

COVER PHOTO



YORKSHIRES PREMIER AVIATION SOCIETY



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

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

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AIR YORKSHIRE AVIATION SOCIETY NEWS

The Society welcomed a well known figure in the shape of Ken Cothliff to its March meeting. Ken had been to the El Ain Air Show in the United Arab Emirates on business with Air Supply and came along to give us an illustrated talk on the event. The display took place on 24-28 January at Abu Dhabi Airport and was primarily an aerobatic competition with participants from far and wide.

The static display was limited to examples from the air forces of the UAE, but there were aerobatic teams from other air arms including a helicopter team from the Indian Air Force. The stars of the show were Mig 29s and Sukhoi Flankers. I liked the shots of the Saudi Air Force Hawks aerobatic team with the green/white colour scheme looking splendid in the desert sunshine. A couple of shots of one of the spectators at the show, a Mike Willingale look-a-like, provoked much amusement.

Ours thanks to Ken for giving up his afternoon to give us a very entertaining talk, which included some views outside the airfield of interesting local sights.

By the time you read this the Society's annual dinner will be only a week away and the Committee will have had a full evening meeting to discuss the remains of the coming year. Our new Meetings Co-ordinator is hard at work on the meetings programme and is pleased to report one or two ideas coming from members, but we would like more. The programme for 2005 is more or less complete barring last minute withdrawals. Plans for 2006 are already being discussed and you need to make your preferences known now to help build this programme.

Jim Stanfield



MOVEMENTS JANUARY

01 Saturday

G-DBCA Airbus 319	0922 1046	EC-GXU DC9 83	1000 1117
G-RJXG EMB 145	1057 1417(02)	G-JEDE DHC-8 300	1255 1335
PH-JCH Fokker 70	1411 1534	EI-CNZ Boeing 737	1906 1944
G-MIDO Airbus 320	2049 0707(02)		

02 Sunday

EC-FXY DC9 83	0910 1038	PH-KLE Fokker 100	0934 1042
G-MIDO Airbus 320	0952 1121	G-VDIR Cessna T310R	1049 1503(03)
G-OLDC Lear Jet 45	1205 1240	EI-CJG Boeing 737	1216 1304
G-MDCA PA-34 Seneca	1344 1102(11)	G-JEDP DHC-8 400	1351 1428
PH-KLD Fokker 100	1452 1550	G-MAJI Jetstream 41	1643 1744
G-MAJD Jetstream 41	1656 1738	G-BXWE Fokker 100	1659 1748
G-RJXG EMB 145	1710 1759	G-JEDK DHC-8 400	1732 1818
G-RJXK EMB 135	1735 1822	G-DBCA Airbus 319	1807 1858
EI-CON Boeing 737	1917 1951	G-MAJI Jetstream 41	1958 1016(03)
G-RJXC EMB 145	2014 1132(03)	G-RJXK EMB 135	2018 1113(03)
G-RJXG EMB 145	2101 0653(03)	G-BXWE Fokker 100	2105 1337(03)
PH-KLE Fokker 100	2121 0618(03)	G-BXWF Fokker 100	2204 0658(03)

03 Monday

G-RJXG EMB 145	0911 1758	PH-KLE Fokker 100	0920 1023
G-BXWF Fokker 100	0934 1054	EI-CJC Boeing 737	1003 1035
G-MDPI Agusta A109A	1134 1207	G-MAJI Jetstream 41	1217 1430
EI-CNT Boeing 737	1246 1317	G-BXWF Fokker 100	1332 1510
G-RJXK EMB 135	1342 1427	G-RJXC EMB 145	1409 1501
G-JEBF BAe 146300	1412 1512	G-JEDO DHC-8 400	1421 1518
PH-OFB Fokker 100	1448 1544	G-BYRM Jetstream 31	1612 1709
G-RJXC EMB 145	1651 0710(04)	G-MAJI Jetstream 41	1653 0700(04)
G-BXWE Fokker 100	1702 0714(05)	CS-DHK Citation Bravo	1707 1817
G-RJXK EMB 135	1717 1814	G-JEDP DHC-8 400	1723 1808
G-BXWF Fokker 100	1803 1903	EI-CJC Boeing 737	1837 1915
N492QS Gulfstream IV SP	1924 0716(09)	G-DRFC ATR-42	1937 0653(04)
G-RJXG EMB 145	1950 0718(04)	N170SW Global Express	1955 1558(07)
PH-KLE Fokker 100	1959 0641(04)	G-BYRM Jetstream 31	2026 1017(04)
G-RJXK EMB 135	2056 0706(04)	G-BXWF Fokker 100	2141 0730(04)
G-BYAP Boeing 757	2251 0734(04)		

04 Tuesday

G-JEDK DHC-8 400	0820 0856	G-RJXC EMB 145	0914 1132
G-DRFC ATR-42	0917 1705	G-MAJI Jetstream 41	0922 1015
EI-COB Boeing 737	0958 1041	PH-KLE Fokker 100	1003 1126
G-RJXK EMB 135	1011 1357	G-BXWF Fokker 100	1017 1206
G-RJXG EMB 145	1037 1340	G-MAJI Jetstream 41	1215 1425
EI-CJC Boeing 737	1247 1321	G-RJXC EMB 145	1400 1454
G-JEDK DHC-8 400	1416 1459	PH-KZE Fokker 70	1427 1539
G-BXWF Fokker 100	1445 1544	G-BYRM Jetstream 31	1612 1715
G-RJXK EMB 135	1647 0701(05)	G-MAJI Jetstream 41	1659 0653(05)
G-RJXC EMB 145	1702 1742	G-RJXG EMB 145	1706 1747
G-JEDP DHC-8 400	1713 1759	G-BXWF Fokker 100	1806 1816
EI-COB Boeing 737	1842 1911	G-DRFC ATR-42	1935 0649(05)
G-BYRM Jetstream 31	1940 1018(05)	G-RJXG EMB 145	1954 0727(05)
PH-OFF Fokker 100	2027 0615(05)	G-RJXC EMB 145	2100 0720(05)

ZH544	Sea King HAR 3A	2104 2311	G-BXWF Fokker 100	2144 0716(05)
G-BYAP	Boeing 757	2241 1134(05)		
05 Wednesday				
G-BPPM	King Air B200	0029 0109	G-JEDP DHC-8 400	0802 0841
EI-DMG	Cessna 441	0852 1126	G-BKBV TB-10 Tobago	0858 1718
G-BXWE	Fokker 100	0904 1446	G-RJXC EMB 145	0915 1510
G-DRFC	ATR-42	0921 1004	G-MAJI Jetstream 41	0924 1015
PH-OFF	Fokker 100	0930 1025	G-BXWF Fokker 100	0959 1052
G-RJXK	EMB 135	1003 1406	EI-COB Boeing 737	1005 1039
G-RJXG	EMB 145	1121 1236	G-JTNC Citation I	1124 1412(09)
G-DRFC	ATR-42	1210 1351	G-MAJI Jetstream 41	1213 1428
EI-CNX	Boeing 737	1252 1333	G-BXWF Fokker 100	1352 1514
G-JEDP	DHC-8 400	1417 1501	PH-OFG Fokker 100	1422 1533
G-OWAX	King Air 200	1439 1453	CS-DNS Falcon 2000	1536 0737(06)
G-DRFC	ATR-42	1614 1707	G-BYRM Jetstream 31	1626 1713
G-BXWE	Fokker 100	1635 1728	G-RJXG EMB 145	1649 1742
G-MAJI	Jetstream 41	1701 0704(06)	G-RJXK EMB 135	1703 1751
G-JEDO	DHC-8 400	1706 1747	G-RJXC EMB 145	1710 1757
N412MD	Pilatus PC-12	1717 0701(06)	G-BXWF Fokker 100	1759 1946
EI-COB	Boeing 737	1840 1918	G-BXWE Fokker 100	1922 0715(06)
G-DRFC	ATR-42	1937 0649(06)	G-RJXC EMB 145	1959 0725(06)
G-BYRM	Jetstream 31	2003 1020(06)	PH-OFB Fokker 100	2014 0615(06)
G-RJXK	EMB 135	2031 0708(06)	G-BYAP Boeing 757	2049 0814(06)
G-RJXG	EMB 145	2111 0722(06)	G-BXWF Fokker 100	2239 0713(06)
06 Thursday				
G-JEDO	DHC-8 400	0802 0843	G-BXWE Fokker 100	0906 1449
G-RJXG	EMB 145	0910 1053	G-FPLA King Air B200	0913 1152
G-DRFC	ATR-42	0920 1000	PH-KZK Fokker 70	0936 1048
G-MAJI	Jetstream 41	0938 1014	EI-CNW Boeing 737	0953 1028
G-BXWF	Fokker 100	1002 1101	G-RJXC EMB 145	1054 1348
G-RJXK	EMB 135	1149 1408	G-MAJI Jetstream 41	1203 1432
G-DRFC	ATR-42	1224 1704	EI-CNV Boeing 737	1247 1317
ZE395	BAe 125 CC.3	1253 1742	G-RJXG EMB 145	1319 1507
EC-ILG	Airbus 321	1338 1511	G-BXWF Fokker 100	1355 1531
PH-OFD	Fokker 100	1408 1539	G-JEDO DHC-8 400	1411 1454
N750NS	Citation X	1424 1439	G-BYAP Boeing 757	1455 1623
G-BYRM	Jetstream 31	1615 1710	G-WELL King Air E90	1626 1826
G-BXWE	Fokker 100	1642 1730	G-RJXC EMB 145	1652 1738
G-RJXK	EMB 135	1657 1747	G-MAJI Jetstream 41	1701 0700(07)
G-RJXG	EMB 145	1711 1756	G-JEDR DHC-8 400	1716 1752
N412MD	Pilatus PC-12	1723 1750	G-JCBJ Sikorsky S76C	1757 1821
G-BXWF	Fokker 100	1802 1932	EI-CNW Boeing 737	1830 1914
G-KVIP	King Air 200	1833 1933	G-DRFC ATR-42	1928 0650(07)
G-BXWE	Fokker 100	1934 0728(07)	PH-OFD Fokker 100	1956 1106(07)
G-RJXG	EMB 145	2000 0724(07)	G-BYRM Jetstream 31	2007 1029(07)
G-RJXK	EMB 135	2028 0720(07)	G-RJXC EMB 145	2054 0715(07)
G-BXWF	Fokker 100	2215 0712(07)	G-BYAP Boeing 757	2241 1201(07)
07 Friday				
G-JEDP	DHC-8 400	0804 0849	G-DRFC ATR-42	0909 0957
G-RJXC	EMB 145	0922 1447	G-RJXG EMB 145	0925 1023
G-MAJI	Jetstream 41	0928 1021	G-BXWF Fokker 100	0949 1056
G-RJXK	EMB 135	1016 1103	EI-CNV Boeing 737	1025 1109
G-BXWE	Fokker 100	1045 1347	N750NS Citation X	1101 1300
EC-IXY	Airbus 321	1118 1240	G-MAJI Jetstream 41	1221 1429
G-DRFC	ATR-42	1232 1349	G-RJXG EMB 145	1254 1404
EI-COB	Boeing 737	1256 1329	G-RJXK EMB 135	1334 1504

G-BXWF Fokker 100	1402 1553	G-JEDP DHC-8 400	1411 1454
CS-DNR Falcon 2000	1432 1714	PH-KLI Fokker 100	1537 1721
G-MAJF Jetstream 41	1549 0708(11)	G-DRFC ATR-42	1612 1703
G-BYRM Jetstream 31	1632 1731	G-RJXC EMB 145	1645 1740
G-DHJH Airbus 321	1647 1822	G-BXWE Fokker 100	1654 1736
G-RJXE EMB 145	1657 1744	G-MAJI Jetstream 41	1700 1756
G-RJXK EMB 135	1708 1803	G-JEDK DHC-8 400	1710 1759
G-BXWF Fokker 100	1829 1925	EI-CNX Boeing 737	1841 1921
G-RJXC EMB 145	1933 1125(09)	G-DRFC ATR-42	1941 1659(09)
PH-OFD Fokker 100	2002 1312(08)	G-RJXK EMB 135	2006 1342(09)
G-MAJI Jetstream 41	2013 1454(09)	G-BYRM Jetstream 31	2020 1608(08)
G-RJXE EMB 145	2031 1416(09)	G-BXWE Fokker 100	2036 2111
G-BXWF Fokker 100	2220 0708(09)		
08 Saturday			
G-JEDF DHC-8 300	1308 1400	G-JEBF BAe 146 300	1418 1629
OE-LFL Fokker 70	1523 1707	EI-CJI Boeing 737	1859 1952
PH-OFD Fokker 100	1956 0618(09)		
09 Sunday			
PH-OFD Fokker 100	0929 1034	EI-CNT Boeing 737	1222 1300
G-RJXD EMB 145	1231 1557	G-RJXJ EMB 135	1254 1502
G-BYRM Jetstream 31	1314 0743(10)	PH-OFE Fokker 100	1355 1539
G-JEDO DHC-8 400	1409 1500	G-MAJI Jetstream 41	1635 1749
G-RJXK EMB 135	1644 1733	G-MAJD Jetstream 41	1649 1743
G-RJXE EMB 145	1657 1747	G-JECE DHC-8 400	1705 1802
G-RJXJ EMB 135	1732 1818	G-HMMV CitationJet	1738 1827
G-DBCA Airbus 319	1824 1956	EI-CJG Boeing 737	1906 1939
G-BXWE Fokker 100	1913 0730(10)	G-DRFC ATR-42	1934 0646(10)
N170SW Global Express	1959 1612(12)	PH-OFK Fokker 100	2010 0909(10)
G-MAJI Jetstream 41	2015 0746(10)	G-RJXJ EMB 135	2021 0713(10)
G-RJXD EMB 145	2043 0733(10)	G-RJXE EMB 145	2045 0740(10)
G-RJXK EMB 135	2052 2126	G-BXWF Fokker 100	2200 0704(10)
10 Monday			
G-JEDO DHC-8 400	0813 0854	G-DRFC ATR-42	0905 1000
G-RJXD EMB 145	0928 1132	G-BXWE Fokker 100	0932 1344
G-BXWF Fokker 100	0940 1111	PH-KZF Fokker 70	0946 1046
EI-CNZ Boeing 737	0958 1036	G-RJXJ EMB 135	1010 1105
G-BYRM Jetstream 31	1019 1103	G-MAJI Jetstream 41	1021 1108
G-GFCD PA-34 Seneca	1100 1520	G-RJXE EMB 145	1114 1454
G-DRFC ATR-42	1221 1348	G-BYRM Jetstream 31	1248 1351
EI-CJI Boeing 737	1256 1327	G-MAJI Jetstream 41	1325 1431
G-BXWF Fokker 100	1329 1513	G-RJXJ EMB 135	1336 1415
PH-OFG Fokker 100	1359 1529	G-RJXD EMB 145	1403 1803
G-JEDO DHC-8 400	1409 1455	ZE701 BAe 146 CC.2	1516 1546
G-DRFC ATR-42	1611 1712	G-BYRM Jetstream 31	1637 1719
G-MAJI Jetstream 41	1651 1751	G-RJXJ EMB 135	1657 1748
G-RJXE EMB 145	1700 1739	G-BXWE Fokker 100	1702 1742
N587PB King Air C90B	1707 1342(11)	G-JECE DHC-8 400	1710 1753
G-BXWF Fokker 100	1813 1859	EI-CNZ Boeing 737	1901 1933
G-BYAH Boeing 757	1924 0734(11)	G-DRFC ATR-42	1929 0649(11)
G-RJXE EMB 145	1931 0731(11)	G-BYRM Jetstream 31	1955 0654(11)
G-RJXD EMB 145	1957 0727(11)	PH-OFB Fokker 100	2001 0628(11)
G-MAJI Jetstream 41	2003 0815(12)	G-BXWE Fokker 100	2037 0711(11)
G-BXWF Fokker 100	2133 0729(11)		
11 Tuesday			
G-JEDO DHC-8 400	0756 0845	G-RJXD EMB 145	0923 1445
G-BXWE Fokker 100	0925 1349	G-BYRM Jetstream 31	0929 1012

