

*Coverdale*



## YORKSHIRES PREMIER AVIATION SOCIETY



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

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

05 September 2004 - To be advised

03 October 2004 - Paul Isherwood with more of his recent travels

## AIR YORKSHIRE AVIATION SOCIEY NEWS

Starting the second period of our meeting calendar was "Two of a kind"; this proved a most interesting topic with civil and military versions of the same aircraft. We were indebted to Norman Smart for the presentation; it must have taken a long time to compile, also for stepping in at short notice. There was a bonus at the end with some really spectacular shots of an air show up a mountain in Switzerland. When you eventually find out the location, Norman, please let us know!

Members will notice that the September meeting is not yet fixed. While there are a couple of possibilities that may materialise, it would be appreciated if someone could volunteer an in-house presentation, just in case - please contact me, even if it's a part contribution.

While liaising on the phone with Adrian Benson about the August meeting, he told me about the increasing presence of Embraer RJ-170's from LOT at Manchester and at the time was listening in to an Antonov 74 about to depart; a nice surprise was a subsequent photograph on the e-mail. Of particular interest, it was RA-74016; this dropped into LBIA on 12th May. Adrian suggested [ringwayreports.co.uk](http://ringwayreports.co.uk) for spotting interest at Manchester. I had not previously visited this site; a quick look proved very interesting, there are also some useful links, even back to the likes of Iba2!

We look forward to welcoming Adrian. I keep my fingers crossed that he pilots his Monarch 757 into Manchester at 07:40 on the Saturday as planned and does not go tech in Corfu.

*David Tennant*

Disclaimer:

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



## MOVEMENTS - MAY

### 01 Saturday

G-PIDS	Boeing 757	0314 0553	G-JEDO	DHC-8 400	0825 0905
PH-OFK	Fokker 100	0935 1043	G-BXWE	Fokker 100	0957 1101
EI-CJF	Boeing 737	1022 1118	G-RJXJ	EMB 135	1057 1500(02)
G-KVIP	King Air 200	1121 1834	G-RJXI	EMB 145	1134 1104(02)
G-BRIG	Boeing 767	1149 1347	G-BVJB	Fokker 100	1156 1637(02)
C-GTDK	Airbus 320	1208 1343	N671B	A.36 Bonanza	1334 1014(06)
G-JEDK	DHC-8 400	1356 1435	PH-KLI	Fokker 100	1401 1604
N79EL	Beechjet 400A	1446 1459	EC-HKQ	Boeing 737 800	1534 1620
EC-HJQ	Boeing 737 800	1541 1646	EC-GGV	DC-9 83	1543 1655
EI-CJI	Boeing 737	1729 1807	EC-GUO	Boeing 737 400	1832 1944
PH-OFB	Fokker 100	1922 0628(02)	C-GTDK	Airbus 320	1927 2102
G-BRIG	Boeing 767	2003 2203	G-BYCP	King Air B200	2059 2231
C-FTDF	Airbus 320	2334 0131(02)			

### 02 Sunday

G-BRIG	Boeing 767	0328 0714	C-GTDK	Airbus 320	0608 0804
PH-KLE	Fokker 100	0932 1036	G-RJXG	EMB 145	1111 1406
G-DENZ	PA-44 Seminole	1239 1441(06)	EI-CNW	Boeing 737	1253 1335
G-JEDK	DHC-8 400	1345 1419	C-GTDK	Airbus 320	1437 1612
PH-OFA	Fokker 100	1538 1617	G-MAJL	Jetstream 41	1628 1745
G-BVCE	BAe 146 300	1640 1723	G-RJXG	EMB 145	1652 1009(03)
EC-HZU	Airbus 320	1706 1815	G-MAJM	Jetstream 41	1711 1741
G-RJXJ	EMB 135	1728 1057(03)	G-DBCB	Airbus 319	1822 1918
G-LAOR	Hawker 800XP	1839 1915	PH-KLG	Fokker 100	1949 0614(03)
G-MAJL	Jetstream 41	1952 1012(03)	G-BVJB	Fokker 100	1958 0728(04)
EI-CJF	Boeing 737	2138 2213			

### 03 Monday

C-GTDK	Airbus 320	0206 1035	G-BRIF	Boeing 767	0502 0917
G-JEDR	DHC-8 400	0803 0845	G-BXWE	Fokker 100	0952 1059
PH-OFI	Fokker 100	1007 1102	EI-CJI	Boeing 737	1010 1041
G-MAJL	Jetstream 41	1227 1440	EI-CJF	Boeing 737	1241 1316
G-RJXG	EMB 145	1256 1336	G-RJXJ	EMB 135	1323 1405
G-JEDR	DHC-8 400	1352 1424	G-BXWE	Fokker 100	1009 1535
G-BRIF	Boeing 767	1430 1720	PH-OFA	Fokker 100	1559 1652
C-GTDK	Airbus 320	1603 1730	G-BYRA	Jetstream 31	1621 0707(04)
N79EL	Beechjet 400A	1638 1724	G-RJXG	EMB 145	1644 1735
G-RJXJ	EMB 135	1650 0714(04)	G-MAJL	Jetstream 41	1653 0721(04)
G-JEDR	DHC-8 400	1715 1755	I-FLYP	Falcon 2000	1722 1741
G-BLWF	Robin HR100-210	1733 1809	G-BXWF	Fokker 100	1806 0717(04)
PH-OFI	Fokker 100	1946 0620(04)	G-RJXG	EMB 145	2040 0733(04)
EI-CJF	Boeing 737	2104 2149	G-BVJD	Fokker 100	2307 0744(04)

### 04 Tuesday

G-BRIF	Boeing 767	0216 0631	C-GTDK	Airbus 320	0246 0842
G-JEDO	DHC-8 400	0806 0850	PH-OFA	Fokker 100	0930 1054
G-MAJL	Jetstream 41	0933 0703(05)	ZE701	BAe 126 CC.2	0937 1308
G-BVJB	Fokker 100	0939 0751(05)	G-RJXG	EMB 145	0942 1037
CS-DNJ	Hawker 800XP	0948 1153	G-BXWF	Fokker 100	0955 1123
G-BYRA	Jetstream 31	1003 1058	EI-CJC	Boeing 737	1011 1056

G-MAJB	Jetstream 41	1016 1050	G-RJXJ	EMB 135	1022 1103
N750NS	Citation X	1030 0941(05)	G-BVJD	Fokker 100	1042 1520
G-MAJB	Jetstream 41	1234 1300	EI-CJF	Boeing 737	1256 1328
G-RJXG	EMB 145	1304 1348	G-JEDO	DHC-8 400	1346 1430
PH-OFH	Fokker 100	1402 1602	G-BXWF	Fokker 100	1410 1546
G-RJXJ	EMB 135	1428 1554	C-GTDK	Airbus 320	1454 1753
G-MPCD	Airbus 320	1551 1750	G-BUVD	Jetstream 31	1557 1627
G-RJXG	EMB 145	1637 1732	G-BYRA	Jetstream 31	1640 1725
G-BVJD	Fokker 100	1705 1837	G-JEDO	DHC-8 400	1718 1757
9H-ABS	Boeing 737 300	1820 1924	G-MAJK	Jetstream 41	1824 1854
G-RJXJ	EMB 135	1827 1912	G-BXWF	Fokker 100	1850 1941
G-BUVD	Jetstream 31	1901 1918	PH-KZC	Fokker 70	1938 0623(05)
G-BYRA	Jetstream 31	1954 0639(05)	G-RJXG	EMB 145	2040 0739(05)
G-MAJK	Jetstream 41	2102 2137	G-DHJZ	Airbus 320	2109 2204
G-BRIF	Boeing 767	2116 0748(05)	EI-CJF	Boeing 737	2125 2157
G-BVJD	Fokker 100	2132 0715(05)	G-RJXJ	EMB 135	2148 0807(05)
G-BXWF	Fokker 100	2213 0729(05)			

#### 05 Wednesday

C-GTDK	Airbus 320	0306 0754	G-JEDO	DHC-8 400	0804 0840
D-ISWA	CitationJet	0858 1659	G-MAJL	Jetstream 41	0919 1009
G-BVJD	Fokker 100	0923 1447	PH-OFH	Fokker 100	0930 1048
G-RJXG	EMB 145	0936 1017	EI-CJE	Boeing 737	1002 1056
G-RJXJ	EMB 135	1004 1051	G-BXWF	Fokker 100	1006 1100
G-BUVD	Jetstream 31	1025 1106	G-BVJB	Fokker 100	1037 1507
G-FLVU	Citation I	1211 1328	CS-DNK	Hawker 800XP	1235 1356
G-RJXG	EMB 145	1245 1331	EI-CNV	Boeing 737	1251 1324
G-RJXJ	EMB 135	1314 1401	G-JEDO	DHC-8 400	1342 1422
G-MAJA	Jetstream 41	1348 1435	G-BXWF	Fokker 100	1419 1540
PH-KZR	Fokker 70	1604 1654	G-BUVC	Jetstream 31	1625 1714
C-GTDK	Airbus 320	1645 1822	G-RJXJ	EMB 135	1650 1755
G-BVJD	Fokker 100	1657 1750	G-RJXG	EMB 145	1700 1746
G-MAJA	Jetstream 41	1703 1748	G-BVJB	Fokker 100	1705 1800
G-JEDO	DHC-8 400	1715 1802	G-ROWN	King Air 200	1823 1113(06)
G-BXWF	Fokker 100	1832 1927	G-FLVU	Citation I	1914 1952
PH-KLD	Fokker 100	1924 0620(06)	G-BVJD	Fokker 100	1942 0737(06)
G-BUVC	Jetstream 31	1949 0650(06)	G-BVJB	Fokker 100	1954 0719(06)
G-MAJA	Jetstream 41	1958 0656(06)	G-RJXG	EMB 145	2037 0730(06)
G-RJXJ	EMB 135	2039 0715(06)	G-BRIF	Boeing 767	2056 0727(06)
EI-CNX	Boeing 737	2101 2142	G-BXWF	Fokker 100	2220 0725(06)

#### 06 Thursday

C-GTDK	Airbus 320	0456 0942	G-JEDL	DHC-8 400	0810 0850
N250AC	PA-31 Navajo	0906 1721	G-MAJA	Jetstream 41	0925 1008
G-RJXG	EMB 145	0927 1016	G-BUVC	Jetstream 31	0931 1047
PH-KZD	Fokker 70	0946 1044	EI-CNZ	Boeing 737	0948 1059
G-BVJB	Fokker 100	0951 1450	G-BXWF	Fokker 100	0953 1102
G-BVJD	Fokker 100	1043 1519	G-RJXI	EMB 145	1046 1122
G-MAJL	Jetstream 41	1218 1436	EI-CNT	Boeing 737	1241 1315
G-RJXG	EMB 145	1249 1336	G-OOFB	Boeing 757	1252 1433
EC-GZD	Airbus 320	1309 1424	EI-DMG	Cessna 441	1317 1657
G-RJXI	EMB 145	1332 1416	G-JEDL	DHC-8 400	1342 1430
ZH141	Twin Squirrel	1350 1609	PH-KLD	Fokker 100	1408 1604
G-BXWF	Fokker 100	1411 1538	C-GTDK	Airbus 320	1558 1805
G-RJXG	EMB 145	1639 1743	G-BYRA	Jetstream 31	1651 1729
G-MAFE	Dornier Do 228	1654 1036(09)	G-RJXI	EMB 145	1700 1754
G-MAJL	Jetstream 41	1702 1814	G-BVJB	Fokker 100	1705 1747
G-BVJD	Fokker 100	1712 1820	G-JEDL	DHC-8 400	1718 1808

G-BXWF	Fokker 100	1803 1903	G-BVJB	Fokker 100	1934 0720(07)
PH-KLG	Fokker 100	1938 0627(07)	G-BYRA	Jetstream 31	1954 0650(07)
G-BVJD	Fokker 100	2013 1511(07)	G-MAJL	Jetstream 41	2020 0700(07)
G-RJXI	EMB 145	2035 2120	G-BRIF	Boeing 767	2043 0750(07)
G-RJXG	EMB 145	2046 0729(07)	G-BXWF	Fokker 100	2139 0718(07)
G-RJXJ	EMB 135	2142 0731(07)	EI-CJC	Boeing 737	2244 2312
<b>07 Friday (*=diversion)</b>					
N125GW	Lear Jet 45*	0219 0251	C-GTDK	Airbus 320	0311 0622
CS-DNK	Hawker 800XP	0754 0913	G-JEDL	DHC-8 400	0812 0854
TC-AAP	Boeing 737 800	0834 1037	G-BVJB	Fokker 100	0910 1450
G-RJXG	EMB 145	0921 1029	G-MAJL	Jetstream 41	0924 1013
G-JETU	Twin Squirrel	0925 1224	PH-KLD	Fokker 100	0936 1045
G-BYRA	Jetstream 31	0940 1047	G-BXWF	Fokker 100	0946 1108
G-RJXJ	EMB 135	1012 1051	EI-CJC	Boeing 737	1018 1101
G-DHRG	Airbus 320	1105 1637	EC-IDA	Boeing 737 800	1131 1251
G-MAJL	Jetstream 41	1222 1438	EI-CJE	Boeing 737	1236 1321
G-RJXG	EMB 145	1309 1350	G-RJXJ	EMB 135	1322 1410
ZD704	BAe 125 CC.3	1333 1355	G-JEDL	DHC-8 400	1354 1430
PH-OFC	Fokker 100	1412 1605	G-BXWF	Fokker 100	1414 1540
G-OAKJ	Jetstream 31	1632 1719	G-BVJB	Fokker 100	1650 1733
G-RJXG	EMB 145	1657 1749	G-FIBS	Ecureuil	1658 1753
G-RJXJ	EMB 135	1702 1754	G-MAJL	Jetstream 41	1706 1751
G-BVJD	Fokker 100	1708 1757	G-BYHG	Dornier Do 328	1728 1909(08)
G-JEDL	DHC-8 4400	1731 1806	G-BXWF	Fokker 100	1812 1911
G-BVJB	Fokker 100	1945 0717(10)	PH-KLD	Fokker 100	1950 0634(08)
G-BVJD	Fokker 100	1957 0721(08)	G-OAKJ	Jetstream 31	2003 0659(10)
G-MAJL	Jetstream 41	2007 1457(09)	G-RJXJ	EMB 135	2031 0813(08)
G-RJXG	EMB 145	2054 0854(08)	EI-CJE	Boeing 737	2120 2159
G-BXWF	Fokker 100	2140 0920(08)	EC-ICD	Boeing 737 800	2143 2254
G-BRIF	Boeing 767	2315 0718(08)			
<b>08 Saturday</b>					
G-ZAPU	Boeing 757	0421 0624	G-JEDJ	DHC-8 400	0824 0900
PH-OFH	Fokker 100	0950 1051	G-BVJD	Fokker 100	0957 1131
EI-CJE	Boeing 737	1011 1109	G-RJXJ	EMB 135	1136 1502(09)
G-ZAPT	King Air B200C	1145 1302	G-BXWF	Fokker 100	1154 1639(09)
G-BRIF	Boeing 767	1217 1400	G-ZAPU	Boeing 757	1222 1356
PH-KLG	Fokker 100	1410 1601	G-RJXG	EMB 145	1440 0950(09)
EC-HKQ	Boeing 737 800	1513 1632	G-JEDJ	DHC-8 400	1537 1614
EC-GBA	DC-9 83	1602 1713	EI-CJF	Boeing 737	1628 1705
EC-HNB	Boeing 737 400	1807 1920	EC-HBL	Boeing 737 800	1831 1943
G-BSER	PA-28 Cherokee	1907 0928(09)	G-ZAPU	Boeing 757	1939 2032
PH-OFK	Fokker 100	2001 0618(09)	G-BRIF	Boeing 767	2019 2200
G-DBCB	Airbus 319	2129 0705(09)			
<b>09 Sunday</b>					
G-BRIF	Boeing 767	0352 0711	G-WJAN	Boeing 757	0757 0925
G-RJXI	EMB 145	0936 1117	PH-OFE	Fokker 100	0939 1041
N750NS	Citation X	1147 1202	N671B	A.36 Bonanza	1216 1021(16)
EI-CJG	Boeing 737	1256 1335	G-OWAX	King Air 200	1333 1404
G-JEDP	DHC-8 400	1344 1425	PH-OFK	Fokker 100	1407 1605
G-WJAN	Boeing 757	1538 1657	G-MAJL	Jetstream 41	1640 1746
G-JEBH	BAe 146 300	1642 1733	G-RJXG	EMB 145	1646 1753
G-MAJK	Jetstream 41	1652 1739	G-RJXJ	EMB 135	1727 1814
EC-INZ	Airbus 320	1743 1852	CS-DNK	Hawker 800XP	1801 1907
G-MIDP	Airbus 320	1807 1904	G-RJXI	EMB 145	1810 1849
PH-KLI	Fokker 100	1939 0623(10)	G-MAJL	Jetstream 41	1954 0714(10)
G-BXWF	Fokker 100	2005 0752(10)	G-RJXJ	EMB 135	2030 0708(10)

