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## YORKSHIRES PREMIER AVIATION SOCIETY



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

**Air Yorkshire Code of Conduct:** a member should not commit any act which would bring the Society into disrepute in any way.

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

## SOCIETY NEWS

Our March meeting was a presentation by local pilot David Sharp on his recent trips to the Czech Republic in his own Cessna 120.

David put on display his maps of his route, and had chosen a selection of slides and photographs which followed the journey and gave us a bird's eye view of the different countries as "we" flew over, and the architecture.

The Czech hospitality was enjoyed. What was surprising was that some Czech aviation enthusiasts and collectors had acquired whole cockpits and flight decks which we saw displayed in their houses and apartments!

We also heard about the Real Aeroplane Company at Brighton – we must try to get a visit there at some time in the future.

If you know of anyone interested in becoming a member of *Air Yorkshire*, please contact David Valentine or any other member of the committee. It is important that we maintain membership numbers in order to continue as a thriving Society.

*Paul Windsor*



## MOVEMENTS - FEBRUARY

### 01 Wednesday

G-BYAR	Boeing 757	0027 1128	G-JEDP	DHC-8 400	0752 0829
G-CLOW	King Air 200	0819 0832	G-WOWD	DHC-8 300	0845 0921
G-RJXH	EMB 145	0925 1358	G-MAJG	Jetstream 41	0930 1016
G-DBCC	Airbus 319	0932 1051	PH-OFK	Fokker 100	0935 1046
D-IETZ	C.525A Citationjet	0939 1226	G-RJXE	EMB 145	0945 1028
G-OAKJ	Jetstream 32	0948 1336	EI-DAC	Boeing 737/800	1030 1102
G-RJXK	EMB 135	1114 1411	G-RJXG	EMB 145	1206 1501
G-RJXB	EMB 145	1217 1447	G-MAJG	Jetstream 41	1235 1424
G-DBCC	Airbus 319	1326 1518	G-JECE	DHC-8 400	1407 1451
PH-KLD	Fokker 100	1422 1549	G-JEDT	DHC-8 400	1445 1527
G-JEDM	DHC-8 400	1508 1551	EI-DCL	Boeing 737/800	1602 1630
G-OAKJ	Jetstream 32	1634 1721	G-RJXE	EMB 145	1646 1741
G-MAJG	Jetstream 41	1650 1743	G-RJXH	EMB 145	1658 1738
G-RJXK	EMB 135	1701 1747	G-RJXG	EMB 145	1707 1759
G-DBCC	Airbus 319	1755 1858	G-WOWC	DHC-8 400	1815 1901
G-JEDP	DHC-8 400	1921 2009	G-RJXE	EMB 145	1940 0710(02)
G-MAJG	Jetstream 41	2000 0702(02)	G-RJXG	EMB 145	2005 0807(02)
G-OAKJ	Jetstream 32	2008 0652(02)	PH-OFB	Fokker 100	2013 0615(02)
G-RJXH	EMB 145	2056 0718(02)	G-RJXK	EMB 135	2100 0820(02)
EI-DHA	Boeing 737/800	2142 2218	G-DBCC	Airbus 319	2145 0656(02)

### 02 Thursday

G-JEDP	DHC-8 400	0759 0837	G-WOWC	DHC-8 300	0842 0938
G-RJXE	EMB 145	0914 1002	PH-OFB	Fokker 100	0918 1029
G-DBCC	Airbus 319	0921 1047	G-RJXH	EMB 145	0926 1051
G-OAKJ	Jetstream 32	0933 1344	G-MAJG	Jetstream 41	0936 1023
G-FRYI	King Air B.200	1019 1605(04)	EI-CSI	Boeing 737/800	1039 1118
G-RJXK	EMB 135	1127 0723(03)	G-RJXG	EMB 145	1142 1415
G-RJXE	EMB 145	1152 1440	G-MAJG	Jetstream 41	1246 1432
VP-BKZ	Gulfstream 5	1258 1340	G-RJXH	EMB 145	1312 1509
EC-ISI	Airbus 320	1337 1501	G-DBCC	Airbus 319	1346 1518
G-JECJ	DHC-8 400	1410 1451	PH-OFG	Fokker 100	1420 1547
G-JEDT	DHC-8 400	1446 1532	G-JEDM	DHC-8 400	1526 1607
EI-DAC	Boeing 737/800	1553 1628	G-OAKJ	Jetstream 32	1634 1723
G-RJXE	EMB 145	1640 1732	G-MAJG	Jetstream 41	1657 1745
G-RJXG	EMB 145	1704 1742	G-RJXH	EMB 145	1706 1755
G-DBCC	Airbus 319	1802 1904	G-WOWB	DHC-8 300	1830 1906
G-RJXE	EMB 145	1934 0813(03)	G-RJXH	EMB 145	2017 0718(03)
PH-OFK	Fokker 100	2021 0612(03)	G-OAKJ	Jetstream 32	2025 0650(03)
G-MAJG	Jetstream 41	2028 0702(03)	G-JECE	DHC-8 400	2032 2103
G-RJXG	EMB 145	2101 0710(03)	G-DBCC	Airbus 319	2150 0658(03)
EI-DHA	Boeing 737/800	2212 2246			

### 03 Friday

G-WOWB	DHC-8 300	0857 0935	G-RJXH	EMB 145	0909 1506
G-RJXK	EMB 135	0923 1044	PH-OFK	Fokker 100	0926 1035
G-MAJG	Jetstream 41	0929 1019	G-DBCC	Airbus 319	0931 1048
HB-VMB	Lear Jet 45	0958 1159	OO-SKV	C.560 Citation V	1001 1535
G-VSPN	PA-28 Archer	1011 1041(25)	G-RJXD	EMB 145	1023 1452
EI-CST	Boeing 737/800	1032 1119	EC-JHJ	Airbus 320	1120 1238



EC-HKQ	Boeing 737/800	1124 1256	G-RJXE	EMB 145	1143 1350
I-ELYS	Lear Jet 40	1150 1219	G-MAJG	Jetstream 41	1246 1432
CS-DRC	Hawker 800XP	1306 1604	G-RJXK	EMB 135	1308 1425
G-OAKJ	Jetstream 32	1321 1403	G-DBCC	Airbus 319	1358 1521
G-JECJ	DHC-8 400	1411 1457	PH-OFC	Fokker 100	1415 1546
G-JEDT	DHC-8 400	1446 1530	G-JEDM	DHC-8 400	1514 1555
EI-DHG	Boeing 737/800	1611 1653	G-OAKJ	Jetstream 32	1635 1722
G-RJXE	EMB 145	1647 1744	G-RJXD	EMB 145	1655 1740
G-MAJG	Jetstream 41	1700 1756	G-GTDK	Airbus 320	1703 1817
G-RJXH	EMB 145	1712 1812	G-RJXK	EMB 135	1715 1804
G-DBCC	Airbus 319	1759 1907	G-WOWC	DHC-8 300	1829 1912
G-RJXD	EMB 145	1934 0651(04)	G-RJXH	EMB 145	1957 1605(05)
G-OAKJ	Jetstream 32	2003 0648(06)	PH-OFJ	Fokker 100	2007 0616(04)
G-MAJG	Jetstream 41	2012 1752(05)	G-RJXK	EMB 135	2048 0749(04)
G-RJXE	EMB 145	2051 1346(05)	G-DBCC	Airbus 319	2144 1103(04)
EI-DCL	Boeing 737/800	2157 2236			

#### 04 Saturday

PH-OFE	Fokker 100	0925 1107	G-WOWD	DHC-8 300	0931 1013
G-MIDY	Airbus 320	0934 1057	EI-DHO	Boeing 737/800	1034 1128
G-STRJ	Boeing 737/300	1125 1301	G-RJXK	EMB 135	1143 1507
G-JEDT	DHC-8 400	1149 1226	PH-KZA	Fokker 70	1410 1548
G-WYPA	Bolkow Bo.105	1431 1103(14)	G-JEDM	DHC-8 400	1504 1541
N565F	Gazelle	1514 2144(05)	G-CDZN	Boeing 737/800	1522 1639
OE-LFK	Fokker 70	1525 1623	G-JECI	DHC-8 400	1539 1619
EI-DCY	Boeing 737/800	1602 1644	PH-KZI	Fokker 70	1958 0618(05)

#### 05 Sunday

G-MIDP	Airbus 320	0937 1203	PH-OFA	Fokker 100	0946 1042
EI-DCY	Boeing 737/800	1233 1318	G-JECJ	DHC-8 400	1256 1335
G-BYAO	Boeing 757	1347 1614	PH-OFJ	Fokker 100	1423 1601
G-JEDK	DHC-8 400	1521 1554	EI-DAD	Boeing 737/800	1647 1726
G-DBCC	Airbus 319	1652 1915	G-RJXE	EMB 145	1659 1746
G-RJXK	EMB 135	1729 1817	G-RJXA	EMB 145	1737 1834
G-MAJB	Jetstream 41	1821 1906	G-JEAV	BAe 146/200	1842 1929
G-WOWD	DHC-8 300	1900 1936	PH-OFA	Fokker 100	2014 0618(06)
G-MAJG	Jetstream 41	2020 0702(06)	G-RJXK	EMB 135	2022 0728(06)
G-RJXH	EMB 145	2036 0735(06)	G-JEDV	DHC-8 400	2039 2118
G-RJXE	EMB 145	2051 0723(06)	G-RJXA	EMB 145	2121 0711(06)
G-DBCC	Airbus 319	2153 0658(06)			

#### 06 Monday

G-JECI	DHC-8 400	0800 0842	G-WOWC	DHC-8 300	0838 0916
G-RJXA	EMB 145	0918 1000	PH-KZB	Fokker 70	0922 1031
G-MAJG	Jetstream 41	0926 1016	G-RJXE	EMB 145	0929 1042
G-DBCC	Airbus 319	0932 1046	G-OAKJ	Jetstream 32	0937 1339
N882	TB-20 Trinidad	0949 1826(10)	EI-CST	Boeing 737/800	1024 1107
G-RJXK	EMB 135	1026 1415	G-RJXH	EMB 145	1104 1444
G-RJXA	EMB 145	1155 1350	N170SW	Global Express	1234 1634(07)
G-MAJG	Jetstream 41	1240 1440	G-RJXE	EMB 145	1305 1504
G-DBCC	Airbus 319	1333 1516	G-JECJ	DHC-8 400	1408 1448
PH-KLD	Fokker 100	1410 1547	G-JEDM	DHC-8 400	1457 1537
G-JEDK	DHC-8 400	1513 1558	EI-DHA	Boeing 737/800	1602 1637
G-OAKJ	Jetstream 32	1629 1720	G-RJXH	EMB 145	1648 1742
G-RJXA	EMB 145	1651 1738	G-MAJG	Jetstream 41	1659 1747
G-RJXK	EMB 135	1701 1923	G-RJXE	EMB 145	1709 2005
D-CABB	IAI 1125 Astra SP	1724 0810(07)	G-DBCC	Airbus 319	1755 1920
G-WOWD	DHC-8 300	1817 1851	G-JECI	DHC-8 400	1915 2002
G-RJXH	EMB 145	1936 0736(07)	G-OAKJ	Jetstream 32	2000 0646

G-MAJG	Jetstream 41	2018 0652(07)	PH-OFC	Fokker 100	2025 0619(07)
G-RJXA	EMB 145	2048 0724(07)	G-RJXK	EMB 135	2129 0713(07)
G-DBCC	Airbus 319	2148 0702(07)	EI-DHG	Boeing 737/800	2151 2223
G-BYAE	Boeing 757	2224 0716(07)	G-RJXE	EMB 145	2233 0728(07)

#### 07 Tuesday

D-IDBW	C.525 Citationjet	0626 0719	G-JECI	DHC-8 400	0745 0831
G-WOWB	DHC-8 300	0841 0916	PH-OFC	Fokker 100	0921 1026
G-DBCC	Airbus 319	0927 1054	G-RJXE	EMB 145	0933 1515
G-MAJG	Jetstream 41	0937 1029	G-OAKJ	Jetstream 32	0947 1338
G-RJXA	EMB 145	0952 1032	EI-DAE	Boeing 737/800	1009 1049
G-RJXK	EMB 135	1015 1107	G-RJXH	EMB 145	1126 1348
G-RJXA	EMB 145	1220 1456	G-RJXJ	EMB 135	1237 1407
G-MAJG	Jetstream 41	1246 1434	G-DBCC	Airbus 319	1328 1520
G-JECJ	DHC-8 400	1409 1454	PH-OFJ	Fokker 100	1422 1550
G-JEDW	DHC-8 400	1447 1535	G-JECG	DHC-8 400	1511 1601
EI-DHO	Boeing 737/800	1554 1630	G-OAKJ	Jetstream 32	1627 1720
G-RJXH	EMB 145	1647 1735	G-MAJG	Jetstream 41	1650 1929
G-RJXJ	EMB 135	1701 1754	G-RJXA	EMB 145	1711 1801
G-CBWB	PA-34 Seneca	1744 1512(08)	G-DBCC	Airbus 319	1812 1938
G-WOWC	DHC-8 300	1816 1856	G-RJXE	EMB 145	1820 1859
G-VOND	Bell 222	1914 1952	G-JEDO	DHC-8 400	1951 2022
G-RJXA	EMB 145	1956 0716	PH-KZN	Fokker 70	2011 0628(08)
G-OAKJ	Jetstream 32	2014 0650(08)	G-RJXJ	EMB 135	2039 0709(08)
G-RJXH	EMB 145	2045 0800(08)	G-RJXE	EMB 145	2052 0722(08)
G-BYAT	Boeing 757	2144 1145(08)	G-MAJG	Jetstream 41	2156 0700(08)
EI-DHA	Boeing 737/800	2158 2246	G-DBCC	Airbus 319	2209 0657(08)

#### 08 Wednesday

G-JEDO	DHC-8 400	0752 0832	G-CCVP	Be.58 Baron	0839 1321
G-WOWC	DHC-8 300	0847 0918	D-CCAA	Lear Jet 35A	0908 2009
G-DBCC	Airbus 319	0923 1051	G-OAKJ	Jetstream 32	0928 1045
G-RJXA	EMB 145	0932 1014	G-MAJG	Jetstream 41	0936 1430
G-RJXE	EMB 145	0940 1510	PH-OFH	Fokker 100	0945 1038
G-RJXJ	EMB 135	1022 1413	EI-CST	Boeing 737/800	1026 1136
G-RJXH	EMB 145	1113 1342	G-RJXA	EMB 145	1204 1442
G-DBCC	Airbus 319	1313 1408	G-OAKJ	Jetstream 32	1325 1517
G-JECJ	DHC-8 400	1410 1446	PH-OFK	Fokker 100	1425 1604
G-JEDW	DHC-8 400	1455 1540	D-IETZ	C.525A Citationjet	1504 1558
G-JECG	DHC-8 400	1515 1607	EI-DHA	Boeing 737/800	1559 1634
G-OAKJ	Jetstream 32	1630 1723	G-RJXA	EMB 145	1638 1730
G-MAJG	Jetstream 41	1642 1743	G-RJXJ	EMB 135	1703 1754
G-RJXH	EMB 145	1707 1747	G-RJXE	EMB 145	1714 1803
G-DBCC	Airbus 319	1756 1901	G-WOWB	DHC-8 300	1847 1925
G-RJXA	EMB 145	1929 0719(08)	G-JECI	DHC-8 400	1933 2013
G-RJXE	EMB 145	1956 0724(08)	G-MAJG	Jetstream 41	2001 0659(08)
PH-OFG	Fokker 100	2026 0618(08)	G-OAKJ	Jetstream 32	2032 0645(08)
G-RJXH	EMB 145	2048 0729(08)	G-BYAT	Boeing 757	2055 0557(08)
G-RJXJ	EMB 135	2102 0714(08)	G-DBCC	Airbus 319	2135 0703(08)
EI-DAE	Boeing 737/800	2215 2250			

#### 09 Thursday

G-JECJ	DHC-8 400	0758 0824	G-SGEC	King Air B.200	0838 0940
G-WOWB	DHC-8 300	0846 0919	G-RJXA	EMB 145	0913 1001
G-RJXE	EMB 145	0925 1008	G-DBCC	Airbus 319	0929 1050
G-MAJG	Jetstream 41	0935 1024	G-OAKJ	Jetstream 32	0942 1352
PH-OFG	Fokker 100	0957 1052	G-RJXJ	EMB 135	1019 1057
G-GOMO	Lear Jet 45	1024 1618	EI-CST	Boeing 737/800	1026 1110
G-RJXH	EMB 145	1043 1350	G-RJXA	EMB 145	1153 1442