PH-OFB	Fokker 100	0932 1059	G-DRFC	ATR-42	0935 1019
G-MAJF	Jetstream 41	0938 1016	El-COB	Boeing 737	1000 1039
G-BXWF	Fokker 100	1010 1055	G-RJXE	EMB 145	1042 1406
N228TM	Hawker 800XP	1203 1233	G-BYRM	Jetstream 31	1206 1337
G-MAJF	Jetstream 41	1231 1428	G-DRFC	ATR-42	1235 1356
El-CNX	Boeing 737	1239 1311	G-JETC	Citation II	1321 1514
G-BXWF	Fokker 100	1335 1534	G-RJXJ	EMB 135	1423 1506
G-JEDO	DHC-8 400	1426 1459	PH-KLI	Fokker 100	1457 1542
G-DRFC	ATR-42	1614 1705	G-BYRM	Jetstream 31	1623 1724
G-RJXE	EMB 145	1648 1750	G-BXWE	Fokker 100	1651 1743
G-RJXD	EMB 145	1653 1745	G-MAJF	Jetstream 41	1659 1753
G-RJXJ	EMB 135	1720 1809	G-JEDW	DHC-8 400	1803 1845
G-BXWF	Fokker 100	1814 1914	G-DRFC	ATR-42	1940 0702(12)
G-BXWE	Fokker 100	1945 0726(12)	PH-OFK	Fokker 100	1955 0615(12)
G-MAJF	Jetstream 41	2010 0713(12)	G-BYRM	Jetstream 31	2019 0708(12)
G-RJXJ	EMB 135	2022 0723(12)	G-BYAH	Boeing 757	2231 1142(12)
12 Wednesday					
G-JEDO	DHC-8 400	0805 0845	PH-OFK	Fokker 100	0925 1031
G-DRFC	ATR-42	0934 1019	G-MAJF	Jetstream 41	0938 1025
G-BYRM	Jetstream 31	0942 1035	G-BXWE	Fokker 100	0949 1345
El-CNX	Boeing 737	0954 1039	G-MIDX	Airbus 320	0959 1123
G-RJXJ	EMB 135	1014 1408	G-RJXD	EMB 145	1019 1510
G-MAJF	Jetstream 41	1217 1423	N228TM	Hawker 800XP	1224 1305
G-DRFC	ATR-42	1226 1352	El-CNW	Boeing 737	1237 1315
G-RJXE	EMB 145	1240 1454	G-BYRM	Jetstream 31	1308 1355
PH-OFK	Fokker 100	1350 1543	G-BXWF	Fokker 100	1358 1518
G-JEDO	DHC-8 400	1415 1458	G-MAJF	Jetstream 41	1420 0706(14)
G-DRFC	ATR-42	1619 1702	G-BYRM	Jetstream 31	1633 1726
G-RJXE	EMB 145	1653 1745	G-MAJF	Jetstream 41	1658 1755
G-BXWE	Fokker 100	1701 1748	G-RJXJ	EMB 135	1705 1801
G-RJXD	EMB 145	1708 1807	G-JEDW	DHC-8 400	1711 1752
G-BXWF	Fokker 100	1758 1858	El-CNX	Boeing 737	1842 1909
G-DRFC	ATR-42	1936 0657(13)	G-BXWE	Fokker 100	1940 0708(13)
PH-OFK	Fokker 100	1957 0641(13)	G-RJXD	EMB 145	2000 0730(13)
G-MAJF	Jetstream 41	2008 0712(13)	G-BYRM	Jetstream 31	2012 0701(13)
G-RJXJ	EMB 135	2038 0721(13)	G-RJXE	EMB 145	2049 0727(13)
G-BYAH	Boeing 757	2053 0815(13)	G-BXWF	Fokker 100	2152 0716(13)
13 Thursday					
G-JEDO	DHC-8 400	0809 0846	PH-OFK	Fokker 100	0923 1025
G-RJXE	EMB 145	0925 1508	G-DRFC	ATR-42	0928 1000
G-MAJF	Jetstream 41	0930 1002	G-BXWF	Fokker 100	0932 1352
G-BYRM	Jetstream 31	0935 1020	N750NS	Citation X	0938 1123
G-BXWE	Fokker 100	0942 1056	G-OLDL	Lear Jet 45	1004 1227
G-RJXJ	EMB 145	1010 1104	N449LL	B.36 Bonanza	1014 1415
El-CJI	Boeing 737	1042 1112	G-RJXD	EMB 145	1052 1446
G-DRFC	ATR-42	1215 1356	G-BYRM	Jetstream 31	1220 1346
G-MAJF	Jetstream 41	1229 1426	El-CNW	Boeing 737	1238 1315
EC-ILG	Airbus 321	1322 1457	G-RJXJ	EMB 135	1325 1406
CS-DFD	Falcon 2000	1341 1620	G-BXWE	Fokker 100	1343 1521
PH-OFD	Fokker 100	1401 1535	G-JEDW	DHC-8 400	1427 1503
G-BYAH	Boeing 757	1452 1622	I-ERJG	Lear Jet 40	1551 0806(14)
G-BONC	PA-28RT Arrow	1555 1214(14)	G-DRFC	ATR-42	1615 1707
G-BYRM	Jetstream 31	1624 1723	G-RJXD	EMB 145	1648 1734
G-RJXJ	EMB 135	1656 1821	G-BXWF	Fokker 100	1702 1747
G-MAJF	Jetstream 41	1705 1749	G-JEDV	DHC-8 400	1711 1755
G-RJXE	EMB 145	1714 1819	G-BXWE	Fokker 100	1810 1904

El-CJI	Boeing 737	1840 1923	G-DRFC ATR-42	1935 0652(14)
G-BXWF	Fokker 100	1938 0718(14)	PH-OFB Fokker 100	1952 0700(14)
G-MAJF	Jetstream 41	2003 1110(14)	G-BYRM Jetstream 31	2009 0655(14)
G-RJXE	EMB 145	2011 0844(14)	G-RJXD EMB 145	2048 0722(14)
G-RJXJ	EMB 135	2054 0725(14)	G-BXWE Fokker 100	2135 0710(14)
G-BYAH	Boeing 757	2224 1158(14)		
14 Friday				
G-JEDO	DHC-8 400	0801 0847	G-RJXD EMB 145	0909 1003
G-BXWF	Fokker 100	0912 1349	G-DRFC ATR-42	0922 0957
G-MAJI	Jetstream 41	0937 1426	G-BYRM Jetstream 31	0939 1022
G-BXWE	Fokker 100	0944 1054	G-RJXJ EMB 135	1007 1102
EC-IXY	Airbus 321	1113 1236	PH-OFE Fokker 100	1121 1211
G-JDBC	PA-34 Seneca	1132 1619	G-OLDR Lear Jet 45	1200 1347
G-BYRM	Jetstream 31	1216 1356	G-DRFC ATR-42	1218 1359
G-RJXE	EMB 145	1239 1446	G-RJXD EMB 145	1246 1504
El-COB	Boeing 737	1248 1333	G-MAJF Jetstream 41	1328 0701(17)
G-BXWE	Fokker 100	1340 1515	G-RJXJ EMB 135	1348 1421
G-JEDO	DHC-8 400	1416 1501	PH-OFE Fokker 100	1451 1552
G-DRFC	ATR-42	1612 1704	G-SMTJ Airbus 321	1621 1756
El-CSQ	Boeing 737 800	1632 1713	G-RJXE EMB 145	1644 1736
G-BYRM	Jetstream 31	1646 1732	G-RJXJ EMB 135	1654 1743
G-MAJI	Jetstream 41	1657 1753	G-JEDW DHC-8 400	1708 1749
G-RJXD	EMB 145	1710 1759	G-BXWF Fokker 100	1721 1806
G-MDCA	PA-34 Seneca	1801 1046(17)	G-BXWE Fokker 100	1808 1904
El-CNT	Boeing 737	1842 1914	N30614 PA-32R 301FT	1853 1917
G-DRFC	ATR-42	1929 2049	PH-KLG Fokker 100	1949 0635(15)
G-RJXD	EMB 145	1953 1058(16)	G-MAJI Jetstream 41	1956 1456(16)
G-BXWF	Fokker 100	2013 2108	G-FIND Cessna F406	2025 2111
G-OAKJ	Jetstream 31	2028 0703(17)	G-RJXE EMB 145	2032 0831(15)
G-RJXJ	EMB 135	2053 1505(16)	G-BYAH Boeing 757	2106 0612(15)
G-BXWE	Fokker 100	2146 0710(15)		
15 Saturday				
PH-KLG	Fokker 100	0935 1029	G-MIDW Airbus 320	1001 1104
El-CJG	Boeing 737	1004 1101	LZ-VED Antonov 12BP	1117 0946(16)
G-RJXE	EMB 145	1147 1805(16)	G-RJXL EMB 135	1306 1345(16)
G-JEBD	BAe 146 300	1332 1505	PH-KZP Fokker 70	1358 1535
OE-LFH	Fokker 70	1520 1632	G-JEDT DHC-8 400	1815 1854
El-DAK	Boeing 737 800	1906 1951	PH-OFK Fokker 100	1946 0618(16)
G-DBCC	Airbus 319	2106 0709(16)		
16 Sunday				
PH-OFK	Fokker 100	0922 1029	G-RJXA EMB 145	0944 1420
El-CON	Boeing 737	1218 1249	G-JEDT DHC-8 400	1343 1426
PH-KZE	Fokker 70	1414 1530	G-DRFC ATR-42	1510 1707
G-RJXL	EMB 135	1641 1735	G-MAJI Jetstream 41	1644 1751
G-MAJD	Jetstream 41	1650 1740	G-RJXA EMB 145	1659 1755
G-JEDO	DHC-8 400	1716 1808	G-RJXJ EMB 135	1727 1822
G-DBCB	Airbus 319	1802 1901	El-CJC Boeing 737	1859 1942
N900CX	Falcon 900EX	1929 1351(19)	G-DRFC ATR-42	1938 0649(17)
PH-OFA	Fokker 100	1959 0617(17)	G-MAJI Jetstream 41	2003 1302(17)
G-RJXJ	EMB 135	2009 0707(17)	G-RJXL EMB 135	2040 2127
G-RJXA	EMB 145	2045 0851(17)	G-BXWF Fokker 100	2143 0713(17)
G-RJXH	EMB 145	2246 0727(17)	G-BXWE Fokker 100	2359 0740(17)
17 Monday				
G-JEDO	DHC-8 400	0757 0846	G-BXWF Fokker 100	0914 1453
G-CJAD	CitationJet	0917 1122(19)	G-VUEA Citation II	0920 1422
G-DRFC	ATR-42	0922 1403	G-RJXH EMB 145	0927 1128

PH-KLE	Fokker 100	0929 1031	G-MAJF	Jetstream 41	0932 1010
G-OAKJ	Jetstream 31	0954 1027	El-COB	Boeing 737	1001 1042
G-BXWE	Fokker 100	1013 1106	G-RJXJ	EMB 135	1016 1051
G-GLUG	PA-31 Navajo	1023 1227	G-OAKJ	Jetstream 31	1219 1343
G-MAJF	Jetstream 41	1226 1426	El-COB	Boeing 737	1244 1317
G-RJXA	EMB 145	1305 1352	N909PS	Citation I	1314 1406
G-RJXJ	EMB 135	1323 1409	G-RJXH	EMB 145	1350 1510
PH-OFA	Fokker 100	1354 1537	G-BXWE	Fokker 100	1356 1514
G-JEDO	DHC-8 400	1414 1504	G-MAJF	Jetstream 41	1605 1228(18)
G-DRFC	ATR-42	1618 1713	G-OAKJ	Jetstream 31	1620 1723
G-MAJF	Jetstream 41	1642 1751	G-RJXJ	EMB 135	1649 1755
G-BXWF	Fokker 100	1651 1737	G-RJXA	EMB 145	1655 1811
G-JEDW	DHC-8 400	1708 1757	G-RJXH	EMB 145	1717 1803
G-BXWE	Fokker 100	1805 1919	El-COB	Boeing 737	1841 1913
G-OLDR	Lear Jet 45	1856 1926	G-DRFC	ATR-42	1932 0657(18)
G-BYAI	Boeing 757	1934 0854(18)	G-BXWF	Fokker 100	0938 0757(18)
G-OAKJ	Jetstream 31	1955 0710(18)	PH-OFB	Fokker 100	2001 0831(18)
G-MAJF	Jetstream 41	2008 0722(18)	G-RJXH	EMB 145	2012 0828(18)
G-RJXJ	EMB 135	2027 0748(18)	G-RJXA	EMB 145	2104 0815(18)
G-BXWE	Fokker 100	2147 0718(18)			

18 Tuesday

LX-LAR	Lear Jet 35A	0240 1445	G-DRFC	ATR-42	0920 1400
G-MAJF	Jetstream 41	0935 1013	G-BXWE	Fokker 100	0937 1147
G-OAKJ	Jetstream 31	0948 1030	El-CNZ	Boeing 737	1023 1055
G-RJXA	EMB 145	1031 1512	G-RJXJ	EMB 135	1038 1429
PH-OFD	Fokker 100	1059 1201	G-RJXH	EMB 145	1128 1408
G-BXWF	Fokker 100	1159 1502	G-OAKJ	Jetstream 31	1231 1354
G-MAJF	Jetstream 41	1233 1431	El-CNT	Boeing 737	1238 1316
G-JEDT	DHC-8 400	1426 1515	G-BXWE	Fokker 100	1438 1528
PH-OFD	Fokker 100	1452 1558	G-DRFC	ATR-42	1627 1729
G-OAKJ	Jetstream 31	1634 1718	G-BXWF	Fokker 100	1700 1746
G-MAJF	Jetstream 41	1704 1751	G-RJXJ	EMB 135	1707 1800
G-RJXH	EMB 145	1711 1804	G-RJXA	EMB 145	1715 1818
G-BXWE	Fokker 100	1815 1923	G-JECG	DHC-8 400	1828 1857
El-CNZ	Boeing 737	1839 1914	G-BXWF	Fokker 100	1944 0727(19)
G-DRFC	ATR-42	1949 0655(19)	PH-OFA	Fokker 100	1954 0621(19)
G-RJXA	EMB 145	2004 0743(19)	G-OAKJ	Jetstream 31	2011 0701(19)
G-MAJF	Jetstream 41	2019 0658(19)	G-RJXJ	EMB 135	2103 0723(19)
G-RJXH	EMB 145	2113 0748(19)	G-BXWE	Fokker 100	2143 0720(19)
G-BYAI	Boeing 757	2351 1131(19)			

