



YORKSHIRES PREMIER AVIATION SOCIETY



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JIM STANFIELD

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2002-2003

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

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

5 October - Julian Carr, Business Development Manager - Jet 2
2 November - Annual General Meeting
7 December - Pre-Christmas "Get Together"

AIR YORKSHIRE AVIATION SOCIETY NEWS

Thirty members attended the August meeting where we were treated to a very good slide show of airliners past and present. Dave Valentine gave an excellent commentary which I'm sure we all enjoyed.

At today's meeting we welcome a representative from Jet2. Jet2 is the best thing to happen at LBA in a very long time. They have pushed the passenger figures towards two million this year and long may they continue with more routes this next year.

Geoff Ward

PLEASE NOTE EDITOR'S CHANGE OF e-mail ADDRESS:

To avoid confusion in the future and to make identification easier and quicker, will members please use the following new e-mail address for messages and for all items which are submitted for inclusion in the magazine.
airyorks@aol.com

Thanks
Cliff Jayne

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



MOVEMENTS JUNE

01 Sunday

G-CELS	Boeing 737 300	0117 1150	G-BYAB	Boeing 767	0458 0615
G-MCEA	Boeing 757	0710 0830	G-UKFN	Fokker 100	0927 1039
CS-TMT	Airbus 330	0941 1112	G-JEDX	DHC-8	1012 1048
G-BXWF	Fokker 100	1035 1128	G-BYAB	Boeing 767	1158 1403
G-CELX	Boeing 737 300	1240 1401	EI-CNW	Boeing 737	1313 1349
G-JIVE	Hughes 369	1354 1414	G-UKFN	Fokker 100	1356 1603
G-RJXI	EMB 145	1445 1544	G-RJXH	EMB 145	1450 1537
G-RJXB	EMB 145	1504 2015	G-MCEA	Boeing 757	1534 1734
D-EHPD	PA-28 Cherokee	1545 0750(04)	N750NS	Citation X	1549 1911
G-JECB	CL600 RJ	1608 1710	OE-GAA	Citation V	1627 1706
G-MAJH	Jetstream 41	1637 1749	G-RJXG	EMB 145	1658 1758
G-UKTC	Fokker 50	1701 1803	G-CBCS	Jetstream 31	1704 1738
G-RJXH	EMB 145	1732 1808	G-CELS	Boeing 737 300	1744 1837
EI-CKQ	Boeing 737	1832 1908	G-CELV	Boeing 737 300	1846 0657(02)
G-JECB	CL600 RJ	1906 2010	G-UKFN	Fokker 100	1944 0626(02)
G-MAJH	Jetstream 41	2008 0704(02)	G-CELX	Boeing 737 300	2022 0639(02)
G-RJXI	EMB 145	2037 0723(02)	G-RJXH	EMB 145	2048 0742(02)
G-RJXG	EMB 145	2058 0714(02)	G-BVJC	Fokker 100	2101 2148
G-CELS	Boeing 737 300	2110 0721(02)	EI-COX	Boeing 737	2119 2144
G-OGRG	Citation Ultra	2214 2243	G-MCEA	Boeing 757	2224 2035(02)
G-CELU	Boeing 737 300	2242 1330(02)	CS-TPJ	EMB 145	2307 0737(02)
G-BYAB	Boeing 767	2315 1031(02)	G-BVJC	Fokker 100	2359 0717(02)

02 Monday

LZ-BHA	Airbus 320	0726 0843	G-RJXB	EMB 145	0738 0840
G-JEDY	DHC-8	0757 0832	G-RJXI	EMB 145	0930 1007
G-MAJH	Jetstream 41	0932 1027	G-UKFN	Fokker 100	0941 1053
G-BVJC	Fokker 100	0944 1055	EI-CNW	Boeing 737	0954 1024
G-RJXH	EMB 145	1005 1048	G-CBCS	Jetstream 31	1013 1452
G-CELS	Boeing 737 300	1015 1129	G-RJXG	EMB 145	1018 1114
CS-TPJ	EMB 145	1041 1403	D-IHVA	PA-42 Cheyenne	1143 1437
G-BPNT	BAe 146 300	1146 1234	G-CELV	Boeing 737 300	1153 1304
G-RJXI	EMB 145	1201 1348	G-MAJH	Jetstream 41	1204 1442
CS-DNL	Hawker 800XP	1211 1323	G-RJXH	EMB 145	1316 1458
EI-COA	Boeing 737	1319 1358	G-CELV	Boeing 737 300	1346 1352(03)
G-RJXG	EMB 145	1351 1507	G-BVJC	Fokker 100	1354 1540
G-UKFN	Fokker 100	1356 1614	G-JECB	CL600 RJ	1600 1710
G-BYAB	Boeing 767	1603 1729	G-BXDS	JetRanger	1607 1642
G-GRGG	CitationJet	1618 1920	G-CBCS	Jetstream 31	1631 1705
G-RJXB	EMB 145	1633 2005	G-RJXH	EMB 145	1646 1734
G-UKTE	Fokker 50	1657 1804	G-MAJH	Jetstream 41	1703 1757
CS-TPJ	EMB 145	1712 1752	G-RJXG	EMB 145	1719 1801
G-RJXI	EMB 145	1728 1808	G-CELS	Boeing 737 300	1742 1837
G-BVJC	Fokker 100	1816 1912	EI-CNW	Boeing 737	1830 1914
G-CELV	Boeing 737 300	1900 0704(03)	G-JECB	CL600 RJ	1903 1954
CS-DNV	Hawker 800XP	1905 1505(03)	G-UKFN	Fokker 100	1929 0620(03)
G-RJXH	EMB 145	1934 0715(03)	G-CELU	Boeing 737 300	1956 0838(03)
G-CBCS	Jetstream 31	2001 0708(03)	G-RJXG	EMB 145	2003 1416(03)
G-MAJH	Jetstream 41	2014 0717(03)	CS-TPJ	EMB 145	2030 0726(03)

G-RJXI	EMB 145	2100 0721(03)	G-CELS	Boeing 737 300	2104 0706(03)
EI-CNZ	Boeing 737	2106 2135	G-BVJC	Fokker 100	2124 0713(03)
03 Tuesday					
G-BYAB	Boeing 767	0227 0646	G-RJXB	EMB 145	0733 1050
G-JECB	CL600 RJ	0741 0826	G-MCEA	Boeing 757	0755 0917
G-RJXI	EMB 145	0910 0956	CS-TPJ	EMB 145	0930 1451
G-UKFN	Fokker 100	0934 1052	G-MAJH	Jetstream 41	0939 1027
EI-CKQ	Boeing 737	0944 1034	G-CBDA	Jetstream 31	0949 1056
G-BVJC	Fokker 100	0958 1101	G-CELS	Boeing 737 300	1003 1226
G-RJXH	EMB 145	1008 1117	9H-ADN	Boeing 737 300	1104 1207
G-BPNT	BAe 146 300	1135 1221	G-RJXI	EMB 145	1151 1956
G-GAFT	PA-44 Seminole	1204 1716	G-CELV	Boeing 737 300	1209 1443
G-MAJH	Jetstream 41	1213 1446	EI-CON	Boeing 737	1321 1357
G-RJXB	EMB 145	1327 0710(04)	G-RJXH	EMB 145	1356 1507
G-BVJC	Fokker 100	1405 1536	G-UKFN	Fokker 100	1412 1603
OY-NPA	SA226TC Metro 2	1434 1541	CS-DNQ	Falcon 2000	1436 0817(04)
G-BYRA	Jetstream 31	1457 1528	EC-HGO	Boeing 737 800	1524 1643
G-JECB	CL600 RJ	1558 1714	G-MCEA	Boeing 757	1611 1731
CS-TPJ	EMB 145	1651 1735	G-RJXG	EMB 145	1657 1750
G-UKTC	Fokker 50	1659 1803	G-BYRA	Jetstream 31	1701 1738
G-MAJH	Jetstream 41	1719 1810	G-RJXH	EMB 145	1719 1810
G-BVJC	Fokker 100	1808 1907	EI-CNW	Boeing 737	1832 1910
G-JECB	CL600 RJ	1901 1951	PH-HZY	Boeing 737 800	1905 2021
G-UKFN	Fokker 100	1931 0613(04)	CS-TPJ	EMB 145	1934 0733(04)
G-CELS	Boeing 737 300	1949 2045	G-RJXH	EMB 145	1958 0720(04)
G-MAJH	Jetstream 41	2004 0706(04)	G-BYRA	Jetstream 31	2017 0703(04)
G-RJXG	EMB 145	2041 0747(04)	G-CELU	Boeing 737 300	2057 0718(04)
G-CELV	Boeing 737 300	2109 0659(04)	G-BYAB	Boeing 767	2153 0802(04)
G-BVJC	Fokker 100	2244 0712(04)	G-CELS	Boeing 737 300	2314 0727(04)
04 Wednesday					
G-MCEA	Boeing 757	0306 0811	G-RJXI	EMB 145	0737 1346
G-JECB	CL600 RJ	0745 0844	G-EMAX	PA-31 Navajo	0827 1654
G-RJXH	EMB 145	0907 0957	G-UKFN	Fokker 100	0918 1110
G-MAJH	Jetstream 41	0924 1023	CS-TPJ	EMB 145	0931 1042
EI-CKQ	Boeing 737	0942 1020	G-BVJC	Fokker 100	0945 1104
G-RJXB	EMB 145	1005 1114	G-CELU	Boeing 737 300	1007 1200
G-RJXG	EMB 145	1044 1406	G-CBCS	Jetstream 31	1100 1502
G-BPNT	BAe 146 300	1139 1227	G-RJXH	EMB 145	1155 1332
G-MAJH	Jetstream 41	1158 1433	G-UANT	PA-28 Cherokee	1220 1301
G-CELV	Boeing 737 300	1223 1343	G-CELS	Boeing 737 300	1232 1352
CS-TPJ	EMB 145	1315 1445	EI-CJG	Boeing 737	1318 1358
OE-GAA	Citation V	1329 1606	G-RJXB	EMB 145	1350 1507
G-UKFN	Fokker 100	1356 1616	G-BVJC	Fokker 100	1528 1618
G-CELV	Boeing 737 300	1548 1837	G-JECB	CL600 RJ	1559 1706
CS-TPJ	EMB 145	1644 1736	G-CBCS	Jetstream 31	1648 1719
G-RJXI	EMB 145	1650 1743	G-UKTH	Fokker 50	1700 1800
G-MAJH	Jetstream 41	1702 1748	G-RJXC	EMB 145	1722 1757
G-MCEA	Boeing 757	1732 0644(05)	G-RJXB	EMB 145	1734 1811
G-CELU	Boeing 737 300	1822 0705(05)	EI-COX	Boeing 737	1834 1906
G-BVJC	Fokker 100	1842 1929	G-CELV	Boeing 737 300	1902 0702(05)
G-JECB	CL600 RJ	1909 1952	CS-DNQ	Falcon 2000	1916 0953(05)
G-RJXH	EMB 145	1918 1959	CS-TPJ	EMB 145	1933 0723(05)
G-UKFN	Fokker 100	1954 0615(05)	G-MAJH	Jetstream 41	2004 0655(05)
G-BUVD	Jetstream 31	2007 0658(05)	G-RJXB	EMB 145	2015 0711(05)
G-ZAPM	Boeing 737 300	2041 2127	G-RJXI	EMB 145	2051 0743(05)
G-RJXC	EMB 145	2056 0714(05)	G-BZSD	PA-46 Malibu	2109 0803(05)
G-CELV	Boeing 737 300	2115 0635(05)	G-CELS	Boeing 737 300	2120 1125(05)

G-BYAB Boeing 767	2135 0735(05)	G-BVJC Fokker 100	2201 0800(05)
05 Thursday			
G-RJXH EMB 145	0731 1337	G-JECB CJ600 RJ	0740 0828
G-RJXC EMB 145	0918 0959	CS-TPJ EMB 145	0921 1042
G-MAJH Jetstream 41	0928 1013	G-UKFM Fokker 100	0932 1034
N750NS Citation X	0939 1520(06)	G-BUVD Jetstream 31	0949 1500
G-CELU Boeing 737 300	1004 1324(06)	G-RJXB EMB 145	1007 1112
N671B A36 Bonanza	1026 1845(07)	G-BVJC Fokker 100	1037 1129
G-RJXI EMB 145	1052 1404	G-BPNT BAe 146 300	1141 1227
G-OGRG Citation Ultra	1146 1220	G-MAJH Jetstream 41	1152 1444
G-RJXC EMB 145	1200 2000	G-CELV Boeing 737 300	1214 1322
CS-DNT Hawker 800XP	1222 1458	G-CELV Boeing 737 300	1238 1344
G-BJYD Cessna F152	1249 1400	G-OOBD Boeing 757	1302 4448
G-YLBM Airbus 320	1308 1438	G-MCEA Boeing 757	1312 1635
El-CNW Boeing 737	1317 1355	CS-TPJ EMB 145	1319 1455
G-RJXB EMB 145	1352 1506	EC-HZU Airbus 320	1358 1526
G-BKBV TB-10 Tobago	1401 1658	G-BZZA Boeing 737 300	1429 1537
G-UKFM Fokker 100	1442 1601	G-JECB CL600 RJ	1602 1708
G-RJXH EMB 145	1633 1737	G-BUVD Jetstream 31	1645 1719
CS-TPJ EMB 145	1649 1729	G-RJXA EMB 145	1703 1748
G-MAJH Jetstream 41	1706 1744	G-UKTF Fokker 50	1710 1802
G-RJXB EMB 145	1712 1757	G-CELS Boeing 737 300	1722 1823
G-BZSD PA-46 Malibu	1805 0717(06)	G-MIDK Airbus 321	1817 1905
El-CKQ Boeing 737	1836 1910	G-KPAO Robinson R-44	1841 1919
G-JECB CL600 RJ	1903 1954	G-UKFM Fokker 100	1919 0620(06)
G-CELV Boeing 737 300	1934 0708(06)	CS-TPJ EMB 145	1936 0751(06)
G-RJXB EMB 145	1955 0736(06)	G-BUVD Jetstream 31	2002 0700(06)
G-MAJH Jetstream 41	2008 0704(06)	G-CELV Boeing 737 300	2013 0724(06)
G-RJXH EMB 145	2038 0713(06)	G-IJYS Jetstream 31	2055 2113
G-BYAA Boeing 767	2059 0629(06)	G-RJXA EMB 145	2103 0722(06)
G-CELS Boeing 737 300	2106 0711(06)	G-LUND Cessna 340	2152 2207
G-BXWE Fokker 100	2228 0733(06)		
06 Friday			
G-WJAN Boeing 757	0119 0654	G-RJXC EMB 145	0747 0846
G-JECB CL600 RJ	0800 0831	G-RJXA EMB 145	0914 1001
G-UKFM Fokker 100	0930 1048	G-MAJH Jetstream 41	0933 1441
El-CKQ Boeing 737	0944 1051	G-RJXB EMB 145	0948 1057
G-BYMA Jetstream 31	0957 1842	G-BXWE Fokker 100	0959 1054
G-RJXH EMB 145	1021 1124	G-CELS Boeing 737 300	1024 1129
EC-IMA Airbus 321	1102 1223	G-BCKT Fuji FA200	1110 1554(09)
CS-TPJ EMB 145	1117 1401	EC-HMK Boeing 737 800	1121 1317
G-ROWN King Air 200	1147 1217	TF-ELR Boeing 737 300	1152 1728
G-JEBE BAe 146 300	1154 1249	G-RJXA EMB 145	1157 1335
G-CELV Boeing 737 300	1208 1313	G-CELV Boeing 737 300	1245 1344
El-CNW Boeing 737	1309 1348	G-RJXB EMB 145	1326 1458
G-RJXH EMB 145	1356 1511	G-BXWE Fokker 100	1403 1544
G-UKFM Fokker 100	1408 1608	G-OAKJ Jetstream 31	1557 1638
G-JECB CL600 RJ	1606 1706	G-RJXA EMB 145	1645 1742
G-NIKO Airbus 321	1654 1847	G-RJXB EMB 145	1657 1737
CS-TPJ EMB 145	1702 1754	G-MAJH Jetstream 41	1709 1749
G-RJXH EMB 145	1714 1759	G-CELS Boeing 737 300	1717 1824
G-UKTH Fokker 50	1721 1818	G-BZSD PA-46 Malibu	1730 1833
G-RJXC EMB 145	1734 2011	G-BXWE Fokker 100	1826 1925
El-CKQ Boeing 737	1836 1907	G-CELV Boeing 737 300	1857 0832(07)
G-OAKJ Jetstream 31	1910 1950	G-JECB CL600 RJ	1914 1955
G-UKFM Fokker 100	1930 0628(07)	G-RJXB EMB 145	1934 0712(07)
G-MAJH Jetstream 41	2002 1453(08)	G-RJXH EMB 145	2004 0811(07)

