



AIR FRANCE CONCORDE WAS THE FIRST
OF ITS TYPE TO VISIT L.B.A.
NOW ALL 12 CONCORDE'S ARE GROUNDED

VOL. 26 SEPTEMBER 2000

CHAIRMAN : MR.M.WILLINGALE

17, BANKSFIELD CRESCENT, YEADON, LEEDS LS19 7JY

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207, GREEN LANE, COOKRIDGE, LEEDS LS16 7JL

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COMMITTEE MEMBERS 1999-2000

MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MR.D.BATES, MR.A.EDWARDS, MR. G.WARD,

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

CHAIRMAN'S CHAT

As usual in recent months I start with apologies, the first of which is this month's magazine which has a reduced number of pages due to many regular contributors being away on holiday. The second apology is for my absence at the September meeting due to being on holiday. Hopefully things will be back to normal in October.

Whilst on the subject, the October meeting will be the A.G.M. This is never one of our better meetings attendance-wise but this year's is most important. As you are aware we have been homeless now for nearly a year with only three meetings taking place. Gate 20 at the LBA will no longer be available to us and it is going to be at least a year before Multiflight can be approached to see if we can be accommodated in their new complex. This leaves us with three options :-

1. carry on as now with odd meetings when and wherever
- 2 alter the society to postal membership only
- 3 find a new venue which is acceptable to most members.

Due to the sole efforts of John Jackson, he has come up with the Yeadon Boys' Club as a possible venue. These premises are situated at the south end of Yeadon Tarn with a first floor balcony looking towards the end of R14 across the tarn. The provisional suggestion is that we would have use of the first floor room which, I think, can seat up to 60 members. The cost of hire would be approx. £50 per meeting. We would have access to tea making facilities and I think we could sell tea, biscuits and canned drinks (sorry- no falling-down water). Access is off Cemetary Road with on-site parking. There are one or two disadvantages . One being that we would have to share with the ground-floor cafe during the summer months and the other being that there are no black-out facilities for slide or video shows.

I would like to remind you that ALL CATEGORIES of members can , and should, attend the AGM. The main decisions to be made by YOU are

1. What A.Y. is going to do in 2001
- 2 membership fees
- 3 refunds on 2000 subscriptions
- 4 venues for meetings
- 5 election of Officers and Committee

I have been a member of A.Y. for nearly 18 years and Chairman for 13, and, like many others, think the society is at its lowest ebb. We have had some bad luck and other self-inflicted incidents which have all contributed to this decline and in flying terms we have reached V1 i.e. either pull the stick back and soar into the future or abort and hope we stop before we reach the end of the runway.

Apathy amongst members is one reason, the biggest, for this decline, so please attend the AGM and pull together to bring A.Y. back to its place as one of the best aviation societies in the country.

LINTON-ON-OUSE VISIT WILL TAKE PLACE IN OCTOBER - DETAILS IN NEXT MAGAZINE.

MEETINGS (starting at 14.30)

Sunday, 1st October- ANNUAL GENERAL MEETING - GATE 20 LBA - MEET AT 14.15 TO THE LEFT OF THE REVOLVING DOORS.

CREDITS

Terry Sykes, , Eric Martin, Andy Barker, , John Booth

Leeds/Bradford Movements

July 2000

01 Saturday

G-BUPS ATR-42	0834 1033	G-BLFZ PA-31 Navajo	0841 1436
G-BJIR Citation II	1057 1140	G-OAMT PA-31 Navajo	1235 1725
CS-DNC Citation II	1323 1536	OY-NPA SA227AC Metro	1428 1503
G-BVTE Fokker 70	1432	G-MSKA Boeing 737 500	1448 1548
G-GNTH SAAB 340	1451	G-UKTD Fokker 50	1458
EI-CNT Boeing 737	1504	G-BJIR Citation II	1551 1840
HB-IIN Boeing 737 300	1555 1845	G-SPUR Citation II	1858 1727
EC-HBL Boeing 737 800	1736 1828	EC-GOJ Boeing 767	2223 2342

02 Sunday

G-LHPL AS350B Ecureuil	1712	G-OBYE Boeing 767 300	1846 1948
HB-IIN Boeing 737 300	2200 2300		

03 Monday

G-BUPS ATR-42	0020 0110	N453TM BAe 125 800A	0729 0802
G-URKE Fokker 50	0739	G-JECB CL600RJ	0844
G-BVKB Boeing 737 500	0921	G-GNTH SAAB 340	0932
G-GNTI SAAB 340	0935	G-MAJD Jetstream 41	0940
G-MAJF Jetstream 41	0946	EI-CRS Boeing 737	0948
OY-CKN Falcon 2000 0954	1532	G-JEDX DHC-8	0956
G-UKTF Fokker 50	1011	OO-DJT Avro 146 RJ85	1026
4X-CZM Hawker 800XP	1039 1418	G-BYNC Boeing 737 800	1112
G-JECB CL600RJ	1138	N213CT King Air C90	1214 1352(05)
G-URKE Fokker 50	1252	G-JEDX DHC-8	1256
G-RJXE EMB 145	1300	G-GNTH SAAB 340	1353
G-ORJB Citation I	1358 1606(06)	G-MAJF Jetstream 41	1401
G-RDVE Airbus 320	1405	EI-CJC Boeing 737	1409
G-BVKB Boeing 737 500	1416	G-UKTF Fokker 50	1427
OO-DJW Avro 146 RJ85	1525	G-JALC Boeing 757	1546 1627
OY-BJP SA227AC Metro	1548 1708	G-JECB CL600RJ	1634
G-URKE Fokker 50	1637	G-JEDX DHC-8	1644
G-GNTI SAAB 340	1658	G-MAJF Jetstream 41	1701
G-RJXE EMB 145	1711	G-MAJD Jetstream 41	1718
G-GNTH SAAB 340	1724	N453TM BAe 125 800A	1732 1756
EI-CJF Boeing 737	1748	4X-CZM Hawker 800XP	1759 1847
G-TTMC Airbus 300	2049 2205	G-BJIR Citation II	2254 1117(04)

04 Tuesday

G-JECB CL600RJ	0753	G-GNTI SAAB 340	0923
G-MAJD Jetstream 41	0927	G-BVKB Boeing 737 500	0936
G-GNTH SAAB 340	0941	G-MAJF Jetstream 41	0946
G-JEDX DHC-8	1004	G-JECB CL600RJ	1029
OO-DJL Avro 146 RJ85	1043	OY-MRB Boeing 737 700	1049 1214
G-AVPR Twin Comanche	1155 1610	G-BYNC Boeing 737 800	1301
G-JEDX DHC-8	1309	G-UKTB Fokker 50	1320
G-OBLC B76 Duchess	1323	G-BNYD JetRanger	1330 1350

OY-NPA SA227AC Metro	1331	1524	G-RJXE EMB 145	1358
G-MAJF Jetstream 41	1359		G-GNTH SAAB 340	1401
C-FTDA Airbus 320	1409		G-BVKB Boeing 737 500	1412
G-UKTF Fokker 50	1429		OO-DJX Avro 148 RJ85	1447
CS-DNE Citation VII	1544	0638(05)	N220SC PA-31T Cheyenne	1800 1723(05)
G-JEDX DHC-8	1830		G-BKTY TB-10 Tobago	1838 1241(12)
G-JECB CL600RJ	1839		G-GNTI SAAB 340	1848
G-UKTB Fokker 50	1858		G-MAJF Jetstream 41	1703
G-MAJD Jetstream 41	1718		G-GNTH SAAB 340	1724
G-RJXE EMB 145	1842		G-AWFJ Cherokee Arrow	1933 1131(05)
G-LJET Lear Jet 35A	2058	2129		

05 Wednesday

G-UKTB Fokker 50	0732		G-JECB CL600RJ	0751
N4545 Lear Jet 45	0823	0939	EI-FKE Fokker 50	0850
G-GNTI SAAB 340	0927		G-MAJD Jetstream 41	0832
G-GNTH SAAB 340	0940		G-MAJF Jetstream 41	0945
EI-CJF Boeing 737	0958		OO-DJR Avro 148 RJ85	1028
G-JECB CL600RJ	1034		G-LHPL AS350 Ecureil	1041 1908
G-JEDX DHC-8	1101		G-RJXE EMB 145	1119
G-BLFZ PA-31 Navajo	1140	0938(13)	N900CB Cessna 421C	1152
G-OBLC B78 Duchess	1217		G-UKTB Fokker 50	1248
G-OPME PA-23 Aztec	1302	1708	EI-CNV Boeing 737	1350
G-BVKD Boeing 737 500	1354		G-MAJE Jetstream 41	1358
G-GNTH SAAB 340	1401		G-UKTD Fokker 50	1433
OO-DJT Avro 148 RJ85	1514		G-BYNC Boeing 737 800	1814
G-JEDX DHC-8	1832		G-JECB CL600RJ	1838
G-RJXE EMB 145	1839		G-UKTB Fokker 50	1843
G-GNTI SAAB 340	1851		CS-DNL Hawker 800XP	1858 1234(06)
G-MAJF Jetstream 41	1713		G-MAJD Jetstream 41	1721
G-CRPH Airbus 320	1727		G-GNTH SAAB 340	1730
G-LNTI Robinson R44	1747	2056	EI-CJI Boeing 737	1802
CS-DNE Citation VII	1908	1740(06)	SE-LEF SA227AC Metro 3	1942 2238

06 Thursday

G-UKTH Fokker 50	0741		G-JECB CL600RJ	0748
G-MAJD Jetstream 41	0928		G-GNTI SAAB 340	0930
F-GTEM King Air 350	0932	1430	G-GNTH SAAB 340	0942
EI-CKS Boeing 737 500	0952		G-UKTD Fokker 50	0955
G-JEDX DHC-8	0958		G-MAJF Jetstream 41	1002
G-JECB CL600RJ	1041		G-BFOM PA-31 Navajo	1124 1829
G-RJXE EMB 145	1125		G-UKTH Fokker 50	1218
G-DAAC CL604 Challenger	1220	1248	G-HMMV CitationJet	1230 1341
G-BYNC Boeing 737 800	1253		G-JEDX DHC-8	1259
G-OOOD Boeing 757	1318	1435	EI-CNZ Boeing 737	1337
G-BVZI Boeing 737 500	1358		G-GNTH SAAB 340	1400
G-MAJF Jetstream 41	1405		G-JSJX Airbus 321	1417
G-UKTD Fokker 50	1424		OO-DJX Avro 148 RJ85	1512
N820LH Twin Squirrel	1553		G-JEDX DHC-8	1834
G-JECB CL600RJ	1838		G-CEGR King Air 200	1840 1902
G-RJXE EMB 145	1843		G-GNTI SAAB 340	1847
G-UKTH Fokker 50	1854		G-MAJF Jetstream 41	1701
G-EMHH Twin Squirrel	1710	1717	G-MAJD Jetstream 41	1718
G-GNTH SAAB 340	1729		EI-CNX Boeing 737	1835
G-CRPH Airbus 320	1900			

