939-45. These articles took me to consulting the book which I consider the best on the bomber offensive throughout these years*. For me, the most telling paragraph in the book is:

"55573 aircrew, almost all officers and NCOs, among the finest and most highly trained material in the British Empire, were killed. A further 9784 were shot down and taken prisoner. The sacrifice was greater than the British Army's total loss of officers in the First World War. Bomber Command's casualties amounted to almost one-seventh of all British deaths by land, sea and air from 1939 to 1945. The pitiful prospects of surviving a tour of bomber operations was only matched in hazard on either side by the German U-boat crews."

Over thirty-eight thousand of these losses were sustained by members of the Royal Air Force; almost ten thousand by members of the Royal Canadian Air Force; over four thousand by members of the Royal Australian Air Force; and almost two thousand by members of the Royal New Zealand Air Force.

May they rest in peace we will remember them.

Credit: *Hastings, Max BOMBER COMMAND Michael Joseph

RNZAF SKYHAWK SQUADRONS DISBAND

The New Zealand Government has disbanded the air combat wing of the Royal New Zealand Air Force which was composed of three squadrons of Skyhawks: 2, 14 and 75 Squadrons. In a farewell gesture six Skyhawks flew over Auckland. Some of the pilots will remain in combat readiness; nine are to serve with the Royal Air Force, six to the Royal Australian Air Force.

Credit: Ken Sander, our Auckland correspondent (who recently visited the UK)

WANT TO TAXI IN A LANCASTER?

Two Lincolnshire chicken farmers own the only privately-owned Lancaster in the world. They offer opportunities to travel in the aircraft as it taxis across East Kirby airfield on most Wednesdays or Thursdays throughout the summer season. It is not a cheap activity: £180, which includes coffee, lunch and tea and a 20 minutes taxi in the Lancaster (further details 01673 858387).

East Kirby Airfield is the site of Lincolnshire Aviation Heritage Centre which is open Monday to Saturday. In addition to the Lancaster the Centre displays a Hampden, a Flying Flea and a Proctor, details 01790 763207 - or ask me for a photocopy of the information I have.

Credit: Telegraph Weekend
Mavis Tennant

HELICOPTER NEWS

Ireland has dropped the order to supply the Irish Air Corps with Sikorsky S92s for medium lift and Search and Rescue (SAR) duties. There has been some controversy about the order as Eurocopter alleged irregularities in the tendering process. In the meantime, a Sikorsky S61 is to be leased for SAR duties off Ireland's northwest coast. The Dauphins currently used are in drastic need of replacement.

The MV-22 Osprey Tilt-Rotor aircraft has made an initial flight following its seventeen-month grounding after the December 2000 fatal accident. An intensive programme of 1800 flight test hours is to be embarked upon. The Osprey should have already been in operational service with the US Marine Corps, but there have been constant delays, mainly due to technical problems.

British helicopters operating in Afghanistan and Pakistan have been cleared for operations up to 15 thousand feet, reported AVM David Niven, Head of Joint Helicopter Command. As this copy was being written, there were media reports of problems with helicopters in the extreme temperatures being experienced. AVM Niven had earlier reported that rising temperatures would present even bigger problems to helicopter crews; at that time Bagram air base was experiencing temperatures of 110F!

Credit: Defence Helicopter

LINTON STATIC DISPLAY

On display at RAF Linton-on-Ouse Families Day in early July were:

XS712/A	Dominie T1	55(R) Sqn	XX493/L	Jetstream T1	45(R) Sqn
ZJ235/1	Griffin HT1	60(R) Sqn	ZJ275	Squirrel HT1	DHFS
XX225	Hawk T1	208(R) Sqn	ZF379	Tucano T1	1 FTS

Credit: Military Aviation Review

Please send any information for inclusion in Military News to:

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

Eric Martin

ATTENTION ALL MEMBERS

LUXURY COACH TRIP TO DUXFORD IMPERIAL WAR MUSEUM

Saturday 28 September 2002

Book your seats now on this luxury coach trip for all members and also non-members