G-RJXF	EMB 145	1221 1508	G-BPPM	King Air B.200	1242 1319
G-MAJG	Jetstream 41	1253 1433	EC-ISI	Airbus 320	1321 1517
G-RJXJ	EMB 135	1326 1415	G-DBCB	Airbus 319	1338 1519
G-JEDV	DHC-8 400	1409 1448	PH-OFL	Fokker 100	1425 1551
G-JEDW	DHC-8 400	1454 1520	G-JECG	DHC-8 400	1515 1601
EI-CSA	Boeing 737/800	1557 1636	G-OAKJ	Jetstream 32	1626 1725
G-RJXA	EMB 145	1645 1732	G-RJXH	EMB 145	1657 1740
G-MAJG	Jetstream 41	1707 1800	G-RJXJ	EMB 135	1710 1753
G-RJXF	EMB 145	1714 1809	G-DBCB	Airbus 319	1756 1856
G-BMDK	PA-34 Seneca	1802 1908	G-SGEC	King Air B.200	1816 1826
G-WOWA	DHC-8 300	1836 1919	G-JECJ	DHC-8 400	1924 2001
G-RJXA	EMB 145	1937 0720(09)	G-RJXF	EMB 145	2007 0716(09)
G-OAKJ	Jetstream 32	2011 0650(09)	PH-OFH	Fokker 100	2023 0623(09)
G-MAJG	Jetstream 41	2029 0658(09)	G-RJXJ	EMB 135	2046 0711(09)
G-DBCB	Airbus 319	2120 0702(09)	G-RJXH	EMB 145	2132 0740(09)
EI-DHO	Boeing 737/800	2155 2228			

# 10 Friday

G-JECI	DHC-8 400	0742 0821	N66DN	Lear Jet 45	0803 0904
G-BYHG	Dornier 328/100	0910 1050	G-RJXA	EMB 145	0917 1443
G-MAJG	Jetstream 41	0921 1017	G-RJXF	EMB 145	0923 1508
G-OAKJ	Jetstream 32	0927 1339	G-DBCB	Airbus 319	0930 1055
PH-OFK	Fokker 100	0932 1047	G-WOWC	DHC-8 300	0950 1026
G-RJXJ	EMB 135	0955 1034	G-LACB	PA-28 Warrior	1004 1116
EI-DHO	Boeing 737/800	1030 1103	G-RJXH	EMB 145	1039 1349
EC-IDA	Boeing 737/800	1122 1248	EC-ISI	Airbus 320	1142 1256
G-FCAC	DA-42 Twin Star	1147 1412	D-CNIK	Lear Jet 40	1210 1251
G-MAJG	Jetstream 41	1240 1425	G-RJXJ	EMB 135	1304 1417
G-DBCB	Airbus 319	1335 1523	G-JEDO	DHC-8 400	1408 1448
PH-OFA	Fokker 100	1422 1553	G-JEDN	DHC-8 400	1447 1539
CS-DLA	Falcon 900	1512 1737	G-JECG	DHC-8 400	1518 1600
EI-DHO	Boeing 737/800	1603 1646	G-CDLY	Cirrus SR.20	1607 1658
G-GTDK	Airbus 320	1633 1817	G-BUVD	Jetstream 32	1641 1731
G-RJXA	EMB 145	1649 1734	G-RJXH	EMB 145	1652 1741
G-RJXJ	EMB 135	1700 1755	G-MAJB	Jetstream 41	1703 1746
G-RJXF	EMB 145	1717 1811	G-DBCB	Airbus 319	1806 1906
G-WOWB	DHC-8 300	1828 1901	G-JECI	DHC-8 400	1920 2007
G-RJXA	EMB 145	1937 1608(12)	G-MAJB	Jetstream 41	1958 1750(12)
N66DN	Lear Jet 45	2003 1722(11)	G-RJXF	EMB 145	2010 1341(12)
G-BUVD	Jetstream 32	2017 1200(13)	PH-KLI	Fokker 100	2024 0611(11)
G-RJXJ	EMB 135	2041 0821(11)	G-RJXH	EMB 145	2044 0658(11)
G-DBCB	Airbus 319	2124 1105(11)	EI-CST	Boeing 737/800	2202 2234

# 11 Saturday

G-SGEC	King Air B.200	0841 0932	PH-KLI	Fokker 100	0920 1033
G-DBCD	Airbus 319	0935 1047	G-WOWA	DHC-8 300	0941 1027
G-JECH	DHC-8 400	1005 1051	EC-FXA	MD-83	1010 1131
EI-DCY	Boeing 737/800	1016 1058	G-STRJ	Boeing 737/300	1053 1333
G-RJXJ	EMB 135	1129 0820(12)	PH-KZK	Fokker 70	1409 1553
G-CDZN	Boeing 737/800	1452 1629	OE-LVF	Fokker 100	1507 1614
G-JECJ	DHC-8 400	1531 1616	G-JEDJ	DHC-8 400	1541 1623
EI-CST	Boeing 737/800	1605 1640	G-BYHG	Dornier 328/100	1936 2015
G-SGEC	King Air B.200	1956 2031	PH-OFF	Fokker 100	2002 0609(12)
G-MIDS	Airbus 320	2107 0659(12)			

# 12 Sunday

CS-DRG	Hawker 800XP	0738 0931	EC-GGV	MD-83	0914 1031
G-MIDS	Airbus 320	0934 1049	PH-OFL	Fokker 100	1024 1128
EI-DAE	Boeing 737/800	1024 1128	G-RJXK	EMB 135	1231 15505

G-JECI	DHC-8 400	1254 1337	G-BYAL	Boeing 757	1409 1623
N66DN	Lear Jet 45	1528 1554	PH-KZN	Fokker 70	1532 1638
G-JEDK	DHC-8 400	1632 1702	G-MAJD	Jetstream 41	1647 1743
G-RJXF	EMB 145	1655 1747	CS-DFL	Falcon 900EASy	1705 0731(13)
G-DBCB	Airbus 319	1707 1906	G-RJXK	EMB 135	1723 1820
G-RJXE	EMB 145	1726 1841	G-JEAV	BAe 146/200	1848 1939
G-WOWA	DHC-8 300	1852 1933	G-JEDP	DHC-8 400	1927 2002
EI-DHO	Boeing 737/800	1930 2013	G-MAJB	Jetstream 41	2009 0645(13)
4X-CLL	Gulfstream G-200	2016 1644(13)	G-RJXK	EMB 135	2023 0705(13)
G-RJXF	EMB 145	2048 0847(13)	G-RJXA	EMB 145	2053 0715(13)
G-MAJH	Jetstream 41	2110 0700(13)	G-DBCB	Airbus 319	2143 0656(13)
PH-OFL	Fokker 100	2202 0653(13)	G-RJXE	EMB 145	2317 0719(13)

### 13 Monday

G-JEDW	DHC-8 400	0753 0831	G-WOWB	DHC-8 300	0845 0926
G-RJXE	EMB 145	0916 1422	G-RJXA	EMB 145	0920 1004
G-MAJH	Jetstream 41	0924 1019	G-MAJB	Jetstream 41	0933 1336
G-DBCB	Airbus 319	0936 1056	PH-OFL	Fokker 100	0952 1100
G-RJXK	EMB 135	1008 1049	EI-DHO	Boeing 737/800	1029 1109
G-HRPN	Robinson R.44	1136 1301(27)	G-RJXF	EMB 145	1146 1340
G-RJXA	EMB 145	1157 1443	HB-JRZ	CL.604 Challenger	1206 1621
D-ATNR	Global Express	1218 1618	G-MAJH	Jetstream 41	1238 1430
G-DBCB	Airbus 319	1329 1511	G-JEDO	DHC-8 400	1403 1451
PH-OFC	Fokker 100	1439 1549	G-JEDV	DHC-8 400	1444 1528
G-RJXK	EMB 135	1528 1608	G-JECG	DHC-8 400	1532 1614
EI-DLE	Boeing 737/800	1603 1648	G-MAJB	Jetstream 41	1636 1714
G-RJXA	EMB 145	1640 1729	G-MAJH	Jetstream 41	1647 1740
G-RJXE	EMB 145	1656 1748	G-RJXF	EMB 145	1659 1753
G-RJXK	EMB 135	1801 1842	G-DBCB	Airbus 319	1804 1901
G-WOWA	DHC-8 300	1831 1907	G-JEDW	DHC-8 400	1910 1950
G-RJXA	EMB 145	1926 0714(14)	G-RJXF	EMB 145	1953 0728(14)
G-MAJB	Jetstream 41	2000 0659(14)	G-MAJH	Jetstream 41	2007 0706(14)
PH-OFA	Fokker 100	2028 0629(14)	G-RJXE	EMB 145	2031 0721(14)
G-DBCB	Airbus 319	2130 0650(14)	G-RJXK	EMB 135	2138 0710(14)
G-BYAW	Boeing 757	2149 0731(14)	EI-DHR	Boeing 737/800	2155 2225

### 14 Tuesday

G-JEDP	DHC-8 400	0751 0851	EI-REX	Lear Jet 60	0821 1716
G-WOWA	DHC-8 300	0835 0920	G-DBCB	Airbus 319	0917 1043
PH-OFA	Fokker 100	0930 1033	G-RJXE	EMB 145	0935 1014
G-MAJH	Jetstream 41	0938 1022	G-MAJB	Jetstream 41	0946 1342
G-RJXK	EMB 135	1009 1348	G-IPAL	Citation Bravo	1016 1432
G-RJXF	EMB 145	1030 1443	G-RJXA	EMB 145	1037 1416
EI-CSI	Boeing 737/800	1041 1129	CS-DFM	C.560 Citation XL	1103 1307
ZF573	BN.2T Islander	1150 1252	G-RJXE	EMB 145	1158 1506
G-MAJH	Jetstream 41	1237 1445	G-EJRS	PA-28 Cadet	1248 1336
G-OECM	Commander 114B	1311 1454(16)	G-DBCE	Airbus 319	1345 1517
G-JEDO	DHC-8 400	1410 1452	PH-OFB	Fokker 100	1425 1558
G-JEDV	DHC-8 400	1448 1536	G-JECG	DHC-8 400	1515 1605
EI-CSF	Boeing 737/800	1552 1628	G-MAJB	Jetstream 41	1626 1719
G-RJXF	EMB 145	1642 1737	G-RJXK	EMB 135	1655 1746
G-RJXA	EMB 145	1700 1741	G-MAJH	Jetstream 41	1709 1752
G-RJXE	EMB 145	1713 1800	G-DBCE	Airbus 319	1815 1858
G-WOWB	DHC-8 300	1825 1903	G-JEDP	DHC-8 400	1930 2006
G-RJXF	EMB 145	1936 0742(15)	G-RJXE	EMB 145	1958 0722(15)
G-MAJB	Jetstream 41	2004 0652(15)	PH-OFM	Fokker 100	2008 0732(15)
G-MAJH	Jetstream 41	2017 0701(15)	G-RJXK	EMB 135	2041 0738(15)
G-RJXA	EMB 145	2057 0727(15)	EI-DHR	Boeing 737/800	2136 2205



HB-JIB MD-90	2145 2248	G-DBCE Airbus 319	2150 0657(15)
G-BYAW Boeing 757	2154 1148(15)		

# 15 Wednesday

G-WOWB DHC-8 300	0841 0918	G-MAJB Jetstream 41	0926 1339
G-MAJH Jetstream 41	0928 1019	G-DBCE Airbus 319	0931 1046
G-JEBA BAe 146/300	0938 1030	G-RJXA EMB 145	0951 1024
PH-OFE Fokker 100	1003 1104	EI-DHO Boeing 737/800	1020 1107
G-RJXF EMB 145	1054 1352	G-RJXE EMB 145	1058 1531
G-RJXK EMB 135	1108 1417	G-RJXA EMB 145	1213 1521
G-MAJH Jetstream 41	1244 1426	G-BPPM King Air B.200	1312 1553
G-DBCA Airbus 319	1336 1525	G-JEDP DHC-8 400	1405 1448
OO-SAV C.560 Citation XL	1426 1646	PH-OFH Fokker 100	1427 1550
G-JEDV DHC-8 400	1446 1539	G-JEDJ DHC-8 400	1510 1603
G-MAJB Jetstream 41	1628 1710	EI-CSI Boeing 737/800	1637 1722
G-MAJH Jetstream 41	1641 1756	G-RJXF EMB 145	1649 1743
G-RJXK EMB 135	1712 1805	G-RJXE EMB 145	1732 1817
G-RJXA EMB 145	1752 2056	G-DBCA Airbus 319	1801 1906
G-WOWC DHC-8 400	1843 1918	G-JEDL DHC-8 400	1908 1953
G-MAJB Jetstream 41	1954 0658(16)	G-RJXK EMB 135	2002 0723(16)
G-MAJH Jetstream 41	2006 0729(16)	PH-KLE Fokker 100	2011 0621(16)
G-RJXE EMB 145	2018 0728(16)	G-BYAW Boeing 757	2047 0604(16)
G-RJXF EMB 145	2053 0733(16)	EI-DHR Boeing 737/800	2144 2216
G-DBCA Airbus 319	2147 0703(16)		

# 16 Thursday

G-JECH DHC-8 400	0742 0830	G-WOWC DHC-8 300	0839 0934
G-DBCA Airbus 319	0919 1052	PH-KLE Fokker 100	0921 1032
G-RJXF EMB 145	0927 1008	G-MAJB Jetstream 41	0932 1329
G-MAJH Jetstream 41	0936 1017	G-RJXE EMB 145	0948 1451
G-RJXK EMB 135	1011 1055	EI-DAE Boeing 737/800	1018 1059
G-RJXF EMB 145	1159 1512	G-MAJH Jetstream 41	1236 1434
G-RJXA EMB 145	1249 1356	EC-ISI Airbus 320	1312 1507
G-RJXK EMB 135	1315 1421	G-DBCA Airbus 319	1317 1522
G-JECH DHC-8 400	1407 1457	G-EJRS PA-28 Cadet	1415 1500
PH-KLE Fokker 100	1419 1557	G-JEDV DHC-8 400	1447 1528
G-STRI Boeing 737/300	1554 1645	EI-CST Boeing 737/800	1604 1647
G-MAJB Jetstream 41	1626 1723	G-RJXE EMB 145	1647 1736
G-RJXA EMB 145	1658 1738	G-RJXF EMB 145	1707 1813
G-MAJH Jetstream 41	1710 1804	G-RJXK EMB 135	1715 1802
G-DBCA Airbus 319	1751 1918	G-WOWD DHC-8 300	1831 1909
G-JECJ DHC-8 400	1928 2007	G-RJXE EMB 145	1938 0716(17)
G-MAJB Jetstream 41	1950 0849(17)	G-RJXF EMB 145	2004 0732(17)
G-MAJH Jetstream 41	2021 0711(17)	G-RJXK EMB 135	2040 0711(17)
G-RJXA EMB 145	2048 0714(17)	EI-DAE Boeing 737/800	2139 2216
G-DBCA Airbus 319	2144 0659(17)	PH-OFM Fokker 100	2148 0636(17)

# 17 Friday

G-JECH DHC-8 400	0749 0824	G-BYAB Boeing 767/200	0803 0957
G-WOWD DHC-8 300	0842 0920	G-RJXA EMB 145	0905 1446
G-RJXE EMB 145	0914 1512	G-MAJH Jetstream 41	0918 1019
G-MIDO Airbus 320	0922 1045	PH-OFM Fokker 100	1004 1057
G-RJXK EMB 135	1014 1052	ZG848 BN.2T Islander	1018 1136
EI-CSF Boeing 737/800	1021 1101	G-RJXF EMB 145	1026 1352
EC-ISI Airbus 320	1104 1231	G-MAJB Jetstream 41	1114 1337
EC-ICD Boeing 737/800	1118 1243	G-BIXH Cessna F.152	1142 1236
G-MAJH Jetstream 41	1239 1432	G-RJXK EMB 135	1309 1420
G-DBCA Airbus 319	1326 1525	G-JEDN DHC-8 400	1346 1432
CS-DFY Hawker 800XP	1403 1517	G-CEGP King Air B.200	1410 1630



