

COVERDACT



## YORKSHIRES PREMIER AVIATION SOCIETY



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## SOCIETY CONTACTS

CHAIR  
SECRETARY  
TREASURER  
and MEMBERSHIP

David BATES  
Jim STANFIELD  
David VALENTINE

tel: 0113 250 2694  
tel: 0113 258 9968  
8 St Margaret's Avenue  
Horsforth, Leeds LS18 5RY  
tel: 0113 228 8143  
27 Luxor Road, Leeds LS8 5BJ  
tel: 0113 249 7114  
e-mail Crsjayne@aol.com

MAGAZINE

Cliff JAYNE

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2001-2002

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

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

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

9 JUNE (\*2<sup>ND</sup> SUN) CAPT. IAN BURRELL THE POLICE HELICOPTER PILOT  
MAKES A WELCOME RETURN

**\* PLEASE NOTE THE CHANGE, DUE TO THE GOLDEN JUBILEE BANK HOLIDAY.**

## AIR YORKSHIRE AVIATION SOCIETY NEWS

The Society's monthly meeting on Sunday 7 April was quite outstanding. Ken Cothliff's slide show and talk on the Shuttleworth Collection was thoroughly enjoyed by all who attended. If any member is unaware, the collection is situated near Biggleswade and contains many of the oldest aircraft flying anywhere in the world.

The following Friday, 12 April, was the Society Dinner. All the previous ones had been a great success and this time was no exception. A superb meal, followed by brief witty speeches and good company, made it a memorable evening. The only complaint was that most of the raffle prizes were won by committee members!! Many thanks are due to John Dale who organised the dinner. Most unfortunately, John was unable to be present himself as the date for a previously booked holiday to South Africa was amended by the tour company.

By the time you read these notes, the summer season at LBIA will just be starting. Hopefully it will be a good one for everyone, whatever your interest is.

*David Valentine*



## MOVEMENTS MARCH

### 01 Friday

PH-HZB	Boeing 737 800	0152 1125	G-UKTE	Fokker 50	0741 0835
G-JECB	CL600 RJ	0809 0841	N37WC	Cessna 401	0916 1641
G-MAJJ	Jetstream 41	0929 1443	G-BVZH	Boeing 737 500	0935 1053
G-RJXK	EMB 135	0937 1514	G-RJXI	EMB 145	0941 1042
G-UKTI	Fokker 50	0946 1048	G-MAJA	Jetstream 41	0948 1346
G-MAJG	Jetstream 41	0958 1033	G-RJXA	EMB 145	1029 1419
G-MAJD	Jetstream 41	1031 1106	EL-COA	Boeing 737	1036 1112
G-JECB	CL600 RJ	1039 1118	EC-ICK	Airbus 320	1050 1232
G-RJXG	EMB 145	1117 1355	XZ308	Gazelle AH.1	1157 1238
SE-DZL	Boeing 737 800	1303 1457	G-BVZH	Boeing 737 500	1343 1531
G-RJXI	EMB 145	1353 1500	G-UKTI	Fokker 50	1426 1548
G-OBLC	B.76 Duchess	1429 1809	G-BYAU	Boeing 757	1436 1557
G-MAJG	Jetstream 41	1439 1522	G-MAJD	Jetstream 41	1506 1538
N1120Z	King Air 200	1528 1713	G-JECB	CL600 RJ	1628 1706
G-RJXG	EMB 145	1653 1410(03)	G-MAJJ	Jetstream 41	1657 1748
G-RJXK	EMB 135	1703 1826	G-RJXA	EMB 145	1715 1757
G-RJXI	EMB 145	1721 1840	G-MAJA	Jetstream 41	1731 1822
G-MAJG	Jetstream 41	1735 1813	G-BVZH	Boeing 737 500	1815 1905
G-BZSD	PA-46 Malibu	1828 1929	G-MAJD	Jetstream 41	1830 1913
G-MCEA	Boeing 757	1856 2039	G-JECB	CL500 RJ	1922 2002
G-UKTI	Fokker 50	1956 0622(02)	G-MAJJ	Jetstream 41	2000 1004(02)
G-MAJG	Jetstream 41	2029 1611(03)	G-RJXK	EMB 135	2034 1457(03)
G-RJXA	EMB 145	2049 2257	G-MAJA	Jetstream 41	2131 1421(03)
G-MAJD	Jetstream 41	2134 0704(02)	G-RJXI	EMB 145	2140 2236
G-BVZH	Boeing 737 500	2152 0641(02)	G-RJXC	EMB 145	2218 0844(02)

### 02 Saturday

G-MCEA	Boeing 757	0216 0723	G-UKTE	Fokker 50	0748 0829
G-OJTW	Boeing 737 300	0923 1057	G-UKTI	Fokker 50	0953 1044
G-MAJD	Jetstream 41	1002 1418	EL-CJH	Boeing 737	1010 1041
G-RJXC	EMB 145	1211 1805(03)	G-JEDE	DHC-8	1241 1408
G-MAJJ	Jetstream 41	1252 1505	G-JRJR	Lear Jet 45	1321 1345
G-JEAW	BAe 146 200	1343 1447	G-UKTI	Fokker 50	1416 1546
LX-IMS	Lear Jet 45	1420 1457	G-BYLM	PA-46 Malibu	1551 1102(09)
G-MAJJ	Jetstream 41	1726 1402(03)	G-MAJD	Jetstream 41	1741 1012(03)
G-OQJP	Rockwell 114B	1759 1626(03)	OE-LFI	Fokker 70	1859 1950
G-UKTI	Fokker 50	1956 0618(03)	G-BVZH	Boeing 737 500	2051 0636(03)
G-MCEA	Boeing 757	2112 0858(03)			

### 03 Sunday

EL-CNZ	Boeing 737	0838 0912	G-BVZH	Boeing 737 500	0922 1048
G-UKTI	Fokker 50	0953 1051	G-JEDX	DHC-8	1031 1116
G-AZLY	Cessna F150L	1227 1303	G-MAJD	Jetstream 41	1255 1340
G-BYAL	Boeing 757	1357 1526	G-UKTI	Fokker 50	1416 1556
G-MANJ	BAe ATP	1520 1553	G-JECB	CL600 RJ	1629 1705
G-OACG	PA-34 Seneca	1637 1858	G-RJXG	EMB 145	1640 1801
G-RJXK	EMB 135	1650 1813	G-MAJJ	Jetstream 41	1716 1748
G-CEGR	King Air 200	1739 1213(04)	G-MAJA	Jetstream 41	1743 1829



G-BVZH Boeing 737 500	1809 1911	G-MANJ BAe ATP	1850 1920
G-JECB CL600 RJ	1913 1956	G-MAJG Jetstream 41	1950 0720(04)
G-MAJJ Jetstream 41	2002 0709(04)	G-RJXK EMB 135	2020 0739(04)
G-UKTD Fokker 50	2042 0615(04)	G-RJXC EMB 145	2055 0749(04)
G-RJXG EMB 145	2117 0752(04)	G-MAJA Jetstream 41	2130 0646(04)
G-BVZH Boeing 737 500	2132 0643(04)	G-MANJ BAe ATP	2138 2207
G-RJXI EMB 145	2157 0726(04)	G-MAJD Jetstream 41	2214 0701(04)
G-MCEA Boeing 757	2308 1140(04)		

#### 04 Monday

G-JECB CL600 RJ	0744 0824	G-UKTB Fokker 50	0746 0835
VP-CFG Citation I	0919 1632(06)	G-BVZH Boeing 737 500	0925 1053
G-MAJD Jetstream 41	0932 1007	G-MAJJ Jetstream 41	0935 1013
G-RJXK EMB 135	0937 1508	G-RJXI EMB 145	0940 1040
G-MAJA Jetstream 41	0944 1345	G-UKTD Fokker 50	0951 1058
G-MAJG Jetstream 41	1009 1103	El-CNW Boeing 737	1023 1118
G-JECB CL600 RJ	1035 1113	G-RJXG EMB 145	1037 1405
G-RJXC EMB 145	1104 1342	G-BCKV Cessna FRA150L	1231 1315
G-MAJJ Jetstream 41	1303 1434	G-BVZH Boeing 737 500	1331 1523
G-RJXI EMB 145	1337 1456	G-UKTD Fokker 50	1408 1547
G-MAJD Jetstream 41	1421 1503	G-MAJG Jetstream 41	1452 1534
G-JECB CL600 RJ	1620 1709	G-RJXI EMB 145	1659 1741
G-RJXK EMB 135	1701 1811	G-MAJJ Jetstream 41	1705 1749
G-RJXC EMB 145	1707 1759	G-MAJD Jetstream 41	1715 1807
G-MAJA Jetstream 41	1719 1818	G-RJXG EMB 145	1723 1813
G-BVZH Boeing 737 500	1755 1900	G-MAJG Jetstream 41	1834 0651(05)
G-JECB CL600 RJ	1917 1954	G-RJXI EMB 145	1939 0744(05)
G-MAJJ Jetstream 41	1958 0709(05)	G-UKTD Fokker 50	2000 0611(05)
G-RJXK EMB 135	2011 0729(05)	G-MAJD Jetstream 41	2022 0703(05)
G-MCEA Boeing 757	2041 1151(05)	G-BZSD PA-46 Malibu	2048 0650(05)
G-RJXG EMB 145	2052 0725(05)	G-RJXC EMB 145	2104 0721(05)
G-MAJA Jetstream 41	2116 0726(06)	G-BVZH Boeing 737 500	2132 0642(05)

#### 05 Tuesday

G-UKTI Fokker 50	0739 0835	G-JECB CL600 RJ	0742 0817
G-BVZH Boeing 737 500	0922 1052	G-MAJD Jetstream 41	0925 0957
G-RJXC EMB 145	0927 1500	G-MAJJ Jetstream 41	0931 1004
G-RJXK EMB 135	0935 1506	G-MAJG Jetstream 41	0952 1105
G-UKTD Fokker 50	1000 1045	G-BOUK PA-34 Seneca	1005 1118
El-COA Boeing 737	1029 1111	G-RJXG EMB 145	1033 1405
G-JECB CL600 RJ	1039 1114	G-RJXI EMB 145	1054 1349
G-MAJJ Jetstream 41	1244 1344	G-BVZH Boeing 737 500	1328 1514
G-UKTD Fokker 50	1414 1541	ZG845 Islander AL.1	1420 1515
G-MAJD Jetstream 41	1422 1509	G-BYAJ Boeing 757	1432 1617
G-MAJG Jetstream 41	1502 1535	G-JECB CL600 RJ	1620 1659
G-RJXK EMB 135	1651 1803	G-RJXI EMB 145	1655 1812
G-JOEM Airbus 320	1658 1855	G-RJXC EMB 145	1701 1739
G-RJXG EMB 145	1718 1811	G-MAJJ Jetstream 41	1724 1835
G-MAJD Jetstream 41	1727 1807	G-BVZH Boeing 737 500	1800 1907
G-MAJG Jetstream 41	1827 1904	G-BZSD PA-46 Malibu	1831 1931
G-JECB CL600 RJ	1914 1954	G-RJXC EMB 145	1947 0731(06)
G-RJXK EMB 135	2013 0734(06)	G-MAJD Jetstream 41	2025 0745(06)
G-RJXG EMB 145	2057 0722(06)	G-RJXI EMB 145	2109 0755(06)
G-MCEA Boeing 757	2114 1112(06)	G-MAJG Jetstream 41	2116 0710(06)
G-MAJJ Jetstream 41	2121 0717(06)	G-BVZH Boeing 737 500	2136 0641(06)

#### 06 Wednesday

G-UKTI Fokker 50	0753 0834	G-JEDC DHC-8	0808 0838
G-BVZH Boeing 737 500	0923 1048	G-RJXC EMB 145	0928 1501
G-RJXK EMB 135	0931 1553	G-MAJJ Jetstream 41	0934 1013

G-MAJA	Jetstream 41	0958 1037	G-MAJG	Jetstream 41	1002 1348
G-UKTD	Fokker 50	1006 1044	G-RJXG	EMB 145	1025 1405
EI-CJE	Boeing 737	1029 1107	G-RJXI	EMB 145	1056 0741(07)
G-MAJD	Jetstream 41	1100 1134	G-JECB	CL600 RJ	1103 1155
G-KKDL	TB-20 Trinidad	1118 1536	G-BWWT	Dornier 328	1133 1224
G-BZIF	Dornier 328	1150 1444	G-MAJA	Jetstream 41	1255 1441
G-TAXI	PA-23 Aztec	1314 1602	G-BVZH	Boeing 737 500	1331 1547
G-RCEJ	BAe 125 800B	1359 1743	G-HPWH	Agusta A109E	1415 1420
G-MAJJ	Jetstream 41	1417 1504	G-UKTH	Fokker 50	1432 1650
G-MAJD	Jetstream 41	1452 1534	G-JEDC	DHC-8	1626 1703
EI-DMG	Cessna 441	1638 1440(07)	G-MAJA	Jetstream 41	1708 1746
G-MAJJ	Jetstream 41	1721 1805	G-RJXG	EMB 145	1723 1814
G-RJXC	EMB 145	1726 1833	G-MAJG	Jetstream 41	1739 1838
G-RJXK	EMB 135	1753 1854	G-BVZH	Boeing 737 500	1822 1914
G-MAJD	Jetstream 41	1824 0709(07)	G-JEDC	DHC-8	1928 2003
G-MAJA	Jetstream 41	2014 0721(07)	G-UKTH	Fokker 50	2023 0658(07)
G-MAJJ	Jetstream 41	2038 0703(07)	G-MCEA	Boeing 757	2047 1016(07)
G-RJXG	EMB 145	2057 0736(07)	G-RJXC	EMB 145	2116 0732(07)