Coach fare £18 per person (does not include Duxford entrance fees)
 £10 accompanying spouse (does not include Duxford entrance fees)
 £ 5 accompanying child under 16 years of age (free entrance to Duxford)

Deposit on booking £10 per adult (non returnable deposit)

Cheques payable to Air Yorkshire Aviation Society

Duxford Tariffs £6.00 Adult (age 19 and over)
 £4.00 Senior Citizen
 £3.00 Concession

2 pick-up points: 0700 hours from the public car park opposite Guiseley Theatre, The Green
 0715 hours from Finkhill car park near St Margaret's Hall, Horsforth

Information: Toilet facilities are available on the coach
 No meals are included on this trip

Depart Duxford 1730 hours

Information or Paul Windsor
Booking 221 Queensway, Yeadon, Leeds LS19 7PA
 Tel: 0113 250 4424

NO AIRCRAFT NUMBERS ... SORRY!

Much has been written about the Isle of Wight, but still I find when talking to people how very few have ventured to this most beautiful of British islands. For the past forty-odd years this has been a must in my holiday itinerary and I always feel I am going back in time to the less hectic, better days of the fifties and sixties, when life was so much slower than of today.

The island is just 23 miles wide and 13 miles deep. It boasts some of Britain's most varied and beautiful countryside for walkers, but for us less energetic souls, it abounds in things see and visit by the motor-car.

From the excitement of watching yachting at Cowes or the steady parade of huge cargo boats and cruise ships in the Solent, to the magnificent chalk cliffs at Freshwater, or to visit Queen Victoria's favourite home, Osborne House and then a drive to Havenstreet and take a ride on the Island's steam railway with its handsome restored Edwardian and Victorian engines and coaches, is always, to me, very pleasurable.

With so much to do and see and with half of the island designated an area of natural beauty, I never tire visiting this part of Britain. So, once again in June I paid a visit, and once again the weather was very kind and the ferry crossing from Lymington to the quaint old town of Yarmouth, was, as always, delightful.

This is not going to be a travel article on the Isle of Wight but to inform aviation enthusiasts (if they didn't already know) of the island's two small airports - Sandown (formerly Lea Farm) and Bembridge - which are always a must whenever I visit.

On a most beautiful of mornings recently, I called in at Sandown airport (just outside of the town). Parking is plentiful and one can watch with ease as aircraft approach either on 05 or 23 onto a grass strip which is said to be one of the longest in the UK. (It must have been a sensational sight when a Beverley freighter touched down a few years ago!).

On my latest visit I saw many comings and goings of varying types of aircraft. As I watched with an excellent cup of tea and home made "samie" (purchased from the little aircraft-orientated cafe), the sky above was filled with the aerobatics of a Tiger Moth and coming towards me, the very loud spluttering engine of a Harvard, in a striking blue colour scheme and with American markings. It entertained me as it tried to park in a very busy area. (They are extremely noisy aircraft and I would imagine two or three of them taxi-ing the perimeter of L.B.A. would bring out the "noise abatement" mob).

All the usual small aircraft abounded but one aircraft stood out, a radial-engined bi-plane in immaculate yellow paintwork; a beautiful aeroplane from a by-gone era. But what was it? With no-one to ask, I was about to knock on the door of the tiny air traffic control building, when a very smart, distinguished old lady asked if she could help. She informed me that the aircraft was an American N-3, an aeroplane which preceded the very famous Stearman; but what the lady revealed later was really fascinating.

Her life had been with aeroplanes. At the age of 18 during the late 1930s, she received her pilot's licence and then when women were wanted for the war effort during 1940-45 she volunteered as a ferry pilot. With pride and a beautiful smile she related some of her exploits flying a vast amount of warplanes. I was amazed when she told me that she had ferried over 400 Spitfires and numerous Hurricanes from factories to operational squadrons - but never abroad. As she was being called away she said part of her work had involved ferrying 2-engined bombers, but never the "heavies". I was anxious for more fascinating conversation with this remarkable old lady, but it wasn't possible.