G-RJXG	EMB 145	2037 0729(10)	G-BVJD	Fokker 100	2145 0720(10)
G-BSER	PA-28 Cherokee	2154 1846(10)	EI-CJF	Boeing 737	2157 2235
<b>10 Monday</b>					
G-WJAN	Boeing 757	0253 0337	G-BRIF	Boeing 767	0340 0952
C-GTDK	Airbus 320	0645 0818	G-JEDL	DHC-8 400	0814 0853
G-BBEY	PA-23 Aztec	0849 0942	G-BVJB	Fokker 100	0921 1018
G-MAJL	Jetstream 41	0933 1021	PH-KLD	Fokker 100	0941 1044
G-BVJD	Fokker 100	0944 1105	G-OAKJ	Jetstream 31	0948 1049
EI-COX	Boeing 737	0957 1042	G-RJXJ	EMB 135	1015 1808
G-BXWF	Fokker 100	1135 1515	G-RJXD	EMB 145	1228 1341
G-MAJL	Jetstream 41	1244 1451	EI-CNW	Boeing 737	1247 1328
G-BVJB	Fokker 100	1253 1456	C-GTDK	Airbus 320	1344 1512
G-JEDL	DHC-8 400	1407 1441	PH-WXC	Fokker 70	1409 1607
G-BVJD	Fokker 100	1416 1541	G-BRIF	Boeing 767	1529 1718
G-OAKJ	Jetstream 31	1623 1721	G-CCFC	Robinson R-44	1638 1706
G-BVJB	Fokker 100	1648 1830	G-RJXD	EMB 145	1650 1816
N900CB	Cessna 421C	1658 1155(4/6)	G-MAJL	Jetstream 41	1714 1819
G-JEDL	DHC-8 400	1725 1822	G-BXWF	Fokker 100	1803 1841
G-BVJD	Fokker 100	1814 1912	PH-KLD	Fokker 100	1942 0643(11)
G-OAKJ	Jetstream 31	1949 0656(11)	G-MAJL	Jetstream 41	2025 0658(11)
G-BXWF	Fokker 100	2034 0927(11)	G-RJXD	EMB 145	2047 0723(11)
G-BVJB	Fokker 100	2049 0712(11)	G-RJXJ	EMB 135	2059 0727(11)
EI-CJI	Boeing 737	2120 2150	G-BVJD	Fokker 100	2139 0719(11)
<b>11 Tuesday</b>					
C-GTDK	Airbus 320	0030 0833	G-BRIF	Boeing 767	0232 0634
G-JEDL	DHC-8 400	0815 0848	G-BVJB	Fokker 100	0922 1504
G-RJXD	EMB 145	0925 0727(12)	G-MAJL	Jetstream 41	0929 1013
G-BYRA	Jetstream 31	0951 1038	G-BVJD	Fokker 100	0954 1058
PH-KLI	Fokker 100	1001 1100	EI-CJC	Boeing 737	1011 1043
G-RJXJ	EMB 135	1015 1055	G-OGRG	Citation Ultra	1103 1136
G-MAJL	Jetstream 41	1213 1440	G-BXWF	Fokker 100	1226 1500
G-RJXC	EMB 145	1229 1333	EI-CNW	Boeing 737	1231 1308
G-RJXJ	EMB 135	1323 1428	G-JEDL	DHC-8 400	1350 1431
ES-NOI	Antonov 72	1408 1948	PH-OFA	Fokker 100	1420 1602
C-GTDK	Airbus 320	1435 1612	G-BVJD	Fokker 100	1449 1542
G-JIVE	Hughes 369E	1519 1600	G-MPCD	Airbus 320	1551 1756
G-RJXC	EMB 145	1559 1813	G-OAKJ	Jetstream 31	1629 1719
G-BSYI	Twin Squirrel	1638 0934(13)	G-BVJB	Fokker 100	1658 1737
G-MAJL	Jetstream 41	1704 1800	G-RJXJ	EMB 135	1709 1814
G-JEDL	DHC-8 400	1720 1810	C-GLRJ	Lear Jet 45	1727 1807
G-BXWF	Fokker 100	1753 1834	G-JIVE	Hughes 369E	1820 1825
G-BVJD	Fokker 100	1827 1923	9H-ABT	Boeing 737 300	1856 1951
G-BVJB	Fokker 100	1933 0719(12)	G-OAKJ	Jetstream 31	2000 0707(12)
G-RJXC	EMB 145	2009 2056	G-MAJL	Jetstream 41	2016 0722(12)
PH-KLI	Fokker 100	2022 0624(12)	G-RJXJ	EMB 135	2042 0715(12)
G-BRIF	Boeing 767	2107 0744(12)	EI-CNW	Boeing 737	2117 2148
G-BXWF	Fokker 100	2124 0753(12)	G-BVJD	Fokker 100	2200 0733(12)
<b>12 Wednesday</b>					
C-GTDK	Airbus 320	0127 0748	G-JEDL	DHC-8 400	0813 0849
RA74016	Antonov 74	0829 1849	G-BVJB	Fokker 100	0922 1457
G-MAJL	Jetstream 41	0930 1015	G-RJXD	EMB 145	0934 1013
G-BYRM	Jetstream 31	0941 1039	PH-OFD	Fokker 100	0953 1054
N1129L	Citation Ultra	0956 1508	EI-CNW	Boeing 737	1003 1102
G-RJXJ	EMB 135	1006 1056	G-BVJD	Fokker 100	1030 1142
G-BXWF	Fokker 100	1100 1512	G-BWDO	Sikorsky S-76B	1105 1218
ZE763	Tornado	1111 1447	HB-JEA	EMB 135BJ Legacy	1203 1236

G-IFTE	BAe 125 700B	1207 1651	G-MAJL	Jetstream 41	1217 1443
G-BWDO	Sikorsky S-76B	1240 1112(13)	EI-COA	Boeing 737	1250 1332
G-RJXD	EMB 145	1259 1346	G-RJXJ	EMB 135	1324 1408
G-VUEA	Citation II	1330 1450	G-JEDL	DHC-8 400	1344 1421
G-XLAC	Boeing 737 800	1359 1516	PH-KZN	Fokker 70	1417 1603
G-OGRG	Citation Ultra	1437 1501	G-BVJD	Fokker 100	1439 1537
G-LEAR	Lear Jet 35A	1553 1015(13)	G-OLDJ	Lear Jet 45	1610 1834
G-BYRM	Jetstream 31	1619 1725	G-RJXJ	EMB 135	1652 1755
G-BVJB	Fokker 100	1654 1732	C-GTDK	Airbus 320	1656 1856
G-MAJL	Jetstream 41	1701 1751	G-RJXD	EMB 145	1703 1749
G-BXWF	Fokker 100	1711 1800	G-JEDM	DHC-8 400	1723 1806
G-BVJD	Fokker 100	1814 1908	N5361C	PA-46 Meridian	1922 0732(13)
G-BVJB	Fokker 100	1924 0717(13)	PH-OFB	Fokker 100	1936 0622(13)
G-BXWF	Fokker 100	1955 0744(13)	G-BYRM	Jetstream 31	2008 0658(13)
G-MAJL	Jetstream 41	2025 0702(13)	G-RJXJ	EMB 135	2035 0709(13)
G-CCFC	Robinson R-44	2046 1448(13)	G-RJXD	EMB 145	2053 0723(13)
EI-COA	Boeing 737	2109 2147	G-BRIF	Boeing 767	2112 0728(13)
G-BVJD	Fokker 100	2204 0741(13)			

### 13 Thursday

P4-AOC	HS 125 1F	0409 1336	C-GTDK	Airbus 320	0835 0949
G-RJXG	EMB 145	0919 1006	G-BVJB	Fokker 100	0926 1452
G-MAJL	Jetstream 41	0928 1017	G-JEDP	DHC-8 400	0931 1008
G-BYRA	Jetstream 31	0936 1052	PH-OFG	Fokker 100	0943 1039
G-BVJD	Fokker 100	0950 1102	G-RJXJ	EMB 135	1010 1106
EI-CNW	Boeing 737	1013 1109	G-JIVE	Hughes 369E	1036 1115
G-BXWF	Fokker 100	1055 1509	G-JIVE	Hughes 369E	1146 1205
G-MAJL	Jetstream 41	1225 1446	G-FCDB	Citation Bravo	1240 1427
G-RJXG	EMB 145	1245 1345	G-RJXJ	EMB 135	1323 1424
EC-GZE	Airbus 320	1343 1458	G-JEDJ	DHC-8 400	1349 1434
EI-CJC	Boeing 737	1403 1443	PH-KZC	Fokker 70	1412 1600
G-BVJD	Fokker 100	1421 1539	G-OOOB	Boeing 757	1454 1606
ZD704	BAe 125 CC.3	1554 0731(14)	G-BYRA	Jetstream 31	1629 1720
G-BVJB	Fokker 100	1650 1736	C-GTDK	Airbus 320	1654 1826
G-RJXJ	EMB 135	1700 1751	G-BXWF	Fokker 100	1703 1806
G-RJXG	EMB 145	1715 1810	G-MAJL	Jetstream 41	1717 1800
G-JEDJ	DHC-8 400	1726 1813	G-BVJD	Fokker 100	1802 1907
G-JIVE	Hughes 369E	1805 1809	G-VUEA	Citation II	1823 1856
G-RKJT	PA-46 Malibu	1835 0700(17)	G-JIVE	Hughes 369E	1848 1910
G-CCFC	Robinson R-44	1926 1945	G-BVJB	Fokker 100	1930 0722(14)
PH-OFK	Fokker 100	1936 0621(14)	G-BXWF	Fokker 100	1950 0725(15)
G-BYRA	Jetstream 31	1955 0653(14)	G-MAJL	Jetstream 41	2016 0759(14)
G-RJXG	EMB 145	2100 0736(14)	G-BRIF	Boeing 767	2102 0747(14)
EI-CJE	Boeing 737	2111 2140	G-RJXJ	EMB 135	2117 0712(14)
G-BVJD	Fokker 100	2133 0728(14)			

### 14 Friday

G-BYCP	King Air B200	0228 0418	C-GTDK	Airbus 320	0330 0609
N527EW	Citation I	0713 1804	G-JEDO	DHC-8 400	0810 0845
TC-APU	Boeing 737 800	0852 1029	G-BVJD	Fokker 100	0925 1010
G-RJXG	EMB 145	0933 1017	G-BUVD	Jetstream 31	0946 1043
G-BVJB	Fokker 100	0955 1109	G-DAKO	PA-28 Dakota	1001 1046
G-MAJL	Jetstream 41	1026 1056	EI-CNZ	Boeing 737	1028 1116
G-RJXJ	EMB 135	1031 1118	PH-WXA	Fokker 70	1113 1206
EC-HKR	Boeing 737 800	1157 1325	G-MAJL	Jetstream 41	1224 1438
C-GTDK	Airbus 320	1226 1346	G-RJXG	EMB 145	1255 1453
EI-CJE	Boeing 737	1301 1341	G-BVJD	Fokker 100	1304 1508
G-RJXC	EMB 145	1322 1429	G-RJXJ	EMB 135	1336 1422

G-JEDO	DHC-8 400	1350 1431	G-BVJB	Fokker 100	1406 1542
PH-KLE	Fokker 100	1425 1609	G-DAKO	PA-28 Dakota	1517 1555
G-RJXG	EMB 145	1647 1745	G-RJXJ	EMB 135	1657 1742
G-BVJD	Fokker 100	1702 1802	G-MAJL	Jetstream 41	1710 1757
G-JEDO	DHC-8 400	1719 1810	G-RJXC	EMB 145	1726 1800
G-BYRA	Jetstream 31	1828 1901	G-BVJB	Fokker 100	1837 1924
TF-ARE	Boeing 757	1853 1940	C-GTDK	Airbus 320	1912 2111
G-RJXG	EMB 145	1944 2023	G-BVJD	Fokker 100	2007 2053
G-MAJL	Jetstream 41	2010 1005(15)	PH-KLD	Fokker 100	2012 0615(15)
G-RJXJ	EMB 135	2038 0815(15)	G-RJXC	EMB 145	2109 1332(15)
EI-CJE	Boeing 737	2114 2148	G-BYRA	Jetstream 31	2132 0709(17)
G-BVJB	Fokker 100	2135 0913(15)	EC-III	Boeing 737 800	2256 0027(15)
G-BYAB	Boeing 767	2321 0649(15)			
<b>15 Saturday</b>					
C-GTDK	Airbus 320	0316 0559	G-JEDO	DHC-8 400	0806 0848
G-BXWF	Fokker 100	0937 1120	PH-KLE	Fokker 100	0944 1043
EI-CJF	Boeing 737	1002 1124	G-EMBS	EMB 145	1134 1223
G-RJXJ	EMB 135	1139 1504(16)	C-GTDK	Airbus 320	1157 1358
G-BVJB	Fokker 100	1200 1630(16)	G-JEBB	BAe 146 300	1213 1304
G-BYAB	Boeing 767	1216 1349	G-JEDO	DHC-8 400	1344 1427
G-BGID	Bell 47G	1403 n/s+	PH-KZO	Fokker 100	1407 1558
D-ISSS	Citation I	1427 1708	EC-HGP	Boeing 737 800	1457 1601
G-MAJL	Jetstream 41	1506 1456(16)	G-RJXC	EMB 145	1611 0954(16)
EC-GNY	DC-9 83	1621 1730	EC-ICD	Boeing 737 800	1627 1736
EI-CJE	Boeing 737	1631 1705	EC-HXT	Boeing 737 400	1832 1939
C-GTDK	Airbus 320	1933 2108	PH-KZE	Fokker 70	1936 0621(16)
G-BYAB	Boeing 767	2030 2212	G-BXWF	Fokker 100	2126 0802(17)
G-BXWE	Fokker 100	2206 0719(16)			
<b>16 Sunday</b>					
G-BYAB	Boeing 767	0403 0716	C-GTDK	Airbus 320	0635 0758
G-RJXG	EMB 145	0938 1057	PH-KLE	Fokker 100	0949 1049
EI-CNX	Boeing 737	1310 1341	G-JEDJ	DHC-8 400	1357 1450
PH-KLD	Fokker 100	1423 1603	C-GTDK	Airbus 320	1431 1611
G-MAJL	Jetstream 41	1629 1757	G-BVCE	BAe 146 300	1644 1733
G-MAJK	Jetstream 41	1649 1946	G-RJXC	EMB 145	1705 1754
EC-IEQ	Airbus 320	1709 1813	G-RJXJ	EMB 135	1728 1819
G-RJXG	EMB 145	1817 1854	G-MIDS	Airbus 320	1845 1936
G-MAJM	Jetstream 41	1907 1942	PH-OFA	Fokker 100	1949 0626(17)
G-BVJB	Fokker 100	1954 0733(17)	G-RJXJ	EMB 135	2008 0717(17)
G-MAJL	Jetstream 41	2011 0712(17)	G-RJXC	EMB 145	2051 0743(17)
EI-CJE	Boeing 737	2137 2209	G-BXWE	Fokker 100	2140 0735(17)
<b>17 Monday</b>					
C-GTDK	Airbus 320	0245 0740	G-BYAB	Boeing 767	0401 0923
G-BXWE	Fokker 100	0935 1454	G-MAJL	Jetstream 41	0937 1019
G-RJXC	EMB 145	0945 1029	G-BYRA	Jetstream 31	0947 1045
EI-CJF	Boeing 737	0952 1101	PH-KLD	Fokker 100	0956 1047
G-JEDM	DHC-8 400	1000 1057	G-BVJB	Fokker 100	1004 1104
G-TWIG	Reims F406	1020 1509	G-RJXJ	EMB 135	1031 1107
G-BXWF	Fokker 100	1054 1518	G-MAJL	Jetstream 41	1222 1439
C-GTDK	Airbus 320	1242 1500	EI-CJI	Boeing 737	1253 1326
G-RJXC	EMB 145	1301 1345	G-RJXJ	EMB 135	1329 1412
G-BVJB	Fokker 100	1413 1540	PH-OFI	Fokker 100	1507 1603
G-BYAB	Boeing 767	1546 1717	G-RKJT	PA-46 Malibu	1623 0726(18)
G-BYRA	Jetstream 31	1640 1721	G-RJXJ	EMB 135	1652 1745
G-RJXC	EMB 145	1654 1738	G-MAJL	Jetstream 41	1658 1752
G-BXWE	Fokker 100	1703 1740	G-BXWF	Fokker 100	1710 1756