G-CELX	Boeing 737 300	2006 0706(07)	G-WJAN	Boeing 757	2040 2218
G-CELU	Boeing 737 300	2044 1346(07)	CS-TPJ	EMB 145	2047 0750(07)
G-RJXA	EMB 145	2055 1518(09)	G-CELS	Boeing 737 300	2107 0710(07)
EI-COX	Boeing 737	2116 2149	G-BXWE	Fokker 100	2141 0715(07)
G-OAKJ	Jetstream 31	2225 0655(09)	EC-HBN	Boeing 737 800	2228 2332
G-BYAA	Boeing 767	2242 0658(07)	EC-GZD	Airbus 320	2337 0043(07)

07 Saturday

G-WJAN	Boeing 757	0406 0645	G-RJXC	EMB 145	0733 0839
G-JEDX	DHC-8	0746 0819	G-UKFM	Fokker 100	0933 1039
G-BXWE	Fokker 100	0937 1042	EI-CJI	Boeing 737	0950 1022
LZ-BMA	Airbus 320	1009 1053	G-CELS	Boeing 737 300	1020 1125
G-RJXC	EMB 145	1103 1200	G-RJXH	EMB 145	1114 1227
G-BYAA	Boeing 767	1211 1412	G-CELX	Boeing 737 300	1214 1306
G-WJAN	Boeing 757	1239 1419	G-RJXB	EMB 145	1248 1337
EI-COX	Boeing 737	1320 1354	CS-TPJ	EMB 145	1347 1716
G-UKFM	Fokker 100	1350 1618	EI-DBD	Airbus 320	1422 1532
G-RJXC	EMB 145	1452 1537	OE-LCP	CL600 RJ	1500 1610
G-JECB	CL600 RJ	1503 1553	EC-HGP	Boeing 737 800	1510 1621
G-BRYY	DHC-8	1512 1605	G-CELV	Boeing 737 300	1520 1255(08)
EC-HFS	DC9-82	1633 1741	EC-IFV	Boeing 737 300	1702 1806
G-UKTE	Fokker 50	1704 1800	G-CELS	Boeing 737 300	1724 1907
G-RJXD	EMB 145	1726 1226(08)	G-RJXC	EMB 145	1823 0742(08)
G-CELX	Boeing 737 300	1849 0716(08)	G-RJXH	EMB 145	1919 1131(08)
G-UKFM	Fokker 100	1933 0621(08)	G-CELU	Boeing 737 300	2015 1732(08)
G-BYAA	Boeing 767	2038 2158	G-WJAN	Boeing 757	2053 2348
G-BVJC	Fokker 100	2101 0703(08)	ZE395	BAe 125 CC.3	2117 1115(08)
EC-FXP	Boeing 737 400	2127 2245	G-BZZA	Boeing 737 300	2142 2226

08 Sunday

G-CELS	Boeing 737 300	0058 1127	G-BYAA	Boeing 767	0334 0606
G-UKFM	Fokker 100	0915 1122	G-BVJC	Fokker 100	0933 1051
CS-TMW	Airbus 320	0945 1103	G-JEDX	DHC-8	1020 1054
G-JALC	Boeing 757	1118 1238	G-BYAA	Boeing 767	1154 1359
G-CELX	Boeing 737 300	1213 1330	EI-COX	Boeing 737	1315 1346
G-UKFM	Fokker 100	1402 1626	G-RJXC	EMB 145	1430 1509
G-RJXH	EMB 145	1444 1546	G-BZYB	Gazelle	1452 1528
G-RJXD	EMB 145	1506 1550	G-JECB	CL600 RJ	1613 1711
G-MAJH	Jetstream 41	1651 1748	CS-TPJ	EMB 145	1656 1755
G-UKTF	Fokker 50	1705 1804	G-BYRA	Jetstream 31	1709 1758
G-RJXC	EMB 145	1712 1802	G-CELS	Boeing 737 300	1716 1829
G-RJXD	EMB 145	1823 2012	G-CELV	Boeing 737 300	1850 0652(09)
EI-CKQ	Boeing 737	1852 1920	G-JALC	Boeing 757	1857 0206(09)
G-JECB	CL600 RJ	1908 1954	G-BVJD	Fokker 100	1942 2026
G-UKFM	Fokker 100	1950 0625(09)	G-MAJH	Jetstream 41	2006 0705(09)
G-CELX	Boeing 737 300	2010 0731(09)	G-RJXH	EMB 145	2039 0830(09)
CS-TPJ	EMB 145	2044 0735(09)	G-RJXC	EMB 145	2050 0728(09)
G-OGRG	Citation Ultra	2053 0911(09)	EI-CJI	Boeing 737	2058 2130
G-CELS	Boeing 737 300	2218 0659(09)	G-CELU	Boeing 737 300	2229 1335(09)
G-BVJD	Fokker 100	2247 0716(09)	G-BYAA	Boeing 767	2310 1014(09)
G-PIDS	Boeing 757	2357 0059(09)			

09 Monday

G-PIDS	Boeing 757	0619 0842	G-RJXD	EMB 145	0731 1130
G-ROWN	King Air 200	0733 0748	LZ-BHA	Airbus 320	0737 0854
G-JEDY	DHC-8	0801 0834	G-MAJH	Jetstream 41	0923 1022
G-UKFM	Fokker 100	0925 1043	CS-TPJ	EMB 145	0929 1007
G-RJXC	EMB 145	0931 1054	EI-CJI	Boeing 737	0939 1019
G-BVJD	Fokker 100	0942 1101	G-BYRA	Jetstream 31	1000 1506
G-CELS	Boeing 737 300	1009 1125	N700VA	TBM 700	1038 1821

N750NS	Citation X	1056 1122	G-RJXH	EMB 145	1133 1337
G-MAJH	Jetstream 41	1155 1434	CS-TPJ	EMB 145	1200 1452
G-BNCR	PA-28 Warrior II	1202 1437	G-CELV	Boeing 737 300	1204 1302
G-BPNT	BAe 146 300	1217 1308	G-CELV	Boeing 737 300	1240 1305(10)
G-BNDY	Cessna 425	1243 1516(19)	El-CJI	Boeing 737	1319 1350
G-RJXC	EMB 145	1325 1412	G-BVJD	Fokker 100	1354 1538
G-RJXD	EMB 145	1406 1808	G-UKFM	Fokker 100	1409 1611
G-BYLM	PA-46 Malibu	1459 1547(12)	G-BMDK	PA-34 Seneca	1508 1745
G-BYAA	Boeing 767	1556 1722	G-JECB	CL600 RJ	1605 1706
CS-TPJ	EMB 145	1636 1730	G-BYRA	Jetstream 31	1652 1732
G-RJXC	EMB 145	1654 1753	G-UKTC	Fokker 50	1701 1801
G-RJXH	EMB 145	1707 2030	G-CELS	Boeing 737 300	1715 1836
G-MAJH	Jetstream 41	1717 1755	G-RJXA	EMB 145	1720 1811
G-BVJD	Fokker 100	1817 1909	El-COA	Boeing 737	1825 1901
G-BFLH	PA-34 Seneca	1849 1920	G-CELV	Boeing 737 300	1853 0709(10)
G-JECB	CL600 RJ	1904 1954	G-PIDS	Boeing 757	1913 2041
CS-TPJ	EMB 145	1919 0719(10)	G-UKFM	Fokker 100	1940 0623(10)
G-CELU	Boeing 737 300	2000 0815(10)	G-RJXA	EMB 145	2003 0742(10)
G-MAJH	Jetstream 41	2009 0704(10)	G-BYRA	Jetstream 31	2012 0750(10)
G-RJXC	EMB 145	2037 0716(10)	G-RJXD	EMB 145	2057 0728(10)
El-CNY	Boeing 737	2059 2129	G-CELS	Boeing 737 300	2115 0700(10)
G-BVJD	Fokker 100	2138 0712(10)			

10 Tuesday

G-BYAA	Boeing 767	0232 0632	G-PIDS	Boeing 757	0545 0837
G-RJXH	EMB 145	0736 0932	G-JECB	CL600 RJ	0741 0826
CS-TPJ	EMB 145	0914 0955	G-RJXD	EMB 145	0922 1050
G-UKFM	Fokker 100	0926 1038	G-MAJH	Jetstream 41	0936 1026
G-BVJD	Fokker 100	0953 1053	El-CJI	Boeing 737	0957 1033
G-RJXC	EMB 145	1020 1113	G-CELS	Boeing 737 300	1026 1134
G-BUVD	Jetstream 31	1031 1456	9H-ADH	Boeing 737 300	1047 1142
G-GAFT	PA-44 Seminole	1107 1424	G-BPNT	BAe 146 300	1128 1219
CS-TPJ	EMB 145	1156 1342	G-MAJH	Jetstream 41	1209 1441
G-CELV	Boeing 737 300	1212 1335	El-CNY	Boeing 737	1315 1350
G-RJXD	EMB 145	1318 1403	G-BVJD	Fokker 100	1346 1538
G-RJXC	EMB 145	1351 1445	G-UKFM	Fokker 100	1416 1611
EC-HBL	Boeing 737 800	1420 1552	G-RJXH	EMB 145	1430 1512
G-PIDS	Boeing 757	1442 1648	G-MAMD	King Air B200	1513 1555
G-JEDF	DHC-8	1620 1709	G-BUVD	Jetstream 31	1540 1717
G-DENZ	PA-44 Seminole	1646 1239(16)	G-RJXD	EMB 145	1651 1758
G-RJXC	EMB 145	1655 1737	CS-TPJ	EMB 145	1659 1745
G-MAJH	Jetstream 41	1703 1752	G-UKTF	Fokker 100	1706 1801
G-RJXH	EMB 145	1712 1805	G-CELS	Boeing 737 300	1724 1828
G-BVJD	Fokker 100	1820 1918	PH-HZY	Boeing 737 800	1835 1942
El-CNY	Boeing 737	1840 1921	G-VUEA	Citation II	1913 1950
G-CELV	Boeing 737 300	1915 0634(11)	G-JEDF	DHC-8	1925 2001
G-RJXC	EMB 145	1934 2012	G-UKFM	Fokker 100	1946 0652(11)
G-BUVD	Jetstream 31	1959 0650(11)	G-CELV	Boeing 737 300	2004 0700(11)
G-MAJH	Jetstream 41	2009 0656(11)	G-RJXH	EMB 145	2015 0750(11)
G-BYAA	Boeing 767	2039 0803(11)	CS-TPJ	EMB 145	2050 0729(11)
G-RJXD	EMB 145	2058 0721(11)	G-CELS	Boeing 737 300	2113 0708(11)
G-CELU	Boeing 737 300	2151 0738(11)	G-BVJA	Fokker 100	2313 0725(11)

11 Wednesday

G-PIDS	Boeing 757	0158 0755	G-VUEA	Citation II	0619 0715
G-JECB	CL600 RJ	0733 0828	G-RJXC	EMB 145	0745 0819
N9533Y	Cessna T210N	0816 1703	G-MAJH	Jetstream 41	0919 1008
G-RJXD	EMB 145	0923 1001	G-UKFM	Fokker 100	0940 1038
CS-TPJ	EMB 145	0943 1044	G-OAKJ	Jetstream 31	0946 1455

EI-CON	Boeing 737	0948 1028	G-BVJA	Fokker 100	0951 1057
G-MAJM	Jetstream 41	0958 1443	G-CELS	Boeing 737 300	1030 1136
D-IHVA	PA-42 Cheyenne	1039 1530	G-RJXH	EMB 145	1101 1139
G-RJXC	EMB 145	1104 1334	G-BPNT	BAe 146 300	1127 1224
G-OACG	PA-34 Seneca	1133 1353	N671B	A36 Bonanza	1153 1705
G-MAJH	Jetstream 41	1157 1258	G-RJXD	EMB 145	1200 1409
G-CELV	Boeing 737 300	1222 1319	G-CELV	Boeing 737 300	1227 1337
G-CELU	Boeing 737 300	1243 1146(12)	EI-COA	Boeing 737	1307 1345
CS-TPJ	EMB 145	1321 1452	G-BCKV	Cessna FRA150L	1340 1436
G-BVJC	Fokker 100	1356 1540	G-RJXH	EMB 145	1406 1504
G-UKFM	Fokker 100	1411 1602	G-BAXU	Cessna F150L	1416 1513
G-ODDW	PA-28 Archer II	1422 1603	G-JEDI	DHC-8	1605 1715
G-RJXI	EMB 145	1614 2001	G-OAKJ	Jetstream 31	1646 1719
CS-TPJ	EMB 145	1648 1737	G-RJXC	EMB 145	1653 1742
G-PIDS	Boeing 757	1658 0629(12)	G-UKTH	Fokker 50	1704 1758
G-RJXD	EMB 145	1706 1802	G-MAJM	Jetstream 41	1710 1754
G-RJXH	EMB 145	1712 1807	G-CELS	Boeing 737 300	1718 1823
G-CEGR	King Air 200	1721 1018(12)	G-BXWF	Fokker 100	1814 1928
EI-CJI	Boeing 737	1829 1901	C-CELV	Boeing 737 300	1844 0635(12)
G-JEDI	DHC-8	1919 1956	G-UKFM	Fokker 100	1932 0637(12)
CS-TPJ	EMB 145	1936 0724(12)	G-CELV	Boeing 737 300	2000 0633(12)
G-OAKJ	Jetstream 31	2004 0658(12)	G-RJXH	EMB 145	2007 0710(12)
G-MAJM	Jetstream 41	2009 0706(12)	G-RJXC	EMB 145	2043 1809(12)
G-RJXD	EMB 145	2046 2204	G-BYAA	Boeing 767	2050 0624(12)
G-CELS	Boeing 737 300	2109 0702(12)	G-BXWF	Fokker 100	2201 0715(12)

12 Thursday

G-RJXD	EMB 145	0212 0718	G-JECB	CL600 RJ	0735 0825
G-RJXA	EMB 145	0738 0812	LX-PCT	Lear Jet 31A	0749 1446
G-FJET	Citation II	0850 0949	G-RJXD	EMB 145	0918 1000
CS-TPJ	EMB 145	0920 1045	PH-KZG	Fokker 70	0934 1043
G-MAJM	Jetstream 41	0937 1025	N750NS	Citation X	0939 1015
EI-COX	Boeing 737	0946 1029	G-BXWF	Fokker 100	0954 1053
G-BYRA	Jetstream 31	0957 1458	G-CELS	Boeing 737 300	1010 1121
G-RJXH	EMB 145	1012 1115	G-RJXA	EMB 145	1100 1339
G-BPNT	BAe 146 300	1125 1224	G-CELV	Boeing 737 300	1151 1308
G-RJXD	EMB 145	1159 1412	G-MAJM	Jetstream 41	1202 1439
G-BAVZ	PA-23 Aztec	1216 1709	G-CELV	Boeing 737 300	1237 1335
VP-CBM	Citation II	1247 1525	EI-CON	Boeing 737	1310 1348
EC-GZE	Airbus 320	1322 1436	G-OOBA	Boeing 757	1326 1449
CS-TPJ	EMB 145	1332 1452	G-BXWF	Fokker 100	1350 1545
PH-KZP	Fokker 70	1404 1608	G-YLBM	Airbus 320	1406 1531
G-RJXH	EMB 145	1409 1510	G-JECB	CL600 RJ	1558 1707
G-RJXA	EMB 145	1642 1741	CS-TPJ	EMB 145	1645 1734
G-BYRA	Jetstream 31	1652 1719	G-MAJM	Jetstream 41	1702 1748
G-RJXD	EMB 145	1704 1757	G-RJXH	EMB 145	1717 2004
G-UKTH	Fokker 50	1721 1803	G-IFIT	PA-31 Navajo	1724 1744
C-CELS	Boeing 737 300	1736 1901	G-PIDS	Boeing 757	1800 2019
N147CD	Cirrus SR-20	1806 1716(13)	G-BXWF	Fokker 100	1815 1916
EI-CNY	Fokker 737	1833 1913	G-FJET	Citation II	1838 1858
G-JECB	CL600 RJ	1903 1948	G-CELV	Boeing 737 300	1909 0719(13)
G-STRD	Boeing 737 700	1911 2033	CS-TPJ	EMB 145	1939 0721(13)
G-UKFJ	Fokker 100	1955 0629(13)	G-MAJM	Jetstream 41	1957 0712(13)
G-CELV	Boeing 737 300	2000 0734(13)	G-BYRA	Jetstream 31	2002 0651(13)
G-BYAA	Fokker 767	2009 0635(13)	G-RJXC	EMB 145	2011 0727(13)
G-RJXA	EMB 145	2042 0745(13)	G-IJYS	Jetstream 31	2045 2108
G-RJXD	EMB 145	2048 0716(13)	G-CELS	Boeing 737 300	2137 0705(13)
G-MIDV	Airbus 320	2141 0709(13)	G-CELU	Boeing 737 300	2149 1347(14)

