



YORKSHIRES PREMIER AVIATION SOCIETY



SOLE SURVIVING PERCIVAL MEW GULL
CURRENT HOLDER ENGLAND - CAPE TOWN AND RETURN 1938
BRIGHTON JULY 2004
KEN COTHLIFF

£1.75

VOL 30 NUMBER 12 **DECEMBER 2004**

SOCIETY CONTACTS

CHAIR
SECRETARY
TREASURER
and MEMBERSHIP

Cliff JAYNE
Jim STANFIELD
David VALENTINE

tel: 0113 249 7114
tel: 0113 258 9968
8 St Margaret's Avenue
Horsforth, Leeds LS18 5RY
tel: 0113 228 8143

Assistant Treasurer
MAGAZINE EDITOR

Pauline VALENTINE
Cliff JAYNE

27 Luxor Road, Leeds LS8 5BJ
tel: 0113 249 7114
e-mail: airyorks@aol.com

Assistant Editor
MEETING CO-ORDINATOR

Sheila JAYNE
Alan SINFIELD

tel:
e-mail: alan.sinfield@blueyonder.co.uk

VISITS ORGANISER
HONORARY LIFE PRESIDENT
COMMITTEE MEMBERS:
2004-2005

Paul WINDSOR
Mike WILLINGALE
Lawrie COLDBECK, John DALE,
Denis STENNING, Geoff WARD

tel: 0113 250 4424

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

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

9th January 2005: please note that this meeting is on the **Second Sunday**

AIR YORKSHIRE AVIATION SOCIETY NEWS

The Society's Annual General Meeting in November began with a minute's silence, in remembrance of David Bates.

Finance: the Treasurer reported on the accounts and balance sheet, which had been printed in the November magazine. Members seconded, and accepted, a proposal that the membership fees remain the same for 2005: £20 full members: £17 postal members: £5 additional social member.

Election of Officers and Committee 2004-2005: the Chair had officially remained vacant since December and nominations were invited. Cliff Jayne was proposed, seconded and accepted unanimously as the newly elected Chair. David Tennant had indicated a year ago that he would not wish to stand again for re-election as Meeting Co-ordinator. Members recognised that finding guest speakers for monthly meetings was not an easy task, and they appreciated the fact that David had successfully organised many entertaining and varied events. Nominations were invited for the vacancy, and Alan Sinfield agreed to his name being put forward. Proposed, seconded, and accepted unanimously, with thanks. The other Officers and Committee members were re-elected unopposed.

The Annual Dinner: will be held on Friday 8 April 2005 at the Pease Hill restaurant. The Committee was asked to emphasise that postal members are entitled to participate in Society events such as the annual dinner, and would be very welcome.

Society Visits: a number of venues were suggested for full or part-day trips which it is hoped will be well supported. The Committee will explore feasibility and costs.

Annual Photographic Competition for the David Bates Trophy: the meeting accepted a suggestion that members could judge the photographs which had appeared on the front/back covers of the magazine during the year. The photographs would be displayed without identity and voting would take place at the December meeting.

Cliff Jayne



MOVEMENTS SEPTEMBER

01 Wednesday

C-GTDK	Airbus 320	0150	0721	G-JEDP	DHC-8 400	08050846
G-BXWE	Fokker 100	0909	1347	G-RJXD	EMB 145	0923 1016
G-MAJM	Jetstream 41	0931	1018	G-CBCS	Jetstream 31	0934 1043
G-BVJC	Fokker 100	0958	1108	G-DFKI	Gazelle HT.2	1009 1137
EI-CON	Boeing 737	1032	1111	G-RJXJ	EMB 135	1049 1129
G-BVJD	Fokker 100	1051	1454	G-JIVE	Hughes 369E	1135 1148
N181PC	TBM 700	1143	1530	G-OOTB	TB-20 Trinidad	1150 1400
G-WVIP	King Air 200	1214	0828(02)	G-MAJM	Jetstream 41	1219 1447
G-RJXD	EMB 145	1257	1407	EI-CJC	Boeing 737	1301 1337
G-PFCL	Cessna 172S	1304	1811	G-JEDV	DHC-8 400	1353 1441
G-RXJ	EMB 135	1356	1502	G-VUEA	Citation II	1418 1451
PH-OFK	Fokker 100	1420	1605	G-BVJC	Fokker 100	1424 1546
N103CD	Gulfstream 3	1428	0809(02)	C-GTDK	Airbus 320	1637 1823
G-RJXD	EMB 145	1646	1741	G-BXWE	Fokker 100	1652 1759
G-RXJ	EMB 135	1658	1747	G-MAJD	Jetstream 41	1701 1735
G-MAJM	Jetstream 41	1707	1755	G-NSUK	PA-34 Seneca	1710 1913
G-BVJD	Fokker 100	1712	1750	G-JEDV	DHC-8 400	1725 1808
G-JIVE	Hughes 369E	1812	1820	G-LUVY	Twin Squirrel	1813 1842
G-BVJC	Fokker 100	1819	1910	G-BVJD	Fokker 100	1937 0712(02)
G-BXWE	Fokker 100	1955	0741(02)	G-MAJD	Jetstream 41	2000 0652(02)
G-MAJM	Jetstream 41	2009	0656(02)	G-RJXD	EMB 145	2031 0720(02)
G-RXJ	EMB 135	2034	0732(02)	G-BOWE	PA-34 Seneca	2114 2134
EI-CJC	Boeing 737	2123	2200	G-BVJC	Fokker 100	2136 0730(02)
PH-OFK	Fokker 100	2255	0624(02)	G-BYAP	Boeing 757	2339 0715(02)

02 Thursday

C-GTDK	Airbus 320	0718	0943	G-JEDP	DHC-8 400	0816 0848
G-BVJD	Fokker 100	0914	1347	G-RJXD	EMB 145	0920 1010
G-MAJM	Jetstream 41	0924	1013	G-MAJD	Jetstream 41	0934 1046
G-CBRG	Citation Excel	0952	1006	G-BVJC	Fokker 100	1008 1103
EI-CJC	Boeing 737	1021	1056	PH-OFG	Fokker 100	1025 1135
G-RXJ	EMB 135	1029	1119	G-BXWE	Fokker 100	1040 1457
G-MAJM	Jetstream 41	1215	1452	G-XLAF	Boeing 737 800	1231 1356
EI-CJI	Boeing 737	1242	1322	G-RJXD	EMB 145	1245 1411
EC-IEQ	Airbus 320	1314	1507	G-OOOX	Boeing 757	1319 1449
G-RXJ	EMB 135	1340	1502	G-JEDO	DHC-8 400	1349 1442
G-BVJC	Fokker 100	1425	1539	PH-OFD	Fokker 100	1429 1605
G-ARHP	PA-22 Tri Pacer	1610	1709	C-GTDK	Airbus 320	1615 1822
G-OAKJ	Jetstream 31	1619	1721	G-BXWE	Fokker 100	1640 1743
G-RJXD	EMB 145	1645	1758	G-BVJD	Fokker 100	1651 1809
G-RXJ	EMB 135	1656	1740	G-MAJM	Jetstream 41	1710 1753
G-JEDV	DHC-8 400	1723	1808	G-BVJC	Fokker 100	1819 1915
G-BXWE	Fokker 100	1929	0707(03)	G-BVJD	Fokker 100	1951 0753(03)
G-OAKJ	Jetstream 31	1955	0656(03)	G-MAJM	Jetstream 41	2011 0700(03)
PH-OFG	Fokker 100	2014	0628(03)	N17KJ	Gulfstream 2 SP	2020 0942(03)
G-RJXD	EMB 145	2033	0716(03)	G-RXJ	EMB 135	2038 0734(03)
G-BYAO	Boeing 757	2048	0736(03)	G-OLDR	Lear Jet 45	2052 0911(03)
EI-CJI	Boeing 737	2108	2151	G-BGLG	Cessna 152	2126 1250(03)
G-BZBF	Cessna 172M	2130	1251(03)	G-BVJC	Fokker 100	2157 0717(03)

03 Friday

C-GTDK	Airbus 320	0400	0614	G-JEDP	DHC-8 400	0815 0859
G-BXWE	Fokker 100	0912	1344	G-RJXD	EMB 145	0924 1031

G-MAJM	Jetstream 41	0927	1034	G-OAKJ	Jetstream 31	0934	1042
G-CBEE	PA-28R Arrow II	0936	1224	G-BVJC	Fokker 100	1007	1129
EI-CJI	Boeing 737	1010	1057	TC-APN	Boeing 737 800	1028	1149
PH-OFI	Fokker 100	1034	1135	G-RJXJ	EMB 135	1042	1122
G-BVJD	Fokker 100	1050	1458	EC-HZS	Boeing 737 800	1148	1314
G-MAJM	Jetstream 41	1215	1437	C-GTDC	Airbus 320	1234	1403
EI-CNZ	Boeing 737	1248	1321	G-RJXD	EMB 145	1323	1412
G-JEDO	DHC-8 400	1352	1428	G-BYLL	Sequoia Falco F-8L	1402	1410
PH-OFG	Fokker 100	1419	1605	G-BVJC	Fokker 100	1423	1539
G-RJXJ	EMB 135	1440	1527	G-OAKJ	Jetstream 31	1627	1726
G-RJXD	EMB 145	1653	1744	G-BXWE	Fokker 100	1658	1800
G-MAJM	Jetstream 41	1702	1755	G-RJXJ	EMB 135	1715	1751
G-JEDO	DHC-8 400	1724	1803	G-BVJD	Fokker 100	1808	1841
G-BVJC	Fokker 100	1813	1914	G-RKJT	PA-46 Malibu	1837	0844(09)
PH-OFC	Fokker 100	1926	0613(04)	C-GTDC	Airbus 320	1943	2136
G-BXWE	Fokker 100	1956	0917(04)	G-OAKJ	Jetstream 31	2000	0702(06)
G-MAJM	Jetstream 41	2009	1003(04)	G-RJXJ	EMB 135	2033	0810(04)
G-RJXD	EMB 145	2044	0713(04)	G-BVJD	Fokker 100	2046	0734(06)
G-BVJC	Fokker 100	2153	0706(04)	EI-CNZ	Boeing 737	2209	2245
EC-HZS	Boeing 737 800	2225	2337	G-BYAO	Boeing 757	2340	0648(04)

04 Saturday

C-GTDC	Airbus 320	0320	0626	G-JEDP	DHC-8 400	0813	0852
PH-OFK	Fokker 100	0827	0958	PH-OFG	Fokker 100	0930	1041
G-BVJC	Fokker 100	0934	1102	EI-CJC	Boeing 737	1110	1147
G-EMBM	EMB 145	1123	1354	G-VUEA	Citation II	1141	1141(05)
G-RJXJ	EMB 135	1143	1339	G-RJXK	EMB 135	1202	1506(05)
G-BYAO	Boeing 757	1208	1356	C-GTDC	Airbus 320	1218	1349
G-RJXD	EMB 145	1250	1400	N777NG	Citation Bravo	1319	1611
G-JEDT	DHC-8 400	1357	1445	PH-KLI	Fokker 100	1431	1618
EC-HBN	Boeing 737 800	1505	1633	G-MAJM	Jetstream 41	1508	1501(05)
9H-ADY	Airbus 320	1547	1651	EI-CNZ	Boeing 737	1603	1645
EC-HGP	Boeing 737 800	1605	1708	EC-FXA	DC9 83	1619	1740
G-RJXD	EMB 145	1643	0953(05)	G-BXWE	Fokker 100	1700	1638(05)
G-CBEI	PA-22 Tri Pacer	1905	1152(05)	EC-FXP	Boeing 737 400	1907	2032
G-JURA	Jetstream 31	1927	1943	C-GTDC	Airbus 320	1938	2055
PH-OFA	Fokker 100	1940	0618(05)	G-BYAO	Boeing 757	2024	2200
PH-OFK	Fokker 100	2150	2233	G-BVJC	Fokker 100	2201	0708(05)

05 Sunday

G-BYAO	Boeing 757	2341	0715	C-GTDC	Airbus 320	0608	0827
G-RJXB	EMB 145	0945	1108	PH-OFH	Fokker 100	1011	1110
EI-CNZ	Boeing 737	1321	1357	G-JEDO	DHC-8 400	1348	1434
PH-OFF	Fokker 100	1431	1557	C-GTDC	Airbus 320	1509	1616
G-BBDM	AA5 Traveler	1536	1239(07)	G-MAJM	Jetstream 41	1634	1757
G-JEBC	BAe 146 300	1645	1735	G-MAJG	Jetstream 41	1648	1738
G-FMAM	PA-28 Warrior	1654	1728	G-RJXH	EMB 145	1656	1753
EC-IEQ	Airbus 320	1703	1814	G-RJXK	EMB 135	1750	1836
CS-DNU	Hawker 800XP	1754	1858	LZ-BHC	Airbus 320	1807	1918
G-BWEB	Jet Provost T.5A	1812	1708(09)	G-RJXB	EMB 145	1824	1905
G-MIDV	Airbus 320	1830	1923	PH-OFH	Fokker 100	1945	0653(06)
G-BXWE	Fokker 100	1958	0726(06)	G-MAJM	Jetstream 41	2001	0710(06)
G-RJXK	EMB 135	2024	0714(06)	G-RJXH	EMB 145	2050	0729(06)
G-BVJC	Fokker 100	2153	0747(06)	EI-CJC	Boeing 737	2203	2243