G-JEDM	DHC-8 400	1742 1818	G-BVJB	Fokker 100	1810 1908
G-BXWE	Fokker 100	1939 0751(18)	G-BXWF	Fokker 100	1946 0716(18)
G-BYRA	Jetstream 31	1956 0658(18)	G-MAJL	Jetstream 41	2003 0702(18)
PH-KLS	Fokker 100	2008 0624(18)	G-RJXJ	EMB 135	2027 0713(18)
G-RJXC	EMB 145	2042 0737(18)	EI-CJI	Boeing 737	2109 2142
G-BVJB	Fokker 100	2133 0727(18)			

# 18 Tuesday

C-GTDK	Airbus 320	0025 0831	G-BYAB	Boeing 767	0225 0619
CS-DNK	Hawker 800XP	0741 0904	G-JEDP	DHC-8 400	0813 0852
G-BXWF	Fokker 100	0921 1450	G-MAJL	Jetstream 41	0928 1010
G-RJXC	EMB 145	0932 1013	PH-OFJ	Fokker 100	0934 1048
G-BYRA	Jetstream 31	0940 1041	G-BVJB	Fokker 100	0952 1104
EI-CJC	Boeing 737	1000 1045	G-RJXJ	EMB 135	1020 1101
G-BXWE	Fokker 100	1058 1508	G-MAJL	Jetstream 41	1209 1438
G-RJXC	EMB 145	1246 1339	G-BPZM	PA-28RT Arrow IV	1303 1430(5/6)
G-BXWA	B.76 Duchess	1306 1413	EI-CJC	Boeing 737	1318 1355
G-RJXJ	EMB 135	1321 1409	G-JEDP	DHC-8 400	1340 1425
G-BVJB	Fokker 100	1405 1547	PH-KLE	Fokker 100	1413 1607
C-GTDK	Airbus 320	1431 1646	G-MPCD	Airbus 320	1557 1735
G-JBBZ	Ecureil	1602 1639	G-OLDJ	Lear Jet 45	1613 1635
G-BYRA	Jetstream 31	1616 1712	G-BXWF	Fokker 100	1643 1730
G-RJXC	EMB 145	1647 1740	G-RJXJ	EMB 135	1656 1746
G-BXWE	Fokker 100	1704 1800	G-MAJL	Jetstream 41	1707 1749
G-JEDP	DHC-8 400	1715 1804	G-BVJB	Fokker 100	1825 1932
9H-ABS	Boeing 737 300	1828 1948	G-BXWF	Fokker 100	1927 0723(19)
PH-OFJ	Fokker 100	1941 0625(19)	G-BXWE	Fokker 100	1950 0712(19)
G-BYRA	Jetstream 31	1957 0657(19)	G-MAJL	Jetstream 41	2005 0659(19)
G-RJXJ	EMB 135	2034 0706(19)	G-RJXC	EMB 145	2041 0728(19)
G-BYAA	Boeing 767	2126 0746(19)	G-BVJB	Fokker 100	2147 0734(19)
EI-COA	Boeing 737	2303 2331			

# 19 Wednesday

C-GTDK	Airbus 320	0201 0731	G-JEDK	DHC-8 400	0812 0856
G-MAJL	Jetstream 41	0917 1018	G-BXWF	Fokker 100	0921 1449
PH-KLE	Fokker 100	0931 1042	G-RJXC	EMB 145	0935 1012
G-BXWE	Fokker 100	0943 1055	G-ESTA	Citation II	0945 1047
G-BYRA	Jetstream 31	0954 1049	EI-CJE	Boeing 737	1009 1053
N686SG	EMB 135BJ Legacy	1015 1111	G-RJXJ	EMB 135	1027 1106
G-PFCL	Cessna 172S	1030 1641	G-BVJB	Fokker 100	1043 1508
G-MAJL	Jetstream 41	1221 1433	G-RJXC	EMB 145	1249 1342
EI-CJF	Boeing 737	1309 1339	G-RJXJ	EMB 135	1324 1407
CS-DKA	Gulfstream IV	1333 1452	G-IFIT	PA-31 Navajo	1336 1728
G-JEDP	DHC-8 400	1349 1426	G-BXWE	Fokker 100	1359 1536
PH-OFJ	Fokker 100	1413 1601	G-BUVD	Jetstream 31	1625 1721
VP-COM	Citation I	1633 0842(20)	C-GTDK	Airbus 320	1636 1806
G-RJXC	EMB 145	1649 1733	G-MAJL	Jetstream 41	1653 1751
G-BXWF	Fokker 100	1657 1738	G-BVJB	Fokker 100	1700 1757
G-RJXJ	EMB 135	1703 1854	G-JEDP	DHC-8 400	1716 1800
G-MOUT	Cessna 182T	1719 res	G-ESTA	Citation II	1754 1810
G-BXWE	Fokker 100	1818 1911	CS-DFR	Citation Excel	1842 1904
G-JIVE	Hughes 369E	1851 1914	G-RKJT	PA-46 Malibu	1908 0805(20)
G-BXWF	Fokker 100	1923 1513(20)	PH-KLE	Fokker 100	1946 0617(20)
G-BVJB	Fokker 100	1948 0720(20)	G-BUVD	Jetstream 31	1952 0659(20)
G-MAJL	Jetstream 41	2010 0705(20)	G-RJXC	EMB 145	2043 0729(20)
G-BYAA	Boeing 767	2104 0724(20)	EI-CJF	Boeing 737	2107 2142
G-RJXJ	EMB 135	2122 1103(20)	G-BXWE	Fokker 100	2137 0733(20)

**20 Thursday**

C-GTDK	Airbus 320	0720 0950	G-JEDP	DHC-8 400	0813 0851
G-RJXC	EMB 145	0919 1007	G-MAJL	Jetstream 41	0929 1012
G-BVJB	Fokker 100	0933 1451	G-BUVD	Jetstream 31	0936 1036
N750NS	Citation X	0946 1608	PH-KZO	Fokker 70	0958 1054
EI-CJF	Boeing 737	1002 1051	G-BXWE	Fokker 100	1017 1108
G-AZLN	PA-28 Cherokee	1029 1718	G-MAJL	Jetstream 41	1221 1453
G-RJXC	EMB 145	1245 1341	G-OOOY	Boeing 757	1249 1426
EI-CJI	Boeing 737	1301 1400	EC-GZE	Airbus 320	1315 1441
G-RJXJ	EMB 135	1323 1744	G-JEDP	DHC-8 400	1355 1434
G-LEAR	Lear Jet 35A	1357 1459	G-BXWE	Fokker 100	1403 1539
PH-KLI	Fokker 100	1448 1601	G-EPED	PA-31 Navajo	1544 1737
C-GTDK	Airbus 320	1620 1830	G-BUVD	Jetstream 31	1623 1730
G-RJXC	EMB 145	1649 1734	G-BVJB	Fokker 100	1651 1739
G-BXWF	Fokker 100	1657 1754	G-MAJL	Jetstream 41	1709 1759
G-ZELE	Gazelle	1725 1803	G-JEDP	DHC-8 400	1728 1811
G-BXWE	Fokker 100	1817 1917	G-RKJT	PA-46 Malibu	1822 1025(23)
G-BVJB	Fokker 100	1927 0716(21)	G-BXWF	Fokker 100	1946 2015
G-BUVD	Jetstream 31	1952 0706(21)	PH-OFF	Fokker 100	1955 0621(21)
G-MAJL	Jetstream 41	2009 0709(21)	G-RJXJ	EMB 135	2032 0710(21)
G-RJXC	EMB 145	2037 0724(21)	G-BYAA	Boeing 767	2047 0749(21)
EI-CJF	Boeing 737	2109 2144	G-BXWE	Fokker 100	2159 0728(21)

**21 Friday**

C-GTDK	Airbus 320	0331 0619	G-JEDD	DHC-8 300	0820 0858
OY-GGG	Citation VII	0834 0852	TC-APF	Boeing 737 800	0855 1031
G-RJXC	EMB 145	0919 1021	G-MAJL	Jetstream 41	0922 1023
G-BVJB	Fokker 100	0929 1057	CS-DHA	Citation Bravo	0938 1051
G-CBDA	Jetstream 31	0946 1053	PH-KLI	Fokker 100	0949 1055
G-BXWE	Fokker 100	0958 1102	EI-CJI	Boeing 737	1004 1059
G-BVJC	Fokker 100	1015 1522	G-CJAD	CitationJet	1017 1827(2/6)
G-ESLH	Agusta A109E	1045 1517	G-JCBA	Sikorsky S76B	1046 1106
G-RJXJ	EMB 135	1112 1750	G-BAVZ	PA-23 Aztec	1126 1629
EC-HZS	Boeing 737 800	1139 1301	C-GTDK	Airbus 320	1214 1342
G-MAJL	Jetstream 41	1219 1441	G-RJXC	EMB 145	1258 1355
EI-CJE	Boeing 737	1305 1337	G-BVJB	Fokker 100	1319 1452
G-JEDD	DHC-8 300	1358 1444	PH-OFF	Fokker 100	1410 1604
G-BXWE	Fokker 100	1417 1541	OY-GGG	Citation VII	1548 1621
G-CBDA	Jetstream 31	1615 1720	G-BVJB	Fokker 100	1639 1736
G-RJXC	EMB 145	1645 1739	G-MAJL	Jetstream 41	1701 1754
G-JEDD	DHC-8 300	1731 1810	G-BVJC	Fokker 100	1734 1815
G-BUVD	Jetstream 31	1749 1818	G-OAVB	Boeing 757	1813 1825
G-BXWE	Fokker 100	1822 1927	G-BBMB	Robin DR400/180	1909 1037(22)
C-GTDK	Airbus 320	1916 2110	G-BVJB	Fokker 100	1932 0002(22)
PH-KLG	Fokker 100	1954 0755(22)	G-CBDA	Jetstream 31	1958 0656(24)
G-MAJL	Jetstream 41	2002 1017(22)	G-BVJC	Fokker 100	2004 0912(22)
G-RJXJ	EMB 135	2043 0813(22)	G-RJXC	EMB 145	2046 2211
G-RJXA	EMB 145	2125 1416(22)	EI-CJE	Boeing 737	2129 2204
EC-IDA	Boeing 737 800	2143 2259	G-BXWE	Fokker 100	2207 0745(22)
G-BRIF	Boeing 767	2242 0639(22)			

**22 Saturday**

C-GTDK	Airbus 320	0307 0611	PH-OFB	Fokker 100	0747 0906
EC-IVO	Fokker 100	0810 0928	G-JEDD	DHC-8 300	0816 0847
PH-OFF	Fokker 100	0945 1041	EI-CNZ	Boeing 737	1004 1104
G-BXWE	Fokker 100	1028 1115	G-ERJC	EMB 145	1131 1230
G-RJXJ	EMB 135	1137 1517(23)	G-BRIF	Boeing 767	1204 1340
G-BVJD	Fokker 100	1212 0723(24)	G-BVJC	Fokker 100	1216 1635(23)

G-ECJM	PA-28R Arrow IV	1221 1811	C-GTDK	Airbus 320	1223 1352
G-JEDD	DHC-8 300	1351 1424	PH-KLI	Fokker 100	1405 1602
G-MAJL	Jetstream 41	1441 1450(23)	EC-HGO	Boeing 737 800	1506 1628
EC-HBN	Boeing 737 800	1558 1702	EI-CNY	Boeing 737	1616 1649
G-RJXA	EMB 145	1643 0948(23)	EC-GBA	DC-9 83	1646 1748
EC-GUO	Boeing 737 400	1753 1902	OE-LCK	CL600 RJ	1759 1844
G-BBMB	Robin DR400/180	1919 1140(23)	F-GUYM	Falcon 2000	1929 2020
PH-OFD	Fokker 100	1934 0638(23)	C-GTDK	Airbus 320	1954 2112
G-BRIF	Boeing 767	2049 0723(23)	G-BXWE	Fokker 100	2132 0701(23)
PH-OFB	Fokker 100	2152 2253	G-OBYE	Boeing 767 300	2300 0003(23)
<b>23 Sunday</b>					
G-OBYE	Boeing 767 300	0545 1033	C-GTDK	Airbus 320	0619 0804
PH-WXA	Fokker 70	0943 1049	G-RJXI	EMB 145	0947 1056
G-BUVD	Jetstream 31	1027 1058	EI-CNX	Boeing 737	1303 1409
G-JEDP	DHC-8 400	1354 1431	CS-DNV	Hawker 800XP	1413 1715
PH-OFD	Fokker 100	1419 1603	C-GTDK	Airbus 320	1443 1616
G-RKJT	PA-46 Malibu	1455 1528	G-MAJL	Jetstream 41	1632 1753
G-JEBE	BAe 146 300	1641 1732	G-BNOP	PA-28 Warrior II	1646 1755
G-MAJG	Jetstream 41	1650 1749	G-RJXA	EMB 145	1701 1758
EC-IAG	Airbus 320	1708 1824	LZ-BHA	Airbus 320	1745 1855
G-RJXJ	EMB 135	1747 1830	G-RJXI	EMB 145	1807 1847
G-MIDY	Airbus 320	1842 1939	G-BVJC	Fokker 100	1948 0741(24)
PH-OFH	Fokker 100	1951 0618(24)	G-MAJL	Jetstream 41	2002 0701(24)
G-RJXJ	EMB 135	2014 0718(24)	CS-DHD	Citation Bravo	2031 0906(24)
G-BDFZ	Cessna F150M	2033 2106	G-RJXA	EMB 145	2103 0734(24)
G-BXWE	Fokker 100	2139 0719(24)	EI-COA	Boeing 737	2145 2228
EC-IVO	Fokker 100	2159 2238			
<b>24 Monday</b>					
C-GTDK	Airbus 320	0237 0840	G-BRIF	Boeing 767	0405 0939
G-JEDP	DHC-8 400	0813 0848	G-RJXA	EMB 145	0926 1020
G-MAJL	Jetstream 41	0931 1022	PH-OFK	Fokker 100	0941 1058
G-CBDA	Jetstream 31	0945 1047	G-BXWE	Fokker 100	0958 1111
EI-CJC	Boeing 737	1005 1044	G-RJXJ	EMB 135	1016 1101
G-BVJC	Fokker 100	1039 1506	F-GZLC	Citation II	1055 1512
G-MAJL	Jetstream 41	1212 1432	EI-CJF	Boeing 737	1246 1319
G-RJXA	EMB 145	1252 1338	G-RJXE	EMB 145	1301 1347
CS-DNS	Falcon 2000	1322 1500	G-RJXJ	EMB 135	1326 1413
G-JEDP	DHC-8 400	1341 1428	G-RJXB	EMB 145	1346 1456
C-GTDK	Airbus 320	1348 1522	PH-OFH	Fokker 100	1359 1602
G-BXWE	Fokker 100	1403 1530	N671B	A.36 Bonanza	1424 1532(29)
G-BRIF	Boeing 767	1543 1734	G-AVEC	Cessna F172H	1607 1156(25)
G-CBDA	Jetstream 31	1628 1721	G-PASX	Bolkow 105DBS	1635 n/s +
G-RJXA	EMB 145	1645 1801	G-BVJD	Fokker 100	1652 1740
G-RJXJ	EMB 135	1657 1743	LZ-BHB	Airbus 320	1702 1820
G-MAJL	Jetstream 41	1705 1752	G-BVJC	Fokker 100	1712 1758
G-JEDP	DHC-8 400	1718 1803	G-BXWE	Fokker 100	1817 1910
G-PAGS	Gazelle	1834 1909	G-BVJD	Fokker 100	1935 0743(25)
PH-OFK	Fokker 100	1946 0626(25)	G-BVJC	Fokker 100	1948 0720(25)
G-MAJL	Jetstream 41	2000 0657(25)	G-CBDA	Jetstream 31	2002 0653(25)
G-RJXC	EMB 145	2037 0748(25)	G-RKJT	PA-46 Malibu	2041 1531(4/6)
G-RJXJ	EMB 135	2058 0709(25)	EI-CJF	Boeing 737	2112 2143
G-BXWE	Fokker 100	2130 0718(25)	N79EL	Beechjet 400A	2147 2212
<b>25 Tuesday</b>					
C-GTDK	Airbus 320	0034 0821	G-BRIF	Boeing 767	0255 0641
G-JEDP	DHC-8 400	0814 0852	N114ED	Rockwell 114B	0903 1645
G-BVJC	Fokker 100	0913 1450	G-MAJL	Jetstream 41	0916 1011