#### 07 Thursday

G-JECB	CL600 RJ	0753 0836	G-RJXK	EMB 135	0758 0851
G-UKTI	Fokker 50	0804 0846	N750NS	Citation X	0852 1524(08)
N213CT	King Air C90	0922 1056	G-MAJD	Jetstream 41	0929 1010
G-MAJJ	Jetstream 41	0933 1007	G-BVZG	Boeing 737 500	0936 1044
G-RJXC	EMB 145	0939 1500	G-RJXG	EMB 145	0942 1406
G-MAJA	Jetstream 41	1013 1101	G-UKTH	Fokker 50	1019 1111
G-JECB	CL600 RJ	1027 1121	EI-CNZ	Boeing 737	1032 1108
G-RJXI	EMB 145	1052 1355	G-RJXK	EMB 135	1142 1506
G-MAJG	Jetstream 41	1222 1306	G-MAJD	Jetstream 41	1247 1344
G-OLDJ	Lear Jet 45	1255 1516	G-BVZG	Boeing 737 500	1332 1534
EC-GZE	Airbus 320	1339 1445	G-MAJJ	Jetstream 41	1437 1518
G-MAJA	Jetstream 41	1446 1530	G-UKTH	Fokker 50	1456 1601
G-KKES	TB-20 Trinidad	1511 1604	N213CT	King Air C90	1527 1108(08)
G-BLHR	GA-7 Cougar	1548 N/res	G-JECB	CL600 RJ	1617 1701
G-BYAF	Boeing 757	1628 1922	G-RJXK	EMB 135	1654 1809
G-RJXC	EMB 145	1658 1759	G-RJXI	EMB 145	1703 1807
G-RJXG	EMB 145	1727 1816	G-MAJJ	Jetstream 41	1732 1812
G-MAJD	Jetstream 41	1738 1819	G-BVZG	Boeing 737 500	1804 1910
G-MAJA	Jetstream 41	1824 1939	G-JECB	CL600 RJ	1914 1956
G-MCEA	Boeing 757	1930 0937(08)	G-RJXC	EMB 145	1947 0727(08)
G-RJXK	EMB 135	2002 0737(08)	G-UKTH	Fokker 50	2011 0617(08)
G-MAJD	Jetstream 41	2027 0708(08)	G-MAJJ	Jetstream 41	2029 0703(08)
G-MAJI	Jetstream 41	2046 0732(08)	G-RJXG	EMB 145	2102 0757(08)
G-RJXI	EMB 145	2109 0718(08)	G-BVZG	Boeing 737 500	2149 0646(08)
G-MAJA	Jetstream 41	2208 0651(08)			

#### 08 Friday

G-JECB	CL600 RJ	0746 0820	G-UKTI	Fokker 50	0806 0848
G-OBLC	B.76 Duchess	0825 1424	G-RJXI	EMB 145	0919 1050
G-MAJJ	Jetstream 41	0923 1007	G-MAJD	Jetstream 41	0927 1440
G-BVZG	Boeing 737 500	0929 1104	G-RJXK	EMB 135	0932 1517
G-UKTH	Fokker 50	0948 1045	G-MAJA	Jetstream 41	0954 1355
G-MAJI	Jetstream 41	1025 1107	G-RJXC	EMB 145	1027 1413
EI-CNX	Boeing 737	1030 1111	G-JECB	CL600 RJ	1033 1124
EC-GZD	Airbus 320	1120 1234	G-RJXG	EMB 145	1135 1350
G-BYAD	Boeing 757	1304 1459	G-BVZG	Boeing 737 500	1337 1532
SE-DZK	Boeing 737 800	1341 1510	G-RJXI	EMB 145	1351 1512
G-MAJJ	Jetstream 41	1418 1649	G-BODY	Cessna 310R	1419 1503
G-MAJI	Jetstream 41	1450 1536	G-UKTH	Fokker 50	1453 1547



G-JECB	CL600 RJ	1625 1701	G-RJXG	EMB 145	1651 1810
G-MAJD	Jetstream 41	1705 1748	G-RJXK	EMB 135	1712 1800
G-RJXI	EMB 145	1721 1813	G-RJXC	EMB 145	1730 1816
G-MAJA	Jetstream 41	1741 1827	G-BVZG	Boeing 737 500	1808 1906
G-MAJI	Jetstream 41	1839 2052	G-MCEA	Boeing 757	1903 2058
G-MAJJ	Jetstream 41	1909 1945	CS-DFA	Falcon 900	1912 1246(10)
G-JECB	CL600 RJ	1919 1957	G-RJXK	EMB 135	2003 1501(10)
G-UKTH	Fokker 50	2006 0616(09)	G-MAJD	Jetstream 41	2008 1002(09)
G-RJXI	EMB 145	2011 1819(10)	G-RJXG	EMB 145	2102 0819(09)
G-RJXC	EMB 145	2120 2205	G-MAJA	Jetstream 41	2127 0650(09)
G-BVZG	Boeing 737 500	2140 0647(09)	G-MAJJ	Jetstream 41	2156 1005(09)
G-MAJI	Jetstream 41	2316 0702(18)			

#### 09 Saturday

G-MCEA	Boeing 757	0334 0741	G-UKTI	Fokker 50	0841 0908
N900CB	Cessna 421C	0920 1644(11)	G-OBMP	Boeing 737 300	0924 1059
G-UKTH	Fokker 50	0950 1046	G-MAJA	Jetstream 41	0958 1416
El-CJE	Boeing 737	1123 1154	G-RJXG	EMB 145	1140 1423(10)
G-JEDE	DHC-8	1241 1357	G-MAJD	Jetstream 41	1257 1502
G-MAJJ	Jetstream 41	1317 1356(10)	G-JEAV	BAe 146 200	1420 1553
G-UKTH	Fokker 50	1423 1547	G-MAJD	Jetstream 41	1728 1002(10)
G-MAJA	Jetstream 41	1740 1415(10)	OE-LFI	Fokker 70	1829 1912
G-UKTH	Fokker 50	2016 0701(10)	G-BVZG	Boeing 737 500	2059 0645(10)
G-MCEA	Boeing 757	2138 0757(10)			

#### 10 Sunday

El-CKS	Boeing 737	0854 0935	G-BVZG	Boeing 737 500	0924 1049
G-UKTH	Fokker 50	1018 1101	G-JEDE	DHC-8	1027 1113
G-KDMA	Citation Encore	1127 1154	G-MAJD	Jetstream 41	1249 1602
G-TBGL	Agusta A.109A	1435 1506	G-UKTH	Fokker 50	1436 1554
G-JEDC	DHC-8	1629 1710	G-MOHS	PA-31 Navajo	1633 0721(11)
G-RJXK	EMB 135	1656 1811	G-RJXG	EMB 145	1704 1758
N750NS	Citation X	1708 1925	G-MANM	BAe ATP	1712 1801
G-MAJJ	Jetstream 41	1716 1743	G-MAJA	Jetstream 41	1739 1825
G-BVZG	Boeing 737 500	1809 1917	G-JEDC	DHC-8	1932 2005
G-MAJD	Jetstream 41	2001 0703(11)	G-MAJJ	Jetstream 41	2003 0701(11)
G-UKTH	Fokker 50	2010 0626(11)	G-RJXK	EMB 135	2013 0727(11)
G-MANM	BAe ATP	2033 0736(11)	G-RJXG	EMB 145	2059 0740(11)
C-FCNR	Lear Jet 60	2101 1304(13)	G-RJXI	EMB 145	2108 0748(11)
G-MAJA	Jetstream 41	2130 0650(11)	G-BVZG	Boeing 737 500	2154 0643(11)
G-RJXB	EMB 145	2204 0719(11)	G-MCEA	Boeing 757	2240 1138(11)

#### 11 Monday

G-JECB	CL600 RJ	0740 0822	G-UKTI	Fokker 50	0746 0840
G-MAJD	Jetstream 41	0924 1004	G-BVZG	Boeing 737 500	0926 1058
G-RJXB	EMB 145	0929 1043	G-RJXK	EMB 135	0932 1507
G-MAJJ	Jetstream 41	0935 1015	G-MAJA	Jetstream 41	0950 1108
G-UKTD	Fokker 50	1005 1053	G-MANM	BAe ATP	1028 1106
G-JECB	CL600 RJ	1031 1123	G-RJXG	EMB 145	1036 1410
El-CNT	Boeing 737	1039 1120	G-RJXI	EMB 145	1104 1401
G-MAJD	Jetstream 41	1254 1343	G-BUIF	PA-28 Warrior II	1304 1453
G-BVZG	Boeing 737 500	1335 1521	G-RJXB	EMB 145	1346 1457
G-UKTD	Fokker 50	1427 1550	G-MAJJ	Jetstream 41	1432 1511
G-MAJA	Jetstream 41	1454 1542	G-JECB	CL600 RJ	1632 1714
G-RJXB	EMB 145	1652 1740	G-RJXK	EMB 135	1654 1806
G-RJXI	EMB 145	1658 1746	G-RJXG	EMB 145	1712 1757
G-MAJD	Jetstream 41	1724 1802	G-MAJJ	Jetstream 41	1728 1935
G-BVZG	Boeing 737 500	1809 1901	G-MAJA	Jetstream 41	1824 1904
G-MOHS	PA-31 Navajo	1854 1204(19)	G-JECB	CL600 RJ	1911 1951
G-RJXB	EMB 145	1932 0753(12)	G-RJXK	EMB 135	1954 0736(12)

G-UKTH Fokker 50	1958 0635(12)	G-MAJD Jetstream 41	2008 0656(12)
G-RJXG EMB 145	2053 0717(12)	G-RJXI EMB 145	2055 0722(12)
G-MCEA Boeing 757	2123 1222(12)	G-MAJA Jetstream 41	2126 0727(12)
G-OBMP Boeing 737 300	2137 0645(12)	G-MAJJ Jetstream 41	2149 0704(12)
G-MAJB Jetstream 41	2201 0702(12)	G-OZBB Airbus 320	2303 0747(12)
G-OBLC B.76 Duchess	2352 0851(12)		

## 12 Tuesday

G-JECB CL600 RJ	0748 0830	G-UKTI Fokker 50	0757 0843
G-BODY Cessna 310R	0841 1349	G-RJXI EMB 145	0927 1504
G-MAJB Jetstream 41	0931 1005	G-MAJJ Jetstream 41	0934 1011
G-RJXK EMB 135	0938 1514	G-OBMP Boeing 737 300	0941 1057
G-UKTH Fokker 50	0953 1051	G-MAJD Jetstream 41	1003 1342
G-MAJA Jetstream 41	1015 1113	G-RJXG EMB 145	1017 1405
EI-CKP Boeing 737	1030 1118	G-JECB CL600 RJ	1035 1121
G-RJXB EMB 145	1045 1339	G-BGEK PA-38 Tomahawk	1231 1403
G-MAJB Jetstream 41	1249 1434	G-OBMP Boeing 737 300	1328 1527
G-MAJJ Jetstream 41	1409 1508	G-UKTH Fokker 50	1415 1545
YAS Boeing 757	1417 1540	G-MAJA Jetstream 41	1454 1535
G-JECB CL600 RJ	1633 1711	G-JOEM Airbus 320	1643 1911
G-RJXB EMB 145	1645 1807	G-MAJB Jetstream 41	1652 1748
G-RJXI EMB 145	1659 1745	G-RJXG EMB 145	1706 1802
G-RJXK EMB 135	1708 1817	G-MAJJ Jetstream 41	1724 1811
G-MAJD Jetstream 41	1735 1832	G-OLDC Lear Jet 45	1806 2241
G-OBMP Boeing 737 300	1809 1906	G-MAJA Jetstream 41	1829 0657(13)
G-JECB CL600 RJ	1928 2001	G-RJXI EMB 145	1947 0720(13)
G-MAJB Jetstream 41	1955 0651(13)	G-UKTH Fokker 50	1958 0619(13)
G-RJXK EMB 135	2014 0729(13)	G-MAJJ Jetstream 41	2039 0723(13)
G-RJXG EMB 145	2043 0740(13)	G-RJXB EMB 145	2055 0743(13)
G-MAJD Jetstream 41	2132 0702(13)	G-MCEA Boeing 757	2134 1112(13)
G-OBMP Boeing 737 300	2142 0645(13)	G-KDMA Citation Encore	2158 2222
G-OZBB Airbus 320	2201 0734(13)		