But for all the sightings of aircraft at Sandown Airport I didn't get, for all you "number crunchers", one single aircraft number! It has always amazed me that number collecting is a pleasure and an interest. I do wonder at times if I am the only member of Air Yorkshire who is solely interested in aircraft. As someone put it to me once, I'm a "nuts and bolts" enthusiast.

I have never come to terms with the way members scamper around airfields searching for aircraft numbers. I will never forget the horrendous day when I went with John Jackson and two other Air Yorkshire members to the RAF Museum at Hendon.

With an early morning drive down the M1, our driver suggested, as we were in Leicestershire, that we visit Bruntingthorpe. Turning off the motorway we sedately wandered down local side roads, when from the back of the car came a cry of "Balloon to the left, John, go, go, go". At that, John's persona changed as he slammed the Mondeo's gearbox into a lower gear and we sped down narrow roads very hastily. Turning one corner, with the cry of "go, go, go" ringing in my ears, I hung onto a strap and wondered "what the!"

John's skills with the Ford impressed me as we did a right turn, I am sure, on two wheels! The screaming engine made an "old kid" taking an early morning walk, hands to the rear, pipe hanging in the corner of his mouth, hesitate. Stepping back he missed his balance and fell into a muddy ditch and as we thundered past his obvious mutterings were not very pleasant. Our two navigators in the rear carried on with their screaming of directions and John by now was giving the car's accelerator and brake plenty of "heel and toe". Taking a hump-backed bridge in true rally style, we nearly landed on a tractor, driven by an innocent, flat-capped, red-faced farmer going about his Sunday morning business. When we did manage to negotiate the big John Deere unit, the man's mannerisms were not friendly, and the large dog sat at his side, was snarling and barking nastily.

But as we negotiated other lesser obstacles a cry from the rear told us we had found the balloon. In the early-morning mist of the Leicestershire countryside, a vast, colourful balloon appeared a few hundred feet above the trees in front of us - a truly wonderful sight, but it was with the remark of "Got it, John" did I realise that our hair-raising ride had been for just one reason, to get a bloody number.

We carried on to our objective of Bruntingthorpe airfield. Before the car had stopped, the rear-seated passengers were out, apparently running to all four corners of the airfield, looking for aircraft numbers. I personally wandered over to an ex-Boscombe Down Canberra and enlightened the local technicians on pre-flight procedures RM style. Checking the micro-switch in the undercarriage wheel bay, impressed them. A visit later to a Vampire restoration group's workshop in a far-flung corner of the aerodrome, where our number-crunchers were in their element sifting through bits and pieces of old aircraft, I personally enjoyed discussing with a very enthusiastic engineer, the re-building of a Vampire's wing section.

But I digress....

Bembridge airport is on the eastern side of the island. Conveniently placed is a pub, The Propeller (a Britannia prop is mounted on the outside wall of the building). In the free car park one can muse on the movements of many different-sized aircraft. During my last visit I was about to ask for an alcoholic beverage, when my wife ran into the pub with news of an interesting aircraft for my attention.

And it was unusual; it was an old Islander (they were built here years ago). It had appeared from one end of a building, painted in blue with a number marking but nothing else. It took a while to complete its checks, by which time a large crowd had gathered, but no-one appeared to know anything about it - pity.

As Bembridge is a strip used by gliders, I watched with interest as they were patiently bolted together for what turned out to be a fascinating gliding day.

Another pleasant day spend watching and inspecting aeroplanes, but sorry not one number recorded.

If you want to know how to fix a drop tank to a Canberra's wing, or where the jacking points are on an Airbus 320, maybe you have pondered the complicated issues involved in trying to fit an in-line filter into a Mosquito's fuel system, then I'm your man, but never in all the years I've been around aircraft have I recorded a NUMBER sorry.