19 Wednesday

G-JEDO	DHC-8 400	0805 0847	PH-OFA	Fokker 100	0927 1023
G-MAJF	Jetstream 41	0931 1005	G-DRFC	ATR-42	0936 1346
G-OAKJ	Jetstream 31	0940 1016	G-RJXA	EMB 145	0942 1505
G-BXWF	Fokker 100	0945 1452	G-BXWE	Fokker 100	0947 1111
El-CNW	Boeing 737	0958 1028	G-RJXJ	EMB 135	1033 1405
G-RJXH	EMB 145	1042 1340	G-OAKJ	Jetstream 31	1225 1344
G-MAJF	Jetstream 41	1230 1425	El-CNX	Boeing 737	1247 1316
G-BXWE	Fokker 100	1342 1516	PH-KLI	Fokker 100	1354 1543
G-JEDT	DHC-8 400	1412 1508	G-DRFC	ATR-42	1615 1701
G-OAKJ	Jetstream 31	1620 1718	G-BXWF	Fokker 100	1650 1734
G-RJXJ	EMB 135	1654 1738	VP-CSN	Citation Ultra	1658 1705(20)
G-RJXH	EMB 145	1703 1743	G-MAJF	Jetstream 41	1707 1750
G-RJXA	EMB 145	1710 1758	G-JECG	DHC-8 400	1714 1754
G-BXWE	Fokker 100	1812 1914	El-CJC	Boeing 737	1918 1950
G-DRFC	ATR-42	1938 0955(20)	G-BXWF	Fokker 100	1953 0931(20)

G-OAKJ	Jetstream 31	2009 1153(20)	G-RJXA	EMB 145	2015 0937(20)
PH-KLI	Fokker 100	2019 1256(20)	G-MAJJ	Jetstream 41	2039 1758(21)
G-RJXJ	EMB 135	2042 0927(20)	G-RJXH	EMB 145	2107 0913(20)
G-BYAI	Boeing 757	2150 1113(20)	ZD621	BAe 125 CC.3	2203 2224
G-BXWE	Fokker 100	2217 1136(20)			
20 Thursday					
G-JEDO	DHC-8 400	0847 1010	OE-FLG	CitationJet	0924 1504
EI-CNW	Boeing 737	1003 1038	G-MAJB	Jetstream 41	1045 1226
ZA714	Chinook HC.2	1120 1127	G-CBDA	Jetstream 31	1124 1233
G-BXWF	Fokker 100	1126 1458	G-RJXA	EMB 145	1138 1224
G-RJXJ	EMB 135	1204 1413	G-DRFC	ATR-42	1207 1352
G-RJXH	EMB 145	1227 1349	EI-CNV	Boeing 737	1247 1325
G-CCVP	B.58 Baron	1330 1555	G-BXWE	Fokker 100	1405 1549
G-JECG	DHC-8 400	1410 1531	G-CBDA	Jetstream 31	1430 1603
G-MAJB	Jetstream 41	1433 1539	G-RJXA	EMB 145	1452 1536
G-DRFC	ATR-42	1618 1708	G-OAKJ	Jetstream 31	1623 1728
G-RJXJ	EMB 135	1655 1748	G-RJXH	EMB 145	1712 1756
G-RJXA	EMB 145	1726 1818	G-JEDO	DHC-8 400	1730 1835
G-BXWF	Fokker 100	1734 1828	G-BYAI	Boeing 757	1750 1923
G-MAJB	Jetstream 41	1808 1905	G-BXWE	Fokker 100	1833 1933
EI-CJG	Boeing 737	1914 1955	G-DRFC	ATR-42	1949 0648(21)
G-OAKJ	Jetstream 31	2012 0658(21)	G-RJXA	EMB 145	2016 0735(21)
G-BXWF	Fokker 100	2020 0728(21)	G-RJXJ	EMB 135	2038 0712(21)
PH-OFK	Fokker 100	2059 0620(21)	G-RJXH	EMB 145	2111 0717(21)
G-MAJB	Jetstream 41	2119 0705(21)	G-BXWE	Fokker 100	2231 0724(21)
21 Friday					
G-BYAI	Boeing 757	0130 1153	G-OBYD	Boeing 767	0754 1114
G-JEDV	DHC-8 400	0802 0840	G-RJXH	EMB 145	0911 1016
G-BXWF	Fokker 100	0919 1349	G-DRFC	ATR-42	0926 1400
G-MAJB	Jetstream 41	0929 1006	G-OAKJ	Jetstream 31	0935 1017
G-YEOM	PA-31 Navajo	0937 1659	PH-KZN	Fokker 70	0943 1039
EI-CNT	Boeing 737	0957 1032	G-BXWE	Fokker 100	1000 1048
G-RJXJ	EMB 135	1023 1107	G-RJXA	EMB 145	1105 1459
EC-IXY	Airbus 321	1117 1256	G-OAKJ	Jetstream 31	1212 1634
G-MAJB	Jetstream 41	1234 1432	G-EVLN	Gulfstream 4	1239 1559
G-OMJC	Raytheon Premier	1242 1607	G-RJXH	EMB 145	1250 1516
EI-CJG	Boeing 737	1252 1332	G-RJXJ	EMB 135	1326 1410
G-BXWE	Fokker 100	1340 1603	PH-KLG	Fokker 100	1420 1537
G-JECG	DHC-8 400	1424 1508	G-JIVE	Hughes 369E	1539 1601
G-DRFC	ATR-42	1623 1707	G-SMTJ	Airbus 321	1643 1810
N750NS	Citation X	1646 1638(23)	G-RJXA	EMB 145	1652 1733
G-MAJB	Jetstream 41	1656 1750	G-BXWF	Fokker 100	1705 1747
G-RJXJ	EMB 135	1710 1755	G-RJXH	EMB 145	1717 1802
G-JEDO	DHC-8 400	1720 1813	G-OLDJ	Lear Jet 45	1745 1824
G-BXWE	Fokker 100	1831 1923	G-OAKJ	Jetstream 31	1917 0705(24)
EI-COB	Boeing 737	1926 1958	G-BXWF	Fokker 100	1935 0717(22)
G-MAJJ	Jetstream 41	2013 0732(24)	PH-OFG	Fokker 100	2016 0633(22)
G-MAJB	Jetstream 41	2031 1300(23)	G-RJXJ	EMB 135	2059 1506(23)
G-RJXA	EMB 145	2101 0812(22)	G-BYAI	Boeing 757	2122 0640(22)
G-BXWE	Fokker 100	2152 0707(23)			
22 Saturday					
PH-OFG	Fokker 100	0931 1030	EI-CJG	Boeing 737	0952 1036
G-MIDY	Airbus 320	0955 1058	N412MD	Pilatus PC-12	1102 1845
N45YM	PA-46 Malibu	1120 1214(25)	G-RJXA	EMB 145	1122 1419(23)
G-BPTL	Cessna 172N	1210 1118(29)	PH-KZD	Fokker 70	1402 1528
D-CARA	Beech 1900C	1452 1545	G-BACP	Cessna F150L	1517 1208(23)

OE-LFJ	Fokker 70	1547 1651	G-JEBC	BAe 146 300	1634 1806
EI-CNX	Boeing 737	1642 2331(23)	G-REDB	Cessna 310Q	1659 0908(23)
G-JEDT	DHC-8 400	1804 1848	EI-CNW	Boeing 737	1855 1926
PH-OFA	Fokker 100	1956 0623(23)	G-MAJF	Jetstream 41	2057 1502(23)
G-BXWF	Fokker 100	2130 1353(23)	EI-DAX	Boeing 737 800	2352 0104(23)
23 Sunday					
PH-OFA	Fokker 100	0940 1036	G-RJXG	EMB 145	0953 1607
G-BMJC	Cessna 152	1000 1042	EI-COB	Boeing 737	1222 1253
G-JEDT	DHC-8 400	1359 1437	G-DRFC	ATR-42	1405 1705
PH-OFE	Fokker 100	1407 1537	G-BLHR	GA-7 Cougar	1534 <u>n/res</u>
G-MAJF	Jetstream 41	1635 1758	EI-CNZ	Boeing 737	1642 1713
G-BXWF	Fokker 100	1654 1752	G-RJXA	EMB 145	1703 1755
G-MAJM	Jetstream 41	1707 1749	G-JEDM	DHC-8 400	1721 1806
G-RJXJ	EMB 135	1727 1822	G-DBCA	Airbus 319	1810 1905
N30614	PA-32R Lance	1819 0647(24)	N606SR	Agusta A109E	1824 1831
G-DRFC	ATR-42	1925 0657(24)	G-MAJF	Jetstream 41	2007 1028(24)
G-RJXJ	EMB 135	2016 0731(24)	PH-OFH	Fokker 100	2033 0747(24)
G-RJXA	EMB 145	2046 0751(24)	G-RJXG	EMB 145	2054 0745(24)
G-DBCA	Airbus 319	2144 0724(24)	G-BXWF	Fokker 100	2202 0734(24)
G-DATE	Agusta A109C	2237 2254			
24 Monday					
N170SW	Global Express	0729 1200	G-JEDN	DHC-8 400	0806 0843
G-DRFC	ATR-42	0925 1346	G-BXWF	Fokker 100	0929 1059
G-OAKJ	Jetstream 31	0936 1013	G-RJXG	EMB 145	0948 1023
G-MAJJ	Jetstream 41	0950 1031	G-DBCA	Airbus 319	0954 1104
EI-CNW	Boeing 737	1011 1053	N606SR	Agusta A109E	1032 1036
G-RJXJ	EMB 135	1106 1408	G-RJXA	EMB 145	1115 1149
PH-KZM	Fokker 70	1139 1235	G-OAKJ	Jetstream 31	1213 1345
G-RJXG	EMB 145	1216 1351	G-MAJF	Jetstream 41	1235 1416
EI-COX	Boeing 737	1258 1327	G-BXWF	Fokker 100	1335 1454
G-MIDY	Airbus 320	1404 1529	G-RJXA	EMB 145	1409 1508
G-JEDN	DHC-8 400	1413 1449	PH-OFK	Fokker 100	1418 1537
G-MAJL	Jetstream 41	1452 1554	G-DRFC	ATR-42	1615 1705
G-BXWF	Fokker 100	1646 1737	G-RJXJ	EMB 135	1658 1801
G-MAJF	Jetstream 41	1702 1745	G-RJXA	EMB 145	1704 1810
G-RJXG	EMB 145	1710 1807	D-CCCC	SA227AT Merlin 4C	1718 0657(25)
G-JEDM	DHC-8 400	1720 1805	N111SX	PA-46 Malibu	1731 0649(25)
G-BYRM	Jetstream 31	1821 1843	G-BXWE	Fokker 100	1839 1927
EI-CJC	Boeing 737	1921 1957	G-DRFC	ATR-42	1931 0652(25)
G-BYAI	Boeing 757	1946 0745(25)	G-BXWF	Fokker 100	1948 0724(25)
G-CBCS	Jetstream 31	1953 0705(25)	PH-OFH	Fokker 100	1956 0616(25)
G-MAJF	Jetstream 41	2000 0711(25)	G-RJXA	EMB 145	2009 0719(25)
G-RJXJ	EMB 135	2044 0709(25)	G-RJXG	EMB 145	2059 0742(25)
G-BXWE	Fokker 100	2152 0721(25)			
25 Tuesday					
CS-DFC	Falcon 2000	0727 0850	G-JEDN	DHC-8 400	0816 0900
G-BXWE	Fokker 100	0922 1452	G-RJXA	EMB 145	0925 0957
G-DRFC	ATR-42	0928 1353	G-MAJF	Jetstream 41	0930 1015
PH-OFM	Fokker 100	0939 1523	G-CBCS	Jetstream 31	0943 1018
G-BXWF	Fokker 100	0946 1058	EI-COB	Boeing 737	1011 1042
G-RJXJ	EMB 135	1031 1405	G-RJXG	EMB 145	1054 1349
G-ORDB	Citation Bravo	1124 1625(26)	G-JDBC	PA-34 Seneca	1131 1727
G-RJXA	EMB 145	1147 1519	G-MAJF	Jetstream 41	1238 1429
EI-COX	Boeing 737	1250 1317	G-CBCS	Jetstream 31	1259 1344
D-CCCC	SA227AT Merlin 4C	1312 0627(26)	G-BXWF	Fokker 100	1329 1516
G-JEDN	DHC-8 400	1416 1455	PH-KLG	Fokker 100	1422 1612