06 Monday

CS-DNW	Citation Excel	0030	1556	C-GTDC	Airbus 320	0223	0738
G-BYAO	Boeing 757	0352	0938	G-JEDV	DHC-8 400	0813	0848
G-RJXH	EMB 145	0928	1015	G-BVJD	Fokker 100	0931	1116
G-MAJM	Jetstream 41	0944	1020	G-OAKJ	Jetstream 31	0949	1044
EI-CNT	Boeing 737	1003	1048	PH-OFE	Fokker 100	1005	1118
G-BXWE	Fokker 100	1009	1346	G-RJXK	EMB 135	1017	1058
G-BVJC	Fokker 100	1106	1445	G-MAJM	Jetstream 41	1221	1439

G-RJXH	EMB 145	1250	1454	C-GTDK	Airbus 320	1254	1519
EI-CNZ	Boeing 737	1312	1351	G-RJXK	EMB 135	1325	1415
G-JEDV	DHC-8 400	1347	1429	PH-OFK	Fokker 100	1410	1603
G-BVJD	Fokker 100	1426	1544	G-BYAO	Boeing 757	1529	1714
G-OAKJ	Jetstream 31	1623	1717	G-BVJC	Fokker 100	1649	1744
LZ-BBH	Airbus 320	1651	1825	G-BXWE	Fokker 100	1655	1758
G-RJXH	EMB 145	1659	1746	G-MAJM	Jetstream 41	1703	1750
G-RJXK	EMB 135	1706	1753	G-JEDV	DHC-8 400	1723	1802
G-BVJD	Fokker 100	1823	1912	G-BVJC	Fokker 100	1955	0715(07)
G-OAKJ	Jetstream 31	2000	0658(07)	G-BXWE	Fokker 100	2002	0804(07)
G-MAJM	Jetstream 41	2008	0709(07)	G-RJXH	EMB 145	2042	0726(07)
PH-KLE	Fokker 100	2045	0620(07)	G-RJXK	EMB 135	2101	0733(07)
EI-CNZ	Boeing 737	2109	2147	G-BVJD	Fokker 100	2156	0736(07)

07 Tuesday

C-GTDK	Airbus 320	0104	0854	G-BYAO	Boeing 757	0220	0615
G-XLAD	Boeing 737 800	0545	0719	G-JEDT	DHC-8 400	0817	0858
XZ341	Gazelle AH.1	0847	0931	G-OAJS	Twin Comanche C/R	0905	1436
G-BVJC	Fokker 100	0926	1346	G-RJXH	EMB 145	0929	1022
G-MAJM	Jetstream 41	0935	1015	G-OAKJ	Jetstream 31	0945	1039
PH-OFF	Fokker 100	1000	1102	G-BVJD	Fokker 100	1013	1113
EI-CJI	Boeing 737	1019	1055	G-RJXK	EMB 135	1049	1132
G-VUEA	Citation II	1058	1148	G-BXWE	Fokker 100	1104	1447
G-MAJM	Jetstream 41	1211	1443	G-FMAM	PA-28 Warrior	1243	1307
EI-CNZ	Boeing 737	1247	1325	G-RJXH	EMB 145	1256	1401
G-RJXK	EMB 135	1339	1501	D-FLOH	Cessna 208B	1342	1622
G-JEDP	DHC-8 400	1349	1432	PH-OFI	Fokker 100	1413	1614
G-BVJD	Fokker 100	1420	1541	G-PLBI	Cessna 172S	1426	1603
G-BMJC	Cessna 152	1454	1529	C-GTDK	Airbus 320	1456	1618
G-OZBB	Airbus 320	1625	1742	G-CBDA	Jetstream 31	1639	1721
G-BXWE	Fokker 100	1642	1726	G-BVJC	Fokker 100	1642	1757
G-RJXH	EMB 145	1652	1754	G-RJXK	EMB 135	1659	1744
G-MAJM	Jetstream 41	1703	1747	G-JEDP	DHC-8 400	1722	1805
G-VUEA	Citation II	1809	1849	G-BVJD	Fokker 100	1824	1921
9H-ABT	Boeing 737 300	1829	1928	G-IFIT	PA-31 Navajo	1843	0004(08)
G-BXWE	Fokker 100	1930	0740(08)	PH-KLE	Fokker 100	1954	0616(08)
G-BVJC	Fokker 100	1956	0715(08)	G-MAJM	Jetstream 41	2000	0703(08)
G-CBDA	Jetstream 31	2002	0659(08)	G-BYAO	Boeing 757	2031	1548(09)
G-RJXH	EMB 145	2039	0723(08)	G-RJXK	EMB 135	2041	0732(08)
G-OLDL	Lear Jet 45	2053	0924(08)	EI-CNZ	Boeing 737	2111	2145
G-BVJD	Fokker 100	2141	0738(08)				

08 Wednesday

G-XLAD	Boeing 737 800	0007	0057	D-CCAS	Short 360 300	0108	0203
C-GTDK	Airbus 320	0148	0712	G-JEDP	DHC-8 400	0818	0853
N709EL	Beechjet 400A	0848	0912	OO-SKV	Citation V	0904	1818
G-BVJC	Fokker 100	0909	1341	G-RJXH	EMB 145	0926	1030
G-MAJM	Jetstream 41	0931	1007	PH-OFF	Fokker 100	0946	1042
G-CBDA	Jetstream 31	0951	1031	EI-CON	Boeing 737	0956	1054
G-RJXK	EMB 135	1025	1103	G-BVJD	Fokker 100	1034	1126
G-BXWE	Fokker 100	1048	1454	G-OBAL	Mooney M20J	1050	1140
G-LIDE	PA-31 Navajo	1057	1520	G-MAJM	Jetstream 41	1204	1441
G-HRHI	Beagle 206 Basset	1302	1639	G-RJXH	EMB 145	1305	1510
EI-CNZ	Boeing 737	1313	1348	G-RJXK	EMB 135	1326	1411
G-JEDV	DHC-8 400	1350	1439	G-BVJD	Fokker 100	1435	1543
HB-IGQ	Falcon 2000EX	1506	1731	CS-DHE	Citation Bravo	1606	1810
G-WELL	King Air E90	1610	1838	C-GTDK	Airbus 320	1618	1831
G-CBDA	Jetstream 31	1625	1727	N709EL	Beechjet 400A	1642	1737
PH-OFC	Fokker 100	1651	1750	G-MAJM	Jetstream 41	1656	1753
G-RJXK	EMB 135	1659	1801	G-BVJC	Fokker 100	1704	1816
G-RJXH	EMB 145	1713	1807	G-BXWE	Fokker 100	1715	1757
G-JEDV	DHC-8 400	1724	1812	G-OBAL	Mooney M20J	1759	1854

G-BVJD	Fokker 100	1826	1917	PH-OFF	Fokker 100	19480618(09)
G-CBDA	Jetstream 31	2008	0657(09)	G-MAJM	Jetstream 41	2011 0702(09)
G-BXWE	Fokker 100	2014	0738(09)	G-BVJC	Fokker 100	20160716(09)
G-RJXH	EMB 135	2101	0726(09)	G-RJXH	EMB 145	21250722(09)
EI-CNZ	Boeing 737	2129	2159	G-BVJD	Fokker 100	22000736(09)

09 Thursday

XV221	Hercules C.3	0233	0245	G-CDUO	Boeing 757	03340808
C-GTDK	Airbus 320	0646	0936	HB-IGQ	Falcon 2000EX	07120743
GJEDI	DHC-8 400	0822	0902	G-BVJC	Fokker 100	0922 1456
G-MAJM	Jetstream 41	0933	1012	N234RG	Pilatus PC-12	0938 1622
G-CBDA	Jetstream 31	0941	1051	PH-JCH	Fokker 70	0945 1046
G-RJXH	EMB 145	0956	1038	G-OLDJ	Lear Jet 45	1005 1310
G-BVJD	Fokker 100	1016	1105	G-RJXH	EMB 135	1026 1103
G-BXWE	Fokker 100	1034	1346	EI-COB	Boeing 737	1038 1115
G-OBLC	B.76 Duchess	1129	1311	G-MAJL	Jetstream 41	1218 1529
G-CPEU	Boeing 757	1252	1454	EI-CNT	Boeing 737	1257 1331
EC-IAG	Airbus 320	1307	1431	G-RJXH	EMB 145	1321 1506
G-RJXH	EMB 135	1328	1421	G-JEDI	DHC-8 400	1353 1435
N45YM	PA-46 Malibu	1403	1440	G-BVJD	Fokker 100	1406 1538
PH-OFF	Fokker 100	1411	1513	G-OBLC	B.76 Duchess	1443 1543
N708SP	Lear Jet 45	1450	1606	C-GTDK	Airbus 320	1608 1730
G-CBDA	Jetstream 31	1625	1726	G-BXWE	Fokker 100	1652 1758
G-BVJC	Fokker 100	1655	1736	G-RJXH	EMB 145	1700 1743
G-RJXH	EMB 135	1706	1751	G-JEDI	DHC-8 400	1723 1806
G-MAJL	Jetstream 41	1748	1830	G-RKJT	PA-46 Malibu	18100705(13)
G-BVJD	Fokker 100	1837	1925	G-JIVE	Hughes 369E	1847 1919
G-BVJC	Fokker 100	1938	0720(10)	PH-OFH	Fokker 100	19460622(10)
G-BXWE	Fokker 100	1954	0715(10)	G-CBDA	Jetstream 31	20130651(10)
G-RJXH	EMB 135	2039	0756(10)	G-RJXH	EMB 145	20440727(10)
G-MAJL	Jetstream 41	2047	0656(10)	G-BYAL	Boeing 757	20540802(10)
G-BYCP	King Air B200	2059	2123	EI-CNT	Boeing 737	2130 2208
G-BVJD	Fokker 100	2200	0751(10)			

10 Friday

C-GTDK	Airbus 320	0239	0630	TC-APJ	Boeing 737 800	0906 1037
G-BXWE	Fokker 100	0933	1345	PH-OFF	Fokker 100	0945 1055
G-MAJL	Jetstream 41	0952	1049	G-CBDA	Jetstream 31	1009 1113
EI-CNX	Boeing 737	1027	1107	G-BVJC	Fokker 100	1031 1124
G-RJXH	EMB 145	1045	1157	G-BVJD	Fokker 100	1131 1448
G-RJXH	EMB 135	1135	1213	EC-III	Boeing 737 800	1148 1259
C-GTDK	Airbus 320	1225	1354	G-MAJL	Jetstream 41	1232 1435
N181PC	SOCATA TBM 700	1315	1123(11)	G-JEDV	DHC-8 400	1318 1759
EI-CON	Boeing 737	1324	1405	G-RJXH	EMB 145	1331 1411
G-BVJC	Fokker 100	1421	1548	G-RJXH	EMB 135	1429 1806
G-RJXH	EMB 145	1444	1530	G-JEDV	DHC-8 400	1547 1631
PH-OFG	Fokker 100	1553	1646	N708SP	Lear Jet 45	1557 1607
G-BXWE	Fokker 100	1654	1812	G-RJXH	EMB 145	1704 1729
G-BVJD	Fokker 100	1706	1810	G-MAJL	Jetstream 41	1713 1803
G-BUVD	Jetstream 31	1731	1817	G-RJXH	EMB 145	1740 1829
G-CBGC	TB-10 Tobago	1821	0755(13)	G-BVJC	Fokker 100	1824 1921
G-JEDV	DHC-8 400	1832	1904	C-GTDK	Airbus 320	1935 2113
G-BVJD	Fokker 100	1959	0723(13)	G-BXWE	Fokker 100	20030910(11)
N511QS	Gulfstream V	2007	1541(11)	G-MAJL	Jetstream 41	2018 1004(11)
PH-OFF	Fokker 100	2027	0623(11)	G-RJXH	EMB 135	20520814(11)
G-BUVP	Jetstream 31	2116	0701(13)	G-RJXH	EMB 145	21360730(11)
EC-ICD	Boeing 737 800	2138	2251	G-BVJC	Fokker 100	21470732(11)
EI-CON	Boeing 737	2149	2231	G-BYAL	Boeing 757	23500656(11)

11 Saturday

C-GTDK	Airbus 320	0320	0602	G-JEDP	DHC-8 400	08100847
PH-OFG	Fokker 100	0931	1102	PH-OFB	Fokker 100	0937 1056
EI-CNX	Boeing 737	0954	1045	G-BVJC	Fokker 100	1006 1104