13 Friday

G-PIDS	Boeing 757	0431 0658	G-RJXH	EMB 145	0729 1407
G-JECB	CL600 RJ	0739 0823	G-UKFJ	Fokker 100	0921 1039
CS-TPJ	EMB 145	0924 1000	G-MAJM	Jetstream 41	0927 1018
G-RJXC	EMB 145	0929 1036	G-BYRA	Jetstream 31	0940 1457
EI-CKQ	Boeing 737	0944 1023	G-ZAPN	BAe 146 200QC	0946 1055
G-RJXD	EMB 145	1010 1110	G-CELS	Boeing 737 300	1013 1126
G-RJXA	EMB 145	1048 1346	G-AVYS	PA-28R Arrow	1104 1511
EC-HMK	Boeing 737 800	1114 1233	EC-IMA	Airbus 321	1119 1241
G-BPNT	BAe 146 300	1122 1226	CS-TPJ	EMB 145	1151 1445
G-CELV	Boeing 737 300	1204 1308	G-MAJM	Jetstream 41	1208 1440
G-CELV	Boeing 737 300	1223 1340	G-RJXC	EMB 145	1312 2011
EI-COX	Boeing 737	1316 1349	G-RJXD	EMB 145	1405 1504
G-ZAPN	BAe 146 200QC	1412 1534	G-UKFJ	Fokker 100	1414 1606
G-JECB	CL600 RJ	1602 1713	CS-TPJ	EMB 145	1644 1726
G-BYRA	Jetstream 31	1646 1721	G-RJXA	EMB 145	1701 1749
G-RJXF	EMB 145	1704 1758	G-MAJM	Jetstream 41	1707 1754
G-UKTF	Fokker 50	1709 1807	G-CELS	Boeing 737 300	1711 1832
G-RJXD	EMB 145	1715 1801	G-BNOP	PA-28 Warrior II	1740 1812
G-NIKO	Airbus 321	1828 2007	G-ZAPN	BAe 146 200QC	1833 1923
EI-CNY	Boeing 737	1838 1919	G-CELV	Boeing 737 300	1853 0652(14)
G-JECB	CL600 RJ	1910 2004	CS-TPJ	EMB 145	1925 0646(14)
G-UKFJ	Fokker 100	1936 0659(14)	G-RJXD	EMB 145	1953 0730(14)
G-CELV	Boeing 737 300	1958 0829(14)	G-BYRA	Jetstream 31	2001 0701(16)
G-MAJM	Jetstream 41	2006 1451(15)	G-PIDS	Boeing 757	2042 2226
G-RJXF	EMB 145	2051 0810(14)	EI-CJF	Boeing 737	2055 2124
G-RJXA	EMB 145	2109 0826(14)	G-CELS	Boeing 737 300	2121 0710(14)
G-WARB	PA-28 Warrior 3	2122 1011(15)	G-ZAPN	BAe 146 200QC	2149 0720(14)
G-BYAA	Boeing 767	2231 0705(14)	EC-GZD	Airbus 320	22442342
EC-HBL	Boeing 737 800	2345 0051(14)			

14 Saturday

G-PIDS	Boeing 757	0424 0649	G-RJXC	EMB 145	0739 1316
G-JEDX	DHC-8	0800 0840	ES-NOB	Antonov 72	0805 0853
G-UKFJ	Fokker 100	0942 1043	EI-CJF	Boeing 737	0949 1025
G-ZAPN	BAe 146 200QC	0958 1107	LZ-HMI	Tupolev 154	1004 1102
G-CELS	Boeing 737 300	1021 1131	G-RJXF	EMB 145	1030 1115
G-RJXA	EMB 145	1129 1229	G-CELV	Boeing 737 300	1147 1309
G-BYAA	Boeing 767	1205 1403	G-STRD	Boeing 737 700	1231 1412
G-RJXD	EMB 145	1235 1333	G-PIDS	Boeing 757	1256 1419
EI-CNW	Boeing 737	1325 1404	CS-TPJ	EMB 145	1330 1702
G-RJXF	EMB 145	1351 1435	G-UKFJ	Fokker 100	1355 1602
EI-DBD	Airbus 320	1357 1522	G-OACG	PA-34 Seneca	1445 1732
EC-HKR	Boeing 737 800	1451 1607	G-JECB	CL600 RJ	1501 1544
OE-LCJ	CL600 RJ	1504 1614	G-CELV	Boeing 737 300	1512 0713(15)
G-BRYW	DHC-8	1515 1612	G-RJXC	EMB 145	1601 1536(15)
EC-GNY	DC-9 82	1626 1737	G-UKTF	Fokker 50	1715 1806
EC-IFV	Boeing 737 300	1723 1830	G-CELS	Boeing 737 300	1742 1905
ES-NOB	Antonov 72	1855 1930	G-CELV	Boeing 737 300	1857 1300(15)
G-RJXA	EMB 145	1907 1215(15)	G-UKFJ	Fokker 100	1936 0646(15)
G-CELV	Boeing 737 300	2026 1726(15)	G-PIDS	Boeing 757	2033 2155
G-BYAA	Boeing 767	2041 2209	G-RJXD	EMB 145	2046 0739(15)
G-BXWF	Fokker 100	2114 0702(15)	G-RJXF	EMB 145	2130 1140(15)
CS-TPJ	EMB 145	2230 1428(15)	EC-FXQ	Boeing 737 400	2236 2337

15 Sunday

G-CELS	Boeing 737 300	0106 1137	G-BYAA	Boeing 767	0337 0610
G-PIDS	Boeing 757	0703 0825	G-UKFJ	Fokker 100	0940 1034
G-BXWF	Fokker 100	0942 1053	CS-TMT	Airbus 330	0945 1131

G-JEDX	DHC-8	1014 1059	G-LVES	Cessna 182S	1037 1206
G-WARB	PA-28 Warrior 3	1107 1744	G-ECJM	PA-28R Arrow	1118 1643
G-BYAA	Boeing 767	1157 1347	G-CELX	Boeing 737 300	1223 1307
VP-CBW	Gulfstream 4	1253 1419	EI-COA	Boeing 737	1304 1354
G-UKFJ	Fokker 100	1351 1608	G-RJXD	EMB 145	1426 1509
G-PIDS	Boeing 757	1453 1611	G-RJXA	EMB 145	1500 1704
G-RJXF	EMB 145	1527 1614	G-JECB	CL600 RJ	1605 1707
G-MAJM	Jetstream 41	1630 1744	G-BUVD	Jetstream 31	1639 1733
CS-TPJ	EMB 145	1701 1740	G-RJXD	EMB 145	1709 1750
G-CELS	Boeing 737 300	1721 1830	G-UKTE	Fokker 50	1728 1812
G-BVJB	Fokker 100	1838 1922	EI-CNY	Boeing 737	1845 1926
G-JECB	CL600 RJ	1908 1955	G-CELV	Boeing 737 300	1918 0705(16)
G-UKFJ	Fokker 100	1937 0616(16)	G-MAJM	Jetstream 41	2004 0722(16)
G-CELX	Boeing 737 300	2029 0734(16)	G-RJXF	EMB 145	2028 0719(16)
G-RJXD	EMB 145	2043 0731(16)	CS-TPJ	EMB 145	2045 0726(16)
EI-CJF	Fokker 100	2104 2132	G-CELS	Boeing 737 300	2114 0658(16)
G-PIDS	Boeing 757	2117 0832(16)	G-BZSD	PA-46 Malibu	2121 0734(16)
G-BXWF	Fokker 100	2136 0711(16)	G-RJXC	EMB 145	2213 0806(16)
G-CELU	Boeing 737 300	2227 0639(16)	G-BYAA	Boeing 767	2252 1008(16)

16 Monday

LZ-BHA	Airbus 320	0737 0842	XZ311	Gazelle AH.1	0738 0755
G-JECB	CL600 RJ	0749 0823	G-UKFJ	Fokker 100	0920 1053
G-RJXD	EMB 145	0933 1020	EI-CJE	Boeing 737	0945 1024
G-MAJM	Jetstream 41	0948 1030	G-BXWF	Fokker 100	0950 1101
G-BUVD	Jetstream 31	0953 1504	G-BOFE	PA-34 Seneca	0958 1350
G-CELS	Boeing 737 300	1010 1134	G-RJXF	EMB 145	1014 1059
N750NS	Citation X	1050 1559	G-RJXC	EMB 145	1120 1204
G-BPNT	BAe 146 300	1136 1228	G-CELV	Boeing 737 300	1202 1302
G-MAJM	Jetstream 41	1212 1439	G-CELU	Boeing 737 300	1237 1337
G-RJXD	EMB 145	1249 1344	N671B	A36 Bonanza	1309 1255(23)
G-RJXF	EMB 145	1329 1447	G-BXWF	Fokker 100	1359 1536
G-UKFJ	Fokker 100	1406 1613	G-RJXC	EMB 145	1431 1635
EI-COA	Boeing 737	1454 1523	G-BYAA	Boeing 767	1540 1717
G-JECB	CL600 RJ	1604 1706	G-RJXF	EMB 145	1641 1734
G-RJXJ	EMB 135	1644 1753	G-BUVD	Jetstream 31	1653 1736
G-UKTE	Fokker 50	1658 1802	G-RJXD	EMB 145	1707 1800
G-MAJM	Jetstream 41	1715 1749	G-CELS	Boeing 737 300	1720 1823
G-BXWF	Fokker 100	1818 1909	G-RJXC	EMB 145	1821 1853
G-BZSD	PA-46 Malibu	1836 1856	XZ311	Gazelle AH.1	1859 1925
G-JECB	CL600 RJ	1915 1955	G-PIDS	Boeing 757	1928 2042
G-CELV	Boeing 737 300	1934 0705(17)	G-RJXF	EMB 145	1936 0731(17)
G-UKFJ	Fokker 100	1945 0621(17)	G-MAJM	Jetstream 41	2002 0701(17)
G-CELU	Boeing 737 300	2002 1137(17)	G-BUVD	Jetstream 31	2011 0654(17)
G-RJXC	EMB 145	2038 0740(17)	G-RJXD	EMB 145	2047 0728(17)
G-RJXJ	EMB 135	2050 0712(17)	G-CELS	Boeing 737 300	2101 0708(17)
EI-CNY	Boeing 737	2110 2143	G-BXWF	Fokker 100	2141 0722(17)

17 Tuesday

G-BYAA	Boeing 767	0232 0637	G-PIDS	Boeing 757	0551 0841
OE-HTG	Dornier 328 Jet	0658 0808	G-JECB	CL600 RJ	0745 0829
G-RJXD	EMB 145	0912 0958	G-UKFJ	Fokker 100	0920 1041
G-BSPI	PA-28 Warrior II	0925 1410	G-MAJM	Jetstream 41	0927 1012
G-RJXF	EMB 145	0932 1044	G-LUND	Cessna 340	0935 1050
G-BYRA	Jetstream 31	0947 1458	EI-CNY	Boeing 737	0950 1027
G-BXWF	Fokker 100	1014 1102	G-RJXJ	EMB 135	1016 1056
G-CELS	Boeing 737 300	1020 0708(18)	9H-ADH	Boeing 737 300	1034 1146
G-RJXC	EMB 145	1037 1124	G-JEAM	BAe 146 300	1128 1220
G-CELV	Boeing 737 300	1156 1300	G-RJXD	EMB 145	1200 1335

G-MAJM	Jetstream 41	1207 1436	G-CELX	Boeing 737 300	1223 1328
G-RVRD	PA-23 Aztec	1225 1245	G-RJXF	EMB 145	1311 1358
EI-COX	Boeing 737	1313 1345	CS-TPJ	EMB 145	1323 1443
G-UKFJ	Fokker 100	1349 1607	N115FL	Gulfstream 4	1355 1741
G-RJXC	EMB 145	1405 1506	G-BXWF	Fokker 100	1427 1541
EC-HGO	Boeing 737 800	1451 1604	G-PIDS	Boeing 757	1455 1619
CS-TPJ	EMB 145	1635 1739	G-BYRA	Jetstream 31	1646 1722
G-JEDF	DHC-8	1658 1734	G-RJXD	EMB 145	1702 1756
G-UKTE	Fokker 100	1704 1758	G-RJXF	EMB 145	1706 1753
G-RJXC	EMB 145	1713 1808	OE-HTG	Dornier 328 Jet	1729 1821
G-CELU	Boeing 737 300	1744 1831	G-RVRD	PA-23 Aztec	1816 1218(18)
G-MAJM	Jetstream 41	1824 1910	G-BXWF	Fokker 100	1829 1935
EI-COA	Boeing 737	1833 1905	PH-HZX	Boeing 737 800	1842 1933
G-CELV	Boeing 737 300	1921 0658(18)	CS-TPJ	EMB 145	1924 0721(18)
G-UKFJ	Fokker 100	1937 0625(18)	G-JEDF	DHC-8	1957 2030
G-RJXC	EMB 145	1959 0726(18)	G-BYRA	Jetstream 31	2005 0717(18)
G-CELX	Boeing 737 300	2011 0634(18)	G-LUND	Cessna 340	2035 2049
G-BYAA	Boeing 767	2048 0741(18)	G-RJXF	EMB 145	2050 0711(18)
G-RJXD	EMB 145	2055 0737(18)	G-CELU	Boeing 737 300	2108 0701(19)
G-MAJM	Jetstream 41	2120 0701(18)	G-BXWF	Fokker 100	2208 0729(18)

18 Wednesday

G-PIDS	Boeing 757	0132 0750	G-JECB	CL600 RJ	0744 0827
G-CDEN	Lear Jet 45	0814 1136	G-BVYF	PA-31 Navajo	1905 1117(19)
CS-TPJ	EMB 145	0917 1036	G-RJXC	EMB 145	0921 1017
EI-CJE	Boeing 737	0935 1023	G-UKFD	Fokker 100	0938 1043
G-MAJM	Jetstream 41	0947 1039	G-BXWF	Fokker 100	0957 1102
G-BYRA	Jetstream 31	1004 1457	G-RJXF	EMB 145	1020 1119
G-CELS	Boeing 737 300	1032 1126	G-RJXD	EMB 145	1050 1340
G-BAVZ	PA-23 Aztec	1055 1741	G-JEBD	BAe 146 300	1132 1215
G-CELV	Boeing 737 300	1158 1257	G-MAJM	Jetstream 41	1221 1441
G-GAFT	PA-44 Seminole	1226 1335	G-CELX	Boeing 737 300	1234 1331
G-DIZY	PA-28R Arrow	1237 0945(19)	EI-CNW	Boeing 737	1300 1344
CS-TPJ	EMB 145	1318 1407	G-CJAD	CitationJet	1332 1509
G-BXWF	Fokker 100	1354 1536	G-UKFD	Fokker 100	1359 1604
G-RJXF	EMB 145	1404 1448	G-RJXA	EMB 145	1522 1554
G-JECB	CL600 RJ	1601 1703	G-BYRA	Jetstream 31	1646 1725
G-PIDS	Boeing 757	1649 0635(19)	G-RJXF	EMB 145	1652 1737
G-RJXD	EMB 145	1707 1749	G-UKTC	Fokker 50	1711 1803
CS-TPJ	EMB 145	1713 1759	G-MAJM	Jetstream 41	1718 1754
G-RJXA	EMB 145	1733 1817	G-CELS	Boeing 737 300	1740 1832
G-RVRD	PA-23 Aztec	1805 1836	EI-CNT	Boeing 737	1829 1900
G-BXWF	Fokker 100	1833 1928	G-JECB	CL600 RJ	1909 1855
G-CELV	Boeing 737 300	1926 0655(19)	G-UKFD	Fokker 100	1930 0623(19)
G-RJXF	EMB 145	1944 0723(19)	G-MAJM	Jetstream 41	2006 0705(19)
G-CELX	Boeing 737 300	2008 0640(19)	G-RJXA	EMB 145	2010 0710(19)
G-BYRA	Jetstream 31	2016 0651(19)	CS-TPJ	EMB 145	2047 0715(19)
G-BYAA	Boeing 767	2051 0631(19)	G-RJXD	EMB 145	2106 0726(19)
G-CELS	Boeing 737 300	2113 1134(19)	G-BXWF	Fokker 100	2201 0732(19)

19 Thursday

G-JECB	CL600 RJ	0743 0825	G-BXXT	B.76 Duchess	0845 1546
CS-TPJ	EMB 145	0915 0954	G-HOPE	F33A Bonanza	0922 1617(21)
G-RJXF	EMB 145	0927 1037	G-MAJM	Jetstream 41	0934 1012
EI-CNV	Boeing 737	0940 1028	G-BYRA	Jetstream 31	0951 1459
G-UKFF	Fokker 100	0956 1054	G-RJXA	EMB 145	1008 1115
G-BXWF	Fokker 100	1010 1100	G-CELU	Boeing 737 300	1015 0850(21)
G-RJXD	EMB 145	1048 1340	G-BPNT	BAe 146 300	1149 1243
CS-TPJ	EMB 145	1156 1503	G-MAJM	Jetstream 41	1201 1450