G-DRFC	ATR-42	1618 1713	G-CBCS	Jetstream 31	1622 1722
G-RJXG	EMB 145	1654 1738	G-BXWE	Fokker 100	1656 1742
G-RJXJ	EMB 135	1658 1829	N111SX	PA-46 Malibu	1704 1735
G-MAJF	Jetstream 41	1710 1755	G-JEDM	DHC-8 400	1716 1803
CS-DNP	Falcon 2000	1719 1753	G-RJXA	EMB 145	1724 1811
G-BXWF	Fokker 100	1753 1858	EI-CJC	Boeing 737	1926 1955
G-DRFC	ATR-42	1936 0650(26)	G-BXWE	Fokker 100	1940 0719(26)
PH-KLD	Fokker 100	2003 0620(26)	G-RJXA	EMB 145	2015 0728(26)
G-MAJF	Jetstream 41	2023 0716(26)	G-CBCS	Jetstream 31	2025 0654(26)
G-RJXG	EMB 145	2048 0732(26)	G-RJXJ	EMB 135	2108 0721(26)
G-BXWF	Fokker 100	2151 0712	G-BYAI	Boeing 757	2248 1126(26)
26 Wednesday					
G-JECG	DHC-8 400	0807 0851	G-BKVB	TB-10 Tobago	0913 1813
G-BXWE	Fokker 100	0915 1455	PH-KLD	Fokker 100	0918 1025
G-RJXA	EMB 145	0924 1001	G-CBCS	Jetstream 31	0933 1011
G-DRFC	ATR-42	0935 1355	G-MAJF	Jetstream 41	0944 1029
G-BXWF	Fokker 100	0956 1045	G-RJXJ	EMB 135	1021 1420
EI-CNZ	Boeing 737	1026 1054	G-RJXG	EMB 145	1042 1348
G-JDBC	PA-34 Seneca	1137 1653	G-MAJL	Jetstream 41	1149 0754(27)
G-RJXA	EMB 145	1153 1506	G-CBCS	Jetstream 31	1213 1335
EI-COB	Boeing 737	1246 1320	G-MAJF	Jetstream 41	1251 1427
G-BXWF	Fokker 100	1332 1515	D-CCCC	SA227AT Merlin 4C	1337 0711(27)
ZE395	BAe 125 CC.3	1342 1512	G-JECG	DHC-8 400	1414 1458
PH-OFD	Fokker 100	1417 1538	G-BYOM	Sikorsky S-76C	1501 1509
G-CBCS	Jetstream 31	1613 1715	G-DRFC	ATR-42	1616 1708
G-BXWE	Fokker 100	1643 1728	G-MAJF	Jetstream 41	1704 1756
G-RJXG	EMB 145	1707 1743	G-RJXA	EMB 145	1710 1805
G-RJXJ	EMB 135	1716 1800	G-JEDM	DHC-8 400	1720 1802
G-CEGP	King Air 200	1754 2015	G-BXWF	Fokker 100	1812 1903
EI-CJC	Boeing 737	1922 1956	G-BXWE	Fokker 100	1934 0716(27)
G-DRFC	ATR-42	1948 0651(27)	G-CBCS	Jetstream 31	1959 0700(27)
PH-OFG	Fokker 100	2007 0618(27)	G-RJXA	EMB 145	2010 0729(27)
G-MAJF	Jetstream 41	2019 0712(27)	G-RJXG	EMB 145	2040 0725(27)
G-RJXJ	EMB 135	2051 0719(27)	G-BYAI	Boeing 757	2054 0813(27)
G-BXWF	Fokker 100	2138 0707(27)			
27 Thursday					
N325FX	CL604 Challenger	0035 1352(28)	G-JECE	DHC-8 400	0812 0853
G-BXWE	Fokker 100	0914 1107	G-RJXG	EMB 145	0921 0959
G-DRFC	ATR-42	0930 1355	G-BFTT	Cessna 421C	0933 1452
PH-OFG	Fokker 100	0945 1104	G-CBCS	Jetstream 31	0947 1025
G-MAJF	Jetstream 41	0952 1029	G-BXWF	Fokker 100	1001 1048
EI-COX	Boeing 737	1005 1035	G-RJXJ	EMB 135	1032 1402
G-CBZF	Robinson R-22	1054 <u>n/res</u>	G-OSPG	BAe 125 800B	1055 1126
G-RJXA	EMB 145	1101 1411	G-RJXC	EMB 145	1202 1449
G-HPSE	Rockwell 114B	1207 1333	G-CBCS	Jetstream 31	1222 1352
EI-CJC	Boeing 737	1247 1321	G-MAJF	Jetstream 41	1252 1427
G-KDMA	Citation Encore	1312 1359	G-BXWF	Fokker 100	1340 1520
D-CCCC	SA227AT Merlin 4C	1344 1622(28)	G-RJXD	EMB 145	1351 1510
EC-ILG	Airbus 321	1405 1526	PH-KLG	Fokker 100	1409 1540
G-JEDO	DHC-8 400	1423 1508	G-BYAI	Boeing 757	1503 1625
I-TOPB	Beechjet 400A	1530 1852	G-DRFC	ATR-42	1614 1704
G-CBCS	Jetstream 31	1634 1721	G-RJXC	EMB 145	1646 1741
G-MAJF	Jetstream 41	1707 1752	G-RJXA	EMB 145	1709 1748
G-RJXD	EMB 145	1714 1810	G-RJXJ	EMB 135	1718 1758
G-JEDK	DHC-8 400	1721 1801	G-BCCE	PA-23 Aztec	1731 0831(28)
G-BXWF	Fokker 100	1805 1906	EI-CJG	Boeing 737	1916 1957

G-DRFC	ATR-42	1941 0651(28)	G-RJXC	EMB 145	1949 0739(28)
PH-KLG	Fokker 100	1953 0630(28)	G-RJXD	EMB 145	1959 0724(28)
G-CBCS	Jetstream 31	2014 0655(28)	G-MAJF	Jetstream 41	2016 0709(28)
G-RJXJ	EMB 135	2044 0716(28)	G-BXWF	Fokker 100	2155 0700(28)
G-RJXA	EMB 145	2222 0712(28)	G-BYAI	Boeing 757	2250 1151(28)
28 Friday					
G-JEDK	DHC-8 400	0809 0847	G-RJXA	EMB 145	0916 1006
G-KDMA	Citation Encore	0921 0931	G-DRFC	ATR-42	0926 1404
G-RJXC	EMB 145	0928 1121	G-MAJF	Jetstream 41	0932 1016
PH-KLG	Fokker 100	0936 1031	G-CBCS	Jetstream 31	0941 1020
G-BXWF	Fokker 100	0950 1047	G-RJXJ	EMB 135	0958 1420
EI-CJG	Boeing 737	1007 1042	G-VIPY	PA-31 Navajo	1022 1439
G-HRPN	PA-44 Seminole	1046 1407	G-RJXD	EMB 145	1127 1342
EC-IXY	Airbus 321	1135 1302	G-CBCS	Jetstream 31	1227 1402
G-CBDA	Jetstream 31	1238 1400	G-MAJF	Jetstream 41	1242 1426
G-RVRW	PA-23 Aztec	1244 1412	G-RJXA	EMB 145	1253 1506
G-JIVE	Hughes 369E	1304 1335	EI-COX	Boeing 737	1305 1408
G-BXWF	Fokker 100	1332 1524	G-RJXC	EMB 145	1346 1458
PH-OFH	Fokker 100	1355 1546	G-JECE	DHC-8 400	1418 1508
G-DRFC	ATR-42	1627 1702	G-SMTJ	Airbus 321	1643 1823
G-RJXJ	EMB 135	1647 1740	G-CBDA	Jetstream 31	1652 1734
G-RJXC	EMB 145	1659 1744	G-MAJF	Jetstream 41	1706 1756
G-RJXD	EMB 145	1708 1752	G-JEDO	DHC-8 400	1715 1804
G-RJXA	EMB 145	1720 1813	G-BXWF	Fokker 100	1807 1903
EI-CNX	Boeing 737	1920 1951	G-DRFC	ATR-42	1941 0448(29)
G-RJXC	EMB 145	1943 1605(30)	G-RJXA	EMB 145	2001 1415(30)
PH-KLG	Fokker 100	2003 0612(29)	G-CBDA	Jetstream 31	2014 0655(31)
G-MAJF	Jetstream 41	2020 1501(30)	G-RJXJ	EMB 135	2023 1456(30)
G-RJXD	EMB 145	2053 0812(29)	G-BYAI	Boeing 757	2117 2222
G-BXWF	Fokker 100	2151 0711			
29 Saturday					
G-BZOG	Dornier 328	0751 0917	PH-KZA	Fokker 70	0938 1033
G-MIDI	Airbus 321	0956 1051	EI-CJC	Boeing 737	1021 1056
G-CBBS	SA Bulldog 120	1032 1128	G-RJXD	EMB 145	1114 1336(30)
G-TAIR	PA-34 Seneca	1149 1811	G-JEBF	BAe 146 300	1304 1438
N109TF	Agusta A109A	1352 1816	PH-KZC	Fokker 70	1357 1539
OE-LFJ	Fokker 70	1524 1640	EI-COB	Boeing 737	1635 1706
G-CBEI	PA-22 Colt	1646 1435(8/2)	G-JEDK	DHC-8 400	1815 1907
G-HMMV	CitationJet	1830 1611(30)	G-BXWF	Fokker 100	2044 0708(30)
PH-OFE	Fokker 100	2048 0610(30)	G-MAJL	Jetstream 41	2312 1927(30)
30 Sunday					
PH-OFE	Fokker 100	0925 1021	G-RJXH	EMB 145	1000 1049
G-CCWY	Pilatus PC-12	1037 1216	G-SOBI	PA-28 Archer	1221 1256
EI-CNV	Boeing 737	1227 1300	G-JEDK	DHC-8 400	1341 1419
PH-OFH	Fokker 100	1408 1552	I-ERJE	Lear Jet 45	1432 1559
G-DRFC	ATR-42	1602 1705	EI-CNW	Boeing 737	1639 1720
G-MAJF	Jetstream 41	1643 1756	G-RJXD	EMB 145	1649 1734
G-RJXA	EMB 145	1651 1753	G-JEDW	DHC-8 400	1707 1747
G-BZOG	Dornier 328	1718 1814	G-RJXJ	EMB 135	1724 1817
G-DBCB	Airbus 319	1810 1909	G-MAJH	Jetstream 41	1846 1915
G-DRFC	ATR-42	1930 0646(31)	G-RJXJ	EMB 135	2004 0707(31)
PH-WXA	Fokker 70	2009 0616(31)	G-MAJF	Jetstream 41	2021 0702(31)
G-RJXA	EMB 145	2032 0749(31)	G-RJXD	EMB 145	2043 0746(31)
G-RJXC	EMB 145	2046 0718(31)	G-BXWE	Fokker 100	2149 0710(31)

31 Monday

G-JECE	DHC-8 400	0808 0851	D-CRIS	Gulfstream G-100	0848 1648(01)
G-RJXC	EMB 145	0919 1008	G-MAJF	Jetstream 41	0924 1013
G-DRFC	ATR-42	0927 1354	G-BYRM	Jetstream 31	0943 1019
G-RJXD	EMB 145	0948 1128	PH-OFA	Fokker 100	0954 1050
G-RJXJ	EMB 135	1001 1058	G-BXWE	Fokker 100	1003 1103
El-COB	Boeing 737	1011 1046	G-RJXA	EMB 145	1143 1340
G-RJXC	EMB 145	1151 0729(01)	G-BYRM	Jetstream 31	1212 1348
G-MAJF	Jetstream 41	1232 1425	El-COX	Boeing 737	1250 1324
G-RJXJ	EMB 135	1328 1408	G-BXWE	Fokker 100	1332 1514
D-CBIN	SA226AT Merlin 4	1343 0725(01)	G-RJXD	EMB 145	1401 1531
G-JECE	DHC-8 400	1413 1502	PH-KLI	Fokker 100	1428 1540
G-OSPG	BAe 125 800B	1451 1535	G-DRFC	ATR-42	1619 1705
G-BYRM	Jetstream 31	1647 1720	G-RJXA	EMB 145	1652 1735
G-MAJF	Jetstream 41	1655 1758	G-RJXJ	EMB 135	1659 1749
G-JEDK	DHC-8 400	1712 1753	G-RJXD	EMB 145	1728 1810
G-BXWE	Fokker 100	1803 1902	El-CJC	Boeing 737	1914 1945
G-DRFC	ATR-42	1936 0648(01)	G-RJXJ	EMB 135	1939 0712(01)
G-BYRM	Jetstream 31	1956 0653(01)	G-RJXD	EMB 145	2005 0719(01)
G-MAJF	Jetstream 41	2015 0700(01)	N170SW	Global Express	2023 1547(01)
PH-OFK	Fokker 100	2026 0626(01)	G-RJXA	EMB 145	2053 0732(01)
G-BYAP	Boeing 757	2118 0739(01)	G-BXWE	Fokker 100	2143 0722(01)

Overshoots

05) XX739/CWL90: 07) XW664(Nimrod)/Vulcan51: 10) XZ377/Colt62;G-BYVZ/UAX97: 13) XX835/Colt88; G-OBLC: 14) S736/CWL98: 18) G-RAFJ/CWL65: 19) G-RAFJ/CWL65;G-RAFM/CWL73;G-YPOL/ Police42: 20) G-YPOL/Police42: 21) G-OBLC: 24) G-AFJ/CWL75: 25) G-OBLC(twice): 26) G-RAFM/ CWL63: 27) G-RAFJ/CWL63: 28) G-RAFJ/CWL73: 29) G-BXXT(twice: 31) G-RAFL/CWL69;G-RAFM/ CWL65 and CWL77;G-RAFJ/CWL73(twice):

From and to

03) CS-DNK/Inverness-Bordeaux;N170SW/F-n/s-T Rogers;N492QS/Belfast International n/s-Teterboro: 05) El-DMG/T and T Waterford; CS-DNS/ Stornoway-n/s-Northolt;N412MD/Birmingham-Bristol: 06) N750NS/Bern Jersey; N412MD/Bristol-Birmingham: 07) N750NS/F and T Jersey; CS-DNR/Northolt-Chambers: 09) N170SW/F-n/s-T Rogers: 10) N587PB/St Mawgan-n/s-Fairoaks: 11) N228TM/F and T Cork: 12) N228TM/Cork-Hawarden: 13) N750NS/F and T Jersey; N449LL/F and T Valenciennes; CS-DFD/Antwerp-Nice; I-ERJG/F-n/s-T Milan(Linate): 14) N30614/F and T Birmingham: LZ-VED/Malta-n/s-Hahn: 16) N900CX/Little Rock(Adams Field)-n/s-Standed: 17) N909PS/ Jersey-Edinburgh:18) LX-LAR/Malaga-Luxembourg: 19) VP-CSN/Strasbourg-n/s-Edinburgh: 20) OE-FLG/F and T Altenrhein: 21) N750NS/F-n/s-T Exeter: 22) N412MD/F and T Bournemouth (Hurn); N45YM/F-n/s-T Aldernay;D-CARA/Nuremberg-Siegersland: 23) N30614/Birmingham-n/s-Bristol; N606SR/ Coventry-Carleton (Skipton): 24) N170SW/Rogers-n/s-Dusseldorf;N606SR/Carleton-Elstree;D-CCCC/F-n/s-T Nuremberg: 25) CS-DFD/Munich-Northolt;D-CCCC/F-n/s-T Nuremberg;N111SX/Norwich-Birmingham;CS-DNP/ Munich- Farnboro: 26) D-CCCC/F-n/s-T Nuremberg: 27) N325FX/Gander-n/s-Providence(Rhode Island);D-CCCC/ Nuremberg-n/s-Cologne;I-TOPB/Dusseldorf-Ancona: 29) N109TF/Shoreham-Westland Heliport: 30) I-ERJE/ Turin-Nice: 31) D-CRIS/Farnboro-n/s-Stuttgart;D-CBIN/Nuremberg-n/s-Cologne; N170SW/Rogers-n/s- Dusseldorf:

LBA Movements review, January 2005

A quiet start to the new year with the first foreigner not actually logged until the 3rd when the Netjets Citation Bravo CS-DNK was from Inverness to Bordeaux as "Skyshare 7548-591P" and the Wal-Mart Global Express N170SW was night stopping from and to its home of Rogers in the USA, arriving from Belfast International was the Gulfstream IV N492QS which night stopped until the 9th. The Dawn Meats group Cessna 441 El-DMG was from and to Waterford on the 5th and there were two night stoppers that day when the Netjets Falcon 2000 CS-DNS was from Stornoway to Northolt as "Skyshare 787P-1787" and Pilatus PC-12 N412MD was from Birmingham to Bristol. Citation X N750NS made its

first visit of the year on the 6th when it was from Bern to Jersey and the Pilatus PC-12 N416MD was back from Bristol to Birmingham. The Citation N750NS returned on the 7th from and to Jersey using its usual callsign and Netjets sent in Falcon 2000 CS-DNR as "Skyshare 1790-852P". On the 9th Wal-Marts Global Express was once again night stopping from and to its home at Rogers, Arkansas. The King Air C90B N587PB was night stopping on the 10th when it was from St. Mawgan to Fair Oaks as "Monty 22B-A". The UK based Hawker 800XP N228TM was from and to Cork on the 11th and then from Cork to Hawarden on the 12th.