G-TTFN	Citation Ultra	0929 1624	G-RJXC	EMB 145	0933 1013
G-BXWE	Fokker 100	0936 1100	G-CBDA	Jetstream 31	0939 1043
EI-CNW	Boeing 737	1002 1039	PH-KLI	Fokker 100	1007 1058
G-RJXJ	EMB 135	1018 1055	G-BVJD	Fokker 100	1036 1527
G-OGRG	Citation Ultra	1044 1300	G-MAJL	Jetstream 41	1212 1440
EI-CJI	Boeing 737	1237 1314	G-RJXC	EMB 145	1304 1351
G-RJXJ	EMB 135	1312 1359	G-JEDP	DHC-8 400	1355 1438
G-FIBS	Ecureuil	1405 1446	C-GTDK	Airbus 320	1420 1620
G-BXWE	Fokker 100	1422 1605	PH-OFA	Fokker 100	1444 1608
G-OZBB	Airbus 320	1542 1828	G-CBDA	Jetstream 31	1631 1722
G-BVJC	Fokker 100	1651 1739	G-RJXJ	EMB 135	1656 1742
G-RJXC	EMB 145	1659 1744	G-MAJL	Jetstream 41	1704 1749
G-OGRG	Citation Ultra	1711 1515(26)	G-BVJD	Fokker 100	1719 1818
G-JEDP	DHC-8 400	1730 1815	CS-DFE	Falcon 2000	1801 0928(26)
9H-ADI	Boeing 737 300	1842 1944	G-BXWE	Fokker 100	1905 1956
G-BVJC	Fokker 100	1925 0727(26)	PH-KLI	Fokker 100	1937 0626(26)
G-CBDA	Jetstream 31	1954 0707(26)	G-BVJD	Fokker 100	1959 0736(26)
G-MAJL	Jetstream 41	2007 0715(26)	G-RJXJ	EMB 135	2027 0718(26)
G-RJXC	EMB 145	2050 0732(26)	G-BRIF	Boeing 767	2104 0706(26)
EI-CJI	Boeing 737	2116 2147	G-BXWE	Fokker 100	2226 0724(26)

## 26 Wednesday

C-GTDK	Airbus 320	0135 0703	G-JEDP	DHC-8 400	0803 0847
G-CCCC	Cessna 172H	0910 1632	G-BVJC	Fokker 100	0919 1447
G-MAJL	Jetstream 41	0924 1015	G-RJXC	EMB 145	0927 1007
G-CBDA	Jetstream 31	0933 1044	PH-OFF	Fokker 100	0941 1040
G-BXWE	Fokker 100	0948 1056	G-RJXJ	EMB 135	1013 1051
G-BOTI	PA-28 Warrior	1021 1601	EI-CJC	Boeing 737	1026 1100
G-BVJD	Fokker 100	1057 1512	G-BPPM	King Air B200	1147 1225
G-BXXT	B.76 Duchess	1152 1641	G-WMTM	AA5B Tiger	1204 1537
G-MAJL	Jetstream 41	1209 1438	G-RJXC	EMB 145	1250 1343
EI-CJE	Boeing 737	1304 1337	G-RJXJ	EMB 135	1308 1401
G-ATCX	Cessna 182H	1311 1509	G-JEDP	DHC-8 400	1349 1426
PH-OFC	Fokker 100	1411 1611	G-BXWE	Fokker 100	1429 1539
N885	Falcon 900	1459 1824	G-CBDA	Jetstream 31	1618 1722
G-DAEX	Falcon 900EX	1638 0814(27)	G-BVJC	Fokker 100	1644 1735
G-RJXC	EMB 145	1651 1738	C-GTDK	Airbus 320	1653 1820
G-MAJL	Jetstream 41	1700 1750	G-RJXJ	EMB 135	1702 1747
G-BVJD	Fokker 100	1705 1804	G-BXWE	Fokker 100	1826 1915
G-JEDN	DHC-8 400	1835 1908	G-BLHR	GA-7 Cougar	1839 n/res
G-BVJC	Fokker 100	1923 0713(27)	PH-OFF	Fokker 100	1943 0624(27)
G-BVJD	Fokker 100	1953 0726(27)	G-MAJL	Jetstream 41	1958 0655(27)
G-CBDA	Jetstream 31	2006 0652(27)	G-RJXJ	EMB 135	2038 0706(27)
G-RJXC	EMB 145	2044 0721(27)	G-BRIF	Boeing 767	2114 0711(27)
EI-CJE	Boeing 737	2123 2158	G-BXWE	Fokker 100	2201 0718(27)

## 27 Thursday

C-GTDK	Airbus 320	0641 0923	OY-CKN	Falcon 2000	0807 0846
G-JEDP	DHC-8 400	0812 0857	CS-DFO	Citation Excel	0904 1251
G-BVJC	Fokker 100	0910 1450	G-RJXC	EMB 145	0922 1013
G-CBDA	Jetstream 31	0934 1037	G-MAJL	Jetstream 41	0936 1015
N250AC	PA-31 Navajo	0938 1243	PH-OFC	Fokker 100	0942 1048
G-BXWE	Fokker 100	0952 1100	G-RJXJ	EMB 135	1017 1054
EI-COA	Boeing 737	1044 1133	G-BVJD	Fokker 100	1047 1514
D-CBIN	SA226AT Merlin 4	1142 1253	G-MAJL	Jetstream 41	1215 1443
G-RJXC	EMB 145	1306 1344	G-OOOY	Boeing 757	1311 1438
G-RJXJ	EMB 135	1315 1401	EI-CON	Boeing 737	1333 1411
G-JEDP	DHC-8 400	1349 1441	EC-GZD	Airbus 320	1355 1501

PH-KLD	Fokker 100	1423 1633	G-BXWE	Fokker 100	1426 1537
G-MRMR	PA-31 Navajo	1556 1910	C-GTDC	Airbus 320	1620 1732
G-RJXC	EMB 145	1640 1734	G-BYRA	Jetstream 31	1644 1725
G-WIZY	Robinson R-22	1653 1913	G-BVJC	Fokker 100	1656 1739
G-RJXJ	EMB 135	1700 1842	G-MAJL	Jetstream 41	1704 1745
N9533Y	Cessna T210N	1711 0953(29)	G-BVJD	Fokker 100	1719 1805
G-JEDP	DHC-8 400	1721 1801	F-GKID	Citation I	1723 0825(28)
G-BXWE	Fokker 100	1807 1907	G-WELL	King Air E90	1906 0837(28)
G-CLOW	King Air 200	1926 1407(28)	G-BVJC	Fokker 100	1930 0715(28)
PH-OFD	Fokker 100	1944 0627(28)	G-BYRA	Jetstream 31	2001 0653(28)
G-BVJD	Fokker 100	2003 0753(28)	G-MAJL	Jetstream 41	2024 0657(28)
G-RJXC	EMB 145	2052 0727(28)	G-RJXJ	EMB 135	2110 0708(28)
G-BRIF	Boeing 767	2124 0759(28)	EI-CNY	Boeing 737	2133 2204
G-BXWE	Fokker 100	2137 0729(28)			
<b>28 Friday</b>					
C-GTDC	Airbus 320	0226 0318	N708SP	Lear Jet 45	0734 0755
G-JEDP	DHC-8 400	0809 0854	TC-APH	Boeing 737 800	0902 1036
G-RJXC	EMB 145	0918 1011	G-MAJL	Jetstream 41	0920 1013
G-BVJC	Fokker 100	0925 1450	PH-KLD	Fokker 100	0947 1058
G-BXWE	Fokker 100	1000 1111	G-DAEX	Falcon 900EX	1005 1729
G-OAKJ	Jetstream 31	1019 1050	G-RJXJ	EMB 135	1026 1109
EI-CJI	Boeing 737	1029 1136	G-CCFC	Robinson R-44	1038 1134
G-BVJD	Fokker 100	1052 1514	G-BTBC	PA-28 Warrior II	1059 1313
EC-III	Boeing 737 800	1131 1307	G-MAJL	Jetstream 41	1218 1440
G-RJXC	EMB 145	1245 1343	G-RJXJ	EMB 135	1324 1405
G-JEDP	DHC-8 400	1344 1442	EI-CON	Boeing 737	1417 1455
PH-KLE	Fokker 100	1420 1558	G-BXWE	Fokker 100	1425 1543
N560SH	Gulfstream 3	1532 1628	G-BZMG	Robinson R-44	1609 1700
G-OAKJ	Jetstream 31	1633 1718	G-FHAJ	Airbus 320	1642 1814
G-CCFC	Robinson R-44	1645 1732	G-RJXJ	EMB 135	1653 1752
G-BVJC	Fokker 100	1656 1738	G-BVJD	Fokker 100	1703 1800
G-MAJL	Jetstream 41	1706 1748	G-RJXC	EMB 145	1709 1809
G-JEDP	DHC-8 400	1716 1802	N708SP	Lear Jet 45	1724 1740
G-BXWE	Fokker 100	1826 1913	D-CATL	Lear Jet 55	1921 0701(29)
G-BVJC	Fokker 100	1927 0722(31)	PH-KLD	Fokker 100	1938 0621(29)
G-BVJD	Fokker 100	1951 0716(29)	G-OAKJ	Jetstream 31	2000 1050(31)
G-MAJL	Jetstream 41	2009 1004(29)	P4-EPI	CL601 Challenger	2016 2037
G-RJXJ	EMB 135	2054 0835(29)	C-FTDF	Airbus 320	2120 2224
G-RJXC	EMB 145	2126 0734(29)	EC-IDT	Boeing 737 800	2143 2311
G-BXWE	Fokker 100	2148 1633(30)	EI-CON	Boeing 737	2256 2342
G-BVJB	Fokker 100	2305 0909(29)	G-BRIF	Boeing 767	2334 0657(29)
<b>29 Saturday</b>					
G-FHAJ	Airbus 320	0022 0141	XA-KIM	CL601 Challenger	0055 1333(30)
C-FTDF	Airbus 320	0402 0605	G-JEDJ	DHC-8 400	0812 0856
PH-OFD	Fokker 100	0853 0949	G-CCPU	Pilatus PC-12	1002 1058
EI-CNT	Boeing 737	1006 1126	VP-CCO	Citation II	1011 1123
G-BVJD	Fokker 100	1014 1112	PH-KLE	Fokker 100	1017 1120
G-ERJE	EMB 145	1144 1236	G-RJXE	EMB 145	1146 1226
G-RJXJ	EMB 135	1157 1241	G-BVJB	Fokker 100	1200 1533(31)
C-FTDF	Airbus 320	1210 1501	G-BRIF	Boeing 767	1222 1350
G-RJXC	EMB 145	1258 1344	G-JEDJ	DHC-8 400	1246 1429
PH-KLD	Fokker 100	1355 1602	G-MAJL	Jetstream 41	1445 1452(30)
G-RJXJ	EMB 135	1457 1056(31)	EC-HBN	Boeing 737 800	1551 1704
9H-ADY	Airbus 320	1556 1754	EC-GBA	DC-9 83	1614 1734
G-RJXC	EMB 145	1623 0952(30)	EI-CNX	Boeing 737	1635 1712
EC-GUO	Boeing 737 400	1730 1902	EC-HGO	Boeing 737 800	1741 1845

OE-LCL	CL600 RJ	1751 1850	G-HMMV	CitationJet	1841 1853
PH-KLI	Fokker 100	1932 0621(30)	G-BRIF	Boeing 767	2027 2205
C-FTDF	Airbus 320	2036 2143	PH-OFD	Fokker 100	2214 2259
<b>30 Sunday</b>					
G-BRIF	Boeing 767	0343 0703	C-FTDF	Airbus 320	0710 0837
PH-KLI	Fokker 100	0930 1041	G-RJXI	EMB 145	0959 1059
EI-CJC	Boeing 737	1307 1409	G-JEDO	DHC-8 400	1343 1431
PH-OFH	Fokker 100	1415 1608	C-FTDF	Airbus 320	1504 1631
G-MAJL	Jetstream 41	1641 1746	G-MAJE	Jetstream 41	1645 1737
G-JEBA	BAe 146 300	1674 1731	G-RJXC	EMB 145	1701 1750
LZ-BHA	Airbus 320	1722 1830	EC-ICK	Airbus 320	1745 1850
G-MIDU	Airbus 320	1922 2022	PH-OFC	Fokker 100	1942 0618(31)
G-BXWE	Fokker 100	1948 0811(1/6)	G-MAJL	Jetstream 41	1953 1007(31)
EI-CJI	Boeing 737	2201 2233	G-RJXC	EMB 145	2205 1023(31)
<b>31 Monday</b>					
C-FTDF	Airbus 320	0245 0736	G-BRIG	Boeing 767	0354 1017
G-JEDP	DHC-8 400	0807 0846	PH-OFH	Fokker 100	0930 1037
G-GILT	Cessna 421C	0933 1022(01)	EI-COX	Boeing 737	1020 1114
G-BVJC	Fokker 100	1035 0727(01)	G-MIDF	Airbus 320	1112 1152
G-MAJL	Jetstream 41	1210 1436	C-FTDF	Airbus 320	1253 1452
EI-CJI	Boeing 737	1257 1337	G-RJXC	EMB 145	1300 1343
G-RJXJ	EMB 135	1322 1403	CS-DKA	Gulfstream 4	1334 1431
G-JEDP	DHC-8 400	1352 1439	D-EJWU	Cessna F172H	1355 1442
PH-KLE	Fokker 100	1414 1603	G-BVJD	Fokker 100	1419 1625(01)
CS-DFD	Falcon 2000	1443 1714	G-BRIG	Boeing 767	1550 1711
G-CBDA	Jetstream 31	1629 0658(01)	LZ-BHB	Airbus 320	1652 1753
G-RJXJ	EMB 135	1655 0723(01)	G-MAJL	Jetstream 41	1657 0703(01)
G-RJXC	EMB 145	1702 1742	G-JEDP	DHC-8 400	1716 1820
G-BVJB	Fokker 100	1902 0718(01)	PH-OFH	Fokker 100	1940 0629(01)
G-RJXC	EMB 145	2049 0729(01)	EI-CJI	Boeing 737	2113 2155