07 Friday

D-IHLA Cheyenne IIIA	0327	0527	G-JECB CL600RJ	0755
G-CRPH Airbus 320	0802		EI-FKE Fokker 50	0855
G-GNTI SAAB 340	0918		G-MAJF Jetstream 41	0922

G-BVZE Boeing 737 500	0924		G-GNTH SAAB 340	0928
G-FPLB King Air 200	0931	0916(10)	EI-CJF Boeing 737	0946
G-JEDX DHC-8	0950		EC-GUG Boeing 737 400	1011 1156
G-JECB CL600RJ	1041		OO-DJW Avro 146 RJ85	1057
G-BMHT Turbo Arrow IV	1107	2233	G-BAVZ PA-23 Aztec	1139 1436
EC-HKQ Boeing 737 800	1145	1251	G-OBLC B78 Duchess	1212
G-UKTE Fokker 50	1217		G-BYHK PA-28 Archer III	1236
G-JEDX DHC-8	1304		G-RJXE EMB 145	1330
EI-CJC Boeing 737	1346		G-GNTH SAAB 340	1358
G-BYNC Boeing 737 800	1411		G-BVZE Boeing 737 500	1414
G-BPNF Robinson R22B	1424		G-MAJF Jetstream 41	1431
G-BAVZ PA-23 Aztec	1501	1540	G-UKTD Fokker 50	1519
EI-EDR PA-28R Arrow	1522	1834	OO-DJZ Avro 146 RJ85	1528
G-JECB CL600RJ	1638		G-JEDX DHC-8	1842
G-GNTI SAAB 340	1647		G-UKTE Fokker 50	1853*
EI-CKS Boeing 737	1756		C-FTDA Airbus 320	1825
G-BVKA Boeing 737 500	1839		G-BFZD Cessna FR182RG	1852 2053*
G-JECB CL600RJ	1914		OO-MCA PA-32 Saratoga	1951 1749(09)
CS-DNH Hawker 800XP	2134	1053(08)	EC-GMY Boeing 737 300	2216 2320
EC-HHG Boeing 737 800	2301	0015(08)		

08 Saturday

EI-FKD Fokker 50	0849		G-UKTH Fokker 50	0851
G-BXWF Fokker 100	0910		G-MAJA Jetstream 41	0940
PH-SDM DHC-8	1038	1133	G-JEDZ DHC-8	1116 1205
G-RJXE EMB 145	1154		LY-AAW YAK 42D	1227 2107(09)
G-UKTH Fokker 50	1235		G-BYNC Boeing 737 800	1238
EC-HBN Boeing 737 800	1422	1546	G-EXEC PA-34 Seneca	1512 1611
G-JEDZ DHC-8	1515		G-MSKA Boeing 737 500	1521 1624
G-BMHT Turbo Arrow IV	1806	1747	G-JECB CL600RJ	1730
G-RJXE EMB 145	1858		G-BXWF Fokker 100	2050
G-BYNC Boeing 737 800	2119		C-FTDA Airbus 320	2228
EC-GOJ Boeing 767	2320	0031(09)		

09 Sunday

C-FTDA Airbus 320	0814		G-BXWF Fokker 100	0922
G-UKTD Fokker 50	0949		G-BYNC Boeing 737 800	1214
G-JEDZ DHC-8	1309		EI-CJC Boeing 737	1353
G-JECB CL600RJ	1405		G-UKTD Fokker 50	1419
OO-DJO Avro 146 RJ85	1439		G-RJXE EMB 145	1534
C-FTDA Airbus 320	1602		G-JEDZ DHC-8	1632
G-MAJF Jetstream 41	1722		EI-CJF Boeing 737	1743
G-UKTF Fokker 50	1759		G-ASVN Cessna U206	1801 1707(21)
G-JECB CL600RJ	1922		G-JEDZ DHC-8	2004
G-MAJF Jetstream 41	2026		G-RJXE EMB 145	2125
C-GTDB Airbus 320	2311			

10 Monday

G-BYNC Boeing 737 800	0004		C-GTDB Airbus 320	0617
N829CB Citation Bravo	0740	0800	G-JECB CL600RJ	0757
EI-FKD Fokker 50	0849		N880GC Gulfstream 4	0854 0839(11)
G-ICAS Pitts S-2B	0905	0952	G-BVZI Boeing 737 500	0912
G-MAJD Jetstream 41	0920		G-GNTI SAAB 340	0928
G-MAJF Jetstream 41	0940		G-GNTH SAAB 340	0946
EI-CJG Boeing 737	0958		G-JEDZ DHC-8	1002
G-UKTD Fokker 50	1006		G-UVIP Cessna 421C	1009 1036
OO-DJX Avro 146 RJ85	1024		G-JECB CL600RJ	1033
N148GA Cessna 425	1106		G-UKTB Fokker 50	1252
G-JEDZ DHC-8	1306		G-RJXE EMB 145	1336
G-BVZI Boeing 737 500	1401		G-MAJF Jetstream 41	1404

EI-CON Boeing 737	1406	G-GNTH SAAB 340	1415
N829CB Citation Bravo	1420 1436	G-BYRM Jetstream 31	1433 1625
G-UKTD Fokker 50	1439	G-TMDP Airbus 320	1548
G-JEDZ DHC-8	1633	G-JECB CL600RJ	1642
G-UKTB Fokker 50	1647	G-GNTI SAAB 340	1658
G-MAJF Jetstream 41	1707	G-MAJD Jetstream 41	1718
G-GNTH SAAB 340	1729	EI-CJG Boeing 737	1743
G-BYNC Boeing 737 800	1748	N220SC PA-31T Cheyenne	1801 1851(12)
G-RJXE EMB 145	1815	G-BVZI Boeing 737 500	1837
G-JECB CL600RJ	1925	C-GTDB Airbus 320	1938
G-GNTI SAAB 340	1949	G-UKTD Fokker 50	2003
G-GNTH SAAB 340	2020	G-JEDZ DHC-8	2026
G-MAJF Jetstream 41	2036	G-BVZI Boeing 737 500	2142

11 Tuesday

G-JECB CL600RJ	0749	EI-FKD Fokker 50	0755
G-GNTH SAAB 340	0915	G-BVZI Boeing 737 500	0918
G-MAJD Jetstream 41	0931	G-MAJF Jetstream 41	0935
G-GNTI SAAB 340	0937	EI-CJF Boeing 737	0943
G-UKTD Fokker 50	0948	G-JEDZ DHC-8	1010
OO-DJO Avro 146 RJ85	1037	G-JECB CL600RJ	1040
OY-MRA Boeing 737 700	1052 1220	G-RJXE EMB 145	1055
G-LIDS Robinson R22B	1107 1431	G-BSSC PA-28 Warrior II	1201 1320
G-UKTG Fokker 50	1228	G-BYNC Boeing 737 800	1312
G-JEDZ DHC-8	1325	EI-CON Boeing 737	1339
G-BVZI Boeing 737 500	1355	G-MAJF Jetstream 41	1358
G-GNTI SAAB 340	1401	G-UKTD Fokker 50	1422
C-GTDB Airbus 320	1534	OO-DJZ Avro 146 RJ85	1450
G-RJXE EMB 145	1632	G-JEDZ DHC-8	1637
G-JECB CL600RJ	1641	G-UKTG Fokker 50	1646
G-GNTH SAAB 340	1648	G-MAJF Jetstream 41	1700
G-MAJD Jetstream 41	1709	G-GNTI SAAB 340	1712
G-BVZI Boeing 737 500	1813	G-JECB CL600RJ	1918
G-UKTD Fokker 50	2009	G-JEDZ DHC-8	2012
G-GNTI SAAB 340	2017	G-MAJF Jetstream 41	2035
G-BYNC Boeing 737 800	2107	G-BVZI Boeing 737 500	2135

12 Wednesday

D-CNAF SA227AC Metro 3	0733 0829	G-JECB CL600RJ	0739
G-UKTG Fokker 50	0751	EI-FKE Fokker 50	0859
G-MAJD Jetstream 41	0918	G-GNTH SAAB 340	0918
G-BVZI Boeing 737 500	0922	A6-ESH Airbus 319	0929 1511
G-MAJF Jetstream 41	0936	G-GNTI SAAB 340	0936
EI-CJF Boeing 737	0953	G-JEDZ DHC-8	0956
G-UKTD Fokker 50	1000	G-JECB CL600RJ	1028
OO-DJW Avro 146 RJ85	1031	G-RJXE EMB 145	1122
G-UKTG Fokker 50	1223	D-CNAC SA227DC Metro 4	1246 1548
G-JEDZ DHC-8	1301	G-MOAC F33A Bonanza	1310 1014(14)
EI-CKR Boeing 737	1339	G-BVZI Boeing 737 500	1351
G-MAJF Jetstream 41	1353	G-UVIP Cessna 421C	1401 1427
G-GNTH SAAB 340	1404	G-GNTF SAAB 340	1422
G-UKTD Fokker 50	1436	OO-DJV Avro 146 RJ85	1456
G-BSSC PA-28 Cherokee	1501 1550	G-OACG PA-34 Seneca	1605 1825
G-BYNC Boeing 737 800	1612	G-JEDZ DHC-8	1630
G-JECB CL600RJ	1633	G-RJXE EMB 145	1641
G-UKTG Fokker 50	1648	C-GTDB Airbus 320	1655
G-MAJD Jetstream 41	1704	G-MAJF Jetstream 41	1708
G-GNTF SAAB 340	1711	G-AZFI Cherokee Arrow	1718 1819
G-BVZI Boeing 737 500	1818	G-VVIP Cessna 421C	1849 1917
G-JECB CL600RJ	1914	N494AT BAe 125 800A	1949 2015

G-JEDZ DHC-8 2000
 G-MAJD Jetstream 41 2014
 G-BVZI Boeing 737 500 2139

G-UKTD Fokker 50 2011
 G-RJXE EMB 145 2048

13 Thursday

G-UKTG Fokker 50 0732
 N79EL Beechjet 400A 0824 0857
 G-GNTH SAAB 340 0918
 G-GNTI SAAB 340 0931
 G-MAJF Jetstream 41 0940
 EI-CNT Boeing 737 1005
 G-JECB CL600RJ 1030
 N125GP Lear Jet 31A 1108 1458
 G-RJXE EMB 145 1200
 G-BYNC Boeing 737 800 1248
 G-BODY Cessna 310R 1340 1547
 G-EVES Falcon 900B 1349 1413
 G-GNTI SAAB 340 1356
 G-MAJF Jetstream 41 1407
 G-UKTD Fokker 50 1431
 OO-DJX Avro 146 RJ85 1525
 G-JECB CL600RJ 1634
 G-GNTH SAAB 340 1644
 G-JEDZ DHC-8 1652
 G-MAJD Jetstream 41 1714
 EI-CKQ Boeing 737 1753
 G-JECB CL600RJ 1918
 G-UKTD Fokker 50 2013
 G-JEDZ DHC-8 2021
 G-RJXE EMB 145 2059
 G-BVZI Boeing 737 500 2138