G-CELV	Boeing 737 300	1212 1302	G-CELV	Boeing 737 300	1252 1350
G-PIDS	Boeing 757	1254 1642	EI-CJE	Boeing 737	1311 1347
G-RJXF	EMB 145	1318 1406	G-CHEM	PA-34 Seneca	1326 1757
EC-IMU	Airbus 320	1335 1456	G-YLBM	Airbus 320	1344 1507
G-OUBE	Boeing 757	1354 1522	G-BXWF	Fokker 100	1356 1544
G-RJXA	EMB 145	1408 1513	G-UKFF	Fokker 100	1413 1606
G-STRA	Boeing 737 300	1429 1556	G-JECB	CL600 RJ	1604 1717
G-BYRA	Jetstream 31	1649 1727	CS-TPJ	EMB 145	1653 1737
G-RJXD	EMB 145	1711 1750	G-RJXF	EMB 145	1713 1802
G-CELS	Boeing 737 300	1715 1823	G-MAJM	Jetstream 41	1720 1809
G-RJXA	EMB 145	1722 1813	G-UKTC	Fokker 50	1726 1806
G-BXWF	Fokker 100	1832 1922	EI-CNY	Boeing 737	1842 1918
G-CELV	Boeing 737 300	1855 0703(20)	G-JECB	CL600 RJ	1913 1958
G-UKFF	Fokker 100	1939 0625(20)	CS-TPJ	EMB 145	1942 0711(20)
G-BYRA	Jetstream 31	2001 0658(20)	G-RJXA	EMB 145	2005 0735(20)
G-CELV	Boeing 737 300	2011 0733(20)	G-MAJM	Jetstream 41	20190705(20)
G-BYAA	Boeing 767	2028 0636(20)	N111SX	PA-36 Malibu	2038 0725(20)
G-RJXF	EMB 145	2040 0709(20)	G-RJXD	EMB 145	2046 0722(20)
G-BLKP	Jetstream 31	2049 2117	G-CELS	Boeing 737 300	2113 0717(20)
G-BXWF	Fokker 100	2154 0737(20)			

20 Friday

G-PIDS	Boeing 757	0121 0849	G-JECB	CL600 RJ	0738 0823
D-IHVA	PA-42 Cheyenne	0820 1011	CS-TPJ	EMB 145	0904 0952
G-UKFF	Fokker 100	0930 1047	G-MAJM	Jetstream 41	0935 1033
G-RJXD	EMB 145	0939 1050	G-BYRA	Jetstream 31	0955 1451
EI-CJF	Boeing 737	0957 1036	G-BXWF	Fokker 100	1000 1126
G-CELS	Boeing 737 300	1017 1132	G-RJXF	EMB 145	1019 1110
G-RJXA	EMB 145	1052 1338	EC-HHH	Boeing 737 800	1118 1233
G-BPNT	BAe 146 300	1145 1237	CS-TPJ	EMB 145	1152 1455
G-GAFT	PA-44 Seminole	1156 1716	EC-IMA	Airbus 321	1208 1333
G-CELV	Boeing 737 300	1211 1310	G-MAJM	Jetstream 41	1216 1440
G-CELV	Boeing 737 300	1223 1343	G-LVES	Cessna 182S	1307 1719
G-RJXD	EMB 145	1325 1413	EI-CNV	Boeing 737	1328 1407
G-BGXD	TB-10 Tobago	1341 2024(10/7)	D-IHVA	PA-42 Cheyenne	1348 1458
G-RJXF	EMB 145	1400 1507	G-UKFF	Fokker 100	1403 1614
G-BXWF	Fokker 100	1409 1539	G-JECB	CL600 RJ	1610 1706
G-BYRA	Jetstream 31	1632 1710	CS-TPJ	EMB 145	1647 1735
G-RJXF	EMB 145	1708 1805	G-MAJM	Jetstream 41	1712 1751
G-UKTC	Fokker 50	1715 1801	G-CELS	Boeing 737 300	1727 1825
G-JIVE	Hughes 369	1733 1803	G-RJXA	EMB 145	1737 1815
G-EFPA	Airbus 321	1740 1903	N111SX	PA-46 Malibu	1745 1846
G-RJXD	EMB 145	1756 1836	N273TB	B.58 Baron	1808 1819
EI-COB	Boeing 737	1843 1915	G-OMNH	King Air 200	1845 1919
G-JECB	CL600 RJ	1913 1956	G-CELV	Boeing 737 300	1923 0701(21)
G-UKFF	Fokker 100	1934 0630(21)	CS-TPJ	EMB 145	1936 1027(21)
G-BYRA	Jetstream 31	1954 0701(23)	G-MAJM	Jetstream 41	2003 1504(22)
G-RJXF	EMB 145	2005 0744(21)	G-CELV	Boeing 737 300	2008 1413
G-RJXA	EMB 145	2051 0818(21)	G-RJXD	EMB 145	2100 0712(21)
G-CELS	Boeing 737 300	2115 0720(21)	EI-CKR	Boeing 737	2120 2147
G-PIDS	Boeing 757	2209 2326	EC-HBM	Boeing 737 800	2225 2341
G-BYAA	Boeing 767	2240 0653(21)	G-BVJD	Fokker 100	2330 0726(21)

21 Saturday

G-OMNH	King Air 200	0239 0615	G-PIDS	Boeing 757	0513 0658
G-JEDZ	DHC-8	0737 0810	G-UKFF	Fokker 100	0936 1039
EI-CKR	Boeing 737	0939 1016	LZ-BHA	Airbus 320	0950 1046
G-BVJD	Fokker 100	0953 1052	G-RJXF	EMB 145	0957 1104
G-CELS	Boeing 737 300	1008 1132	G-CBGC	TB-10 Tobago	1021 1142

N750NS	Citation X	1121 1423	G-RJXA	EMB 145	1138 1229
G-BYAA	Boeing 767	1158 1357	G-CELV	Boeing 737 300	1213 1314
G-RSWO	Cessna 172R	1219 1533	G-RJXD	EMB 145	1245 1342
G-STR	Boeing 737 300	1258 1447	G-PIDS	Boeing 757	1308 1443
El-CON	Boeing 737	1328 1405	G-UKFP	Fokker 100	1358 1608
G-RJXF	EMB 145	1415 1502	El-DBD	Airbus 320	1426 1546
G-JECB	CL600 RJ	1500 1550	OE-LCM	CL600 RJ	1509 1601
CS-TPJ	EMB 145	1519 1808	EC-HBM	Boeing 737 800	1524 1633
G-BRYJ	DHC-8	1544 1626	G-CELU	Boeing 737 300	1548 1716(22)
G-UKTF	Fokker 50	1712 1759	EC-IFV	Boeing 737 300	1724 1822
G-CELS	Boeing 737 300	1749 1942	G-JIVE	Hughes 369	1752 1812
EC-HJB	DC9-82	1847 1955	G-CELV	Boeing 737 300	1858 1257(22)
G-RJXA	EMB 145	1928 0809(22)	G-UKFF	Fokker 100	1938 0615(22)
G-RJXC	EMB 145	2018 1132(22)	G-PIDS	Boeing 757	2040 2155
G-BYAA	Boeing 767	2047 2209	G-RJXF	EMB 145	2115 1219(22)
G-CELX	Boeing 737 300	2123 0715(22)	EC-FXP	Boeing 737 400	2126 2227
CS-TPJ	EMB 145	2350 0739(24)	G-BVJD	Fokker 100	2357 0713(22)

22 Sunday

G-CELS	Boeing 737 300	0126 1126	G-BYAA	Boeing 767	0347 0610
G-PIDS	Boeing 757	0710 0828	G-UKFF	Fokker 100	0930 1048
G-BVJD	Fokker 100	0952 1107	G-JEDZ	DHC-8	1004 1043
B-MAQ	Airbus 321	1023 1212	G-LENY	PA-34 Seneca	1041 1720
G-BYAA	Boeing 767	1151 1356	G-CELX	Boeing 737 300	1233 1338
El-CJC	Boeing 737	1313 1346	G-RJXE	EMB 145	1324 1418
G-UKFC	Fokker 100	1408 1607	ZH881	Hercules C.5	1438 1710
G-RJXC	EMB 145	1440 1611	G-PIDS	Boeing 757	1444 1614
G-RJXF	EMB 145	1524 1616	G-RJXD	EMB 145	1556 1751
G-JECB	CL600 RJ	1603 1704	G-RJXE	EMB 145	1653 1746
G-MAJM	Jetstream 41	1659 1756	G-EEST	Jetstream 31	1701 1740
G-UKTH	Fokker 50	1725 1804	G-CELS	Boeing 737 300	1743 1844
G-WARH	PA-28 Warrior 3	1753 1828	G-RJXF	EMB 145	1806 1841
El-CNV	Boeing 737	1839 1908	G-BVJC	Fokker 100	1849 1933
G-CELV	Boeing 737 300	1852 0710(23)	CS-DFD	Falcon 2000	1948 0916(23)
G-CELX	Boeing 737 300	2004 0642(23)	G-UKFC	Fokker 100	2006 0625(23)
G-MAJM	Jetstream 41	2016 0706(23)	N111SX	PA-46 Malibu	2038 0730(23)
G-RJXD	EMB 145	2053 0737(23)	G-RJXC	EMB 145	2056 0727(23)
El-CJE	Boeing 737	2111 2138	G-CELS	Boeing 737 300	2119 0715(23)
G-RJXE	EMB 145	2123 0720(23)	G-PIDS	Boeing 757	2132 0830(23)
G-BVJC	Fokker 100	2154 0740(23)	G-CELU	Boeing 737 300	2218 0736(24)
G-JEBD	BAe 146 300	2232 2306	G-BYAA	Boeing 767	2255 1010(23)

23 Monday

N429PK	CitationJet	0704 0800	G-JECB	CL600 RJ	0747 0828
LZ-BHA	Airbus 320	0756 0922	G-GHOC	King Air 200	0859 1750
G-RJXE	EMB 145	0910 0959	G-UKFC	Fokker 100	0935 1038
G-MAJM	Jetstream 41	0943 1018	G-RJXC	EMB 145	0945 1043
El-CKR	Boeing 737	0947 1023	40112	C-21A	0952 1317
G-BYRA	Jetstream 31	0956 1454	G-CELS	Boeing 737 300	1022 1131
G-BVJC	Fokker 100	1025 1107	G-RJXD	EMB 145	1053 1133
G-JEBD	BAe 146 300	1128 1238	G-RJXE	EMB 145	1156 1346
G-MAJM	Jetstream 41	1200 1435	G-CELV	Boeing 737 300	1209 1301
G-CELX	Boeing 737 300	1229 1334	El-CJC	Boeing 737	1308 1343
G-RJXC	EMB 145	1325 1411	G-UKFC	Fokker 100	1352 1612
G-RJXD	EMB 145	1402 1548	G-BVJC	Fokker 100	1405 1541
G-JIVE	Hughes 369	1530 1607	G-BYAA	Boeing 767	1553 1721
G-JECB	CL600 RJ	1558 1706	G-BYRA	Jetstream 31	1634 1716
G-UKTF	Fokker 50	1708 1800	G-MAJM	Jetstream 41	1712 1757
G-RJXC	EMB 145	1725 1806	G-CELS	Boeing 737 300	1727 1825

G-RJXD	EMB 145	1733 1818	G-RJXE	EMB 145	1739 1827
HB-VHV	BAe 125 800B	1751 1307(24)	HB-VMX	Citation Bravo	1755 1300(24)
G-BVJC	Fokker 100	1822 1917	EI-CJE	Boeing 737	1832 1900
N111SX	PA-46 Malibu	1835 0645(24)	G-PIDS	Boeing 757	1904 2023
G-JECB	CL600 RJ	1908 2011	G-CELV	Boeing 737 300	1911 0702(24)
G-UKFC	Fokker 100	1924 0622(24)	G-CELX	Boeing 737 300	1957 0708(25)
G-BYRA	Jetstream 31	1959 0652(24)	G-MAJM	Jetstream 41	2009 0704(24)
G-RJXC	EMB 145	2041 0759(24)	EI-CON	Boeing 737	2105 2137
G-CELS	Boeing 737 300	2112 0658(24)	G-RJXD	EMB 145	2115 0710(24)
G-RJXE	EMB 145	2122 0728(24)	G-BVJC	Fokker 100	2205 0721(24)

24 Tuesday

G-BYAA	Boeing 767	0232 0631	G-PIDS	Boeing 757	0552 0841
G-JECB	CL600 RJ	0750 0825	G-RJXE	EMB 145	0911 0956
G-UKFO	Fokker 100	0923 1035	G-MAJM	Jetstream 41	0926 1011
D-FLOH	Cessna 208B	0932 1315	CS-TPJ	EMB 145	0934 1038
EI-CJC	Boeing 737	0939 1022	G-BVJC	Fokker 100	0945 1053
G-ZIZI	CitationJet	1002 1737	G-BUVD	Jetstream 31	1010 1453
G-CELS	Boeing 737 300	1013 1125	G-RJXD	EMB 145	1015 1114
9H-ADH	Boeing 737 300	1042 1148	G-RJXC	EMB 145	1133 1405
G-RJXE	EMB 145	1148 1338	G-MAJM	Jetstream 41	1153 1445
G-CELV	Boeing 737 300	1158 1303	G-UKHP	BAe 146 300	1221 1310
G-CELU	Boeing 737 300	1228 1336	CS-TPJ	EMB 145	1308 1451
EI-CNW	Boeing 737	1319 1350	G-RJXD	EMB 145	1351 1504
G-BVJC	Fokker 100	1353 1542	G-UKFO	Fokker 100	1401 1601
G-PIDS	Boeing 757	1439 1610	EC-HGP	Boeing 737 800	1448 1615
G-JECB	CL600 RJ	1555 1704	G-BUVD	Jetstream 31	1629 1713
CS-TPJ	EMB 145	1645 1731	G-UKTF	Fokker 50	1659 1805
G-MAJM	Jetstream 41	1711 1755	G-RJXF	EMB 145	1714 1759
G-RJXD	EMB 145	1716 1809	G-CELS	Boeing 737 300	1718 1822
G-RJXE	EMB 145	1733 1813	N111SX	PA-46 Malibu	1803 1837
G-BVJC	Fokker 100	1818 1920	EI-CKR	Boeing 737	1831 1901
G-JECB	CL600 RJ	1909 1953	G-CELV	Boeing 737 300	1917 0709(25)
G-UKFO	Fokker 100	1929 0618(25)	CS-TPJ	EMB 145	1933 0725(25)
G-BUVD	Jetstream 31	1952 0702(25)	G-CELU	Boeing 737 300	2002 1333(25)
G-MAJM	Jetstream 41	2008 0721(25)	G-RJXD	EMB 145	2010 1337(25)
G-RJXF	EMB 145	2037 0728(25)	G-BYAA	Boeing 767	2046 0757(25)
G-CELS	Boeing 737 300	2105 0713(25)	G-RJXE	EMB 145	2119 0715(25)
G-BVJC	Fokker 100	2141 0718(25)			

25 Wednesday

G-PIDS	Boeing 757	0126 0749	G-JCBJ	Sikorsy S-76C	0711 0731
G-JECB	CL600 RJ	0747 0826	CS-TPJ	EMB 145	0915 0959
G-UKFK	Fokker 100	0922 1057	G-RJXF	EMB 145	0927 1009
G-MAJM	Jetstream 41	0937 1014	G-BVJC	Fokker 100	0945 1055
G-CBDA	Jetstream 31	0949 1454	EI-CN	Boeing 737	0956 1028
G-RJXE	EMB 145	1004 1119	G-CELS	Boeing 737 300	1017 1131
G-BSGK	PA-34 Seneca	1042 1326	G-RJXF	EMB 145	1146 1408
G-JEAW	BAe 146 200	1151 1233	G-MAJM	Jetstream 31	1155 1435
G-KVIP	King Air 200	1159 1757(26)	G-CELV	Boeing 737 300	1203 1300
EI-CKR	Boeing 737	1258 1345	G-CELX	Boeing 737 300	1302 0639(26)
CS-TPJ	EMB 145	1311 1450	G-OBLC	B.76 Duchess	1346 1511
G-JCBJ	Sikorsky S-76C	1351 1411	G-RJXE	EMB 145	1354 1505
G-BVJC	Fokker 100	1357 1538	G-UKFK	Fokker 100	1359 1603
D-ASTS	Challenger 604	1452 1341(26)	G-BLYE	TB-10 Tobago	1557 1608
G-CBDA	Jetstream 31	1643 1719	G-JEDZ	DHC-8	1646 1727
G-MAJM	Jetstream 41	1651 1748	G-RJXD	EMB 145	1654 1740
G-RJXF	EMB 145	1658 1753	G-UKTI	Fokker 50	1704 1755
G-PIDS	Boeing 757	1707 0631(26)	G-CELS	Boeing 737 300	1712 1821