## From and To

01) N79EL/Blackbushe-EMA; N671B/F-n/s-T Isle of Man; 03) N79EL/EMA-Blackbushe; I-FLYP/F and T Milan (Linate); 04) CS-DNJ/Jersey-n/s-Berne; 05) CS-DNK/St.Nazaire-Nice; D-ISWA/F and T Donaueschingen; 06) N250AC/Dublin-Liverpool; EI-DMG/Luton-Haverford West; 07) N125GW/Marseille-Luton; CS-DNK/Luton-St.Nazaire; 09) N750NS/Berne-Farnboro; N671B/F-n/s-T Isle of Man; CS-DNK/St.Nazaire-Le Bourget; 10) N900CB/Amsterdam-n/s-Wellesbourne Mountford; 11) ES-NOI/Coventry-Saarbrücken; 12) RA74016/F and T Shannon; N1129L/F and T Farnboro; HB-JEA/Nice-Farnboro; N5361C/Le Bourget-n/s-Bristol; 13) P4-AOC/Vienna-Moscow (Domodedovo); 14) N527EW/Glasgow-Jersey; 15) D-ISSS/F and T Nuremberg; 18) CS-DNK/Luton-Palma; 19) N686SG/Farnboro -Nice; CS-DKA/Farnboro-Nice; VP-COM/F-n/s-T Biggin Hill; CS-DFR/London City-Dublin; 20) N750NS/F and T Jersey; 21) OY-GGG/Lyneham-Amsterdam and return; CS-DHA/Madrid-Gatwick; 22) F-GUYN/Cannes-Birmingham; 23) CS-DNV/Palma-Heathrow; CS-DHD/Shannon-n/s-Orly; 24) F-GZLC/F and T Southampton; CS-DNS/Luton-Nice; N671B/F-n/s-T Isle of Man; N79EL/Luton-EMA; 25) N114ED/F and T Guernsey; CS-DFE/Nice-n/s-Northolt; 26) N885/Munich-Farnboro; 27) OY-CKN/Zagreb-Rome(Ciampino); CS-DFO/Batwick-Northolt; N250AC/Dublin-Liverpool; D-CBIN/Dublin-Prague; N9533Y/"near Cambridge"-n/s-Charleroi; F-GKID/F-n/s-T Kortrijk; 28) N708SP/Biggin Hill-Aberdeen and return; N560SH/Cork-Málaga; D-CATL/"LGAV"/Athens-n/s-Nuremberg; P4-EPL/Gatwick-Moscow (Vnukovo); 29) XA-KIM/Gander-n/s-Halifax; VP-CCO/St.Mawgan-Cannes; 31) CS-DKA/F and T Nice; D-EJWU/Le Touquet-Oban; CS-DFD/Edinburgh-Southampton;

## Overshoots

02) G-BHDE; 07) G-BXXT; 10) G-BXXT; 11) G-BODE; 12) G-RAFJ/CWL79; G-BOCG/Oxford 34; 13) G-RAFJ/CWL79; G-BXXT; 16) G-YPOL/Police42; 25) ZF413/LOP59; XX139/colt16; ZE432(BAC 1-11)/BDN54; 27) N5144Q(Hughes 369)/Bladerunner;

## LBA Movements review, May 2004

Quite a lot of first visits and peculiar destinations this month but to start on the 1st we had two regulars, Beechjet 400A N79EL was from Blackbushe to EMA with Bonanza N671B night stopping from and to its base on the Isle of Man. Returning from EMA to Blackbushe on the 3rd was Beechjet 400A N79EL whilst the Falcon 2000 I-FLYP of Eurofly was from and to Milan/Linate. First Netjets of the month was a Hawker 800XP, CS-DNJ, which was from Nice to Tarbes on the 4th as "Skyshare 8930-359P" and night stopping the same day was Citation X N750NS from Jersey to Berne on its usual callsign "Beauport 6NS". Another Hawker 800XP of Netjets on the 5th was CS-DNK from Saint Nazaire to Nice as "Skyshare 931P-8931" and it was joined by CitationJet D-ISWA from and to the quaintly named Donaueschingen (also known as Villingen).

Navajo N250AC on the 6th was from Dublin to Liverpool and the Dawn Meats Cessna 441 EI-DMG was from Luton to Haverford West. Lear Jet 45 N125GW is a fairly new machine and on the 7th it was from Marseille to Luton, the Hawker 800XP CS-DNK on the same day positioned in from Luton to go to Saint Nazaire as "Skyshare 572P-5572". On the 9th CS-DNK was back from Saint Nazaire and went out to Le Bourget as "Skyshare 5573-573P" whilst the Citation X N750NS was from Berne to Farnboro as "Beauport 6NS" and the Bonanza N671B was again night stopping from and to the Isle of Man. Night stopping on the 10th was Cessna 421C N900CB from Amsterdam to Wellesbourne Mountford. Doing a freight flight on the 11th was the Antonov AN-72 ES-NOI in full Air Atlantique colours from Coventry to Saarbrücken, the following day saw the Antonov AN-74 RA74016 from and to Shannon as "AVX 7306-7" which is a callsign belonging to AP Airlines of Lithuania. Also visiting us on the 12th was the Citation Ultra N1129L from and to Farnboro and the Embreair 135BJ Legacy biz jet HB-JEA from Nice to Farnboro using the callsign "EXH 002", night stopping was the PA-46 Meridian N5361C from Le Bourget to Bristol.

The Aruba registered HS 125 P4-AOC on the 13th was from Vienna to Moscow where it used the Domodedovo airport. A change on the 14th when Citation I N527EW was the Beauport aircraft from Glasgow to Jersey as "Beauport 7EW". Another Citation I was D-ISSS of FAI Airservice on the 15th which was from calling "IFA 824" on a flight from and to Nuremberg. Back with us again on the 18th was Netjets Hawker 800XP CS-DNK positioning from Luton and going to Palma as "Skyshare 428P-4428". On the 19th by pure chance we had our second Embreair 135BJ Legacy of the month when N686SG was from Farnboro to Nice and the Citation VP-COM was night stopping from and to Biggin Hill. Also on the 19th we had two new aircraft from Netjets to record, Gulfstream 4 CS-DKA was from Farnboro to Nice as "Skyshare 849P-7849" and Citation Excel CS-DFR was from London City to Dublin as "Skyshare 5126-6027". Citation X N750NS was back in use on the 20th when it was "Beauport 6NS" from and to Jersey. Another Citation on the 21st was the Citation VII OY-GGG of Air Alsie which was from Lyneham to Amsterdam in the morning and the return flight in the afternoon using callsign "Mermaid 4934 whilst the Netjets Citation Bravo CS-DHA was "Skyshare 808P-8808" from Madrid to Gatwick.

The Falcon 2000 F-GUYM on the 22nd has caused some confusion for us as it is in the movements list as departing at 2020, 2100 and 0205, possibly it departed first at 2020 then returned at 2100 and departed at 0205, whatever it was from Cannes to Birmingham. More Netjets on the 23rd when Hawker 800XP CS-DNV was from Palma to Heathrow as "Skyshare 4429-5040" and Citation Bravo CS-DHD was night stopping from Shannon to Orly as "Skyshare 3337-822P" on its first visit to LBA. Another Netjets on the 24th was the Falcon 2000 CS-DNS which was from Luton to Nice and believed to be "Skyshare 727P-3427", others that day were Citation II F-GZLC from and to Southampton, Beechjet 400A N79EL from Luton to EMA and Bonanza N671B night stopping from and to the Isle of Man. Rockwell 114B N114ED on the 25th was from and to Guernsey where it was based as G-PADS until last November, also noted that day was yet another Netjets when Falcon 2000 CS-DFE was night stopping from Nice to Northolt as "Skyshare 3428-879P". Falcon 900 N885 on the 26th is registered to Anheuser-Busch Companies and it was from Munich to Farnboro. Air Alsie made a return visit on the 27th when their Falcon 2000 OY-CKN was using the callsign "Mermaid 7287" from Zagreb to Rome (Ciampino), a fairly busy day was completed by Netjets Citation Excel CS-DFO from Gatwick to Northolt as "Skyshare 0752-0753", Navajo N250AC from Dublin to Liverpool, Merlin 4 D-CBIN of BinAir as "BIN 1A-1B" from Dublin to Prague and two night stoppers-Cessna T210N N9533Y from a private site near

Cambridge to Charleroi and Citation F-GKID of Berry Flight from and to Kortrijk (also known as Wevelgem).

On the 28th the Lear Jet 45 M708SP was from Biggin to Aberdeen early in the day then back the other way at teatime, Gulfstream 3 N560SH was from Cork to Malaga, Lear Jet 55 D-CATL was from somewhere in Greece with the four letter code LGAV to Nuremberg (after a night stop) as "IFA 843" and we had our second visit this month from an Aruba registered aircraft when the Challenger 3A P4-EPI came from Gatwick and went to Moscow (Vnukovo). An even more exotic Challenger on the 29th was the Mexican registered XA-KIM of Aerotaxi de Mexico which night stopped from Gander to Halifax (not the one in Yorkshire!) whilst Citation II VP-CCO was from Saint Mawgan to Cannes. Ending up the foreign visitors for the month on the 31st we had Cessna F172H D-EJWU from Le Touquet to Oban and a couple of Netjets, the Gulfstream 4 CS-DKA from and to Nice as "Skyshare 1394-851P" and the Falcon 2000 CS-DFD from Edinburgh to Southampton as "Skyshare 395P-1395". Very little on the military side, BAe 146 ZE701 was from and to Northolt on the 4th as "Kittyhawk16" then the BAe 125 ZD704 was from Glasgow to Northolt on the 7th as "Kittyhawk21-Ascot 1221" and again on the 13th night stopping from and to Northolt as "Kitty 21". Twin Squirrel ZH141 was from York to a site in Leeds on the 6th as "Ascot 1391" and Tornado ZE763 was from and to Leeming on the 12th as "Totem 2" to do a display locally.

Airliners making first visits this month have been numerous due to the start of the summer's schedules. BMA sent in the Airbus 319 G-DBCW for the first time on the 2nd, and on the 6th Air 2000 used Boeing 757 G-OOF. Pegasus used Boeing 737 TC-AAP on the 7th. Excel used Boeing 757 PH-ARE on a charter from Rhodes on the 14th. Astraeus used their new Boeing 757 G-OAVB on a crew training flight from Teesside to Liverpool on the 21st. First visits on the 22nd were the Fokker 100 EC-IVO from Barcelona to Dublin as "GJT 301-2" and British Regionals Embraer 145 G-ERJC with a new resident Boeing 737 for Jet2 (G-CELB) arriving as "Channex 918P" from Southend. The Balkan Airbus 320 LZ-BHB made a first visit on the 24th and Air Malta's Airbus 320 9H-ADY was first noted on the 29th. We now seem to be able to fit in a few callsigns so the following were noted this month; King Air G-KVIP on the 12th was "Prestige 20", King Air G-BYCP on the same day was "Lonnex 530P-530". Citation I G-FLVU on the 5th was "Flyvue 751-752-753-754" and coming in for a night stop that day was King Air G-ROWN as "Hangar 81".

Dornier Do 328 G-MAFE arrived on the 5th as "Watchdog 92" and did several local flights. On the 7th Twin Squirrel G-JETU was "Costock 5" and Dornier Do 328 G-BYHG was "Suckling 418-419" from n/s to Stanstead with Charlton Athletic FC. A crew transport on the 8th was provided by the King Air G-ZAPT as "ZAP 200A-B" and on the 11th Citation Ultra G-OGRG was "Oxair 311" with Twin Squirrel G-BSYI on a night stop as "Premier 17". Biz-jets noted on the 12th were HS 125 G-IFTE using "Interflight 112", Citation II G-VUEA calling "Flyvue 911-912", the Citation Ultra G-OGRG again as "Oxair 311", Lear Jet 35A G-LEAR as "Neatax 1A" and Lear Jet 45 G-OLDJ as "Goldair 45B-C". On the 13th Citation Bravo G-FCDB used the callsign "Gojet 133A-B" and Citation G-VUEA was back as "Flyvue 913-914". On the 14th we had King Air G-AYCP calling "Lonnex 57C-D" and on the 17th Cessna 406 G-TWIG was "Highway 406L-4061" from and to Inverness. Lear Jet 45 G-OLDJ was back again on the 18th as "Goldair 58E-F" and the same day saw Duchess G-BXWA calling "PSF 5T" indicating its owner Plymouth School of Flying. On the 19th Navajo G-IFIT called "Channel 007-017" then on the 20th Lear Jet 35A G-LEAR was once again calling "Neatax 1A-B" and Navajo G-EPED was "Airmed 055". Helicopters on the 21st were Agusta 109E G-ESLH as "Sloane 15" and Sikorsky 76B G-JCBA as "JCB 3". Cessna 172 G-AVEC arrived as "Images 01" on the 24th and did several local flights before a night stop. More biz-jet callsigns on the 25th when Citation Ultra G-TTFN using "FJC 845" and Citation Ultra G-OGRG was "Oxair 373-357-357-373". King Air G-BPPM was "Gamma 929" on the 26th, and on the 27th Navajo G-MRMR was "Lonnex 516, King Air E90 G-WELL was "Cega 597" and King Air 200 G-CLOW was "SVH 25".

**Terry Sykes**



## CONEY PARK

03/06/04	VP-CWA	AUGUSTA A109C	09:15	09:35
04/06/04	G-GPAS	AS355F1 TWIN SQUIRREL	10:20	17:00
05/06/04	G-JBBZ	AS350B3 ECUREUIL	15:45	16:00
08/06/04	G-EMHH	AS355F2 TWIN SQUIRREL	08:50	09:15
08/06/04	G-EMHH	AS355F2 TWIN SQUIRREL	15:20	15:30
11/06/04	G-BPRJ	AS355F1 TWIN SQUIRREL	11:40	12:00
11/06/04	G-BPRJ	AS355F1 TWIN SQUIRREL	13:05	13:30
15/06/04	G-OSDH	HUGHES 369E	12:30	15:55
16/06/04	G-CBCN	SCHWEIZER 269C-1	14:00	14:45
27/06/04	G-FIBS	AS350B3 ECUREUIL	11:00	11:10
28/06/04	G-BYCF	ROBINSON R22	16:30	17:30
30/06/04	G-CCJE	SCHWEIZER 269C-1	11:37	12:00

Geoff Ward

## LOCAL REVIEW - JUNE 2004

### HELICOPTER ACTIVITY

1/6	G-FOXM	Jet Ranger	Welton Top(Hull) – Northampton
	N8066G	Twin Squirrel	Battersea - Leeds City Centre
2/6	G-WDEV	Gazelle	Stapleford – Hartlepool – Humberside
	G-JWEB	R.44	York Race Course(Pleasure flights)
	G-PWIT	Long Ranger	Bramham – Sheffield(Refuel)
3/6	G-STER	Jet Ranger	Camphill(Nr. Leeming), Pleasure Flights all day
4/6	G-BYKJ	Westland Scout	Site 3 N/E York – Gamston(Refuel)
5/6	N58SD	Hughes 369D	Pocklington – Faldingworth
	G-RAVN	R.44	Birmingham – Sherburn(Refuel) – York(n/s).
6/6	G-ZELE	Gazelle	Stainsby Hall – Sherburn Village
8/6	G-OPJM	Jet Ranger	Sunderland – Gamston – Costock
9/6	G-RCNB	EC.120B	Cardiff – Elvington
	G-PEPL	MD.600N	Skegness – Hull – Gamston – Skegness
	G-HPAD	Jet Ranger	Walton Wood – Cleckheaton(Bradford)
	G-GAZI	Gazelle	Site nr. Teesside – Plymouth
	G-CBSK	Gazelle	Grassington – Sherburn(Refuel) – Hull(n/s)
10/6	N9208V	MD.900	Shoreham – Gamston(Refuel) – Hexham
11/6	G-SEFI	R.44	Denham – Harrogate(n/s)
	G-RANI	Twin Squirrel	York Race Course – Site nr. Manchester
12/6	G-JIVE	Hughes 369E	Shelf – Woodhouse Grove school/Bradford
	G-BXYD	EC.120B	Walton Wood – Emley Moor(Three Acres)
13/6	G-STER	Jet Ranger	Garforth(Pleasure flights all day, also 14/6)
	N600PV	MD.600N	Tadcaster – Devonshire Arms - Sherburn
15/6	G-OCHM	R.44	Leicester – Harrogate, n/s and return
	F-GGTJ	Gazelle	Site nr. Manchester – Wetherby

16/6	G-DFKI	Gazelle	York - Devonshire Arms - Sherburn Village
17/6	G-BZYB	Gazelle	Tadcaster - Devonshire Arms- Sherburn Village
	N600PV	MD.600N	Tadcaster - South Milford - Coventry
	N600MG	MD.600N	Stainsby Hall - Ilkley
	G-BYKK	R.44	Whitby - Rochdale
19/6	G-ROZI	R.44	Coney Park - Adel(N. Leeds) - Nottingham
20/6	G-RFUN	R.44	Site 15/N of York - Malvern show ground
	G-BWZI	A.109A	Pontefract Race Course - Bovingdon
21/6	G-ECMM	A.109	Lyneham - Pontefract - LBA
	G-CBSK	Gazelle	Conniston Hotel, Skipton - Gloucester
22/6	G-HMPF	R.44	Gamston - Site W/Hull - White Waltham
24/6	G-DBUG	R.44	Fenland - Wakefield
	N600MG	MD.600N	Thirsk Race Course - Rudding Park
25/6	G-BYPA	Twin Squirrel	York Race Course - Leicester Race Course
	G-MOTA	Jet Ranger	Kings Lynn - Oulton Hall(Leeds)
	N9208V	MD.900	Hexham - Wakefield
	G-BYCX	Westland Wasp	Site in Wiltshire - Ossett
27/6	G-JWBI	Jet Ranger	Welton Top(Hull) - Wolverhampton
	G-RUZZ	R.44	Enstone - Hollym(Withernsea)
	G-CHAP	R.44	Wolverhampton - Stainsby Hall
	G-FABI	R.44	Devonshire Arms - Cheadle
28/6	G-TOPC	Twin Squirrel	Harrogate - Uttoxeter Race Course
	G-BYCF	R.44	Todmorden - Coney Park - Wike
29/6	G-JAHL	Jet Ranger	Stainsby Hall - Ludlow
	N430CE	Bell 430	Wigan - Hull - Wigan
30/6	G-FOGY	R.44	Site nr. Daventry - Gamston(Refuel)

Jet Ranger G-JAES appears to have moved into Beelsby the former home of Schweizer 269C G-BXYC. Newly registered residents due in the area include an R.44 G-OJAC for an owner in Leeds(possibly to be based at Sherburn) and Jet Ranger G-CCVO for an owner in Grimsby. The R.44 G-FOFO mentioned last month at Gamston is in fact resident at a private site near Chesterfield.