## 13 Wednesday

G-JECB CL600 RJ	0740 0822	G-UKTI Fokker 50	0756 0840
OE-GHM Beechjet 400A	0826 0931	N421N Cessna 421C	0844 1735
G-BODY Cessna 310R	0855 1132	G-RJXI EMB 145	0921 1501
G-MAJD Jetstream 41	0925 1001	G-RJXK EMB 135	0927 1504
VP-CFG Citation I	0929 1430(15)	G-MAJA Jetstream 41	0933 1008
G-BVKG Boeing 737 500	0947 1052	G-UKTH Fokker 50	0955 1055
G-MAJB Jetstream 41	0957 1338	G-MAJJ Jetstream 41	1024 1101
G-JECB CL600 RJ	1034 1118	EI-CKS Boeing 737	1037 1114
G-RJXG EMB 145	1046 1405	G-RJXB EMB 145	1048 1344
YVKA Boeing 737 500	1148 1315	G-MAJD Jetstream 41	1259 1438
G-BVKG Boeing 737 500	1329 1530	G-MAJA Jetstream 41	1409 1507
G-UKTH Fokker 50	1415 1548	N195AL King Air 300	1443 n/s+
G-MAJJ Jetstream 41	1458 1534	G-BOUL PA-34 Seneca	1611 1631
G-JECD CL600 RJ	1621 1706	OE-GHM Beechjet 400A	1646 1908
G-RJXK EMB 135	1659 1815	G-RJXB EMB 145	1702 1756
G-MAJD Jetstream 41	1705 1752	G-RJXI EMB 145	1707 1801
G-RJXG EMB 145	1720 1805	G-MAJA Jetstream 41	1730 1811
G-MAJB Jetstream 41	1733 1826	G-MAJJ Jetstream 41	1820 1351(15)
G-BVKG Boeing 737 500	1824 1911	G-JECD CL600 RJ	1917 2001
G-BLYE TB-10 Tobago	1943 2013	G-RJXI EMB 146	1950 0715(14)
G-UKTH Fokker 50	1957 0615(14)	G-RJXK EMB 135	2004 0735(14)
G-MAJD Jetstream 41	2008 0709(14)	G-MCEA Boeing 757	2032 1006(14)
G-MAJA Jetstream 41	2040 0702(14)	G-RJXB EMB 145	2109 0752(14)
G-RJXG EMB 145	2112 0717(14)	G-MAJB Jetstream 41	2120 0651(14)
G-BVKG Boeing 737 500	2141 0640(14)	G-OZBB Airbus 320	2220 2334(14)



**14 Thursday**

G-UKTI Fokker 50	0733 0836	G-JECD CL600 RJ	0749 0823
G-MAJA Jetstream 41	0923 0959	G-RJXK EMB 135	0928 1502
G-RJXI EMB 145	0934 1459	G-MAJD Jetstream 41	0943 1020
G-UKTF Fokker 50	0944 1059	G-BVKC Boeing 737 500	0948 1126
G-MAJB Jetstream 41	1013 1112	EL-CJG Boeing 737	1039 1115
G-JECD CL600 RJ	1041 1120	G-RJXG EMB 145	1046 1409
G-RJXB EMB 145	1057 1340	G-OLDC Lear Jet 45	1139 1202
G-BODY Cessna 310R	1248 1624	EC-IAG Airbus 320	1259 1412
G-MAJD Jetstream 41	1316 1352	N273TB B58 Baron	1402 1717
G-BVKC Boeing 737 500	1406 1611	G-MAJA Jetstream 41	1417 1508
G-UKTF Fokker 50	1439 1559	G-MAJB Jetstream 41	1505 1537
G-JECD CL600 RJ	1627 1702	G-BYAU Boeing 757	1632 1816
G-RJXK EMB 135	1659 1812	G-RJXI EMB 145	1703 1752
G-RJXB EMB 145	1706 1759	G-MAJA Jetstream 41	1729 1806
G-RJXG EMB 145	1735 1822	G-MAJD Jetstream 41	1742 1824
G-BZSD PA-46 Malibu	1801 1937	G-MAJB Jetstream 41	1821 1855
G-BVKC Boeing 737 500	1833 1935	G-MCEA Boeing 757	1921 0922(15)
G-JECD CL600 RJ	1926 2003	G-UKFN Fokker 100	1933 0627(15)
G-RJXI EMB 145	1942 0718(15)	G-RJXK EMB 135	2014 0727(15)
G-MAJA Jetstream 41	2032 0654(15)	G-MAJD Jetstream 41	2048 0702(15)
G-RJXB EMB 145	2121 0746(15)	G-MAJB Jetstream 41	2129 0705(15)
G-RJXG EMB 145	2133 0755(15)	G-BVKC Boeing 737 500	2220 0644(15)

**15 Friday**

G-JECD CL600 RJ	0742 0826	G-RJXI EMB 145	0918 1036
G-BVKC Boeing 737 500	0929 1051	G-MAJD Jetstream 41	0932 1004
G-MAJB Jetstream 41	0937 1015	G-RJXK EMB 135	0939 1514
G-SOUL Cessna 310R	0945 1526	G-MAJA Jetstream 41	0948 1105
G-UKFN Fokker 100	1006 1102	G-RJXG EMB 145	1030 1415
EL-COX Boeing 737	1033 1115	G-JECD CL600 RJ	1042 1120
EC-GZE Airbus 320	1047 1225	G-RJXB EMB 145	1111 1347
G-MAJB Jetstream 41	1254 1436	G-BYAD Boeing 757	1259 1428
SE-DZI Boeing 737 800	1316 1455	G-RJXI EMB 145	1340 1506
G-BVKC Boeing 737 500	1345 1523	G-UKFR Fokker 100	1358 1610
G-MAJD Jetstream 41	1423 1509	G-MAJA Jetstream 41	1501 1543
G-JECD CL600 RJ	1623 1707	G-RJXB EMB 145	1702 1758
G-MAJB Jetstream 41	1706 1745	G-RJXK EMB 135	1710 1812
G-RJXI EMB 145	1713 1807	G-RJXG EMB 145	1719 1809
G-MAJD Jetstream 41	1723 1802	G-MAJJ Jetstream 41	1734 1826
G-BVKC Boeing 737 500	1819 1912	G-MAJA Jetstream 41	1832 1908
G-MCEA Boeing 757	1850 2038	CS-DNV Hawker 800XP	1916 1017(16)
G-JECD CL600 RJ	1919 2001	G-UKFR Fokker 100	1940 0618(16)
G-MAJB Jetstream 41	1958 1001(16)	G-RJXI EMB 145	2003 1405(17)
G-RJXK EMB 135	2005 1900(17)	G-MAJD Jetstream 41	2029 1409(17)
G-RJXG EMB 145	2105 0820(16)	G-RJXB EMB 145	2113 0728(18)
G-MAJA Jetstream 41	2130 1419(16)	G-MAJJ Jetstream 41	2200 0703(16)

**16 Saturday**

G-BVKC Boeing 737 500	0038 0649	G-MCEA Boeing 757	0230 0736
G-UKFR Fokker 100	0934 1038	G-ODSK Boeing 737 300	0937 1059
G-MAJJ Jetstream 41	1011 1108	EL-COX Boeing 737	1028 1103
G-BOHH Cessna 172N	1121 1504	G-RJXG EMB 145	1139 1806(17)
G-JEDE DHC-8	1244 1400	G-MAJB Jetstream 41	1250 1503
G-JEAK BAe 146 200	1256 1408	G-UKFR Fokker 100	1402 1603
G-OLDJ Lear Jet 45	1432 1513	N2683Y Cessna 421C	1458 1350(21)
G-MAJB Jetstream 41	1724 1004(17)	G-MAJA Jetstream 41	1734 1423(17)
OE-LFJ Fokker 70	1751 1829	CS-DFA Falcon 900	1903 0001(18)
G-UKFR Fokker 100	1940 0615(17)	G-BVKC Boeing 737 500	2059 0646(17)



G-MCEA Boeing 757 2120 0823(17)

# **17 Sunday**

EI-CJG Boeing 737	0843 0912	G-BVKC Boeing 737 500	0929 1048
G-UKFR Fokker 100	0938 1045	N900CB Cessna 421C	1008 1621(18)
G-BMLC Shorts 360	1010 1824	G-JEDZ DHC-8	1043 1122
N132CK Cessna 421A	1159 1712(21)	G-MAJB Jetstream 41	1300 1608
G-BYAX Boeing 757	1347 1538	G-UKFR Fokker 100	1401 1605
C-GQPA CL604 Challenger	1417 1446	G-BXDF B55 Baron	1517 1648
OE-GBB Dornier 328	1535 1704	G-BAZS Cessna FA150L	1550 1733(22)
G-JECD CL600 RJ	1619 1658	G-RJXI EMB 145	1642 1759
G-RJXK EMB 135	1653 1810	G-MAJD Jetstream 41	1702 1744
G-MANO BAe ATP	1713 1801	G-MAJA Jetstream 41	1728 1818
G-BVKC Boeing 737 500	1808 1909	G-JECD CL600 RJ	1913 1957
G-UKFR Fokker 100	1935 0615(18)	G-MAJB Jetstream 41	1948 0722(18)
G-MAJD Jetstream 41	1954 0648(18)	G-RJXK EMB 135	2008 0726(18)
G-MANO BAe ATP	2036 2105	G-RJXI EMB 145	2101 0732(18)
G-RJXG EMB 145	2104 0718(18)	G-MAJA Jetstream 41	2117 0705(18)
G-BVKC Boeing 737 500	2141 0643(18)	G-MCEA Boeing 757	2255 1118(18)

# **18 Monday**

G-JECD CL600 RJ	0742 0819	G-RJXK EMB 135	0920 1506
G-MAJI Jetstream 41	0925 1003	G-RJXG EMB 145	0928 1040
G-MAJA Jetstream 41	0933 1009	G-BVKC Boeing 737 500	0935 1052
G-UKFR Fokker 100	0939 1139	G-MAJD Jetstream 41	0947 1345
G-MAJB Jetstream 41	1010 1103	G-RJXI EMB 145	1029 1352
EI-CKR Boeing 737	1036 1121	G-JECD CL600 RJ	1039 1125
G-RJXB EMB 145	1048 1411	G-MAJA Jetstream 41	1257 1434
G-RJXG EMB 145	1342 1500	G-BVKC Boeing 737 500	1351 1538
G-UKFG Fokker 100	1418 1604	G-MAJI Jetstream 41	1421 1502
G-MAJB Jetstream 41	1449 1533	G-JECD CL600 RJ	1622 1731
G-RJXG EMB 145	1656 1759	G-MAJA Jetstream 41	1726 1752
G-RJXK EMB 135	1729 1806	G-RJXI EMB 145	1734 1819
G-MAJD Jetstream 41	1737 1827	G-MAJI Jetstream 41	1740 1824
G-RJXB EMB 145	1746 1834	G-BVKC Boeing 737 500	1822 1914
G-MAJB Jetstream 41	1830 0703(19)	G-JECD CL600 RJ	1917 2001
G-UKFG Fokker 100	1938 0621(19)	G-RJXG EMB 145	1949 0710(19)
G-MAJA Jetstream 41	1952 0700(19)	G-RJXK EMB 135	2006 0729(19)
G-MCEA Boeing 757	2035 1120(20)	G-MAJI Jetstream 41	2039 0649(19)
G-RJXI EMB 145	2117 0726(19)	G-RJXB EMB 145	2123 0720(19)
G-MAJD Jetstream 41	2128 0722(19)	G-BVKC Boeing 737 500	2206 0645(19)

# **19 Tuesday**

G-MCEA Citation II	0750 1756	G-JECD CL600 RJ	0757 0828
G-CTF PA-28 Warrior	0842 0942	HB-IBG Falcon 900	0851 1638
G-MAJB Jetstream 41	0919 1025	G-BVKD Boeing 737 500	0922 1049
G-MAJA Jetstream 41	0928 1005	G-RJXI EMB 145	0933 1504
G-RJXK EMB 135	0937 1510	G-UKFG Fokker 100	0944 1043
G-BOFE PA-34 Seneca	0948 1442	G-MAJI Jetstream 41	1012 1346
G-MAJD Jetstream 41	1023 1126	EI-CNX Boeing 737	1028 1105
G-RJXB EMB 145	1031 1405	G-JECD CL600 RJ	1033 1123
G-RJXG EMB 145	1059 1340	VP-CFG Citation I	1102 1410(21)
G-MAJB Jetstream 41	1246 1439	G-BVKD Boeing 737 500	1335 1525
G-UKFG Fokker 100	1406 1609	G-BYAU Boeing 757	1411 1551
G-MAJA Jetstream 41	1423 1500	G-MAJD Jetstream 41	1451 1529
G-JECD CL600 RJ	1619 1706	G-JOEM Airbus 320	1650 1841
G-RJXI EMB 145	1654 1736	G-HUGG Lear Jet 35A	1657 0827(20)
G-MAJB Jetstream 41	1701 1742	G-RJXG EMB 145	1704 1753
G-RJXK EMB 135	1708 1811	G-LAZL PA-28 Warrior II	1715 1807
G-MAJA Jetstream 41	1719 1800	G-MAJI Jetstream 41	1732 1832

G-BZSD	PA-46 Malibu	1737 1855	G-RJXB	EMB 145	1740 1824
G-MOHS	PA-31 Navajo	1758 n/s+	G-BVKD	Boeing 737 500	1803 1907
G-MAJD	Jetstream 41	1836 0658(20)	G-TBGL	Agusta A109A	1858 0816(20)
G-JECD	CL600 RJ	1911 1959	G-RJXI	EMB 145	1935 0725(20)
G-UKFG	Fokker 100	1950 0614(20)	G-RJXX	EMB 135	2003 0737(20)
G-MAJB	Jetstream 41	2006 0656(20)	G-MAJA	Jetstream 41	2013 0720(20)
G-RJXG	EMB 145	2101 0729(20)	G-RJXB	EMB 145	2110 0749(20)
G-MAJI	Jetstream 41	2130 0706(20)	G-BVKD	Boeing 737 500	2137 0642(20)