Alan Tempest

A LONG WALK - RAIN, PEAT BOGS AND A CRASH SITE

Apart from civil aircraft, my other passion in life is fell walking and climbing. A weekend walk of thirty miles in Upper Teesdale initially showed a response of fourteen people from work; in the end there were just five of us. The circular walk centred round the summits of Little and Great Dun Fell and Cross Fell, high up in Teesdale. Apart from the Pennine Way, this land of high rolling windswept fells, virtually trackless, is indeed England's last wilderness. Cross Fell is the highest point in the Pennines at just under 3000ft, its summit invariably covered in cloud, even in the height of summer. To be lost in this area without knowledge of map and compass can and has led to hypothermia, and even death. So read on and walk with us in rain and low cloud, through peat bogs and energy-sapping heather for seventeen miles, to our overnight camp 2700ft up in an old lead miner's hut, Greg's Hut.

Friday night we met up at Langdon Beck Hotel in Upper Teesdale, for "refreshments". The weather was good, the forecast lousy. Saturday dawned cold, with drizzle and low cloud (it was April). The weather worsened. We left the hotel at 09.45 with full waterproofs on and full rucksacks. The Pennine Way was followed by way of the River Tees to Cauldron Snout, the outflow of Cow Green reservoir. This was in full spate as we scrambled up the side on slippery rocks to cross the top and continue the Pennine Way by Maize Beck to High Cop Nick, the most spectacular glacial valley in the country. Maize Beck had to be forded. It was deep, fast flowing ... and cold. The drizzle turned to rain ... visibility was down to yards, in cloud. Here we left the Pennine Way to track for six miles, north north west on compass bearings over trackless wasteland of peat bogs, rough grass and heather to rejoin the Pennine Way on Green Fell.

On passing an area of shake holes at grid reference 725296 we came upon the remains of an aircraft. Pieces of fuselage, wings and engine cowlings were scattered over a huge area. Because of the terrible weather we had to stay close together whilst searching for further remains ... to be lost up here is to be lost indeed. On 18 February 1943 an Avro Anson number DJ453 crashed in a violent snow storm whilst on a flight from Scotland to the Midlands. There were no survivors. Pieces of aluminium rose out of the black morass of bog like ghostly spectres, pieces bent and twisted, of all shapes and sizes. Large sections of wing, bent and buckled, partly submerged ... slowly being sucked under the peat bogs. Because of the atrocious weather at the time, it took over three days before the crash site was found. Had there been anyone left alive after she crashed, probably cartwheeled, and broke up into a thousand pieces, at well over 2000ft, there could have been no hope for survival, not in this area of England's last wilderness. As we left the site, we paused to think how small we were in these hundreds of square miles of wasteland.

We now follow an indistinct path from Green Fell to Great Dun Fell which now boasts a radar station where two huge geodesic domes loom out of the swirling cloud and rain. We continue over Little Dun Fell on to the bleak windswept summit plateau of Cross Fell, compass bearings again to cross safely to the highest point, a huge drystone cross, banked high with snow on all quarters ... it was now below freezing and the rain fell as hail. We thankfully leave the summit and within a mile reach Greg's Hut, a dry, if very cold, bothy, our camp for the night, seventeen miles and nine and a half hours later. It was now dark and snowing ... at least we were safe.

Sunday morning dawned cold, no rain, no snow, but still in cloud. We left at 08.30, now heading north east over Blackstone Edge where we left the Pennine Way by the disused mine shafts at Black Gut, still on compass bearings through marshy ground to Round Hill, dropping down to Tynehead Valley then on to Herdship Fell where we came out of cloud into sunshine, where our wet clothes positively steamed! It was warm. The final eight miles, in sunshine, was all down hill to Langdon Beck. Looking back, Cross Fell was still wreathed in cloud. We had accomplished our walk of thirty miles in a little over fifteen hours and, looking back again, reminded us of what happened on 18 February 1943. I hope you enjoyed our walk.

Peter Constable

ROYAL INTERNATIONAL AIR TATTOO FAIRFORD

Although the weather was not too sure what to do, it was warm and sunny as I joined the traffic as it made its way slowly to the airfield. We had stayed the night at a B&B to the east of Swindon close to the M4. Ducksbridge was the name of the Guest House, in the village of Wanborough, and I would recommend it to anybody planning to go to Fairford for RIAT 2003.