G-JECB CL600RJ 0750
 EI-FKE Fokker 50 0852
 G-MAJD Jetstream 41 0924
 G-BVZI Boeing 737 500 0937
 G-UKTD Fokker 50 1001
 G-JEDZ DHC-8 1008
 OO-DJV Avro 146 RJ85 1039
 G-EXEC PA-34 Seneca 1120 1613
 G-UKTG Fokker 50 1202
 G-JEDZ DHC-8 1307
 G-OOOD Boeing 757 1346 1454
 EI-CKR Boeing 737 1351
 G-BVZI Boeing 737 500 1403
 G-DJAR Airbus 320 1429
 G-CITY PA-31 Navajo 1455 1516
 CS-DNP Falcon 2000 1530 1709
 G-RJXE EMB 145 1637
 G-GNTG SAAB 340 1649
 G-MAJF Jetstream 41 1705
 G-BLFZ PA-31 Navajo 1751 2115(18)
 C-GTDB Airbus 320 1908
 G-GNTH SAAB 340 1947
 G-MAJD Jetstream 41 2017
 G-GNTI SAAB 340 2023
 G-BYNC Boeing 737 800 2118

14 Friday

G-UKTA Fokker 50 0743
 G-OBLC B78 Duchess 0824
 G-GNTI SAAB 340 0918
 G-BVZI Boeing 737 500 0925
 G-MAJF Jetstream 41 0932
 EI-CKQ Boeing 737 0951
 G-JEDZ DHC-8 1003
 HB-GPF King Air 350 1019 1707
 G-JECB CL600RJ 1036
 EC-HJQ Boeing 737 800 1157 1310
 G-LOVB Jetstream 31 1228 1528
 EI-CON Boeing 737 1348
 G-MAJF Jetstream 41 1406
 G-UKTD Fokker 50 1425
 G-BYNC Boeing 737 800 1446
 OO-DJY Avro 146 RJ85 1503
 G-JECB CL600RJ 1838
 G-RJXE EMB 145 1847
 G-MAJF Jetstream 41 1711
 G-GNTH SAAB 340 1735
 G-JECB CL600RJ 1919
 G-JEDZ DHC-8 2006
 G-UKTD Fokker 50 2010
 G-MAJF Jetstream 41 2028
 C-GTDB Airbus 320 2115
 G-BVJA Fokker 100 2241

G-JECB CL600RJ 0750
 EI-FKE Fokker 50 0848
 G-MAJD Jetstream 41 0922
 G-GNTH SAAB 340 0928
 G-BRDX PA-28 Archer II 0936 1131
 G-UKTD Fokker 50 1000
 EC-GNZ Boeing 737 400 1015 1257
 OO-DJX Avro 146 RJ85 1028
 G-RJXE EMB 145 1138
 G-UKTA Fokker 50 1219
 G-JEDZ DHC-8 1305
 G-BVZI Boeing 737 500 1404
 G-GNTH SAAB 340 1414
 G-MRMR PA-31 Navajo 1437 1518
 N822MC Hughes 369 1500 1556
 G-JEDZ DHC-8 1635
 G-UKTA Fokker 50 1640
 G-GNTI SAAB 340 1649
 G-MAJD Jetstream 41 1713
 G-LHPL Ecureuil 1739
 G-MAJD Jetstream 41 2003
 G-FFRI Twin Squirrel 2006 2035
 G-RJXE EMB 145 2021
 D-CNAF SA227AC Metro 3 2050 2141
 G-BYNC Boeing 737 800 2202
 EC-HMK Boeing 737 800 2319 0033(15)

15 Saturday

EC-HBL Boeing 737 800	0002 0058	EI-FKD Fokker 50	0853
G-BVJA Fokker 100	0909	XZ311 Gazelle AH.1	0927 0953
G-MAJA Jetstream 41	0938	G-UKTD Fokker 50	0949
G-BOPT Grob G.115	1012 1119	ZG917 Lynx AH.1	1043 1134
G-LHPL Ecureuil	1115 1854	G-JEDZ DHC-8	1129
G-BOKA PA-28 Dakota	1143 1809(18)	G-BFAI Rockwell 114	1235 1354
G-BYNC Boeing 737 800	1245	G-RJXE EMB 145	1249
G-BYHK PA-28 Archer II	1254	G-BKBW TB-10 Tobago	1349 1719
EC-HGP Boeing 737 800	1438 1707	G-ATJL PA-24 Comanche	1442 1552
G-MAKC Boeing 737 500	1519 1822	G-BVTE Fokker 70	1806
G-JEDZ DHC-8	1812	G-JOEM Airbus 320	1704
G-JECB CL600RJ	1729	G-GNTH SAAB 340	1930
G-JEDZ DHC-8	1952	G-HSDW JetRanger	1955 2003
G-BYNC Boeing 737 800	2020	C-GTDB Airbus 320	2121
G-RJXD EMB 145	2238	EC-GOJ Boeing 767	2258

16 Sunday

C-GTDB Airbus 320	0752	EI-FKE Fokker 50	0850
G-BVTG Fokker 70	0921	G-UKTD Fokker 50	0949
G-BVTE Fokker 70	1006	N310QQ Cessna 310Q	1053 1206
G-BYNC Boeing 737 800	1214	G-UKTH Fokker 50	1218
G-ITON Maule MX-7-235	1359 1435	G-MRMR PA-31 Navajo	1433 1500
G-RJXD EMB 145	1547	OO-DJY Avro 148 RJ85	1550
EI-ABI DH84 Dragon	1607 1648	C-GTDB Airbus 320	1813
G-JEDZ DHC-8	1835	ZA884 Chinook HC.2	1837 1730
G-UKTH Fokker 50	1840	G-MAJD Jetstream 41	1706
G-OBMZ Boeing 737 500	1825	OO-DJQ Avro 148 RJ85	1922
G-JECB CL600RJ	1944	G-UKTD Fokker 50	1953
G-JEDZ DHC-8	1957	G-MAJD Jetstream 41	2024
G-RJXD EMB 145	2029	G-OBMZ Boeing 737 500	2138
G-BYNC Boeing 737 800	2306	C-GTDB Airbus 320	2322

17 Monday

G-UKTH Fokker 50	0730	G-JECB CL600RJ	0752
EI-FKE Fokker 50	0844	N500TH Beechjet 400A	0905 1018
G-OBMZ Boeing 737 500	0917	G-GNTH SAAB 340	0925
G-MAJF Jetstream 41	0929	G-GNTD SAAB 340	0937
D-ILCY Beech 80 Duke	0939 1630(18)	G-MAJD Jetstream 41	0943
G-MUNI Mooney M20J	0946 1719	G-TCAP BAe 125 800B	0948 1530
G-JEDZ DHC-8	0955	EI-CNX Boeing 737	0957
OO-DJW Avro 148 RJ85	1022	G-UKTD Fokker 50	1025
G-BRBX PA-28 Archer II	1031 1350	G-JECB CL600RJ	1034
G-BXNS JetRanger	1042	G-BXMA King Air 200	1047 1633(21)
G-RJXD EMB 145	1059	G-UKTH Fokker 50	1217
G-JEDZ DHC-8	1309	G-ATMY Cessna 150F	1320 1534
G-CITY PA-31 Navajo	1324 1355	G-EIBM Robinson R22B	1339
G-BODY Cessna 310R	1350 1513	G-GNTH SAAB 340	1351
G-OBMR Boeing 737 500	1355	EI-CNZ Boeing 737	1359
G-MAJD Jetstream 41	1405	G-BPHE PA-28 Warrior II	1415 1604
OO-DJP Avro 148 RJ85	1455	G-UKTD Fokker 50	1510
G-TAXI PA-23 Aztec	1600	G-JEDZ DHC-8	1833
G-JECB CL600RJ	1839	G-BODY Cessna 310R	1841 1745
G-UKTH Fokker 50	1843	G-RJXD EMB 145	1848
G-GNTD SAAB 340	1858	G-MAJD Jetstream 41	1701
G-VYNC Boeing 737 800	1703	G-MAJF Jetstream 41	1712
G-GNTH SAAB 340	1725	XW214 Puma HC.1	1758 1835
EI-CNT Boeing 737	1802	OO-DJF Avro 148 RJ85	1913
G-JECB CL600RJ	1922	C-GTDB Airbus 320	1929
G-UKTD Fokker 50	1952	G-JEDZ DHC-8	1957