G-IPAL	Citation Bravo	1053	1812	G-EMBG	EMB 145	1130	1233
4201	Antonov 26	1135	1248	G-TAIR	PA-34 Seneca	1139	1801
G-RJXK	EMB 135	1142	1507(12)	2409	Antonov 26	1148	1314
G-BYAL	Boeing 757	1206	1354	G-RJXH	EMB 145	1245	1336
G-JEDP	DHC-8 400	1344	1425	PH-OFF	Fokker 100	1410	1605
G-MAJL	Jetstream 41	1450	1454(12)	EC-HBL	Boeing 737 800	1519	1703
EC-HGO	Boeing 737 800	1533	1659	EI-COA	Boeing 737	1602	1637
9H-ADY	Airbus 320	1612	1723	G-USTS	Agusta A109A	1618	1527(17)
G-RJXH	EMB 145	1622	0955(12)	EC-GNY	DC9-83	1643	1750
G-BXWE	Fokker 100	1654	1635(12)	EC-HNB	Boeing 737 400	1734	1852
PH-OFG	Fokker 100	1940	0628(12)	G-BYAL	Boeing 757	2030	2215
PH-OFB	Fokker 100	2225	2317	G-BVJC	Fokker 100	2228	0710(12)
C-FTDF	Airbus 320	2321	0025(12)				
12 Sunday							
G-BYAL	Boeing 757	0418	0756	C-GTDK	Airbus 320	0427	0527
PH-OFF	Fokker 100	0934	1103	G-RJXD	EMB 145	0958	1107
C-FTDF	Airbus 320	1050	1200	EI-COA	Boeing 737	1300	1342
G-JEDI	DHC-8 400	1344	1430	N750NS	Citation X	1400	1436
PH-OFH	Fokker 100	1500	1617	G-MAJL	Jetstream 41	1632	1752
G-MAJG	Jetstream 41	1637	1722	G-JEBH	BAe 146 300	1640	1731
G-RJXH	EMB 145	1656	1759	EC-IMU	Airbus 320	1703	1825
F-GVJB	Pilatus PC-12	1720	2004(14)	G-RJXK	EMB 135	1738	1823
G-JBBZ	Ecureuil	1741	1757	LZ-BHC	Airbus 320	1754	1920
G-RJXD	EMB 145	1804	1847	C-FTDF	Airbus 320	1816	1926
G-MIDW	Airbus 320	1841	1934	G-BXWF	Fokker 100	2004	0727(13)
G-MAJL	Jetstream 41	2007	0659(13)	G-RJXK	EMB 135	2012	0816(13)
G-BXWE	Fokker 100	2016	0749(13)	PH-OFD	Fokker 100	2030	0628(13)
G-RJXH	EMB 145	2057	0740(13)	G-BVJC	Fokker 100	2147	1153(14)
EI-CNV	Boeing 737	2218	2248				
13 Monday							
G-BYAL	Boeing 757	0419	0923	C-FTDF	Airbus 320	0601	0759
G-JEDV	DHC-8 400	0809	0844	G-SPOR	King Air B200	0838	1432
G-MAJL	Jetstream 41	0920	1016	PH-OFH	Fokker 100	0935	1055
G-BXWF	Fokker 100	0939	1449	G-RJXH	EMB 145	0943	1033
G-BUVD	Jetstream 31	0949	1044	EI-CJC	Boeing 737	1005	1050
G-BNDY	Cessna 425	1010	1535(1/10)	G-BVJD	Fokker 100	1022	1118
G-RJXK	EMB 135	1125	1207	G-BXWE	Fokker 100	1131	1355
G-JIVE	Hughes 369E	1158	1244	G-MAJL	Jetstream 41	1220	1440
C-FTDF	Airbus 320	1258	1512	EI-CNZ	Boeing 737	1300	1338
G-RJXH	EMB 145	1334	1417	G-JEDP	DHC-8 400	1345	1430
PH-OFF	Fokker 100	1428	1605	G-BVJD	Fokker 100	1431	1547
G-RJXK	EMB 135	1434	1516	G-BYAL	Boeing 757	1537	1711
N64VB	B.58 Baron	1546	1115(14)	G-JIVE	Hughes 369E	1610	1630
G-BUVD	Jetstream 31	1620	1725	G-MAJL	Jetstream 41	1651	1751
LZ-BHA	Airbus 320	1658	1834	G-RJXH	EMB 145	1714	1806
G-RJXK	EMB 135	1716	1808	G-PASH	Twin Squirrel	1717	1018(16)
G-JEDP	DHC-8 400	1723	1810	G-BXWE	Fokker 100	1731	1817
G-RJXD	EMB 145	1746	1830	G-BVJD	Fokker 100	1822	1919
G-BXWF	Fokker 100	1834	0747(14)	PH-OFA	Fokker 100	1950	0634(14)
G-MAJL	Jetstream 41	1958	0655(14)	G-BUVD	Jetstream 31	2002	0652(14)
G-BXWE	Fokker 100	2012	0717(14)	G-RJXD	EMB 145	2038	2114
G-RJXK	EMB 135	2049	0725(14)	G-RJXH	EMB 145	2053	0728(14)
EI-CNZ	Boeing 737	2116	2153	G-BVJD	Fokker 100	2147	0713(14)
14 Tuesday							
C-FTDF	Airbus 320	0030	0821	G-JEDV	DHC-8 400	0900	0933
G-MAJL	Jetstream 41	0923	1007	G-RJXH	EMB 145	0927	1015
G-BXWE	Fokker 100	0931	1452	PH-OFF	Fokker 100	0934	1047
G-BVJD	Fokker 100	1000	1744	G-BUVD	Jetstream 31	1010	1056
EI-CNZ	Boeing 737	1012	1052	G-RJXK	EMB 135	1026	1103
G-BXWF	Fokker 100	1102	1343	VP-CBM	Citation II	1114	1358

SX-DCF	Falcon 2000	1120	1547	G-MAJL	Jetstream 41	12031349
G-RJXH	EMB 145	1255	1502	XZ324	Gazelle AH.1	12571419
EI-COA	Boeing 737	1308	1349	G-RJXK	EMB 135	13311411
G-JEDP	DHC-8 400	1353	1436	C-FTDF	Airbus 320	14301618
PH-OFC	Fokker 100	1433	1630	G-OZBB	Airbus 320	16051747
G-BUVD	Jetstream 31	1625	1723	G-BXWE	Fokker 100	16461752
G-RJXH	EMB 145	1652	1755	G-BXWF	Fokker 100	16561808
G-MAJL	Jetstream 41	1701	1758	G-GHPG	Citation Bravo	17051726(15)
G-RJXK	EMB 135	1710	1805	G-RKJT	PA-46 Malibu	17171519(16)
G-JEDP	DHC-8 400	1725	1802	9H-ADI	Boeing 737 300	18181926
G-HMMV	CitationJet	1826	0830(15)	G-OWDB	BAe 125 700B	18391922
G-MIDT	Airbus 320	1920	2017	G-BXWE	Fokker 100	19420732(15)
G-BXWF	Fokker 100	2002	0718(15)	G-BUVD	Jetstream 31	20090700(15)
G-MAJL	Jetstream 41	2014	0711(15)	G-RJXH	EMB 145	20500741(15)
G-RJXK	EMB 135	2056	0726(15)	EI-COA	Boeing 737	21052148
G-BVJD	Fokker 100	2139	0752(15)	PH-OFF	Fokker 100	21580623(15)

15 Wednesday

G-BYAL	Boeing 757	0156	0749	C-FTDF	Airbus 320	02430714
G-JEDV	DHC-8 400	0803	0848	G-FIBS	Ecureuil	08230847
G-MAJL	Jetstream 41	0925	1009	G-BXWF	Fokker 100	09301423
G-RJXH	EMB 145	0933	1024	G-BUVD	Jetstream 31	09401055
PH-OFC	Fokker 100	0950	1044	EI-CNT	Boeing 737	10051048
G-BVJD	Fokker 100	1020	1113	G-RJXK	EMB 135	10221100
G-BXWE	Fokker 100	1029	1500	G-OBLC	B.76 Duchess	10331445
N671B	A.36 Bonanza	1137	n/s+	G-MAJL	Jetstream 41	12091441
G-RJXH	EMB 145	1254	1504	EI-CNV	Boeing 737	13091342
G-RJXK	EMB 135	1334	1413	G-JIVE	Hughes 369E	13371436
G-JEDI	DHC-8 400	1352	1434	PH-OFE	Fokker 100	14001619
G-BVJD	Fokker 100	1415	1538	G-BMDK	PA-34 Seneca	15490439(16)
C-FTDF	Airbus 320	1653	1825	G-BUVD	Jetstream 31	16571736
G-RJXH	EMB 145	1701	1801	G-MAJL	Jetstream 41	17041751
G-RJXK	EMB 145	1708	1759	G-BXWE	Fokker 100	17101744
G-BXWF	Fokker 100	1715	1804	G-JEDP	DHC-8 400	17421815
G-BVJD	Fokker 100	1730	1926	PH-KLE	Fokker 100	19440618(16)
G-BXWE	Fokker 100	1949	0714(16)	G-BXWF	Fokker 100	20000750(16)
G-MAJL	Jetstream 41	2006	0723(16)	G-BUVD	Jetstream 31	20130659(16)
G-RJXK	EMB 135	2039	0731(16)	G-RJXH	EMB 145	20570734(16)
EI-CNV	Boeing 737	2102	2130	G-BVJC	Fokker 100	21480729(16)
G-BYAL	Boeing 757	2240	0726(16)			

16 Thursday

C-FTDF	Airbus 320	0650	0940	G-JEDV	DHC-8 400	08070847
N750NS	Citation X	0853	1429	G-BPPM	King Air B200	09041009
G-BVJC	Fokker 100	0927	1339	G-RJXH	EMB 145	09301014
G-GMAA	Lear Jet 45	0938	1020	G-MAJL	Jetstream 41	09421022
G-BXWE	Fokker 100	0952	1059	G-BUVD	Jetstream 31	09581038
EI-CJC	Boeing 737	1001	1036	G-RJXK	EMB 135	10281111
PH-OFC	Fokker 100	1041	1149	G-BXWF	Fokker 100	11061459
G-ENSI	F 33A Bonanza	1112	1756	G-MAJL	Jetstream 41	12121436
EI-CNZ	Boeing 737	1233	1320	G-RJXH	EMB 145	12581504
G-OOOG	Boeing 757	1306	1443	G-RJXK	EMB 135	13351416
G-JEDP	DHC-8 400	1348	1434	EC-GZD	Airbus 320	13571507
PH-KLE	Fokker 100	1407	1604	G-BXWE	Fokker 100	14331551
G-CEGR	King Air 200	1438	1652	G-PASX	Bolkow 105DBS	15221111(15/10)
N45YM	PA-46 Malibu	1526	1547	C-FTDF	Airbus 320	16201724
G-BUVD	Jetstream 31	1627	1711	G-BXWF	Fokker 100	16501732
G-RJXK	EMB 135	1654	1747	G-RJXH	EMB 145	16571742
G-MAJL	Jetstream 41	1703	1749	G-BVJC	Fokker 100	17071809
G-ROWN	King Air 200	1716	1754	G-JEDP	DHC-8 400	17251806
G-BXWE	Fokker 100	1821	1927	G-CEGP	King Air 200	18280859(17)
G-PZIZ	PA-31 Navajo	1941	1922(17)	G-BXWF	Fokker 100	19440751(17)

PH-OFC	Fokker 100	1947	0629(17)	G-MAJL	Jetstream 41	20020651(17)
G-BUVD	Jetstream 31	2014	0648(17)	G-BVJC	Fokker 100	20230717(17)
G-RJXK	EMB 135	2025	0734(17)	G-RJXH	EMB 145	20480738(17)
EI-CNZ	Boeing 737	2116	2144	G-BYAL	Boeing 757	21580747(17)
G-BXWE	Fokker 100	2207	0712(17)			

17 Friday

C-FTDF	Airbus 320	0233	0623	F-GALD	PA-31T Cheyenne II	07291134
G-JEDU	DHC-8 400	0810	0851	TC-APF	Boeing 737 800	08420959
G-BVJC	Fokker 100	0910	1351	G-MAJL	Jetstream 41	09161014
G-RJXH	EMB 145	0929	1016	PH-OFH	Fokker 100	09361044
G-BUVD	Jetstream 31	0942	1049	N24136	A.36 Bonanza	09491636
G-BXWE	Fokker 100	1020	1114	G-RJXK	EMB 135	10251117
EI-COB	Boeing 737	1028	1107	N6039X	Rockwell 114B	10381437
G-BXWF	Fokker 100	1045	1456	EC-HZS	Boeing 737 800	11521325
C-FTDF	Airbus 320	1210	1337	G-MAJL	Jetstream 41	12181441
EI-CNW	Boeing 737	1300	1330	G-RJXH	EMB 145	13031407
G-CHEM	PA-34 Seneca	1321	1405	G-RJXK	EMB 135	13341501
G-JEDI	DHC-8 400	1341	1429	G-BVJD	Fokker 100	13461539
PH-OFE	Fokker 100	1403	1605	G-BXWE	Fokker 100	14221543
G-IRIS	AA-5B Tiger	1620	1657	G-RKJT	PA-46 Malibu	16401809
G-BUVD	Jetstream 31	1653	1730	G-BVJC	Fokker 100	16551804
G-RJXH	EMB 145	1658	1753	G-BXWF	Fokker 100	17021747
G-RJXK	EMB 135	1707	1802	G-MAJL	Jetstream 41	17121756
G-JEDI	DHC-8 400	1714	1800	G-MIDZ	Airbus 320	18381935
G-BXWF	Fokker 100	1935	0817(18)	PH-OFH	Fokker 100	19410620(18)
G-RKJT	PA-46 Malibu	1946	0659(20)	G-BVJC	Fokker 100	19530711(20)
G-MAJL	Jetstream 41	2013	1002(18)	G-BUVD	Jetstream 31	20220657(20)
C-GTDK	Airbus 320	2043	0617(18)	G-RJXK	EMB 135	20461500(19)
G-RJXH	EMB 145	2050	0710(18)	EI-CNW	Boeing 737	21132142
G-BXWE	Fokker 100	2149	0723(18)	EC-HKQ	Boeing 737 800	22032321
C-FBCD	Lear Jet 60	2240	1101(18)	G-BYAL	Boeing 757	23510652(18)