Arriving at Nayburn, just South of York on 24/6 was an A.109 c/s "Rocket 2" from Northampton. The aircraft then routed to the Glastonbury Festival. Another A.109 the next day was an SAS machine c/s "1LW14", which landed at Pinderfields Hospital, Wakefield, from Hereford.

On 3/6 newly registered Super Puma G-REDK routed Lydd to Teesside on delivery to Bond Helicopters at Aberdeen(York 1655 @ 2000'). Similar type G-REDJ had routed via the LBA on 23/5(1350 @ 2000') also on delivery to Aberdeen.

## LOCAL AIRFIELDS

**Bagby:-** A new resident, first noted this month is Coyote G-TIVS. Coyote G-BYSN and Quantum G-BYSX arrived on the 16<sup>th</sup> from RAF Scampton along with Mistral G-MYSL and Quik G-CCOG. Visitors:- 1/6 G-LUNA PA-32RT; 2/6 G-BYIZ Quantum, G-MZON Rapier; 4/6 G-MVIN Snowbird; 5/6 G-CBVX C.182P; 6/6 G-AXNR Pup, G-BFSS FR.172G; 8/6 G-BKUR Emeraude; 11/6 G-CBMO PA-28; 14/6 G-IMAB Europa; 16/6 G-IDPH PA-28, G-PIGS Rallye; 29/6 G-BWSI Cavalier; 30/6 G-BORS PA-28

**Bagby(19/6 Microlight Tour):-** The following arrived from Hucknall in the afternoon:-

G-BYRP	Blade	G-BZFF	X'Air	G-CBHY	Quantum
G-CBIN	Minimax	G-CBIY	Eurostar	G-CCAD	Quik
G-CCLH	Coyote	G-CCSD	Quik	G-LOS	Eurostar
G-MZNJ	Shadow	G-TERR	Quik		

Other visitors noted:- HA-LFZ Alouette 2, G-RFUN R.44(From Malvern), G-CBHA TB.10(n/s, to Redhill), G-BPWG C.150M, G-BRAK C.172N(From Kemble)

**Beverley:-** On 11/6 40 plus aircraft crossed the area routing from Coltishall to Teesside on a round Britain rally. Three of the participants called in here for fuel, R.44 G-TAND, Jodel DR.360 G-KIMB and

Jabiru G-PBUS. An unusual arrival on 22/6 was Islander G-BPLR from Cumbernauld. Visitors:- 3/6 G-BCCC F.150L; 25/6 G-GBXS Europa

**Brighton:-** Calling in for fuel on the 6<sup>th</sup> were a pair of Boeing Stearmans c/s "Wingwalk Formation". On 12/6 PA-28 N277SA was a visitor from Barton. Visitors 4/6 G-AKUW Super Ace; 5/6 G-CBDJ CT.2K, G-LACD PA-28; 6/6 G-FLAV PA-28, G-IJOE PA-28RT, G-RATZ Europa; 12/6 G-TSIX Harvard; 16/6 G-LACA PA-28; 28/6 G-BEZF F.172N

**Brough:-** The BAe site here was visited on 30/6 by PA-28 G-BNOJ from Blackpool.

**Church Fenton:-** Bulldog G-BZDP arrived on 18/6, night stopped and went to Colerne. The 30<sup>th</sup> saw C.441 G-FLPC here calibrating the ILS for most of the day. A passing out parade took place on 25/6 with the following visitors:-

G-BZYB	Gazelle	G-EWAW	Jet Ranger	HA-LFZ	Alouette 3
G-AXSD	Pup	G-AXSD	Pup	G-BSYG	PA-12
G-BFIG	FR.172K	G-BXGW	HR.200	G-ATOI	PA-28
G-YPOL	MD.900(Pol.42)	G-PASG	Bo.105(Helimed 99E)	G-SACT	PA-28

Be.200 G-RAFN("Cranwell 63") was in the circuit during the morning while Hunter G-BWGL and Jet Provost G-BVEZ was among the aircraft making flypasts.

**Coal Aston:-** This airfield just South of Sheffield is home of Jodel D.120 G-BMDS and Europa G-BYSA. Visiting on 12/6 was PA-28 G-BAMM from Headcorn.

**Crosland Moor:-** Ronaldsday based TB.20 Trinidad N882 was a visitor on 20/6. Visitors:- 8/6 G-BSEU PA-28; 19/6 G-DRBG C.172M( n/s, to Henlow)

**Dishforth:-** Operating from here on 22/6 was Skyvan G-PIGY c/s "Ascot 609" carrying out para-drops just north of Leeming. Gazelle XX381 c/s "Navy CC" noted 24/6.

**Eddesfield:-** Bolkow Junior D-ECGI was back on the 12<sup>th</sup>, from Bidford, along with HR.100 G-BXWB from Oaksey Park. Others:- 27/6 G-ITON MX.7 G-CBGB Zenair

**Elvington:-** Hawker Hunter G-BWGL(XJ 615) is now operated by a company called Elvington Events and was noted on 4/6 arriving from Cranwell where it would appear to live. Visiting on 6/6 was Egton based Tiger Moth G-ARTL(T 7281) and CAP 232 F-GOTC on 19<sup>th</sup> and 20<sup>th</sup>. Others:- 2/6 G-WACP PA-28; 22/6 G-BGEA F.150M; 24/6 G-BNDE PA-38; 25/6 G-BSKW PA-28, G-OALD TB.20; 27/6 G-SKEW CAP 232; 29/6 G-BGKU PA-28, G-AVLF PA-28; 30/6 G-NSUK PA-34

**Felixkirk:-** Visiting on 4/6 was Skyranger G-TEDI from Rufforth.

**Full Sutton:-** Operating a couple of local sorties from on 16/6 was YAK 52 G-YKSZ, the aircraft noted outbound to Wolverhampton on 18/6. On 25/6 PA-24 N5839P arrived from Tattenhill, staying until the 27<sup>th</sup> and departing to Netheravon. Visitors:- 2/6 G-AYMK PA-28; 14/6 G-BHKJ C.421C(from Hawarden); 24/6 G-FILL PA-31(To Peterboro'); 25/6 G-BXVK DR.400; 29/6 G-ONCM P.68B(To Aberdeen)

**Gamston:-** Arriving late evening on the 20<sup>th</sup> on delivery from the States was PA-24 Comanche N7456P, and appears to be now resident. Recently registered DA.40TDi G-HASO was extensively damaged on 29/6 when it crashed near Old Stratford, Northants whilst outbound from Cranfield. Noted outbound for Blackpool on the 3<sup>rd</sup> was D-ERMM, the following day Be.24R N39TA visited from Sandtoft. Netjets made numerous visits during the month the only one identified being Citation XL CS-DHG("Skyshare 4212") on the 29<sup>th</sup>. Iceland Foods Citation VP-CED visited on 30/6 from Belfast City. An interesting arrival on 6/6 was Evans VP.1 G-BKFI inbound from a strip near Conssett. Visitors:- 1/6 G-BGRE King Air 200 c/s "Martin 2"; 3/6 G-BIIB F.172M; 5/6 G-BSUF PA-32; 6/6 N79EL Beechjet, G-AXPN Pup, G-RRCU DR.221, G-BHYR F.172M, G-OOFT PA-28; 9/6 G-BAIZ Falke; 10/6 G-LBMM PA-28, G-OPHR DA.40; 12/6 G-CHIS R.22B, G-BYJF Thorpe T.211; 13/6 G-JMTT PA-28R; 16/6 G-RCED RC.114; 18/6 N295CP King Air 200; 20/6 G-CTCL TB.10; 22/6 G-GACB R.44; 25/6 G-CCLH Coyote; 27/6 G-BEZH AA-5; 28/6 G-AOFM Auster J/5F.

**Grindale:-** The parachute site was visited on 8/6 by C.182P G-BAAT from Melbourne (York). Noted outbound for Langar on 18/6 was Cessna 208 Caravan D-EBPS.

**Hazelwood Castle:-** Situated at the junction of the A.1 and A.64 near Tadcaster was visited on 19/6 Leeds based AA-5B G-BFXW which made two landings.

**Heslerton:-** An interesting visitor to this strip on 5/6 was Siai Marchetti SF.260 G-BAGB of British Midland, F/T East Midlands, whilst on 20/6 AA.5B G-BFXW was noted.

**Humbeside:-** On 7/6 Lynx ZG 855 c/s "Armyair 915" did and ILS enroute to Waddington. Visitors 1/6 N187SA PA-28R; 4/6 EI-DMG C.441; 5/6 F-GBFT(from Lydd); 10/6 N232N Beech F.33A; 12/6 G-ARHB Aircoupe; 15/6 HB-VNC Citation XL; 21/6 N53GX Global Express, N880GC Gulfstream 4; 22/6 G-OURA 125/800; 25/6 VP-CKN Hawker 800XP; 28/6 G-CCML Quik(Sandtoft div.); 29/6 G-YAKT Yak 52

**Kirkbymoorside:-** On 4/6 DR.360 G-KIMB arrived to collect T.67M G-BUUF, both machines leaving for Sywell.

**Linton-on-Ouse:-** An arrival here on the 2<sup>nd</sup> was PA-30 N26PJ from Crowfield.

**Netherthorpe :-** Visitors:- 20/6 G-IKUS Ikarus; 26/6 G-CBGU T.600N; 30/6 G-BTHW Be.F.33A(To Rochester)

**Pocklington:-** Noted visiting on 7/6 was C.177RG N56PZ. On 11/6 R.44 G-XLVI arrived from Redhill for an overnight stay after originally visiting Elvington but finding nobody at home. On 15/6 PA-28 G-AVWA was noted outbound for Henlow.

**Rufforth:-** On 20/6 AA-5 OO-CIA was logged departing for Wevelgem. Visiting on 12/6 for the Race meeting at York were PA-34s G-BDUN c/s "Air Med 054" and G-HTRL c/s "Air Med 056", PA-31 G-BFIB, C.310R G-REBD and PA-28R G-BMKK. Visitors:- 1/6 G-BANW Emeraude; 2/6 G-NAPO Quantum; 3/6 G-ROLF PA.32R; 6/6 G-BAMU DR.400; 7/6 G-CBVZ CT.2K, G-BOID Citabria; 9/6 G-CLFC Blade; 10/6 G-FLAK Baron, G-BLYE TB.10; 14/6 G-RIFF DR.400, G-JMTT PA-28R; 16/6 G-BZPH RV.4; 25/6 G-CKKF Skyranger, G-ATDA PA-28; 27/6 G-BNUX Dimona; 29/6 G-BFBA DR.100A

**Sandtoft:-** New resident here is Jabiru G-CBOP. On 8/6 TB.20 EI-BSV was noted heading back home to Eire. A notable visitor on 14/6 was Auster Aiglet G-AMTA which arrived from Nottingham in company with PA-18 G-BVIW. Visitors:- 3/6 G-BOLE PA-38; 5/6 G-CBIX Zenair; 7/6 G-BTYK C.310R; 9/6 G-TAXI Aztec; 12/6 G-BERW RC.114; 13/6 N40GD SR.22; 17/6 G-BRJV PA-28; 27/6 G-AVRP PA-28; 29/6 G-BPWD C.120

**Sheffield:-** Based Dragon Helicopters have adopted the radio call-sign "Pilgrim" for their operations. New residents arriving this month included PA-28s G-BPKM and G-BSER, while the Stampe G-AYZI which had the accident last month has been declared an insurance write-off. A departure however is Wasp G-KAWW which is now believed to be at Sandtoft due to the numerous complaints of noise every time it flew. On the 1<sup>st</sup> Gamston based PA-34 N375SA arrived as "Skytrain 01" on a training detail whilst visiting on the 3<sup>rd</sup> was PA-31 N103ZZ from Turweston. Others:- 2/6 G-ORJA King Air 90 ("Clifton 91"); 5/6 G-BNSG PA-28RT; 6/6 G-PDOC PA-44("Docair 4"); G-BDFR Fuji 200, G-JILL RC.114TC; 7/6 G-POPW C.182S; 14/6 G-ASUP F.172E; 21/6 G-CHEM PA-34("Lonex 698"); G-RCED RC.114; 25/6 G-CLAC PA-28; 27/6 G-BPJD Rallye.

**Sherburn:-** On 9/6 the "new" Leeds Flying School PA-28 G-LFSK(ex. SE-IAD) was noted on CofA Air test, entering service the next day with a trip to Gamston. Visiting from Husbands Bosworth on 12/6 was Chipmunk G-BVTX and from the same place on 16/6 was DR.400 D-EFQR. On 19/6 Zlin 50 G-MATE arrived from Southend, this machine was last noted in August 2003 when it ended up inverted in a field near Finningley whilst attempting a forced landing. Visitors:- 4/6 G-JANT PA-28; 5/6 G-BJBW PA-28; 6/6 G-BVNS PA-28, G-OTDI DA.40, G-ARVT PA-28, OY-AVT PA-18; 7/6 G-BLES AcroDuster; 8/6 G-TANS TB-20; 12/6 G-ECUB PA-18; 13/6 G-ASJY GY.80; 14/6 G-AVWA PA-28; 16/6 G-AWBC PA-28R; 17/6 G-ANRP Auster 5; 19/6 G-JNAS AA.5A, N61970 PA-24, G-BUUI T.67M; 20/6 G-BUIF PA-28; 22/6 G-BOPC PA-28; 27/6 G-JACS PA-28; 28/6 G-OBAL M.20J.

**Sturgate:-** Noted on 28/6 was Mooney M.20F N20UK outbound to Shoreham.

**Sutton Bank:-** Noted visiting the Gliding site on 7/6 were British Midland SF.260 G-BAGB(also 25/6) and Europa G-BVUV. 29/6 saw Bo.105 G-PASG(Helimed 99E) visit.

**Tadcaster:-** PA.28R G-BMKK was noted on 3/6 landing at a horse gallops at the junction of the A.64 and A.1. It routed Blackpool - Cumbernauld in the morning making the return journey in the evening.(Possibly Hazelwood Castle? q.v.).

**Walton Wood:-** On 19/6 PA-18 G-NNAC operating from here was towing a banner over Leeds City and Roundhay Park(1200 - 1400) advertising Alders Sale. Visitors:- 2/6 G-ROZI R.44, G-BZMG R.44; 3/6 G-FOFO R.44; 4/6 G-HIEL R.22B, G-BVGS R.22B; 9/6 G-ERIS Hughes 369D(To Knaresboro'); 14/6 G-RAMY Jet Ranger; 15/6 G-HRPN R.44; 17/6 G-BYBC Jet Ranger(To Cranfield); 19/6 G-CBHL Squirrel, G-BPMB PA-28(From Barrow); 22/6 G-HPAD Jet Ranger; 22/6 G-JWEB R.44, G-OLOW R.44; 24/6 G-CCJE Schweizer 269C; 25/6 G-CBZF R.22, G-KUKI R.22.