G-GNTD SAAB 340	2005	G-LHPL Ecureuil	2115
18 Tuesday			
G-BYNC Boeing 737 800	0028	G-FJET Citation II	0603 0721
C-GTDB Airbus 320	0700	G-UKTG Fokker 50	0736
G-JECB CL600RJ	0750	G-HVRD PA-31 Navajo	0839 1738
G-ODAK PA-28 Dakota	0855 1614	N220SC PA-31T Cheyenne	0858 1820(19)
EI-FKF Fokker 50	0912	G-MAJF Jetstream 41	0917
G-GNTD SAAB 340	0922	G-BVCK Boeing 737 500	0924
G-GNTH SAAB 340	0935	G-MAJD Jetstream 41	0943
G-UKTD Fokker 50	1001	EI-CNX Boeing 737	1004
G-JEDZ DHC-8	1008	G-JECB CL600RJ	1030
G-OCCA BAe 125 700B	1035 1302	OO-DJO Avro 146 RJ85	1037
OY-MRB Boeing 737 700	1041 1213	G-BOJK PA-34 Seneca	1045,1744
G-RJXD EMB 145	1114	G-BODY Cessna 310R	1144 1514
G-UKTG Fokker 50	1225	G-BVYF PA-31 Navajo	1237 1643
G-BYNC Boeing 737 800	1306	G-JEDZ DHC-8	1309
EI-CJH Boeing 737	1339	G-BVKA Boeing 737 500	1400
G-MAJD Jetstream 41	1403	G-GNTH SAAB 340	1406
G-UKTB Fokker 50	1444	C-GTDB Airbus 320	1504
OO-DJK Avro 146 RJ85	1506	G-JEDZ DHC-8	1633
G-RJXD EMB 145	1635	G-JECB CL600RJ	1638
G-GNTD SAAB 340	1643	G-UKTG Fokker 50	1648
G-MAJD Jetstream 41	1704	G-MAJF Jetstream 41	1711
G-GNTH SAAB 340	1718	G-BVKA Boeing 737 500	1818
G-JECB CL600RJ	1916	G-GNTD SAAB 340	1948
G-MAJF Jetstream 41	2005	G-UKTB Fokker 50	2007
G-JEDZ DHC-8	2010	G-GNTH SAAB 340	2017
G-MAJD Jetstream 41	2035	G-BVKA Boeing 737 500	2144
KW211 Puma HC.1	2149 2215	G-BYNC Boeing 737 800	2202
19 Wednesday			
G-JECB CL600RJ	0752	EI-FKD Fokker 50	0849
G-BXZB Nanchang CJ6	0909 1910	G-MAJF Jetstream 41	0911
G-GNTD SAAB 340	0919	G-BVKA Boeing 737 500	0930
G-GNTH SAAB 340	0935	G-MAJD Jetstream 41	0939
EI-CJH Boeing 737	0944	G-JEDZ DHC-8	0947
G-OPME PA-23 Aztec	1026 1558	G-BNRI Cessna U206G	1034 1305
OO-DJO Avro 146 RJ85	1037	G-JECB CL600RJ	1040
G-RJXD EMB 145	1108	G-UKTB Fokker 50	1109
G-UKTG Fokker 50	1222	G-BLFZ PA-31 Navajo	1307
G-JEDZ DHC-8	1310	EI-CJC Boeing 737	1338
G-BVKA Boeing 737 500	1346	G-GNTH SAAB 340	1354
G-MAJD Jetstream 41	1357	G-BODY Cessna 310R	1403 1520
G-BKUE TB9 Tampico	1427 1455	D-CTAN Hawker 800XP	1541 1539(20)
G-BYNC Boeing 737 800	1606	N79EL Beechjet 400	1809 1342(20)
G-JECB CL600RJ	1633	G-JEDZ DHC-8	1638
G-UKTG Fokker 50	1640	G-RJXD EMB 145	1647
G-GNTD SAAB 340	1649	G-MAJF Jetstream 41	1703
G-MAJD Jetstream 41	1708	C-GTDB Airbus 320	1711
G-GNTH SAAB 340	1723	EI-CNX Boeing 737	1814
G-BSNX PA-28 Archer II	1833 1235(20)	G-JECB CL600RJ	1920
G-JEDZ DHC-8	1956	G-MAJF Jetstream 41	2001
G-UKTB Fokker 50	2006	G-BNIJ TB-10 Tobago	2009 2022
G-GNTH SAAB 340	2014	G-MAJD Jetstream 41	2041
G-RJXD EMB 145	2058	G-FJET Citation II	2136 2210
20 Thursday			
G-UKTG Fokker 50	0747	G-JECB CL600RJ	0756
EI-FKC Fokker 50	0845	G-MAJF Jetstream 41	0914

G-IKPS PA-31 Navajo	0919	1335	G-GNTD SAAB 340	0921
G-ORJB Citation I	0924	1423	G-BVZE Boeing 737 500	0927
G-GNTH SAAB 340	0934		G-MAJD Jetstream 41	0943
G-JEDZ DHC-8	0946		G-UKTB Fokker 50	0950
EI-CJG Boeing 737	0953		N700KC CL601 Challenger	1008 0634(21)
OO-DJY Avro 146 RJ85	1028		G-JECB CL600RJ	1040
G-RJXD EMB 145	1049		G-BOJK PA-34 Seneca	1102 1203
PH-JVG PA-28	1120	1237	G-UKTG Fokker 50	1232
G-BYNC Boeing 737 800	1254		G-JEDZ DHC-8	1302
G-BOUK PA-34 Seneca	1307	1339	G-BGYG PA-28 Warrior II	1312 1456
G-OOOS Boeing 757	1328	1448	G-BVZE Boeing 737 500	1343
G-MAJD Jetstream 41	1352		EI-COX Boeing 737	1356
G-GNTH SAAB 340	1402		G-UKTB Fokker 50	1432
G-BODY Cessna 310R	1434	1517	OO-DJY Avro 146 RJ85	1445
G-JEDZ DHC-8	1632		G-RJXD EMB 145	1637
G-GNTD SAAB 340	1651		G-UKTG Fokker 50	1653
G-DJAR Airbus 320	1703		G-MAJD Jetstream 41	1706
G-MAJF Jetstream 41	1718		G-GNTH SAAB 340	1728
EI-CNW Boeing 737	1742		G-BVZE Boeing 737 500	1819
C-GTDB Airbus 320	1922		G-SMAF Sikorsky S76	1943 1957
G-UKTB Fokker 50	1946		G-GNTD SAAB 340	1958
G-JEDZ DHC-8	2006		G-MAJF Jetstream 41	2014
G-GNTH SAAB 340	2017		G-JEAT Bae 146	2031 2110
G-MAJD Jetstream 41	2035		G-BYNC Boeing 737 800	2106
G-BBTG Cessna F172M	2122	1834(21)	G-BVZE Boeing 737 500	2139
G-BSDN PA-34 Seneca	2208	2309		

21 Friday

G-UKTG Fokker 50	0737		EI-FKK Fokker 50	0848
OY-SVU Bae ATP	0914	1020	G-MAJF Jetstream 41	0918
G-BVZE Boeing 737 500	0920		EC-HEZ Boeing 737 400	1012 1149
G-BXZB Nanchang CJ6	1027	1744	N198SL Citation Bravo	1030 1119
G-RJXD EMB 145	1101		EC-HJQ Boeing 737 800	1144 1334
G-UKTG Fokker 50	1216		G-JEDZ DHC-8	1256
G-JEAT Bae 146	1256	1342	G-KKES TB-20 Trinidad	1324 1303(25)
G-BAZS Cessna F150L	1347	1437	G-GNTH SAAB 340	1411
G-BYNC Boeing 737 800	1415		G-UKTB Fokker 50	1419
G-OBMX Boeing 737 500	1438		OO-DJR Avro 146 RJ85	1446
G-FCLA Boeing 757	1530	1628	G-JEAT Bae 146	1535 1602
G-BYHK PA-28 Archer III	1539		G-MAJD Jetstream 41	1543
G-JEDZ DHC-8	1631		G-RJXD EMB 145	1634
G-UKTG Fokker 50	1644		G-ZAPJ ATR-42	1650 1735
G-GNTD SAAB 340	1704		G-MAMD King Air 200	1706 1032(22)
G-MAJF Jetstream 41	1715		G-GNTH SAAB 340	1731
F-BXSL King Air C90	1928	2217	G-ZAPJ ATR-42	1955 2036
EC-GUR Airbus 320	2100	2247	G-BGTG PA-23 Aztec	2245 2304
LX-GDB King Air 200	2254	0709(22)	EC-HGO Boeing 737 800	2307 0007(22)
EC-HHG Boeing 737 800	2325	0040(22)		

22 Saturday

EI-FKK Fokker 50	0918		G-BXWE Fokker 100	0921
N228CX TBH700	0930	0950	G-MAJF Jetstream 41	0941
G-UKTB Fokker 50	0949		G-DOOZ Twin Squirrel	0958 1052
G-JEDZ DHC-8	1128		G-BYNC Boeing 737 800	1205
G-RJXD EMB 145	1217		G-UKTB Fokker 50	1414
EI-CNT Boeing 737	1418		EC-HBL Boeing 737 800	1421 1526
G-YBAA Cessna FR172J	1454	1623	G-MSKA Boeing 737 500	1503 1617
G-JEDZ DHC-8	1532		G-TICL Airbus 320	1710 1819
G-RJXD EMB 245	1902		G-BYNC Boeing 737 800	2013
G-JEDZ DHC-8	2026		G-MAMD King Air 200	2059 0824(23)

G-AXWE Fokker 100	2114	C-GTDB Airbus 320	2116
EC-GOJ Boeing 767	2231 2333		
23 Sunday			
OY-SVU BAe ATP	0009 0103	C-GTDB Airbus 320	0740
EI-FKD Fokker 50	0852	G-BXWE Fokker 100	0930
G-UKTC Fokker 50	0940	G-BXAB Nanchang CJ6	0948 1659
G-BVTG Fokker 70	1010	G-BYNC Boeing 737 800	1154
G-NOIR Bell 222	1904 1924	G-IJYS Jetstream 31	2124 1457(24)
24 Monday			
G-ZAPK BAe 146	0724 0940	G-JECB CL600RJ	0756
G-UKTG Fokker 50	0759	EI-FKF Fokker 50	0850
G-MAJE Jetstream 41	0921	G-BVZE Boeing 737 500	0925
G-GNTJ SAAB 340	0930	G-GNTD SAAB 340	0950
G-MAJD Jetstream 41	0953	G-UKTA Fokker 50	0955
G-JEDZ DHC-8	0959	EI-COA Boeing 737	1001
G-BXZB Nanchang CJ6	1031 1701(26)	G-JECB CL600RJ	1035
OO-DJN Avro 146 RJ85	1038	G-BULH Cessna 172N	1049 1119
G-BODY Cessna 310R	1134	G-UKTG Fokker 50	1233
G-JEDZ DHC-8	1253	G-ZAPK BAe 146	1308 1349
G-GNTJ SAAB 340	1358	G-BVZE Boeing 737 500	1359
G-DJAR Airbus 320	1405 1540	EI-CKR Boeing 737	1407
G-MAJD Jetstream 41	1418	G-UKTA Fokker 50	1423
OO-DJQ Avro 146 RJ85	1537	G-JEDZ DHC-8	1627
G-JECB CL600RJ	1638	G-UKTG Fokker 50	1648
G-GNTD SAAB 340	1851	G-MAJD Jetstream 41	1704
G-BYNC Boeing 737 800	1713	G-MAJE Jetstream 41	1722
G-GNTJ SAAB 340	1732	EI-CKS Boeing 737	1822
G-BVZE Boeing 737 500	1834	G-JECB CL600RJ	1826
C-GTDB Airbus 320	1834	G-UKTA Fokker 50	1856
G-JEDZ DHC-8	2009	G-MAJE Jetstream 41	2022
G-MAJD Jetstream 41	2039	G-RJXC EMB 145	2135
25 Tuesday			
G-FLTA BAe 146	0614 0719	G-UKTG Fokker 50	0735
EI-FKF Fokker 50	0845	G-JECB CL600RJ	0913
G-BVZE Boeing 737 500	0921	G-GNTD SAAB 340	0924
G-MAJE Jetstream 41	0927	G-GNTJ SAAB 340	0939
G-MAJD Jetstream 41	0947	G-UKTA Fokker 50	0949
G-JEDZ DHC-8	0953	OY-MRA Boeing 737 700	1057 1211
G-JECB CL600RJ	1124	G-BODY Cessna 310R	1212
N198SL Citation Bravo	1217 1506	G-UKTG Fokker 50	1227
G-RJXC EMB 145	1241	G-JEDZ DHC-8	1253
G-BYNC Boeing 737 800	1308	G-BNDY Cessna 425	1517 1824
G-JEDZ DHC-8	1630	G-UKTG Fokker 50	1840
G-RJXC EMB 145	1843	G-JECB CL600RJ	1854
G-GNTD SAAB 340	1857	G-MAJD Jetstream 41	1858
G-MAJE Jetstream 41	1714	G-GNTJ SAAB 340	1721
EI-COA Boeing 737	1748	G-JECB CL600RJ	1930
G-UKTA Fokker 50	1948	EI-CDE Boeing 737 500	1954 2041
G-MAJE Jetstream 41	1957	G-GNTD SAAB 340	2001
G-JEDZ DHC-8	2008	G-BYNC Boeing 737 800	2058
G-RJXC EMB 145	2133		
26 Wednesday			
G-UKTG Fokker 50	0754	G-JECB CL600RJ	0924
G-MAJE Jetstream 41	0930	G-ZAPJ ATR-42	0938 1030
G-UKTA Fokker 50	0943	G-GNTJ SAAB 340	0946
G-MAJD Jetstream 41	0951	EI-CNT Boeing 737	0954