Beech 36 Bonanza N449LL was from and to Valenciennes on the 13th which may be a clue as where it is based. There were also three callsigns noted on the 13th when Citation X N750NS was from and to Jersey, Netjets Falcon 2000 CS-DFD was from Antwerp to Nice as "Skyshare 056P-2056" and making its first visit to the LBA was Lear Jet 40 I-ERJG of Eurojet Italia which night stopped from and to Milan. Linate as "Jet-Italia 033". The PA-32R 301FT N30614 on the 14th is one of the New Piper models and it was registered in April last year, it was from and to Birmingham where it may now be based. Night stopping on the 15th was the Vega Airlines Antonov 12BP LZ-VED from Malta to Hahn as "Vega 4403-2501". Falcon 900EX N900CX of the General Electric Capital Corp arrived all the way from Little Rock's Adams Field in Arkansas on the 16th and departed to Stansted on the 19th. Citation I N909PS was from Jersey to Edinburgh on the 17th, and on the 18th the Dukair Lear Jet 35A LA-LAR was "Duke 2 Ambulance" from Malaga to Luxembourg. Night stopping on the 19th was the Scottish and Newcastle Breweries Citation Ultra VP-CSN from Strasbourg to its home at Edinburgh. Alpha Air Charter's CitationJet OE-FLG on the 20th was from and to Altenrhein. Back again on the 21st was Citation X N750NS as "Beauport 6NS" arriving from Exeter and staying until the 23rd when it went back there. The Pilatus PC-12 was back with us on the 22nd when it was from and to Bournemouth, also noted that day were the Beech 1900C D-CARA of Avanti Air from Nuremberg to its home at Siegersland as "Euro Express 1221-199" and the night stopping PA-46 N45YM from and to its home at Alderney.

PA-32R N30614 was back on the 23rd night stopping from Birmingham to Bristol whilst slightly more unusual was the brand new Agusta 109E N606SR said to be operated by Heli-air which was from Coventry to a private site at Carleton near Skipton. Back yet again on the 24th was the Wal-Mart Global Express N170SW night stopping from Rogers to Dusseldorf and also returning was Agusta A109E N606SR from Carleton to Elstree whilst night stopping was the appropriately registered Binair Merlin 4C D-CCCC from and to Nuremberg as "Binair 4B-4A". Two Netjets on the 25th were Falcon 2000 CS-DFC from Munich to Northolt as "Skyshare 6016-679P" and Falcon 2000 CS-DNP from Munich to Farnboro as "Skyshare 8283-1807" whilst night stopping again was Merlin 4C D-CCCC from and to Nuremberg as "Binair 4B-4A", and from Norwich to Birmingham was PA-46 N111SX. Night stopping again on the 26th was the Merlin 4C D-CCCC still from and to Nuremberg as "Binair 4B-4A". Beechjet 400A I-TOPB on the 27th was calling "Sirio 312-313" when it was from Dusseldorf to Ancona and Merlin 4C D-CCCC was night stopping from Nuremberg to Cologne as "Binair 4B-4X" whilst the Challenger N325FX operated by Flexjet arrived very early in the morning from Gander and night stopped before departing to Providence, Rhode Island. The Agusta A109A N109TF on the 29th was from Shoreham to Westland Heliport. The Lear Jet 45 I-ERJE on the 30th was from Turin to Nice as "Jet-Italia 251" and these Eurojet Italia flights are believed to be connected to the new chairman of Leeds United. Night stopping on the 31st was the Gulfstream G-100 D-CRIS from Farnboro to Stuttgart as "Aruto(?) 144) with other night stoppers the Global Express N170SW from Rogers to Dusseldorf and Binairs Merlin 4 D-CBIN from Nuremberg to Cologne as "Binair 1B-1A"

UK registered visitors are once again dominated by callsigns but they also include some new residents and odd airline notes. Starting on the 2nd we had the Goldair Lear Jet 45 G-OLDC as "Goldair 54B-C" then on the 5th Citation I G-JTNC of Eurojet Aviation was "Gojet 057A-097A" with a night stop until the 9th and King Air 200 G-OWAX was "SVH 23". On the 6th King Air B200 G-FPLA of Flight Precision at Teesside was "Calibrator108" and King Air E90 G-WELL was "Cega 525-6", with Sikorsky S-76 G-JCJB calling "JCB 2" and the Capital Aviation King Air 200 as "Prestige 06". On the 11th the Citation G-JETC used the callsign "Lonex 130A-B". Goldair were back on the 13th when Lear Jet 45 was "Goldair 40A-B". Seneca G-JBDC on the 14th was "Jaydee 04C-G" and Lear Jet 45 G-OLDR was "Goldair 53P-A" whilst later on in the evening Cessna F406 G-FIND operated as "Atlantique 6F-E" and the ATR-42 G-DRFC positioned out to London City as "Atlantique 809P". Noted positioning on the 15th was the

BMI EMB 135 on its first visit as "Midland 9162". The ATR-42 G-DRFC positioned back in from the Isle of Man on the 16th as "Atlantique 804P". The AD Aviation Citation II G-VUEA was "Flyvue 482-483" on the 17th and Lear Jet 45 G-OLDR was "Goldair 53B-C". Another first visit on the 18th when FlyBe used the new Dash 8 G-JECG. Beech Baron G-CCVP on the 20th was "SVH 24". On the 21st Britannia operated the Boeing 767 G-OBYD on the Caribbean holiday flight, it positioned in from Gatwick and left for Barbados via Shannon as "Britannia 905P-698A, meanwhile on a first visit that day was the Raytheon Premier G-OMJC as "Manhattan 018" and Lear Jet G-OLDJ was "Goldair 91B-C". On the 22nd the Ryanair Boeing 737 EI-CNX went u/s and so a team of engineers were flown in from Dublin on Boeing 737 EI-CNW which then went on to Manchester using the callsign "Ryanair 5556-556", EI-CNX night stopped and left for Dublin on the 23rd as "Ryanair 01P". Meanwhile late on the 22nd the Boeing 737 800 EI-DAX was from Malaga to Dublin as "Ryanair 7047-7049".

Night stopping on the 25th was Citation Bravo G-ORDB as "Oxy 055" whilst on the same day the Seneca G-JDBC was "Jaydee 02G-02H". The Seneca G-JDBC was back on the 26th with the same callsign and on a Royal flight that day as "Sparrow" was the S76C G-BYOM, later that day King Air 200 G-CEGP was noted as "Cega 822". On the 27th the BAe 125 800 G-OSPG was "Oxy 944". Capital Aviation were back on the 28th when Navajo G-VIPY was "Prestige 999-998" and Ravenair operated their Aztec G-RVRW (just reregistered from G-BAVZ) as "Raven 88T". Early in the morning of the 29th the ATR-42 G-DRFC positioned out to Dinard as "Atlantique 510P" and the Suckling Dornier 328 G-BZOG positioned in from Edinburgh to fly to London City as "Suckling 487P-487". On the 30th G-DRFC positioned back from Dinard as "Atlantique 509P" and the Dornier 328 G-BZOG was back from London City to Edinburgh as "Suckling 488-724P". The BAe 125 G-OSPG was back on the 31st as "Oxy 945". On the Military side we had the Sea King ZH544 on the 4th from and to Halifax as "SRG 125" then on the 6th the BAe 125 ZE395 was from and to Northolt as "Kitty 13". The BAe 146 ZE701 on the 10th was from East Midlands to Northolt and was calling "Northolt 11". Another BAe 125 on the 19th when ZD621 was from Brize Norton to Northolt as "Ascot 1795". On the 20th the Chinook ZA714 was "Vortex 556" and was from, points unknown to Linton on Ouse. Finally BAe 125 ZE395 was back on the 26th as "Kitty 9-9R" from Northolt to Lyneham. A few notes on the residents now, the Hawker 800XP N5736 departed to Keflavik at 0700 on the 31st and is presumably now sold in the USA. Cherokee G-AVWD is temporarily away at Bagby for minor repairs and the fitting of a new engine (160hp instead of the 140hp). The GA7 G-BLHR is now resident with us again since the 23rd ex Sherburn. Robinson R-22 G-CBZF is now resident since the 27th. On the 17th a vehicle arrived at Multiflight and two JetRangers were off loaded into the hangar. These were ex American and one has been registered G-CDGV whilst the other is to become G-OPEN. G-CDGV flew off to Kidlington on the 31st and G-OPEN was air tested on February 15th. A note on the RAF King Airs which are frequently seen doing overshoots at the LBIA, the seven aircraft are currently flying as G-RAFJ/K/L/M/N/O/P but have now been allocated RAF serials ZK450 to ZK456 so they should start appearing in the movements soon.

Terry Sykes



ATR 72 OH-KRE Finnair Helsinki April 2002 - Norman Smart



HELICOPTER ACTIVITY FEBRUARY 2005

1/2	G-VOND	Bell 222	"Premier 18", Denham – Doncaster
2/2	G-DGHD	R.44	Sherburn – Burley-in-Wharfedale – Brighouse
	G-CGBZ	Gazelle	Cottam(Driffeld) – Cambridge
3/2	G-STER	Jet Ranger	Sherburn – Walton Wood – Southend
	G-RCNB	EC.120B	Deenethorpe – Elvington
	G-OSSI	R.44	LBA – Ripon – Masham – LBA
4/2	G-LWUK	R.44	Todmorden – Boston(Lincs.)
	G-MAYB	R.44	South Milford – Wike – Brighton
	N555GS	Agusta A.109B	Gomersal(S.Leeds) – Chorley
6/2	G-DATE	Agusta A.109C	Scarcroft(Leeds) – Donnington Park
	G-CBHL	Squirrel	Carlisle – Site S. of Gamston
8/2	N109TK	Agusta A.109A	Chorley – Brighouse – Newcastle
9/2	G-CBSE	Gazelle	Thornton Hall – Brighton – Thrupton
	G-RAMY	Jet Ranger	South Milford – Hazelwood Castle
11/2	G-MAYB	R.44	Walton Wood – Devonshire Arms
14/2	G-RAMY	Jet Ranger	Walton Wood – Wike(Filming over Eccup)
	G-STER	Jet Ranger	Hawarden – Swinton Park Hotel(N. Yorks)
	G-LIMO	Long Ranger	Waddington – Sheffield – Emley Moor
15/2	G-HRPN	R.44	Nun Monkton – Bagby(Refuel) – Walsall
	G-DGHD	R.44	Sherburn – Burley-in-Wharfedale – Eldwick
16/2	G-CCWK	Twin Squirrel	Oxford – Snape(Nr. Leeming) – Barton
	G-CBSE	Gazelle	Site near Brighton – Hessle(Hull)
17/2	G-MLTY	Dauphin	LBA – Harrogate – Birmingham
18/2	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds) and return
19/2	G-TYCN	Agusta A.109E	Skipton – Crathorne Hall Hotel(N.Yorks)
	G-OSSI	R.44	LBA – Bridlington – LBA
20/2	G-AYCF	R.22B	Stainsby Hall – Todmorden
	G-TYCN	Agusta A.109E	Skipton – Coney Park – Devonshire Arms
21/2	N600PV	MD.600N	Knaresborough – Barnsley – Tadcaster
	G-FIBS	Squirrel	Skipton – Site E. of Full Sutton
			Put down in a field S. of York due snow storm.
22/2	G-BSCE	R.22B	Walton Wood – Swinton Park Hotel(N.Yorks)
25/2	G-PEPL	MD.600N	Gamston – Doncaster – South Kirkby – Skegness
	N9VL	Agusta A.109A	Cottingham(Hull) – Warrington
	G-RCNB	EC.120B	Elvington – Spalding
26/2	G-BRVI	R.22B	Wetherby – Coney Park
27/2	G-CCDE	R.22B	Sherburn – Pudsey – Emley Moor
	G-CCYG	R.44	Blackpool – Devonshire Arms
28/2	G-BXYC	Schweizer 269C	Lelley – Walton Wood – Barkston Ash

On 14/2 Blackpool based Bo.105 G-NAAA("Helimed 08A") dropped a patient at St. James Hospital, Leeds, while the following day Gazelle("Armyair 788") visited Weetwood Police Station, North Leeds.

The Humberside Police MD.902("Police 19") has been based at various locations from 22/2 whilst operating on search duties for the body of the young woman missing from Hull. On 23rd it was operating from a field just North of Pocklington, the 26th and 27th it was based near Driffeld and on the 28th it was operating from a base near Market Weighton. On the 22nd Jet Ranger G-RAMI, operating from Elvington

was filming in the area for local television news.

Squirrel G-BYZE commenced work in the Dales towards the end of the month helping to transport hundreds of tons of stone in underslung loads. The stone is being used to construct a new footpath/bridleway in remote areas between Settle and Malham and it is expected the work will continue for up to five weeks.

LOCAL AIRFIELDS

Bagby:- New Skyranger G-CCYM was noted on local Air Test on 15/2. Visitors:- 4/2 G-BSCE R.22B; 8/2 G-PATN TB.10; 13/2 G-OKYM PA-28; 16/2 G-BRJB Zodiac(From Hungerford); 19/2 G-USTS A.109E
Beverley:- Visitors:- 4/2 G-MAYB R.44; 10/2 G-REDI R.44; 11/2 G-BSDL TB.10, G-BJVT C.152

Brighton:- The Real Aeroplane company has acquired the P-51D Mustang G-SUSY(44-72773), which has been in storage at Sywell, and it has been reregistered G-CDHI. They have also obtained two other warbirds but these will be long term restoration projects, the first being an as yet unidentified Mustang airframe. Of more interest however is the remains of Spitfire Mk.1 X4276 which crashed at Catterick on 28/12/40 after a mid-air collision with another Spitfire X4650. The aircraft was the mount of Battle of Britain ace Al Deere. How much of the original will take to the air again when the project, registered G-CDGU, is complete is unknown but the prospect of some parts of a Battle of Britain veteran flying again is a tantalising prospect. Another new resident is RV.6 G-RVDR which formerly lived at Tollerton. Visitors:- 6/2 G-BSSF Kitfox; 10/2 G-BYLH HR.200; 19/2 G-FIII Extra, G-BNSP T.67M; 27/2 G-BXYJ Jodel DR.1050

Church Fenton:- On 11/2 Seneca G-GFCD carried out three ILS approaches whilst on a training detail during a day stopover at Elvington. R.44 G-OSSI was training on the 28th.

Dishforth:- Royal Navy Gazelle ZA776("Navy CF") was noted operating out of here on 1/2. Sheffield based Long Ranger G-LIMO("Pilgrim 07") was noted training on the 9th and Schweizer 269C G-ODNH was similarly engaged on the 28th.