**Wickenby:-** Noted outbound for Leicester on 5/6 was Taylorcraft BC.12D G-AHNR, whilst visiting on 10/6 was Auster 5 G-ALBK.

**Wombledon:-** Noted on Air Test on the 29<sup>th</sup> was Europa G-CGDH. Visitors:- 7/6 G-PTAG Europa; 16/6 G-BZTY Jabiru; 17/6 G-WERY TB.20.

An interesting overflight of the area on 24/6 was Canadian C-GLAP routing OTR.1552 – Clacton at 3500'. The pilot informed Humberside he was a Maule MX.7 Floatplane and was enroute to Lake Como in Italy.

Others transiting the area included:-

1/6	N492AF	PA-44 Seminole
2/6	F-BVIY	Cessna F.177RG
7/6	D-KETB	Grob G.109B
11/6	D-EOWY	Cessna 172
14/6	N208NJ	C.208 Caravan
16/6	N260AP	Siai SF.260B
20/6	N456TL	Cessna 337
21/6	G-CRUM	Westland Scout
30/6	G-ARKG	J/5G Autocar

Norwich – Prestwick(LBA.2044 @ 4000')
POL.1535 @ 3400' enroute to Guernsey
Selby 1322 @ 1600' enroute to Carlisle
Aachen – Blackpool(POL.0909 @ 3000')
Inverness – Coventry(York.1802 @ 3000')
Teesside – Biggin Hill(York.1801 @ 4000')
GAM.1428 @ 6000' enroute to Coventry
Peterlee – Swindon(LBA.1346 @ 1600')
Oxford – Dundee(York.1029 @ 1400')

**Trevor Smith**

## SUTTON BANK



Called in at the above airfield expecting it to be all closed up as it was 7pm on Wednesday, July 21st, when this aircraft in blue did a fast pass and landed.

On investigation it turned out to be G-BAGB, a SIAI-Marchetti registered to British Midland and based at East Midlands, and in the BM corporate colours.

It must have N/S as I saw it returning over Easingwold the following day heading south, at 4:45pm. Anybody know anything about this plane and its connection with BM?

Also last weekend, July 17-19th we had a lot of low flying helicopters, not Apaches, over Easingwold. This was on a Saturday and Sunday and at 1am too.

What was going on? Any info, please.  
Keep up the work on the excellent magazine.  
Cheers for now,

**Ian Hall**

## MILITARY AVIATION



### Tornado Combat Air Wing

The RAF has been deploying a Tornado Combat Air Wing for operations over Iraq since 1992, primarily engaged in policing the Northern No-Fly Zone. By January 2003, eight crews from 31 Squadron (usually based at RAF Marham) were operating from Ali Al Salem Air Base in Kuwait, to conduct medium-level reconnaissance with the new RAPTOR pod (Reconnaissance Airborne Pod Tornado). As the need for additional crews and aircraft became necessary, the remainder of 31 Squadron crews were deployed along with a number of 9 Squadron crews. By the end of February, the remainder of 9 Squadron crews were added, supplemented by crews from 2 Squadron, 13 Squadron and 617 Squadron, a total of 36 crews, operating Tornado GR4s or GR4as. The number of aircraft operated increased from the initial eight to a total of eighteen; it will be seen that each aircraft was 'double-manned', for possible 'round the clock' operations.

Post-Gulf War policing operations turned into offensive operations resulting from the outbreak of the Iraq War (known by the Coalition as Operation Iraq Freedom, the UK contribution being entitled Operation Telic). The Wing widened the scope of its combat operations to initially include bombing of static targets but gradually sorties in direct support of land forces (combat air support) developed and became the prime function alongside reconnaissance. Other functions included suppression of enemy air defences and night electro-optical low-level reconnaissance. In most instances, crews, which specialised in these particular functions, were employed; for example, 31 Squadron specialised in Raptor sorties and 617 Squadron in Storm Shadow missile firings

In addition to Storm Shadow missiles, ALARM Mk 2 missiles were fired and several types of Paveway weapons were dropped. For the first few days of the War, Sidewinder air-to-air missiles were carried but the Iraqi Air Force remained grounded and the Sidewinders were off-loaded to reduce drag.

During the early days, nuclear, biological and chemical suits and respirators were used and personnel used air raid shelters but these were soon abandoned when it became obvious that these weapons were not going to be used by the Iraqis, fortunately!

By mid-April operations were confined to Combat Air Support and Raptor sorties and were reduced in number. The demand for the number of crews required was relaxed and they began to be withdrawn from the theatre. 617 Squadron crews were the first to be withdrawn, followed by the whole of 31 Squadron. Fresh crews were posted in, mainly 13 Squadron, which had been held in reserve in the UK. All of the crews, which had taken part in combat operations, were home by the first week in May and the Combat Wing was disbanded. The longest tour, which any crew served, appears to be five months; compare this with the length of tour served by World War II bomber crews, although it might be argued that modern operations are more intensive!

Credit: AirForces Monthly.

## MILITARY NEWS

### 6 Squadron RAF

6 Squadron RAF celebrates its 90th Anniversary this year! Formed in 1914, it is the world's longest continually serving squadron. Its first aircraft was the BE2a and it achieved fame in the first year of formation when Captain Leone Hawker was awarded the VC, the first for aerial combat.

During World War II, the Squadron operated Hurricane IIDs, armed with two 40mm cannons, as 'Tank Busters', becoming known as "The Flying Tin Openers", a memory of which it carries to this day, in the form of an unofficial badge carried on the engine intakes of its current aircraft. Its official badge is a winged serpent, a copy of which is appended.

Subsequent to World War II, the Squadron operated Vampires, Venoms, Canberras and Phantoms. For the past thirty years it has been operating Jaguars and is awaiting Eurofighter Typhoons when these become fully operational. The Squadron is currently based at RAF Coltishall.

Credits: DD Video Catalogue. RAF News.



### Postscript

Since the above was written, a new Defence White Paper has announced that RAF Coltishall is to close and the Jaguar squadrons, including 6 Squadron, are to be disbanded. More details on the White Paper in next month's Military News. I would guess that 6 Squadron will be one of the first to be equipped with the Eurofighter, it is to be hoped that its 'continually serving' status will be maintained!

### Jets of the Fleet Air Arm

This is the title of a newly-released video. Since 1945, the Fleet Air Arm has been engaged in over sixty operations in which carrier-borne aircraft have been involved. Unlike the RAF, however, the Royal Navy did not receive its first jets until some years after the War and carried on with piston-engined aircraft such as the Sea Hornet, Sea Fury and the Firebrand.

The Fleet Air Arm joined the 'Jet Age' in 1951 with the Attacker; the following jet types have followed: Scimitar, Sea Venom, Sea Hawk, Sea Vixen, Buccaneer, Phantom and Sea Harrier.

An earlier video release, "Wartime Aircraft of the Fleet Air Arm" featured aircraft which flew during World War II and in Korea: including, Swordfish, Seafires, Corsairs, Avengers and Sea Furies. It is hoped that these two companion videos might be shown at a future Society meeting.

Credits: Sleeves of the two videos.

Please send any information for inclusion in Military News to:

Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB Tel: 01274-873336

bmi regional is to launch direct flights between Leeds Bradford and London City Airport, commencing 1 November 2004.

Operated by a 46 seat ATR aircraft, passengers flying on the new route will benefit from bmi's renowned full-service operation, offering both business and economy classes with full in-flight catering.

Services depart four times daily Mondays to Fridays, with one service on Sundays. The new services will complement the existing bmi flight schedule between Leeds Bradford Airport and London Heathrow, adding over 1900 extra seats per week between the Yorkshire airport and the UK capital. The convenient and direct route into the heart of London has a journey time of just over one hour.

Alex Grant, Managing Director of bmi regional said: "The opportunity to fly into London City Airport gives us the ability to directly link two important business centres and satisfy a clear market demand. It is the best possible news for our customers who now have a choice of bmi flights to suit their needs. Not only do we have excellent schedules into Heathrow from the North, allowing for convenient transport connections to the capital and around the world by air, but now the ability to offer our customers the option of a fast direct route into the heart of the City."

Richard Gooding, Managing Director of London City Airport said: "bmi have been good supporters of the airport since its earliest days, so it's good to see them back again. This air link is particularly good news for the growing business community developing in East London and I'm confident that demand from the London corporate market will ensure the success of this route."

Councillor Tony Cairns, Chairman of Leeds Bradford Airport said: "We are delighted to be able to offer more choice for the people of Yorkshire when choosing their travel options to London. The business people of the region will now have a quick and reliable option when commuting to the heart of the UK's capital".

Fares for the new route are on sale now and can be booked online at [flybmi.com](http://flybmi.com) or through the bmi reservations centre on 0870 60 70 555. Prices start £39 one way including taxes and charges when booked online at [flybmi.com](http://flybmi.com).

For further information contact bmi corporate communications: 01332 854 687

**Flight schedules:**

**From Leeds Bradford to London City**

BD503 departs 07:30, arrives 08:30 (Monday-Friday)  
BD505 departs 11:15, arrives 12:15 (Monday-Friday)  
BD507 departs 14:15, arrives 15:15 (Monday-Friday)  
BD509 departs 17:15, arrives 18:15 (Monday-Friday and Sunday)

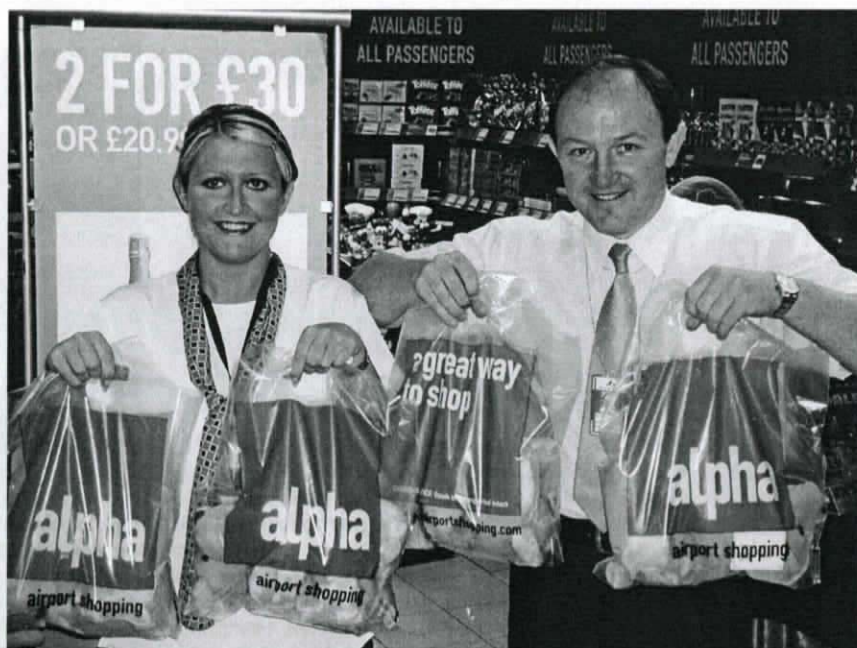
**From London City to Leeds Bradford**

BD504 departs 08:55, arrives 09:55 (Monday-Friday)  
BD506 departs 12:45, arrives 13:45 (Monday-Friday)  
BD508 departs 15:45, arrives 16:45 (Monday-Friday)  
BD510 departs 18:45, arrives 19:45 (Monday-Friday and Sunday)

- bmi regional is a wholly owned subsidiary of bmi, the UK's second largest full service airline.
- bmi is a member of Star Alliance, the world's leading aviation alliance with 16 member airlines. The Star Alliance network serves 729 airports in 124 countries with almost 11,000 daily flights.

- bmi regional operates from the following UK airports:  
Aberdeen, Edinburgh, Glasgow, Jersey, Leeds Bradford, Manchester, Norwich, Nottingham East Midlands, Stornoway and from 1 November, London City Airport.

A brand new initiative has been launched at Leeds Bradford International Airport. Alpha Retail, in conjunction with Travelex Bureau de Change, is now offering passengers traveling to the EU and within



the UK, the opportunity to "Buy Now? Collect Later".

Passengers can "Buy Now" at the Duty and tax free goods outlet located in the Departure Lounge and "Collect Later" on their return to Leeds from the Travelex Bureau De Change situated in the newly extended Arrivals Hall.

Many people have already taken advantage of this new concept including a lady traveling on her "hen party" who collected 42 bottles of pre-ordered Champagne for her up and coming wedding on her return!

Later this year they will also be increasing their product range to include Clarins cosmetics and perfumes. Steve Jones, General Manager of Alpha Retail comments, "This is an exciting development for both staff and passengers alike. With the constant expansion of new products at the Airport we are now offering passengers even more choice when flying from Leeds Bradford. I am positive that more and more people will take advantage of the "Buy Now? Collect Later" promotion that Alpha and Travelex are operating".

## RETURN TO KALAMATA

Last year we had a most enjoyable family holiday on the Greek mainland so we decided to return there this year. Saturday afternoon was spent packing and after an early sleep we set off for Manchester in the early hours of Sunday morning – at least the M62 is quiet at that time.



The check-ins were already open when we arrived at the airport so we were able to book in straight away. Our largest suitcase had seemed very heavy when lifting it into the car. I wondered whether it would be within the 20kg individual luggage allowance. As there were four of us travelling I was not concerned about the overall weight as the other cases were lighter. Placing it on the conveyor I watched the digital display settle on 18kg. Some people at the adjacent check-in were having their hand luggage weighed but we escaped that challenge. A few minutes later we had our boarding cards for flight MYT8041 to Kalamata and I was heading up the escalator to the café to get a view over the apron for terminals 1 and 3. Gathering up the rest of the family from W H Smiths, we continued into the departure lounge and found an empty table with a good view of the rain lashing down onto the apron and taxiway to terminal 2.

Over 40 aircraft were noted from here while we monitored the screen, waiting for the instruction to proceed to a departure gate. Highlights were the arrival of 9M-MPE B.747 Malaysian, A7-ACD A.330 Qatar and 9V-SVD B.777 Singapore.

Shortly after 07.00 the departure screen directed us to gate 6 for the 08.10 to Kalamata. I expected to see a My Travel A.320 but on arriving at gate 6 I was surprised to find OH-LBX, a B.757 of Finnair on stand. All passengers were on board by 07.45 and I anticipated a punctual departure. About 08.00 the captain announced that we were awaiting paperwork, ten minutes later we were told that we were waiting for some catering and would then be ready in a couple of minutes. The senior stewardess then introduced herself and said that 'today's flight was being operated by Air Scandic for operational reasons', flight time would be 3 hours 20 minutes (rather than the scheduled 3:50) and we would be flying at 37,000 feet. Pushback was at 08.18, I noted 9Y-JIL, an A.340 of BWIA West Indies, as we taxied and we took off at 08.30.

As we flew south over France, Switzerland and Italy, the ground was obscured by cloud over much of our route. At one point I noticed three aircraft on our right hand side, two flying parallel and the third crossing below which then turned to fly parallel as well. The sky cleared as we neared Greece and started to descend over the Peloponnese. As the hilltops grew nearer I recalled our arrival at Kalamata last year. We had descended steadily, flying directly south over the runway (17-35), out over the bay where we did

a 180° turn, back over the coast parallel to the runway, did another 180° turn and then came in to land on runway 17. This year, as the ground grew nearer I realised that we were not going to do a circuit and we landed directly on runway 17 at 13.55 local time. A large number of military jets were parked to the west of the runway (the objective of the 'British plane spotters' arrested in Greece a couple of years ago). We taxied to the terminal where the only other aircraft was G-JMCE, a B.757 of Thomas Cook.



Our villa was about a half hour drive from the airport, overlooking the Messinian Gulf. Kalamata airport seems to be a fairly busy military (training?) base but there is very little civil aviation activity.

All too soon it was our final day and as we drove back to the airport we saw G-OOAP, an A.320 of First Choice on the apron. After a short wait we checked in and got into the departure lounge just as the passengers were boarding G-OOAP. This freed up some seating as we waited for our aircraft to arrive. Olympics 2004 souvenirs were much in evidence in the shop. At 13.35 a Finnair B.757 taxied onto stand 25 minutes early, this time it was OH-LBV. Boarding was at 14.35 and while we waited in our seats the on-board screens showed a map of our return route overlaid with information: 1620 miles, time to Manchester 3 hours 22 minutes, flying at 37,000 feet. Excel Airways B.737, G-XLAA, arrived before we departed, five minutes early at 14.55. The Finnish captain was a bit easier to understand this time as he gave us details of the planned route. Synchronising British Summer Time and the 24 hour clock proved rather challenging as he told us that we would arrive 15 minutes early at '17.40 or twenty to seven'. Scheduled arrival was 16.55 BST!