G-GNTD SAAB 340	0956	N220SC PA-31T Cheyenne	1000 1713(27)
G-BLFZ PA-31 Navajo	1014 1446	G-CHEM PA-34 Seneca	1019 1120
D-IMFC Cessna 425	1028 1335(27)	G-JECB CL600RJ	1140
EI-CNM PA-31 Navajo	1203 1420	G-RJXC EMB 145	1211
G-LUKY Robinson R-22B	1221 1548	G-UKTG Fokker 50	1225
G-GAJB AA5B Tiger	1232 1801	G-BODY Cessna 310R	1248 1451
G-WARC PA-28 Warrior 3	1252 1529	G-JEDZ DHC-8	1258
EI-COM Boeing 737	1354	G-MAJD Jetstream 41	1359
G-BVKA Boeing 737 500	1401	G-GNTJ SAAB 340	1407
G-UKTA Fokker 50	1412	G-BAVZ PA-23 Aztec	1443 1509
OO-DWD Avro 146 RJ100	1514	G-BYNC Boeing 737 800	1631
G-JECB CL600RJ	1635	G-JEDZ DHC-8	1638
G-RJXC EMB 145	1650	G-GNTD SAAB 340	1653
G-UKTG Fokker 50	1700	G-MAJD Jetstream 41	1706
C-GTDB Airbus 320	1710	G-GNTJ SAAB 340	1725
OE-GBA Citation II	1804 1900	EI-CJC Boeing 737	1818
G-JECB CL600RJ	1927	G-GNTD SAAB 340	1949
G-UKTA Fokker 50	1957	G-JEDZ DHC-8	2011
G-MAJD Jetstream 41	2014	G-GNTJ SAAB 340	2026
G-CEGR King Air 200	2038 0942(27)	EC-GIE CitationJet	2051 2143
G-BBEY PA-23 Aztec	2106 0639(27)	G-RJXC EMB 145	2108
G-FLTA Bae 146	2351 0022(27)		

27 Thursday

G-JECB CL600RJ	0747	EI-FKC Fokker 50	0853
G-BODY Cessna 310R	0903	G-GNTD SAAB 340	0919
G-MAJE Jetstream 41	0924	G-GNTJ SAAB 340	0930
G-BRFM PA-28 Warrior II	0944 1116	G-MAJD Jetstream 41	0949
G-JEDZ DHC-8	0954	OO-DJX Avro 146 RJ85	1029
G-UKTA Fokker 50	1034	G-JECB CL600RJ	1037
TF-FDA Boeing 737 300	1254 1415	G-JEDZ DHC-8	1314
G-OOD Boeing 757	1327 1456	G-GNTJ SAAB 340	1353
EI-CNW Boeing 737	1358	G-MAJD Jetstream 41	1400
G-BVZE Boeing 737 500	1404	G-COEZ Airbus 320	1422 1546
G-UKTA Fokker 50	1435	G-RJXC EMB 145	1626
G-JECB CL600RJ	1643	G-JEDZ DHC-8	1650
G-UKTG Fokker 50	1701	G-MAJE Jetstream 41	1711
G-GNTJ SAAB 340	1721	ZG648 Islander AL.1	1722 1752
G-MAJD Jetstream 41	1729	G-CHEM PA-34 Seneca	1815 1950

28 Friday

G-UKTI Fokker 50	0735	G-JECB CL600RJ	0746
G-RENO TB-10 Tobago	0819 1811	EI-FKD Fokker 50	0853
G-GNTJ SAAB 340	0918	G-MAJE Jetstream 41	0922
G-MAJD Jetstream 41	0934	G-GNTI SAAB 340	0938
G-BVZE Boeing 737 500	0941	N4545 Lear Jet 45	0945 1605(30)
G-UKTH Fokker 50	0948	G-JEDZ DHC-8	0958
EI-CNV Boeing 737	1004	EC-GUI Boeing 737 400	1017 1214
OO-DJV Avro 146 RJ85	1020	G-RJXC EMB 145	1143
EC-HJQ Boeing 737 800	1200 1312	G-BCLL PA-28 Cherokee	1204 1740
G-UKTI Fokker 50	1229	G-JEDZ DHC-8	1306
EI-CNT Boeing 737	1345	G-MAJD Jetstream 41	1407
G-GNTI SAAB 340	1416	G-UKTH Fokker 50	1420
G-OBMZ Boeing 737 500	1427	G-BZJJ Robinson R-22B	1446 1624
OO-DJY Avro 146 RJ85	1503	G-FCLD Boeing 757	1603 1710
G-JEDZ DHC-8	1628	G-UKTI Fokker 50	1638
G-RJXC EMB 145	1654	G-JECB CL600RJ	1657
G-GNTJ SAAB 340	1700	G-BZJJ Robinson R-22B	1712 1740
G-MAJD Jetstream 41	1715	G-MAJE Jetstream 41	1721
G-GNTI SAAB 340	1725	SE-DUL Boeing 757	1734 1839

EI-CNX Boeing 737	1756	G-BVCK Boeing 737 500	1840
G-JECB CL600RJ	1932	G-UKTH Fokker 50	1953
G-JEDZ DHC-8	1958	G-MAJE Jetstream 41	2002
G-GNTJ SAAB 340	2009	G-GNTI SAAB 340	2042
C-GTDB Airbus 320	2115	G-RJXC EMB 145	2138
EC-GUR Airbus 320	2203 2302	G-BYNC Boeing 737 800	2219
EC-HBN Boeing 737 800	2244 2348	EC-HHG Boeing 737 800	2319 0032(29)
G-BVJD Fokker 100	2323		
29 Saturday			
EI-FKF Fokker 50	0847	G-BVJD Fokker 100	0923
G-MAMD King Air 200	0935 1055	G-MAJA Jetstream 41	0938
G-UKTH Fokker 50	0954	EI-CNT Boeing 737	0958
PH-SDR DHC-8	1037 1134	G-BUIF PA-28 Warrior II	1041 1117
G-JEDZ DHC-8	1142	G-RJXC EMB 145	1222
G-BYNC Boeing 737 800	1226	G-JOEM Airbus 320	1431 1541
EC-HGO Boeing 737 800	1437 1537	G-MSKE Boeing 737 500	1502 1647
G-JEDZ DHC-8	1536	N900CB Cessna 421C	1550
G-BNTC Turbo Arrow IV	1557 1051(30)	G-RJXC EMB 145	1608
G-TICL Airbus 320	1715 1829	G-JECB CL600RJ	1726
G-BLFZ PA-31 Navajo	1837 2107	G-MAMD King Air 200	1841 0836(30)
G-JEDZ DHC-8	1950	G-UKTH Fokker 50	1958
G-BYNC Boeing 737 800	2005	G-RJXC EMB 145	2038
G-BVJD Fokker 100	2104	C-GTDB Airbus 320	2115
30 Sunday			
EC-HGQ Boeing 737 800	0400 0457	EC-HJP Boeing 737 800	0421 0516
G-ODUB Bandeirante	0736 1502	G-BULH Cessna 172N	0822 0829
EI-FKC Fokker 50	0849	G-BVJD Fokker 100	0915
G-UKTD Fokker 50	0948	G-BVTG Fokker 70	1123
G-UKTI Fokker 50	1202	G-BYNC Boeing 737 800	1219
CS-DNE Citation VII	1227 1507	G-KKES TB-20 Trinidad	1241
G-MAMD King Air 200	1303	EI-CNV Boeing 737	1335
G-JECB CL600RJ	1400	OO-DJS Avro 146 RJ85	1452
G-TAXI PA-23 Aztec	1503	G-RJXC EMB 145	1534
C-GTDB Airbus 320	1617	G-JEDZ DHC-8	1626
G-PLMC Twin Squirrel	1648 1952	G-UKTI Fokker 50	1652
G-WELL King Air E90	1702 1827	G-MAJE Jetstream 41	1717
OO-DJQ Avro 146 RJ85	1906	G-JECB CL600RJ	1920
EI-FKD Fokker 50	1921	G-JEDZ DHC-8	1958
G-MAJE Jetstream 41	2021	GrJXC EMB 145	2036
G-BYNC Boeing 737 800	2259	C-GTDB Airbus 320	2334
31 Monday			
G-JECB CL600RJ	0747	G-UKTI Fokker 50	0802
G-BHXA SA Bulldog 120	0914 1657	G-GNTI SAAB 340	0926
G-GNTJ SAAB 340	0947	G-JEDZ DHC-8	0953
G-BXNS JetRanger	1025 1045	N737BZ Boeing 737 700	1058 1236
G-JEDZ DHC-8	1304	G-BVZH Boeing 737 500	1353
G-GNTJ SAAB 340	1359	EI-CJD Boeing 737	1404
G-DJAR Airbus 320	1412 1533	G-UKTH Fokker 50	1424
HB-GAF Twin Bonanza	1504 1715	OO-DWC Avro 146 100	1506
G-MANG BAe ATP	1540 1623	G-RJXC EMB 145	1625
HB-ITX Gulfstream IV	1632 n/s	G-JECB CL600RJ	1634
G-JEDZ DHC-8	1637	G-UKTI Fokker 50	1644
G-GNTI SAAB 340	1650	G-GNTJ SAAB 340	1710
G-BNOM PA-28 Warrior II	1734 2152	ZG848 Islander AL.1	1736 1836
G-TANS TB-20 Trinidad	1812 n/s		