## 20 Wednesday

G-LCRC	Boeing 757	0316 1214	CS-DFA	Falcon 900	0526 0828(21)
G-JECD	CL600 RJ	0746 0822	D-CLBE	Falcon 20E	0856 0940
G-MAJI	Jetstream 41	0917 1004	G-MAJD	Jetstream 41	0924 1011
G-BVKD	Boeing 737 500	0926 1053	G-RJXX	EMB 135	0930 1512
G-RJXG	EMB 145	0935 1506	G-IBSF	Falcon 2000	0949 1020
G-UKFG	Fokker 100	0952 1047	G-MAJA	Jetstream 41	1001 1105
G-RJXI	EMB 145	1027 1408	El-CJF	Boeing 737	1033 1116
G-JECD	CL600 RJ	1041 1126	G-RJXB	EMB 145	1114 1347
G-MAJI	Jetstream 41	1341 1404	G-BODY	Cessna 310R	1249 1734
G-BVKD	Boeing 737 500	1343 1533	G-MAJB	Jetstream 41	1351 1438
G-UKFG	Fokker 100	1359 1615	G-MAJD	Jetstream 41	1419 1503
G-MAJA	Jetstream 41	1458 1537	G-BYLM	PA-46 Malibu	1512 1512(22)
LX-ONE	Lear Jet 35A	1618 1911	G-JECC	CL600 RJ	1630 1706
G-MAJB	Jetstream 41	1654 1752	G-RJXB	EMB 145	1700 1812
G-RJXG	EMB 145	1705 1745	G-RJXX	EMB 135	1707 1809
G-RJXI	EMB 145	1727 1814	G-MAJI	Jetstream 41	1730 1829
C-GQPA	CL604 Challenger	1754 1824	G-BVKD	Boeing 737 500	1808 1913
G-MAJA	Jetstream 41	1822 1907	G-HUGG	Lear Jet 35A	1852 1927
G-JECC	CL600 RJ	1907 1959	G-RJXG	EMB 145	1954 0715(21)
G-MAJB	Jetstream 41	2006 0724(21)	G-RJXX	EMB 135	2008 0733(21)
G-MAJD	Jetstream 41	2015 0704(21)	G-MCEA	Boeing 757	2036 1000(21)
G-TBGL	Agusta A109A	2050 2124	G-UKFA	Fokker 100	2054 0627(21)
G-RJXI	EMB 145	2112 0737(21)	G-RJXB	EMB 145	2118 0745(21)
G-MAJA	Jetstream 41	2132 0912(21)	G-MAJI	Jetstream 41	2129 0659(21)
G-BVKD	Boeing 737 500	2158 0639(21)			

## 21 Thursday

VP-CSC	Citation Ultra	0710 0815	G-JECC	CL600 RJ	0742 0821
G-MAJD	Jetstream 41	0926 1006	G-RJXG	EMB 145	0929 1456
G-RJXX	EMB 135	0932 1509	G-BVKD	Boeing 737 500	0935 1046
N421N	Cessna 421C	0936 1801	G-UKFF	Fokker 100	0941 1049
G-MAJI	Jetstream 41	1004 1345	G-MAJB	Jetstream 41	1009 1056
ZE396	BAe 125 CC.3	1023 1124	G-RJXI	EMB 145	1027 1408
G-JECC	CL600 RJ	1033 1122	El-CKR	Boeing 737	2036 1114
G-RJXB	EMB 145	1110 1342	G-MAJA	Jetstream 41	1136 1441
G-BXXT	B.76 Duchess	1243 1624	EC-ICK	Airbus 320	1253 1415
G-BVKD	Boeing 737 500	1331 1522	G-UKFF	Fokker 100	1354 1601
G-MAJD	Jetstream 41	1420 1500	ZE396	BAe 125 CC.3	1425 1622
G-MAJB	Jetstream 41	1516 1551	G-JECC	CL600 RJ	1619 1702
G-BYAD	Boeing 757	1636 1815	CS-DNK	Hawker 800XP	1643 1759
G-RJXB	EMB 145	1656 1754	G-RJXG	EMB 145	1659 1742
G-RJXX	EMB 135	1705 1812	G-MAJA	Jetstream 41	1709 1746
G-RJXI	EMB 145	1722 1809	G-MAJD	Jetstream 41	1731 0729(22)
G-MAJI	Jetstream 41	1734 1826	G-BVKD	Boeing 737 500	1806 1907
G-MAJB	Jetstream 41	1842 1921	G-JECC	CL600 RJ	1813 1956
G-MCEA	Boeing 757	1928 0948(22)	G-MAJA	Jetstream 41	1959 0703(22)
G-RJXX	EMB 135	2003 0735(22)	G-UKFJ	Fokker 100	2006 0626(22)
G-RJXB	EMB 145	2106 0732(22)	G-RJXE	EMB 145	2108 0727(22)
G-RJXI	EMB 145	2114 0724(22)	G-BVKD	Boeing 737 500	2129 0645(22)



G-MAJB Jetstream 41	2145 0651(22)	HB-IBH	Falcon 2000	2215 0940(22)
<b>22 Friday</b>				
G-JECC CL600 RJ	0738 0827	N33CJ	CitationJet	0843 —
G-MAJA Jetstream 41	0922 1012	G-FLVU	Citation I	0926 1451
G-BVKD Boeing 737 500	0929 1048	G-RJXB	EMB 145	0932 1043
G-RJXK EMB 135	0935 1521	G-MAJD	Jetstream 41	0945 1019
G-UKFJ Fokker 100	0952 1046	G-MAJB	Jetstream 41	0957 1112
N750NS Citation X	1008 1636	EI-CKR	Boeing 737	1023 1105
G-JECC CL600 RJ	1031 1127	G-RJXI	EMB 145	1051 1411
N37WC Cessna 401B	1053 1530	G-RJXE	EMB 145	1113 1344
EC-GZE Airbus 320	1124 1239	G-AZIK	PA-34 Seneca	1204 1711
G-MAJD Jetstream 41	1305 1353	G-BYFC	Jabiru SK	1308 1446
G-BYAF Boeing 757	1313 1425	G-BVKD	Boeing 737 500	1334 1535
SE-DZH Boeing 737 800	1359 1525	G-OBLC	B.76 Duchess	1403 1622
G-RJXB EMB 145	1418 1532	G-UKFI	Fokker 100	1422 1611
G-MAJA Jetstream 41	1434 1515	G-MAJB	Jetstream 41	1458 1538
G-MAFI Dornier 228	1526 1633	G-JECC	CL600 RJ	1631 1704
G-RJXE EMB 145	1702 1758	G-RJXI	EMB 145	1720 1811
G-RJXK EMB 135	1725 1806	G-RJXB	EMB 145	1732 1813
G-MAJA Jetstream 41	1742 1819	G-MAJD	Jetstream 41	1754 1833
G-BVKD Boeing 737 500	1756 1903	G-MAJB	Jetstream 41	1829 1908
G-JECC CL600 RJ	1911 2002	G-MCEA	Boeing 757	1914 2045
G-UKFI Fokker 100	1950 0617(23)	G-RJXK	EMB 135	2006 2038
G-RJXB EMB 145	2008 1802(24)	G-RJXI	EMB 145	2053 0821(23)
G-RJXE EMB 145	2104 1359(24)	G-MAJA	Jetstream 41	2111 1419(23)
G-BVKD Boeing 737 500	2143 0649(23)	G-MAJD	Jetstream 41	2145 1009(23)
G-MAJB Jetstream 41	2205 0653(23)	G-MAJI	Jetstream 41	2335 1424(24)

### 23 Saturday

G-MCEA Boeing 757	0236 0728	G-BYZJ	Boeing 737 300	0938 1050
G-UKFI Fokker 100	0950 1055	G-MAJD	Jetstream 41	0954 1424
D-CLBE Falcon 20E	1000 1104	EI-CKQ	Boeing 737	1015 1052
G-RJXI EMB 145	1136 —(25)	VP-CSC	Citation Ultra	1204 1230
G-JEDE DHC-8	1246 1408	G-MAJD	Jetstream 41	1304 1504
G-JEAK BAe 146 200	1313 1509	G-MAJM	Jetstream 41	1320 1005(24)
G-BPBO Turbo Arrow IV	1344 1452	G-ROWN	King Air 200	1400 1345(24)
G-UKFI Fokker 100	1409 1608	G-MAJB	Jetstream 41	1743 1605(24)
G-MAJD Jetstream 41	1745 1409(24)	G-SUEE	Airbus 320	1921 2143
G-UKFI Fokker 100	1937 0621(24)	G-BVKD	Boeing 737 500	2102 0637(24)
G-PIDS Boeing 757	2158 0800(24)			

### From and To

PH-HZB/Glasgow-Eindhoven; N37WC/F & T Blackpool; Bristol-Bournemouth:02) LX-IMS/Luxembourg-Coventry: 04) VP-CFG/Guernsey-n/s-Waterford: 06) EI-DMG/F-n/s-T Waterford: 07) N750NS/F-n/s-T Jersey; N213CT/Linton-Isle of Man & Isle of Man-n/s-Santander: 08) CS-DFA/Kuusamo (Finland)-Palma: 09) N900CB/F-n/s-T Guernsey: 10) N750NS/F & T Guernsey; C-FCNR/??-n/s-Keflavik: 13) OE-GHM/Vienna-Cork;N421N/F & T Bournemouth;VP-CFG/Coventry-n/s-Albi;N195AL/Southend-n/s+;OE-GHM/Cork-Vienna: 14) N273TB/F & T Welshpool: 15) CS-DNV/Farnboro-n/s-Palma:16) N2683Y/Shoreham-n/s-?;CS-DFA/Luton-n/s-Philadelphia: 17) N900CB/F-n/s-T Guernsey;N132CK/Jersey-n/s-Weston;C-GQPA/Luton-Norrkoping;OE-GBB/Malaga-Innsbruck: 19) N27FP/F & T Antwerp;HB-IBG/F & T Geneva;VP-CFG/Albi-n/s-Waterford: 20) CS-DFA/Washington-n/s-Luton;D-CLBE/Frankfurt-Wick;LX-ONE/Fuerteventura-Luxembourg: 21) VP-CSC/Humberside-Cannes;N421N/F & T Bournemouth;CS-DNK/Palma-Le Bourget;HB-IBH/Porto-n/s-Rotterdam: 22) N33CJ/Blackpool-n/s+;N750NS/F & T Jersey;N37WC/F & T Blackpool: 23) D-CLBE/Wick-Hamburg;VP-CSC/Cannes-Humberside:

### Overshoots

01) G-OBLC; XX494/CWL67: 02) XZ596/SRG128: 04) G-AZIK: 05) G-AZIK: 07) XX139/Colt95: 11) XX495/CWL78: 12) G-BNSO/CWL80; G-BWXP/BKH16;G-BNSE/CWL83;G-BWXC/CWL82: 14) XX500/CWL45: 17)

G-SOUL/Atlantique42: 18) XX139/Colt88;XX150/Colt90:19) G-OBLC;G-AZIK;XX845/Colt24: 20) XX139/Colt88;XX840/Colt91;G-AZIK:21) G-AZIK;XX496/CWL74: 22) G-OBLC;XX840/Colt90:

### **LBA Movements Review, March 2002**

First an apology, due to circumstances beyond our control the LBA movements only reach as far as the 23rd this month, the remainder will be made up next month. On the 1st the Transavia Boeing 737 PH-HZB arrived from Glasgow at 0152hrs and then departed to Eindhoven at lunchtime, others that day were the Cessna 401B N37WC on a flight from and to its base at Blackpool and King Air B200 N1120Z from Bristol to Bournemouth as "Clifton 91". On the 2nd the Husky Injection Molding Systems Lear Jet 45 LX-IMS was from Luxembourg to Coventry then on the 4th the Citation I VP-CFG came from Guernsey as "Sark 1" and night stopped before going to off to Waterford. From Waterford on the 6th was the Cessna 441 EI-DMG operated by the Dawn Meats Group and after a night stop it returned there. Citation X N750NS was "Beauport 6NS" when it night stopped on the 7th from and to Jersey and also noted was the Corgi Toys King Air C90 N213CT from Linton to the Isle of Man then from the Isle of Man and night stop before leaving for Santander.

On the 8th the Netjets Falcon 900 CS-DFA was from Kuusamo in Finland to Palma and on the 9th Cessna 421C N900CB night stopped from and to Guernsey. Citation X N750NS was back again on the 10th from and to Guernsey and using its usual callsign whilst the Lear Jet 60 C-FCNR night stopped before going to Keflavik. A much busier day on the 13th Beechjet 400A OE-GHM of Grossmann Air Service from Vienna to Cork as "JAF 91", Cessna 421C N421N from and to Hurn as "Solo 1", Cessna Citation I VP-CFG from Coventry night stop and out to Albi as "Sark 1", King Air 300 N195AL from Southend and night stopping and OE-GHM back from Cork and out to Vienna. Baron N273TB was from and to its base at Welshpool on the 14th and then on the 15th the Hawker 800XP CS-DNV was from Farnboro night stop to Palma.