18 Saturday

G-JEDV	DHC-8 400	0815	0850	PH-OFK	Fokker 100	09341020
EI-COB	Boeing 737	1003	1043	PH-OFC	Fokker 100	10121121
G-BXWE	Fokker 100	1031	1125	G-OBNA	PA-34 Seneca	11121248
G-EMBC	EMB 145	1128	1246	G-BXWF	Fokker 100	11471706(19)
C-GTDK	Airbus 320	1158	1400	G-RJXH	EMB 145	12411337
G-JEDI	DHC-8 400	1355	1429	N709EL	Beechjet 400A	14111506
PH-OFH	Fokker 100	1420	1612	EC-HBL	Boeing 737 800	14381619
G-MAJL	Jetstream 41	1449	1450(19)	9H-ADY	Airbus 320	15171640
EC-HGO	Boeing 737 800	1529	1649	EI-CON	Boeing 737	15581633
G-XLAA	Boeing 737 800	1602	1721	EC-GVI	DC9 83	16141725
G-RJXH	EMB 145	1621	0959(19)	N900CB	Cessna 421C	17000926(10/11)
EC-HNB	Boeing 737 400	1716	1857	G-BRKH	PA-28 Dakota	17501415(19)
G-FFWD	Cessna 310R	1805	1342(19)	G-OBYG	Boeing 767	19002029
PH-OFI	Fokker 100	1935	0624(19)	C-GTDK	Airbus 320	19562122
D-IZZY	Piaggio P180 Avanti	2110	0057(19)	G-BYAX	Boeing 757	21200022(19)
G-BVJD	Fokker 100	2141	0702(19)	PH-OFK	Fokker 100	21502258

19 Sunday

G-BYAL	Boeing 757	0051	0717	G-OBYG	Boeing 767	02590409
G-BYAX	Boeing 757	0558	0722	C-GTDK	Airbus 320	06260845
CS-DFY	Hawker 800XP	0822	0949	PH-OFC	Fokker 100	09561050
G-RJXA	EMB 145	1002	1058	EI-COA	Boeing 737	13071340
G-JEDV	DHC-8 400	1350	1429	PH-OFF	Fokker 100	14341601
C-GTDK	Airbus 320	1510	1639	N709EL	Beechjet 400A	15491632
G-MAJL	Jetstream 41	1627	1751	G-JEBH	BAe 146 300	16431733
G-RJXE	EMB 145	1649	1756	G-MAJJ	Jetstream 41	16541746
EC-HZU	Airbus 320	1707	1825	G-OBNA	PA-34 Seneca	17121759
LZ-BHC	Airbus 320	1714	1846	G-RJXK	EMB 135	17361828
G-OLCP	Twin Squirrel	1748	2021	G-MIDR	Airbus 320	18161925

G-RJXA	EMB 145	1831	1908	PH-OFC	Fokker 100	19340619(20)
G-MAJL	Jetstream 41	2007	0702(20)	N181MC	Falcon 50EX	20120812(21)
G-BXWF	Fokker 100	2018	0745(20)	G-RJXK	EMB 135	20290707(20)
G-RJXE	EMB 145	2045	0813(20)	EI-CNV	Boeing 737	21432222
G-BVJD	Fokker 100	2224	0719(20)			

20 Monday

C-GTDK	Airbus 320	0257	0733	G-BYAL	Boeing 757	03580945
G-JEDP	DHC-8 400	0835	0910	G-BVJD	Fokker 100	09301341
G-MAJL	Jetstream 41	0933	1016	G-BUVD	Jetstream 31	09411040
PH-OFB	Fokker 100	0946	1322	G-BVJC	Fokker 100	10031112
G-RJXK	EMB 135	1018	1059	G-RJXE	EMB 145	10211118
EI-CJC	Boeing 737	1024	1109	G-BXWF	Fokker 100	10511454
G-MAJL	Jetstream 41	1227	1450	C-FBCD	Lear Jet 60	12351309
C-GTDK	Airbus 320	1251	1528	EI-CON	Boeing 737	13001346
G-RJXK	EMB 135	1331	1413	G-JEDV	DHC-8 400	13501432
G-RJXE	EMB 145	1406	1458	G-BVJC	Fokker 100	14351558
PH-OFE	Fokker 100	1447	1612	G-CEGR	King Air 200	15421833
G-BYAL	Boeing 757	1554	1716	G-BUVD	Jetstream 31	16261711
G-RJXE	EMB 145	1651	1752	G-BXWF	Fokker 100	16561740
G-RKJT	PA-46 Malibu	1701	0659(21)	G-RJXK	EMB 135	17051754
G-BVJD	Fokker 100	1709	1819	LZ-BHA	Airbus 320	17131825
G-MAJL	Jetstream 41	1720	1757	G-JEDV	DHC-8 400	17281814
G-GRGS	Citation Ultra	1735	1405(22)	G-BVJC	Fokker 100	18351923
G-VONB	Sikorsky S-76B	1840	1903	G-BXWF	Fokker 100	19390754(21)
G-BUVD	Jetstream 31	1956	0655(21)	G-MAJL	Jetstream 41	20040710(21)
G-BVJD	Fokker 100	2009	0725(21)	G-RJXK	EMB 135	20340718(21)
PH-OFB	Fokker 100	2050	0703(21)	G-RJXE	EMB 145	20550723(21)
G-BVJC	Fokker 100	2153	0725(21)			

21 Tuesday

C-GTDK	Airbus 320	0130	0816	G-BYAL	Boeing 757	02590620
G-SENE	PA-34 Seneca	0758	1243	G-BFTT	Cessna 421C	08091213
G-JEDV	DHC-8 400	0814	0851	G-RJXE	EMB 145	09231018
G-MAJL	Jetstream 41	0930	1014	G-BVJD	Fokker 100	09361346
G-BUVD	Jetstream 31	0943	1046	PH-OFE	Fokker 100	09501107
EI-CJC	Boeing 737	1012	1056	G-BVJC	Fokker 100	10151120
G-RJXK	EMB 135	1022	1101	G-BXWF	Fokker 100	11041449
G-MAJL	Jetstream 41	1219	1444	G-OSPG	BAe 125 800B	12450800(22)
EI-COX	Boeing 737	1251	1327	N601HW	CL 601 Challenger 3R	13111032(22)
G-RJXE	EMB 145	1317	1452	G-RJXK	EMB 135	13251409
G-JEDP	DHC-8 400	1344	1429	G-BVJC	Fokker 100	14121544
PH-OFB	Fokker 100	1419	1604	C-GTDK	Airbus 320	14431613
G-OZBB	Airbus 320	1609	1740	G-BYRM	Jetstream 31	16321717
G-BXWF	Fokker 100	1643	1734	G-RJXE	EMB 145	16501926
G-BVJD	Fokker 100	1659	1806	G-RJXK	EMB 135	17041754
G-MAJL	Jetstream 41	1709	1809	G-JEDP	DHC-8 400	17161813
OO-SKM	King Air B200	1747	1627(22)	G-RKJT	PA-46 Malibu	08010659(23)
G-BVJC	Fokker 100	1812	1918	9H-ABS	Boeing 737 300	18401940
G-UVIP	Cessna 421C	1910	1135(22)	ZJ135	Merlin HC.3	19322013
G-BVJD	Fokker 100	1952	0730(22)	G-BYRM	Jetstream 31	20110658(22)
G-MAJL	Jetstream 41	2019	0720(22)	G-BXWF	Fokker 100	20340736(22)
G-RJXK	EMB 135	2041	0707(22)	PH-OFH	Fokker 100	20430625(22)
G-BYAL	Boeing 757	2054	0757(22)	EI-COX	Boeing 737	21162200
G-BVJC	Fokker 100	2157	0723(22)	G-RJXE	EMB 145	22230753(22)

22 Wednesday

C-GTDK	Airbus 320	0127	0739	G-JEDV	DHC-8 400	08120856
G-CYLS	Cessna T303	0854	0953	G-BVJC	Fokker 100	09231457
G-MAJL	Jetstream 41	0936	1019	G-BYRM	Jetstream 31	09421044
G-BWGO	T67M Firefly	0944	1540	PH-OFE	Fokker 100	09451049
G-RJXE	EMB 145	0956	1038	EI-COX	Boeing 737	10071109
G-BVJD	Fokker 100	1017	1115	G-RJXK	EMB 135	10231104

G-BXWF	Fokker 100	1046	1805	N587PB	King Air 90	1129 2025
EI-BSV	TB-20 Trinidad	1140	1631	G-MAJL	Jetstream 41	1218 1434
G-RJXD	EMB 145	1301	1347	EI-COB	Boeing 737	1316 1349
G-RJXE	EMB 145	1320	1507	G-RJXK	EMB 135	1330 1413
G-BVJD	Fokker 100	1413	1540	G-JEDI	DHC-8 400	1502 1543
PH-OFB	Fokker 100	1601	1655	G-CYLS	Cessna T303	1613 1620
G-BYRM	Jetstream 31	1623	1726	C-GTDK	Airbus 320	1640 1837
G-GRGS	Citation Ultra	1646	1517(23)	G-BVJC	Fokker 100	1653 1737
G-RJXD	EMB 145	1700	1800	G-MAJL	Jetstream 41	1704 1753
G-RJXK	EMB 135	1707	1745	G-RJXE	EMB 145	1711 1803
G-JEDP	DHC-8 400	1721	1808	G-BVJD	Fokker 100	1821 1922
G-BVJC	Fokker 100	1930	0806(23)	G-BXWF	Fokker 100	1958 0815(23)
PH-OFF	Fokker 100	2002	0620(23)	G-MAJL	Jetstream 41	2005 0706(23)
G-BYRM	Jetstream 31	2017	0713(23)	G-RJXK	EMB 135	2050 0744(23)
VP-CTJ	Citation II	2058	0603(23)	G-RJXD	EMB 145	2101 0754(23)
EI-COB	Boeing 737	2109	2146	G-BYAL	Boeing 757	2115 0726(23)
G-BVJD	Fokker 100	2139	0817(23)			

23 Thursday

C-GTDK	Airbus 320	0722	0942	G-RCMS	Agusta A109E	0742 1101
G-JEDI	DHC-8 400	0812	0851	G-MAJL	Jetstream 41	0931 1014
PH-OFB	Fokker 100	0937	1046	G-BYRM	Jetstream 31	0948 1053
G-RJXD	EMB 145	1003	1100	EI-CNX	Boeing 737	1010 1052
G-BVJD	Fokker 100	1027	1402	G-RJXK	EMB 135	1042 1128
G-BXWF	Fokker 100	1150	1609	G-BVJC	Fokker 100	1152 1239
G-MAJL	Jetstream 41	1211	1445	G-BWXR	T67M Firefly	1245 1449
G-BWXT	T67M Firefly	1249	1451	EI-CNZ	Boeing 737	1259 1341
G-CPEP	Boeing 757	1325	1454	EC-GZE	Airbus 320	1329 1502
G-RJXD	EMB 145	1338	1801	G-RJXK	EMB 135	1347 1512
G-JEDV	DHC-8 400	1406	1504	PH-OFF	Fokker 100	1427 1622
G-RJXG	EMB 145	1436	1532	G-BVJC	Fokker 100	1510 1606
G-OSSI	Robinson R-44	1523	<u>N/res</u>	C-GTDK	Airbus 320	1616 1753
G-BYRM	Jetstream 31	1619	1726	G-MAJL	Jetstream 41	1701 1757
G-RJXK	EMB 135	1705	1748	G-BZSD	PA-46 Malibu	1712 1446(24)
G-BVJD	Fokker 100	1718	1803	G-JEDV	DHC-8 400	1724 1814
G-RJXG	EMB 145	1736	1820	G-RKJT	PA-46 Malibu	1756 0643(24)
G-BVJC	Fokker 100	1841	1934	CS-DFW	Hawker 800XP	1853 0709(24)
G-CDBS	Bolkow 105DBS-4	1926	1941	PH-OFB	Fokker 100	1938 0622(24)
G-RJXG	EMB 145	2002	2054	G-MAJL	Jetstream 41	2006 0704(24)
G-BYRM	Jetstream 31	2011	0702(24)	G-BVJD	Fokker 100	2014 0713(24)
G-RJXD	EMB 145	2045	0729(24)	G-RJXK	EMB 135	2102 0711(24)
G-BYAL	Boeing 757	2107	0753(24)	EI-CNZ	Boeing 737	2124 2154
G-BVJC	Fokker 100	2210	0739(24)			

24 Friday

C-GTDK	Airbus 320	0321	0619	G-BXWF	Fokker 100	0700 0800
G-JEDP	DHC-8 400	0812	0901	TC-AAP	Boeing 737 800	0859 1025
G-BVJD	Fokker 100	0910	1347	G-RJXD	EMB 145	0921 1010
G-MAJL	Jetstream 41	0928	1012	G-BYRM	Jetstream 31	0937 1044
G-BVJC	Fokker 100	0950	1107	F-GELT	Falcon 100	1000 1648
G-RJXK	EMB 135	1014	1054	PH-OFE	Fokker 100	1017 1115
EI-CJC	Boeing 737	1029	1101	G-SCIP	TB-20 Trinidad	1127 1847
G-BXWF	Fokker 100	1136	1452	EC-HJP	Boeing 737 800	1203 1320
G-MAJL	Jetstream 41	1217	1433	C-GTDK	Airbus 320	1239 1359
G-RJXD	EMB 145	1300	1458	EI-CNZ	Boeing 737	1305 1344
G-RJXK	EMB 135	1334	1415	G-BVJC	Fokker 100	1411 1540
PH-OFB	Fokker 100	1413	1617	G-JEDV	DHC-8 400	1443 1519
G-BYRM	Jetstream 31	1614	1725	G-BWXF	Fokker 100	1641 1758
G-HMMV	CitationJet	1649	1721	G-RJXD	EMB 145	1653 1738
G-RJXK	EMB 135	1659	1747	G-BVJD	Fokker 100	1701 1755
G-MAJL	Jetstream 41	1705	1751	G-JEDV	DHC-8 400	1722 1805
G-BVJC	Fokker 100	1831	1923	G-BXWF	Fokker 100	1944 1639(26)