From & To

01) CS-DNC/Luton-Le Touquet;HB-IIN/Geneva-Palanga(Lithuania);OY-NPA/Aalborg-Gothenburg: 02) HB-IIN/Palanga-Luton: 03) 4X-CZM/Luton-Antwerp & return;N213CT/Santander-n/s-Lydd;N453TM/T & T Cork (twice);OY-BJP/???;OY-CKN/F & T Sonderberg: 04) CS-DNE/Le Bourget-Dusseldorf;OY-NPA/Aalborg-Linkoping;N220SC/Biggin-n/s-Guernsey: 05) CS-DNE/Dusseldorf-n/s-Cologne;CS-DNL/Luton-n/s-Farnboro;N4545/Jersey-Nurnberg;SE-LEF/Broma-Gothenburg: 06) F-GTEM/Montichiari-Luton;N620LH/?: 07) CS-DNM/Bilbao-n/s-Gatwick;D-IHLA/Berlin-Hannover;OO-MCA/Charleroi-n/s-Charleroi;EI-EDR/?: 08) LY-AAW/Vilnius-n/s-Vilnius: 10) N829CB/Blackpool-Cardiff & return;N880GC/Detroit-n/s-Luxemburg: 12) AG-ESH/Farnboro-Gatwick;D-CNAC/Norwich-Exeter;D-CNAF/Flensburg-Dijon;N494AT/Brize Norton-Farnboro: 13) CS-DNP/Le Bourget-Nice;N125GP/F & T Dublin;N79EL/EMA-Cannes: 14) D-CNAF/Dijon-Flensburg;HB-GFF/F & T Lausanne;N822MC/F & T Staverton: 16) EI-ABI/Edinburgh-White Waltham;N3100G/F & T Elstree: 17) N500TH/Blackbushe-Nice;D-ILCY/?-n/s-Reicheisheim: 19) D-CTAN/Dublin-n/s-Cologne;N79EL/Cannes-n/s-Blackbushe: 20) N700KC/Humberside-n/s-Gander;PH-JVG/Rotterdam-Southend: 21) F-BXSL/Auxerre-Le Bourget;LX-GDB/Strasbourg-n/s-Luxemburg;N198SL/F & T Jersey: OY-SVU/Billund-Rotterdam: 22) N228CX/Blackpool-n/s: 23) OY-SVU/Rotterdam-Billund: 25) N198SL/F & T Jersey: 26) D-IMPC/Hannover-n/s-Hannover;EI-CNM/ToM-Liverpool;OE-GBA/Kiev-Vienna: 28) N4545/Jersey-n/s-Jersey: 30) CS-DNE/Brize Norton-Palma: 31) HB-GAF/?-Prestwick;HB-ITX/Geneva n/s;N737BZ/Farnboro-Minneapolis:

Overshoots

03) XX497/CWL19: 05) XX498/CWL68;ZF170/LOP12;ZF483/LOP24: 06) XX499/CWL64: 07) XX389/Army 501Y: 13) G-BLYK/Oxford 113;XX500/CWL64: 17) XX547/UAX904: 18) ZA677/Vortex 755: 19) XV185/Ascot668: 20) XX491/CWL62: 27) XX495/CWL65:

LBA Movements review, July 2000

Starting the month on the 1st was Citation II CS-DNC of Executive Jet Europe on a flight from its base at Luton to Le Touquet, others on the same day were Metro OY-NPA of Northflying from Aalborg to Gothenburg and the Private Air Boeing 737 300 HB-IIN from Geneva to Palanga in Lithuania. HB-IIN was back from Palanga and out to Luton on the 2nd. A rare sight on the 3rd was an Israeli biz jet in the shape of Hawker 800XP 4X-CZM from Luton to Antwerp in the morning and then doing the reverse trip at tea-time, meanwhile the BAe 125 800A N453TM came from and to Cork twice and King Air C90 N213CT arrived from Santander for a night stop prior to a trip to Lydd. The latter turned out to be ex VP-OCT of Corgi Toys and it is assumed that with the suffix letters on the US registration remaining the same they still own it. Also noted was the Falcon 2000 OY-CKN of Air Alsie from and to Sonderberg as "Mermaid864".

Another EJE visitor on the 4th was Citation VII CS-DNE from Le Bourget and night stopping before going to Dusseldorf, North Flying's Metro OY-NPA was from Aalborg to Linkoping whilst Cheyenne N220SC was from Biggin as "Sark 01". Two of the EJE fleet were night stopping on the 5th, Citation VII CS-DNE was from Dusseldorf and to Cologne and Hawker 800XP CS-DNC was from Luton then to Farnboro. The 5th also saw Lear Jet 45 N4545 from Jersey to Nurenborg as "Stealth 02" and Metro SE-LEF of International Business Air from Broma to Gothenburg. King Air 350 F-GTEM was from Montichiari to Luton on the 6th and the Twin Squirrel N620LH was reported to be using the callign "Macline 06".

Another of the EJE fleet visited on the 7th when the Hawker 800XP CS-DNM arrived from Bilbao for a night stop before departing to Luton, another night stopper the same day was PA-32 OO-MCA from and to Charleroi, arriving and departing during the early hours was the Cheyenne III D-IHLA from Berlin to Hannover and from and

to points unknown was the Cherokee Arrow EI-EDR. The Lithuanian Airlines YAK 42 LY-AAW came from Vilnius on the 8th and after a night stop went back there. From Blackpool to Cardiff early on the 10th was Citation Bravo N829CB and it made the return trip in the afternoon, night stopping on the same day was the Gulfstream 4 N880GC on a long flight from Detroit to Luxemburg whilst Cheyenne N220SC arrived as "Sark 1". Calling "Sharjah 01" on the 12th was the new Airbus 319 AB-ESH from Farnboro to Gatwick using a registration previously seen here on a Boeing 737, on a smaller note there were two Northern Air Charter Metro 4's D-CNAC from Norwich to Exeter calling "Starburst 172" and D-CNAF from Flensburg to Dijon on callsign "Starburst 150".

The 13th saw yet another EJE aircraft visiting, this time Falcon 2000 CS-DNP from Le Bourget to Nice and joining it was Lear Jet 31 N125GP from and to Dublin, with Beechjet 400 N79EL making a trip from its base at EMA to Cannes. Metfo 4 D-CNAF was back on the 14th from Dijon to Flensburg and visiting from and to Lausanne was the King Air 350 HB-GPF of Pantair, from and to Staverton was the Hughes 369 N822MC. The 16th saw the oldest visitor of the month when DH84 Dragon EI-ABI was from Edinburgh to White Waltham, joining it was the Cessna 310Q N310QQ which was from and to its base at Elstree. Beechjet 400 N500TH on the 17th was on a flight from Blackbushe to Nice whilst the Beech 60 Duke D-ILCY was night stopping prior to a flight to Reichelsheim. Hawker 800XP D-CTAN arrived from Dublin on the 19th and night stopped before departing to Cologne, another night stopper was Beechjet 400 N79EL of Edra Lauren which was from Cannes to Blackbushe.

Challenger 3A N700KC of the Kimberly-Clark Corp. came from Huberside on the 20th and after a night stop departed to Gander, also passing through on the 20th was PA-28 PH-JVG from Rotterdam to Southend. King Air C90 F-BXSL of Sierra Lima Sarl was from Auxerre to Le Bourget on the 21st, it was joined by King Air 200 LX-GDB of Claude Alvisse which night stopped on a flight from Strasbourg to Luxemburg. Others noted on the 2st were Citation 2 N198SL from and to Jersey and the Sun-Air of Scandinavia BAe ATP OY-SVU from Billund to Rotterdam doing a football charter. TBM 700 N228CX arrived from Blackpool on the 22nd and doing the return flight from Rotterdam to Billund on the 23rd was the ATP OY-SVU. Citation N198SL was from and to Jersey again on the 25th.

Night stopping on the 26th was the Cessna 425 D-IMPC from and to Hannover with Navajo EI-CNM of M.Goss from the Isle of Man to Liverpool and Citation 2 OE-GBA from Kiev to Vienna as "BBA228". Making its only visit of the month on the 28th was the Lear Jet 45 N4545 from its base in Jersey as "Stealth2" for a night stop before returning there. Citation VII CS-DNE of EJE was back again on the 30th on a flight from Brize Norton to Palma. The final day of the month was quite a good one with Twin Bonanza HB-GAF coming from points unknown and going to Prestwick, Gulfstream IV HB-ITX arriving from Geneva and night stopping and the brand new Boeing 737 700 biz-jet N737BZ calling in from Farnboro and departing after a one and a half hour demo to Minneapolis. Not too much military to record, on the 16th Chinook ZAG84 was "Vortex 555", Puma XW214 was "Warlock 1" on the 17th and Puma XW211 was "Vortex 755" on the 18th. Finally the Islander ZG848 was "Army 555" on the 27th and "Army 452" on the 31st.

Other odd notes are, DHC-8 G-JEDZ made its first visit on the 8th and on the same day Navajo G-BIYO was rolled out of Multiflight painted as EI-WYO. JEA's BAe 146 G-JEAT operated the JEA745-8 on the 20th in Air France colours. JEA were using the Titan ATR-42 G-ZAPJ on the 21st and Aer Lingus used Boeing 737 EI-CDE on "EIN 368-9" on the 25th. On the 24th BMA used the Titan BAe 146 G-ZAPK on their "BMA 493-4" and G-ZAPJ was back on the 26th this time operating for Aer Lingus as "EIN 364-5", finally the "MAN 411-094" was operated by ATP G-MANG on the 31st. Britannia had trouble towards the end of the month having to use Boeing 737 300 TF-FDA as "BAL 227B-A" on the 27th and Boeing 757 SE-DUL as "BAL 089B-997F" on the 28th.



Military News

Eric Martin.



UNIVERSITY AIR SQUADRONS CELEBRATE 75 YEARS

The 75th Anniversary of the formation of University Air Squadrons (UAS) was celebrated with representatives from all fifteen current squadrons at the Royal International Air Tattoo at Cottesmore. Also on display were examples of the Grob Tutor, which are replacing the Bulldogs that have amply served the squadrons for many years.

Credit: RAF News

LAST REUNION OF THE 'FEW' ?

This year's gathering at the Battle of Britain Memorial at Capel Le Ferne, near Folkestone, to commemorate the 60th anniversary of the Battle could well be the last at which members of the 'few' are present, as the youngest of them are now in their eighties. Of the 2927 RAF and Allied pilots who took part from 10 July to 31 October, only 1592 survived the war and only a handful now remain who qualify for the 'Battle of Britain' clasp on the 1939-45 Star.