Night stopping on the 16th was the Hawarden based Cessna 421C N2683Y which had arrived from Shoreham whilst the Netjets Falcon 900 CS-DFA night stopped between Luton and Philadelphia. Cessna 421C N900CB night stopped from and to Guernsey on the 17th and Cessna 421A N132CK night stopped from Jersey to Weston, on the same day Challenger C-GQPA was from Luton to Norrköping and the Tyrolean Jet Services Dornier 328 OE-GBB was from Malaga to Innsbruck. From and to Antwerp on the 19th was the Citation II N27FP using callsign "FYG 522" and the Falcon 900 HB-IBG was from and to Geneva as "TAG 927", meanwhile Citation I VP-CFG night stopped from Albi to Waterford as "Sark 1". Falcon 900 CS-DFA was back on the 20th this time from Washington night stop to Luton, joining it was Falcon 20E D-CLBE going from Frankfurt to Wick as "LBR 505A" and Lear Jet 35A LX-ONE from Fuerteventura night stop to Luxembourg as "Duke one ambulance".

The Stadium Citation Ultra VP-CSC was from its base of Humberside to Cannes on the 21st and Cessna 421C N421N was "Solo 1" from and to Bournemouth, whilst using callsign "TAG 927" was Falcon 2000 HB-IBH from Porto night stop to Rotterdam and Hawker 800XP CS-DNK was from Palma to Le Bourget. Night stopping on the 22nd was the CitationJet N33CJ from its base at Blackpool, it was joined by Cessna 401B N37WC from and to Blackpool and the Citation X N750NS once again from and to its home in Jersey as "Beauport 6NS". Finally on the 23rd there was Citation Ultra VP-CS again from Cannes to Humberside and the Falcon 20E D-CLBE this time from Wick to Hamburg as "LBR 505E".

Not much on the military side, on the 1st Gazelle XZ308 was "Army741" on a flight from Shawbury to Sywell. On the 5th Islander ZG845 called "Army117" whilst from and to Middle Wallop and then on the 21st BAe 125 ZE396 was from Northolt and to Waddington as "Kitty 12" then from Cambridge to Northolt as "Ascot 731".

Two first visits on the 1st were Iberworld A320 EC-ICK and Britannia Boeing 737 800 SE-DZL. Suckling's two Dornier 328's on the 6th were G-BWWT from Cambridge to London City as "Suckling 650" and G-BZIF from Southampton to Cambridge using callsign "Suckling 651P". Two more first visits on the 20th when the Falcon 2000 G-IBSF was "Signature 823" and Jersey changed the based CL600 for G-JECC. Boeing 757 G-PIDS of Airtours appeared on the 23rd in full "My Travel" colours.

**Terry Sykes**





## LEEDS/BRADFORD NEWS

Nothing to report. Even the airport WEB site news section has had to resort to articles on local roadworks and car boot sales!!

## AIRPORT NEWS

Passenger traffic at BAA's UK airports rose by 3.4% in March year-on-year buoyed by an early Easter holiday and continued growth of low-cost airlines.

In the second consecutive monthly increase since September 11, passenger numbers handled at BAA's seven UK airports totalled 10.1m in March.

Although the North Atlantic market was still weak, the rate of decline slowed to 5.4% in March from a year ago. Other long haul routes were up 1.7%, the first gain since July 2001.

Engineering work at Stansted Airport, Essex, has been put on hold after turning up a colony of dark brown or black, spotted and granular-skinned four-inch amphibians. This particular colony happens to belong to species *Triturus cristatus* and is otherwise known as the Great Crested Newt - the largest native newt in the U.K. - and is strictly protected by law. Officials say the creatures will be collected and transported to a more forgiving environment away from the faulty high-voltage switchgear, the failure of which caused them to be found by repair crews.

### UK Airports Passenger Figures - 2001

	2001	2000	% +/-
Heathrow	60,765,361	64,619,285	- 5.96%
Gatwick	31,182,403	32,067,843	- 2.76%
Manchester	19,307,687	18,566,209	3.99%
Stansted	13,666,106	11,878,756	15.05%
Birmingham	7,808,951	7,596,270	2.80%
Glasgow	7,295,471	6,962,488	4.78%
Luton	6,514,273	6,186,271	5.30%
Edinburgh	6,068,725	5,521,345	9.91%
Belfast Int	3,618,807	3,145,059	15.06%
Newcastle	3,432,227	3,206,853	7.03%
Bristol	2,695,044	2,142,098	25.81%
Aberdeen	2,543,199	2,472,341	2.87%
East Midlands	2,387,100	2,234,472	6.83%
Liverpool	2,254,242	1,980,561	13.82%
London City	1,620,364	1,581,898	2.43%
Jersey	1,561,471	1,663,046	- 6.11%
Cardiff	1,544,014	1,518,058	1.71%
Leeds/Bradford	1,531,190	1,583,533	- 3.31%
Prestwick	1,240,033	910,002	36.27%
Belfast City	1,193,606	1,290,260	- 7.49%
Guernsey	912,390	928,074	- 1.69%
Southampton	857,965	855,465	0.29%
Teesside	736,301	748,851	- 1.68%
Isle of Man	707,727	725,872	- 2.50%
Humberside	436,022	446,863	- 2.43%
Norwich	391,798	365,894	7.08%
Inverness	365,926	357,665	2.31%
Exeter	344,420	327,450	5.18%
Bournemouth	266,566	273,362	- 2.49%

The Government says airline tickets could rise by £100 a journey unless new runways are built in South East England to relieve airport congestion. Failure to meet the demand for additional air travel - expected to double by 2020 - could cost the national economy up to £20 billion. The Transport Minister John Spellar made the claim in a speech to a conference in London organised by the Centre for Transport Policy.

The options under consideration include expanding all or some of Heathrow, Gatwick and Stansted airports or building a new airport in the Thames estuary. In the text of his speech, Mr Spellar said that officials had worked out the possible economic benefits of meeting the extra demand for air travel in the South East. He said: "Meeting a high proportion of that demand could produce net benefits to the national economy with a present value of well over £15 billion, and perhaps as much as £20 billion, when we take account of the benefits from reducing airport delays and congestion."

#### **AIRLINE NEWS**

**bmibaby** has reported an exceptional start for the first four weeks of operations. 49,034 seats were sold on the eight routes flown by the three aircraft of the bmibaby fleet achieving a load factor of 74%.

Punctuality was particularly high compared with other low cost airlines with 91% of all flights operating on time or within 15 minutes of the scheduled departure time. The airline now estimates it will carry more than 500,000 passengers in the first nine months of operation to the end of the current financial year ending on 31 December - a third higher than forecast. In the 11 weeks since 28 January 2002 when seats went on sale to the public, more than 200,000 seats have been sold.

Three new routes from the East Midlands Airport to Alicante, Geneva and Munich will be introduced in the autumn with seats going on sale on 1 May 2002. The current aircraft fleet of three aircraft will increase to five aircraft in October and eight in March 2003.

Further routes are under active evaluation and a second UK hub will be established in March 2003.

**Easyjet** has reported a 39% rise in passenger numbers in March as it piled more pressure on the struggling full-service airlines.

The airline, which is in talks with aircraft makers Boeing and Airbus over up to 75 new jets, carried 839,472 passengers in March, up from 603,812 a year earlier.

The airline carried 721,642 passengers in February. Load factor, measuring the number of seats sold as a percentage of capacity, stood at 85.9%, up from 82.6%.

Stelios Haji-Ioannou, the high profile chairman and founder of Easyjet, is to quit next year. He said he would retain a significant stake in the Luton-based airline "for a very long time". But he added that his strengths lay in being a "serial entrepreneur" rather than the chairman of a public company. Vickers Defence Systems chairman Sir Colin Chandler has been appointed deputy chairman and will succeed Mr Haji-Ioannou after next year's AGM.

**Goodjet**, a new Swedish discount airline due to start operations at the end of April, has said it expects to make a profit in its first year in the air and might float on the stock market.

It will be the first Swedish low-cost carrier to compete with SAS, the flag carrier of Sweden, Denmark and Norway. "Now is the perfect time for doing it. Now is the easy time to find aircraft, get good rates and find pilots and cabin staff," managing director Reidar Svedahl told the BBC's World Business Report.

Goodjet will initially fly twice daily from Gothenburg to Paris and once to Nice with Airbus 320 aircraft seating 180 passengers. From June, it will also fly from Malmö, on the Swedish border near Denmark and Copenhagen, to the two French cities and also between Stockholm and Oslo.



"We have chosen these cities because we think there is a nice mix of business and low-cost travellers," Mr Svedahl said. The planes will be single class with one-way fares starting from 480 crowns (£32.50), including taxes and security charges, on all routes.

"The people who book earliest get the best price. Low-cost airlines are more first-minute than last-minute booking and the longer you wait, the higher the fares," he said.

**KLM** Royal Dutch Airlines have announced that the company intends replacing the Boeing 747-300, MD-11 and Boeing 767 aircraft types currently operated in its intercontinental fleet with two new types, the Boeing 777-200 and the Airbus A330-200. KLM's current 747-300F freighter aircraft will be replaced with Boeing 747-400 Freighters.

This replacement program will improve the cost efficiency and competitiveness of the KLM fleet as the new aircraft will have lower unit costs and superior operating characteristics within KLM's network. The new aircraft are expected to reduce environmental impact, increase customer appreciation and enhance flexibility in the network. Furthermore, the aircraft are being purchased at a time when the market for aircraft purchase is very favourable. The fleet replacement, about which KLM has been negotiating with the two airplane manufacturers, engine manufacturers and several lease companies since August 2001, is planned to take place in two phases.

During the first phase, KLM will replace the twelve Boeing 747-300 aircraft currently operated, with eight Boeing 777-200ER (Extended Range) aircraft and three Boeing 747-400ERF (Extended Range Freighter) freighters.

The first Boeing 777-200ER aircraft will be delivered late 2003. The last Boeing 747-300 will be phased out before 2005. KLM is currently still negotiating with various parties on its choice of engines for the new aircraft.

For the second phase, KLM is negotiating the replacement of its ten MD-11s and twelve Boeing 767-300ERs with a combination of A330-200's and additional Boeing 777-200ER airplanes.

On completion of the fleet replacement program, KLM will have reduced the number of aircraft types in its intercontinental fleet from four to three, comprising the Boeing 747-400 (in all-passenger, combi and freighter configurations); the Boeing 777-200ER; and the Airbus A330-200.

**Lufthansa** is naming one of its new passenger jets the Gander Halifax to thank the people in the two centres for their hospitality toward thousands of stranded passengers. The airline was forced to land 11 of its flights in Canada - most of them on the East Coast - when North American air space was closed for three days after the September 11 terrorist attacks on New York and Washington. The christening of the Airbus 340 aircraft in mid-May will mark the first time in its 75-year history that Lufthansa has named a plane for a city outside Germany.

The airline hasn't formally announced the christening but a spokeswoman for the airline in New York confirmed the plan. "We're going to honour the people who were so helpful to our passengers in Gander and Halifax," Beth Purdue said in an interview.

The airline is planning to fly 20 people from each of the two communities to Frankfurt in May for the ceremony where the plane will be named.

Thousands of passengers ended up sleeping in schools and arenas across the East Coast after their flights were grounded. Atlantic Canadians responded by opening up their homes to the travellers and providing food, clothing and even entertainment.

British expat Peter Davies has been appointed chief executive officer at SN Brussels Airlines, the new name for Delta Air Transport (DAT), a former subsidiary of Belgium's bankrupt flag carrier Sabena. Davies formerly worked for DHL who have their European Hub at Brussels.

He has already worked with the Dutch chairman of SN Brussels airlines, Rob Kuipers, in a previous job. Kuipers also came from DHL.

Switzerland's new national airline **Swiss** has chosen American Airlines as its transatlantic partner and is aiming for full membership in the Oneworld alliance this year. Swiss chief executive Andre Dose, whose carrier began services on March 31, confirmed the decision to CNN on Tuesday, ending speculation about which U.S. airline it would partner.

American is part of the Oneworld alliance, which includes British Airways. Swissair and American were partners under the Oneworld banner. As part of the alliance, Swiss and BA would be the dominant carriers for routes between the UK and Switzerland.

Rival no-frills carriers, such as EasyJet, are expected to ask European Commission regulators to force BA and Swiss to give up some of their landing slots at Britain's Heathrow airport if Swiss becomes a member of Oneworld.

### **AIRCRAFT NEWS**

The U.S. government has said it proposed nearly \$350,000 in fines against Boeing Co., alleging the Chicago-based company improperly accepted, documented or installed certain parts on more than 100 commercial aircraft.

- Accepted vertical stabilizer, or tail fin, parts from a supplier that were missing a required compound for fighting corrosion. The government said these components were installed on 33 aircraft between 1997 and 2000.
- Failed to install main wheel well parts in 17 aircraft prior to April 1998. The FAA said documents indicated those components had been installed when they had not been.
- Improperly installed wiring bundles that chafed against oxygen generators on four planes. The government said the problem was discovered in 1998.
- Installed unapproved and defective fuel pump components delivered to the company for 72 Boeing 747 series aircraft.

The FAA said Boeing had taken steps to identify and correct problems. A Boeing spokesman would not comment on specific allegations but said the company had not concluded that the fines were warranted. "We are pursuing the next step to mitigate these issues," company spokesman Tom Ryan said.

### **OTHER NEWS**

Seeing any airplane crash is unfortunate, but when it involves an arguably beautiful historic airliner, some of us just want to cry. That was the case in March, with the unfortunate crash of the Seattle Museum of Flight's Boeing 307. The last of the airworthy Stratoliners, the airplane was being flown by Boeing test pilots for a "proficiency test" when it encountered mechanical problems and splashed into a water landing in the 100-foot-deep waters of Elliott Bay, just off West Seattle. A couple of items of good news about the incident. Firstly nobody was hurt and secondly the aircraft has been salvaged and the aircraft is expected to return to the skies - eventually.