C-GTDK	Airbus 320	1948	0604(25)	G-BVJD	Fokker 100	19520828(25)
PH-OFE	Fokker 100	1957	0621(25)	G-BYRM	Jetstream 31	20020651(27)
G-MAJL	Jetstream 41	2005	1001(25)	G-RJXK	EMB 135	20380846(25)
G-RJXD	EMB 145	2047	0843(25)	EI-COX	Boeing 737	21362213
G-BVJC	Fokker 100	2159	0708(25)	EC-HKR	Boeing 737 800	2211 2323
G-BYAL	Boeing 757	2346	0651(25)			
25 Saturday						
G-JEDP	DHC-8 400	0817	0900	PH-OFH	Fokker 100	0937 1041
G-BVJC	Fokker 100	0947	1100	EI-COX	Boeing 737	1002 1117
G-RJXJ	EMB 135	1007	1510(26)	G-BDUN	PA-34 Seneca	1045 1109
G-RKJT	PA-46 Malibu	1120	1212(27)	G-RJXD	EMB 145	1151 1327
G-BYAL	Boeing 757	1201	1354	C-GTDK	Airbus 320	1228 1359
G-JECE	DHC-8 400	1349	1430	G-XLAD	Boeing 737 800	1356 1531
PH-OFC	Fokker 100	1412	1607	G-BVJD	Fokker 100	14470707(26)
G-MAJL	Jetstream 41	1451	1455(26)	9H-ADY	Airbus 320	1542 1700
EI-CNV	Boeing 737	1600	1648	EC-FTS	DC9-83	1603 1710
G-RJXD	EMB 145	1614	1420(26)	EC-HBM	Boeing 737 800	1631 1736
EC-III	Boeing 737 800	1858	2000	PH-OFJ	Fokker 100	19350622(26)
C-GTDK	Airbus 320	1952	2121	G-BYAL	Boeing 757	20292205
G-BVJC	Fokker 100	2131	1154(27)	PH-OFE	Fokker 100	22032249
EC-INP	Boeing 737 800	2330	0034(26)			
26 Sunday						
G-BYAL	Boeing 757	0417	0717	C-GTDK	Airbus 320	06170808
PH-OFC	Fokker 100	0937	1036	G-RJXA	EMB 145	0956 1107
EI-CNX	Boeing 737	1307	1348	G-JECE	DHC-8 400	1403 1507
PH-OFB	Fokker 100	1445	1604	G-HMMV	CitationJet	1528 1600
C-GTDK	Airbus 320	1535	1729	G-MAJL	Jetstream 41	1637 1755
G-JEAM	BAe 146 300	1640	1725	G-MAJG	Jetstream 41	16482011
G-RJXD	EMB 145	1710	1800	EC-INZ	Airbus 320	1715 1832
LZ-BHC	Airbus 320	1722	1843	G-RJXJ	EMB 135	1728 1818
G-RJXA	EMB 145	1815	1856	G-MIDU	Airbus 320	1828 1929
PH-OFI	Fokker 100	1951	0618(27)	G-BXWF	Fokker 100	20010720(27)
G-MAJL	Jetstream 41	2009	0657(27)	G-RJXJ	EMB 135	20160717(27)
G-RJXD	EMB 145	2042	0723(27)	G-BVJD	Fokker 100	21380738(27)
EI-CNZ	Boeing 737	2141	2210			
27 Monday						
C-GTDK	Airbus 320	0348	0736	G-BYAL	Boeing 757	04010928
G-JEDP	DHC-8 400	0815	0855	N64VB	B.58 Baron	08590933
G-BYCP	King Air B200	0907	1009	G-RJXD	EMB 145	0917 1014
G-MAJL	Jetstream 41	0925	1004	N536KN	Lear Jet 35A	0931 1237(29)
G-BYRM	Jetstream 31	0935	1036	G-BXWF	Fokker 100	1006 1103
EI-CJC	Boeing 737	1011	1053	PH-OFC	Fokker 100	1021 1119
G-RJXJ	EMB 135	1035	1117	G-BVJD	Fokker 100	1048 1446
G-MAJL	Jetstream 41	1210	1439	G-JDBC	PA-34 Seneca	1255 1503
C-GTDK	Airbus 320	1259	1516	EI-COX	Boeing 737	1302 1400
G-RJXD	EMB 145	1306	1405	G-FIBS	Ecureuil	1319 1338
G-RJXJ	EMB 135	1337	1459	G-RJXF	EMB 145	1341 1519
G-JEDV	DHC-8 400	1344	1427	G-BVJC	Fokker 100	1347 1803
G-BXWF	Fokker 100	1408	1535	PH-OFI	Fokker 100	1444 1611
G-GATE	Robinson R-44	1451	1530	G-BYAL	Boeing 757	1545 1705
G-BYRM	Jetstream 31	1626	1722	G-BVJD	Fokker 100	1639 1732
LZ-BHC	Airbus 320	1649	1820	G-RJXD	EMB 145	1655 1744
G-MAJL	Jetstream 41	1658	1750	G-RJXJ	EMB 135	1701 1738
G-JEDV	DHC-8 400	1719	1846	G-RKJT	PA-46 Malibu	1749 1827
G-BYCP	King Air B200	1824	1857	G-RJXF	EMB 145	1833 1901
G-BXWF	Fokker 100	1835	1929	G-BVJD	Fokker 100	19300711(28)
PH-OFC	Fokker 100	1935	0623(28)	G-BVJC	Fokker 100	19560724(28)
G-BYRM	Jetstream 31	1959	0656(28)	G-MAJL	Jetstream 41	20020701(28)
G-RJXD	EMB 145	2030	0739(28)	G-RJXJ	EMB 135	20430708(28)
EI-COA	Boeing 737	2113	2145	G-BXWF	Fokker 100	21420759(28)

28 Tuesday

C-GTDC	Airbus 320	0108	0824	G-BYAL	Boeing 757	02220615
N64VB	B.58 Baron	0717	0744	G-JEDP	DHC-8 400	08080849
G-OBLC	B.76 Duchess	0832	1259	G-BVJC	Fokker 100	0919 1018
G-MAJL	Jetstream 41	0921	1001	D-CNCJ	Citation VII	0932 1814
G-RJXD	EMB 145	0934	1014	PH-OFI	Fokker 100	0944 1053
G-BYRM	Jetstream 31	0949	1038	EI-CNY	Boeing 737	1007 1047
G-BVJD	Fokker 100	1013	1106	G-OGRG	Citation Ultra	1035 1149
G-RJXA	EMB 145	1051	1131	N64VB	B.58 Baron	1058 1214
G-BXWF	Fokker 100	1115	0745(29)	G-MAJL	Jetstream 41	1211 1431
G-RJXD	EMB 145	1256	1515	G-BXWE	Fokker 100	1303 1417
EI-CNT	Boeing 737	1326	1357	G-ROWN	King Air 200	1337 1402
G-JEDV	DHC-8 400	1346	1429	G-RJXA	EMB 145	1354 1436
PH-OFC	Fokker 100	1408	1601	G-BVJD	Fokker 100	1438 1538
C-GTDC	Airbus 320	1444	1627	G-OZBB	Airbus 320	1610 1759
G-BYRM	Jetstream 31	1619	1724	G-MAJL	Jetstream 41	1659 1802
G-RJXD	EMB 145	1705	1747	G-RJXA	EMB 145	1713 1805
G-BXWE	Fokker 100	1715	1811	G-JEDV	DHC-8 400	1718 1807
G-RJXJ	EMB 135	1749	1836	N64VB	B.58 Baron	1755 1824
G-BVJD	Fokker 100	1821	1916	9H-ABS	Boeing 737 300	1838 1943
G-OGRG	Citation Ultra	1901	1925	G-RJXD	EMB 145	1935 0740(29)
PH-OFJ	Fokker 100	1938	0622(29)	G-BXWE	Fokker 100	2007 0723(29)
G-BYRM	Jetstream 31	2018	0709(29)	G-MAJL	Jetstream 41	2021 0707(29)
G-BYAL	Boeing 757	2052	0748(29)	G-RJXH	EMB 145	2102 0701(29)
EI-CNZ	Boeing 737	2121	2150	G-RJXJ	EMB 135	2138 0715(29)
G-BVJD	Fokker 100	2152	0719(29)			

29 Wednesday

C-GTDC	Airbus 320	0143	0742	F-GFUF	Boeing 737 300	0645 0801
N64VB	B.58 Baron	0716	0756	G-REDB	Cessna 310Q	0738 0824
G-OSCH	Cessna 421C	0751	0815	G-JEDP	DHC-8 400	0811 0850
CS-DFY	Hawker 800XP	0829	0929	F-GPYD	ATR-42	0911 1551
G-BFTT	Cessna 421C	0917	1624	G-BXWE	Fokker 100	0932 1447
G-MAJL	Jetstream 41	0936	1020	G-BYRM	Jetstream 31	0941 1038
G-RJXD	EMB 145	0945	1027	PH-OFB	Fokker 100	0947 1050
G-BVJD	Fokker 100	1000	1111	EI-CJC	Boeing 737	1010 1104
G-RJXJ	EMB 135	1025	1102	G-BXWF	Fokker 100	1045 1338
G-MAJL	Jetstream 41	1202	1439	G-OBLC	B.76 Duchess	1215 1705
EI-CNY	Boeing 737	1237	1316	G-EYES	Cessna 402C	1240 1512
G-CCKH	DA-40D Star	1249	1709	G-RJXD	EMB 145	1312 1503
G-RJXJ	EMB 135	1325	1405	G-JEDV	DHC-8 400	1355 1437
G-WVIP	King Air 200	1414	1512(30)	PH-OFJ	Fokker 100	1417 1606
G-BVJD	Fokker 100	1436	1545	G-NSUK	PA-34 Seneca	1537 1749
G-REDB	Cessna 31Q	1553	1619	G-BYRM	Jetstream 31	1638 1747
G-BXWE	Fokker 100	1649	1734	G-RJXD	EMB 145	1651 1753
G-BXWF	Fokker 100	1657	1802	C-GTDC	Airbus 320	1700 1814
G-RJXJ	EMB 135	1703	1756	G-MAJL	Jetstream 41	1711 1758
G-JEDV	DHC-8 400	1724	1804	G-BVJD	Fokker 100	1820 1918
G-BXWE	Fokker 100	1928	0740(30)	PH-OFB	Fokker 100	1942 0640(30)
N587PB	King Air 90	1945	1623(30)	G-BXWF	Fokker 100	2002 0804(30)
G-MAJL	Jetstream 41	2014	0704(30)	G-BYRM	Jetstream 31	2019 0658(30)
G-RJXJ	EMB 135	2041	1419(30)	G-RJXD	EMB 145	2056 0759(30)
G-BYAL	Boeing 757	2105	0719(30)	EI-CNZ	Boeing 737	2113 2141
G-FLVU	Citation I	2128	2206	G-BVJD	Fokker 100	2145 0755(30)
G-MAJK	Jetstream 41	2203	0844(30)			

30 Thursday

G-JEDP	DHC-8 400	0832	0908	C-GTDC	Airbus 320	0842 0956
LX-IMS	Lear Jet 45	0932	1008	G-MAJL	Jetstream 41	0938 1014
PH-OFJ	Fokker 100	0942	1106	G-BXWE	Fokker 100	0946 1027
G-BYRM	Jetstream 31	1000	1041	G-RJXD	EMB 145	1003 1049
EI-CJC	Boeing 737	1012	1054	G-BVJD	Fokker 100	1045 1142

G-BXWF	Fokker 100	1117	1353	G-MAJL	Jetstream 41	1219	1440
G-BYHM	BAe 125 800B	1221	1904	G-BXWE	Fokker 100	1258	1455
El-CNW	Boeing 737	1300	1336	G-OOBD	Boeing 757	1317	1434
G-RJXD	EMB 145	1320	1504	EC-GZD	Fokker 320	1332	1459
G-JEDL	DHC-8 400	1352	1445	G-BVJD	Fokker 100	1405	1541
PH-OFB	Fokker 100	1409	1613	C-GTDK	Airbus 320	1626	1804
G-BYRM	Jetstream 31	1631	1713	G-BXWE	Fokker 100	1649	1735
G-BXWF	Fokker 100	1657	1748	G-RJXD	EMB 145	1700	1748
G-RJXJ	EMB 135	1703	1755	G-MAJL	Jetstream 41	1714	1801
G-JEDL	DHC-8 400	1721	1809	G-BVJD	Fokker 100	1830	1935
G-BXWE	Fokker 100	1929	0747(01)	PH-OFJ	Fokker 100	1933	0638(01)
G-BYRM	Jetstream 31	1958	0654(01)	G-BXWF	Fokker 100	2002	0715(01)
G-MAJL	Jetstream 41	2012	0659(01)	G-RJXJ	EMB 135	2035	0706(01)
G-CDUO	Boeing 757	2058	0743(01)	G-RJXD	EMB 145	2101	0718(01)
G-MAJK	Jetstream 41	2104	2155	El-COB	Boeing 737	2113	2148
G-BVJD	Fokker 100	2207	0728(01)				