Doncaster:- The airport here continues to attract a large number of visitors due to its free landing fees and when the ILS was finally passed on the 3rd, after a number of runs by King Air "Calibrator 137", even more were attracted. On the 11th PA-31 G-VIPP ("Prestige 4") was employed most of the day on runway lighting checks. Star visitors on the ILS were a pair of Boeing AWACS, "NATO 32" was in evidence on the 16th carrying out 3 ILS plus numerous visual circuits in the morning, while the 18th saw "NATO 31" make a couple of ILS, touch and goes. On 16/2 the airport had its first slight mishap when Cessna F.172M G-BAEO, which was on the circuit, had a brake malfunction resulting in the aircraft leaving the side of the runway. The aircraft was not damaged and the 3 people on board were unhurt(The aircraft left for Sherburn the next day). Just to illustrate how busy the airport has been getting, during the time the runway was closed(1430 - 1505), C.182 G-BDIG did an approach and overshoot, PA-28R G-BPBO held overhead awaiting circuits as did PA-28 G-BEYO and C.172D G-BPVY. Aztec G-BBHF was inbound but diverted to Leeds and Hawk XX299("Javelin 68") made an approach and go around before carrying out a practice diversion to Leeds. The list below comprises the more interesting visitors on a day by day basis:

1/2 G-BKKN C.182R(F/T Coleman Green, Luton); G-AVGI PA-28; G-OKYM PA-28
2/2 G-BTMA C.172N(From N.Weald, n/s); G-BAEU F.150L; G-BDIG C.182P
3/2 N61970 PA-24; G-DYNE C.414("Commodore 01"); G-BFPH F.172M; G-BUUX PA-28
4/2 G-BNSP T.67M; G-BRNC C.152; G-BZHE C.152; G-BODC PA-28
5/2 N883DP C.128RG; G-BRBA PA-28(F/T Wolverhampton); G-ZANY DA.40
6/2 G-BWGT Jet Provost; G-BHEV PA-28R; G-BWFI Katana; G-EFBP F.172H
7/2 G-FOGY!
8/2 G-ARNJ PA-22; G-BLHR Cougar; G-BXLY PA-28; G-BNOH PA-28
9/2 G-BPEM C.150K; G-BHNA C.152; G-BDIG C.182P; G-AZFI PA-28R
10/2 G-FILL PA-31; G-PETH PA-24; G-SEVE C.172N; G-BFFY F.150M; G-EJMG F.150H
11/2 G-OBAL M.20J; G-JBSP Jabiru; G-BGKV PA-28R; G-IFLI AA.5A; G-BDFZ F.150M
12/2 G-ALES!(Also 13/2)
14/2 G-LORC PA-28
15/2 N33EW Mu.2J(F/T Southend); G-BHSB F.172M; G-BFAI RC.112; G-BXLY PA-28
16/2 G-TJEE TB.10(From Earls Colne); G-BNMB PA-28; G-BPVY C.172D
17/2 "Vortex 437" Chinook; G-OOSI Cessna 404("Surveyor 01")

18/2 N7456P PA-24; G-BYBD F.172H(F/T Derby); G-BBZV PA-28R(To Cambridge)
 19/2 G-ASZS GY.80(n/s); G-BBEB PA-28R; G-BHRC PA-28; G-BXLO Jet Provost;
 20/2 G-SIMY PA-32(From Kirkbride); G-YBAA FR.172; G-SAAB RC.114; G-SACS PA-28
 21/2 G-SNOW! (Also 23/2, 24/2)
 22/2 G-BSCE R.22B, G-BBTJ Aztec("Surveyor 02"), G-SYPS MD.902("Police 33")
 25/2 G-BITM F.172P

26/2 G-BYZR Skyranger; G-BLXI Emerald; G-FTIN DR.400; G-AXNS Pup
 27/2 G-TYAK YAK 52; G-CCJI RV.6A; G-CCLC DA.40; G-BDSH PA-28; G-GDOG PA-28R
 28/2 G-LFSK PA-28; G-BXSE C.172R; G-BMEXA.150K

Eddfield:- New resident here, first noted this month, is PA-38 Tomahawk G-BWSC. Wickenby based Ikarus G-IKUS was noted visiting on 3/2 along with F.182Q G-BEKO. Others:- 6/2 G-BMZE TB.9; 15/2 G-BHSB F.172M

Elvington:- The Battle of Britain Memorial Flight Dakota ZA947("Dakota 95") carried out a couple of flypasts here on the 1st. PA-22 G-ARNJ paid a visit from Woodvale on the 8th, routing inbound via a couple of circuits at Doncaster. Visitors:- 11/2 G-GFCD PA-34, G-FLYG T.67M; 19/2 G-BTZA Beech 36

Full Sutton:- The PA-28 G-ZEBY is confirmed as being a new resident. Visitors:- 9/2 G-AWPJ F.150H; 17/2 G-BYJF Thorp T.211; 25/2 G-ATHV C.150F

Gamston:- Courtesy of a report in Air Britain News we can update some restoration and long term rebuilds which are still in progress here:

N666BM	Aviat Pitts S-1T	Named "Devil Poo". In long term storage.
N230RT	Lazer Z.230	Still in storage although registration G-CDDP is allocated.
G-ASYG	Beagle Terrier 2	Being rebuilt to T.7 standard as VX927, silver overall.
G-BZNK	Morane MS.315E	Ex. French A/F, No.354, advanced stage of restoration.
G-ROMP	Extra EA.230H	Under assembly.
G-TEMT	Hawker Tempest	MW763, coded HF, Advanced stage of refurbishment.

Former Boston based R.44 G-ROZI has taken up residence here, with similar type G-LWUK replacing it at its Lincolnshire home. Another new resident is Hughes 369HS G-TVEE, owned by M.J. Gee who formerly operated R.22B G-MGEE. Braunschweig in Germany is a popular destination from here with based C.421C G-KWLI regularly making the trip but this month King Air 90 G-RACI arrived from Ronaldsway on the 8th before routing onwards there and on the 14th Fadmoor based PA-31 G-EEJE also followed the same route. Citation XL VP-BSD paid a visit on the 10th, from Cardiff and the same afternoon an unidentified Jetstream 32("Eastflight 01P") arrived from Humberside. The DFS Beechjet N79EL paid a brief visit on the 13th routing Leeds to East Midlands. Visitors:- 2/2 G-OPHR DA.40; 3/2 G-IFBP Squirrel, G-BKMB M.20J; 4/2 G-CCKH DA.40; 9/2 N7348P PA-24; 15/2 G-CCLB DA.40(From Rochester); 19/2 G-BHGO PA-32, G-BSER PA-28; 20/2 G-BELP PA-28, G-XKEN PA-34, G-BPRY PA-28, G-CMRS R.44; 22/2 G-AVOA Jodel DR.1050; 27/2 G-DACF C.152, G-BKEV F.172M

Haxe:- Visiting this strip near Doncaster on the 16th was Murphy Rebel G-BWFZ which made the short hop from Willow Farm near Finningley.

Hollym:- Mooney M.20F G-AWLP was noted inbound from Gamston on the 9th.

Humberside:- The Humberside Police MD.902 G-HPOL is moving operations from Leconfield to here in May when its new headquarters are completed. Visitors:- 2/2 G-OLDD H.S.125/800B ("Goldair 14B"); 7/2 G-HAFG C.340A; 8/2 ZF337 Tucano("LOP 69", ILS), LN-TWL King Air 200 ("Transwing 802"); 9/2 ZF142 Tucano ("LOP 21", ILS); 12/2 N53GX Global Express; 21/2 G-ORDB Citation XL; 23/2 N1092H King Air; 25/2 N502QS Gulfstream 5(n/s); 28/2 D-EKDN Beech A.36(From Elstree)

Kirkbymoorside:- T.67C G-BYOD was noted outbound to Newtownards on 14/2. T.67M G-FLYG arrived on the 16th with F.150L G-BAXV acting as crew ferry.

Leeming:- A pair of Navy Sea Kings ZD476("Navy WU") and ZA310("Navy WY") called in for fuel on the 3rd. PA-28 G-BEFA paid a brief visit on the afternoon of the 16th.

Linton-on-Ouse:- Linton Radar frequency has changed from 129.15 and is now 118.55, the former Humberside tower frequency. The Yorkshire Air Ambulance Bolow G-PASG spent the day here on 16/2 for promotional flights launching a new £2,000,000 appeal for the purchase of a new aircraft to replace this ageing machine. Also, if enough money is forthcoming, a second aircraft could be bought to be based in Sheffield. 'SG stayed overnight before heading home.

Melbourne:- Confirmed as a new resident is C.182Q G-AYOW, replacing similar type G-BAAT which is now resident at Grindale with the parachute centre.

Mt. Eyrie:- Cessna T.210N D-EBWS was noted on the 6th outbound to Le Touquet.

Rufforth:- DG800 Motorglider G-BYEC has been noted operating from here recently so could be a new resident. Visiting on the 2nd was Musketeer G-ATBI which arrived from Sheffield, returning home to Oxford in the afternoon. Visitors:- 2/2 G-JTPC Ximango; 4/2 G-BZOT PA-34(Also 10/2, 16/10); 18/2 G-WERY TB.20

Sandtoft:- The historic airframes of the Imperial Aviation Group have, or are being disposed of, although most will need major work to even bring them to display standard:

G-BZRC	Vampire T.11	WZ584/K, sold and moved to Booker.
G-BZRD	Vampire T.11	XD313/E, sold to new owner in Surrey, intending to rebuild.
G-BZRE	Provost T.1	WV499/P-G, sold and moved to Booker.
G-BZRF	Provost T.1	WW421/P-B, sold and moved to Booker.
G-BWGR	TB.25N Mitchell	151632, sold to Brussels Royal Army Museum
G-BMYP	Gannet AEW.3	XL502, present location unknown, still present?
G-29-1	Avro Lincoln	Reported sold to group in Melbourne, Australia
.....	Meteor NF.14	WS776, present location unknown, still present?

Visitors:- 2/2 G-CBZF R.22B, G-MAYB R.44, G-EFBB F.172H; 3/2 G-BYOS Mainair Blade; 5/2 G-IJBB Enstrom, G-BIOW T.67; 8/2 G-MRSN R.22B; 9/2 G-BPOM PA-28, G-AXNS Pup; 11/2 G-ATXZ Bolkow Junior; 15/2 G-FLAK Baron, G-BCTF PA-28, G-SUZN PA-28, G-BFVG PA-28; 16/2 G-CCVB Quik, G-CCIK Skyranger, G-PIGS Rallye, G-AVDA C.182K; 18/2 G-CBVI R.44; 19/2 G-ERIS Hughes 369E, G-DMSS Gazelle; 26/2 G-ODNH Schweizer 269C; 27/2 G-BMPR PA-28R, G-EFBB F.172H, G-RAMI Jet Ranger, G-IFLI AA.5A; 28/2 G-SACK R.2180

Sheffield:- The first of the new Schweizer 333s for Total Air Management, G-TAME arrived on the 4th from Turweston. Newly registered to a company called Broomco 3598 Ltd. Sheffield, is Lear Jet 45 G-FORN, however it is unclear where the aircraft will be based. The Greater Manchester police paid a visit to their colleagues here on 18/2 in MD.902 G-GMPS("Police 151"). Visitors:- 2/2 G-ATBI Musketeer; 10/2 G-GILT C.421C(From Lee-on-Solent), G-FPLB King Air 200("Calibrator 144"), G-FILL PA-31; 11/2 G-FTIL DR.400, G-JBSP Jabiru, G-CBEI PA-22, G-VIPP PA-31("Prestige 42"); 12/2 G-BLYK PA-34(F/T Southend); 14/2 G-CDON PA-28; 15/2 G-BXSM C.172R, G-SALA PA-32(From High Wycombe), G-AXTJ PA-28(F/T Elstree); 15/2 Gazelle("Armyair 352"); 16/2 G-CORN("Costock 40"), G-BNMB PA-28; 19/2 G-AZCN Pup, G-BWXS T.67M; 20/2 G-SACS PA-28; 26/2 G-BPYO PA-28; G-BYPA Twin Squirrel("Omega 4", to Thirsk)

Sherburn:- The CAP 232 F-GUJM, which has been active in the area for a while, has been reregistered G-ILVI to Skylane Aviation, the owners of C.182P G-SKYL, based here. Skyranger G-CCRV accompanied by Eurostar G-CCVA enroute from Eden Farm, Newark, to Bagby diverted in here on the 1st as their destination was closed with a waterlogged runway. Visiting on the 4th was Diamond Star D-EQCO, which arrived from Ostend. Visitors:- 2/2 G-CCLC DA.40; 5/2 G-BXLO Jet Provost; 8/2 G-AXZU C.182N, G-RVDR RV.6; 9/2 G-BVIW Super Cub(From Leicester), G-OOGS Cougar; 10/2 G-IFLI AA-5A; 11/2 G-BLTM HR.200, G-AZEW Pup, G-BPTL C.172N; 12/2 G-BNON PA-28; 14/2 G-HRPN R.44; 20/2 G-YPOL("Police 42", training); 27/2 G-ARRS Emeraude, G-DABS R.22B; 28/2 G-AYSY F.177RG

Sturgate:- The Ronaldsway based Cessna 421C N421CA paid a visit on the 1st, arriving from Fair Oaks while on the 19th Islander G-OSEA arrived from Crosland Moor. Visitors:- 2/2 G-LIZI PA-28; 5/2 G-AVSA PA-28; 10/2 G-TERY PA-28, G-SUZN PA-28; 18/2 G-OGEM PA-28, G-BRPV C.152

Walton Wood:- The Jet Ranger G-EWAW based at Stainsby Hall, Teesside is tending to spend a lot of time here although I believe it is just leased in when needed. Visitors:- 1/2 G-IIPM Squirrel, G-CCVG Schweizer 269C; 2/2 G-HIZZ R.22B; 8/2 G-BFEF Bell 47G; 10/2 G-CBCN Schweizer 269C, G-BSBW Jet Ranger; 11/2 G-MAYB R.44; 16/2 G-CDBF R.22B, G-CBDG R.22B, G-JONH R.22B; 18/2 G-CCBL Jet Ranger, G-OLOW R.44; 20/2 G-BZXJ Schweizer S.269C; 28/2 G-PEPL MD.600N

Wickenby:- TB.20 N34FA was logged on 2/2, heading outbound to Elstree. On the 16th brand new Skyranger G-CDGI was noted outbound to Skegness while Pegusus Quik G-CCWV was inbound from Netherthorpe.

Wombledon:- Rotorway Executive G-FLIT was noted on a local Air Test on the 3rd.

Aircraft noted crossing through the area included:

2/2	N7205T	Beech 36	Tattenhill – Teesside(Eccup 1120 @ 2500')
5/2	N147GT	Cirrus SR.22	Dundee – Denham(York 1103 @ 4000')
7/2	PH-COL	Lancair	Lelystad – Teesside(Hull 1520 @ 3000')
9/2	N95TA	Navajo	Newcastle – Earls Colne(Hull 0927 @ 5500')

11/2	N866C	Cirrus SR.22	Overhead York 1047 @ 3000' enroute to Carlisle
12/2	N473BS	PA-28RT Arrow	Southend – Newcastle(Hull 1033 @ 5000')
17/2	N882	TB.10 Tobago	Lelystad – Ronaldsway(POL.1624 @ 6000')
26/2	G-BZRO	Twin Comanche	Shetlands – Gloucestershire(LBA 1608 @ 3000')

Finally a few notes/updates on the list of local based helicopters from last month:

First the Jet Ranger **G-CDGV** which arrived in a crate at LBA on 17/1. Registered to Multiflight on 11/1 the aircraft first flew on 31/1 when it routed to Oxford. Nothing more was heard until 3/3 when it returned to Multiflight reregistered **G-GBRU**. Another new arrival at Leeds with Multiflight is Jet Ranger **G-OPEN**, which it is assumed arrived along with the aforementioned machine. Registered to Gazelle Aviation in Wetherby it first flew on 15/2, when it did a short Air Test followed by a return trip to Manchester.