The last two years I had been able to see the show at RAF Cottesmore and was looking forward to watching the Tattoo on its home base at Fairford. The pace of the traffic was reasonable at first and we were kept in the nearside lane and the through traffic sped past us in the outside lane. It was obvious that a lot of the "Through Traffic" was filtering into our line up ahead and we came to a stop.

I turned on the car radio to VULCAN FM to hear the live show commentary and I heard of the Italian Air Force **Alenia G222TCM** that had tried to perform a Sarajevo landing and the nose undercarriage collapsed and ignited; although it was only a relatively small fire, the crew were smoked out of the cockpit. This of course put a damper on things because he was stuck on the active runway; this left only about 6,000 ft of runway, thus preventing take off and landings. RAF **Hercules C3** and ACC **Islander** flying in the area were called in with **Helicopters** and **Harriers** and entertained the crowd until the programme was rearranged.

By this time we were close enough to the airfield to see some action and hear it as well. The car parks were filling up well and I was stuck at a junction and not going anywhere. At this point I was given the Follow Me treatment and told to follow a Police motorcycle who turned on the taps and sped away with me in hot pursuit.

Eventually we arrived at Red car park across the road from the show and into the search area to go through the now familiar security check. Hey, we were there already, it was an inspiring sight with all the Acrobatic Display teams lined up ready to do their stuff. Italian Frecci Tricolori 10 **Aermacchi MB339a**, La Patrouille de France 8 **Dassault/Dornier Alpha Jet Es**, Spain's Patrulla Aguila 7 **Casa C101EB** Aviojets, Patrouille Suisse 6 **Northrop F-5E Tiger 11s**, Royal Jordanian Falcons **Extra EA 300s** and Los Halcones from Chile; these were also **Extra 300's** and had arrived at RAF Brize Norton in crates in a B-707 and were assembled ready for the show. The Red Arrows **Bae Hawk T1As** were gleaming and looked superb.

The Four **Boeing Stearmans** of the Utterly Butterly display had just finished their display and the work was still in progress to remove the "Italian Job". They seemed to be using all the equipment that NATO could muster, when we got to the side of the runway. Then it rained for a few minutes and the outlook was a little damp!! But the sun came out again for the rest of the day.

Eventually the Italian mishap was towed away and the flying restarted. The **Harriers** came back, as did the **Tornado**. Then we were treated to a display by the American Mighty Eighth **F-15C Eagle**. The American Heritage Flight with **Thunderbolt** and **Mustang** followed by **F-117A**, **Rockwell B-1B Lancer**, **B-2A Spirit** performed a single pass escorted by **F-15s** and the **B-52H Stratofortress**.

Classic Jets de Havilland **Sea Vixen**, Martin-Baker's all black **Meteor T7 WA 638** and The Golden Apple Trust **F-86A Sabre**. Air Atlantique was represented by no fewer than eight aircraft with **DC-6 GAPSA** and a **Hanson T21** resplendent in its new paint job. The Gliders performed with a grace that only gliders can, and the Swiss showed off the new **Pilatus P-C 21**, as did the Czech Air Force with the **Aero L 159A** appearing for the first time.

The show was punctuated, once the runway was open again, by some breathtaking displays by the Acrobatic teams and after the Italian and French displays I thought that the REDs could not better them. But they did and I came away even enjoying (probably not quite the right word) not caring about the departing traffic jams.

Brian Wray

Bomber Command

1939 - 1945

Menu Options

No. 21 Squadron

Motto: "Viribus vincimus" (By strength we conquer).

Badge: A hand erased at the wrist, holding a dumb-bell. The dumb-bell was used as a badge by the squadron in 1917 and symbolises strength.

Authority: King George VI, July 1938.