Nearly seven months after Ziad al-Jarrah seized United Airlines Flight 93 and crashed it into a field in southwestern Pennsylvania, the Federal Aviation Administration continues to include Mr. Jarrah on its mailing list and has been sending pilot correspondence to him at an apartment in southern Florida that he rented last summer.

Last month, the agency sent a newsletter to Mr. Jarrah at the apartment in Lauderdale-by-the-Sea in Broward County that he shared with another hijacker, Ahmed Alhaznawi, while attending nearby flight schools. Three months after the attacks, correspondence reminding Mr. Jarrah that the F.A.A. required that pilots have regular physical examinations arrived at the apartment, the building owner said.

The owner, Charles Lisa, said he had received other mail addressed to Mr. Jarrah since his plane crashed into a field near Shanksville on September 11 and had turned it over to the Federal Bureau of Investigation.



"It's a wonderment to me that the agencies don't communicate with each other better," Mr. Lisa said.

The most recent correspondence, seen by The New York Times, is dated March 13 and was sent from the aviation agency's Mike Monroney Aeronautical Center in Oklahoma City.

The agency sends regional editions of its general aviation newsletters to pilots across the country. The one sent to Mr. Jarrah is distributed in southern Florida. The spring edition includes a picture of an American flag and a message that alludes to the terrorist attack.

"Bless all Americans in our great time of need and for all those who fight to keep us safe," the newsletter said.

The mailings are the second case in less than a month in which a federal agency has sent pilot correspondence to a terrorist or on behalf of one. Last month, the Immigration and Naturalization Service mistakenly sent a notice to a flight school in Venice, Fla., notifying it that two hijackers, Mohamed Atta and Mr. Shehhi, had been approved for student visas to study there.

Now something that could affect us all as we squeeze into our seats for that annual flight to the sun. Airlines may be forced to provide more space between seats on long haul flights, following a ruling in Chester county court on April 16th.

Judge Gareth Edwards QC said there should be a minimum distance of 34 inches between seats on long haul flights and upheld a compensation award made to a company director who suffered "intolerable" discomfort on a flight from Britain to Canada when he was confined to a space of 29 inches.

The ruling follows growing concern about the health risks posed by being confined in inadequate space on long flights. Medical experts have recently confirmed the long suspected link between flying and deep vein thrombosis, when potentially fatal clots form because of lack of movement. The Civil Aviation Authority sets a minimum standard of 26 inches seat pitch, but airlines vary widely in what they provide.

Judge Edwards, sitting at Chester, said he believed it would be wrong to attempt to set any comprehensive guidelines at court. But he added: "There are airlines who to my mind charge quite competitive rates and never go below a seat pitch of 34 inches no matter what length of flight is involved.

"I would have thought the minimum pitch for a long haul flight would be 34 inches. It seems to me that the objective should be sufficient to provide for people in the normal range of adult height."

Businessman Brian Horan, who feared he had contracted deep vein thrombosis, won £500 for discomfort suffered on the eight hour journey between Manchester and Calgary after successfully suing the holiday company JMC. The travel company appealed, but Judge Edwards yesterday upheld the original finding.

He agreed that JMC had breached its contract and failed to supply travel "to a reasonable standard" as part of the £4,100 skiing package.

After yesterday's hearing, Mr Horan, 57, of Macclesfield, Cheshire, who is almost 6ft, said the ruling was a victory for every holidaymaker and airline passenger. "I have not done this just for me. We have got to stop the corporate sector driving us into conditions which they claim we want.

"The judge has given a reasonable standard of leg room. He suggested 34in which is 5in more than I had. That might not sound a lot, but in terms of leg room, size really does matter."

Alan Saggarrson, the lawyer representing JMC, confirmed he would be seeking leave to appeal against the judgment.

How's about this for an enthusiast-accommodating airport? Syracuse, New York State U.S.A. not only provides any interested viewers with a raised viewing area, tune your car radio to 103.3 and you can listen into Air Traffic Control!

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

CREDITS: Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

*David Wooler*

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## VISIT TO BAGBY, NORTH YORKSHIRE - 08/04/2002

The usual friendly welcome, and a very good pint as well!

Not much flying activity, and no hangars inspected, but the following on the ground, or in the area for repairs or COA inspections:

G-ATLM	C172 under repair
G-AWKO	Beagle Pup
G-AWLA	C150
G-AZRH	PA28
G-BCEF	AA5
G-BETM	PA25
G-BIDH	C152
G-BKSB	C310
G-BLLP	Slingsby T67 under repair
G-BNGR	PA38 Tomahawk. Wreck on a trailer
G-BOID	Bellanca in for COA
G-BSSE	PA28
G-HMES	PA28 wreck
G-MNZJ	CFM Shadow. Only aircraft to land

*Ian Hall*



# LEEDS BRADFORD AIRLINE REPORT - MARCH 2002

## INBOUND DIVERSIONS

Nil

## REGULAR FLIGHTS

AIH313	TFS	01/G-MCEA	08/G-MCEA	15/G-MCEA	22/G-MCEA	29/G-PIDS
AIH315	PMI	01/G-MCEA	08/G-MCEA	15/G-MCEA	22/G-MCEA	29/G-PIDS
AIH317	ALC	02/G-MCEA	09/G-MCEA	16/G-MCEA	23/G-MCEA	30/G-PIDS
AIH319	AGP	03/G-MCEA	10/G-MCEA	17/G-MCEA	24/G-PIDS	31/G-MCEA
AIH325	FUE	06/G-MCEA	13/G-MCEA	20/G-MCEA	27/G-PIDS	
AIH327	ACE	07/G-MCEA	14/G-MCEA	21/G-MCEA	28/G-PIDS	
AIH329	ALC	05/G-JOEM	12/G-JOEM	19/G-JOEM	26/G-TICL	
AIH331	PMI	23/G-SUEE	30/G-SUEE			
AIH347	LPA	04/G-MCEA	11/G-MCEA	18/G-MCEA	25/G-PIDS	
AIH349	TFS	05/G-MCEA	12/G-MCEA	19/OprMAN	26/G-PIDS	
BAL003A	TFS	01/ <u>SE-DZL</u>	08/SE-DZK	15/SE-DZI	22/SE-DZH	29/SE-DZH
BAL035A	AGP	03/G-BYAL	10/DivMAN	17/G-BYAX	24/G-BYAU	31/G-BYAJ
BAL231A	ALC	07/G-BYAF	14/G-BYAU	21/G-BYAD	28/G-BYAF	
BAL387A	ALC	05/G-BYAJ	12/G-BYAS	19/G-BYAU	26/G-BYAD	
BAL530A	PMI	01/G-BYAU	08/G-BYAD	15/G-BYAD	22/G-BYAF	29/G-BYAF
BEE9125	CMF	02/G-JEAW	09/G-JEAV	16/G-JEAK	23/G-JEAK	30/G-JEAX
IWD3214	ACE	07/EC-GZE	14/EC-IAG	21/EC-ICK	28/EC-IAG	
IWD3268	TFS	01/EC-ICK	08/EC-GZD	15/EC-GZE	22/EC-GZE	29/EC-GZD
TYR906C	INN	02/OE-LFI	09/OE-LFI	16/OE-LFJ		

## OTHER FLIGHTS

01	PH-HZB	B738	TRA098/7618	Glasgow - Eindhoven	PSV Eindhoven FC
03	G-MANJ	ATP	BRT093/133	Manchester - Dublin	Lieu JS41
03	G-MANJ	ATP	BRT134/136	f/t Dublin	Lieu JS41
03	G-MANJ	ATP	BRT137/094	Dublin - Manchester	Lieu JS41
06	<u>G-BWWT</u>	D328	SAY650/650P	Cambridge - London City	Ipswich Town FC
06	<u>G-BZIF</u>	D328	SAY651P/650	Southampton - Cambridge	Training
10	G-MANM	ATP	BRT091/136	Southend - Dublin	Lieu JS41
10	G-MANM	ATP	BRT137/116	Dublin -n/s- Aberdeen	Lieu JS41
11	G-MANM	ATP	BRT117/093	Aberdeen - Manchester	Lieu JS41
11	G-OZBB	A320	MON399P/9400	Aberdeen -n/s- Catania	Passenger Charter
12	G-OZBB	A320	MON9401/9402	Catania -n/s- Naples	Passenger Charter
13	G-BUKA	SW3	AAG241/242	Coventry - Koln/Bonn	Freight Charter
13	G-OZBB	A320	MON9403/403P	Naples - Dublin	Passenger Charter
17	G-BLMC	SH36	AUR1212/1213	f/t Guernsey	Passenger Charter
17	OE-GBB	D328	-	Malaga - Innsbruck	Medevac
17	G-MANO	ATP	BRT093/136	Manchester - Dublin	Lieu JS41
17	G-MANO	ATP	BRT137/094	Dublin - Manchester	Lieu JS41
20	<u>G-JECC</u>	CRJ2	BEE741/742	f/t Belfast City	-
25	<u>G-LOFD</u>	L188	AAG729/730	Barcelona - Birmingham	Freight Charter
26	<u>I-DAVI</u>	MD82	AZA8300/8839	f/t Rome Fiumicino	Italy FC
27	<u>I-DAWL</u>	MD82	AZA8838/8301	f/t Rome Fiumicino n/s	Italy FC
27	G-RJXE	E145	BMA7908/9731	t/f Luton	Football Charter

Aircraft making first visits are underlined.



### NAVAL AIR SQUADRON REACHES 50

A Naval Air Squadron (750), which trains flight observers, has become the first to achieve fifty years unbroken service in commission. The Squadron, now based at Royal Naval Air Station (RNAS) Culdrose, was first formed at RNAS Ford on 24 May 1939 and, from the start, was associated with the RN Observer School. Initially flying Sharks and Ospreys, the Squadron moved to Yeovilton after Ford was bombed, but then moved to Trinidad for the duration of World War II to save it from possible further air attack and, of course, to benefit from the better weather opportunities afforded by the West Indies. It disbanded after the end of the war on 10 October 1945 but re-formed on 17 April 1952, since when it has been in continuous commission, serving as the parent unit of the RN Observer School.

The Squadron is currently equipped with Jetstream T3s, having, over the years, been variously equipped with Sharks, Ospreys, Fireflies and Sea Princes. It has eight pilots, seven of whom are employed by civilian contractors, Serco, all experienced military pilots. Similarly, of the fifteen Qualified Observer Instructors, ten are Royal Navy officers, the remainder being employed by Serco. The contractor also supplies maintenance.

The RN Observer School provides three 32-week Basic Observer Courses (BOC) per year for between eight and twelve students. The School aims to provide Observers who can navigate aircraft at low and medium height level anywhere in the world. The Observer must also be able to fight the aircraft as well as navigate, he is expected to be an airborne tactical commander.

During World War II there were Rating Observers, with the ranks of Petty Officer and Chief Petty Officer but currently, all Observers are commissioned, having initially started their training at Britannia Royal Naval College (BRNC) Dartmouth. After BRNC, potential Observers must complete Observer Grading which takes place at RNAS Culdrose and occupies three weeks. On successful completion of grading, students return to Culdrose for the Basic Observer Course, on conclusion of which they are awarded the coveted Naval 'O' brevet, which is worn above rank markings on the left sleeve of the uniform jacket.



**Jetstream**

#### Credits:

Navy News

[www.royal-navy.mod.uk](http://www.royal-navy.mod.uk) (Crown Copyright 2002)

Jane's Aircraft Recognition Guide.



## ROYAL NAVY TO OFFER FLYING OPPORTUNITIES TO YOUNGSTERS

The Royal Navy Grading Flight, based at Roborough, near Plymouth, has been re-formed as 727 Naval Air Squadron. It will offer free opportunities for young men and women to gain flying experience and assessment with a view to their recruitment as potential Fleet Air Arm pilots or observers, in a similar manner to the RAF's flying scholarships at civilian flying clubs. Providing the flying within a service environment, as in 727 Squadron, however, will have obvious advantages. The Squadron is equipped with Grob 115 Herons, a 'sister' aircraft to the University Air Squadrons' Grob Tutors. The Herons have previously been used to grade cadets from Britannia Royal Naval College, and others from the Royal Navy, as potential pilots.

Credits: Legion magazine.  
Military Aviation Review 2002.  
Jane's Aircraft Recognition Guide  
(this is an extended version of an item which originally appeared in last month's magazine)



Grob 115

Please send any information for inclusion in Military News to:  
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (Tel: 01274 873 336)

### FLEET AIR ARM: SQUADRONS, BASES AND AIRCRAFT (a biennial survey)

SQUADRON	BASE	AIRCRAFT
700	Culdrose	Merlin HM1
702	Yeovilton	Lynx HAS3S and HMA8
705	Shawbury	Squirrel HT1 (Defence Helicopter Flying School)
727	Roborough	Grob 115 (formerly Naval Flg Grading Flt)
750	Culdrose	Jetstream T2 (RN Observer School)
771	Culdrose	Sea King HU5SAR and HAS6
800	Yeovilton	Sea Harrier F/A2 (Assigned Ark Royal)
801	Yeovilton	Sea Harrier F/A2 (Assigned Illustrious)
810	Culdrose	Sea King HAS6
814	Culdrose	Merlin HM1 (Assigned Ark Royal)
815	Yeovilton	Lynx HAS3S and HMA8 (Ships' Flights)
820	Culdrose	Sea King HAS6 (Assigned Illustrious)
824	Culdrose	Merlin HM1
845	Yeovilton	Sea King HC4
846	Yeovilton	Sea King HC4
847	Yeovilton	Gazelle AH1 and Lynx AH7
848	Yeovilton	Sea King HC4
849	Culdrose	Sea King AEW2 (Ark and Illustrious)
899	Yeovilton	Harrier T8 and Sea Harrier F/A2

Credits: This survey would have been impossible without the aid of the excellent annual publication from Military Aviation Review "United Kingdom 2000". It would have been equally impossible without the assistance of my son-in-law, Bob Kilbey, with the aid of my granddaughter, Vicky's, computer.