G-RJXE	EMB 145	1715 1759	G-BVJC	Fokker 100	1816 1910
EI-CJI	Boeing 737	1838 1908	G-RJXC	EMB 145	1850 1923
G-CELV	Boeing 737 300	1923 0659(26)	G-RJXE	EMB 145	1938 0746(26)
G-UKFK	Fokker 100	1941 0624(26)	G-MAJM	Jetstream 41	1959 0701(26)
G-CBDA	Jetstream 31	2002 0653(26)	G-CELU	Boeing 737 300	2004 1133(26)
G-JEAB	BAe 146 200	2018 2055	N111SX	PA-46 Malibu	2028 0740(26)
G-RJXD	EMB 145	2040 0730(26)	G-RJXF	EMB 145	2047 0713(26)
G-BYAA	Boeing 767	2101 0615(26)	G-CELS	Boeing 737 300	2114 0704(26)
G-RJXC	EMB 145	2122 0724(26)	G-BVJC	Fokker 100	2150 0728(26)

26 Thursday

G-JECB	CL600 RJ	0749 0833	G-ORJA	King Air B200	0831 0947
G-MAJM	Jetstream 41	0925 1006	G-UKFG	Fokker 100	0930 1038
G-RJXD	EMB 145	0932 1047	G-RJXC	EMB 145	0936 1017
EI-CJG	Boeing 737	0947 1028	G-BYRA	Jetstream 31	0950 1501
G-BVJC	Fokker 100	0958 1053	G-CELS	Boeing 737 300	1013 0702(27)
G-RJXF	EMB 145	1015 1126	G-OBNA	PA-34 Seneca	1031 1736
G-RJXE	EMB 145	1048 1335	G-PWIT	LongRanger	1051 1222
G-UKHP	BAe 146 300	1130 1218	G-TATS	Ecureuil	1131 1255
G-MAJM	Jetstream 41	1151 1442	G-CELV	Boeing 737 300	1156 1309
G-RJXC	EMB 145	1207 1358	G-CELV	Boeing 737 300	1242 1335
G-PIDS	Boeing 757	1301 1626	G-CRPH	Airbus 320	1305 1516
EI-CNV	Boeing 737	1312 1350	G-RJXD	EMB 145	1323 1448
G-OOBA	Boeing 757	1329 1521	EC-GZE	Airbus 320	1332 1458
G-UKFG	Fokker 100	1400 1604	G-BVJC	Fokker 100	1402 1539
G-RJXF	EMB 145	1405 1505	G-BZZA	Boeing 737 300	1511 1535
G-BTGZ	PA-28 Archer II	1544 1237(29)	G-JEDF	DHC-8	1627 1705
ZE395	BAe 125 CC.3	1645 2205	G-BYRA	Jetstream 31	1649 1723
G-RJXD	EMB 145	1652 1734	G-UKTH	Fokker 50	1658 1751
G-RJXC	EMB 145	1701 1801	G-RJXF	EMB 145	1714 1803
G-IBRI	Eurocopter 120B	1718 1805	G-CELU	Boeing 737 300	1719 1821
G-MAJM	Jetstream 41	1725 1754	EI-CJI	Boeing 737	1823 1907
G-BVJC	Fokker 100	1832 1922	G-CELV	Boeing 737 300	1939 0722(27)
G-RJXD	EMB 145	1941 2026	G-UKFG	Fokker 100	1946 0618(27)
G-RJXF	EMB 145	2006 0746(27)	G-MAJM	Jetstream 41	2008 0655(27)
G-BYRA	Jetstream 31	2011 0650(27)	G-IJYS	Jetstream 31	2015 2032
G-CELV	Boeing 737 300	2017 0738(27)	G-BYAA	Boeing 767	2022 0639(27)
G-JEAB	BAe 146 200	2029 2110	G-RJXC	EMB 145	2052 0715(27)
G-CELU	Boeing 737 300	2114 1306(27)	G-BVJC	Fokker 100	2151 0713(27)
G-RJXD	EMB 145	2338 0748(27)			

27 Friday

G-PIDS	Boeing 757	0101 0653	G-RJXE	EMB 145	0211 0728
G-JECB	CL600 RJ	0751 0832	N147CD	Cirrus SR-20	0920 0947
G-MAJM	Jetstream 41	0923 1003	G-RJXC	EMB 145	0926 1007
G-RJXE	EMB 145	0928 1047	G-UKFG	Fokker 100	0930 1034
N525AL	CitationJet	0939 1313	G-BVJC	Fokker 100	0945 1112
EI-CJE	Boeing 737	0956 1030	G-CBDA	Jetstream 31	0958 1453
N273TB	B.58 Baron	1000 1010	G-CELS	Boeing 737 300	1016 1127
G-RJXD	EMB 145	1027 1136	G-RJXF	EMB 145	1049 1359
EC-IMA	Airbus 321	1054 1236	EC-HMK	Boeing 737 800	1117 1233
G-UKHP	BAe 146 300	1132 1223	G-FRYI	King Air 200	1134 1207
G-MAJM	Jetstream 41	1154 1438	G-RJXC	EMB 145	1202 1335
G-CELV	Boeing 737 300	1238 1405	G-CELV	Boeing 737 300	1242 1837
G-RJXE	EMB 145	1315 1449	EI-CNV	Boeing 737	1323 1353
G-UKFG	Fokker 100	1401 1612	G-BVJC	Fokker 100	1404 1543
G-RJXD	EMB 145	1410 1505	VP-BKQ	Bell 430	1555 1806
G-JECB	CL600 RJ	1609 1707	N147CD	Cirrus SR-20	1640 1658
G-RJXE	EMB 145	1645 1737	G-CBDA	Jetstream 31	1652 1722

G-EFPA	Airbus 321	1656 1868	N900CB	Cessna 421C	1702 1224(4/7)
G-UKTH	Fokker 100	1715 1811	N111SX	PA-46 Malibu	1719 1756
G-CELS	Boeing 737 300	1726 0706(28)	G-RJXF	EMB 145	1728 1804
G-RJXC	EMB 145	1733 1816	G-RJXD	EMB 145	1735 1820
G-MAJM	Jetstream 41	1739 1827	G-BVJC	Fokker 100	1825 1919
EI-CKR	Boeing 737	1844 1915	G-CELU	Boeing 737 300	1856 0831(28)
G-UKFG	Fokker 100	1938 0634(28)	G-RJXE	EMB 145	1950 0736(28)
G-CBDA	Jetstream 31	2009 0707(30)	G-PIDS	Boeing 757	2018 2246
G-RJXD	EMB 145	2026 0802(28)	G-MAJM	Jetstream 41	2030 1457(29)
G-CELD	Boeing 737 300	2040 1415(28)	G-RJXF	EMB 145	2044 0733(28)
G-JEBB	BAe 146 300	2050 2135	EI-CJI	Boeing 737	2114 2145
G-RJXC	EMB 145	2117 0817(28)	G-CELV	Boeing 737 300	2123 0654(28)
G-BVJC	Fokker 100	2202 0711(28)	EC-HKQ	Boeing 737 800	2217 2329
G-BYAA	Boeing 767	2239 0659(28)			

28 Saturday

G-PIDS	Boeing 757	0429 0638	LX-IMS	Lear Jet 45	0703 0749
G-JEDZ	DHC-8	0746 0824	G-MGMG	Cessna 206H	0829 0932
G-BVJC	Fokker 100	0938 1051	G-UKFG	Fokker 100	0941 1038
EI-CJI	Boeing 737	0945 1020	LZ-BHA	Airbus 320	1003 1125
G-RJXD	EMB 145	1016 1131	G-CELS	Boeing 737 300	1026 1129
G-OBBJ	Boeing 737 8DR	1134 n/res	G-RJXC	EMB 145	1142 1239
G-CELV	Boeing 737 300	1204 1306	G-RJXE	EMB 145	1225 1442
G-STRA	Boeing 737 300	1228 1420	G-BYAA	Boeing 767	1232 1409
G-PIDS	Boeing 757	1254 1426	N41726	Hawker 800XP	1301 1317
G-RJXF	EMB 145	1306 1353	EI-CJE	Boeing 737	1311 1348
EI-DBC	Airbus 320	1400 1515	G-UKFM	Fokker 100	1403 1610
G-RJXD	EMB 145	1430 0729(1/7)	EC-HBL	Boeing 737 800	1450 1607
G-BFDI	PA-28 Archer II	1453 1511	G-JIVE	Hughes 369	1456 1521
OE-LCJ	CL600 RJ	1500 1554	G-JECB	CL600 RJ	1510 1605
G-ORJA	King Air B200	1513 1551	G-BRYJ	DHC-8	1516 1601
G-CELU	Boeing 737 300	1535 1713(29)	ZG847	Islander AL.1	1635 1733
EC-IFV	Boeing 737 300	1658 1845	G-UKTF	Fokker 50	1701 1801
G-CELS	Boeing 737 300	1737 1916	G-MGMG	Cessna 206H	1755 1823
EC-GVO	DC8-82	1848 2011	G-CELV	Boeing 737 300	1856 1305(29)
G-RJXC	EMB 145	1920 1430(29)	G-UKFM	Fokker 100	1938 0622(29)
G-RJXB	EMB 145	2017 2104	G-CELV	Boeing 737 300	2019 0709(29)
G-PIDS	Boeing 757	2022 2148	G-BYAA	Boeing 767	2029 2202
G-RJXF	EMB 145	2039 1134(29)	G-BVJC	Fokker 100	2114 2234
EC-FXQ	Boeing 737 400	2120 2226	G-RJXE	EMB 145	2136 0742(29)

29 Sunday

F-GHOC	King Air 200	0013 0121	G-BVJC	Fokker 100	0045 0700
G-CELS	Boeing 737 300	0105 1127	G-RJXB	EMB 145	0239 0830
G-BYAA	Boeing 767	0343 0610	G-PIDS	Boeing 757	0704 1018
G-UKFM	Fokker 100	0932 1047	CS-TMW	Airbus 320	0937 1104
G-BVJC	Fokker 100	0942 1049	N273TB	B.58 Baron	0956 1003
G-JEDZ	DHC-8	1026 1108	G-BYAA	Boeing 767	1202 1353
G-CELD	Boeing 737 300	1216 1342	EI-CJG	Boeing 737	1324 1403
G-BFDI	PA-28 Archer II	1408 1438	G-UKFM	Fokker 100	1420 1604
G-RJXE	EMB 145	1429 1545	G-RJXB	EMB 145	1450 1959
G-RJXF	EMB 145	1506 1555	N707TJ	Stearman A75N1	1510 1631
N74189	Stearman PT-17	1510 1631	N273TB	B.58 Baron	1551 1556
G-JECB	CL600 RJ	1559 1703	G-CEGR	King Air 200	1605 1910
G-MAJM	Jetstream 41	1630 1745	G-PIDS	Boeing 757	1632 1751
G-OAKJ	Jetstream 31	1647 1730	CS-DNO	Hawker 800XP	1658 0731(30)
G-UKTF	Fokker 100	1701 1758	G-RJXC	EMB 145	1704 1749
G-CELS	Boeing 737 300	1723 1833	G-RJXF	EMB 145	1728 1804
EI-CNV	Boeing 737	1838 1905	G-CELV	Boeing 737 300	1904 0705(30)

G-JECB	CL600 RJ	1907 1957	G-BVJA	Fokker 100	1942 2030
G-CELX	Boeing 737 300	2001 0635(30)	G-UKFM	Fokker 100	2004 0621(30)
G-MAJM	Jetstream 41	2008 0711(30)	G-RJXE	EMB 145	2036 0721(30)
G-RJXF	EMB 145	2048 0727(30)	G-RJXC	EMB 145	2050 0715(30)
G-CELS	Boeing 737 300	2110 0702(30)	EL-COB	Boeing 737	2146 2211
G-CELU	Boeing 737 300	2217 1924(1/7)	G-BVJA	Fokker 100	2232 0738(30)
G-PIDS	Boeing 757	2240 0853(30)	G-BYAA	Boeing 767	2257 1022(30)

30 Monday

N273TB	B.58 Baron	0717 0743	G-RJXB	EMB 145	0742 0818
G-JECB	CL600 RJ	0747 0856	G-SWJW	Airbus 300	0750 1005
G-RJXE	EMB 145	0913 1013	G-UKFM	Fokker 100	0930 1049
G-RJXF	EMB 145	0932 1040	G-MAJM	Jetstream 41	0940 1028
EL-CJC	Boeing 737	0953 1031	CS-DFC	Falcon 2000	0957 1114
G-BVJA	Fokker 100	1003 1057	G-OAKJ	Jetstream 31	1008 1503
G-RJXC	EMB 145	1021 1117	G-CELS	Boeing 737 300	1027 1131
G-UKHP	BAe 146 300	1134 1244	G-RJXB	EMB 145	1148 1336
G-CELV	Boeing 737 300	1202 1315	G-MAJM	Jetstream 41	1213 1442
G-CELX	Boeing 737 300	1236 1339	G-RJXF	EMB 145	1318 1411
EL-CKR	Boeing 737	1349 1422	G-BVJA	Fokker 100	1359 1544
G-UKFM	Fokker 100	1405 1614	G-RJXC	EMB 145	1409 1458
G-LUND	Cessna 340	1438 1505	G-KDMA	Citation Encore	1444 0804(02)
G-BYAA	Boeing 767	1557 1728	G-JECB	CL600 RJ	1618 1707
G-OAKJ	Jetstream 31	1643 1732	G-RJXC	EMB 145	1648 1736
G-UKTC	Fokker 50	1654 1800	G-MAJM	Jetstream 41	1701 1748
G-CELS	Boeing 737 300	1717 1830	G-RJXF	EMB 145	1720 1818
G-RJXB	EMB 145	1723 1759	G-LUND	Cessna 340	1752 1820
G-BVJA	Fokker 100	1814 1938	EL-CNV	Boeing 737	1838 1913
G-CELV	Boeing 737 300	1852 0704(01)	G-PIDS	Boeing 757	1909 2034
G-JECB	CL600 RJ	1918 2006	G-RJXC	EMB 145	1934 2011
G-UKFA	Fokker 100	1941 0622(01)	G-MAJM	Jetstream 41	1957 0715(01)
G-CELX	Boeing 737 300	2002 0725(01)	G-OAKJ	Jetstream 31	2009 0700(01)
G-RJXF	EMB 145	2053 0738(01)	G-RJXB	EMB 145	2056 2142
EL-CJG	Boeing 737	2105 2133	G-CELS	Boeing 737 300	2113 0709(01)
G-BVJA	Fokker 100	2136 0723(01)	G-RJXC	EMB 145	2154 0712(01)

From and To

01) D-EHPD/??-? N750NS/F and T Jersey; OE-GAA/F and T Innsbruck; 02) D-IHVA/F and T Hannover; CS-DNL/Madrid-Farnboro; CS-DNV/Nice-n/s-Jersey; 03) OY-NPA/Aalborg-Skovde; CS-DNQ/Luton-n/s-Hamburg; 04) OE-GAA/Santiago de Compostilla-Innsbruck; CS-DNQ/Hamburg-n/s-Northolt; 05) N750NS/F-n/s-T Farnboro; N671B/F-n/s-T IoM; CS-DNT/Frankfurt-Nice; 09) N700VA/F and T Biggin Hill; N750NS/F and T Jersey; 11) N9533Y/F and T Charleroi; D-IHVA/Dresden-Farnboro; N671B/F-n/s-T IoM; 12) LX-PCT/F and T Zurich; N750NS/F and T Jersey; VP-CBM/F and T Norwich; N147CD/Liverpool-n/s-Denham; 15) VP-CBW/Farnboro-??; 16) N750NS/F and T Guernsey; N671B/F-n/s-T IoM; 17) OE-HTG/Vienna-Aberdeen and Aberdeen-Birmingham; N115FL/F and T Southampton; 18) D-CDEN/Dusseldorf-Manchester; 19) N111SX/Birmingham-n/s-Norwich; 20) D-IHVA/Padderborn-Hannover and Ganderkesee-Amsterdam; N111SX/F and T Birmingham; N273TB/Coventry-Hawarden; 21) N750NS/F and T Farnboro; 22) CS-DFD/Northolt-n/s-Stansted; N111SX/Birmingham-n/s-Norwich; 23) N429PK/Oxford-Biggin Hill; F-GHOC/F and T Le Bourget; HB-VHV/Zurich-n/s-Bologna; HB-VMX/Zurich-n/s-Bologna; N111SX/Norwich-n/s-Tatenhill; 24) D-FLOH/??-Langar; N111SX/Tatenhill-Bournemouth; 25) D-ASTS/Nice-n/s-Northolt; N111SX/Bournemouth-n/s-Tatenhill; 27) N147CD/Denham-Edinburgh and Glenrothes-Denham; N525AL/F and T Guernsey; N273TB/Biggin Hill-Tatenhill; VP-BKQ/F and T Westland Heliport; N900CB/Guernsey-n/s-Cologne; N111SX/Tatenhill-Birmingham; 28) LX-IMS/F and T Luxembourg; N41762/Istanbul-Liverpool; 29) F-GHOC/F and T Le Bourget; N273TB/Hawarden-Plymouth and return; N707TJ and N74189/Waddington-? CS-DNO/Stansted-n/s-Oslo; 30) N273TB/Hawarden-Elstree; CS-DFC/Gerona-Nice;