There was much less cloud on the return journey. After leaving the Peloponnesian mainland we headed for Italy. A large perfectly circular road on the ground was later identified as the high-speed motor racing test track (2.5 miles in diameter) at Nardo on the 'heel' of Italy. Further north I recognised the lagoon of Venice. We then flew over the Swiss Alps and later got a good view of the English Channel with Dover in the distance and Calais below. The white wakes of several cross channel ferries were visible, some heading in each direction. Other shipping could be seen sailing up the Channel. After flying over Kent the cloud increased but we had a clear view of East Midlands Airport and Castle Donnington Power Station. Soon the houses, roads and cars were getting larger and we were skimming over the rooftops before landing at Manchester at 16.35. As we exited the runway I saw Ryanair B.737, EI-CNT, landing behind us and noted Concorde, G-BOAC, in the viewing area. We also saw Pakistan International B.747, AP-BGG, taxi out before we reached our stand.

Driving back over the M62 we were reminded what rain looked like. No one had needed to water the garden while we were away!

*Peter Martin*

## CEST: OK

After a short break in the City of Prague my wife and I arrived at Ruzyně Airport at 0910 CEST with just over two hours before departure back to Leeds. Plenty of time for some spotting at a reasonably busy time of the day.



The Airport is about ten kilometres to the west of Prague and is the main international airport in the Czech Republic. The terminal is very modern with two piers (A and B) currently in operation. Building is in progress doubling the footprint of the terminal, to the west, and the addition of a third pier (C). There is also a plan for a parallel runway to the south of the present terminal, due in 2010.

The airport's main runway 06/24 is visible from the lounges in the two piers. On the morning in question the active was R24. The approach and threshold for this runway is easily visible beyond the eastern end of the departure hall and with a zoom lens the landing aircraft can be photographed. I did not spend too long here, despite the sunny weather, and headed rapidly for the comfort of the departure lounges. We were at the head of the queue when check-in opened and were quickly on our way through to the departure lounges. From these you have excellent views of the piers and aprons through floor to ceiling windows and there is no apparent restriction on your movements around the lounges. Only the ubiquitous air bridges "glued" to the aircraft give concerns to the inveterate spotter/photographer.

The destinations on the departure screens revealed some unusual place names for someone, like me, used to western European airports: Brno, Ljubljana, Kosice, Bratislava and Budapest were amongst others. I was a little disappointed that the aircraft assembled at the gates were not quite so unusual with western manufactured types predominating.

CSA is the Czech state airline and many of their flying machines were on view including ATR 42 (OK-BFH), B735s (e.g. OK-XGA, C, V), B734s (e.g. OK-YGU and CGI), A310s (e.g. OK-WAB, YAC), also 737s of smartWings (OK-SWY and Z) the first Czech low cost carrier. Of note was a CSA 737 OK-DGL in special marks. More familiar sights were bmi, Flybe, Lufthansa, Air Berlin, Air France, Finnair, Alitalia, KLM and Blueline.

To give at least some authentic "east of" feeling there were one or two Russian types in the guise of RA85811 Tu154 of Aeroflot (in the old scheme) and RA65113 Tu134A of Pulkovo.

A last cup of coffee in the Pier B buffet/bar, to use up those Czech coins, and we proceeded to our departure gate: Gate 7 in Pier B. This provides an excellent view of the landing/taxiing aircraft and easy photography through



remarkably clean glass. On-time G-CELD B737 Jet2.com appeared, with a load from Leeds, and prepared to whisk us back to LBIA on schedule, which is always a disappointment to the plane spotter in me.

We left on R24 after pausing for a landing OK 737 and a KLM take-off ahead of us. Captain Beaumont informed us we would be flying at 34000 feet via Hanover, Cologne and Amsterdam with an airborne time expected to be one hour fifty minutes. Just time for a cup of Jet2 coffee and a browse of the in-flight magazine. I don't mind these short flights.

This was my first trip into Central Europe and it really was OK.

*Jim Stanfield*



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## THE BOEING DASH 80 (OR 707)

Reading through a recent copy of *Airliner World* which contained an article about the 707, set me thinking once more about the history of this inspirational airliner. Its development and its influence on the future of air travel make an interesting story.

This is a complex tale, with many interwoven strands which link the 707 with several other aircraft. These were eventually to be derived from it and share many parts. It is not just about the aircraft but those who designed, built and tested it. In the early 1950's Boeing had already had some considerable success with large military jet powered bombers and were now looking at the possibility of producing a civil version. The new aircraft was to be known as the 473-60c. It was to have swept back wings and podded engines and be similar to the B52. The concept was put to various American airlines, the Europeans and even the Russians but with little interest. The sticking point was the question of which engine to use. The intention was to use the new P&W J57 which would eventually become something of a classic in both military and civil terms in the coming years. At the time though, it was a military secret and its details could not be disclosed. The world's airlines were sceptical and unenthusiastic. This was the era of the Stratocruiser and the Douglas DC-7C which were selling well even if they did have propellers. The airlines needed a plane that met their needs, not one which Boeing had built from bits of military aircraft, which suited them. So, it was back to the drawing board. The first hurdle was, what to call the new design. For no other reason than it rolled off the tongue nicely, 707 was chosen. This sat well with Boeing's preference for the number seven. To keep Douglas off the scent in the early days, it was to be referred to as the Dash-80 as this would suggest they were updating the 367, the military version of the Stratocruiser.



The Dash-80 was not an instant success though. As when anything new is created, those who follow take a critical look at it and make something even better, once the limitations of the original come to light. This worked both ways for the Dash-80. Boeing realised the inherent design flaws of the Comet which was at the time leading the field. They looked at the Comet's wing profile which was somewhat dated. Boeing chose the swept back wing used on their bombers. This increased the top speed from 500 mph on the Comet to almost 600mph on the Dash-80. Boeing chose to sling the individual engines under the wing both for safety and maintenance reasons. They saw engines built into the wings as potentially dangerous in the event of an un-contained turbine blade failure, while also making the engines difficult to maintain. Boeing's thoughts have been carried through to the present day. The Dash-80 was not without its own inherent faults, which were not apparent at the time. The prototype Dash-80 was pleasant to fly, being responsive and nimble for such a large aircraft. As a prototype though, it was austere internally and much lighter than the production version would be. Further, the swept back wings made it more difficult to control at certain speeds. The wings had to be increased in surface area at a later stage to improve lift. The Dash-80 also had a worrying inclination to 'Dutch Roll' at certain speeds. This roll was kept under control by a device called "Little Herbie" under most flight conditions, but was still of concern to the Test Pilots. There was also a hint of flutter which also worried the test pilots. Unchecked, flutter can end in disaster. In the air, the aircraft needed a large turning circle but more importantly, used a lot of fuel. At this stage though, it was just a prototype, built out of Boeing's own funds and as such, never to be sold. Hopefully all of these niggling problems could be sorted out.

Several basic factors have a lasting effect on any new aircraft once it is in production. Both the landing gear, a complex piece of engineering, and the space needed to accommodate it when retracted, fall into this category. When designing the landing gear, the engineers chose relatively short main struts. In the long term this was to limit how much the fuselage could be stretched. Too much and there would be a problem with tail scrape on rotation. This was to prove a critical factor in later years. Douglas had opted for longer legs and more ground clearance on the DC8. This enabled them to stretch the original fuselage and increase passenger capacity. At the time though, due to lack of interest from the airlines, it seemed the new Dash-80 might never be put into production. Even Douglas themselves did not perceive the Dash-80 as a great threat. Others though were more perceptive, seeing it as potentially the next generation of airliner. Lord Hives, head of Rolls Royce at the time, looked at the Dash-80 and commented "This is the end". When asked the end of what? he replied "The end of British aviation". The disastrous crashes of the Comet due to explosive decompression, had effectively 'put off' both the travelling public and the world's airlines. In the U.K, aircraft manufacturers were now building turboprops and small passenger jets. Sadly, the British were never to produce a large jet which could compete successfully with the Dash-80 or any of its off-spring.

A spectacular event took place over Lake Washington, just north of Boeing's Renton plant at Seattle in 1955. Here, the Gold Cup Race for Hydroplanes was taking place. Boeing had invited airline chiefs and other VIP's to watch the race from a company boat, moored out on the lake. During the event, the Dash-80 was to fly over the lake as a publicity stunt. Tex Johnston was to be the pilot. He was quite a character. He liked wearing cowboy boots while flying any new aircraft, was a Clarke Gable look-alike and spoke like James Stewart. The new aircraft had at this stage not completed its flutter tests but was allowed in the air for this special event. The sky was



cleared of all private flights and with 200,000 people watching, the Dash-80 flew low over the lake to give the spectators a grandstand view of the aircraft. As it flew low over, the nose suddenly lifted a little and the wing tip started to rise. The aircraft gracefully performed a slow barrel roll, something normally reserved for fighters and aerobatic aircraft. As it passed over the VIP boat, it was for several seconds inverted, with the podded engines facing the sky. The aircraft completed the roll and climbed away into the distance. Then, performing a teardrop turn, it returned to the lake and repeated the performance. The astonished crowd imagined it was just part of the day's entertainment.

At lunchtime the following day and following a test flight, Tex Johnston was called before the top brass at Boeing. Despite his extensive engineering knowledge and vast experience as a test pilot, he was told that if he ever did anything like that again, he would be fired. He protested that the manoeuvre induced only 1G of force on the airframe and that he had gained height, not lost it during the procedure. It was, he claimed, well within the safe operating envelope of the aircraft. Johnston was though suitably chastised. The fact that he was probably the best test pilot available at the time, almost certainly saved him from the sack. Boeing had quite literally gambled the company's future on this aircraft and were horrified at his actions. This one-off aircraft had been hand built as no assembly line was available. Parts were tailor-made as required, so Boeing's concern was understandable. The rest is history. The new Dash-80 became the 707 in its various guises. It was to be hugely successful after an uncertain start. Enlarging the wing to give more lift and a greater range, enabled it to cross the Atlantic without a



refuelling stop. This was though to prove a costly business. Changing a wing is not something you do at the drop of a hat, but it had to be done and was a success, giving long term gains in improved performance.

The 707 became the definitive airliner and led Boeing on to even greater things with the hugely successful 727 series and then the 737. Initially the 737 was a flop. Boeing was unable to gain any orders for it in the USA. It was in danger of being abandoned by Boeing and needed some devious and underhand measures between the then Directors at Boeing, to pressure the company into keeping the project alive. That and a promise of a small order from Lufthansa kept the 737 afloat. Even then, the 737 was cobbled up and even classified by Boeing themselves as a bit of a mess. In the rush to compete with Douglas and their new DC9 series, they decided to incorporate some of the parts used on the hugely successful 727. Boeing had a reputation gained in the military field for cannibalising bits from various aircraft and bolting them together to make a "new" one. The first 737-100 of which only a few were constructed and sold, soon became the much more successful 737-200, many of which are still in service today. Once more, from an uncertain start to a glorious finish.

Then, more bad news. Pan Am dropped a hint that Douglas and Lockheed were each designing a huge new aircraft. This was a great shock to Boeing. They immediately started work on one of their own. The first step was to visit P&W to examine a new version of the JT3D engine which gave 21,000lbs of thrust. What P&W showed them was a radical new engine which would deliver 41,000lbs of thrust, a staggering increase. But that's another Boeing story and more of that later, along with its connection with the C5A Galaxy.

*John Booth 2004*

## AVIATION HUMOUR

Nervous? Hah! NERVOUS?! Forget it! I am not the least tiny little BIT nervous about engaging in air travel these days!

Why, even as I write these words, I am boldly sitting in a jet-powered commercial airplane, and I am cool as a cucumber. This is because we are on the ground at the famous Atlanta airport, which means we will all be dead from starvation long before we take off, because there are 1,450 aircraft ahead of us, including a number of biplanes still awaiting clearance to participate in World War I.

Sitting next to me are two pilots whose flight was cancelled. I am not making this up. They work for Eastern Airlines, one of a growing group of airlines that, as far as I can tell, do not actually own any airplanes.

What they own is a large, modern and superbly maintained fleet of excuses for why your flight has been cancelled. It's a real thrill to watch the gate crews for these airlines swing into action as departure time approaches:

"Ladies and gentlemen," the gate agent proudly announces, "the excuse for canceling Flight 219 is now arriving on our computer screen." Right on time!

The aspiring passengers cluster around and watch with nervous excitement as the gate agent frowns at the computer, then says: "Flight 219 has been cancelled because of ... (dramatic pause) ... MAYONNAISE IN THE GYROSCOPE!"



## FREE AIR



I agree with the proposal by Terry Sykes in the July magazine to omit in future the movements of the Leeds based Jet2 Boeing 737s. However, would it be possible to include the movements of any newly-based Jet2s for the first month or so?

Regards

*Peter Gilbert*

I was surprised to read Mr Sykes' comments regarding the future omission of Jet2 movements from the monthly movements. From the applied logic of omitting Jet2 movements, should not the same be applied to BMI Group Movements?

The movements on 1 April I believe show Jet2 12 departures, BMI Group 18 departures. This on four pages saved by the omission of Jet2 would also save in the region of six pages.

Some other aviation magazines show the same information in tabular form which I must admit I prefer.

I am not aware how many members are postal members (I am) but would the Society be affected by the loss of their subscriptions if membership was not renewed due to lack of movement information? On a marginal cost basis I would think the answer would be yes.

If assistance is needed to produce the tabular information, I would be willing to help.

*Jack Ward*

Two differing comments on the omission of Jet2 movements from the monthly listings. What do other members think?

Thanks, Jack, for your offer to assist with setting out the movements in tabular form but, putting on my Acting Chairman's hat, I don't see the advantage in changing the format of the movements section of the magazine. In fact, although I am not a number cruncher, I find that the style as presented by Terry is easy to follow.

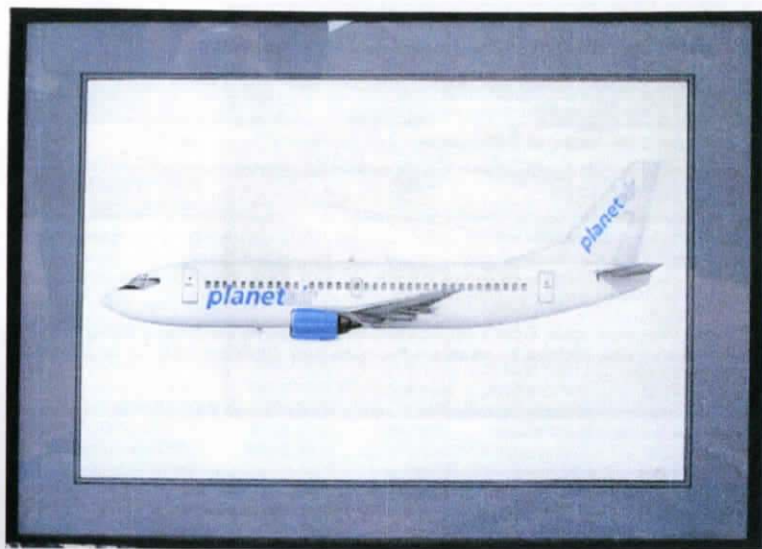
I should like to thank all the regular contributors to the magazine, as it is they who make it what it is today, and also those, like yourself, who take time to write with their comments.

Thanks

*Cliff Jayne*

## REMINDER

VISIT TO RAF MUSEUM, HENDON, LONDON  
on SATURDAY 18 SEPTEMBER 2004  
Pick-up Points at 7.00am and 7.10am  
Coach Fare £23 per person  
Phone PAUL WINDSOR on 0113 250 4424



Framed original drawing by David Bates, recently donated to the Society by David's family, and formerly commissioned by Planet Air. This unique picture (overall size 34" x 27") is the prize in a draw organised by the committee for Society members, proceeds for *Yorkshire Air Ambulance Service Charity*.

Tickets (£1 each) are available to all members from Pauline Valentine, at meetings and by post (with stamped addressed envelope, please) cheques payable to *Air Yorkshire Aviation Society*. The draw will take place at the December meeting.

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