G-JEDV	DHC-8 400	1451 1533	PH-OFA	Fokker 100	1512 1614
N66DN	Lear Jet 45	1522 1648	EI-CST	Boeing 737/800	1611 1659
G-DHRG	Airbus 320	1623 1816	G-MAJB	Jetstream 41	1627 1720
G-RJXA	EMB 145	1640 1738	G-RJXF	EMB 145	1654 1742
G-MAJH	Jetstream 41	1657 1746	G-RJXK	EMB 135	1706 1801
G-RJXE	EMB 145	1712 1757	G-DBCA	Airbus 319	1802 1906
G-WOWC	DHC-8 300	1827 1902	G-JEBC	BAe 146/300	1831 1915
G-JECJ	DHC-8 400	1938 2029	G-RJXA	EMB 145	1945 1354(19)
G-MAJH	Jetstream 41	1954 1742(19)	G-RJXE	EMB 145	2000 2111
G-DACN	Agusta A.109S	2009 2052	PH-KLI	Fokker 100	2032 0614(18)
G-RJXF	EMB 145	2043 0654(18)	G-RJXK	EMB 135	2047 0752(18)
G-DBCC	Airbus 319	2145 1034(18)	EI-DHG	Boeing 737/800	2158 2236

#### 18 Saturday

G-RJXG	EMB 145	0933 1045	G-WOWB	DHC-8 300	0935 1019
PH-KLI	Fokker 100	0939 1043	G-JECL	DHC-8 400	0958 1055
EC-GQG	MD-83	1009 1122	G-GMAA	Lear Jet 45	1011 1127
EI-DHO	Boeing 737/800	1030 1138	G-RJXK	EMB 135	1056 1503(19)
G-JEDL	DHC-8 400	1119 1203	PH-KZH	Fokker 70	1412 1544
G-STRJ	Boeing 737/300	1438 1608	SE-DZI	Boeing 737/800	1444 1631
G-JECF	DHC-8 400	1501 1546	EI-DHO	Boeing 737/800	1624 1704
N125TM	Hawker 800XP	1838 0752(20)	PH-KLE	Fokker 100	2009 0613(19)
G-DBCA	Airbus 319	2107 0653(19)			

#### 19 Sunday

N709EL	Beechjet 400A	0845 0904	EC-GGV	MD-83	0859 1011
G-DBCA	Airbus 319	0919 1044	PH-KLE	Fokker 100	0922 1038
N671B	Beech A.36	1135 1100(25)	EI-CSA	Boeing 737/800	1231 1380
G-JECK	DHC-8 400	1248 1324	G-BYAS	Boeing 757	1350 1557
G-JEDJ	DHC-8 400	1418 1512	PH-OFB	Fokker 100	1422 1554
G-MAJD	Jetstream 41	1636 1734	G-RJXA	EMB 145	1700 1738
G-RJXK	EMB 135	1726 1810	G-DBCB	Airbus 319	1746 1924
G-RJXI	EMB 145	1752 1831	G-JEAY	BAe 146/200	1854 1946
G-WOWB	DHC-8 300	1904 1940	G-JEDP	DHC-8 400	1929 2004
EI-CSV	Boeing 737/800	1941 2024	G-MAJH	Jetstream 41	2001 0700(20)
G-RJXK	EMB 135	2012 0720(20)	PH-OFM	Fokker 100	2016 0617(20)
G-RJXA	EMB 145	2046 0735(20)	G-RJXC	EMB 145	2104 0802(20)
G-RJXI	EMB 145	2110 0713(20)	G-MAJB	Jetstream 41	2113 0645(20)
G-DBCB	Airbus 319	2208 0651(20)			

#### 20 Monday

G-STRJ	Boeing 737/300	0027 1012	G-JECH	DHC-8 400	0759 0826
G-WOWC	DHC-8 300	0908 0954	G-RJXI	EMB 145	0919 1007
PH-OFE	Fokker 100	0923 1036	G-DBCB	Airbus 319	0933 1057
G-RJXA	EMB 145	0938 1507	G-MAJB	Jetstream 41	0942 1336
G-MAJH	Jetstream 41	0945 1028	EI-DLF	Boeing 737/800	1014 1052
G-RJXK	EMB 135	1039 1113	G-RJXC	EMB 145	1118 1347
G-JDBC	PA-34 Seneca	1149 1552	G-RJXI	EMB 145	1157 1451
G-MAJH	Jetstream 41	1243 1428	G-BAGB	SIAl-Marchetti 260	1301 1317
G-RJXK	EMB 135	1333 1420	G-DBCB	Airbus 319	1404 1517
G-JECH	DHC-8 400	1408 1446	G-JEDW	DHC-8 400	1412 1455
PH-OFI	Fokker 100	1430 1549	G-JEDO	DHC-8 400	1505 1543
EI-DCG	Boeing 737/800	1601 1645	G-MAJB	Jetstream 41	1621 1713
G-RJXI	EMB 145	1639 1748	G-MAJH	Jetstream 41	1655 1757
G-RJXC	EMB 145	1658 1742	G-RJXK	EMB 135	1710 1811
G-RJXA	EMB 145	1715 1815	N125TM	Hawker 800XP	1744 1815
G-DBCB	Airbus 319	1812 1900	G-WOWD	DHC-8 300	1829 1856
G-JEDL	DHC-8 400	1934 2010	G-RJXI	EMB 145	1940 0737(21)
G-RJXA	EMB 145	2001 0811(21)	G-MAJH	Jetstream 41	2020 0721(21)

G-MAJD	Jetstream 41	2023 0709(21)	PH-OFC	Fokker 100	2028 0618(21)
G-RJXC	EMB 145	2051 0758(21)	G-RJXK	EMB 135	2101 0806(21)
G-DBCB	Airbus 319	2204 0718(21)	EI-DLE	Boeing 737/800	2254 2328
G-BYAO	Boeing 757	2312 0802(21)			

## 21 Tuesday

G-JEDP	DHC-8 400	0753 0837	D-IHHN	C.525A Citationjet	0835 1503(22)
PH-OFL	Fokker 100	0926 1032	G-WOWD	DHC-8 400	0931 1015
G-MAJD	Jetstream 41	0935 1336	G-MAJH	Jetstream 41	0939 1024
G-DBCB	Airbus 319	0941 1046	G-RJXI	EMB 145	0953 1035
G-RJXC	EMB 145	1008 1509	EI-DLF	Boeing 737/800	1023 1059
G-RJXK	EMB 135	1107 1420	G-ESTA	C.550 Citation 2	1113 1941
G-RJXA	EMB 145	1148 1356	G-RJXI	EMB 145	1228 1458
G-MAJH	Jetstream 41	1244 1435	G-DBCB	Airbus 319	1322 1519
G-JEDP	DHC-8 400	1410 1453	PH-OFD	Fokker 100	1415 1544
G-JEDW	DHC-8 400	1430 1513	G-FISH	Cessna 310R	1450 1620
G-JECH	DHC-8 400	1455 1535	EI-DCG	Boeing 737/800	1605 1649
G-MAJD	Jetstream 41	1626 1719	G-RJXA	EMB 145	1647 1731
G-MAJH	Jetstream 41	1652 1749	G-RJXI	EMB 145	1700 1743
G-RJXC	EMB 145	1708 1806	G-RJXK	EMB 135	1716 1802
G-DBCB	Airbus 319	1759 1855	HB-JIB	MD-90	1821 1931
G-WOWC	DHC-8 300	1828 1903	G-JEDL	DHC-8 400	1928 1958
G-MAJD	Jetstream 41	1942 0700(22)	G-RJXI	EMB 145	1953 0725(22)
G-RJXC	EMB 145	2005 0728(22)	PH-KLG	Fokker 100	2013 0615(22)
G-MAJH	Jetstream 41	2017 0710(22)	G-RJXA	EMB 145	2040 0737(22)
G-RJXK	EMB 135	2056 0717(22)	G-DBCB	Airbus 319	2134 0657(22)
EI-DCP	Boeing 737/800	2217 2245	G-BYAX	Boeing 757	2344 1142(22)

## 22 Wednesday

G-JEDT	DHC-8 400	0752 0822	G-IAMS	C.560 Citation XL	0814 0936
N234RG	Pilatus PC-12	0837 1659	G-WOWC	DHC-8 300	0902 0940
G-RJXI	EMB 145	0927 1009	PH-KLG	Fokker 100	0932 1028
G-MAJD	Jetstream 41	0938 1348	G-RJXC	EMB 145	0944 1509
G-DBCD	Airbus 319	0950 1115	G-MAJH	Jetstream 41	0954 1036
S5-BAY	C.525 Citationjet	1007 1029(23)	G-RJXK	EMB 135	1012 1419
EI-CSV	Boeing 737/800	1031 1110	G-RJXA	EMB 145	1042 1341
N202AA	Cessna 421C	1157 1224	G-RJXI	EMB 145	1202 1448
G-MAJH	Jetstream 41	1248 1754	G-JEDM	DHC-8 400	1347 1427
G-DBCB	Airbus 319	1400 1525	G-JEDT	DHC-8 400	1417 1458
PH-KLI	Fokker 100	1421 1548	G-JEDO	DHC-8 400	1452 1542
EI-DHH	Boeing 737/800	1615 1653	G-MAJD	Jetstream 41	1625 1715
G-RJXA	EMB 145	1657 1744	G-RJXK	EMB 135	1712 1809
G-RJXI	EMB 145	1718 1759	G-RJXC	EMB 145	1722 1812
N2202AA	Cessna 421C	1731 1818	G-DBCB	Airbus 319	1802 1905
G-WOWD	DHC-8 300	1816 1900	G-JEDJ	DHC-8 400	1926 1959
G-RJXI	EMB 145	1953 0726(23)	G-MAJD	Jetstream 41	2001 0704(23)
PH-OFA	Fokker 100	2005 0613(23)	G-RJXC	EMB 145	2009 0733(23)
G-MAJH	Jetstream 41	2021 0715(23)	G-BYAX	Boeing 757	2036 2159
G-RJXA	EMB 145	2038 0737(23)	G-RJXK	EMB 135	2055 0729(23)
CS-DXE	C.560 Citation XL	2109 1402(23)	G-DBCB	Airbus 319	2146 0700(23)
EI-CST	Boeing 737/800	2223 2300			

## 23 Thursday

G-JEDP	DHC-8 400	0819 0857	CS-DRD	Hawker 800XP	0915 1007(24)
PH-OFA	Fokker 100	0919 1035	G-RJXI	EMB 145	0928 1005
G-RJXC	EMB 145	0931 1047	G-MAJH	Jetstream 41	0938 1349(24)
G-PCOP	King Air B.200	0943 1641	G-DBCB	Airbus 319	0947 1055
G-MAJD	Jetstream 41	0950 1130	EI-DHH	Boeing 737/800	1021 1103
G-RJXK	EMB 135	1044 1418	G-SGEC	King Air B.200	1050 1227



G-RJXI	EMB 145	1153 1356	EC-ISI	Airbus 320	1320 1452
G-RJXC	EMB 145	1324 1450	G-DBCB	Airbus 319	1349 1524
G-MAJD	Jetstream 41	1351 1436	G-RJXA	EMB 145	1354 1516
G-JEDP	DHC-8 400	1418 1501	PH-OFE	Fokker 100	1434 1551
G-STRJ	Boeing 737/300	1506 1543	El-CST	Boeing 737/800	1601 1635
G-JECF	DHC-8 400	1610 1647	G-RJXI	EMB 145	1655 1734
G-RJXC	EMB 145	1659 1742	G-MAJD	Jetstream 41	1702 1746
G-RJXK	EMB 135	1711 1756	G-RJXA	EMB 145	1719 1810
G-SGEC	King Air B.200	1731 1749	G-MAJE	Jetstream 41	1753 1820
G-DBCB	Airbus 319	1807 1906	G-WOWD	DHC-8 300	1843 1913
N323FX	CL.604 Challenger	1858 1218(24)	G-JEDL	DHC-8 400	1929 2016
G-RJXC	EMB 145	1947 0720(24)	G-RJXA	EMB 145	2025 0808(24)
G-RJXK	EMB 135	2057 0737(24)	G-MAJE	Jetstream 41	2101 0703(24)
G-MAJD	Jetstream 41	2105 0708(24)	G-RJXI	EMB 145	2110 0717(24)
G-DBCB	Airbus 319	2148 0658(24)	El-DCG	Boeing 737/800	2317 2355
PH-OFC	Fokker 100	2323 0614(24)			

## 24 Friday

G-JEDP	DHC-8 400	0811 0903	G-SGEC	King Air B.200	0844 0922
G-WOWB	DHC-8 300	0914 0956	G-RJXI	EMB 145	0933 1447
G-RJXC	EMB 145	0935 1042	G-MAJD	Jetstream 41	0938 1027
PH-OFC	Fokker 100	0942 1046	G-DBCB	Airbus 319	0953 1103
El-DLF	Boeing 737/800	1028 1110	G-RJXK	EMB 135	1035 1418
G-RJXA	EMB 145	1107 1403	EC-ISI	Airbus 320	1119 1235
EC-HJQ	Boeing 737/800	1133 1300	G-MAJD	Jetstream 41	1242 1428
OO-LFS	Lear Jet 45	1252 0836(25)	G-RJXC	EMB 145	1326 1512
G-JEDP	DHC-8 400	1416 1504	G-DBCB	Airbus 319	1422 1524
PH-KLE	Fokker 100	1424 1602	G-JEDI	DHC-8 400	1429 1508
G-BTDV	PA-28 Warrior	1430 —	G-JECF	DHC-8 400	1449 1538
El-DHI	Boeing 737/800	1622 1659	G-IAMS	C.560 Citation XL	1627 1649
G-MAJH	Jetstream 41	1641 1727	G-RJXF	EMB 145	1646 1738
G-SGEC	King Air B.200	1654 1729	G-MAJD	Jetstream 41	1657 1745
G-DHRG	Airbus 320	1703 1841	G-RJXA	EMB 145	1711 1749
G-RJXK	EMB 135	1716 1754	G-RJXC	EMB 145	1720 1805
N900NS	Falcon 900EASy	1725 1155(26)	G-GRND	Agusta A.109S	1729 <u>Res.</u>
G-DBCB	Airbus 319	1816 1915	G-WOWB	DHC-8 300	1850 1928
G-JEDJ	DHC-8 400	1920 1954	G-RJXF	EMB 145	1952 0706(25)
G-RJXC	EMB 145	1958 2048	G-MAJH	Jetstream 41	2000 2042
G-MAJD	Jetstream 41	2008 1748(26)	PH-KLI	Fokker 100	2023 0605(25)
G-RJXK	EMB 135	2047 0750(25)	G-RJXA	EMB 145	2054 1347(26)
G-DBCB	Airbus 319	2150 1059(25)	El-CSV	Boeing 737/800	2225 2306

## 25 Saturday

PH-KLI	Fokker 100	0924 1028	G-MIDU	Airbus 320	0928 1108
EC-GQG	MD-83	1003 1135	G-SENX	PA-34 Seneca	1047 1626(26)
El-CSC	Boeing 737/800	1055 1138	G-RJXK	EMB 135	1102 1524(26)
G-WOWA	DHC-8 300	1107 1148	G-STRJ	Boeing 737/300	1119 1300
G-JEDL	DHC-8 400	1121 1157	G-CLOW	King Air 200	1123 1219
N492AF	PA-44 Seminole	1125 1217	G-JECI	DHC-8 400	1143 1228
G-FLOP	Cessna 152	1201 <u>Res.</u>	S5-BAY	C.525 Citationjet	1206 1554(26)
XZ334	Gazelle	1248 1358	PH-KZC	Fokker 70	1428 1545
OE-LFJ	Fokker 70	1443 1543	G-CDZM	Boeing 737/800	1511 1636
G-JEDM	DHC-8 400	1517 1601	El-DCP	Boeing 737/800	1640 1720
G-KDMA	Citation Encore	1750 1811	PH-OFI	Fokker 100	2021 0614(26)
G-DBCD	Airbus 319	2116 0651(26)			

## 26 Sunday

EC-FXA	MD-83	0902 1019	PH-OFI	Fokker 100	0939 1045
G-DBCD	Airbus 319	0944 1116	G-CBAK	Robinson R.44	0949 1043