## ROYAL NAVAL AIR STATIONS AND AIRCRAFT CARRIERS

Currently there are three Royal Naval Air Stations (RNAS): Culdrose, Yeovilton and Prestwick; and three aircraft carriers: Ark Royal, Illustrious and Invincible.

**HMS ARK ROYAL:** completed a 2.5-year refit in August 2001, which will enable it to remain in service until 2015, when a new generation of larger carriers will come into service. The Ark has been recently conducting sea trials on Merlin I helicopters.



**HMS ILLUSTRIOUS:** completed its last refit in 1999 and has continued her exercises and operations with allied forces during the early months of 2002 and has been instrumental in the formation of the Coalition Maritime Force.





**HMS INVINCIBLE:** following the handover of duty to HMS Illustrious in April 2001, Invincible spent until August 2001 alongside in Portsmouth. In September 2001, she entered an 18-months refit in Rosyth to give her one final update of equipment, which is due to last her until the current carriers are replaced.



Credits: Military Aviation Review  
[www.royal-navy.mod.uk](http://www.royal-navy.mod.uk) (Crown Copyright 2002)

*Eric Martin*



**CONVAIR 580 ZK-CIB**  
Christchurch N.Z.  
Terry Sykes

## Airliners - Stamps that Celebrate the Jet Age in British Aviation

The first jet engine was designed in 1937 by Sir Frank Whittle, its maiden test flight taking place in 1941. Since then Britain has been at the forefront of jet airliner development.

The dawn of the jet age in civil aviation began on 2nd May 1952 when the first commercial jet - a de Havilland Comet - took off from Heathrow bound for Johannesburg. The rest, as they say, is history.

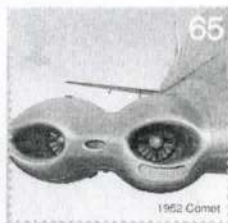
With *Airliners* Royal Mail salutes the achievements and technological advances made in British aviation during the last 50 years. This set of five stamps charts that history from the very first jet airliner to the latest - and longest - the A340-600 Airbus, due to enter service in 2002.

The stamps will be on sale from 2<sup>nd</sup> May as mint stamps, presentation packs, first day of issue covers, postcards and 5-stamp miniature sheets. They will be available at all Post Offices but small local ones will not stock the complete range. They are best purchased from the philatelic counters at the main Post Offices in City Square Leeds or Darley Street Bradford. Alternatively, they may be ordered from the Royal Mail Philatelic Office in Edinburgh. (I will have a small supply of order forms at the May meeting with, hopefully, some examples of the range - *Eric*)

### A 50-year History of Jet Travel

#### Comet 1

The arrival of the de Havilland Comet, unveiled in 1952, was to transform the world's air travel. Designed to replace the piston-engined Douglas DC-4 Argonaut, it featured four turbo jet engines integrated into the wings and was renowned for a smoothness of flight unmatched by any other aircraft.



#### The Vickers 10

In 1959 Britain attempted to exploit its edge in jet engine technology with the development of the Vickers VC10, fondly remembered as the British transport aircraft par excellence. Designed for the "Old Empire" long-haul routes to Africa and the Far East, its unique features were its high, wide tail plane and rear engines.

#### Hawker-Siddeley Trident

The Trident, known as a tri-jet, was designed as a short-range companion to the DC10 and pioneered the three-engine layout with a T-tail. It was the first jet with a fully automated landing system, the Autoland system. It enabled landings when visibility was down to 50 yards and put Britain five years ahead of world competition.





### Concorde

The Anglo-French Concorde represents perhaps the greatest technical achievement in commercial aviation to date. The first commercial flight took place on 1<sup>st</sup> October 1970, Mach 2 being exceeded for the first time on 4<sup>th</sup> November 1970. The delta-winged and "droop snoot" nosed Concorde stretches some ten inches during flight, due to the extreme heat generated by supersonic flight.



### Airbus A340-600

The A340-600 is due to enter service in 2002 and will carry 380 passengers. It is the world's longest airliner at 246ft and uses Rolls Royce Trent engines.

Credit: Stamp Preview – News for collectors from Royal Mail (May 2002)

*Eric Martin*



**A319 -131 G-EUPL**  
**Leeds Bradford International**  
**D.J.D Carter**

## LEEDS BRADFORD INT. VISITORS



Boeing 733 G-BYZJ 16 April 2002



Boeing 752 G-PIDS 16 April 2002



# JUST FOR THE DAY

On the 12<sup>th</sup> March I took advantage of the *Day Trip to Sicily* organised by Transun.

The day started very early, as we had to be at the airport 1.5 hours before the Airbus A320 left for Catania at 0745, slightly later than the scheduled time. The weather was cloudy at this end.

We started with a hot breakfast on board just to fortify us for the day's labours! On the way down to Sicily, the Alps were absolutely clear below us, as were several islands, which turned out to be Elba, Monte Cristo, where no doubt the "Count of" was incarcerated for some years!

Further down to Catania, we saw Palermo, the Capital city, on the right hand side. The deep blue sky and the temperature of 70 promised well and it stayed like that for the rest of the day.

Coming out of the airport there was no doubt that we were in Sicily because we were confronted by the massive bulk of Mount Etna smoking away merrily in the not too far distance.... there was a heavy line of mist/fumes stretching right down to the airport.

We were whisked away by coach on the motorway to the city of Taormina with its marvellous views of the Toe of Italy as well as the volcano Mount Etna. We were escorted round the Greek Theatre, a vast amphitheatre rather like the Coliseum in Rome. After a short time around the very narrow streets of the city, those of us who had opted for the Mount Etna trip i.e. two of the three coaches, loaded up for the two-hour tour to the volcano. The roads were extremely good (until you came to the odd village), although you should imagine continuous "s" bends until we arrived at the highest point the road would take us, about 8000ft of the total height of the snow covered summit of 11000ft.

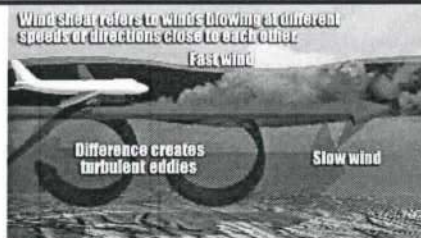
As you will know, there was an eruption at the end of 2001 which we could see had destroyed a good part of the ski lift as it was still out of action. The part of the main road which had been taken away by the lava flow, had been replaced. We were able to get out to walk around in the lava and rocks, admire the considerable views and sample the cappuccino for one euro, which we thought was a good buy compared to U.K. prices. Boarding the coach for the continuous road down to the airport, it was amazing to notice the rebuilding taking place, even where it was pretty certain that the next eruption would come within a few years and would undo all the good work. C'est la Vie!

On the way back to Leeds we had a very good hot meal, landing at LBA a few minutes late at 10pm absolutely ready to get one's head down.

These day trips can be recommended!

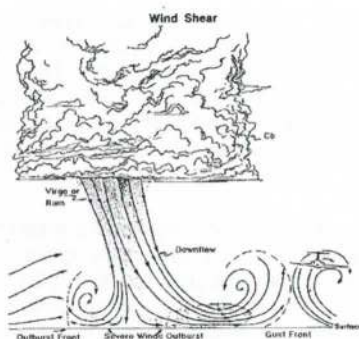
***D.R. Stenning***

# WINDSHEAR



In order to understand windshear, it is necessary to understand the effect of head-winds or tail-winds on an aircraft during its take off run. Take a Fokker F28 jet airliner, just as an example.

If, say, for a given load of fuel, freight and passengers, it were to start its take off run, on a dry day with calm conditions (and therefore no wind), the F28 would reach its rotation speed (V<sub>R</sub>) of 125 knots (i.e. the speed at which the nose wheel can be raised in preparation for take off) after a take off run of around 2500 feet.



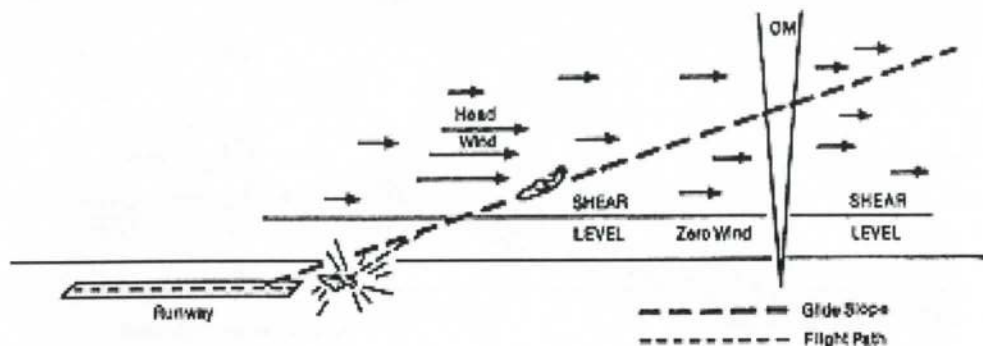
However, if there were a wind of, say, 10 knots, blowing straight down the runway towards the aircraft, then the rotation speed would be reduced by this amount to 115 knots. Likewise, if the pilot attempted to take off with a slight tail-wind of, say, 5 knots, also blowing directly down the runway but this time from behind the aircraft, the rotation speed would have to be increased to 130 knots. In other words, nominal rotation speed is calculated as being in still air. The aircraft almost always takes off towards the wind though, of course, the wind will only occasionally be blowing straight down the runway and directly towards the aircraft. At times it will be blowing directly across the runway giving awkward cross wind conditions, making life difficult for a pilot trying to handle the aircraft. Consequently, in order to determine actual rotation speed and take off speed, the pilot has to make a calculation, using a formulae which takes into account

wind speed and direction, in addition to the gross weight of the aircraft. It can be seen from this that the actual take off speed will vary with almost every take off run depending on aircraft weight and weather conditions at the time. Windshear is a term which has come into prominence in recent years but refers to a phenomenon which has been known about for much longer. During the forties, airline pilots were still flying through thunderstorms though they were advised to avoid them where possible, if only for the sake of their passengers' comfort.

There had been unexplained accidents where aircraft had seemingly lost height alarmingly, either on take off or when landing, often with disastrous results. These sudden and at the time unexplained accidents had been put down to invisible, unpredictable and violent blasts of air moving downwards. They became generally known as down-draughts or later, 'windshear'. Windshear became one of the new buzz-words of the time.

An early example was of an accident involving a Douglas DC3 in 1943, where one of the survivors of the incident was a US Airforce pilot. At a subsequent Inquiry, the pilot, who was used to flying his aircraft by the seat of his pants rather than by instruments, spoke of a sudden change of pressure and a light feeling on the seat, indicating a sudden loss of altitude. The crash detectives had no flight recorder to inspect and put the crash down to an unexpected and stealthy down-draught of air. This or similar explanations





continued through to the 1970's as more and more aircraft crashed in unexplained circumstances, usually just before or just after take off.

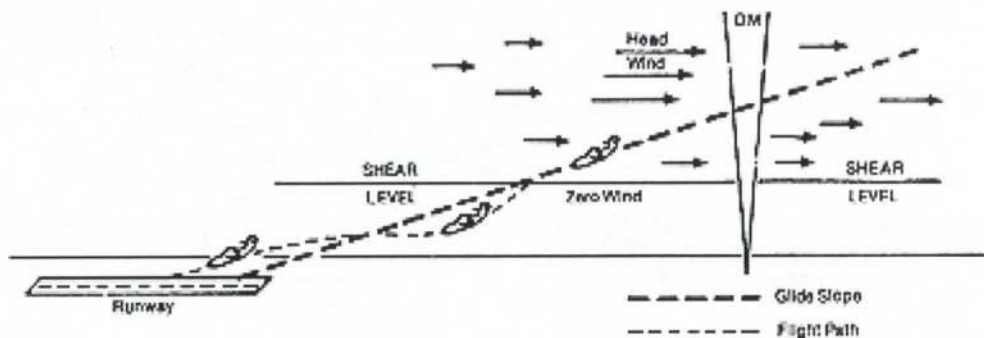
In 1973 the first genuine evidence came to light when a DC10 of Iberia was attempting to land at Boston's Logan International Airport, Massachusetts. Moderate rain and fog had reduced visibility but even so, eye witnesses had reported that the DC10 was desperately low on approach to land. Although attempting to recover altitude, the aircraft struck a pier supporting the approach lights, then a harbour embankment before finally bursting into flames and careering along the runway. Amazingly only three passengers were seriously injured and thankfully there were no fatalities. Cockpit voice recorders were not mandatory at the time and as a result, conversation relating to the incident during the landing phase of the flight, had to be reconstructed from the two pilots' and the flight engineer's memory, a less than ideal arrangement.