From and to

01) N181PC/Wolverhampton-Norwich; N103CD/Luton-n/s-Beaver Creek(Canada); 02) N17KJ/Venice-n/s-Keflavik; 04) N777NG/F and T Gamston; 05) CS-DNU/Nice-London City; 06) CS-DNW/Heathrow-Farnboro; 07) D-FLOH/F and T Langar; 08) D-CCAS/F and T Frankfurt; N709EL/Biggin Hill-EMA and EMA-Biggin Hill; OO-SKV/F and T Kortrijk; HB-IGQ/F and T Geneva; CS-DHE/Venice-London City; 09) HB-IGQ/Le Bourget-Enschede; N234RG/F and T Belfast City; N45YM/F and T Aldernay; 10) N181PC/Manchester-n/s-Norwich; N708SP/St Mawgan-Biggin Hill; N511QS/Helsinki-n/s-Dulles(USA); 12) N750NS/Faro-Jersey; F-GVJB/F-n/s-T Brussels; 13) N64VB/Hawarden-n/s-Wellesbourne Mountford; 14) VP-CBM/F and T Norwich; SX-DCF/Biggin Hill-Athens; 15) N671B/Isle of Man-n/s+; 16) N750NS/F and T Jersey; N45YM/F and T Aldernay; 17) F-GALD/Chateauroux-Farnboro; N24163/F and T North Weald; N6039X/F and T Guernsey; C-FBCD/Glasgow -n/s-Luton; 18) N709EL/Blackbushe-Brussels; N900CB/Cologne-n/s-Guernsey; D-IZZY/Le Bourget-n/s-Luton; 19) CS-DFY/Glasgow-Faro; N709EL/EMA-Blackbushe; N181MC/Goose Bay-n/s-Pescara; 20) C-FBDC/Luton-Prestwick; 21) N601HW/F-n/s-T Dublin; OO-SKM/F-n/s-T Ostend; 22) N587PB/Cranfield-Fairoaks; El-BSV/F and T Abbeysrhule; VP-CTJ/Edinburgh-n/s-Stanstead; 23) CS-DFW/Faro-n/s-Northolt; 24) F-GELT/Le Bourget-Biggin Hill; 27) N64VB/Turweston-Hawarden; N536KN/F-n/s-T Keflavik; 28) N64VB/Hawarden-Elstree; Tatenhill-Elstree; Elstree-Hawarden; D-CNCJ/F and T Luton; 29) N64VB/Hawarden-Elstree; CS-DFY/Northolt-Palma; N587PB/Staverton-Guernsey; 30) LX-IMS/Luxembourg-Coventry;

Overshoots

01) G-RAFP/CWL66; XX847/COLT89; 02) XX847/COLT12; 03) G-RAFP/CWL63; G-RAFL/CWL74; 07) G-RAFK/CWL63; G-RAFL/CWL63 (again); 09) ZA704/Vortex524; 10) XX847/COLT93; 14) G-BYWO/UAX97; 17) G-OBLC; G-YPOL/Police42; 22) ZF266/LOP23; 23) G-RAFL/CWL75; 24) G-RAFK/CWL45; 26) XV199/Ascot651; 29) G-RAFK/CWL68; 30) G-RAFNC/CWL2;

LBA movements review, September 2004

On the 1st the TBM 700 N181PC was from Wolverhampton to Norwich whilst the Gulfstream V N103CD night stopped from Luton to Beaver Creek in Canada. Night stopping on the 2nd we had the Gulfstream II N17KJ from Venice to Keflavik as "Pacifcjet 17. From and to Gamston on the 4th was the Citation Bravo N777NG which is registered to Tazio Aviation. First Netjets of the month was Hawker 800XP CS-DNU on the 5th which was from Nice to London City as "Skyshare2925-410P" and it was followed on the 6th by the Citation Excel CS-DNW which was from Heathrow to Farnboro as "Skyshare1906-688P". Cessna 208B D-FLOH on the 7th was from and to Langar in Nottinghamshire where it is in use as a parachute dropping platform. It was quite busy on the 8th with Short 360 D-CCAS of Nightexpress starting off the day at 0108 as "EXT 625-6" on a freight flight from and to Frankfurt, others that day were Beechjet 400A N709EL from Biggin Hill to EMA and then later in the day from EMA to Biggin, Citation V OO-SKV from and to Kortrijk as "Skyservice 511-2", Falcon 2000EX HB-IGQ of Dasnair from and to Geneva as "DGX 236" and the Netjets Citation Bravo CS-DHE from Venice to London City as "Skyshare 808P-5845". Falcon 2000EX HB-IGQ was back on the 9th from Le Bourget to Enschede as "DGX 237" and was joined by Pilatus PC-12 N234RG which was from and to Belfast City and PA-46 Malibu N45YM from and to Aldernay where it seems to be based.

TBM 700 N181PC was back on the 10th night stopping from Manchester to Norwich and also night stopping was Gulfstream V N511QS which is registered to Netjets but operated on its registration from Helsinki to Dulles in the USA whilst the Lear Jet 45 N708SP was from St Mawgan to Biggin Hill. Citation X N750NS was

from Faro to Jersey on the 12th as "Beauport 6NS" and night stopping the same day was the Pilatus PC-12 F-GVJB from and to Brussels. Night stopping on the 13th we had the Beech 58 Baron N64VB from Hawarden to Wellesbourne Mountford. Bernard Matthews Citation II VP-CBM was from and to its home at Norwich on the 14th and the Falcon 2000 SX-DCF was from Biggin Hill to Athens as "Interjet 9065-6". B.36 Bonanza N671B arrived from its home in the Isle of Man on the 15th and moved into Multiflight for maintenance where it still lurked at the end of the month. Back again on the 16th we had the Citation X N750NS as "Beauport 6NS" from and to Jersey and the PA-46 N45YM from and to Aldernay. Cheyenne II F-GALD was from Chateauroux to Farnboro on the 17th whilst Bonanza N24136 was from and to North Weald and Rockwell 114B N6039X was from and to Guernsey and the Lear Jet 60 C-FBCD of Aviation CMP was night stopping from Glasgow to Luton. The DFS Furniture Beechjet 400A N709EL arrived from Blackbushe on the 18th and departed to Brussels whilst the Cessna 421C N900CB was from Cologne then night stopped to the 11th October when it went home to Guernsey and the Avanti D-IZZY night stopped from Le Bourget to Luton.

Beechjet 400A N709EL was back again on the 19th from EMA to Blackbushe and the Hawker 800XP CS-DFY operated as "Skyshare 636P-5636" whilst night stopping was the Falcon 50EX N181MC from Goose Bay to Pescara. The Canadian Lear Jet 60 C-FBCD called in again on the 20th returning west from Luton to Prestwick. Two night stoppers on the 21st were Challenger 3R N601HW from and to Dublin and King Air B200 OO-SKM which was from and to Ostend as "Skyservice 221-2". On the 22nd the King Air 90 N587PB was using the callsign "Monty 22B-C" when it was from Cranfield to Fairoaks and night stopping was the Citation II VP-CTJ from Edinburgh to Stanstead, meanwhile the TB-20 EI-BSV was from and to Abbeysrulle having diverted in from Sheffield City. Hawker 800XP CS-DFW night stopped on the 23rd from Faro to Northolt and used the callsign "Skyshare 5637-445P". Falcon 100 F-GELT on the 24th was from Le Bourget to Biggin Hill with the callsign "TEX 101". Baron N64VB on the 27th was from Turweston to Hawarden and the same day saw Lear Jet 35A N536KN arriving from Keflavik to where it returned on the 29th. Baron N64VB was really busy on the 28th when it visited 3 times, from Hawarden to Elstree, Tatenhill to Elstree and Elstree back to Hawarden, meanwhile Citation VII D-CNCJ was "Bavarian 303" from and to Luton. Baron N64VB was back one more time on the 29th when it was from Hawarden to Elstree and Hawker 800XP CS-DFY was from Northolt to Palma as "Skyshare 956P-1956" with King Air 90 N587PB calling "Monty 22E-A" from Staverton to Guernsey. Last foreigner of the month was Lear Jet 45 LX-IMS on the 30th which was from Luxembourg to Coventry. Amongst the military this month we had Gazelle XZ341 on the 7th as "Army 551" from Lincoln to Carlisle. On the 9th Hercules XV221 was from Paderborn to Lyneham as "Ascot 5070". Another Gazelle on the 14th was XZ324 which was from and to "A site in Leeds" as "Army 763". Merlin ZJ135 was our first visitor of the type when it diverted in with engine trouble on the 21st, it was calling "Vortex 297" and was from and to RAF Benson. However the stars of the month must be the two Czech Air Force Antonov 26's on the 11th. They had originally flight planned into Leeming on the 10th but then changed to the 11th only to discover that Leeming was closed as it was a weekend so they ended up at Lbia with a load of troops and vehicles.

Amongst the airliners this month we started on the 2nd with the Boeing 737 G-XLAF of Excel Airways from Montichiari to Manchester as "Expo3129-3128" then on the 7th their Boeing 737 G-XLAD was from Gatwick to Krakow as "Expo 170P-7170". TUI's Boeing 757 G-BYAO arrived on the evening of the 7th and developed engine trouble so it was here until the 9th. The Excel Boeing 737 G-XLAD returned from Krakow on the 8th and positioned out to Gatwick using the callsign "Expo7171-171P". The Jet2 Boeing 737 G-CELD did a flight to and from Palma on the 11th as "Kestrel 385-6" whilst on the 19th Jet2's Boeing 737 G-CELE flew to Manchester as "BmiBaby9473" returning just after midnight as "BmiBaby9474". On the 24th Jet2 took delivery of a new Boeing 737 when G-CELE arrived from Southend as "Channex951P" wearing the new colours for their aircraft which are to be operating out of Manchester. Air Excel's G-XLAD was back on the 25th when it was from Alghero (in Italy) to Teesside as "Expo7211-211P" and the same day we had a first visit from the new Flybe DHC-8 G-JECE. The Europe Airpost Boeing 737 F-GFUF on the 29th was from Charles de Gaulle to Porto as "FPO 172V-171O" and on the same day the ATR-42 F-GPYD of Airlinair was from Nantes to Charles de Gaulle as "RLA 651-2".

Moving to the smaller stuff we started with a first visit of the new King Air 200 G-WVIP on the 1st as "Prestige 1", the same day saw Citation G-VUEA as "Flyvue 185-6", Twin Squirrel G-LUVY as "Helispeed 34" and Seneca G-BOWE as "Oxford 38". The Humberside based Citation Excel G-CBRG made its first visit to the Lbia on the 2nd as "Stadium 02-03" and the same day found the Lear Jet 45 G-OLDR visiting as "Goldair 03B". G-VUEA was back on the 4th as "Flyvue 762-3" and the Highland Airways Jetstream 31 G-JURA used the callsign "Hiway 33A-B" from Glasgow to Inverness. Night stopping from the 5th to the 9th was the Jet Provost G-BWEB which used callsign "Kemle 06" indicating its point of origin. Citation G-VUEA was very busy on the 7th when it was "Flyvue 771-2-3-4", also noted were Navajo G-FIT as "Channel 017-027" and the night stopping Lear Jet 45 G-OLDL as "Goldair 19B-15A". Navajo G-LIDE on the 8th was "Euromanx 999X-Y" and

it was joined by King Air E90 G-WELL which was "Cega 681". Yet another Lear Jet 45 from Goldair on the 9th when G-OLDJ was "Goldair 92B-C" and King Air B200 G-BYCP was "Lonex 949C-P". Citation Bravo G-IPAL on the 11th was calling "Gojet 115A-B" whilst on the 12th the Ecureuil G-JBBZ was "Sloane 3". Cessna 425 G-BNDY arrived for checks at Multiflight on the 13th and departed on the 1st of October. Two Citations on the 14th when G-GHPG was "Lonex 950" and G-HMMV was "Oxy 670-687". On the 15th the Ecureuil G-FIBS was using its usual "Bladerunner 007" callsign whilst Seneca G-BMDK was "Airmed 053".

King Air's galore on the 16th when the B200 G-BPPM was "Gama 605", King Air 200 G-ROWN was "Hangar 81" and King Air 200 G-CEGP was appropriately "Cega 851" but to spoil the party there was Navajo G-PZIZ as "Airmed 056". Seneca G-CHEM on the 17th was "Lonex 982-982P" and on the 19th the Twin Squirrel G-OLCP was "Starspeed 25". On the 20th King Air 200 G-CEGR was operating as "Cega 724" and Citation Ultra G-GRGS was night stopping until the 22nd as "Oxy 738-714". Seneca G-SENE on the 21st was "MCB 71B" and Cessna 421C G-UVIP was "Prestige 5" whilst on a first visit here was the BAe 125 G-OSPG as "Oxy 700-5". From and to Kirbymoorside on the 22nd was Slingsby T67M G-BWGO as "Slingsby 1" and Citation G-GRGS returned as "Oxy 714". The Agusta A109E G-RCMS on the 25th was "Premier 45" and the same day we had the Bolkow 105 G-CDBS as "Helimed 61A". Seneca G-BDUN was "Airmed 075" on the 25th. King Air G-BYCP was back on the 27th as "Lonex 911A-P" and the Seneca G-JDBC was calling "JDA 01". Another first visit on the 28th when Citation Ultra G-OGRG was "Oxy 719" and King Air G-ROWN was back as "Hangar 81". On the 29th Cessna 402C G-EYES was "Atlantique 10" and the DA-40 Star G-CCKH was "Cabair 14" whilst King Air G-WVIP was again "Prestige 1" and Citation G-FLVU was "Flyvue 382-3". Finally another first visitor on the 30th was BAe 125 G-BYHM.