Credit: RAF News

FAIRFORD TO RECEIVE MASSIVE UPGRADE

NATO has chosen RAF Fairford to receive a massive upgrade to its runways, electrical systems and fuel provisions, to enable it to act as its most important strike base for the next two or three decades. Reports indicate that the runways will also serve as an emergency landing strip for the US Space Shuttle. During Operation Allied Force in Yugoslavia last year, Fairford was home to thirteen B52s, five B1s and five KC135 tankers, which flew 420 combat sorties and delivered 45% of the munitions dropped by NATO. Fairford has been chosen in opposition to bases in Spain for political reasons.

This extensive construction led to the move of the Royal International Air Tattoo from Fairford, its traditional home, to RAF Cottesmore.

Credit: David Tennant
Sunday Telegraph

'BITS' FALL OFF MERLIN

Not only the Concorde has been in trouble recently. In returning from a display in Belgium, one of the Royal Navy's EH102 Merlins shed a long fuselage panel, covering a large flotation bag. This fell near to holidaymakers on the beach at Worthing. The Merlin continued to its base in Culdrose and the panel was picked up by Worthing's Safety boat crew. A Ministry of Defence spokesman is quoted to have said "This is clearly a matter of serious concern. We don't want bits falling off our helicopters"!!

Credit: Bob Kilbey
Daily Mail

ARMY PILOTS WIN BRITISH HELICOPTER CHAMPIONSHIPS

Two Army pilots from 671 Squadron of the School of Army Aviation, Middle Wallop, won the British Helicopter Championships recently, against teams from the other services and civilian teams. The pair, WO2 Nigel Thompson and Staff Sergeant Tim Trott flew a Gazelle against Modern Jet Rangers, Highes 500s and Eurocopter Squirrels.

Unlike the other two services, many of the Army's pilots are warrant officers and non-commissioned officers, which would indicate that they are underpaid (and under-privileged) for the jobs they do.

Credit: Soldier

Please send any information for inclusion on this page to:

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Military Matters

Eric Martin.



KEY DATES IN RAF HISTORY 1918-1998

1923

9 Feb The Reserve of Air Force Officers (RAFO) was established
23 Jun A Home Defence Force of 52 Squadrons was authorised. Ten years later, however, this level had not been reached!

30 Jun The RAF Nursing Service became Princess Mary's RAF Nursing Service (PMRAFNS).

1924

3 Jan The Short Service Commission Scheme was launched, under which 400 officers for flying duties were recruited to supplement officers graduating from the RAF College, Cranwell.

1 Apr The Fleet Air Arm of the RAF was formed, comprising RAF units embarked in aircraft carriers and other warships. The Flights were numbered in the 400 series.

24 Jul Six squadrons were allocated to serve on the North-West Frontier of India, for operations against rebel tribesmen.

1925

12 Sep The first Auxiliary Air Force squadron was formed at Renfrew – 602 (City of Glasgow) Squadron.
1 Oct The first University Air Squadron (UAS) was formed at Cambridge. Oxford UAS was formed ten days later.

14 Oct The first English Auxiliary Air Force Squadrons were formed – 600 (City of London) and 601 (County of London).

22 Oct No. 1 Apprentices Wing was formed at RAF Halton.

29 Oct The Observer Corps was established.

1926

1 Feb On grounds of national economy, consideration was once again given to the return of aircraft to the Navy and the Army, but this notion was rejected and it was agreed by the Government that further consideration would not be discussed. Similarly, consideration of separate air arms for the Navy and the Army would not be discussed. The Royal Navy would not receive its own air arm (The Fleet Air Arm) until 1938 and the Army would not receive its air arm (The Army Air Corps) until 1957. The wheel is now turning full circle, with the Joint Harrier Force and the Joint Helicopter Command!

1927

1 Jan Lord Trenchard became the first Marshal of the Royal Air Force (MRAF), equivalent to Admiral of the Fleet and Field Marshal.

1 Apr The RAF High Speed Flight was formed at Felixstowe, to provide aircraft and crews for the Schneider Trophy.

26 Sep Three RAF pilots competed in the Schneider Trophy at Venice. The race was won by Flight Lieutenant S N Webster, in a Supermarine S5 (N220).

1928

3 Jan Lord Trenchard completed ten years as Chief of Air Staff (CAS). Amongst the innovations he introduced were: The RAF College, the RAF Staff College, short service commissions, the aircraft apprentice and boy entrant schemes, University Air Squadrons, the Auxiliary Air Force and an air defence structure. These were achieved against a background of constant attempts by the Navy and the Army to 'take back' responsibility for aircraft.

Credit: Brace by Wire to Fly by Wire

THE MAKING OF BOEING.

The 40's and 50's were the years that were to shape the future for the Boeing Company. I make no apology for devoting so much space to Boeing, for they alone have had so much influence on aviation in the past 50 years. Others, namely de Havilland, Lockheed and McDonnell Douglas had a big part to play. It was Boeing though who were at that time to play the major part in the shaping of civil aviation, for the coming fifty years or more. Back in September 1942, the B-29 had just had its first flight. Behind the scenes, all was not well. The B-29 was proving to be a recurring nightmare. The US Army Airforce had ordered 700 B-29's straight from the drawing board. Almost every day there were problems, mostly with the Wright Cyclone engines. In the first twenty six hours of flying there were sixteen engine changes. Even obtaining a publicity picture of the new aircraft with all four engines running posed a problem. The second prototype crashed and was destroyed in February 1943 after an engine fire. This accident killed the test pilot. The same aircraft had only just made it back to base after a similar incident in December 1942. Probably only the war kept the test flights going at that stage. Under normal circumstances the airplane would probably have been grounded pending investigations. However, when needs must as they say. The problems were eventually overcome and the B-29 went on to become the aircraft that ended World War 2, with the bombing of Hiroshima and Nagasaki. To illustrate how far things have advanced since those days, consider engine thrust. Due to the poor performance of the G.E.J35 jet engines on the B-47 the number fitted had risen from four, to six. Two on each wing were fitted in a twin pod with the third in a single pod. Each engine could give only 3750 lbs of thrust at take off. Compare that with the 85,000 lbs of thrust from each of the engines on the new 777 airliner. Boeing had by this time become the preeminent mass producer of four engined bombers. They had come of age. In August 1941, Boeing took a momentous decision which was to change their whole future. A decision was taken to build their own wind tunnel. At that time the company had a deficit of \$3.4 million. Under the circumstances the idea of spending a further \$1 million on constructing a facility which could be hired and was hired elsewhere, seemed preposterous. Many at Boeing were against it. Secret data had however leaked out during tests at an independent wind tunnel. To make matters even more contentious, Boeing decided to build a tunnel which could handle wind speeds in excess of 600 mph. With the

top speed of the then B-29 being 360 mph, this seemed completely over the top. The new Boeing tunnel needed an 18,000 hp electric motor to drive the fan, consuming an enormous amount of electricity in the process. Luckily for Boeing, the cost of electricity in the North West of America at that time was only a third of that elsewhere due to a new hydroelectric scheme. This tunnel was to prove to be the key to Boeing's future success. It gave them an unassailable lead in aircraft design. By 1943 the US Army Airforce had invited Boeing and others to tender for a new large jet bomber. It had to fly at around 500 mph and at altitudes of between 35,000 and 40,000 feet in order to take advantage of the jet engines virtues at high speed and high altitude. The carrot was too tempting for Boeing to resist. They realised that whoever secured this contract would lead the field in the dawning of the new age of large jet aircraft. With the B-47, Boeing were once again to put everything on the line with yet another untried idea - THE SWEPT WING. The original wing was to be six times as long as wide and swept back at 30 degrees. Eventually the angle of sweep was increased to 35 degree to obtain optimum performance from both wing and engine. The new swept back wing was originally a disaster. In raising the top speed substantially it somehow destroyed the equilibrium that had previously existed in conventional airplane design. It was as though the wing had a mind of its own. At certain speeds it could take control and flip the aircraft over in seconds. Normal control surfaces could not cope with it. The wing tested in the tunnel was un-flyable. The next problem was, where to put the engines. Originally the idea was to put the engines in the fuselage or wing root as with the Comet Airliner. However the B-52 was to be a warplane and as such could be expected to be shot at, at some stage. Tests showed that any penetration of the combustion chamber resulted in flames coming out of the holes just like a blowtorch. The engine would turn the aircraft into an inferno in seconds. The new wing was of a long thin profile. The engines simply could not be built into it. Even if they could, the problem would be the same. Any damage to the engines would probably affect the fuel tanks in the wing and result in a fire. The solution was to mount the engines on pylons UNDER the wing keeping any fire clear of the wing, the flames being carried backwards by the slip-stream. To test this new idea a wing with nothing attached was placed in the wind tunnel. The engine nacelles or casings were attached to a pole rather like a large broom handle and moved backwards and forwards under the length of the

wing to find the optimum position. Around fifty different locations were tried before the positions were finally fixed. Doubts were raised as to the wisdom of having engines slung under such a slender wing. They were just hanging there below and ahead of the wing leading edge. Nothing like this had been tried before. Unlike previous rigid wings this new wing was designed to flex in flight. In other words the wing was aerolastic. On its own and without engines attached the new wing behaved wildly, not only bending but twisting torsionally. Boeing were committed to the swept wing. To change now would mean loss of face and intolerable delays while a new wing was designed. Out of this nightmare situation came a seemingly miraculous solution. Mostly by chance it was discovered that by moving the outer engine nacelle closer to the wing tip, the weight of the engine damped out the out of balance forces. The pendulum effect of the engine countered the bending and twisting of the wing. A further problem was solved at the same time. The fuselage which was long and tubular and not aerolastic in design, originally tended to bend when the tail control surfaces were used at high speed. This problem was eradicated at the same time. Boeing were once again on the learning curve. Fortune seemed to be favouring the brave. With the B-47 in test flight the problems were still there. The plane needed three times as much lateral control as anything previously built. Then there was flutter. The wings wiggled. The tail wiggled and the body wiggled. If any of these conditions were not corrected quickly the result was terminal. Flutter was bad enough at 360 mph but at 500 mph did not bear thinking about. Another problem was Dutch Roll. At a particular speed the plane starts to veer to the left and then to the right with ever increasing severity. This phenomenon is associated with swept wing design and was cured eventually. A mechanical device which could act faster than a man's brain could now for the first time prevent a potentially fatal occurrence. This device is now standard equipment on all airliners. There then came an interesting test for the B-47. It was standard practice in those days during the flight trials, to invite a top, fighter test pilot, to pitch the best available fighter against the new bomber. The opposition this time was the latest ASAF F-84 Thunderjet. The B-47 departed first and after a long take off run while the engines gathered power, climbed to cruising height. The F-84 followed close behind. After a few minutes the tower heard the question "where are you". The answer came back "how are you going to shoot me down if you can't find me?". The F-84 was