The R.22B **G-CBZF** which was operated by Hields Aviation at Sherburn has been reregistered to MAL Associates, York, although it is still operating out of Leeds/Bradford.

The first Schweizer 333 **G-TAME** has been delivered to Total Air Management at Sheffield, which is also home to Twin Squirrel **G-OHCP**, which I omitted from the list.

Also omitted was Jet Ranger **G-RAMY**, which although based at Humberside spends a lot of time at Walton Wood, as does similar type **G-EWAW**. Both aircraft are leased in as required.

As mentioned above two additions to the residents a Gamston are R.44 **G-ROZI**, formerly based at Boston, and Hughes 369HS **G-TVEE**.

Finally, former Army Air Corps Gazelle XZ299 has arrived at Brighton to be used for spares.

Trevor Smith



The AH-64D Longbow Apache



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

An official report from the UK Civil Aviation Authority has confirmed Leeds Bradford Airport as one of the fastest growing airports in the UK, as Leeds Bradford reported a further 14% year on year growth last month.

The report identifies growth at UK regional airports of 150% between 1990 and 2004, whilst Leeds Bradford has grown by 184% over the same period. The study attributes the growth in regional air services to three main factors:

- * Liberalisation of European air services from 1993, resulting in more direct services from UK regional airports and the rapid expansion of no-frills airlines.
- * The new services unlocked the demand from passengers for air travel from their local airports.
- * Airports have taken a more commercial approach to their operations, pricing competitively and more actively seeking out new services.

Leeds Bradford Airport has seen no-frills airlines Jet2.com, Ryanair and Flybe grow to the point where they now represent over half the airport's 2.5 million passengers per year. The past two years have seen 55% growth in passenger numbers. The month of February saw a 14% year on year increase in passengers using the airport as more people were able to take winter breaks from their local airport.

Airport Managing Director Ed Anderson commented, "No-frills airlines have opened up many more opportunities for air travel from regional airports and we are delighted that Leeds Bradford Airport has been at the forefront of this dramatic growth over these past two years".

Another questionnaire on the LBA website. This time it's 'France' although unusually they're making no secret of the fact that this research is for a specific airline (FlyBE). <http://www.lbia.co.uk/france.php>

An article appeared in *The Guardian* on 8 March, some of which appertains to JET2, as well as several other LBA operators.

Passengers go for cheap and cheerful:

Traditional airlines losing reputation to no-frills operators, but charter flights' rating hit by delays. Budget airlines are eclipsing traditional rivals in terms of passenger satisfaction, despite a "no frills" service of no free meals, and with little flexibility on bookings.

Research to be published today will show that passengers have wholeheartedly embraced "cheap and cheerful" carriers such as Jet2.com, easyJet, Flybe, and Bmibaby, which leave customers much happier than British Airways, BMI or Lufthansa.

The findings, by Holiday Which?, will be a blow to national flag-carriers. But they are even worse news for charter operators such as Monarch, MyTravel, and First Choice, which are bottom of the pile in terms of satisfaction and suffered a big rise in delays last summer.

Based on 27,000 replies, the study finds that Singapore Airlines rates highest among passengers, with 82% likely to recommend it to a friend. Second is a small Bournemouth holiday airline, Palmair, on 78%, followed by the Leeds low-cost airline Jet2.com with 71%.

Jet2's commercial director, Steve Lee, said that its leather seats were particularly popular as a "touch of luxury" in comparison with other carriers. "What low-cost airlines have done is to encourage people to travel more," he said. "We're getting a lot of new fliers, and people tend to be pleasantly surprised."

Britain's biggest no-frills airline, easyJet, scored 51%, while Flybe got 48%. Bmibaby was recommended by 42%, and Ireland's Ryanair pleased 40%. British Airways left only 31% of its fliers satisfied, following a disastrous summer in which hundreds of flights were cancelled because of staff shortages at Heathrow. BMI managed 34% satisfaction, and Lufthansa 28%.

A BA spokesman said: "We're clearly disappointed by this survey. It's an issue we're aware of, and we're looking to invest in our short-haul product over the next year". He added that the opening of Heathrow's £4.2bn fifth terminal in 2008 would improve BA's service by bringing all its flights at the airport under one roof.

Low-cost airlines have boomed over the past decade, growing virtually from scratch to account for four out of 10 flights from the UK last year. The trend was started by Ryanair, which is modelled on an American low-cost carrier, Southwest Airlines.

Experts suggest that budget carriers benefit by not offering free refreshments, as the poor quality of meals is a common reason for dissatisfaction with traditional airlines. Passengers tend to have lower expectations of customer service and punctuality when they pay only a few pounds for their tickets.

Bob Tolliday, of Holiday Which?, said: "A lot of the low-cost airlines are start-ups. They're enthusiastic, they're flying out of smaller airports, and they're making a bit more effort than traditional rivals".

Holiday charter airlines have sunk to new depths in the eyes of the public. First Choice failed to live up to its optimistic name, with only 12% of passengers satisfied. MyTravel also scored 12%, while Thomas Cook got 15%.

A MyTravel spokeswoman suggested that well-off readers of Holiday Which? (part of what was formerly the Consumers' Association) were too used to the high life: "We've got to hold up our hands and say we're disappointed with these figures. Having said that, Which? readers are not necessarily our target market".

Separate research to be published today by the Air Transport Users' Council will show delays to holiday charter flights soared 19% last summer, with the average flight landing 23 minutes late and 9% of services held up by more than an hour. MyTravel was worst, an average delay of 31 minutes, followed by Monarch at 28 minutes, Excel on 27 minutes, and Thomas Cook on 17 minutes. Only Britannia improved its performance, with its average delay down slightly to 13 minutes.

The Council's industry affairs adviser, James Fremantle, said: "This is not just slightly worse - it's a big drop and it's particularly disappointing after two years of improvement". In an effort to tackle poor customer service, the European Commission introduced rules last month providing passengers with compensation of up to €600 (£420) if they are inconvenienced by cancellations, overbooking, or lengthy delays.

Customer satisfaction Airlines: would you recommend them to a friend?

Singapore Airlines	82%
Palmar	78%
Jet2.com	71%
Virgin Atlantic	60%
easyJet	51%
flybe	48%
Bmibaby	42%
Ryanair	40%
BMI	34%
British Airways	31%
Lufthansa	28%

Monarch Airlines	21%
Britannia Airways	20%
Air France	18%
Olympic Airlines	16%
Thomas Cook Airlines	15%
First Choice Airways	12%
MyTravel Airways	12%

from Holiday Which? website

JET2 fleet update: MD-82 TF-JXA arrived at LBA on 21 March to be based for the summer. The aircraft entered service the same day on a sortie to Mercia and back. At the moment the aircraft is an overall white colour scheme.

AIRPORT NEWS

Listed below are the full year 2004 UK Airports Passenger Figures:

Airport	Total 2004	Total 2003	+/-%
Heathrow	67,342,743	63,495,367	+6.06%
Gatwick	31,453,204	30,005,260	+4.83%
Manchester	21,250,024	19,699,256	+7.87%
Stansted	20,910,842	18,722,112	+11.69%
Birmingham	8,862,388	9,079,174	-2.39%
Glasgow	8,575,039	8,129,867	+5.48%
Edinburgh	8,017,577	7,481,454	+7.17%
Luton	7,535,614	6,797,144	+10.86%
Newcastle	4,724,263	3,920,204	+20.51%
Bristol	4,647,266	3,915,072	+18.70%
Belfast Int.	4,407,413	3,976,703	+10.83%
East Midlands	4,381,108	4,258,965	+2.87%
Liverpool	3,353,350	3,177,009	+5.55%
Aberdeen	2,635,653	2,509,544	+5.03%
Leeds/Bradford	2,368,604	2,017,649	+17.39%
Prestwick	2,163,168	1,859,378	+16.34%
Belfast City	2,091,221	1,975,202	+5.87%
Cardiff	1,887,621	1,919,231	-1.65%
London City	1,674,807	1,470,576	+13.89%
Southampton	1,530,776	1,218,634	+25.61%
Jersey	1,527,375	1,495,132	+2.16%
Guernsey	944,640	904,630	+4.42%
Teesside	788,382	704,269	+11.94%
Isle of Man	773,583	760,550	+1.71%
Exeter	621,624	395,409	+57.21%
Inverness	551,018	458,875	+20.08%
Humberside	531,277	517,692	+2.62%
Bournemouth	499,236	464,517	+7.47%
Coventry	462,368	2,429	+18935.32%
Norwich	446,796	448,971	-0.48%

AIRLINE NEWS

bmi is planning services to Saudi Arabia as a result of British Airways about to discontinue services. The airline is looking to start three flights a week from Heathrow to Riyadh in a few months.

Icelandair has placed a firm order for two Boeing 787-800s. The aircraft are expected to be delivered in 2010. Icelandair becomes the sixteenth airline to select the 787 in less than a year since it was launched.

Lufthansa and Swiss International Airlines supervisory boards and shareholders representing 82.98 percent of Swiss shares decided on 22 March to support the takeover of Swiss by Lufthansa.

The Swiss cabinet, which owns 20% of Swiss, decided to accept the €310 million takeover deal, because it was the best possible solution to save the financially troubled airline. Other major shareholders, including many Swiss cantons and major Swiss banks, also approved the deal.

The Swiss CEO Christoph Franz, a German who came from Lufthansa, commented: "In the Lufthansa group, Swiss will be in the position to maintain connections to the rest of the world and possibly even expand them". "Swiss remains Swiss, also with Lufthansa" said Lufthansa CEO Wolfgang Mayrhuber at a joint news conference near Zurich Airport.

The takeover deal will enable Lufthansa to gain access to Swiss' business and first-class customer base.

Due to antitrust rules, Lufthansa will initially put Swiss shares into a new company called AirTrust, of which it will hold 11 percent. Once antitrust approval is gained, the stake would be raised to 49 percent and after aviation regulatory approval, to 100 percent.

AIRCRAFT NEWS

Embraer has delivered its 900 Embraer RJ145 family aircraft to Luxair. The jet is the airline's second ERJ-135 and will be used on its Luxembourg to London City route as well as to some other destinations.

OTHER NEWS

The following article appeared in Newsweek during week commencing 28/2/05:

Aviation obsessives with cameras and internet connections have become a threat to cover stories established by the CIA to mask its undercover operations and personnel overseas. U.S. intel sources complain that "plane spotters" - hobbyists who photograph airplanes landing or departing local airports and post the pix on the internet - made it possible for CIA critics recently to assemble details of a clandestine transport system the agency set up to secretly move cargo and people - including terrorist suspects - around the world.

Google searches revealed that plane spotters web-posted numerous photos of two private aircraft - one a small Gulfstream jet and the other a midsize Boeing 737 - registered to obscure companies suspected of CIA connections. Some of the pictures were taken at airports in foreign countries where CIA activities could be controversial.

When the 737 last year went through a change of tail number and ownership - a suspicious company in suburban Boston apparently transferred the plane to a similar company in Reno, Nev. - internet searches of aviation and public record databases disclosed details of the plane's new owners and registration number.

One critical database, accessible via Google, was a central aircraft registry maintained by the government's own Federal Aviation Administration. A U.S. intel source acknowledged that the instant availability of such data and photos on the internet is not helpful "if your object is clandestinity". (To see how it works, check the web for info on a business jet carrying the Liechtenstein tail number HB-IES. The search should turn up pictures of that plane at a European airport, as well as public records and news stories describing how the plane, registered to a company called Aviatrans, once belonged to Saddam Hussein.)

Intel sources say the CIA's own lawyers years ago decreed that under U.S. law the agency must register its aircraft - including their tail numbers and the front companies that own them - with public authorities like the FAA, even though this could provide clues to clandestine activity. Agency officials and lawyers have discussed the possibility of changing U.S. laws and regulations to make it easier for the agency to hide its activities. That may be difficult, so for now, plane spotters can keep their eyes on the CIA.

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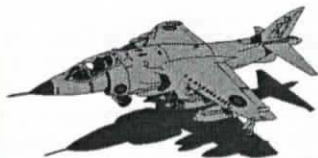
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David Wooler

The 33 Greatest Lies in Aviation..

1. I'm from the FAA and I'm here to help you.
2. Me? I've never busted minimum's.
3. We will be on time, maybe even early.
4. Pardon me, ma'am, I seem to have lost my jet keys.
5. I have no interest in flying for the airlines.
6. I fixed it right the first time, it must have failed for other reasons.
7. All that turbulence spoiled my landing.
8. I'm a member of the mile high club.
9. I only need glasses for reading.
10. I broke out right at minimum's.
11. The weather is gonna be alright; it's clearing to VFR.
12. Don't worry about the weight and balance — it'll fly.
13. If we get a little lower I think we'll see the lights.
14. I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
15. We shipped the part yesterday.
16. I'd love to have a woman co-pilot.
17. All you have to do is follow the book.
18. This plane outperforms the book by 20 percent.
19. We in aviation are overpaid, underworked and well respected.
20. Oh sure, no problem, I've got over 2000 hours in that aircraft.
21. I have 5000 hours total time, 3200 are actual instrument.
22. No need to look that up, I've got it all memorised.
23. Sure I can fly it — it has wings, doesn't it?
24. We'll be home by lunchtime.
25. Your plane will be ready by 2 o'clock.
26. I'm always glad to see the FAA.
27. We fly every day — we don't need recurrent training.
28. It just came out of annual — how could anything be wrong?
29. I thought YOU took care of that.
30. I've got the field in sight.
31. I've got the traffic in sight.
32. Of course I know where we are.
33. I'm SURE the gear was down.

MILITARY AVIATION



RAF Fast-jet Pilot Training 2004

RAF pilot-trainees are 'streamed' in one of three: fast-jet, multi-engine and rotary wing. This account is concerned with fast-jet trainees only; other trainees follow different 'routes'. The fast-jet trainees course consists of:

INITIAL OFFICER TRAINING	(IOT)
UNIVERSITY AIR SQUADRON	(UAS)
NO 1 FLYING TRAINING SCHOOL	(1FTS)
NO 4 FLYING TRAINING SCHOOL	(4FTS)
OPERATIONAL CONVERSION UNIT	(OCU)

Initial Officer Training

This is conducted at the RAF College, Cranwell. It consists almost entirely of 'military' training; there is only a limited amount of 'aviation' training. The course is shortly to be extended to thirty weeks, at the conclusion of which trainees are usually commissioned in the rank of pilot officer, although some trainees may have acquired some seniority leading to a higher rank.

University Air Squadrons

Modern University Air Squadrons were primarily created to provide flying training to holders of RAF University Cadetships. They have now been incorporated into the general flying training organisation. Trainees undergo a course of flying instruction on Grob Tutor aircraft, consisting of 90 flying hours including first solo, spin/aerobatics check, Intermediate Handling Test, Final Navigation Test and Final Handling Test. There are at present 14 University Air Squadrons at 12 locations.

To complete the account of University Air Squadrons it should be noted that undergraduates may enlist as RAFVR cadets and undertake a similar flying course, spread over three years.