Terry Sykes



LOCAL MOVEMENTS OCTOBER

HELICOPTER ACTIVITY

2/10	G-JETU	Twin Squirrel	"Air Medina 12", Sherburn(Refuel) – Richmond
3/10	G-MLTY	Dauphin	Site N/Gamston(Dep.0125!) - LBA
	G-LHEL	Twin Squirrel	Redhill – Gamston(Refuel) – Malton
5/10	G-DRIV	R.44	LBA – Saxilby – Northampton
	G-ECMM	Agusta A.109A	Lynham – Wetherby and return
	G-BWZI	Agusta A.109A	Leyton Buzzard – Derwent Reservoir
	G-USTS	Agusta A.109E	Stoke on Trent – Hurworth-on-Tees
6/10	G-LWUK	R.44	Coney Park – York
	G-SELY	Jet Ranger	Site S/W Teesside – Fenland
7/10	G-TRNT	R.44	Bournemouth – Teesside
	G-TILI	Jet Ranger	Sherburn – Finningley – Wike
	G-OTSP	Twin Squirrel	"Omega 40", Stapleford – Garforth – LBA
8/10	G-CBHL	Twin Squirrel	Lanark – Gamston – Snetterton
	G-GOON	MD.600N	Newcastle – Coney Park – Scotton
	G-OETI	Jet Ranger	Site nr.Wombledon – Gamston(Refuel)
	G-MOTA	Jet Ranger	Oulton Hall(Leeds) – Kings Lynn
	G-BSYI	Twin Squirrel	"Premier 18", Ilkley – LBA(Refuel)
9/10	G-OTSP	Twin Squirrel	"Omega 19", LBA – Rudding Park
	G-EPAR	R.22B	Boston – Site near Preston
	G-BWZI	Agusta A.109A	Tring – York Race Course
	G-BYKK	R.44	Haywood – York Race Course
10/10	G-VALV	R.44	Doncaster – Carsington
11/10	N109TF	Agusta A.109A	Chorley – Brighouse(Holiday Inn)
	G-DFKI	Gazelle	Beverley – Skipton
	N80367	Jet Ranger	Bechwithshaw – Site W/Thirsk

13/10	G-DGHD	R.44	Sherburn – Wombledon – Pontefract – Binbrook
	G-CCVO	Jet Ranger	Chesterfield – Gamston(Refuel)
14/10	N500XV	Hughes 369E	Clitheroe – Site 3/S Sandtoft
	G-ZELE	Gazelle	Gamston(Refuel) – Stainsby Hall
	G-XXEA	Sikorsky S.76B	"Rainbow 1R", Barnsley – Kensington Palace
17/10	G-JWEB	R.44	Darlington – Sherburn – Pudsey
	G-ELIT	Jet Ranger	Market Rasen Race Course – Gamston(Refuel)
18/10	G-OBAM	Jet Ranger	Barton – Scunthorpe
	G-SHRT	R.44	Coalville – Rotherham
22/10	G-BYPA	Twin Squirrel	Fairoaks – Site 5 miles S/W Teesside
23/10	G-DATE	Agusta A.109C	Gamston(Refuel) – Scarcroft(Leeds)
	G-JWEB	R.44	Cleckheaton – Sherburn – Devonshire Arms
	G-ERIS	Hughes 369D	Sherburn – Devonshire Arms
24/10	G-FIBS	Squirrel	Stratford-upon-Avon – Barnard Castle
	N745HA	Agusta A.109A	Teesside – Whitby – Battersea
26/10	G-RFDS	Agusta A.109A	Droitwich – Wakefield – Coney Park
	G-HARH	Sikorsky S.76B	Stansted – Full Sutton airfield
	G-LIMO	Long Ranger	"Pilgrim 7", Wetherby – Doncaster – Sheffield
28/10	G-GSJH	Jet Ranger	Lancaster – Sheffield City
	G-CCBL	Jet Ranger	Meppershall – Teesside
29/10	G-IFBP	Squirrel	Carlisle – Chesterfield
30/10	N555GS	Agusta A.109A	Chorley – Wetherby Race Course
	N600PV	MD.600N	Tadcaster – Leyburn – Battersea
31/10	G-JMXA	Agusta A.109E	"Jaymax 2", Knutsford – Calverley(Leeds)
	G-ETHU	EC.135	Elstree – Pateley Bridge – Stainsby Hall

On 8/10 Bell 430 N5120 landed on the Leeds Rugby training pitch in Kirkstall, transporting passengers for the Leeds Rhinos v Wigan Warriors match at Headingley. The aircraft, a new machine for JJB Sports replacing similar type N430CE, departed back for Wigan at 2350.

Jet Rangers G-BTFX and G-RAMI were based at the Hollins Hall Hotel near Baildon all day on the 15th. During their stay they were engaged in flying trips over the Bradford/Keighley area carrying some 60 property developers on sight seeing trips.

The West Yorkshire Police MD.900 G-YPOL was noted operating put of Weetwood Police Station(Leeds) on the afternoon of the 27th and again the following day.

LOCAL AIRFIELDS

Bagby:- The Glastar G-BYEK has recently been restored to the register and is again based. This machine was exported to New Zealand in March this year and reregistered ZK-NEW but has returned along with its owner Mr. New. Following a lengthy rebuild, Pup G-AWKO was Air Tested on 7/10. Visitors:- 8/10 G-JIVE Hughes 369E; 9/10 G-CBVX C.182P, G-BXOZ PA-28; 10/10 G-AYCJ TP.206D; 11/10 G-PIGS Rallye; 17/10 G-BBDL AA.5; 17/10 HA-LFZ Alouette; 18/10 G-ZELE Gazelle; 19/10 G-HULL F.150M; 24/10 G-FKNH PA-15 Vagabond; 26/10 G-ITON MX.7, G-BHVP C.182Q.

Beverley:- Visitors:- 7/10 G-BYPN Rallye, G-GBXS Europa; 8/10 G-AXKX Bell 47G; 17/10 G-JANO PA-28.

Brighton:- Joining the Skyviews aerial survey fleet this month was C.182P G-GUMS, while also registered to the company is PA-28R G-SKYV, formerly G-BNZG. Moving out recently have been Spitfire G-MKXI, to North Weald and Ryan ST.3KR G-BYPY to Duxford. Visitors:- 3/10 N65200 Stearman, G-AKUW Super Ace, G-ARRS Emeraude, G-BZNV Isaacs Fury, G-SEVN RV.7; 8/10 G-RAMY Jet Ranger; 9/10 G-EXLL Zenair; 10/10 G-BWRR C.182Q, G-ONAB Jabiru; 17/10 G-AVFP PA-28; 18/10 G-ELLI Jet Ranger; 23/10 HA-LFZ Alouette, G-RIVT RV.6; 24/10 G-CBCV Bulldog, G-LEXX RV.6A; 26/10 G-APYN PA-22; 31/10 G-CBZT Quik(in formation with 2 other microlights); G-BZTR Blade.

Church Fenton:- Sheffield based Schweizer 269 G-CCJE was training on the 7th whilst on temporary loan at LBA.

Crosland Moor:- Visitors:- 8/10 G-BNOJ PA-28; 11/10 G-AYKL F.150H; 25/10 G-IRKB PA-28R(F/T Earls Colne); 26/10 G-IFLI AA-5A, G-BTMR C.172M.

Eddsfield:- Noted departing for Ostend on the 4th was Diamond DA.40 D-EQCO. On the 17th PA-30 N8403Y arrived from Elstree, along with PA-28R G-BIDI from Southampton and PA-32 G-PECK. The next day C.182S G-LVES, RV.6 G-BZVN, F.172E G-ASOK, Maule G-ITON, C.120 G-BLHW, DR.400 G-NBDD and Jodel D.117 G-ATJN all visited. The reason for the sudden influx is unclear but it may be tied in with the funerals of the victims of last months crash in France. Visiting on the 28th was F.172M G-BONO from Turweston.

Elvington:- Leeds Flying School PA-28s G-LFSJ and G-BTDV arrived from Sheffield on 6/10 and were joined by company Cougar G-REAT. Noted on the 17th was PA-31 Navajo N31NB from and to a strip near Wittering. Visitors:- 3/10 G-DGHD R.44; 12/10 G-CBBT Bulldog; 27/10 G-NSUK PA-34.

Finningley:- We'll stick with the old name for the time being! Details of the new airport here are beginning to emerge. The Airport will officially open on March 17th 2005, however from January 2nd aircraft are being invited for crew training(it is understood to be free of charge, but slots must be booked in advance) to help with controller training. Runway 20 will have Category 1 ILS while the instrument approach for Runway 02 will be NDB/DME. Standard Instrument Departures will be via GOLES, OTBED, AMVEL and MAMUL. Frequencies are as follows:- Doncaster Approach 126.225, Tower 128.775, ATIS 134.95 and Radar 121.675/ 129.05. The Tower controllers will be based at the airport however Approach/Radar services will be provided from a new radar operations room at Liverpool/John Lennon Airport.

Fylingdales:- I make comment on the Early Warning station this month as it has been in the news with reports that U.S. missiles may be stationed here in conjunction with the Star Wars programme. There has been a lot of activity around the base recently with U.S. C-130s flying patterns around the area with those taking part through the night sometimes using Leeds/Bradford for radar assistance during night-time operations. The normal call-signs are "Shadow xx", however there was more intense activity in early August when on the 3rd a Lockheed Martin MC-130H Combat Talon II c/s "Talon 84" was overhead Leeds shortly after midnight trying to get a cloud break to route visually to the coast. Due to the 200' cloud base the aircraft, from the 7th Special Operations Squadron, headed back to its base but carried out a more fruitful sortie later in the day. Early morning on the 4th saw a pair of U.S. Navy CH-53s ("JM O1Y" and "JM O1Z") arrive, stay overnight, and then route to Warton. Courtesy of North West Air News these have been identified as 162505/HC:47 and 164864/HC:00.

Gamston:- The Hawker Tempest G-TEMT(MW763) is reported as being near completion and should be test flying soon. Sister ship G-PEST(MW401) is also in the final stages of restoration at a workshop in Hemswell, Lincs. Diamond DA.40 G-CCZU was delivered from the factory, via Southend on the 6th, while another of the type PH-USL was noted on the 7th outbound for Hilversum. Netjets Citation XL c/s "Skyshare 6936" paid a visit on the 3rd, while on the 4th similar type CS-DHM arrived and G-ORDB was logged inbound from Marrakesh. The 11th saw Hawker 800XP c/s "Skyshare 9122" make a brief visit. Arriving from Troyes on the 18th was Baron N58YD. Another interesting visitor on the 18th was Dragon Rapide G-AIYR which was engaged on local flights all day. Visitors:- 1/10 G-IORG R.22B; 2/10 G-CTCL TB.20; 3/10 G-AVGU F.150H, G-AVOA DR.1050; 5/10 G-BXJV Katana; 7/10 G-BTON PA-28, G-CBFA DA.40; 10/10 G-MASF PA-28; 14/10 N79EL Beechjet; 17/10 G-LYNC R.44; 18/10 G-ENTT C.152, G-IICM Extra 300; 23/10 G-CBCV Bulldog; 24/10 G-CTCL TB.10, G-RUBY PA-28RT, G-BDSH PA-28, G-CBME F.172M; 27/10 G-BTEX PA-28; 28/10 G-GKRG C.172RG; 29/10 G-BUFH PA-28; 31/10 G-PHYS Jabiru, G-DATE A.109A.

Grindale:- A new arrival here is the wreck of Cessna 206 G-STAT which was previously at Strathallan. It is reported the bits will be used in restoring similar type G-BRID to flying condition.

Hollym:- Visiting on the 24th was vintage C.150 G-APXY, from Hucknall.

Humberside:- Visitors:- 3/10 D-ENWA Bolkow Bo.207; 6/10 N2595C PA-46 Malibu; 8/10 N29MR Citationjet(Also 16/10 and 27/10); 10/10 G-ZAPU Boeing 757("ZAP 919Y"), N573TR Falcon 50; 12/10 N97GW Beech A.36(Also 28/10); 18/10 N64VB Baron; 21/10 N53GX Global Express; 26/10 G-ORDB Citation; 28/10 G-CCTJ; 30/10 N508QS Gulfstream 5, G-AWNT Islander("Silver 20", Eddsfield Div).

Kirkbymoorside:- T.67M visitors included G-BWGO on the 6th heading home to Denham, Leeds based G-OPUB on the 11th and G-KONG, to Beccles on the 30th. The 31st saw PA-28 G-NINA arrive to collect T.67M G-BUUD, both aircraft departing to Old Buckenham.