Overshoots

02) ZE440/Navy752; XX497/CWL71: 03) XX498/CWL67; G-YPOL/Police42: 04) G-BAVZ/Raven88T; XX497/CWL69: 06) X495/CWL65: 10) XX495/CWL65: 11) ZA705/Vortex: 12) XX845/Colt91; XX847/Colt89: 13) ZH881/Ascot502; XX499/CWL69; G-OBLC: 16) XX499/CWL73; XX493/CWL65; G-BXXT: 17) XX492/CWL69: 18) 143/French Navy 55A: 19) G-ORSP/Makin 1: 20) ZF208/LOP28: 23) XX139/Colt 18; G-BXXT: 24) ZF513/LOP44; G-BAVZ/Raven88T: 25) G-OBLC; G-BAVZ/Raven88T: 26) G-BNSP/CWL82; G-BNSO/CWL81: 28) G-BAVZ/Raven88T: 29) G-BOPT:

LBA Movements review, June 2003

On the 1st the Cherokee D-EHPD was from and to points unknown but the Citation X N750NS was from and to Jersey using its usual callsign "Beauport 6NS" whilst the Citation V OE-GAA was from and to Innsbruck with callsign "TYW772-3". On the 2nd D-IHVA was a PA-42 Cheyenne IIIA of Viessman Werke GmbH from and to Hannover and it was joined by two Netjets Hawker 800XP's, CS-DNL from Madrid to Farnboro using "Skyshare 1448-100P" and CS-DNV night stopping from Nice to Jersey as "Skyshare 1888-912P". North Flying's Metro II OY-NPA was from Aalborg to Skovde on the 3rd as "NPA152" and night stopping was the Falcon 2000 CS-DNQ from Luton to Hamburg as "Skyshare 884P-1884". OE-GAA was back on the 4th from Santiago de Compostella to Innsbruck as "TYW732-733" and Falcon 2000 CS-DNQ returned from Hamburg for a night stop before going to Northolt calling "Skyshare 1885-116P".

On the 5th Citation X N750NS was again "Beauport 6NS" night stopping from and to Farnboro, also night stopping was the Bonanza N671B from and to its base on the Isle of Man with the Hawker 800XP CS-DNT operating as "Skyshare 992P-1886" from Frankfurt to Nice. TBM 700 N700VA on the 9th was from and to Biggin Hill and the Citation X N750NS was from and to Jersey with its usual callsign. The Cheyenne D-IHVA was back on the 11th from Dresden to Farnboro and the Bonanza N671B night stopped from and to the Isle of Man, from and to Charleroi was the Cessna T210N N9533Y. The Lear Jet 31A LX-PCT of Powder Coating Technologies came from and to Zurich on the 12th and was joined by Citation X N750NS from and to Jersey using "Beauport 6NS", Bernard Mathews Citation VP-CBM from and to its Norwich base and the Cirrus SR-20 N147CD night stopping from Liverpool to Denham. The Rolls-Royce Gulfstream IV VP-CBW on the 15th was from Farnboro.

Two regulars on the 16th were the Citation X N750NS from and to Jersey and the Bonanza N671B night stopping from and to the Isle of Man. Visiting on the 17th we had the Dornier 328 OE-HTG of Grossman Air Service as "HTG101-102-103-104" on flights from Vienna to Aberdeen and Aberdeen to Birmingham. Also noted that day was the Gulfstream IV N115FL from and to Southampton. A new regular appeared for the first time this month on the 19th when Malibu N111SX night stopped en route from Birmingham to Norwich. It returned on the 20th from and to Birmingham and it was joined by the Baron N273TB from Coventry to Hawarden and the Cheyenne 3A D-IHVA on two trips from Padderborn to Hannover and Ganderkersee to Amsterdam. A visit from N750NS again on the 21st, this time from and to Farnboro. The Malibu N111SX was night stopping on the 22nd from Birmingham to Norwich and Falcon 2000 CS-DFD was night stopping from Northolt to Stansted as "Skyshare 568P-0568".

CitationJet N429PK on the 23rd is registered to Twilight Management and it was from Oxford to Biggin Hill whilst the King Air 200 F-GHOC was from and to Paris/Le Bourget as "Darta 2642". Night stopping that day were BAe 800B HB-VHV from Zurich to Bologna as "CAZ201" and Citation II HB-VMX as "PJS101" flying the same route. Cessna 208B D-FLOH of Aeroteam Aviation came from somewhere not recorded on the 24th and is believed to have departed to Langar, meanwhile Malibu N111SX was from Tatenhill to Bournemouth. Night stopping on the 25th was Challenger 604 D-ASTS from Nice to Northolt as "Bavarian 101" with Malibu N111SX night stopping from Bournemouth to Tatenhill. Visiting twice on the 27th was the Cirrus SR-20 N147CD, it was from Denham to Edinburgh and from Glenrothes to Denham, others that day were CitationJet N525AL from and to Guernsey, Baron N273TB from Biggin Hill to Tatenhill and the Bell 430 VP-BKQ from and to Westland Heliport, along with a night stopping Cessna 421C N900CB from Guernsey to Cologne and the Malibu N111SX from Tatenhill to Birmingham.

Lear Jet 45 LX-IMS of Husky Injection Molding Systems was from and to Luxembourg on the 28th and the Hawker 800XP N41762 was from Istanbul to Liverpool with the callsign "J-max 1". King Air F-GHOC was back on the 29th from and to Le Bourget as "Darta 2707" with the Baron N273TB from Hawarden to Plymouth and return plus the Hawker 800XP CS-DNO night stopping from Stansted to Oslo as "Skyshare

0664-578P". Calling in from Waddington were two Stearman aircraft, N707TJ and N74189 using the callsign "Wingwalker". Finally on the 30th the Baron N273TB was from Hawarden to Elstree and the Falcon 2000 CS-DFC was from Gerona to Nice calling "Skyshare 354P-4354". On the military side there was not much to note. First off was the BAe 125 ZE395 on the 7th as "Ascot 1795" from Padderborn n/s to Northolt followed on the 16th by Gazelle XZ311 as "Army 384" from Shawbury to somewhere and return. On the 22nd Hercules C.5 ZH881 was from and to Brize Norton as "Ascot 4732" and on the 23rd USAF C-21A 40112 was from and to Mildehall as "Bursar 2". BAe 125 ZE395 was back on the 26th as "Ascot 1382" from and to Northolt and last but not least the Islander ZG847 was from and to Belfast International on the 28th as "Army 351".

The Citation D-CAUW which made an unscheduled night stop when it ran off the end of the runway on 28 May finally departed on the 20th to Paderborn. Unusual to us on the 22nd was the Air Macau Airbus 321 B-MAQ in Luxor Air colours operating on a Planet Air Flight. AS355N Twinstar N625LH which had arrived here on April 2nd finally departed on the 26th to Westland Heliport. Multiflights BBJ G-OB BJ came from Hamburg on the 28th and after an extended familiarisation flight during the afternoon it went back there in the evening, finally arriving back here on the 1st of July.

Terry Sykes

LEEDS HELIPORT

08/07/03	G-BWZI	AUGUSTAA109A	14:40	14:50
09/07/03	G-SDCI	BELL 206B JETRANGER	12:00	17:00
10/07/03	G-MOBI	TWIN SQUIRREL	10:10	13:00
11/07/03	G-BSTE	TWIN SQUIRREL	12:55	13:20
11/07/03	N70526	HUGHES 369D	13:45	14:00
15/07/03	G-BXZD	GAZELLE	13:30	13:45
15/07/03	G-RUZZ		15:30	15:50
15/07/03	G-BPYL	HUGHES 369D	13:00	13:30
17/07/03	G-MOMO	AUGUSTAA109E	11:30	12:00
17/07/03	G-NOIR	BELL 222	13:15	13:25
17/07/03	G-FIBS	AS350BA ECUREUIL	14:00	14:00
17/07/03	G-HALE	ROBINSON R44	14:08	14:30
20/07/03	G-FIBS	AS350BA ECUREUIL	12:20	12:40
27/07/03	G-EIBM	ROBINSON R22	14:00	15:00



Multiflight's Hangar as at 18 July 2003
Jim Stanfield



HELICOPTER ACTIVITY

June

01	G.ICSG	Twin Squirrel	Harrogate-Stapleford
02	G.ROZI	R.44	Matlock-Walton Wood
03	G.IGPW	EC.120B	Calverley-Sherburn
	G.MLTY	Dauphin	Hazelwood Castle-Knaresborough
04	G.BSCE	R.22B	Brighton-near Catterick
	G.POTT	R.44 Astro	Coventry-Crosland Moor-Skipton
05	G.OPCS	Hughes 369	Pontefract-Bridlington (also 11/06)
06	G.TGRA	A.109A	Gatwick-Gunnerside
	G.BZGO	R.44	Devonshire Arms-Shaw (also 07/06)
07	G.BWZI	A.109A	Bovingdon-Doncaster
	G.JBBZ	Twin Squirrel	Devonshire Arms, also G.JIVE MD.500
	G.PRET	R.44	Harrogate-Huddersfield
	G.UTTS	R.44	Mansfield-Harrogate
08	N1885	A.109	Snetterton-Settle-Cullingworth
	G.OOHO	Jet Ranger	Sheffield-Newcastle
09	G.HALE	R.44 Astro	Walsall-Sherburn
	G.KUKI	R.22B	Gamston-Sherburn-Beverley
10	G.RAMI	Jet Ranger	Devonshire Arms-Beckwithshaw
	G.RFUN	R.44	Bristol-Richmond-Stanley(Durham)
11	G.CHUM	R.44	Ripponden-Colne-Ossett
	G.BZMG	R.44	Rudding Park-Aberford-Sherburn
	G.PALS	Enstrom 280C	Woodford-Tickton(Hull)
	G.FOXM	Jet Ranger	Hull-Ancaster
	N621MM	A.109A	Lyneham-Wetherby
	G.LYNC	R.22B	Gamston-Sunderland
	G.MOMO	A.109E	Chatsworth House-Sheffield
	G.WHRL	Schweizer 269C	Devonshire Arms, also G.JIVE MD.500
12	N92001	MD.900	Bakewell-Woodhall Hill G.C.(Pudsey)
	N600MG	MD.600	Teesside-Todmorden
		Sea King	"Rescue 128" Woodhouse Moor (for LGI)
13		Sea King	"Rescue 122" Valley-St James Hospital
	G.WIZY	R.22B	Gamston-Newcastle
14	G.BSCE	R.22B	Wike-Devonshire Arms
15	G.BAGL	Gazelle	Tickton-Doncaster-Nottingham
	G.LNTI	R.44	Wike-local flights, also G.TTHC R.22
16	G.OOHO	Jet Ranger	Sherburn-Whitby
	G.WUSH	EC.120B	Harrogate-Nottingham (also 18/06)
	G.PACL	R.22B	Pontefract-Jcn1 on M.18-Walton Wood
17	G.OUEL	R.44	Donnington Park-Malvern Park(Teesside)
18	G.FIBS	Squirrel	Coney Park-site east of Full Sutton
	G.BBNG	Jet Ranger	Newcastle-Sheffield City
	N620LH	Twin Squirrel	"Jockey 237" Elvington-LBA
19	G.EDI	R.44	Gamston-Sheffield
22	G.DORB	Jet Ranger	Skegness-Walton Wood
	N322MC	Hughes 369E	Preston-Skipton
23	N600MG	MD.600	Stainsby Hall-Todmorden
	G.BSYI	Twin Squirrel	Brighton-Filey
	G.BAGL	Gazelle	Sherburn-Waterford(Eire)
24	G.HDIX	Enstrom 280	Burnley-Sherburn

	G.BXRY	Jet Ranger	Sherburn-Sleaford
	G.BZYB	Gazelle	"Heli Astral 01" Devonshire Arms
25	G.FABI	R.44 Astro	Bagby-site 10/E Manchester
26	G.BOOV	Twin Squirrel	Coney-Wike-Wakefield
	GIBRI	EC.120B	Harrogate-LBA
27	G.UNYT	R.22B	Walton Wood-Coventry
	D.HAFN	Jet Ranger	Beckwithshaw-Nun Monkton
29	G.LEEZ	Long Ranger	Broughton Hall, Skipton (pleasure flights)
	G.BWZI	A.109A	Tring-Pontefract Race Course

On 13/06 a trio of helicopters landed at Bradford Golf Club for the funeral of motor cyclist David Jeffries at nearby Baildon. Squirrel G.OMMC arrived from the Isle of Man along with EC.120 G.BXYD whilst R.22 G.SMJH came from Hamilton, visiting Crosland Moor for fuel later. Another local helicopter has bitten the dust, once again fortunately with no serious injury. Jet Ranger G.BAML from Walton Wood was filming for television when it crashed near Hadrian's Wall. Peter Scott, who owned 'ML, was noted using Jet Ranger G.BTFX whilst operating numerous local flights from Garforth on 15/06 and 16/06. Flying over the area were A.109 HB.ZCQ on 25/06 (pol.16.20) enroute Northampton to Prestwick whilst R.44 D.HHLA was from Carlisle to Lydd on 29/06 (Eccup 12.00).

Germans abound around the area this month. Firstly on 19/06 a quartet comprising PA.28RT D.ESEL, Cirrus 20 N100UH, TB.9 D.EDMD and PA.28 D.EDCM were noted routing Norwich to Prestwick when they were caught in bad weather. The first two battled on but the latter two diverted into Sheffield. Sheffield has also acquired new residents PA.28 G.BGXS and PA.38's G.BSOT and G.BWSC. Visiting on 16/06 was Be.350 N64GG from Biggin Hill and on 26/06 Citation c/s Skyshare 748. Amongst dozens of other visitors were: 03/06 PA.34 G.BSGK; 05/06 C.1825 G.MICI; 09/06 RV.6 G.BZVN, Chipmunk G.BCSL; 13/06 Silvaire G.BTJA; 13/06 Jet Ranger G.BXRY; 15/06 PA.44 G.PDOC, M.20 N101UK; 17/06 Coyote G.CBUY; 18/06 Be.33 G.ENSI, Robin G.GORF; 21/06 RV.6 G.RVEE; 22/06 ARV 2's G.GORIX and G.BWBZ, PA.28R G.OOTC; 26/06 PA.31 G.FILL; 27/06 PA.34 G.AZOT; 29/06 Kiffox G.BPIL.

Another German quartet on 19/06 this time routing Blackpool to Rufforth C.182P D.EHUA, PA.28 D.ESCH, F.172N D.EKIT and C.152 D.ETKD. Others of note at Rufforth were: 01/06 Grob 109 G.BMFY; 02/06 PA.24 N218SA; 05/06 PA.28 G.AYAC; 08/06 Chipmunk G.BBND; 24/06 Koliber G.BZLC; 25/06 Starstreak Shadow G.HLCF.

At Sherburn, their German for the month was Beech 33A D.ETMT on 08/06. New residents here are PA.28's G.BODB, G.BODC and G.BODE along with Jet Ranger G.STER. Highlights visiting include: 05/06 Citabria G.BDBH; 07/06 Zenair G.GFKY, C.172 G.PLBI; 11/06 Yak 50 G.FUNK; 13/06 PA.24 N61970; 14/06 DR.400 G.SELL; 15/06 Zenair G.OANN, Beech 33 G.HOPE; 16/06 Sokol G.AIXN, Cap 232 F.GOTC; 18/06 R.2160 G.BYOF; 20/06 C.195 G.BSPK; 21/06 Beech 33 G.BTZA; 24/06 PA.28 G.EEGU, Europas G.RATZ and G.IMAB; 25/06 TB.20 N882; 28/06 Glasstar G.LSTR; 29/06 C.210 N210AD from Guernsey. On 27/06 the D.H.Club set off from here on their English tour. Of the 30-odd aircraft taking part were Tiger Moths G.ACDJ, G.AJVE, G.ANMY, G.AOBX, G.ANFM; Puss Moth G.AAZP; Hornet Moth G.ADNE; Leopard Moths G.ACUS, G.AIYS; Dragonfly G.AEDU; Queen Bee G.BLUZ and Chipmunks G.BBND, G.BCGC, G.BXCVC, G.BZDU, G.BFAX.