It seems that on final approach, despite warnings of being too low and attempts to apply more power, the DC10 continued to sink rapidly towards the ground. The aircraft was fitted with an early version of Digital Flight Data Recorder (DFDR) and it was this which, for the first time, gave up vital clues for the investigators.

The data contained within the battered outer casing which was recovered from the wreckage, included information on heading, airspeed and altitude during the final few minutes of the approach to land. This data could be compared to how a similar aircraft of the same model would respond to the pilot's actual input on the controls, in normal flying conditions. If the two did not match, then some outside influence could be suspected as having affected events. Examination revealed that there was indeed a difference in the two. In the absence of mechanical problems, a sudden violent and completely unexpected down-draught of air was suspected as causing the sudden and too rapid a rate of descent. But was the pilot at fault, had he simply been bewildered by the unexpected, and too slow to react?

All the relevant conditions were later fed into a flight simulator computer. Several experienced pilots attempted to fly the simulator and cope with the conditions. Despite knowing in advance what to expect, they repeatedly 'crashed'. These results threw new light on previously unexplained crashes and suspicions regarding windshear as a possible cause began to mount. The American National Transportation Safety Board (NTSB) recommended that all pilots should be trained on the procedures for flying out of low level windshear. It decreed that equipment for detecting, reporting and measuring windshear should be developed without delay.

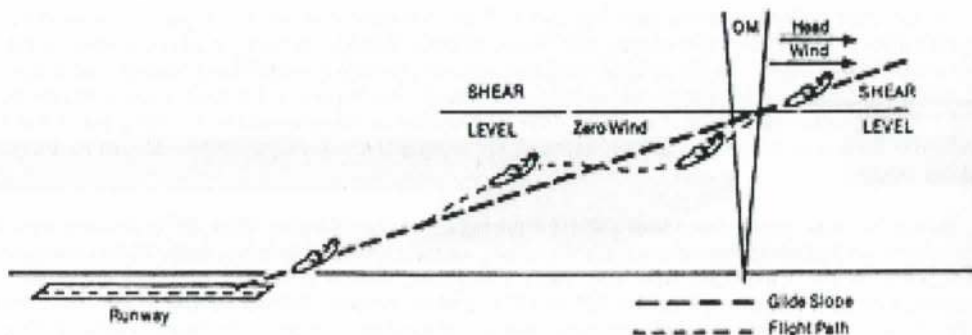
In practice this was simply impossible without incurring some considerable delay. Other aviators were less than convinced that windshear was actually the culprit, blaming pilot error in most cases. While investigations were going on and new equipment was being developed, further accidents occurred under similarly suspicious circumstances - a Pan Am 707 in 1974, and an Eastern Airlines aircraft at JFK New York in 1975. It was shortly after the JFK accident, that a meteorology expert, a Professor Fujita of Chicago University, armed with all the data from the doomed flights, at last came up with the 'evidence'. It was he who coined the phrase 'microburst' - a new word to summarize events.



Though it may be an oversimplification, the term is used to describe what happens. A microburst is a violent down-draught of air that hits the ground and, just like an inverted mushroom, spills out in all directions, sending strong horizontal winds to all quarters through a 360 degree arc. In principle, it is the same as thunder storm cells, where air rushes upwards before spilling out in all directions at the top, producing the familiar mushroom type or anvil shaped cloud formation. With a microburst, the reverse happens, the air rushing down towards the ground.

If it happens ahead of the aircraft on take off, the pilot flies into a sudden, strong and unexpected head-wind. This makes him believe, because of his indicated airspeed, he is climbing too fast. As he mistakenly tries to slow down the aircraft, he is hit by the vertical down-draught closer to the centre of the microburst. Suddenly he loses his indicated airspeed and puts the nose down in an attempt to increase speed. He is then caught by a strong tail-wind as the aircraft passes the centre of the microburst and starts to come out of the far side of it. This again makes him think he is flying too slow, again due to the indicated airspeed. The aircraft's stall warning horn and stick shaker will now be activated, warning him of the impending stall condition. Stall is a situation where the aircraft is unable to maintain controlled forward flight. In order to correct that condition he drops the nose even further - hoping to gain speed - and flies into the ground. This same microburst-induced situation, if encountered during the landing sequence, is equally menacing and potentially just as disastrous. The technique for dealing with microbursts involves teaching pilots to disregard both misleading warnings and their own natural instincts.

There was a microburst related accident as recently as 1992 involving a Martinair DC10 at Faro in Portugal.





Making an approach to land in stormy conditions, the captain aborted his approach, electing instead to go around and make a second approach. Though visibility was good, there was heavy rain and gusty winds. Making a second approach and on short finals, the low level wind direction changed unexpectedly. The DC10 veered off the runway and the right side starboard wing-tip struck the ground, the aircraft breaking into three sections. Of the 340 people on board, 286, including the two pilots, walked away from the wreck. The cause was determined as a microburst. There had been no warning and no emergency was declared by the crew during those final seconds. There was no time to even guess that there was a problem.

In 1993 a microburst was detected at Denver Airport and a warning given to a Continental Airlines 737 on finals. Unable to avoid it, the pilot used his simulator training to avoid instinctive response and recovered control of the 737 when only around 400 feet from the ground.

It may seem strange that an aircraft that is designed to fly through the air at close on 600 miles per hour should be damaged by gusts of 80 miles per hour. To understand this, it should be remembered that air is at its least dense at high altitude where jets reach their fastest speeds. Also the outboard ailerons are not used in high speed flight, remaining in line with the wing. The rush of air passing over them keeps them in line with the rest of the wing.

**John Booth - 2000**

All information included is intended as a guide only. At the time of writing, it is believed to be accurate. The story is written for aviation enthusiasts and is not intended as a work of reference and should not be quoted as such.



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**Hokitika N.Z**  
**Terry Sykes**



## Bomber Command 1939 - 1945

# Royal Air Force Bomber Command 60th Anniversary

### No. 10 Squadron

**Motto:** "Rem acu tangere" (To hit the mark).

**Badge:** A winged arrow. The winged arrow is to indicate great speed and is also a reminder that the air bomb is the successor of the arrow of medieval times.

**Authority:** King George VI, September 1937.

No. 10 Squadron, RFC, was originally formed at Farnborough, Hampshire, on 1st January 1915, from a nucleus supplied by No. 1 Reserve Squadron. It went to France in July 1915, equipped with BE2c's for what are now known as army co-operation duties, and served on the Western Front until the Armistice. During the British advance in September 1918, a novel task undertaken by the squadron was the dropping of baskets of pigeons to advanced parties of infantry so that they could report progress of their advance to their headquarters. The BEs were exchanged for Armstrong Whitworth FK8s in July 1917.



The squadron returned to England in February 1919, and was disbanded on the last day of that year.

In January 1928, the squadron was re-formed as a heavy-bomber unit with Handley Page Hyderabad, followed by Hinaidis and Heyfords. Equipped with Whitleys by the outbreak of the Second World War, No.10 made a leaflet raid on Berlin on 1st/2nd October 1939 (and in so doing became the first RAF aircraft to visit that city in wartime) in very severe weather conditions. Slight enemy opposition was encountered and one of the four aircraft operating failed to return.<sup>1</sup>

The squadron's first bombing raid of the war was on 19/20th March 1940, when eight Whitleys, each carrying mixed bomb loads of 1,500 lb, attacked the German minelaying seaplane base at Hornum on the island of Sylt. All returned safely.

Italy's declaration of war on 10/11th June 1940 brought a swift reply. The following night the squadron flew from an advanced base in the Channel Isles (Guernsey Airport) through thunderstorms and severe icing to attack the Fiat Works at Turin. One aircraft was struck by lightning and had to abandon the mission because of shock to the rear gunner who had been leaning on his guns, and burns to the wireless operator. One other aircraft failed to return.

The squadron converted to Halifaxes in 1941 and continued to operate with these for the rest of the European war.

In an attack on the German battleship Tirpitz in Foetten fjord, Norway, on 27/28th April 1942, the commanding officer, Wing Commander DCT Bennett, who later formed the Pathfinder Force, was shot down. He escaped through Sweden and within five weeks was back in command of the squadron.



Between September 1939 and May 1945, the squadron earned 523 awards, including 9 DSOs, 333 DFCs and 173 DFMs.

On 7th May 1945, No.10 Squadron was transferred from Bomber Command to Transport Command.

<sup>1</sup> Three of the Whitleys claimed to have dropped leaflets on Berlin. The other was unable to reach Berlin, disposed of its leaflets over Denmark (thus violating neutrality of that country) and was last heard of approximately 180 miles from St. Abbs Head.

#### **Bomber Command WWII Bases:**

- Dishforth : Jan 1937-Jul 1940
- Detachments in France (Villeneuve, code name Sister) at various times during period Oct 1939-Mar 1940.
- Detachment at Kinloss on loan to No. 18 Group Coastal Command in Nov/Dec 1939.
- Leeming : Jul 1940-Aug 1942
- Detachments at Lossiemouth in Jan/Feb, Mar/Apr & April (again) 1942 for ops against the Tirpitz in the Trondheim area of Norway.
- In Jun/Jul 1942 16 Halifaxes and crews were detached to the Middle East and in July at Aqir, Palestine, the detachment was joined by No 227 Squadron (non-operational) which acted as a servicing unit. No official records exist for the next few weeks but it is known that No. 10/227 made a series of attacks on Tobruk from various advanced landing grounds in Egypt and then, on 7.9.42, by which time it was based at Fayid, Egypt, combined with No. 76/462 Squadron to form No.462 (RAAF) Squadron. No.10, which had meanwhile continued operations from the UK, left Leeming in August and moved to
- Melbourne (Yorkshire) : Aug 1942 onwards

#### **Bomber Command WWII Aircraft:**

- Armstrong Whitworth Whitley Is, IVs and Vs - early 1937-Dec 1941
- Handley Page Halifax B.IIs and B.IIIs - Dec 1941 onwards
- Noye: Transferred to Transport Command 7.5.45

#### **Code Letters:**



- During the 1938 Munich crisis No.10 was allotted the code letters "PB". In WW2 the squadron's aircraft were coded "ZA".

#### **First Operational Mission in WWII:**

- 8/9th September 1939 : Nickel raid and reconnaissance over NW Germany by 8 Whitleys.

#### **First Bombing Mission in WWII:**

- 19/20th March 1940 : 8 Whitleys bombed seaplane base at Hornum.

#### **Last Operational Mission in WWII:**

- 25th April 1945 : 20 Halifaxes bombed gun batteries on island of Wangerooe

## FREE AIR



### RAF MILLOM MUSEUM

Hi Cliff,

I find that there are a number of aviation-related sites on the web - these are just three sites that may be of interest to members of *Air Yorkshire*.

[www.ringway.net](http://www.ringway.net) - ( Mike Warrilow )

[www.emairport.co.uk](http://www.emairport.co.uk) ( Paul Lawrence )

[www.airliners.net](http://www.airliners.net)

Cheers - James Brewer

OK readers, over to you - is this information of interest to you? If it is, would you like a regular (not monthly) article on it? Let's have some feedback, please. Let me know, as James does regularly, by post or e-mail, about this or any other items that have been published, or that you would like to see published, as we can only guess at what is needed if you, the members, do not help us.

The number of entries for the photographic competition has started to dry up since the beginning of the year and it is only thanks to a few of our members that we have been able to keep it going. It will be a shame if it does not continue because of lack of support, so let's have your photographs and give our judges a difficult job in choosing the winners.

**Cliff Jayne** - Editor (head hitter)

This museum is situated across the estuary from Barrow-in-Furness, just outside the town of Millom in Cumbria. Follow the signs for HM Prison Haverigg until you pick up the museum sign boards. Open Saturday, Sunday, Monday, Wednesday and Friday during summer months 10.30am to 5.0pm. Modest door charge, refreshments, shop.

The museum collection includes an archive of photographs from the days when Millom was a very busy training base, the history of No.10 Air Gunnery School RAF Walney, and the history of RAF Cark. There are several aero engines including a lovely example of the Rolls Royce Merlin. There is a 14 ft long Rolls Royce Avon jet engine. Many items on display have been recovered by excavating WWII aircraft wreck sites.

There is a delightful example of the HM14 or "Flying Flea" which was built locally and restored in the prison's highly unusual but much acclaimed aircraft restoration workshop; also a delightful replica of Mignets HM280 Military Flea. In the central yard stands a Westland Whirlwind WM660 helicopter; in a building nearby is a Vampire T11 cockpit section.

The RAF Millom Museum Team are always trying to gather new material and to contact men and women who served at RAF Millom, Cark or Walney. So if you or a member of your family saw service at the above stations, please make yourselves known to the team (and pick up your invitation for the September get-together) and add your memories to the archive.

For further information contact  
Mr G Griffith (0122 977 2636)  
or Mrs M Gleaves (0122 977 2955).  
[www.rafmillom.fsnet.co.uk](http://www.rafmillom.fsnet.co.uk)  
and Max@rafmillom.fsnet.co.uk

Credit: RAF Millom Museum leaflet

**Sheila Jayne**



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*Terry Sykes*

**CONCORDE F-BTSD  
AIR FRANCE  
Leeds Bradford Int. 1986**

*Noreen Barrett*



**CESSNA CITATION  
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*Peter Martin*