EI-CST	Boeing 737/800	1221 1301	G-JEDI	DHC-8 400	1346 1418
G-JEDW	DHC-8 400	1357 1434	G-BYAS	Boeing 757	1402 1601
PH-OFJ	Fokker 100	1453 2240	G-DBCB	Airbus 319	1657 1919
G-RJXA	EMB 145	1659 1740	G-CLOW	King Air 200	1713 1719
G-RJXG	EMB 145	1720 1807	G-MAJB	Jetstream 41	1734 1810
N79EL	Beechjet 400A	1738 1751	G-RJXK	EMB 135	1743 1829
G-WOWB	DHC-8 300	1843 1938	G-JEAV	BAe 146/200	1848 1936
N66DN	Lear Jet 45	1858 1920	G-JEDJ	DHC-8 400	1925 2000
EI-DHI	Boeing 737/800	1945 2020	G-MAJD	Jetstream 41	2002 0708(27)
G-RJXK	EMB 135	2017 0716(27)	G-RJXH	EMB 145	2051 0719(27)
G-RJXA	EMB 145	2054 0745(27)	G-RJXG	EMB 145	2058 0737(27)
PH-KLE	Fokker 100	2101 0618(27)	G-STRJ	Boeing 737/300	2119 1029(27)
G-MAJH	Jetstream 41	2124 0654(27)	G-DBCB	Airbus 319	2151 0651(27)

## 27 Monday

G-JEDU	DHC-8 400	0757 0832	G-WOWC	DHC-8 300	0842 0956
G-MAJD	Jetstream 41	0926 1032	G-RJAG	EMB 145	0929 1027
G-DBCB	Airbus 319	0932 1054	G-RJXH	EMB 145	0944 1455
PH-KLE	Fokker 100	1004 1109	G-RJXK	EMB 135	1020 1104
EI-DCG	Boeing 737/800	1025 1112	G-RJXA	EMB 145	1047 1346
G-RVRW	PA-27 Aztec	1106 1629	N132CK	Cessna 421A	1156 n/s
G-RJXG	EMB 145	1215 1505	G-PASH	Twin Squirrel	1246 1138(1/3)
G-MAJD	Jetstream 41	1247 1430	G-MAJH	Jetstream 41	1253 1352
G-RJXK	EMB 135	1317 1413	G-DBCB	Airbus 319	1329 1511
G-JECH	DHC-8 400	1400 1435	G-JEDU	DHC-8 400	1405 1449
PH-OFI	Fokker 100	1421 0554(28)	G-JECI	DHC-8 400	1452 1534
G-DGHD	Robinson R.44	1503 1524	EI-DLE	Boeing 737/800	1604 1649
G-MAJG	Jetstream 41	1653 1747	G-RJXA	EMB 145	1656 1725
G-RJXC	EMB 145	1700 1744	G-RJXK	EMB 135	1703 1753
G-RJXG	EMB 145	1710 1800	G-MAJH	Jetstream 41	1717 1754
G-DBCB	Airbus 319	1806 1858	G-WOWD	DHC-8 300	1853 1928
G-JEDL	DHC-8 400	1926 2003	G-RJXC	EMB 145	1936 0725(28)
G-RJXG	EMB 145	2001 0720(28)	G-MAJG	Jetstream 41	2007 0651(28)
G-MAJH	Jetstream 41	2030 0709(28)	G-RJXK	EMB 145	2036 0713(28)
G-RJXA	EMB 145	2043 0759(28)	G-STRJ	Boeing 737/300	2108 1010(3/3)
G-OBYB	Boeing 767/300	2135 0815(2/3)	PH-OFE	Fokker 100	2147 0638(28)
G-DBCB	Airbus 319	2151 0659(28)	EI-DAX	Boeing 737/800	2154 2224
G-BYAK	Boeing 757	2208 0730(28)			

## 28 Tuesday

G-JEDU	DHC-8 400	0753 0824	D-COEB	King Air 300	0831 1556
G-WOWD	DHC-8 300	0840 0918	G-RJXG	EMB 145	0913 0957
G-RJXC	EMB 145	0927 1516	G-DBCB	Airbus 319	0931 1052
G-MAJH	Jetstream 41	0934 1021	G-MAJG	Jetstream 41	0939 1350
EI-DCP	Boeing 737/800	1014 1055	G-RJXK	EMB 135	1022 1417
PH-OFD	Fokker 100	1036 1134	G-RJXA	EMB 145	1107 1343
G-RJXG	EMB 145	1149 1448	G-MAJH	Jetstream 41	1240 1422
G-DBCB	Airbus 319	1328 1527	G-JECK	DHC-8 400	1358 1430
G-JEDU	DHC-8 400	1412 1453	PH-KZR	Fokker 70	1446 1620
G-JEDJ	DHC-8 400	1506 1552	G-LIDE	PA-31 Chieftain	1512 1539
EI-DAH	Boeing 737/800	1614 1648	G-MAJG	Jetstream 41	1633 1724
G-RJXG	EMB 145	1644 1732	G-MAJH	Jetstream 41	1656 1748
G-RJXA	EMB 145	1659 1738	G-RJXC	EMB 145	1708 1803
G-RJXK	EMB 135	1713 1753	G-DBCB	Airbus 319	1757 1907
G-WOWC	DHC-8 300	1838 1914	G-JCBJ	Sikorsky S.76B	1845 1910
G-JEDR	DHC-8 400	1923 2002	G-RJXG	EMB 145	1940 0717(01)
PH-OFH	Fokker 100	2006 0615(01)	G-MAJH	Jetstream 41	2009 0702(01)
G-RJXC	EMB 145	2013 0723(01)	G-RJXA	EMB 145	2051 0819(01)

G-RJXX	EMB 135	2100 0816(01)	G-DBCB	Airbus 319	2126 0656(01)
G-BYAK	Boeing 757	2129 1143(01)	G-MAJG	Jetstream 41	2138 0659(01)
EI-DCG	Boeing 737/800	2147 2222			

#### Overshoots

3/2 G-RAFP King Air 200("Cranwell 68", 1103), XX825 Jaguar("Colt 36", 1355), XX309 Hawk("VYT 08", 1510); 4/2 XV299 Hercules("Ascot 670", 1544); 5/2 XV299 Hercules("Ascot 670", 1428); 7/2 ZK451("Cranwell 75, 1524); 17/2 G-BFAI Commander 114(1421).

**Airlines.** This month sees the end of **Eastflight** Jetstream 32 operations from Leeds/Bradford, all flights now being operated by bigger brother, Jetstream 41s. The last schedule was operated by G-BUVD when it arrived as "Eastflight 16JE", from Aberdeen on 10/2. The aircraft stayed until the 13<sup>th</sup> when it positioned to Manchester. **KLM** again produced a first visiting Fokker 100 when PH-OFM arrived on the late evening Amsterdam flight and night stopped. Another Fokker 100 on its first visit was OE-LVF of **Austrian Arrows**, which operated the weekly Innsbruck flight on 11/2, in lieu of the usual Fokker 70. **Flybe** produced first visits by their newest two DHC-8 400s, G-JECL on 18/2("Jersey 173/4", f/t Southampton) and G-JECK on 19/2("Jersey 731/2", f/t Belfast City). More and more of the **Ryanair** 737/800s are now appearing with winglets, some retrofitted, as in the case of the first aircraft to join the fleet EI-CSA which was noted on 9/2 and some fitted by Boeing as in the case of EI-DLF, the latest to join the airline, which first visited on 20/2. Incidentally, 'SA along with five of the other original 800s are for sale in order to keep the average age of the fleet low. Other first visits this month were, EI-DAD(5/2), EI-DAE(7/2), EI-DAH(28/2), EI-DCY (4/2), EI-DHI(24/2), EI-DLE(13/2). **Thomsonfly** again flew charters for PandO with Boeing 767/200 G-BYAB arriving from Manchester("Britannia 998P") on 17/2 before heading to Bridgetown("798A"). On 27/2 767/300 G-OBYB arrived from Cardiff("Britannia 997P") and was parked up on the threshold of the old runway 27. There it stayed until 2/3 when it also headed across the pond to Barbados. Boeing 737/800 SE-DZI was noted on 18/2 operating the Alicante rotation and a week later similar type G-CDZM was a first visitor on the same flight. The only other charter this month was again a **Scot Airways** Dornier 328, G-BYHG positioning from Edinburgh("Suckling 470P") on 10/2 for a flight to Plymouth("Suckling 470"). The same aircraft operated the return trip the following day.

**Jet 2.** First this month we have news of two additions to the fleet, Boeing 737/300 G-CELO(ex. TF-ELO) has been noted at Lasham being prepared for delivery while Boeing 757 G-LSAC(Ex. N310FV) has also recently been registered to the company. Aircraft visiting for maintenance this month included, 737/300 G-CELR which arrived from Belfast(LS324) on the 12<sup>th</sup> with G-CELY going in the opposite direction to substitute on the flights out of Belfast. 'LR stayed overnight with Multiflight, however did operate a couple of flights out of Leeds before returning to its home base and 'LX coming back to Leeds. Manchester based G-CELY was exchanged with Leeds based G-CELU in Geneva on 14/2 with 'LK heading home on the 16<sup>th</sup>. Another Manchester machine G-CELF was swapped with G-CELY in Amsterdam on 26/2 so the former could receive some attention with Multiflight before it positioned back empty to Manchester on 1/3. On 27/2 737/300 G-CELY diverted into Leeds whilst operating the Belfast - Prague flight, LS301. The passengers were transferred to Leeds based G-CELD and continued their journey while 'LZ returned empty to Belfast later in the day. On 18/2 '757 G-LSAA positioned to Manchester(LS 505P) to operate a charter to Plovdiv(Bulgaria), the same aircraft positioned Leeds - Plovdiv on 25/2 to make the trip to Manchester. '737/300 G-CELU(LS 6029) operated a Northern Lights trip from Leeds on 28/2, departing shortly after 2200 and returning at 0120 on the 1<sup>st</sup>.

**Executive Jets.** We'll start this month with the Netjet tie ups, Fraction callsigns in brackets as usual:-

3/2	CS-DRC	Hawker 800XP	From Copenhagen/Kastrup('5FV) to Nice('5FV)
10/2	CS-DLA	Falcon 900	From Manchester('762D) to Kerry('9FY)
12/2	CS-DRG	Hawker 800XP	From Gatwick('429M) to Palma('5VQ)
12/2	CS-DLF	Falcon 900EASy	From Kerry('9LK)n/s, to Geneva('9LK)
14/2	CS-DFM	C.560 Citation XL	From Luton('6ND) to Venice('927Y)
17/2	CS-DFY	Hawker 800XP	From Biggin Hill('5ED) to London City('5ED)
22/2	CS-DXE	C.560 Citation XL	From Oslo/Fornebu('3FZ) to London City('3FZ)
23/2	CS-DRD	Hawker 800XP	From Inverness('5WU) n/s, to Cannes('5WU)



Of the regulars Lear Jet 45 N66DN was again the busiest operating as follows:- F/T Luton on 10/2, from Luton again on 10/2 n/s to Le Bourget; From Le Bourget to Luton on 12/2; From Luton to Faro on 17/2 and Faro to Luton on 26/2.

Not exactly a regular these days, but Beechjet N709EL visited on 19/2 routing from EMA to Doncaster with its more common stable mate N79EL appearing on 26/2, Lyon to EMA. Falcon 900EASy N900NS arrived from Jersey on 24/2 and stayed until 26/2 before heading home.

Moving on we had quite a bumper bundle of foreign Bizjets this month commencing on the 1<sup>st</sup> with Citationjet D-IETZ("Global Jet 198B/C") Nice – Mannheim making the trip from Mannheim to Nice on 8/2("Global Jet 203A/B"). Gulfstream 5 VP-BKZ of Dennis Vanguard International was noted on 2/2, from Stansted to Birmingham. The 3<sup>rd</sup> produced a trio of interesting machines, Lear Jet 45 HB-VMB("TAG Aviation 789", Milan/Linate - Geneva), Citation V OO-SKV("Skyservice 513/4, Southampton – Le Bourget) and last but not least Lear Jet 40 I-ELYS(Genoa – Le Bourget). On 6/2 Global Express N170SW of Wal-Mart arrived from its' home Rogers, stayed overnight and routed to Dusseldorf. Astra D-CABB("VIB 810") of Vibroair Flugservice also visited on the 6<sup>th</sup>, arriving from Dusseldorf, night stopping and departing to Stockholm/Bromma. Completing the Dusseldorf connection was Citationjet D-IDBW which was from and to the German city on 7/2. The German invasion continued on the 8<sup>th</sup> with Lear Jet 35A D-CCAA ("Ambulance 119", Dalaman – Karlsruhe) and also the 10<sup>th</sup> with Lear Jet 40 D-CNIK("Cirrus 9359", Salzburg – Hanover).

We then had our monthly Russian connection, beginning on 12/2 when IAI Galaxy/Gulfstream 200 4X-CLL of Memorand Management arrived from Moscow/Domodedovo, night stopped and returned. The following morning Challenger HB-JRZ("Congalux 007") was from and to Moscow/Vnukovo and this was joined by Global Express D-ATNR("Cirrus 9298", f/t Luton). The Global Express is operated by Cirrus Aviation on behalf of the owners, Russian oil company Transneft. Lear Jet 60 EI-REX("Highflyer 60A") routed from Dublin to Manchester on 14/2 and the following day saw a visit by Citation XL OO-SAV("Flying Service 313G/315G", London City – Dublin). Hawker 800XP N125TM arrived from Stuttgart on 18/2, stayed until the 20<sup>th</sup> before heading to Cork only to return later the same day and then routing to Brussels. Citationjet D-IHHN of Eisele Flugdienst ("Emerald Flight 401", f/t Stuttgart) was noted on the 21<sup>st</sup>. Another Citationjet was S5-BAY operated by Linair, which arrived from Nice on 22/2 and stayed overnight before routing to Luton. This machine returned from Luton on 25/2 to make the return trip to Nice. Flexjet Challenger N323FX arrived from Raleigh-Durham International on 23/2 and after staying overnight returned home to Teterboro'. Finally, on 24/2 Lear Jet 45 OO-LFS("Abelag 41B") arrived from Chambéry and then routed to Zurich the following day.

On the British front we had a pair of Lear Jet 45s, G-GOMO("Goldair 36B/C") from Manchester to London City on 9/2 and G-GMAA("Gama 584") from Bournemouth to Lyon on 17/2. Citation Bravo G-IPAL("Go-Jet 145A/B") visited on 14/2, f/t Belfast and Citation 2 G-ESTA was noted on the 21<sup>st</sup>, f/t Luton. Citation XL G-IAMS("Lonex 224P/A") operated from Stansted to Le Bourget on 22/2, making the return trip two days later. Finally Citation Encore G-KDMA arrived from Blackbushe on 25/2 before heading home to Gamston.

**Foreign G.A.** A pretty quiet month here, kicking off on the 6<sup>th</sup> when TB.20 N882 arrived from Ronaldsway and stayed until the 10<sup>th</sup>. Also from and to Ronaldsway was Beech 36 N671B, arriving on 19/2 and staying until 25/2. Pilatus PC-12 N234RG put in appearance on 22/2 from and to its home of Belfast City and the same day Cessna 421C N202AA arrived from Thruxton, routed to Liverpool only to return later in the day and head to Southampton. PA-44 Seminole N492AF was logged on 25/2, f/t Hurn and the Cessna 421A N132CK arrived from Weston for its annual checks with Multiflight. Finally, the only "genuine" foreigner in this section was King Air 300 D-COEB which was from and to Bielfeld on 28/2.

**British G.A.** Stating on the 1<sup>st</sup> King Air 200 G-CLOW("Silver 25") routed from Cork to East Midlands. This aircraft was in evidence on the 25<sup>th</sup> routing Connington – Edinburgh, making the same journey in reverse the next day. The companies' Baron G-CCVP("Silver 24") was noted on the 8<sup>th</sup>, f/t Norwich. Other King Air 200s were G-FRYI("Lonex 228") routing f/t Guernsey on 8/2, G-BPPM("Gama 550")



Inverness to Aberdeen on 9/2 and G-CEGP("Cega 859") from Faro to Goodwood. 'PM was back on 15/2, this time from Edinburgh to Glasgow as "Gama 591". Gamston based King Air 200 G-SGEC made numerous visits during the month and similar type G-PCOP was noted on 23/2, from Bristol to Glasgow. We had a trio of PA-34s, G-CBWB from Elstree(n/s) to Guernsey on 7/2, G-BMDK("Air Med 011") f/t Oxford on 9/2 and G-SENX f/t Cardiff on 25/2. Cessna 310R G-FISH("Saltyre 621") was from Glasgow to Luton on 21/2 while PA-31 G-LIDE operated f/t Belfast on 28/2 as "Causeway 09A".