straight winged and had been outflowed by the heavy bomber which now gave its position, allowing the fighter to catch up. Then with the two aircraft side by side the B-47 pilot opened the throttles and left the fighter standing. A further problem was to surface during the early days of the test program. During a test flight at Wichita where testing had been transferred, the pilot brought the B-47 in fast and low over the runway at around 525 mph. This was a favourite party piece at the time. The aircraft, without losing speed, began a climbing turn to the right, or at least it was supposed to. After a few seconds and without warning, the B-47 suddenly rolled to the left. Control through the ailerons had suddenly been reversed. At high speed the ailerons actually twisted the wing the wrong way. Yet another unpleasant surprise for the design team. In the summer of 1950, Bill Allen the eventual boss at Boeing and the key character on the 747 project many years later, was to take a ride in a production B-47. This was to see for himself what everyone was so passionate about. Allen was seated ahead of and below the crew in the navigators seat. It was a hair raising position to fly in. Seated inside a Plexiglas dome in the aircrafts nose he had a panoramic view. When the brakes were released on the B-47, Allen who was closer to the runway than the rest of the crew, would have had an enhanced sense of speed and acceleration. The B-47 left the ground at 150 mph, 6000ft down the runway, and climbed at 1000 ft/min until at 10,000 ft it was travelling at 520 mph. The B-47 then climbed to 35000 ft with very little effort. They eventually reached Mach 0.88 with the engines and swept wing in their element above any adverse weather. With the B-47 the clean profile of the new jet allowed it to just go on. Even the flaps and landing gear had only a marginal effect. Needless to say Allen was suitably impressed. The ride was like nothing he had experienced before. From the trials and tribulations of the B-47, were to rise the B-52 bomber, and more importantly the Boeing 367-80 (Dash 80) or as we now know it to-day, the Boeing 707. The eventual success in solving the many problems on the B-47 was to give Boeing the confidence to go ahead with the B-52. The 707 project was announced only six days after the B-52 first flew

J. BOOTH.

LEEDS BRADFORD AIRLINE REPORT - JULY 2000

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA174	PMI	01/EC-GOJ	08/EC-GOJ	15/EC-GOJ	22/EC-GOJ	30/EC-HJP
AEA189	TFS	07/EC-HKQ	14/EC-HJQ	21/EC-HJQ	28/EC-HJQ	
AEA215	PMI	07/EC-GMY	14/EC-HBL	21/EC-HGO	28/EC-HBN	
AEA259	PMI	01/EC-HBL	08/EC-HBN	15/EC-HGP	22/EC-HBL	29/EC-HGO
AIH323	REU	03/G-RDVE	10/G-TMDP	17/G-DJAR	24/G-DJAR	31/G-DJAR
AIH357	AGP	06/G-JSIX	13/G-DJAR	20/G-DJAR	27/G-COEZ	
AIH359	PMI	03/C-FTDA	10/C-GTDB	17/G-COEZ	24/C-GTDB	31/C-GTDB
AIH363	GRO	06/G-CRPH	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH365	ACE	06/G-CRPH	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH367	BJV	05/G-CRPH	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH369	FUE	05/G-CRPH	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH371	LCA	03/C-FTDA	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH373	ALC	04/C-FTDA	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH377	TFS	04/C-FTDA	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH379	FAO	02/C-GTDB	09/C-FTDA	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH381	AGP	02/C-GTDB	09/C-FTDA	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH383	LPA	01/C-GTDB	08/C-FTDA	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH385	PMI	01/C-GTDB	08/C-FTDA	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH387	ALC	01/C-GTDB	08/C-FTDA	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH389	IBZ	07/C-FTDA	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH391	MAH	07/G-CRPH	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH395	PMI	03/C-FTDA	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
AIH5107	ALC	01/G-TMDP	08/G-DJAR	15/G-JOEM	22/G-TICL	29/G-TICL
AMC5203	MLA	04/OY-MRB	11/OY-MRA	18/OY-MRB	25/OY-MRA	
AMM595C	FAO	06/G-OOOD	13/G-OOOD	20/G-OOOS	27/G-OOOD	
BAL071A	PMI	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	31/G-BYNC
BAL076A	MAH	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL089A	CFU	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/OprMAN	
BAL146A	IBZ	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL241A	TFS	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL268A	ALC	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL277A	IBZ	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/ TF-FDA	
BAL295A	LPA	03/DivMAN	10/G-BYNC	17/G-BYNC	24/G-BYNC	31/OprMAN
BAL365A	PMI	02/OprMAN	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL368A	AGP	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL397A	PMI	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL423A	ACE	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL468A	REU	01/DivMAN	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL476A	TFS	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL488A	IBZ	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL506A	GRO	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
FUA1354	TFS	07/EC-HHG	14/ <u>EC-HMK</u>	21/EC-HHG	28/EC-HHG	
FUA1412	MAH	07/EC-GUG	14/EC-GNZ	21/EC-HBZ	28/EC-GUI	

IWD3336	TFS	21/EC-GUR	28/EC-GUR			
JMC598	MAH	21/G-FCLA	28/G-FCLD			
MSK108	FAO	01/G-MSKA	08/G-MSKA	15/G-MSKC	22/G-MSKA	29/G-MSKE

OTHER FLIGHTS

01	<u>G-BUPS</u>	AT42	AWC236Y/236A	Stansted - Palanga	Bradford City FC
01	OY-NPA	SW2	NFA15E/15	Aalborg - Gothenburg Save	Freight Charter
01	HB-IIN	B733	PTI-IN	Geneva - Palanga	Football Charter
02	<u>G-OBYE</u>	B763	BAL076B/992F	Mahon - Manchester	Lieu BAL B738
02	HB-IIN	B733	PTI-IN	Palanga - Geneva	Football Charter
03	G-BUPS	AT42	AWC236B/236Y	Palanga - Stansted	Bradford City FC
03	G-JALC	B752	AIH324/324P	Reus - Manchester	Lieu A320
03	OY-BJP	SW4	BDI626	Sumburgh - Lidkoping	Freight Charter
03	G-TTMC	A300	BAL295B/295F	Las Palmas - Manchester	Lieu BAL B738
04	OY-NPA	SW2	NFA152E/152	Aalborg - Lidkoping	Freight Charter
05	SE-LEF	SW4	IBZ731/734	Stockholm - Lidkoping	Freight Charter
08	PH-SDM	DH8	SAB45J/45R	f/t Brussels	Lieu RJ85
08	<u>G-JEDZ</u>	DH8	JEA642/693	London City - Guernsey	-
08	<u>LY-AAW</u>	YK42	LIL4522/4523	f/t Vilnius n/s	Football Charter
12	D-CNAF	SW4	NAG150/151	Flensburg - Dijon	Passenger Charter
12	<u>A6-ESH</u>	A319	SHJ01	Farnborough - Gatwick	VIP
12	D-CNAC	SW4	NAG172/173	Norwich - Exeter	Passenger Charter
14	G-LOVB	JS31	PLM1482/1483	Norwich - Exeter	Passenger Charter
14	D-CNAF	SW4	NAG150/151	Dijon - Flensburg	Passenger Charter
20	G-JEAT	BA46	JEA745/746	f/t Belfast City	Lieu CRJ2
21	<u>OY-SVU</u>	ATP	SUS9021/1021	Billund - Rotterdam	Bradford City FC
21	G-JEAT	BA46	JEA039R/734	Birmingham - Belfast City	Lieu CRJ2
21	G-JEAT	BA46	JEA733/038R	Belfast City - Birmingham	Lieu CRJ2
21	G-ZAPJ	AT42	JEA741/742	f/t Belfast City	Lieu CRJ2
21	F-BXSL	BE9L	BRI211	Auxerre - Paris Le Bourget	Freight Charter
21	G-ZAPJ	AT42	JEA745/746	f/t Belfast City	Lieu CRJ2
23	OY-SVU	ATP	SUS1021/9021	Rotterdam - Billund	Bradford City FC
23	G-IJYS	JS31	EZE07/257	Gatwick -n/s - Bristol	AIH crew change
24	G-ZAPK	BA46	BMA9004/493	Stansted - Paris Cdg	Lieu BMA E145
24	G-ZAPK	BA46	BMA494/9005	Paris Cdg - Stansted	Lieu BMA E145
24	G-GNTD	SF34	BMA497/498	v/f Paris Cdg	Lieu E145
25	G-FLTA	BA46	FLT200P/200	Stansted - Nykoping	Bradford City FC
25	EI-CDE	B735	EIN368/369	f/t Dublin	Lieu FK50
26	G-ZAPJ	AT42	EIN364/365	f/t Dublin	Lieu EIN FK50
26	G-FLTA	BA46	FLT300/300P	Nykoping -n/s- Stansted	Bradford City FC
27	<u>TF-FDA</u>	B733	BAL277B/277A	f/t Palma	Lieu BAL B738
28	<u>SE-DUL</u>	B752	BAL089B/997F	Corfu - Manchester	Lieu BAL B738
29	<u>PH-SDR</u>	DH8	SAB45J/2084	f/t Brussels	Lieu RJ85
30	EC-HGQ	B738	AEA073/074	f/t Palma	Extra flight
31	<u>N737BZ</u>	B737	BOE-N737BZ	Farnborough - St Paul	VIP Demo
31	G-MANG	BATP	MNX411/094	f/t Isle of Man	Lieu JS41

Aircraft making first visits are underlined.



**LEEDS
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10th August 2000

Leeds Bradford International ups yearly passenger total yet again

The 12 months ended July 31 saw passenger figures at Leeds Bradford International Airport (LBA), top the 1½ million in a year mark for the second month in succession, with an increase of 9,600 on last month's figures bringing the new 12 monthly total to 1,510,877. (June 30 was the first time the 1½ million passengers in a year total had been achieved).

What's more, the total of passengers using the Airport in July showed increases in all three areas of commercial airline operation. Passengers on Domestic Scheduled Services totalled 40,767 (up 10.34% on July last year). There were 45,159 (up 3.18%) on International Scheduled Services and 68,553 on Inclusive Tour flights (up 6.84%), making a combined total for the month of 154,479 (up 6.63%).

There were increased monthly totals on seven of the Airport's scheduled services. The largest percentage increases were on Edinburgh (British Midland) up 72.71%; Guernsey (British European) up 33.56%; Belfast City (British European) up 26.25%; Isle of Man (Manx) up 19.80%; Brussels (Sabena) up 9.61%; Dublin (Ryanair) up 8.08% and Dublin (Aer Lingus) up 1.06%.

The Ryanair figure, amounting to 15,717 passengers, was their best since last October. British European's Belfast City totals have increased substantially since jets were introduced on the route only a matter of weeks ago; and since that airline's London City shuttle was launched in May, it is already carrying 2,929 passengers in a month.

PRESS RELEASE



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