Gamston was visited on 22/06 by German (helicopter) D.HLPY on a fuel stop. The same day saw a fly-in with almost 150 visitors including: C.177RG N278SA, Viking N8862V, PA.24 N61970, Beagle 206 G.FLYP, C.414 G.DYNE, PA.46 G.DERK, Quantum G.BZED, Acrosport G.OJDA, Extra G.EXTR, Cap10 G.CAPX, PA.16 G.BIAP, Zenair G.CBGB, Bede BD4 G.BOPD, Jabirus G.BZHR, G.EWBC, G.JUDD, Yak 52's G.BWFP, G.LYFA, G.YAKA and various Rans, G.BULG, G.EYOR, G.HOPY, G.KELS, G.RVAN, G.RVEE, G.RVVI. New resident here is PA.32 G.PECK whilst as yet unidentified is G.TENS which was noted on air test 29/06. Skyshare are now regular visitors with various Citations and Hawker 800's during the month. Others included: 01/06 Jodel D.140 G.DCXL; 11/06 PA.32R G.NIOS; 12/06 F.172N G.DCKK; 13/06 Baron N79AP from Enstone, Chipmunk G.ULAS, PA.22 G.ARCF; 21/06 C.152 G.BWNB, T.67 G.OPUB, F.150J G.AWRK; 24/06 PA.28 G.EFIR; 29/06 PA.28 G.EOLD.

To Sandtoft, and guess what? Dimona D.CVOK was noted inbound from Prestwick on 24/06. Also here were: 04/06 SR.22 N40GD (to Bournemouth with Jet Provost G.BWGT); 09/06 PA.28RT G.CBPI, PA.28 G.AWET; 11/06 M.20J G.OBAL; 12/06 PA.28 G.BTEX; 14/06 C.1725 G.IZZS; 15/06 Nord 3202 G.BIZK; 24/06 Kitfox G.BWWZ; 25/06 Falke G.BXAN.

Just rounding off the Germans Robin 3000 D.EIIA was inbound to Sutton Bank on 13/06.

New resident at Brieghton is HR.200 G.JPAT, visitors included: 03/06 C.140A G.BOCI; 05/06 PA.28 G.BPHB; 07/06 PA.32 G.BXWP; 15/06 DR.400 G.JUDE; 29/06 T.211 G.BYJF. An aerobatic competition took place on 14/06 with the following taking part: T.67's G.BLLR, G.SKYC, G.BJXB, Robin 2112 G.RAFC, Extra 300 G.IICM, Cap.20 G.BIPO, Yak 52 G.CBPY, Zlin G.MATE, Christen Eagle G.EGAL and Pitts, G.BKKZ, G.BOXH, G.BPLY, G.BTTR, G.OODI and G.STUB. A fly-in here on 01/06 produced the following highlights: Stearman N65565, Yak 52 G.LAOK, Harvard G.BGOR, Sparrow G.BSUX, Bolkow Junior G.ATDO.

Elvington is now getting busy since it became a licensed airfield; 03/06 PA.34 G.NSUK; 08/06 Tiger Moth G.ARTL, TB.10 G.IGGL, Hiller G.ASAZ; 14/06 Bulldog G.TDOG, Pup G.AZCU; 19/06 F.177RG G.AYPH; 20/06 PA.28 G.BYKL; 25/06 AA.5 G.BCCK; 25/06 PA.28 G.DIWY. On 28/06 a fly-in named Project Prop produced well in excess of 100 visitors and it was most notable that the bulk of the visitors were not locals. Highlights: Autocrat G.AJRB, Apache G.ASND, C.120 G.BUHZ, Beech Sierra G.CBCY, Junior G.ATSI, AA.1A G.RUMN, PA.46 G.WADI, PA.34's G.CAHA, G.VASA, G.SENX, Yak 52's G.BWOD, G.YOTS, PA.24 N9381P, PA.28RT N38273, PA.32 N2923N.

Bagby visitors included: 09/06 C.150M G.BSJU; 11/06 C.172B G.ARMJ; 13/06 D.117 G.AWFW; 15/06 Pawnee G.BFRY, C.182P G.BHVP (from Mirfield), Europa G.BVVH; 23/06 PA.16 G.BIAP, C.120 G.BJML; 24/06 Mainair G.CBAD; 29/06 PA.15 G.BTOT, PA.22 G.BTUM, D.120 G.ASPF.

New residents at Netherthorpe, RV.7 G.KELS and Pup G.AZEW. Operating from here 21/06 and 22/06 was FR.172E G.OMAC whilst banner towing over Sheffield. Visiting 17/06 Tiger Moth G.APAL; 20/06 RV.6 G.BZWZ.

Operating out of Humberside on 29/06 was C.402B OY.SAV on survey work over the east coast. Visitors 12/06 King Air N1092H, Islander PH.RPM; 21/06 PA.28R N1875A; 24/06 Challenger N225AR.

Rounding off, AG.5B N1365A visited Crosland Moor (05/06); PH.TWP PA.28RT (Beverley 14/06). PA.12 G.AWPW was inbound Full Sutton (13/06). A couple in Fadmoor, Dornier 28 HA.ACL (11/06). Cessna 340 G.LUND (19/06). The farm strip at Garforth had C.310R G.FFWD on 11/06 whilst PA.28RT G.BNNX was in Walton Wood 17/06. Finally T.67M LN.TFA returned to its birthplace, Kirkbymoorside, on 26/06.

Trevor Smith



LEEDS BRADFORD AIRLINE REPORT - JULY



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA174	PM	05/EC-FXP	12/EC-HGP	19/EC-HXT	26/EC-HXT	
AEA264	PM	04/EC-HGO	11/EC-HBL	18/EC-HJP	25/EC-IDT	
AEA276	PM	01/EC-HBL	08/EC-HBM	15/EC-HKR	22/EC-HJP	29/EC-III
AEA638	PM	05/EC-HKQ	12/EC-HGO	19/EC-HGP	26/EC-HGP	
AEU571	MLA	03/ <u>PR-BRE</u>	10/G-STRA	17/G-BZZA	24/G-BZZA	31/G-BZZA
AEU575	AGP	05/G-STRA	12/G-STRA	19/G-STRA	26/G-BZZA	
AMC5203	MLA	01/9H-ADI	08/9H-ADH	15/9H-ADI	22/9H-ADI	29/9H-ABT
AMM639C	FAO	03/G-OOOB	10/G-OOBC	17/G-CPEV	24/G-CPEU	31/G-OOBC
AUA2374	INN	05/ <u>OE-LCQ</u>	12/OE-LCM			
AZI2612	FAO	05/EI-DBC	12/EI-DBC	19/EI-DBC	26/EI-DBC	
BAL076A	AGP	05/G-BYAK	12/G-BYAK	19/G-BYAK	26/G-BYAW	
BAL089A	CFU	04/G-BYAK	11/G-BYAK	18/G-BYAK	25/G-BYAW	
BAL148A	MAH	07/G-BYAK	14/G-BYAK	21/G-BYAK	28/G-BYAW	
BAL197A	DLM	07/G-BYAK	14/G-BYAK	21/G-BYAK	28/G-BYAK	
BAL213A	IBZ	01/G-BYAA	08/G-BYAK	15/G-BYAK	22/G-BYAK	29/G-BYAK
BAL217A	TFS	06/G-BYAK	13/G-BYAK	20/G-BYAK	27/G-BYAW	
BAL277A	PM	03/G-BYAA	10/G-BYAK	17/G-BYAK	24/G-BYAK	31/G-BYAK
BAL310A	ALC	01/G-BYAA	08/G-BYAK	15/G-BYAK	22/G-BYAK	29/G-BYAK
BAL329A	PM	06/G-BYAK	13/G-BYAK	20/G-BYAK	27/G-BYAW	
BAL468A	REU	05/G-BYAK	12/G-BYAK	19/G-BYAK	26/G-BYAW	
BAL587A	IBZ	05/G-BYAK	12/G-BYAK	19/G-BYAK	26/G-BYAW	
BMA7961	VRN	05/CS-TPJ	12/G-RJXD	19/CS-TPJ	26/G-RJXF	
BMA7963	VRN	05/G-RJXD	12/G-RJXD	19/G-RJXA	26/G-RJXF	
BMA7991	PSA	05/G-RJXC	12/CS-TPJ	19/G-RJXD	26/G-RJXD	
BGH5904	VAR	05/LZ-BHA	12/LZ-BHA			
BGH5950	BOJ	07/LZ-BHA	14/LZ-BHA	21/LZ-BHA	28/LZ-BHA	
BGH5960	VAR	25/LZ-HMW				
BRT6ET	JER	05/G-BRYJ	12/G-BRYY	19/G-BRYV	26/G-BRYV	
FUA1508	TFS	04/EC-HJJ	11/EC-HMK	18/EC-HHG	25/EC-HMK	
HOA566	ALC	05/EC-IEZ	12/EC-IFV	19/EC-IHI	26/ <u>SE-DIX</u>	
IWD3232	TFS	18/ <u>EC-INZ</u>	25/EC-IAG			
IWD3450	ACE	03/EC-IMU	10/EC-IMU	17/EC-IAG	24/EC-HZU	31/EC-GZD
JKK3158	PM	05/EC-HBP	12/EC-HOV	19/EC-FXA	26/EC-GHH	
LTE919	TFS	04/EC-IMA	11/EC-IMA	18/EC-IMA	25/EC-IMA	
LXR2772	FAO	06/B-MAQ	13/B-MAQ	20/B-MAQ	27/B-MAQ	
MYT337	MAH	03/G-CRPH	10/G-CRPH	17/G-CRPH	24/G-DHJZ	31/G-DHJZ
MYT351	TFS	01/G-PIDS	08/G-RJGR	15/G-RJGR	22/G-RJGR	29/G-RJGR
MYT353	REU	06/G-RJGR	13/G-RJGR	20/G-RJGR	27/G-RJGR	
MYT355	LPA	07/G-RJGR	14/G-RJGR	21/G-RJGR	28/G-RJGR	
MYT357	FUE	02/G-PIDS	09/G-RJGR	16/G-RJGR	23/G-RJGR	30/G-RJGR
MYT363	LPA	05/G-RJGR	12/G-RJGR	19/G-RJGR	26/G-RJGR	
MYT367	ACE	03/G-PIDS	10/G-RJGR	17/G-RJGR	24/G-RJGR	31/G-RJGR
MYT371	LCA	07/G-RJGR	14/G-RJGR	21/G-RJGR	28/G-RJGR	
MYT373	ALC	01/G-PIDS	08/G-RJGR	15/G-RJGR	22/G-RJGR	29/G-RJGR
MYT375	IBZ	04/G-RJGR	11/G-RJGR	18/G-RJGR	25/G-RJGR	
MYT385	PM	05/G-RJGR	12/G-RJGR	19/G-RJGR	26/G-RJGR	
MYT387	ALC	05/G-RJGR	12/G-RJGR	19/G-RJGR	26/G-RJGR	

MYT391	MAH	04/G-PIDS	11/G-RJGR	18/G-RJGR	25/G-RJGR	
MYT395	RHO	23/G-RJGR	30/G-RJGR			
MYT1301	DLM	04/G-SMTJ	11/G-SMTJ	18/G-NIKO	25/G-EFPA	
MYT1317	FAO	03/G-PIDS	10/G-RJGR	17/G-RJGR	24/G-RJGR	31/G-RJGR
MYT1375	AGP	06/G-RJGR	13/G-RJGR	20/G-RJGR	27/G-RJGR	
TRA1381	HER	29/PH-HZG				

OTHER FLIGHTS

01	G-ZAPO	B463	BEE729/730	f/t Belfast City	Lieu BEE CRJ
04	G-ZAPO	B463	BEE729/730	f/t Belfast City	Lieu BEE CRJ
05	F-GCJL	B732	BIE351/352F	f/t Lourdes	Passenger Charter
05	<u>G-JEDJ</u>	DH8	BEE739/740	f/t Belfast City	-
05	F-GCJL	B732	BIE353/333F	Lourdes - Shannon	Passenger Charter
06	<u>PH-RAT</u>	B190	EMX331P/332	f/t Isle of Man	Passenger Charter
06	TF-ELP	B733	EXS007T/231	TeesSide - Barcelona	Lieu Jet2 B733
06	TF-ELP	B733	EXS232/982P	Barcelona - Stansted	Lieu Jet2 B733
08	<u>PH-LXK</u>	F50	KLM1551/1552	f/t Amsterdam	-
09	<u>PH-LXT</u>	F50	KLM1552/1552	f/t Amsterdam	-
10	G-ZAPO	B463	BEE733/734	f/t Belfast City	Lieu BEE B462
11	<u>EI-DBE</u>	F100	BEE745/746	f/t Belfast City	Lieu BEE DH8
12	G-MIDZ	A320	BMA8JL/1LJ	f/t Heathrow	Lieu F100
14	G-MIDI	A321	BMA7JL/5LJ	f/t Heathrow	Lieu F100
15	G-BUPS	AT42	AWC606A/606B	f/t Boscombe Down	Passenger Charter
16	<u>G-BVCE</u>	BA46	BEE733/734	f/t Belfast City	-
17	PH-RAT	B190	EMX331/332P	Isle of Man - Liverpool	Passenger Charter
18	OO-DWK	RJ10	DAT1052/1054	Stuttgart - Brussels	Passenger Charter
23	G-MIDK	A321	BMA7JL/5LJ	f/t Heathrow	Lieu F100
25	G-TABS	E110	SDL505	Biggin Hill - Metz	Passenger Charter
26	<u>G-JEDK</u>	DH8	BEE739/740	f/t Belfast City	-
28	G-TABS	E110	SDL505	Metz - Biggin Hill	Passenger Charter

Aircraft making first visits are underlined.



LBA VISITORS



BAe 146-200 G-BVCE flybe 8 August 2003



Bombardier Dash 8 Q400 G-JEDI flybe 20 August 2003



Airbus 320 LZ-BHA BH Air 28 July 2003



SOCIETY VISIT TO FR AVIATION, TEESSIDE AIRPORT (Thursday 29 May 2003)

This was a 'member-car' visit; my aversion to driving is well known to regular readers, so there was no way I could go on the trip without the aid of some kind person. For me, that kind person was my good friend David Tennant, who had me booked on the visit before I had heard about it, as he knows I am game for any trip where I don't have to do the driving! (Watch this space for a report on the coach-borne visit to Birmingham Airport and RAF Cosford in a later issue!)

My fellow-passenger and I assembled at the home of David and Mavis. I didn't even have to drive there as my dutiful son-in-law, Rob ("greater love has no son-in-law", I keep telling him!) drove me there. Our party was soon wending northwards and on reaching Teesside Airport (the former war-time RAF Middleton St George), we linked up with other members in the car park and made our way to the FR Aviation site.

Our visit opened with a presentation, supported by audio-visuals. What follows is the transcribing of my notes made at the time (this, in itself, is an achievement, as my handwriting is terrible!)

FR Aviation (the FR derives from "Flight Refuelling", the original title of the firm) is part of the worldwide Cobham Organisation (Sir Alan Cobham can be said to be the "Father" of flight refuelling). FRA is a Ministry of Defence contractor, which operates civilian-registered aircraft, Dassault Falcon 20s, in a specialised training role.

FRA has two bases, the main base at Bournemouth Airport and the subsidiary base at Teesside. Each operates seven Falcons, with two 'spares'; the registrations of those currently based at Teesside are:

G-FFRA Falcon 20DC
G-FRAJ Falcon 20E
G-FRAT Falcon 20C

G-FRAH Falcon 20DC
G-FRAL Falcon 20DC
G-FRAU Falcon 20C

G-FRAI Falcon 20E
G-FRAS Falcon 20C
G-FRAW Falcon 20C

The registrations of the whole fleet are listed in "Military Aircraft Markings" under 'Civil Registered Aircraft in UK Military Service'.

Each aircraft has a crew of three: captain, first officer and Electronic Warfare Officer (EWO). The captains are all ex-military pilots, the first officers civilian pilots, and the EWOs are ex-military navigators. There are nine crews based at Teesside.

At Teesside, the training support role is primarily concerned with Tornado F3s; at Bournemouth, the role is primarily concerned with the Royal Navy. With the F3s, air defence training is the primary theme, target towing being the main duty. With the Royal Navy, target towing is again the main duty; in this case, the targets are sea skimming target systems. Other duties include radar calibration and the checking of electronic warfare systems, some of which involves the use of 'chaff', (which Concise Oxford defines as "strips of metal foil released in the atmosphere to obstruct radar detection") and several of the Falcons we saw carried a 'chaff dispenser'.

The excellent presentation was followed by a visit to the hangar, including a 'climb-in' view of a Falcon. We also had a somewhat long-distance view of the flight-line. To the dismay of the 'snappers', photography was not allowed, as many of the aircraft carry 'Top Secret' equipment.

The only photography permitted was of FRA's 'gate guardian' Lightning, XR749.

Another excellent visit to the credit of our visits organiser, Paul Windsor.