DA.42 Twin Star G-FCAC("Diamond 2") was on its first visit on 10/2, f/t Gamston as was Cirrus SR.22 G-CDLY, f/t Southend. On the 20<sup>th</sup> the British Midland operated SIAI Marchetti SF.260 G-BAGB visited, f/t Denham. A couple of aircraft visited Multiflight for maintenance, firstly PA-28 G-VSPN, which arrived from Hurn on 3/2 and stayed until the 25<sup>th</sup> and Commander 114 G-OECM, which arrived from Carlisle on 14/2 and stayed until the 16<sup>th</sup>. PA-28 G-EJRS acted as crew ferry for G-OECM on both days, f/t Carlisle.

**Helicopters.** Jet Ranger G-GBRU which arrived as long ago as 7/12/05 finally left on 24/2, heading to Teesside. R.44 G-HRPN arrived from Nun Monkton on 13/2 and spent two weeks with Multiflight before heading home on the 27<sup>th</sup>. Also spending some time here was Twin Squirrel G-PASH which arrived from Brighton on 27/2 and making some local flights before departing to Sheffield on 1/3. Gazelle N565F arrived from Selby on 4/2, stayed overnight and left for a private site near Langham in Norfolk. The 7<sup>th</sup> saw Bell 222 G-VOND("Premier 10") call in from a site near Filton and onwards to Denham and A.109S G-DACN("Sloane 23") was from Sywell to the Swinton Hall Hotel in North Yorkshire on 17/2. R.44 G-CBAK arrived from its home at Towton, near Church Fenton on 26/2 before routing to the Isle of Man and similar type G-DGHD made a short visit on 27/2, f/t Sherburn. Finally S.76B G-JCBJ("JCB 2") arrived from Westland Heliport on 28/2, later heading out to Edinburgh.

**Military.** Once again a very sparse section, with a pair of Islanders, ZF573("Ascot 7961") f/t Northolt on 14/2 and ZG848("Armyair 599") Belfast to Birmingham on 17/2 along with Gazelle XZ334("Armyair 569") f/t Carlisle on the 25<sup>th</sup>.

**Residents.** A new resident with Multiflight is the appropriately registered Agusta A.109S Grand G-GRND which is owned by DFS Trading, who are more commonly known here as the operators of the regular Beechjet 400s N79EL and N709EL. The aircraft arrived from Sywell on 24/2 as "Sloane 14" and regularly visits Adwick le Street near Doncaster, which is the home of the owner. Another addition to the residents is Cessna 152 G-FLOP which arrived from Sleaf on 25/2 and appears to be operating with the Leeds Flying School. Also with the Leeds Flying School, PA-28 G-BTDV arrived on 24/2 to substitute for resident G-BODD, which left for Sandtoft the same day. Multiflight are painting all their fleet in the house colour scheme, with the aircraft going to Oxford for the treatment. PA-28 G-BXLY left for Oxford on 6/2 with the pilot retuning later in C.152 G-BFFC, resplendent in its new colours. Also with Multiflight Robin G-BXDT took to the skies again on 17/2 following repairs after its accident at Teesside late last year. Europa G-PEGY returned from its holiday at Wombledon on 17/2 and the Yorkshire Air Ambulance MD.900 G-SASH returned from Gloucester on 12/2 with stand-in Bo.105 G-WYPA heading back in the opposite direction.

**Trevor Smith**

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### German Airfield

Another enemy decoy, built in occupied Holland, led to a tale that has been told and retold ever since by veteran Allied pilots. The German "airfield", constructed with meticulous care, was made almost entirely of wood.

There were wooden hangars, oil tanks, gun emplacements, trucks, and aircraft.

The day finally came when the decoy was finished, down to the last wooden plank. And early the following morning, a lone RAF plane crossed the Channel, came in low, circled the field once, and dropped a large wooden bomb.



## LOCAL - FEBRUARY

### HELICOPTERACTIVITY

4/2	G-NOSY	R.44	Sherburn – Scampton – Sandtoft
	G-JWEB	R.44	Sherburn – Hatfield(Doncaster)
	N565F	Gazelle	Site on N. Norfolk coast – Selby – LBA
5/2	N109MJ	Agusta A.109E	Skipton – Coney Park – Elstree
	G-SBAR	R.22B	Sherburn – Devonshire Arms
	G-ZELE	Gazelle	Blackberry Farm – Tadcaster
6/2	G-CBGZ	Gazelle	Fenland – Bramham Park
	G-EMHH	Twin Squirrel	Costock – Doncaster – Battersea
	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds)
	N109AN	Agusta A.109A	Elstree – Sheffield City
	G-JWEB	R.44	Sherburn – Malton and return
8/2	G-CBAK	R.44	Towton – Esholt – Bradford – Halifax
	G-OONA	R.44	Elstree – York – Rufforth(Refuel)
	G-DGHD	R.44	Sherburn – Eldwick – Bagby
9/2	G-MGAN	R.44	Cranfield – Eggborough
	G-ORBN	R.44	Wycombe – Gamston – Newcastle
	G-OHLI	R.44	Rudding Park(Harrogate) – Denham
	G-BYPA	Twin Squirrel	Battersea – Drax Power Station
	G-BBCA	Jet Ranger	Worcester – Sandtoft – Filey
	N449J	Agusta A.109E	Barnsley – Dublin
	G-BMWA	Hughes 269C	Wickenby – Horncastle
10/2	G-XTEK	R.44	Site N/E York – Tattenhill
	N800HL	Bell 222	Coney Park – Devonshire Arms
	YU-HEI	Gazelle	Skelmersdale – Garforth(Leeds)
	G-JESI	Squirrel	Elstree – Bramhope(Leeds) – Cranfield
11/2	YU-HEY	Gazelle	Hartlepool – Squires Café, Sherburn
	G-BTOC	R.22B	Boston – Coney Park – Sandtoft
12/2	G-EIZO	EC.120	Scotch Corner(n/s due weather) – Sheffield
14/2	G-LNTY	Twin Squirrel	LBA – Malton
15/2	G-ECMM	Agusta A.109E	Lyneham – Great Hykeham
	G-TAGG	EC.135T	Nr. Middlesboro' – Site in N. Ireland
16/2	G-OTVI	R.44	Thorp Park(Wakefield) – Becketts Park(Leeds)
17/2	G-DACN	Agusta A.109S	"Sloane 25", LBA – Swinton Hall Hotel(N.Yorks)
18/2	G-RCNB	EC.120B	Spalding – Elvington
	G-LADZ	Enstrom 480	Barton – Site 6 S/W of Teesside
	G-SBAR	R.22B	Sherburn – Devonshire Arms
	G-JWEB	R.44	Easingwold – Devonshire Arms and return
	G-EEZA	R.44	Todmorden – Devonshire Arms and return
	G-JAKF	R.44	Manchester – Devonshire Arms and return
	G-OSSI	R.44	Shelf – Devonshire Arms and return
19/2	G-NICI	R.44	Rochdale – Devonshire Arms and return
	G-DGHD	R.44	Sherburn – Devonshire Arms and return
	G-GTTT	Bell 47G	Mirfield – Elland – Selby – Sherburn
	G-WARK	Schweizer 269C	Scarborough – Halifax
	G-JONA	Agusta A.109E	Newcastle – Sherburn – Denham
20/2	N5120	Bell 430	Wigan – Lincoln – Battersea



	G-GDSG	Agusta A.109S	Luton – Gamston – Alnwick
	G-BZGO	R.44	Blackpool – Newton Aycliffe – Doncaster
	G-ZELE	Gazelle	Sherburn – Masham – Stainsby Hall
21/2	G-TGRZ	Jet Ranger	Sunderland – Coney Park – Shobdon
23/2	G-MSPT	EC.135T	Chesterfield – Site near Dean Cross
26/2	G-GRND	Agusta A.109 Grand	Adwick-le-Street – Site near Trent VOR
	G-VKVK	Twin Squirrel	Harrogate – Chesterfield
	G-CCNY	R.44	Kirton(Boston) – Sandtoft
	G-HBEK	Agusta A.109E	Manchester – Bawtry – Cardiff
27/2	F-GGTJ	Gazelle	Bristol – Rothwell(Leeds) -Coney Park
	G-DGHD	R.44	Wetherby Race Course – Site 10/N Ripon
	G-ASAZ	Hiller UH-12E	Sherburn – Follifoot(Harrogate)

A slight error from last month, the Gazelle YU-HEY lives at Newton Aycliffe, near Teesside not Great Ayton as originally thought.

Two former Sherburn residents have been sold to new owners, R.44 G-DHGD to The Clipper Group of Brighouse and similar type G-JWEB has moved to Easingwold near York.

The R.22B G-PACL is always logged as living at a private site a Junction 1 on the M.18, it emerges that the site is actually called Ravensfield Helipad and has Air/Ground frequency 122.95.

Leconfield based Sea King "SRG 128" was engaged on exercises with the mountain rescue teams on 25/2. The aircraft arrived on Ilkley Moor shortly before lunch and spent most of the afternoon operating in the area.

Not quite a helicopter but a new resident in the Hull area is Cameron Z-77 Hot Air balloon G-RIXY which is owned by Rix Petroleum and will no doubt be seen sauntering around the East Yorkshire skies.

## LOCAL AIRFIELDS

**Bagby:-** Agusta A.109B N709AT was a late afternoon arrival on 5/2 for a refuel. Visitors:- 4/2 G-BVLT Citabria, G-CBRD Jodel D.11; 6/2 G-BRLO PA-38; 10/2 G-BSYG PA-12; 11/2 G-BAHD C.182P; 17/2 G-RABA FR.172H, G-PATN TB.10; 18/2 G-FEET Blade, G-BPJD Rallye; 20/2 G-BRVL Pitts Special; 25/2 G-BTMR C.172M; 26/2 G-RAMI Jet Ranger(Fuel).

**Beverley:-** Visitors:- 5/2 G-SACR PA-28; 6/2 G-PECK PA-32; 8/2 G-ATHV C.150F; 10/2 G-CDBG R.22B; 11/2 G-BOYC R.22B, G-LANE F.172N; 18/2 G-NOSY R.44; 19/2 G-BBDT C.150H, G-CCCJ HN.700.

**Brighton:-** Mt. Airey based Cessna FR.182RG N883DP paid a visit on 4/2. Visitors:- 5/2 G-IPAT Jabiru, G-CDSO T.600N, G-CBUY Coyote, G-MAXS Quantum, G-MTDE Chaser, G-BITF F.152(From Fife), G-AXFN Jodel D.117; 6/2 G-BPPY Hughes 269B, G-BHAW F.172N; 11/2 G-BXPI RV.4(From Leicester), G-BXTD Europa, G-DAVE Jodel D.117; 12/2 G-MRSN R.22B; 15/2 G-REGE R.44; 16/2 G-CNAB Jabiru; 18/2 G-BFHP Citabria, G-OJON Taylor Titch, G-BXYC Schweizer 269C, G-BTMR C.172M, G-JAME Zodiac; 19/2 G-BAGC DR.400; 25/2 G-RAMI Jet Ranger; 26/2 G-BWTC Zlin Z-242L, G-GBXS Europa; 27/2 G-MLTY Dauphin.

**Church Fenton:-** Leeds based helicopters noted training here were R.22B G-TTHC on 6/2, R.44 G-OSSI on 7/2 and Twin Squirrel G-LNTY on 25/2.

**Crosland Moor:-** Visitors:- 4/2 G-EKOS FR.182RG, G-BODB PA-28, G-AZFI PA-28R; 5/2 G-ATDO Bolkow Junior(To Sturgate); 8/2 G-BNOP PA-28(From Blackpool); 19/2 G-WOOD Baron.

**Doncaster:-** Unfortunately this report is rather less detailed than normal as the RHADS web site have not been updated since mid month. On the **Airline** front Airlinair ATR.42 F-GPOC positioned in on 10/2 to operate a charter to Perpignan("RLA 7266") the following day. On 12/2 the same aircraft operated the return trip. Shorts 360 G-JEMX ("Gemstone 01T") was noted crew training around lunchtime on 8/2 before landing and parking up until early evening. **Biz-Jets** included Hawker 800XP VP-CKN of Knauf Gips KG and Jersey based Citation N909PS on 3/2. An interesting trio on 9/2 consisted of Citation Bravo CS-DHN("Fraction 1XP"), Lear Jet 35A D-CAVE ("Ambulance 122") and



Gulfstream 4 N902, of General Electric Capital all arriving late afternoon. Netjets Gulfstream 5 CS-DKB spent all afternoon crew training on the 13<sup>th</sup> and on 14/2 Black and Decker's Falcon 900 N32B arrived for a night stop. Noted on 18/2 was Citation Bravo CS-DHH("Fraction 1ER") and the following day Beechjet N709EL diverted due bad weather at Gamston while inbound from Leeds/Bradford. Finally Citationjet D-IJOA was logged on the 27<sup>th</sup>. Visitors on the **General Aviation** side included Agusta A.109E N449J which arrived from Barnsley for fuel on 9/2 and Cirrus SR.22 N834CD, f/t Norwich on 11/2 along with C.172N N6182G. Others:- 1/2 G-OPFR DA-42("Diamond 2", ILS); 2/2 G-RVRJ Aztec("Raven 04A"), G-JAJK PA-31("Causeway 999A/B"); 3/2 G-OSCH C.421C, G-BXOM PA-28(n/s); 4/2 G-AVWD PA-28; 5/2 G-BGAE C.152, N101UK M.20J(ILS); 7/2 G-TOPC Twin Squirrel("Premier 13", 3ILS); 8/2 G-TAGS PA-28("Oxford 27"); 9/2 G-BFFC C.152(3 Apps); 10/2 G-OMAP Commander 690("Surveyor 01", ILS); 11/2 G-SHAY PA-28R, G-OJRM T.182T, G-BENJ Commander 114; 16/2 G-WELL King Air 90("Cega 634")12/2 G-MISH C.182S, G-BCJO PA-28; G-CDHB Strikemaster(ILS), G-BWGT Jet Provost(Overshoot); 21/2 G-FCAB DA-42(ILS); 26/2 G-BHFJ PA-28R. On the **Military** front the Red Arrows were in evidence this month carrying out ILS approaches, a task which used to take them to Leeds/Bradford. The following Hawks being noted on 10/2 XX253("Red 6"), XX306("Red 8"), XX266("Red 9"), XX233("Red 2") XX237("Red 3"), XX242("Red 4"), XX253 again("Red 5"), XX292("Red 1") and several of the same aircraft were also noted on 13/2, 14/2 and 15/2. Hercules XV299("Ascot 670") arrived on the 4<sup>th</sup> and stayed overnight. Several King Air 200s and Domines were also noted carrying out training sorties. An other notable additions will be included next month, hopefully!

**Eddsfild:-** A new resident is Cessna F.150M G-BFFY. Visitors:- 6/2 G-AXAT Jodel D.112; 8/2 G-BFXW AA-5; 11/2 G-CBZG Coyote, G-AVYL PA-28, G-BPTL C.172N; 15/2 G-BNHN C.152; 18/2 G-CCBL Jet Ranger; 19/2 G-CUBJ PA-18.

**Elvington:-** Gazelle G-BZYB arrived on 8/2 from Wellesbourne Mountford and similar type YU-HEV was noted on 10/2, outbound to Barnard Castle. Bell 47G G-XTUN was noted on 16/2 while on 23/2 an Army Lynx("Armyair 918") was carrying out practice force landings onto the airfield.