No. 21 Squadron, RFC, was formed at Netheravon, Wiltshire, on 23rd July 1915, and went to France in January 1916, as a general duties squadron equipped with RE7 aircraft; it was, incidentally, the only unit to serve overseas equipped with RE7s throughout. The squadron's initial duties were mainly strategic reconnaissance and patrol but from 9th March it was also employed on bombing. On 30th June 1918, on the eve of the great Somme offensive, six of its RE7s opened the RFC's bombing programme by attacking the railway station at St. Sauveur, near Lille, where the enemy was known to have been stockpiling ammunition. Each RE7 carried a 336-lb. bomb and this was the first occasion on which the big, heavy-cased Royal Aircraft Factory bomb was used in France.



In August 1916, the squadron was re-equipped with the BE12 single-seater and during the next 5 to 6 months was engaged on offensive and defensive patrols, escort work, and bombing. In February/March 1917, it was re-equipped with the RE8 and assumed the duties of a corps squadron. It remained in this role for the remainder of the war and for its work during the Messines offensive in the spring of 1917 was congratulated by General Trenchard in person who said it was the best artillery squadron in France. Disbanded in October 1919, No. 21 was re-formed as a bomber squadron at Bircham Newton in December 1935, and equipped with the Hawker Hind two-seat day bomber. It later moved to Abbotsinch, Lymington, and on the outbreak of war was based at Watton, Norfolk.

During the early part of the war, No. 21 Squadron, flying Blenheim IVs, played a prominent part in No. 2 Group's offensive against shipping in the English Channel and the North Sea, and "fringe" targets on the Continent. The squadron went to Malta in December 1941, and, flying from Luqa, attacked shipping in the Mediterranean and land targets in North Africa. It was disbanded on 14th March 1942, and re-formed the same day in England. Later that year it received new equipment in the form of the Lockheed Ventura, and on 6th December, operating from Methwold, was one of the squadrons which made the daring low-level attack on the Phillips radio and valve factory at Eindhoven.

No. 21 continued daylight operations with Venturas-albeit spasmodically - until early September 1943, and soon afterwards began to convert to the fighter-bomber version of the de Havilland Mosquito. During the remainder of the war it was mainly employed on night bombing, but also took part in several special daylight precision attacks, including such spectacular ones as those against the Gestapo Headquarters at Aarhus in Denmark on 31st October 1944, and the Gestapo Headquarters at Copenhagen on 21st March 1945. From February 1945, onwards the squadron was based on the Continent.

One of No. 21's Mosquitos, LR385 "D-Dog", made 104 operational sorties (on 91 of which bombs were dropped) with the squadron. It flew its first op on 6th February 1944, when it bombed a V-weapon site at

Bois Coquerie, and its 104th op on 29/30th November 1944, when it bombed a railway - including a train - and also strafed a factory during a patrol immediately behind the battle line.

Bomber Command WWII Bases:

- Watton: Mar 1939-Jun 1940
- Lossiemouth: (attached to Coastal Command): Jun 1940-Oct 1940
- Watton: Oct 1940-Dec 1941
- Again detached to Lossiemouth for ops with Coastal Command in May/Jun 1941 & also in Sep 1941.
- Luqa, Malta: Dec 1941-Mar 1942
- Disbanded 14.3.42 & re-formed same day-again as a bomber squadron at Bodney (a satellite to Watton).
- Bodney: Mar 1942-Oct 1942
- Methwold: Oct 1942-Apr 1943
- Oulton: Apr 1943-Aug 1943
- Hartford Bridge: Aug 1943-Sep 1943
- Sculthorpe: Sep 1943-Dec 1943
- Hunsdon: Dec 1943-Apr 1944
- Gravesend: Apr 1944-Jun 1944
- Thorney Island: Jun 1944-Feb 1945
- Rosieres-en-Santerre, France: Feb 1945-Apr 1945
- Brussels/Melsbroek, Belgium: Apr 1945 onwards

Bomber Command WWII Aircraft:

Bristol Blenheim I and IV: Aug 1938-Jul 1942
Lockheed Ventura I and II: mid-1942-Sep 1943
de Havilland Mosquito FB.VI : Sep 1943 onwards

Code Letters:

During the 1938 Munich crisis No. 21 was allotted the code letters "JP". In WW2 its aircraft were coded "YH".