CHANGES TO UK MILITARY ELEMENTARY FLYING TRAINING PROVISION

As we go to press, preliminary information is forthcoming about major changes to the elementary flying training phase of Pilot training of all three Services. As flying training and training aircraft are special interests of mine, I am in the process of researching the situation and a major article is forthcoming.

Credit: RAF News

CHANGES TO RAF AIR TRANSPORT AND AIR REFUELLING FLEETS AND LOCATIONS

The MOD has announced the outcome of a Strategic Review about the continued usage of Brize Norton, Lyneham and St Mawgan. Brize Norton has been selected, as the future home of the Air Transport and Air Refuelling Fleets, with the result that Lyneham would close by 2012 and a further study of the use of St Mawgan for commercial operation will be undertaken. C130J Hercules C.4/5 models would transfer to Brize Norton from 2008, with the C130K Hercules C.1/3 models remaining at Lyneham until withdrawn from service in 2012, at which point Lyneham will close.

Brize Norton will also receive the A-400M transport (see below) and the Future Strategic Air Tanker, when both are introduced into service. I hope that this will still leave room for No 1 Parachute Training School where I served in 1947, when it was based at Upper Heyford!

Further deliveries of Globemaster IIIs are in the offing, with the fifth aircraft, ZZ175, rumoured to be delivered in September and the sixth aircraft, ZZ176, in December, with more expected later, up to a total of twelve.

Credit: Military Aviation Review

MIXED RECEPTION TO AIRBUS A400M CONTRACTS

There has been a mixed reception in the media to the news of the signing of £14 billion contracts to build a heavy lift aircraft, the A400M. The Sunday Telegraph called the aircraft "flying White Elephants" and pointed to the escalating costs of the Eurofighter Typhoon, now reported to have reached £20 billion. On the other hand, the Sunday Times welcomed the project as an example of Europe not relying on the US aircraft industry.

Credits: Sunday Telegraph, Mavis Tennant, Sunday Times

THIRTY YEARS OF LAND-BASED AEW

This year marks the anniversary of thirty years of land-based Airborne Early Warning (AEW). In 1965, the then Government cancelled all investment in future carrier operations, which meant Ark Royal and Eagle would not be replaced (in turn, this has been rescinded with two 'super carriers' in the offing, eventually!). The scrapping of the carriers implied that the RAF would become responsible for AEW protection for Royal Navy task groups in the Atlantic. Initially, ten Shackleton Mk 2s were to be converted to the AEW role by adding AN-APS20 radars and in January 1971, 8 Squadron was re-formed at Kinloss as the RAF's first AEW squadron. Originally meant to be replaced by 1978, the Shackleton soldiered on into the '80s and the final flight of a Shackleton AEW Mk 2 was to lead the RAF fly-past, following the Trooping of the Colour on 1 July 1991!

The Shackleton was meant to be followed by the Nimrod AEW, a development of the hugely successful Nimrod maritime patrol aircraft, but the Nimrod AEW was beset with problems with the radar and was cancelled in December 1986 (in my view, prematurely) in favour of the Boeing E-3D, already adopted by NATO. The E-3D was based on the Boeing 707 with the APY-2 mounted on top of the fuselage. The Sentry (the RAF adopted name for the E-3D) is now firmly established at RAF Waddington, with 8 and 23 Squadrons, the aircraft are 'shared' and carry dual 8/23 Squadron markings.

Credit: RAF News

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



Multiflight took delivery of the first BBJ2 available for charter in the world. The aircraft arrived in Leeds on 1st July from completion at Lufthansa Technik, Hamburg. Since then their long range, luxury, 19 seats, Boeing BBJ2 has flown half way around the world as part of its UK, CAA Public Transport certification program. The wingleted aircraft, which is based on the long-body Boeing 737-800 airliner, is the first to be registered in the UK and will be the world's first BBJ2 available for charter. The BBJ will be operated in conjunction with Multiflight's existing Falcon 900.

The aircraft has a range of around 5,400 miles and just two days after its arrival at its home base (Leeds/Bradford airport), it flew non-stop from Leeds to San Francisco (Oakland airport), California and then on to Tahiti. The only fuel stop on the return flight was made at Calgary in Canada and total flight time for the round trip was around 37 hours. "The flights were so comfortable, we didn't want to get off", joked David Hood O.B.E., Chairman of Multiflight who added, "The cabin is very quiet and adds to the clarity of the aircraft's cutting edge in-flight entertainment systems." Multiflight's chief pilot, Captain Rick Bardsley and Captain Ralph Tapsfield (based at Leeds) who closely monitored aircraft engine vibration from the flight-deck agreed that the manufacturers had beaten their own specifications, which will give VVIP clients the ultimate stress-free ride.

The aircraft is fitted with two external cameras, one in the tail fin and one under the belly of the aircraft, which can be operated through 360 degrees and vertically, as well having full zoom capability. "This facility is great fun and clients will enjoy operating them as much as the multi-station computer delivering on-board entertainment systems," said Hood. This entertainment system is unique in that the pictures are delivered round the cabin using Video over Internet Protocol (VoIP). This ensures that the signal is immune to 440Hz interference, which is usually the curse of large AC powered aircraft. The Audio is delivered by an MP3 system directly to the seats. At the rear of the aircraft is the bedroom with a large ensuite bathroom complete with shower.

The current certification flights are part of Multiflight's plan to operate the aircraft under Executive Jet Charter's Air Operators Certificate (AOC) and subject to CAA approval this should be achieved by mid September. The company is hoping for 180 minute ETOPS approval by the authorities and intends to achieve 700 flight hours annually both on charter and intra-company business.

According to Steve Borrowdale, Multiflight's Managing Director, "Industry response to the BBJ2 has been very positive so far and Multiflight Handling staff are looking forward to operating the aircraft in conjunction with Executive Jet Charter."

Run parallel with the operation of Multiflight's BBJ2 (Boeing Business Jet) the company is spending £8 million in the construction of two new hangars (6,300 sq. metres) at their Leeds Bradford airport base. Included in the price tag is the newly built operational ramp and a dedicated taxiway on the southside of the airport.

Also planned is a dedicated business and general aviation terminal operated by Multiflight Handling Service, which will feature all of the latest facilities demanded by discerning aircrew and passengers. This building will be adjacent to the new hangar/ramp complex and is due to be operational by early 2004.

The new barrel vaulted hangars will be capable of holding four BBJ2 (Boeing 737-800 sized) aircraft. The new hangars and terminal will dominate the south side of the airport and are due to open in October this year. The airport authority has designated the south side for general aviation and Multiflight is able to handle all GA and business flights from the new purpose built apron.

With the recent arrival of Jet2 and Planet Air at Leeds Bradford, the hangar facilities will provide Leeds

Bradford Airport and the region with first class maintenance services for large air transport aircraft.

With dedicated staff and the development of a new Passenger Handling Lounge, Multiflight is able to provide a high quality Executive Handling service for aircraft up to Boeing 757 size.

Press Releases



Multiflight's Boeing BBJ Elvington 23 August 2003
Cliff Jayne

VISIT TO BAGBY AIRFIELD

Saturday 9 August 2003

Late in the day, 6pm to be exact, I decided a cool pint of beer was required and a bit of aircraft spotting as well.

So I arrived and received the usual warm welcome, got my pint and went out from the club house into the sun where I got chatting to one of the aircraft owners and he reminded me not to miss the fly in on Sunday 24 August - do look at their excellent web-site for more details. Consequently at that time of day only one aircraft came in, and said he was going to Sherburn. Aircraft was G-BODC PA28 Warrior.

I did not look in any hangars, so this is what was on the ground:

G-AXSD	Beagle Pup	G-AZRH	PA28
G-BBBK	PA28 Cherokee	G-BKSB	Cessna 310
G-BNDT	Brugger Colibri	F-GOTC	Cap
F-GFGH	I am told this is a new resident. Think it is a Rallye?		

At the maintenance section were:

G-BAVL	PA23 Aztec minus starboard engine
G-BEAC	was a PA28, but wing only!
G-BETM	PA25 Pawnee, the aeroplane tug for the gliders from Sutton Bank
G-BCUL	Rallye totally in bits!
G-BOHT	PA38 Tomahawk
G-BRBF	Cessna 152 minus engine

Regards for now, excellent magazine, keep up the good work and thanks.

Ian Hall

LBIA - NEW CATERING FACILITIES

The Chairman and Secretary represented Air Yorkshire at the lunchtime reception to open the £5 million new catering facilities on the first floor in Departures on 18 July 2003.

The catering contract will run for ten years and be operated by Select Service Airport & Marine Restaurants Ltd (SSP) and is worth £37 million in total turnover over this period.

The refurbished area on the first floor covers over 1000 square metres and includes a new Food Village, a Burger King Restaurant and a Yates' pub providing a wider choice of drinks, sandwiches and meals with a "Travel Happy" theme.



The facilities are approach by a modern curved staircase, which opens to a light, airy and spacious concourse with views out of the windows to the north and south. The Food Village affords views across the apron and main runway to the South Side, through the glass of the arrivals walkway. Burger King looks out, over the Airport Entrance and car park, to the north. There is also a small lounge area with sofas, armchairs and low-level coffee tables. In the centre of the complex is an island with large screens showing details of arriving and departing flights.

All in all it looks to be a timely improvement on the previous facilities and is another step forward for the Airport in what is proving to be an exciting and eventful year.



View from the Food Village looking south

Jim Stanfield

THE ELVINGTON HUNTER

Ever wondered how museums acquire their exhibits? No ... well neither had I really. Had I been asked the question then I would probably have replied "some good luck, initiative, a bit of cheek perhaps and almost certainly, in many instances, a lot of generosity on the part of those making the donation".



All of these factors, particularly the latter, apply to the acquisition of the Hawker Hunter, which has been a resident of the Yorkshire Air Museum at Elvington, just outside York, for the past ten years.

In January 1993, a good friend of mine Doug Dent and his pal of many years, Colin Long, were working at Elvington as volunteers. They were renovating a 'Queen Mary', an RAF term for a 60'-0" long x 7'-6" wide low loader. This equipment had been 'rescued' from a farmer's field and was destined to be displayed at the museum. Doug and Colin had the thankless task of rubbing down and removing all the rust.

Out of the blue, Doug noticed a visitor wandering around the airfield. As the museum was officially closed for the winter, Doug asked if he could help.

The visitor in question turned out to be a certain Bill Burgess, Finance Director of Lovaux Limited, based at Herne Airport, Bournemouth. He explained to Doug that they were a company who bought old aircraft to refurbish or break down for spares. He added that he was also interested in old airfields and that was why he was visiting Elvington. He then asked if the museum were interested in spare parts for old aircraft. As Doug said at the time, "were we just!"

The conversation became even more interesting when Bill happened to mention that he had four hunter jets stored at Herne. Jokingly, Doug asked Bill if he could possibly 'lose' one of them, thinking of the museum. Somewhat taken aback, Bill responded by pointing out that, broken down, each one was worth around £8000-00 to his company as spares, which they could hopefully sell.

The following day though, Doug had quite a shock. He received a phone call from Bournemouth to the effect that he could indeed have one of the Hunters but, that to make the arrangement formal, a sum of money would have to change hands.

Aware of the ever pressing problem of finance at the museum, Doug tentatively enquired "just how much money are we talking about?" "Well, send us a cheque for £1-00 and it's yours" was the reply. Stunned, Doug put the cheque in the post that night, before anyone could change their mind.

That, however, was to turn out to be the easy part. The problem now, was how to get the aircraft from Bournemouth to Elvington. How much would the move cost? Specialist haulage can be quite expensive. Some time later, however, yet another surprise. A low loader arrived at Elvington with the Hunter on the back, in pieces of course. A haulage contractor who had been delivering an aircraft to Lovaux at Herne

was due to return to the North empty. The owner had been persuaded to deliver the Hunter to Elvington on the way 'home'.



The next hurdle to face was how to re-assemble the Hunter. During the Second World War, Doug had spent the war years as a flight mechanic (engines) with 10 Squadron RAF, who were equipped with Halifax bombers. Similarly Colin, an RAF airframe fitter, was involved with the Pathfinder Squadron. Even so, in order to put the aircraft on display to the visiting public, outside help was urgently needed. Doug contacted another friend, a

Sergeant Neil Henshaw at RAF Leaming, to see if there was any way in which they could help. When approached, the senior officer in charge at Leaming could offer no formal help, though he did say that if any of his men were prepared to offer their services at weekends in their own time, then he would not deter them from assisting with the project.

The final hurdle was the cost of hiring a crane to lift the aircraft, estimated at some £350-00. This was a considerable sum for the museum to spend, some 10 years ago. Approval was finally obtained and one weekend, a group of RAF personnel arrived at Elvington, armed with the necessary lifting slings. Work finally began on assembling the Hunter. Once put together, all that now remained was to return the aircraft to its former glory.

In the intervening period, Doug's research had determined that the Hunter had been built under licence in the Netherlands some time between 1956 and 1958. It was in service with the Royal Netherlands Airforce for some years, before being sold to the government of Qatar.

Doug and fellow restorer Colin decided to paint the aircraft, which was withdrawn from service in 1981, in the original colour scheme of camouflage on top and silver underneath, as a tribute to the Dutch Airforce and especially their squadron N/268 with whom the Hunter had originally served.

The aircraft is still on show at Elvington along with many other exhibits. For anyone who hasn't visited the museum, it is a jolly good day out at a very reasonable price. Allow for at least a four hours stay on a normal day as there is much to browse over including a bewildering collection of memorabilia. Many aircraft are on show including the restored Halifax Bomber, Victor, etc.

The control tower has been preserved to look just as it would have done during the war years and gives the impression that the ATC personnel have just gone off



duty and will be back any minute. Cigarette packets of the period and a smoker's pipe lie on the desk. Concealed stereo speakers provide impressive sound effects of aircraft taking off while you look around and while we were there, a young man clad in full wartime flying gear kept popping in as though looking for someone.

The museum, along with many other organisations who rely on voluntary workers, owe a great deal to those who put in so many hours work over the years for the benefit of the general public.

I am indebted to Doug Dent, Colin Long, The Yorkshire Evening Post and Yorkshire News for the background information referred to while compiling this article. It is to Doug in particular though, and his wife Pam, that I offer my thanks for both their assistance and their hospitality during my recent visit. It was they who provided the photographs and newspaper cuttings of the events, which were widely covered by the press at the time.

Last but not least a big thank you to Bill Burgess and his company for donating the Hunter to the museum in the first place and without which there would be no story to tell.

John Booth
2003



Philip Meeson's Pitts Special G-BBOH at Sywell 2 July 1977

One of the gentlemen behind SMITTY is Philip Meeson - does anyone know which?

FREE AIR



The last issue of the magazine was the best yet!

Well done. I like the listing of helicopter activity in the region, and also the fact that more smaller aircraft are being listed and referred to.

My eyes light up when I see the comings and goings at the LBA to include smaller aircraft like a Cessna 150!!

Let's have more, please.

That is what spotting is all about to me, not always the big jets mentioned, but covering what is happening at bases in our area and what has been seen and where.

Last Saturday, August 2nd about 2pm going in a westerly direction was a heavily armed helicopter gunship, complete with rockets on the side with fins clearly visible. The helicopter in question was an Apache making for Dishforth, but on a Saturday!!!...must have been visiting an airshow somewhere.

They have four Apaches at Dishforth so I am informed, so watch out for them near you!

The helicopter activity included a reference to a sighting of one landing on May 15th at Benningbrough Hall, near York. Got any more info on this, please, as no one on the estate saw it, also the Air Harrods that landed at Easingwold the month before.

Anyway, keep up the good work, it is much appreciated, especially helicopter sightings and even more smaller general aviation details for me, please!

Cheers for now,

Ian Hall

Am I the only 'plane watcher who has an aversion to out-of-sequence (O-O-S) registrations? Up to thirty years ago registrations were allocated in a reasonably orderly progression, were usually for life, and usefully indicated the approximate age of the aircraft. The British Civil Register for 1973 concluded with just two O-O-S registrations, G-BSST and G-VTOL. From then on it has become a free-for-all, growing by the year, so that currently some 30% of the Register sport O-O-S letters.

Some indicate fleet or corporate status, some form a pun of the aircraft type, some are obscurely personalised while others are just jokey, and so on.

This confusing situation is compounded by the all-too-frequent practice of re-registration, where the individuality of the aircraft is usurped by the projection of the operator's persona. Is there any advance on, for instance, Jet Ranger G-OYST, now wearing its fifth registration in twenty years?

"G-RIPE and G-ROAN"

Credit: Civil Aircraft Markings (Ian Allen)

(Name and address supplied)

Hi Cliff,

Just a short message to all members. We are here and settling in. I miss the meetings but many thanks to David Valentine and his lovely wife for the mag. which arrives promptly and keeps me up to date with the goings on at LBA. I haven't done much plane watching as yet but get plenty of sightings dependent on the runways in use at Pearson.

Very best wishes to all.

Ian Morton



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