**Felixkirk:-** Noted visiting this rarely used airfield was HN.700 G-CCCJ on 13/2.

**Full Sutton:-** PA-24 N218SA made a precautionary landing on the 8<sup>th</sup> with an insecure filler cap, shortly after departing Fadmoor. After 5 minutes on the ground the aircraft continued its flight to Norwich. On 19/2 a pair of brand new Cessna 172s were noted routing outbound to Freidrichshaven, firstly N6007S, a 2006 built aircraft followed closely by N24753 which was completed in late 2005. Logged arriving from Fenland on 25/2 was SR.22 N5084V. Visitors:- 4/2 G-BNXX PA-18; 5/2 G-CONL TB.10; 6/2 G-AZFI PA-28R; 11/2 G-BTMR C.172M; 17/2 G-BVES C.340A; 19/2 G-JWJW Jungmann; 20/2 G-OOGS Cougar; 26/2 G-SONA TB.10.

**Gamston:-** DA-42 G-CDKS which has been resident here and Sheffield for some time has been sold in the United Arab Emirates (A6-...). A pair of new DA.42 Twin Stars for the agency however, were G-CTCD which arrived from Hanover on 21/2 and G-CTDG from Saarbrücken on 25/2. The R.44 G-TEMW which was mentioned last month is resident here, however it has been reregistered G-LOCO and was first noted flying as such on 18/2. The former Leeds based Citation G-RVHT which was reregistered N80LA to owners in Eire and was a regular visitor has now become G-JETO, to be operated by Jet Operations, Birmingham. The aircraft first arrived here as such on 6/2 and on 27/2 it was noted on Air Test most of the afternoon. Beechjet N79EL was noted visiting on 3/2 and 8/2 while Jersey based Citation N909PS was noted on 17/2. Visitors:- 1/2 G-LEIC C.152; 5/2 G-AVSC PA-28(White Waltham - Dundee), G-ATHV C.150F; 6/2 G-CDEK DA.40(From Shoreham); 7/2 G-BMPC PA-28, G-BPXX PA-34; 8/2 G-CBCV Bulldog; 9/2 G-BSTZ PA-28, G-BYLL Falco; 10/2 G-AVSC PA-28(To Hurn); 11/2 G-MOMAT.600N, G-MISH C.182S, G-ZANY DA-40, G-BGGP C.152; 13/2 G-BFTH F.172N; 14/2 G-AXJJ Pup, G-BBEY Aztec; 16/2 G-BKMB M.20J; 20/2 G-SOHO DA.40; 25/2 G-MSFC PA-38; 26/2 G-RUBY PA-28RT; 27/2 G-OVIN Commander 114.

**Grindale:-** Visiting the Bridlington parachute centre on 9/2 was MCR.01 G-POOP, from Leicester.

**Humberside:-** Jetstream 41 N303UE(c/n 015) arrived on delivery from the USA on 8/2 and similar type N324UE (c/n 017) arrived on 21/2. The aircraft in basic United Express livery, with the United painted out, routed from Martinsburg, West Virginia, via Bangor, Goose Bay and Keflavik. These two have been sold to Air Kilroe(Eastern Airways) along with N305UE(c/n 019), which arrived from Prestwick on 12/2, so should be appearing in the G-MAJ. sequence in the near future. An interesting visitor on 4/2 was Embraer Legacy G-SIRA which is operated by Amsair. Visitors:- 1/2 D-ITAN Citationjet; 2/2 N1092H King Air 90; 3/2 VP-CKN Hawker 800XP; 6/2 N739CV Cessna TR.182RG; 9/2



El-DIF PA-31("Visionair 001"), G-CFGL Citation XL(ILS); 13/2 N262J TBM.700; 15/2 VC-10("Ascot 868", training); 16/3 N53GX Global Express(Also 26/2); 26/2 VP-CGE Citation 7; 27/2 N57MT C.303.

**Kirkbymoorside:-** T.67M G-SKYC was logged outbound on the 7<sup>th</sup> to Rochester while Sherburn based G-BLOW visited the next day.

**Leeming:-** Although no serials have yet come to light, an interesting arrival here on 20/2 was "Jungle Formation". Consisting of 3 Super Pumas and 1 Chinook of the Royal Netherlands Air Force, the quartet spent about an hour on the ground before heading to the Otterburn ranges in Northumberland. A somewhat quieter visitor on 25/2 was Grob G.115A G-MERF, f/t White Waltham.

**Linton-on-Ouse:-** The Sundowner G-BUXN, which arrived last month returned to Bournemouth on 6/2. An unidentified Dornier 228, call-sign "Rondo 34" dropped in for fuel on 8/2 whilst on survey in the Vale of York and also unidentified was Netjets Citation("Fraction 6UQ") on 13/2. The Red Arrows visited on 27/2.

**Middleham:-** PA-24 N218SA visited on 9/2 and on 13/2 PA-32 N2989M was noted outbound to Newmarket. N218SA was back on 20/2, inbound from Kilbride, Northern Ireland.

**Netherthorpe:-** The Sheffield Aero Club, having lost two aircraft recently through accidents, received a replacement on 9/2 in the shape of Cessna 152 G-BRPV which arrived from Sandtoft, collected by G-BRNC. Another potential new resident is Vans RV.9A G-CDZD(Ex. G-DUGS). Gamston based PA-24 N7456P made a short visit on 20/2. Visitors:- 4/2 G-BORO C.152; 5/2 G-CCSR Eurostar; 7/2 G-BUDW Colibri; 8/2 G-CDBG R.22B, G-OVOL Skyranger; 11/2 G-BDAG Taylor Titch, G-BGHY Taylor Titch; 16/2 G-LAIN R.22B; 19/2 G-BBKA F.150L

**Oxenhope:-** Liverpool based Rallye G-ASAU was noted here, operating locally on 18/2.

**Pocklington:-** Logged outbound to Thurrock on 14/2 was PA-24 N218SA, while visiting from Fishburn on 18/2 was Jabiru G-BZAP.

**Rufforth:-** A pair of Europas, G-BVRA and G-DAYS were logged on 10/2, both from and to Sleep. Visitors:- 4/2 G-AVWV PA-28R(From Perth); 11/2 G-BIBT AA-5; 18/2 G-CBPY YAK 52; 20/2 G-BODE PA-28.

**Sandtoft:-** Jet Ranger G-GAND arrived from Cumbernauld on 14/2 and was present the rest of the month carrying out local training sorties. Also seeming to be based here at present is R.22B G-IIFR, formerly at Sherburn. Noted visiting from Barton on 11/2 was Cessna F.182Q N382AS while on the 23<sup>rd</sup> Cessna T.310R N234SA was logged. Visitors:- 3/2 G-DMSS Gazelle; 4/2 G-RRCU Jodel DR.221, G-AYYU Sundowner; 5/2 G-BDSH PA-28, G-BRDO C.177B, G-PACL R.22B; 9/2 G-BRNC C.152(Collect C.152 G-BRPV, see Netherthorpe); 10/2 G-EDEE Ikarus, G-CFWR Skyranger, G-BLTK Commander 114; 11/2 G-AVZR PA-28, G-BZEH PA-28, G-HERB PA-28R; 13/2 G-EEZA R.44; 15/2 G-BHDZ F.172N(From Great Ashfield); 16/2 G-BTMR C.172M; 18/2 G-AVEH Siai S.205, G-SAUK Coyote; 19/2 G-AWUN F.150H, G-BROR PA-18; 26/2 G-BBDC PA-28(To Earls Colne); G-HERB PA-28R; 27/2 G-IEYE DR.400.

**Sheffield:-** Resident Schweizer 269C G-CCJE of Dragon Helicopters was severely damaged in an accident here on 18/2. The aircraft was crossing the grass between the apron and runway when it struck the ground. The two people on board were not seriously injured but the helicopter is considered to be a write off. As yet unrecorded as being resident are Diamond DA.40s G-CCFS and G-CCFU along with DA.42 Twin Star G-CTCG. Also due shortly as a new resident in Enstrom 480 G-BGWS of Motor Provider Ltd. Augusta A.109A N109AN arrived for fuel on 6/2, after dropping passengers locally and the same day Islander("Ascot 7974"), which was on task locally also dropped in for a top-up. Another military Islander was logged on 10/2, ZG858("Armyair 599"). On 4/2 Bell 222 N800HL arrived from Coney Park to collect Jet Ranger G-RAMI which had been on checks. Cirrus SR.22 N122MG was logged on 21/2, outbound to Turweston and the same day PA-46 N845WS arrived early morning from Wevelgem. Visitors:- 3/2 G-CCVP Baron("Silver 24"), G-CEGR King Air 200("Cega 51L"); 6/2 G-ROAR C.401; 10/2 G-RACY C.182S(To Cambridge); 11/2 G-MPRL C.210M(From Top Farm), G-ROLY F.172M; 14/2 G-TINK R.22B; 16/2 G-WIRE Twin Squirrel("Grid 03"); 17/2 G-AVYL PA-28; 18/2 G-AZOE Airtourer(From Peterlee); 25/2 G-UFCD C.172S, G-PMAX PA-31(F/T Blackpool, twice), G-EKOS FR.182RG, G-AZFI PA-28R, G-BBDT C.150H

**Sherburn:-** Resident Cessna FR.172K G-EFBP appears to have been delivered to new owners on 16/2. Cessna F.18Q G-GHOW arrived mid morning and left an hour later in formation with 'BP, both aircraft routing to Top Farm. PA-28 N21188 was noted visiting from Charlton Park on 9/2, the pilot requesting a taxi to take him to Leeds city centre! Cirrus SR.22 N741CD was a visitor on 19/2, f/t Blackpool and on 23/2 Cessna T.310R N234SA arrived from Gamston. Visitors:- 4/2 G-CBCV Bulldog,

G-BGFH C.182Q; 5/2 G-OPRC Europa, G-BYTI PA-24, G-AVUG F.150H; 7/2 G-AYMO Aztec(from Top Farm); 8/2 G-BXLS Koliber, G-BNOP PA-28, G-BLVI T.67M; 9/2 G-BBHF Aztec; 10/2 G-OPFT C.172S, G-XIII RV.7; 11/2 G-OONE M.20J(To Welshpool), G-BSMU Coyote; 15/2 G-FLIP C.152; 18/2 G-BVDH PA-28RT, G-FTIN DR.400, G-BAJE C.177B, G-UAPO Ruschmeyer R.90, G-BAXY F.172M; 19/2 G-BGRH DR.400, G-CDBY MCR.01, G-BBDLAA-5; 25/2 G-JLIN PA-28(F/T Carlisle), G-BEIP PA-28; 27/2 G-PETH PA-24.

**Sturgate:-** The Lincoln Aero Club held a Breakfast Patrol on 5/2 and even though the weather was rather inclement there was up to forty arrivals during the morning, the more interesting being, G-AMTAAuster Aiglet, G-CCSR EV.97, G-ATDO Junior, G-AZNO C.182P, G-CBEI PA-22, G-RVDR RV.6, G-BXAN Falke and G-BSYG PA-18. Beech Sundowner EI-BFF, a long term maintenance visitor, was noted on Air Test on 9/2. Visiting on 9/2 was Cessna FR.182RG N883DP while on 27/2 PA-28 N8241Z was noted outbound to Henstridge. Visitors:- 4/2 G-BRNC C.152, G-BRNN C.152; 6/2 G-TSGJ PA-28; 9/2 G-BTVX C.152, G-BPEM PA-28; 10/2 G-ASMS C.150D, G-IFLI AA-5; 11/2 G-CBCP RV.6A; 13/2 G-CDKR DA.42; 15/2 G-BRFM PA-28; 18/2 G-SAPM TB.20(To Cranfield), G-BKDJ DR.400, G-BNOH PA-28; 20/2 G-BLST C.421C, G-BXXT Duchess.

**Walton Wood:-** Gazelle YU-HEY was noted on 13/2 routing outbound to Newton Aycliffe, near Hartlepool. Visitors:- 6/2 G-TINK R.22B; 9/2 G-BYCF R.22B, G-IGPW EC.120; 13/2 G-NOSY R.44; 14/2 G-CDKU R.44(From Blackberry Farm, also 25/2), G-SSJP R.44(To Kintoor); 15/2 G-OTVI R.44(To Matlock); 17/2 G-BZXJ Schweizer 269C; 20/2 G-CMSN R.22B; 23/2 G-CBDG R.22B; 25/2 G-GATE R.44; 27/2 G-CCTL R.44, G-CCVG Schweizer 269C.

**Wickenby:-** Visitors:- 6/2 G-SKYL C.182S; 18/2 G-ROLY F.172M.

**Wombledon:-** Noted visiting on 18/2 was Europa G-BVUV from Gamston.

#### OVERFLIGHTS

1/2	N100A	Global Express	Overhead Leeds 1410 @ 43000' enroute to Dallas
2/2	N184CD	Cirrus SR.20	Edinburgh – Monevden(York 1338 @ 4000')
11/2	N28TE	Be.58 Baron	Cumbernauld – Blackbushe(2/E LBA 1400 @ 5500')
12/2	N702AR	TBM.700	Cambridge – Newcastle(Hull 1052 @ 12000')
13/2	OY-BTZ	PA-31 Navajo	East Midlands – Billund(Hull 1104 @ 3000')
	N7148R	Be.58 Baron	Coventry – Haugesund(Hull 1426 @ 5000')
18/2	N30614	PA-32 Cherokee 6	5/W LBA 1039 @ 3000' enroute to Edinburgh
23/2	N2400U	Cessna T.210H	Overhead York 1206 @ 3000' enroute Hilversum
24/2	N727GG	Boeing 727	Overhead Leeds 2000 @ 35000' enroute to USA
25/2	N70AA	Queen Air	Southend – Edinburgh(Goole 1119 @ 3500')

The Global Express on the 1<sup>st</sup> reported his position to Shanwick as 2 miles East of the LBA, when obtaining his Oceanic clearance while the Boeing 727 was quite visible and audible as it trundled overhead.

**Trevor Smith**



Bristol Britannia June 2004  
Preserved at Kemble

**Ken Cothliff**





## CONEY PARK

05/01/06	G-CPTS	BELL 206B JETRANGER	14:15	14:45
10/01/06	G-SKYN	AS355F1 ECUREUIL 2	13:00	12:30 N/S
11/01/06	G-TGRA	AGUSTA A109A	16:00	16:20
12/01/06	G-OMLS	BELL 206B JETRANGER 2	12:00	13:00
14/01/06	G-TGRA	AGUSTA A109A	16:00	16:15
20/01/06	G-TGRE	ROBINSON R22 ALPHA	12:00	15:15
21/01/06	G-EEZA	ROBINSON R44 RAVEN II	12:30	12:40
22/01/06	G-WENA	AS355F2 TWIN SQUIRREL	19:00	11:30 N/S
27/01/06	G-FEES	EUROCOPTER EC135T2	12:40	12:50
28/01/06	G-BVGS	ROBINSON R22 BETA	13:25	14:00
29/01/06	N109MJ	AGUSTA A109	11:34	11:40
05/02/06	N109MJ	AGUSTA A109	11:35	11:40
11/02/06	G-BTOC	ROBINSON R22 BETA	10:30	11:15
17/02/06	G-HEBE	BELL 206B-3 JETRANGER III	15:00	15:50
18/02/06	G-GACB	ROBINSON R44 RAVEN II	10:20	10:35
21/02/06	G-TGRZ	BELL 206B JETRANGER II	16:10	16:20
27/02/06	G-CPTS	BELL 206B JETRANGER	11:42	12:10
27/02/06	N9VL	AGUSTA A109A-II	14:12	18:00
27/02/06	F-GGTJ	SA.342J GAZELLE	15:00	13:20 N/S to 2/03

**Geoff Ward**



Here is a great optical illusion photo taken of a Lufthansa 747-400 and a United 757-200 that were on simultaneous approaches to runways 28L and 28R at San Francisco (SFO).

The separation requirement for flying parallel and simultaneous approaches is 5,000 feet.

These two aircraft are at a safe distance for the approaches they are each flying. Due to the 747 being three times larger than the 757, and being slightly behind, it gives this incredible optical illusion.



# LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 2006

## INBOUND DIVERSIONS

27	EXS301	BFS	PRG	G-CELZ	B733	BFS	EXS103P
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## REGULAR FLIGHTS

AEA274	TFS	03/EC-HKQ	10/EC-IDA	17/EC-ICD	24/EC-HJQ
AEU551	FNC	20/G-STRJ	27/G-STRJ		
AEU981	CMF	04/G-STRJ	11/G-STRJ	18/G-STRJ	25/G-STRJ
AUA2374	INN	04/OE-LFK	11/OE-LVF	18/OE-LFJ	25/OE-LFJ
BAL012A	ALC	07/G-BYAE	14/G-BYAW	21/G-BYAO	28/G-BYAK
BAL203A	AGP	05/G-BYAO	12/G-BYAL	19/G-BYAS	26/G-BYAS
BAL348A	ACE	01/G-BYAR	08/G-BYAT	15/G-BYAW	22/G-BYAX
BAL418A	ALC	04/G-CDZN	11/G-CDZN	18/SE-DZI	25/G-CDZM
FHE321	MLA	14/HB-JIB	21/HB-JIB		
JKK3206	AGP	12/EC-GGV	19/EC-GGV	26/EC-FXA	
JKK3354	ALC	11/EC-FXA	18/EC-GQG	25/EC-GQG	
LTE905	ACE	02/EC-ISI	09/EC-ISI	16/EC-ISI	23/EC-ISI
LTE971	TFS	03/EC-JHJ	10/EC-ISI	17/EC-ISI	24/EC-ISI
MYT353	TFS	03/G-GTDK	10/G-GTDK	17/G-DHRG	24/G-DHRG

## OTHER FLIGHTS

04	<u>EI-DCY</u>	B738	RYR154/155	f/t Dublin	-
05	<u>EI-DAD</u>	B738	RYR156/15N	f/t Dublin	-
07	<u>EI-DAE</u>	B738	RYR152/153A	f/t Dublin	-
10	G-BYHG	D328	SAY470P/470	Edinburgh - Plymouth	Sheffield United FC
11	G-BYHG	D328	SAY471/700P	Plymouth - Edinburgh	Sheffield United FC
13	<u>EI-DLE</u>	B738	RYR154/155	f/t Dublin	-
14	<u>PH-OFM</u>	F100	KLM1543/1540	f/t Amsterdam n/s	-
16	G-STRI	B733	BEE643/644	f/t Exeter	Lieu DH8
17	G-BYAB	B762	BAL998P/798A	Manchester - Bridgetown	Passenger Charter
18	<u>G-JECL</u>	DH8	BEE173/174	f/t Southampton	-
19	<u>G-JECK</u>	DH8	BEE731/732	f/t Belfast City	-
20	<u>EI-DLF</u>	B738	RYR152/153A	f/t Dublin	-
23	G-STRI	B733	BEE643/644	f/t Exeter	Lieu DH8
24	<u>EI-DHI</u>	B738	RYR154/155	f/t Dublin	-
27	G-OBYB	B763	BAL997P/723A	Cardiff -n/s02- Belfast Intl	Passenger Charter
28	<u>EI-DAH</u>	B738	RYR154/155	f/t Dublin	-
28	G-CELU	B733	EXS6029	t/f Local	Northern Lights Charter

## Total Loss

Two mechanics taxied a 727 into one of the satellite ramps at Terminal A in Newark. The accident sheared the top off the fuselage from just above the radome and going all the way back to the front door.

Question: I was wondering, is this kind of damage repairable or would this be a total loss?

Reply: Yes, it is possible to retrain the mechanics, but generally, it's easier to just take them out back, shoot them, and call it a total loss.





## COMMERCIAL AVIATION NEWS

### LEEDS/BRADFORD NEWS

Once again Jet2 dominates local news. Two new routes have been announced since the last press date - a much-awaited German service to Dusseldorf, and the second Canary Island destination, this time Lanzarote. We have details of the airframe for the third Boeing 757 allocated to join the Jet2 fleet. Final news is Jet2 are to move behind the scenes staff from Bournemouth to Leeds/Bradford. Press releases giving more details are as follows:-

*Key German Route to Kick-Off For Jet2.com! - 8 March 2006*  
*Yorkshire Set For First Ever Low Cost Route to Germany*

Philip Meeson, boss of low cost airline Jet2.com today unveiled the city of Düsseldorf, Germany as the airline's latest destination and described it as opening up a major European country not served direct from the Yorkshire region – prices initially start from £10 each way including tax, with flights commencing 8 May 2006. Although football fans will be delighted that the new route – initially a daily service – starts in time for the 2006 World Cup in Germany, it is great news for business and leisure travellers seeking easy and low cost access to Germany.

The route from Leeds Bradford International Airport to Düsseldorf International Airport is being launched with a joint Jet2.com and Yorkshire Tourist Board marketing campaign in Germany. Almost one million euros is being invested in the campaign in the Ruhr region aimed at encouraging business and leisure travellers to visit the Yorkshire region. During the launch at ITB in Berlin, the largest travel trade show in the world, Philip Meeson said: "There has been huge demand from business and leisure travellers for a scheduled service to Germany – until now Germany was the last major EU country that wasn't accessible direct from Leeds Bradford, so it is fantastic news that we can announce this today.

"To celebrate the launch of Düsseldorf we are offering every seat on every flight for the first two weeks of operation for just £10 each way inclusive of taxes. Flights booked by 15 March – so log on to Jet2.com now! We will be offering a daily service from Leeds Bradford, with a late afternoon departure, ideal for the business traveller who wants a day in the office in the UK and a full day of business in Germany, at low cost prices. It is a great place for business and Düsseldorf has more foreign companies with registered offices than any other German city, so we expect strong demand from Yorkshire businesses travelling across the water and vice-versa.

"We're confident that leisure travellers will flock to the city, and not just for the delights of the Old Town, its lively nightlife, the German beers, the Christmas markets and Rhine river cruises – it's an ideal gateway to the Rhine-Ruhr region and offers excellent, high speed links to many destinations, with more than 350 rail connections to places such as Berlin, Frankfurt and Munich."

*Low Cost Lanzarote From Leeds Bradford - 17 March 2006*  
*People of Yorkshire get set for the first ever scheduled flights to this Sizzling Canary Isle*

Jet2.com today showed further proof that there is no stopping its expansion plans at Leeds Bradford by announcing their 22nd destination - Lanzarote. The move will see The North's Largest Low Cost Airline double its destinations in the Canary Islands, with the launch of services to Lanzarote complementing existing flights to Tenerife.

The airline will offer passengers the first ever scheduled low cost services from the North of England to Lanzarote when they take off on 2 November 2006. Twice weekly flights will depart on Thursdays and Sundays, offering passengers low cost flexible services to the Isle, that have never before been available.

Philip Meeson, boss of Jet2.com, said: "We're really excited to further enhance the portfolio of Canary Island destinations we have on offer. Lanzarote is a perfect destination for guaranteed winter sunshine. We know that Lanzarote will be a hit with customers who will appreciate our low fares. This means travellers can take long weekend breaks, winter holidays in search of the sun or visit their overseas home to collect the post more often!"

Lanzarote is a great island, famed for its great beaches and even greater nightlife and stunning, volcanic interior. Being located near the tropics also means that the average temperature is a balmy 22 degrees centigrade, so holidaymakers are assured of great weather, whatever time of year they choose to visit. The Island boasts some excellent resorts, with all the facilities that visitors could want and excellent beaches to boot. Puerto del Carmen is the island's main resort, but Costa Teguise and Playa Blanca are also firm favourites, particularly with families. What's more, the island is also popular with water sports enthusiasts, in particularly surfers, who choose the cool destination of Lanzarote to catch some waves.

Flights from Leeds Bradford start from just £61.00 one way and depart on Thursdays and Sundays. For more information visit [www.jet2.com](http://www.jet2.com).

Flight details are:	LS217 depart LBA at 09:30	arrive Lanzarote at 13:50
	LS218 depart Lanzarote at 14:50	arrive LBA at 18:55

The third Boeing 757 for Jet2 has been registered (no surprise) G-LSAC. The airframe is construction number 25488 and in a past life was a visitor to LBA in the guise of C-GTSE Air Transat.

Jet2.com is planning to increase staff in Leeds by as much as 50 per cent this year as it establishes a new head office at Leeds Bradford Airport. The move will create 150 new jobs in the city. Between 30 and 40 staff will transfer to Leeds from Bournemouth, where Jet2's backroom functions have been based to date along with those of parent company, the Dart Group.

New and existing staff will be based in a two storey office building which has been built at Leeds Bradford Airport, taking staff numbers from the current 300 to around 450. Chief executive, Philip Meeson, said the airline would begin advertising for the new posts shortly. These would include operational posts responsible for making sure the airline ran smoothly - from making sure passengers got home in bad weather to organising crewing rosters. The airline was constantly looking to recruit aircrew, he added.

Mr Meeson said the airline business was thriving and he was delighted to be confirming Jet2's commitment to Leeds and the North by relocating the head office to the city. "We see ourselves as a Yorkshire-based operation. Up here is where you will find me. We have had great support from Leeds Bradford Airport and I would like to think we are giving something back".

## AIRPORT NEWS

The Airbus A380 could pay a visit to London's Heathrow airport in late April as part of its airport "fit check" tests that has seen the ultralarge airliner so far take in Brisbane, Dubai, Frankfurt, Kuala Lumpur, Melbourne, Singapore and Sydney. Speculation is mounting that one of the test aircraft will set down on the London airport's runway in late April. Flight's 24 hour news service Air Transport Intelligence has learnt that 29 April is the favourite date, with the aircraft set to make an overnight stay.

Airbus has already carried out airport compatibility trials for the A380 at Frankfurt Main, but Heathrow is likely to be the first to host regular A380 services from the end of this year and Airbus is keen to test facilities at the UK's main hub. The Heathrow visitor centre says it has been informed that the A380 will arrive on 29-30 April but is unable to give details on activity plans for the jet. However, Heathrow airport operator BAA says a date is not final, adding that "29 April would be too busy", as it is a Saturday prior to a public holiday. Airbus is also unable to confirm the 29 April date, with any date



being determined by the demands of the flight-test programme, saying: "This would be subject to change". The company says it would have "serious doubts" that a provisional schedule fixed two months in advance would remain unaffected.

Virgin Atlantic, the only UK customer for the A380, says that it is unaware of a date for the A380's first arrival into Heathrow. The carrier has postponed development of an A380 hangar at the airport following the deferral of delivery dates for the type. The visitor centre is gearing up for record numbers for any A380 arrival. However, aircraft enthusiasts could be disappointed if they are hoping to catch a glimpse of the aircraft from the visitors centre, as any operations would be restricted to the airport's southern runway (27L/09R), which has been widened and its taxiways repositioned to accommodate the giant. However this is furthest away from the visitor centre and work to allow A380 operations on the northern runway (27R/09L) will not be completed until 2008.

Passengers passing through world airports last year totalled some 4 billion, 6 percent up on 2004, the industry body Airports Council International (ACI) said on Tuesday. Travellers taking international flights totalled 1.6 billion, a year-on-year increase of 8 percent, while cargo moved on international routes was up 3 percent according to preliminary figures, the Geneva-based ACI reported.

In a statement, ACI Director-General Robert Aaronson said the statistics showed "that air transport is once again in a position to stimulate business development and expansion of the travel and tourism sector". The figures showed that the world's top five busiest passenger airports, as in 2004, were Atlanta, Chicago O'Hare, London Heathrow, Tokyo's Haneda and Los Angeles, with increases ranging from 0.8 percent up to 2.7 percent. Beijing, in 14th position, saw an increase of 17.5 percent in domestic and international passengers - the biggest of the top 30 global airports - for a total of nearly 41 million. This followed a 43 percent surge in 2004.

For international travellers, a category in which ACI had not previously established a separate listing, the top five were London Heathrow with over 61 million travellers, Paris Charles de Gaulle, Frankfurt, Amsterdam and Hong Kong. Nearly 49 million took international flights from or to Paris. Frankfurt handled nearly 45 million, Amsterdam nearly 40 million and Hong Kong just under 40 million, according to ACI, which links airport operators and authorities in 177 countries.

The world's five busiest cargo airports in 2005 were Memphis, Hong Kong, Anchorage, Tokyo's Narita and Seoul. The biggest increase among the five in cargo throughput was Hong Kong at 10.1 percent, with Anchorage on 9.7 percent.

Most English airports do not meet EU-recommended limits on the pollutant gas nitrogen dioxide, a study suggests. Heathrow, Gatwick, Birmingham and Newcastle airports are the worst offenders, a report from the Chartered Society of Physiotherapy found. They believe asthma, bronchitis and emphysema sufferers are worst affected by exposure to the gas.

The EU recommends levels of nitrogen dioxide need to be below 40 micrograms per cubic metre of air. But the worst four airports exceed that amount by up to 75%, the survey found. Manchester, Liverpool, Blackpool, Sheffield, Humberside, London City, Southampton, Exeter and Gloucester Airports were up to 50% higher than the EU target, the survey found.

Leeds Bradford International, Luton, Cambridge, Biggin Hill in Kent and Shoreham in Sussex were all at the recommended limit. Professor Grahame Pope, from the Chartered Society of Physiotherapy said: "The effects of airport emissions on air quality and public health are of serious concern to physiotherapists. "It's not just NO2 polluting the environment around airports; our study reveals high ozone concentrations at some sites too." But he said that while planes contributed, most of the pollution was actually caused by cars, buses and taxis taking people to and from the airports. "With cheap flights making air travel more affordable, several airports want to expand capacity," Mr Pope added. "We would urge the government to consider ways of balancing passenger convenience with improving public health when looking at these proposals."

Plans for a third runway at Heathrow are dependent on it meeting the EU 40 micrograms nitrogen dioxide limit, which will become mandatory from 2010.

#### AIRLINE NEWS

**Air Berlin** will inaugurate non-stop service from London Stansted to Belfast City Airport on May 2nd. The airline will operate 2 flights on weekdays and 1 on weekends using a 737-700.

**British Airways** placed an order for 1 A320 and 3 A321s. The airline also converted 3 A319 orders to A320s for delivery in 2007-08. As a result BA has 7 A320s and 3 A321s on order as well as options on a further 36 aircraft.

**Excel Airways** has leased 8 Boeing 737NGs for 8 years as follows: 2 B737-700s arriving first half of 2007 from ILFC, 2 B737-700s arriving first half of 2007 from RBS, 2 B737-800s arriving second quarter of 2008 from GECAS and 2 B737-900ERs arriving May 2008 from GECAS.

**FLYbe** have unveiled a flying tribute to the late George Best in the skies above Belfast as airline Flybe named one of its aircraft, Dash 8, G-JECL, in his honour. His father, Dickie, four sisters, brother and son attended the launch at Belfast City Airport. The aircraft has a picture of George Best in his Manchester United strip on the side and is allocated to fly between Belfast and Manchester. Dickie Best said the family had no hesitation in backing the tribute. "The life size image of George on the side of the plane in his trademark red strip and characteristic footballing stance is a wonderful tribute and I reckon if George could be with us today he would be quite taken with the idea of kicking a ball at 30,000 feet," he said.

**Flyglobespan** is planning to inaugurate a service from Manchester to Cape Town on November 8th. The airline will operate 3 flights a week with a Boeing 767 departing Manchester on Mon/Wed/Sat and Cape Town on Tue/Thu/Sun.

**Ryanair** has taken delivery of its 100th 737-800. The airline still has 139 aircraft on order. Ryanair have again shown no mercy with an operator who tried to increase costs on the airline. The airline announced that because of a cost increase at the airport of Cork it will reduce the frequency of service on its Liverpool to Cork route from 7 to 4 flights a week, the airline will instead start 3 flights a week from Liverpool to Kerry.

#### AIRCRAFT NEWS

In response to market demand for its newer aircraft ranges Airbus will progressively phase out the A300/A310 final assembly. This follows more than 35 years of successful marketing and production of Airbus' original aircraft programme. The last A300-600 aircraft on order will be handed over in July 2007.

Airbus President and CEO Gustav Humbert said "The A300/A310 programme launched the Airbus success story and with a total of 821 orders it has surpassed all commercial expectations. The spirit behind the A300/310 continues into the 21st century, most recently with the A380 and the A350 programmes. I wish to express my sincere thanks and gratitude to all customers and all Airbus employees who have participated over the years in designing, developing, marketing and building these exceptional aircraft."

During the last two years, around 150 Airbus employees produced about one aircraft a month on the A300/A310 final assembly line. All employees involved in the A300/A310 production will be offered new positions in other current or future programmes. Airbus is currently undergoing a ramp-up phase with significant internal demand for this skilled and experienced workforce. It is expected that deliveries of Airbus aircraft will surpass 400 in 2006, up from 378 in 2005.