First Operational Mission in WWII:

17th November 1939: Photographic reconnaissance of Wilhelmshaven area & Heligoland by 4 Blenheims.

First Bombing Mission in WWII:

16th March 1940: 5 Blenheims (some of a total of 9 engaged in individual searches) bombed enemy shipping during an armed reconnaissance in Heligoland Bight.

Last Operational Mission in WWII:

25/26th April 1945 : 12 Mosquitos bombed and-in six cases-also strafed enemy road and/or rail transport, towns and villages in battle area in support of the Army. Centres attacked included Heide, Bad Oldesloe and Wittenburg.

FREE AIR



Hi Cliff

Called into AS just to say thanks again for the excellent meeting you gave the other Sunday, thought you had the razor out, but turned out to be DB behind Ken's desk! Hope the painting is now going well – David

Below just a bit of nonsense for Free Air if you have the usual lack of support, plus a fill in bit.

The Definite Article: T-38 Supersonic Jet

In these uncertain times, with even conversations down at the pub dominated by talk of soaring crime rates and the likelihood of war, every man should be prepared to defend himself and his family. Hence you might be interested in buying a supersonic fighter jet. For just a cool £2.2 million Thorncroft Aircraft Company of California, will sell you a T-38 Talon twin-engine high-altitude military jet, repainted in a fetching shade of blue. Used by Nasa to train astronauts, the T-38 has a top speed of 812 mph and can climb from sea level to nearly 30,000 ft in 60 seconds flat. These attributes would enhance the standard security alarm, CCTV, rusty shotgun etc. - interested parties could always try their credit card and log on to WWW.thorntonaircraft.com

X marks the spot for pilots

Homeowners living near White Waltham airfield are being asked to paint white crosses on their roofs to help guide pilots to the runway. Dave Coe, chief flying instructor at the airfield, near Maidenhead, Berks, said: "The airfield is enclosed by agricultural land. If we could pay residents to have marks on their properties the circuit would be much clearer to the pilots."

One villager said: "I don't know what's worse, having a big cross on my house or a lost pilot circling overhead."

Credits: Daily Telegraph

David Tennant

BAGBY AIRFIELD

A visit to Bagby (North Yorkshire) airfield on Saturday, July 27th, at 2pm-3pm produced a nice pint and a good warm welcome.

On arrival we saw three YAKs, followed by one landing later, so a collection of YAKs, all being flown by RAF personnel. They were seen over the area on the following day, and the details for the YAKs were: G-BZTF, LY ALS, LY LVN and RA 44475. It could be that they were appearing at Sunderland air show, but not sure.

Anyway, other aircraft seen during our short stay were:

G-AWLA Cessna 150	G-AWTV Beech Musketeer	G-AXDV Beagle Pup
G-AXSD Beagle Pup	G-BFGH Cessna Skymaster (wreck)	G-BKSB Cessna 310
G-BLLP Firefly (wreck)	G-BMSU Cessna 152	G-BOLF Tomahawk
G-BPJD Rallye	G-BPMF PA28	G-BRFL Tomahawk
G-BSSE PA28	G-GBUE Robin 400	G-HMES PA28 (wreck)
G-MNZJ CFM Shadow	G-MOPB Diamond	G-MYPH Pegasus Quantum

Keep up the good work on the magazine, I look forward to receiving it, good bedtime reading! Regards.

Ian Hall

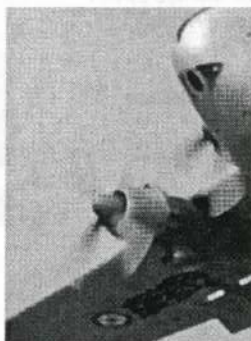
SPOTTERS CORNER

The number of entries for last month's competition was to say the least very small, so try this month's - all answers to be with me by our publishing date of the 20th September.

Answer can be by snail mail or e-mail. No entry form required.

Clue - Yorkshire Connections

Cliff



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22 June 2002

Paul Whincup

Boeing 757 D-AMUZ
LTU
Samos
24 June 2002

Peter Martin