No 1 Flying Training School

1 FTS is based at Linton-on-Ouse and is equipped with Shorts Tucanos. The basic flying training course lasts 40 weeks and consists of 120 flying hours. At the conclusion of the course students are awarded their 'wings', not yet having flown a jet aircraft (the Tucano is, of course, a turboprop).

No 4 Flying Training School

4 FTS is based at RAF Valley on the Isle of Anglesey and is equipped with Hawk aircraft, the T1 for advanced flying training and the T1A for tactical and weapons training. A major part of the course is the use of simulators, which assume almost an equal place alongside actual flying time. The tactical and weapons phase includes bomb dropping, air-to-air combat and low-level tactical formation flying.

Operational Conversion Unit

Finally, the potential fast-jet pilot spends some six months at an Operational Conversion Unit in 'conversion to type' and 'conversion to role' training. Even after completing OCU, new pilots need further training in their eventual squadron, before being regarded as combat ready.

Credits: RAF News, AirForces Monthly

Eric Martin

MILITARY NEWS

RAF Pilot Training

It should be noted that the account of RAF fast-jet pilot training detailed in Military Aviation is the *current* system; a different account would have been current as recently as a few months ago. Some experimentation is taking place in preparation for the implementation of the Military Flying Training System (MFTS), which is expected to take place in 2008. I hope to include a full account in due course.

Credits:RAF News. AirForces Monthly

Red Arrows at Linton

The Red Arrows have recently completed a rehearsal of their 2005 display programme at RAF Linton-on-Ouse. The Team Manager commented that it was like "coming home" as most of the team had completed their basic flying training at Linton, see this month's Military Aviation.

Credit: BBC Look North

RAF Canberras to be retired

At last, the long service of the Canberra is scheduled to come to an end. The withdrawal date has been set for 31 March 2006. The sole remaining squadron with Canberras 39 Squadron (1 Photographic Reconnaissance Unit) is based at RAF Marham.

Defence Airfield Review Continues

This on-going review continues with little hard information at this stage. The overall intention is to reduce 73 military airfields currently in use to fewer than 18. Actually, only some 29 of the 73 are in full active use, as the larger figure includes some small glider landing sites and similar minor facilities. The Review is centred around deciding on bases for the Joint Strike Fighter, the Nimrod MRA4, helicopters and trainers. The final report is not expected until later in the year, but it is anticipated that some closures may take place in the immediate future. For example, RAF St Mawgan, Cornwall is already scheduled.

Credit: AirForces Monthly

Apache Deliveries

Following deliveries of Apache AH1s to Dishforth, for service with 656 and 664 Squadrons of 9 Regiment, Army Air Corps (eight to each Squadron), deliveries have now commenced to 3 Regiment at Wattisham, Suffolk. Pilots of 602 Squadron are still undergoing conversion training at the AAC Depot at Middle Wallop. One other 3 Regiment Squadron is to be trained (663 Squadron). 654 and 669 Squadrons of 4 Regiment are also to form at Wattisham, bringing a total of forty-eight Apaches into service with the Corps' three attack Regiments. Sixty-seven have been delivered; the remainder are for training and for reserve.

Credit: Soldier

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274 873336)

Eric Martin

NOISE ABATEMENT

The pilot of an airliner requested a clearance from 25,000 feet to cruise altitude of 31,000 feet. The conversation went something like this:

United 402: "United 402 requesting climb to flight level 310"

ATC: "United 402 maintain flight level 250 for noise abatement".

United 402: "What do you mean maintain 250 'for noise abatement'?"

ATC: "If you climb and hit the traffic at 270, there will be a big noise."



Buccaneer S2 - Desert Storm

EAGER JOURNALIST

The scene is a newspaper office. The editor says to one of his reporters: There's a fire raging out of control west of town and I want you to get out there fast. And above all, get some good shots. If that means you have to hire an airplane, just do it. Don't worry about the expense.

So, the reporter calls the local FBO and orders a plane. He rushes out to the airport, spots a small aircraft with a young pilot in it, pulls open the door, jumps in and says to the pilot: Let's go, take off. As directed, the pilot takes off, gets up to altitude, and the reporter then tells him, "See that fire raging to the west? I want you to fly over that and get down as close as you can."

Incredulous, the pilot says, "You want me to fly over that fire?"

"Sure," the reporter says, "I am a photojournalist and that's why I am here—to take dramatic shots of the fire!"

The pilot looks over with a quizzical look on his face and says, "You're not the flight instructor?"

An official report from the UK Civil Aviation Authority has confirmed Leeds Bradford Airport as one of the fastest growing airports in the UK, as Leeds Bradford reported a further 14% year on year growth last month.

The report identifies growth at UK regional airports of 150% between 1990 and 2004, whilst Leeds Bradford has grown by 184% over the same period. The study attributes the growth in regional air services to 3 main factors.

- Liberalisation of European air services from 1993, resulting in more direct services from UK regional airports and the rapid expansion of no-frills airlines.
- The new services unlocked the demand from passengers for air travel from their local airports.
- Airports have taken a more commercial approach to their operations, pricing competitively and more actively seeking out new services.

Leeds Bradford Airport has seen no-frills airlines; Jet2.com, Ryanair and Flybe grow to the point where they now represent over half the Airport's 2.5 million passengers per year. The past two years have seen 55% growth in passenger numbers. The month of February saw a 14% year on year increase in passengers using the Airport as more people were able to take winter breaks from their local airport.

Airport Managing Director Ed Anderson commented, 'No-frills airlines have opened up many more opportunities for air travel from regional airports and we are delighted that Leeds Bradford Airport has been at the forefront of this dramatic growth over these past two years.'



TU-154 LZ-BTE Balkan Leeds Bradford 5 July 1992 - Norman Smart

MEETINGS

1 May: Chris Warn – Spotting Stateside in the Sixties/Seventies

5 June: To be confirmed – another invitation has gone out and a reply is awaited

3 July: Jonathon Hinkles (Commercial Director at Astraeus)

4 September: Andy Ormshaw. – subject to be decided

Andy is the ATC and Safety Services Manager at LBA, and also Staff Officer 1 (Reserves) Aviation Support and Deputy Head of the Air Branch as a Commander with the Royal Naval Reserves.

8 January 2006: Philip Meeson, Group Chief Executive, Jet2

One of our members, Marcus Mitchell, has made an excellent suggestion. He has suggested asking for written answers to questions, from aviation related companies who are unable to attend one of our meetings. This could then be published in the magazine. Marcus has agreed to compose questions for FLYBE, as they declined my invitation to attend a meeting in June.

Alan Sinfield



Flying Flea Unregistered Brighton - Terry Sykes

RAF INTERNET NEWS

KINLOSS TO HOUSE RAF'S NEW NIMROD

The new Nimrod Maritime Reconnaissance Aircraft will be based at RAF Kinloss until at least 2013, Minister for the Armed Forces, Adam Ingram announced today, 11 March 2005.

RAF Kinloss is the traditional home of the RAF's Nimrod maritime patrol fleet. It has in place the required infrastructure and expert personnel necessary to accommodate the new Nimrod MRA4 when it enters service later this decade.

Minister for the Armed Forces, Adam Ingram, said:

"This is excellent news for Kinloss and Moray. The decision secures RAF Kinloss's future well into the next decade as the base becomes home to the Nimrod MRA4, one of the most sophisticated reconnaissance aircraft in the world."

"I had hoped to be able to visit Kinloss today to personally congratulate the base; however pressing Parliamentary business has prevented this. I will reschedule my visit at the earliest opportunity."

Traditionally, the Nimrod has been employed in patrolling and protecting the UK's territorial waters and on Search and Rescue duties. It has seen its role expand in recent years to include to electronic surveillance over land and the new aircraft will provide a significantly improved capability to support the Armed Forces in the future.

Notes

1. Last October Minister for the Armed Forces, Adam Ingram announced that both RAF Kinloss and RAF Waddington were being considered, as a base for the Nimrod MRA4.
2. The business case work to determine the longer term basing of the aircraft continues and an update on the basing review is expected by Autumn this year. The facilities available at both RAF Kinloss and RAF Waddington will be taken into account in the investment appraisal.
3. RAF Kinloss employs approximately 3,000 Military and civilian personnel.

JOINT COMBAT AIRCRAFT BASE CONTENDERS

The five front-running RAF bases to be one of two homes for the RAF's new Joint Combat Aircraft (JCA) are RAF Leeming, RAF Cottesmore, RAF Marham, RAF Lossiemouth and RAF St Mawgan.

The first phase of the basing study has concluded that RAF Leeming, which had not previously been considered, may be a suitable option and it will therefore be considered along with the other bases in the second phase of work which will report later in the year.

The first phase has also concluded that RAF Kinloss, RAF Wittering and RNAS Yeovilton are less likely to be future JCA bases; primarily because of environmental issues at Wittering and Kinloss and the length of the runways at Yeovilton and Kinloss.

The announcement of selected bases will be made later in the year.



Notes:

1. JCA is a sophisticated multi-role aircraft that provides the flexibility that modern operations require and will form the basis of the RAF's future strike capability.
2. The study into the future basing of the JCA was set up on 12 October 2004 Minister for the Armed Forces, Adam Ingram.
3. The JCA basing project is at an early stage and assumptions may change. Therefore it remains possible that the working group could revisit these discounted options in future. At present the review is working on assumption we require two bases.
4. The JCA Basing Working group initially considered RAF Kinloss, RAF Lossiemouth, RAF St Mawgan, RAF Marham, RAF Cottesmore, RAF Wittering and RNAS Yeovilton as potential bases to support JCA.

HERCULES CRASH BOARD OF INQUIRY RELEASES INTERIM REPORT.

On 7 March 2005, the Secretary of State for Defence announced to Parliament the interim findings of the RAF Board of Inquiry investigating the loss of a Hercules C130 in Iraq.

In a Written Ministerial Statement, the Secretary of State said:

"The RAF Board of Inquiry (BOI) has produced its interim report into the crash of the C130 Hercules in Iraq on 30 January 2005 with the tragic loss of all ten personnel on board.

"I should emphasise that the BOI is not yet in a position to establish the cause of the crash. There is a great deal of detailed evidence that has yet to be analysed and a number of lines of enquiry that need further investigation.

"Based on the evidence currently available, the BOI has ruled out a number of possibilities. These are bird strike, lightning strike, mid-air collision, controlled flight into the ground, wire/obstacle strike, restriction in the aircraft's flying controls, cargo explosion, engine fire, sabotage (including the use of an improvised explosive device) and aircraft fatigue. These interim findings are supported by the UK Air Accident Investigation Branch (AAIB).

"There remain a number of other possible causes that require further investigation. The BOI is continuing its work, assisted by the AAIB which is also working independently from the BOI to ensure every possible avenue is explored. We will not be commenting or speculating further on the possible causes of the crash until the BOI has concluded.

"The families of those killed in the crash are being informed personally of the BOI interim findings."



EMBARKED HARRIER SUPPORT OPERATION HERRICK.

Over the next 2 days Harrier GR7As from IV(AC) Sqn will deploy from HMS INVINCIBLE to Kandahar Air Base in Afghanistan in support of Operation HERRICK. The mission will be the culmination of 4 weeks training by the Squadron with its Royal Naval sister squadron, 801 NAS, on the carrier off the coast of the Middle East and be as a result of the joint efforts of the carrier crew, the embarked Maritime Battle Staff and the Harrier squadron personnel.



Following in-depth pre-flight briefings and planning, the squadron commander Wing Commander Andy Offer will lead the pair of Harriers on this mission. The aircraft will launch from HMS INVINCIBLE and fly to Kandahar where they will land to refuel. After that they will carry out missions alongside their sister RAF Squadron - 1(F) Squadron - which is in Afghanistan providing Close Air Support (supporting troops on the ground) and a reconnaissance capability to both coalition forces and the International Security Assistance Force (ISAF). The IV(AC) Squadron Harriers will return to HMS INVINCIBLE once their missions are complete.

IV(AC) Squadron is part of the MOD's Joint Force Harrier and is made up of Royal Navy and Royal Air Force personnel from RAF Cottesmore and RAF Wittering.



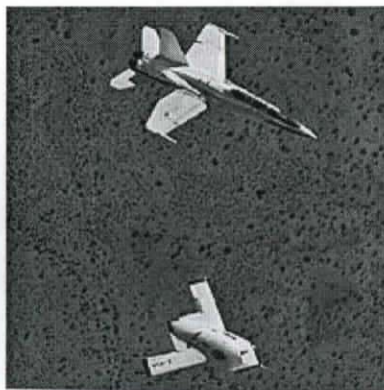
JOINT UK - US COLLABORATIVE PROGRAMME ANNOUNCED FOR UNMANNED COMBAT AIR SYSTEMS

The Ministry of Defence and the US Defense Advanced Research Projects Agency (DARPA) today (17th March 05) announced a collaborative programme to determine the military benefit of Unmanned Combat Air Systems for future coalition operations.

The Joint Unmanned Combat Air Systems (J-UCAS) programme will include experimentation in a real-time simulation environment centered at the U.S. Air Force's Simulation and Analysis facility at Wright-Patterson Air Force Base, and integration with assets in both countries. The MoD's Defence Science & Technology Laboratory and DARPA, working in concert with U.S. and U.K. Service personnel, will develop appropriate coalition concepts of operation, assess interoperability issues and risks, and determine measures of effectiveness in addition to developing and managing the simulation environment.

Minister for Defence Procurement, Lord Bach, said:

"This is a crucial step in the development of our knowledge of the capabilities surrounding Unmanned Combat Air



Vehicles, a potential key component of future air capability for our Armed Forces. Our collaboration with the US on this Project Arrangement when taken together with the use of cutting-edge UK research and dynamic operational input will provide us with a better understanding of the potential employment of UCAVs in future coalition operations."

The programme will culminate in an effectiveness demonstration involving live and virtual manned and unmanned assets from both nations operating in a networked coalition warfare scenario. The information generated by this unique collaboration will aid both nations in evaluating the cost-effectiveness of unmanned combat air vehicles as components of a future coalition offensive air capability. The program will begin this month and is scheduled to conclude in July 2009.

Credit: <http://www.raf.mod.uk/>

Cliff Jayne

Mile-High Club goes public...

LONDON — A British couple who made love in a light aircraft forgot to turn off their transmitter and broadcast their moments of passion to air traffic controllers and radio enthusiasts on Wednesday.

The couple, flying in a private Cessna 150 plane near the Scottish city of Edinburgh, began by debating whether they should have sex 5,000 feet above ground and join the "Mile High Club."

Their conversation grew more and more passionate and then ceased.

"We've been trying to raise you for the past 50 minutes," an angry controller was quoted by the domestic Press Association as telling the couple when they came in to land.

"We've been listening to your conversation. Very interesting. Please come and see me when you land."

Fifteen aircraft, including shuttles, jets and cargo planes, had to use an emergency channel while the two cavorted.

The pilot reported to authorities at Edinburgh Airport, where he was reprimanded for blocking radio communication, the Press Association reported.

"Apart from one aspect of his airmanship — his failure to check in on a regular basis — there were no breaches of aviation rules," it quoted the airport's air traffic control manager Paul Loudon as saying.





Jaguar in Anniversary Paint Scheme



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