The A300, launched in May 1969 and entering service with Air France in May 1974, was the very first wide-body twin ever brought to the market, setting totally new standards in the industry. With the A310, launched in July 1978 and entering service in April 1983 with Lufthansa and Swissair, Airbus again set new standards with the first two-man cockpit on a wide-body, introducing digital technology



and cathode ray tube (CRT) displays for the first time. These technological advances enabled Airbus to establish its credibility as a reliable manufacturer with a vision of the future, setting the foundation for its current success.

The A300/A310 programme has achieved a total of 821 orders. 802 aircraft have been delivered until the end of January 2006. The order backlog comprises A300 freighter aircraft to be delivered to Federal Express (FedEx), United Parcel Service (UPS) and Galaxy Airlines. Airbus plans to offer new freighter versions of current aircraft when the A300/A310 programme will be completed. To date, there are more than 650 A300s and A310s in service with about 80 operators worldwide. It is expected that the A300s and A310s will continue their operational life for many years with half of the fleet expected to still be in operation beyond 2025. Airbus' "Long term fleet support programme" will support their operability until the very last aircraft is retired from service.

Boeing may double orders for fuselage sections for its 787 jetliner as demand for the new plane exceeds initial production plans. Boeing met with its top suppliers on March 14 and 15 to discuss boosting production, said Yvonne Leach, a spokeswoman for the Chicago-based planemaker. Boeing asked Italy's Finmeccanica Spa in January to increase its monthly output of fuselages to 10 from seven, with a potential rate of 14, Finmeccanica Chief Executive Officer Pier Francesco Guarguaglini said in an interview in Washington.

Doubling 787 production might mean an extra \$12.6 billion in annual revenue for Boeing, based on top list prices for the plane. Boeing is counting on the 787 Dreamliner to regain dominance of the \$60-billion-a-year commercial jet market from European rival Airbus. Boeing has 291 firm orders from 23 customers as airlines rush to replace aging planes with fuel-efficient models. Boeing will decide by summer by how much to increase 787 production, Leach said. The first plane is scheduled to be delivered in 2008. "It's just the beginning of the process," she said, declining to comment on any requests to suppliers or production rates.

#### **OTHER NEWS**

Contrails, those wispy white condensation trails that form behind airplanes, may seem harmless enough. Yet astronomers say they are one more problem making it harder for them to use their telescopes. While some contrails dissipate quickly, others can persist or even develop into high-level cirrus clouds. "We know from satellite imagery that clusters of contrails can last for two days," Danish astronomer Holger Pederson told BBC News. "If carried by the upper jet stream through the troposphere, they can travel hundreds of kilometers." Contrail proliferation, combined with the effect of a warmer and cloudier climate, could make ground-based astronomy impossible within 40 years, the experts told BBC.

The European Union has banned 92 airlines, most of them based in Africa, from landing at European airports due to failures in meeting international safety standards. The new EU blacklist of airlines, based on information from the bloc's 25 member nations, includes both cargo and passenger carriers from Congo, Equatorial Guinea, Sierra Leone, Swaziland and Liberia judged to have an "inadequate system for regulatory oversight" or insufficient safety standards.

EU Transport Commissioner Jacques Barrot said the EU was barring 50 carriers from Congo alone, 14 from Sierra Leone and seven from Swaziland, virtually ensuring that all airlines operating from those countries were prevented from flying to Europe. He said some planes used for flights to Europe and possibly elsewhere were "flying coffins," adding that safety controls in the listed nations were too weak.

Barrot said the high number of listed Congolese airlines was partly due to years of civil war, after which old military planes were converted for civilian and cargo use. "There was a very difficult period in that country where there were military clashes. And a number of planes used for military operations were then just converted into charter planes, hence the high number of airlines," Barrot said. "In Africa they tend to use planes manufactured in the former Soviet Union. They were basically patched up and they are "under suspicion" for their poor safety record, Barrot said.

Only one airline from Congo, Hewa Bora Airways, is allowed to use one approved plane for its flights to the EU, while another African airline, Air Mauritania was given a grace-period of a couple of months to meet EU safety norms.

The EU blacklist also includes Ariana Afghan Airlines, North Korea's Air Koryo and Thailand's Phuket Airlines. Two airlines from Kazakhstan and Kyrgyzstan were listed as well.

Lesser restrictions were placed on Air Bangladesh and Buraq Air from Libya, which will be able to operate flights if they use certain planes that have met safety requirements, the European Commission said. "This blacklist will keep dubious airlines out of Europe," EU Transport Commissioner Jacques Barrot said. "It will also make sure that all airlines operating in Europe's skies meet the highest safety standards."

The EU list also covers aircraft chartered from companies in non-EU countries. It was published on the EU's web site and is supposed to be brought to the attention of customers by travel agents, both at ticket sales offices and on their web sites. Tour operators will have an obligation to inform passengers on the identity of the carrier.

Under the new rules, passengers also will have a right to compensation if the airline on which they were to fly was included on the blacklist or replaced by a blacklisted airline after they bought the ticket.

The commission said it would review the list every three months with the EU's aviation safety agency, either adding new airlines or taking off carriers that meet EU safety standards.

Barrot said the EU would also provide aid to African nations in trying to upgrade airline safety standards. He said the EU's European Aviation Safety Agency would soon have powers to issue certificates to airlines wanting to fly in European skies.

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**David Wooler**



Vickers Valetta C2 VX580 ex RAF  
Norfolk and Suffolk Aviation Museum 4 September 2005  
**Peter Martin**



# MILITARY AVIATION



## Air Shows 2006

Date	Title		Information
21-23 April	London Air Show	Earls Court	0870 4050445
07 May	Shuttleworth Spring Air Display	Old Warden	01767 627927
20 May	S'worth 1 <sup>st</sup> Evg Air Display	Old Warden	As 07 May
21 May	AirSpace Air Show	Duxford	01223 835000
3-4 June	International Air Fair	Biggin Hill	01959 572277
04 June	S'worth Military Air Display	Old Warden	As 07 May
11 June	Cosford Air Show	Cosford	<a href="http://www.cosfordairshow.co.uk">www.cosfordairshow.co.uk</a>
17 June	S'worth 2 <sup>nd</sup> Evg Air Display	Old Warden	As 07 May
25 June	Classic Wings & Wheels	Elvington	01904 608595
02 July	S'worth 1 <sup>st</sup> Summer Air Display		As 07 May
1-2 July	Waddington Int'l Air Show	RAF Waddington	01522 726102
08 July	Y'ton International Air Show		0870 8004030
8-9 July	Flying Legends Air Show	Duxford	As 21 May
12 July	Culdrose Air Day		<a href="http://www.royal-navy.mod.uk">www.royal-navy.mod.uk</a>
15 July	S'worth 2 <sup>nd</sup> Summer Air Display		As 07 May
15-16 July	Royal Int'l Air Tattoo	RAF Fairford	01285 713456
17-23 July	Farnborough Int'l Air Show	Farnborough	0207 9763330
28-29 July	Lowestoft Seafront Air Fest	Lowestoft	01502 587027
29-30 July	Sunderland Int'l Air Show	Sunderland	01916 632000
06 Aug	S'worth Military Pageant		As 07 May
19-20 Aug	<b>YORKSHIRE AIRSHOW</b>	<b>Elvington</b>	<b>01759 305851</b>
27 Aug	Dunsfold Wings & Wheels		01767 627927
2-3 Sep	Southport Air Show	Southport	0845 0522155
03 Sep	Allied Services Tattoo	Elvington	As 25 June
03 Sep	Shuttleworth Pageant	Old Warden	As 07 May
09 Sep	RAF Leuchars Air Show		01334 839000
17 Sep	Battle of Britain Sunday	Elvington	As 25 June

Credit: Aeroplane

Copies of a more complete listing from 01274-873336.

I have attempted to list every air display with a significant military aviation content, although the list does not claim to be exhaustive.

I have not given a complete listing of Shuttleworth events, as they are too numerous. A complete listing is available on [www.shuttleworth.org](http://www.shuttleworth.org)

Similarly, The Helicopter Museum at Weston-super-Mare has regular shows, again, see [www.helicoptermuseum.com](http://www.helicoptermuseum.com)

Support your local air show: Elvington offers the only full air show now within the confines of the county. See also 25 June, 03 September, 17 September and [www.yorkshireairmuseum.co.uk](http://www.yorkshireairmuseum.co.uk)

**Eric Martin**

## MILITARY NEWS

### How the RAF got its roundel!

Lord Trenchard was the 'Father' of the RAF, the first Chief of Air Staff (CAS).

In the early days, King George V sent for him to keep abreast of the progress of the new Service, the first independent Air Force in the world. The King enquired about some documents which the CAS was carrying and Trenchard replied that they outlined the now familiar three superimposed roundels of red upon white upon blue, but said that they could not be used as the College of Heralds had ruled that it was not heraldry.

George V examined them and said that they looked all right to him and asked if it was what Trenchard wanted. He responded in the affirmative, whereupon the King took up his pen and wrote, "Henceforth, this is heraldry". As the fount of Heraldry, the Sovereign cannot be denied – so the RAF roundel was born! It also became the pattern for all subsequent Air Forces.

Similarly, King George VI over-ruled the College of Heralds, when there was controversy about the Crest and Motto of 617 Squadron (The Dambusters).

Credit: Talking Tangmere via Karl Matthews

### Apache rising

The Army Air Corps now has 100 qualified Apache pilots, with fifteen more due to complete their training shortly. By then, the Corps will be only two short of its target establishment of 117 Apache pilots. It is gratifying to know that the delays in training, due to simulator problems, have now been solved.

Credit: Soldier (the magazine of The British Army)

### BBC doesn't know its F3s from its GR4s!

In reporting the crash of a Tornado, shortly after its take-off from Leuchars, BBC TV News showed a picture of a GR4, instead of an F3. The crashed aircraft was from 111 Squadron, based at Leuchars.

Credit: Lowestoft Aviation Society

### Spotters triumphant

A massive number of spotters gathered in the vicinity of RAF Mildenhall recently, to watch and record the take-off of the unique NASA Canberra WB-57F, despite the intrusive efforts of the US Air Force Security Police and the Suffolk Constabulary to thwart the spotters. Evidence that they didn't entirely succeed is provided by the appended photograph.

Credit: Lowestoft Aviation Society  
James and Phyllis Warren

*Eric Martin*



Canberra WB-57F NASA  
Leaving RAF Mildenhall



## LOCAL FREQUENCY CHANGES

At last the new 8.33 MHz steps have come into operation in our area. For those of you who are not aware these frequency spacings are being introduced to give extra availability of frequencies for aviation use.

They are being used only for the high level over-flights and will not affect flights below 24,000 ft. at this time. Nor are these spacings being used by the military.

At this time the changes affect the Pole Hill area and are as follows:

131.050 becomes 132.8583 MHz  
129.100 becomes 132.1333 MHz  
126.775 becomes 126.7833 MHz

and from mid-April  
135.575 becomes 135.5833 MHz

Whilst most modern scanners incorporate the new spacing, you should be aware that some of the older ones will also pick up these frequencies - any scanner that has variable step spacing that goes as low as 5 KHz, such as the Yupiteru MVT7100, the MVT9000, and the AOR8000. Even the old Signal R535 that I have in the shop will happily receive these frequencies as the 'offset' will work if you can get as close as the nearest 5HZ Spacing.

Happy listening  
**Ken Cothliff**

## AIR YORKSHIRE MEMBERSHIP SURVEY

Thank you for your responses to the recent questionnaire, which have given the committee food for thought and a number of ideas, some of which have already been acted upon.

The prize draw was made at the March meeting and the winner was Gordon Westerman.

Seventy replies were received and analysed - the topics which appear to be "most popular" are as follows:

97.1% Commercial Aviation News  
91.4% LBIA Airline Report  
88.6% Summer Timetable  
82.8% Winter Timetable  
78.5% LBIA Movements  
74.3% Articles sent in by individuals  
70.0% Front/back cover photographs

**Clifford Hadwin**  
on behalf of the committee

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

Please note that car parking at the monthly meetings is provided at a discounted rate - contact a committee member for details.

- 2 April Squadron Leader Drew Steel - RAF Nimrod MRA4  
Drew leads the RAF Element of the Nimrod MRA4 Joint Trials Team at BAES Warton. He will provide a brief background to the programme, a description of the aircraft and an explanation of the MRA4's capability in simple language, followed by questions. Drew is an experienced, entertaining and amusing speaker and should not be missed.
- 7 May Tim Jeans - Managing Director of Monarch Scheduled.  
We are privileged that Tim has agreed to attend the May meeting. He has previously worked for Manchester Airport, Ryanair, MyTravel and is now the Managing Director of Monarch Scheduled.
- 4 June Eric and Cath Humphrey will present a talk titled *The Yorkshire Air Museum and Allied Air Forces Memorial* on behalf of the Yorkshire Air Museum.
- 2 July Roger Fozzard - an Air Yorkshire member who now lives on the East coast  
Roger will present *Around the World in 80 slides (or a few more!)*.
- 6 August Martin Powell - Martin will be presenting a slide show based on a recent trip to the USA, followed by visits to Singapore, Thai Air Force bases and the Scilly Isles. He was an early member of the West Riding Branch of Air Britain and is an active member of the Rossendale Aviation Society.
- 3 September Mr Paul Gowland of the Yorkshire Air Ambulance will give us a talk/presentation on the role of the Air Ambulance. Further details to follow.
- 1 October Paul Jackson, previously a member of the West Riding Branch of Air Britain.  
Paul left Hull in 1969 and has been a full-time aviation journalist since 1979, now being the editor of Jane's *All the World's Aircraft*. Paul's talk will be on the history of Jane's and showing how the book is put together today.

### Organised Visit to Southside LBIA:

A visit has been arranged for Sunday 21 May 2006 at 14.30 hrs to the Aviation Academy, when they will explain what their role is.

This will be followed by a visit to the Yorkshire Air Ambulance and the Multiflight Hangers.

***The security requirements of this visit mean that we have to provide them with a list of names and car registrations by Wednesday 17 May 2006.***

***If you want to go on this visit please contact Paul Windsor (0113 250 4424)***

[www.theaviationacademy.co.uk](http://www.theaviationacademy.co.uk)

### Meetings 2005:

For information, the attendance figures for the meetings last year were as follows:

- 36 James Stanfield - Old Yorkshire Air Shows
- 40 Norman Smart - 200 different airlines at Manchester
- 34 Ken Cothliff - The Al Ain Aerobatic Show and more
- 26 Annual Air Yorkshire Quiz - Norman Smart
- 37 Chris Warn - Spotting Stateside in the Sixties/Seventies
- 34 DVD
- 38 Norman Smart/Terry Sykes - Old LBA
- 41 Jonathan Hinkles
- 29 Andy Ormshaw
- 37 Paul Isherwood
- 36 AGM
- 39 Pre-Christmas Get Together

**Alan Sinfield**



## ROYAL AIR FORCE NEWS

### Puma in the snow

A Puma of Benson-based 33 Squadron is pictured over Norway on Exercise Clockwork.



### First UK Sentinel in flight training

The first Sentinel R1 to have been completed in the UK has flown to Texas for formal flight training. The Sentinel will go into service with 5 Squadron at Waddington as the Airborne Stand Off Radar (ASTOR) aircraft.

### Show of force deters angry crowd

Two RAF Tornado crews in Iraq went to the rescue of an Army patrol that had requested air support after it had come under fire and was surprised by an angry mob. Using an established show of force manoeuvre, one of the Tornados made a low fly-past which made the crowd break up.



EI-CSW  
Boeing 737-800  
Ryanair  
LBA 06 March 2006  
with newly fitted winglets  
and titles Catalunya,  
Costa Brava,  
Pirineu de Girona



OE-LVF  
Fokker 100  
Austrian Arrows  
LBA 11 February 2006

G-BYAA  
Boeing 767-200  
Thomsonfly  
LBA 04 March 2006



PH-OFL  
Fokker 100  
KLM Cityhopper  
LBA 9 February 2006





Chrislea C.H.3 Super Ace 2  
Rare survivor - one of only two remaining  
*Ken Cothliff*



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Jetstream 41G-MAJO  
Eastern Airways  
Leeds Bradford 2005

*Graham Shepherd*

Boeing 737-600  
G-CDRB  
FlyGlobespan  
Tenerife  
19 February 2006

*Alan Sinfield*



HU16 Albatros  
Coventry 2003

*Ken Cothliff*