Leeming:- F.150H G-AVZU was a visitor from Beccles on the 11th, along with F.172H G-BEZX. A plethora of Royal Navy helicopters working in the area called in for fuel this month including Sea Kings ZA310("Navy WY") on 4/10, ZF124("Navy YL") on 19/10 and ZA297("Navy YC") on 22/10. Gazelle XX381("Navy CC") was active most of the month, operating from here and Disforth, while another of the type XW851("Navy CH") was noted on the 25th. Also on 25/10 a pair of helicopter formations arrived early afternoon, "Hydro Section" (1xGazelle plus 2x Lynx) followed by "Agony Section"(3x Lynx).

Linton-on-Ouse:- On the 1st and 2nd some kind of Squadron reunion took place with a variety of aircraft operating local sorties during their stay. Among the aircraft visiting for the two days was one of the oldest aircraft still flying as well as one of the newest. Puss Moth G-AAZP was first registered in 1940 whilst Pilatus PC-21 HB-HZB is the types second prototype and first flew in June this year. The PC-21 using call-sign "Pilatus 02" was noted departing to Lille on the 2nd. Others taking part were, F.172H G-AWMP, Baron G-BXNG, Europa G-BZAM, YAK 52 G-CBRW, Lancair G-FOPP, Pilatus PC-12 N324JS, C182RG N2379C and Be.36 N7205T. The 5th saw Dornier 228 D-CALM("Science 01") arrive from Oxford early morning to operate all day on local surveys in the Vale of York. The aircraft made a return visit on the 11th.

Moor Farm:- This strip 2 miles N/W of Richmond is the new home of F.177RG G-AYSY.

Moorsholm:- This strip is situated near the coast between Whitby and Redcar. Noted routing outbound to Fishburn on the 31st was Auster 5 G-ANRP.

Mount Eyrie:- Visitors;- 8/10 G-PTAG Europa; 11/10 G-ATAF F.172F(From Weston).

Netherthorpe:- Confirmed as new residents are RV.6A G-RVPW, RV.7 G-CCZD and EV.97 Eurostar G-CCSR. Visiting on the 23rd was Skegness based Apache G-ARJT and on the 26th R.44 G-JEFA called in for fuel while enroute to Oban. Noted on the 31st was Evans VP.1 G-BKFI inbound from Consett.

Rufforth:- Visiting on the 2nd was SR.22 N147CD, from and to its Denham base while on the 28th Belgium based Beech 36 N97GW arrived from Humberside. An arrival on the 9th was "Alan Mann 1" from Fairoaks, an as yet unidentified Turbo Commander 690. Others:- 7/10 G-LFSG PA-28; 8/10 G-BTRU DR.400, G-BTFT Baron; 9/10 G-BPJD Rallye, G-BTWF Chipmunk; 10/10 G-ARVU PA-28; 17/10 G-OWGC T.61F; 31/10 G-BKMA M.20J.

Sandtoft:- Noted on local Air Test from here on 26/10 was Jet Provost G-BXLO(XR673). An RAF Chinook C/s "Vortex 5577" made a precautionary landing here on the 3rd with a slight electrical problem, departing some half an hour later. Weston based King Air 200 N500CS was a visitor on 7/10 from and to its Irish home. Visitors:- 2/10 HA-YDF SMG.92, G-FLYG T.67M; 5/10 G-BARG C.310Q, G-BOHX PA-44 Seminole; 6/10 G-TSIX Harvard; 7/10 G-PIGS Rallye; 10/10 G-YYAK YAK 52; 12/10 G-ROZI R.44; 12/10 G-BFEF Bell 47G; 14/10 N40GD SR.22, G-AYYU Musketeer; 17/10 G-BNRA TB.10, G-BYZR Sky Arrow, G-CBWG EV.97, G-CCEJ EV.97, G-TOMJ CT.2K, G-ROYC Jabiru, G-BHRH FA.150K; 18/10 G-OMAL T.600N; 23/10 G-BFIB PA-31, G-AYYU Musketeer; 31/10 G-BXLS Koliber, G-BDSH PA-28, G-JONY Cyclone, G-OEAC M.20J.

Sherburn:- The 15th saw the arrival of Bagby based CAP 232 F-GOTC along with F-GUJM following the end of the aerobatic season. After a night stop both set off to Le Touquet presumably enroute to the factory for mods/checks ready for next year. C.182S G-SKYL acted as crew ferry, bringing the pilots home the same evening. On the 16th Eurostar G-CCVA arrived in formation with 4 flex-wing microlights, G-BZVV, G-CBKM, G-CBTM and G-MYXT. Others:- 1/10 G-FITZ C.303, G-FTIL DR.400; 2/10 G-AYMK PA-28, G-BPCI R.172K, G-CBVI R.44; 7/10 N171JB PA-28R, G-BVNS PA-28, G-GYAV C.172N, G-CMSN R.22B; 10/10 G-BPVA C.172F, G-AYGD DR.1050; 11/10 G-BABG PA-28; 12/10 G-OSSI R.44(LBA Diversion); 16/10 G-WACJ Duchess, G-EHJM Bonanza, G-HIZZ R.22B; 17/10 G-JDEE TB.20, G-AVZV F.172H, G-RUBY PA-28RT, G-VANS RV.4; 18/10 G-BBRV Chipmunk; 23/10 G-AXNS Pup; 24/10 G-BYTI PA-24, G-AWVO DR.1050; 26/10 G-BTXT Maule MX.5, G-AYEE PA-28, G-CBBS Bulldog; 31/10 G-WACP PA-28.

Sheffield:- Visiting on the 1st was PA-46 Malibu N825WS from De Kooy in Belgium, while the same day Aztec G-BGTG arrived as "Euromanx 06". The 3rd saw PA-42 Cheyenne D-IDBU arrive from Palma/Nova on an Ambulance flight and the next day Bernard Mathews put in an appearance in his Citation VP-CBM, from Norwich. Star visitors of the month were Premier 1 D-ISXT, which was an early arrival from Munich on the 12th and on the 13th I-SFDC(The airport log gives the type as a CL.50(?)) was F/T Milan. A trio of King Air 200s comprised of G-ORJA("Clifton 09") from Cambridge on the 19th, G-ROWN("Hangar 81") Oxford - Edinburgh on the 21st and G-WVIP("Prestige 1") from Cardiff on the 23rd. Also visiting on the 21st was Gazelle XZ328("Armyair 008"), calling for fuel enroute to Dishforth. Air Atlantic Cessna 406 G-FIND operated a freight flight F/T Coventry on the 28th. Others:- 1/10 G-TBZI TB.21; 2/10 G-ELUT PA-28R; 3/10 G-BPVC C.172D; 5/10 G-AWUN F.150H; 6/10 G-AXNS Pup; 7/10 N500AV PA-24, G-DCKK F.172N, G-IFLI AA-5A; 8/10 G-BNOP PA-28, G-OSSI R.44, G-DOOZ Twin Squirrel("Cabair 11"); 10/10 G-CMSN R.22B; 12/10 G-HARH S.76B; 17/10 N56PZ C.177; 25/10 G-NIJM PA-28; 26/10 G-PACL R.22B; 27/10 G-FILL PA-31, G-CMSN R.22B, G-FOFO R.44.

Sturgate:- Visitors;- G-AYOW C.182N; 13/10 G-RORY FWP.149D; 17/10 G-AMRF Auster J/5F(To Fenland).

Sutton Bank:- The British Midland SF.260 G-BAGB is still active here noted on the 7th. Visiting on the 26th was Vans's RV.4 G-BULG, F/T Tibenham.

Waddington:- New resident here is C.152 G-BLAX, joining F.150H G-AWKG amongst the rather more heavy machinery.

Walton Wood:- Dropping in for fuel on the 6th was MD.500 N5144Q while enroute to Perth. This aircraft visited again on the 25th, from Aberdeen. Visitors:- 1/10 G-HRPN R.44; 6/10 G-CCVG Schweizer 269C; 8/10 G-PEPL

MD.600N, G-JOHN R.22B; 12/10 G-STER Jet Ranger; 13/10 G-TILI Jet Ranger; 14/10 G-BZXJ Schweizer 269C; 21/10 G-BTRP Hughes 369E; 25/10 G-OLOW R.44.

Wickenby;- New resident is Pegasus Quik G-CCWV. Stampe SV.4C G-AXHC was operating from here on Air Test on the 7th. Visiting from Tollerton on the 18th was PA-28 N65JF while heading for Nottingham on the 26th was J/5F Aiglet Trainer G-AMTA.

Wembleton;- On 4/9 F.172M G-BAIX was noted departing for Elstree in company with another of the type G-BONS.

Aircraft transiting the area included:

3/10	N656JM	Cessna FR.182RG	Diss(Strip) – Perth(Goole 0830 @ 3000')
6/10	N370MD	PA-23 Aztec	Overhead York 1443 @ 5000', enroute to Wick
8/10	N14HF	Maule MX.7	Overhead York 1639 @ 3000' heading South
9/10	N480KP	Enstrom 480	Overhead Selby 1204 @ 1500' enroute to Perth
11/10	SE-LGG	PA-34 Seneca	Cardiff – Gothenburg(OTR.1328 @ 5000')
20/10	N191ME	Cessna T.206H	POL.1117 at 2500' enroute to Nottingham
21/10	D-EJFN	Glassair	Den Helde – Edinburgh(Selby 1140 @ 1800')
24/10	N473BS	PA-28R Arrow	Newcastle – Southend(OTR.1519 @ 5000')
27/10	HA-JAB	YAK 18T	Hastings – Newcastle(Harrogate 1113 @ 2100')
29/10	N5084V	Cirrus SR.22	Teesside – Turweston(Wetherby 1718 @ 4000')

Reverting to last month, N209LG noted on 9/9 was a PA-28 and was accompanied by another of the type N812E routing Reykjavic – Wick – Oxford.

Trevor Smith

AVIATION NEWS

Three Rough Landings..

1. An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, give a smile, and a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.

Finally everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?"

"Why no," said the pilot, "Ma'am, what is it?"

The little old lady said, "Did we land or were we shot down?"

2. United Airlines PA:

"Ladies and Gentlemen, as you are all now painfully aware, our Captain has landed in Seattle. From all of us at United Airlines we'd like to thank you for flying with us today and please be very careful as you open the overhead bins as you may be killed by falling luggage that shifted during our so called "touchdown."

3. About 9 or 10 years ago this happened on an American Airlines flight into Amarillo, Texas on a particularly windy and bumpy day:

You could tell during the final that the Captain was really having to fight it, and after an extremely hard landing, the Flight Attendant announced on the PA "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate.."



LEEDS/BRADFORD NEWS

Once again a press release detailing the increased passenger figures that passed through LBIA:

As the clocks turn back signalling the end of summer, Leeds Bradford are celebrating having the busiest summer season on record, with more than 40 destinations now on offer from Yorkshire's premier airport.

Between the months of May and October, 1,398,593 passengers used LBA, which is an increase of 11% over last year. With new destinations such as Murcia, Venice and Prague, more and more passengers are choosing Leeds Bradford as their first choice when making their travel arrangements.

Sally Ramsey, Marketing and Business Development Manager said, "We have had an excellent summer this year, that has not only seen new routes and even more passengers, but we have also opened an additional check in hall, a brand new Nail Bar in the departure lounge and even better facilities for our business passengers. Leeds Bradford now has more to offer than ever before and we look forward to welcoming our passengers as they start their journey."

AIRPORT NEWS

More than 400 people have now gone through introductory courses ready to apply for jobs at Robin Hood Sheffield Doncaster Airport. Key employers ThomsonFly and Servisair need to find more than 200 staff before the airport opens next year.

Plans for an "airport academy" there are also well advanced. The training venture is being backed by Yorkshire Forward, Lufthansa Technical, airport owners Peel Holdings and further education colleges in Doncaster and north Nottinghamshire.

Lufthansa Technical's general manager Adrian Leatherland said: "We welcome this opportunity to work with the communities in South Yorkshire to bring new opportunities and provide world-class skills to people in the area."

UK Airports Passenger Figures - August 2004

	Aug 2004	Aug 2003	% +/-
Heathrow	6,334,206	6,211,400	1.98%
Gatwick	3,702,646	3,628,383	2.05%
Manchester	2,423,871	2,371,417	2.21%
Stansted	2,164,758	1,978,936	9.39%
Birmingham	966,335	1,017,450	-5.02%
Glasgow	871,754	835,058	4.39%
Luton	808,516	712,008	13.55%
Edinburgh	775,096	717,974	7.96%
Newcastle	524,768	473,127	10.91%
East Midlands	500,484	484,101	3.38%
Bristol	492,746	422,161	16.72%
Belfast Int.	478,203	421,441	13.47%
Liverpool	347,813	327,184	6.31%
Aberdeen	240,407	224,768	6.96%
Leeds/Bradford	240,137	226,275	6.13%
Cardiff	221,488	231,960	-4.51%
Prestwick	212,045	190,784	11.14%
Belfast City	209,230	198,027	5.66%
Jersey	175,892	182,571	-3.66%

Southampton	151,909	140,246	8.32%
London City	122,699	109,971	11.57%
Guernsey	95,797	93,059	2.94%
Teesside	88,352	82,480	7.12%
Isle Of Man	76,082	75,572	0.67%
Exeter	74,435	46,364	60.54%
Coventry	70,373	213	32938.97%
Humberside	64,882	59,746	8.60%
Inverness	53,283	45,075	18.21%
Bournemouth	49,812	46,497	7.13%
Norwich	47,965	46,902	2.27%
Blackpool	23,072	25,314	-8.86%

Montreal's Mirabel Airport closed its doors on Monday 1st November with the last flight operated by Air Transat inbound from Paris and continuing to Toronto. An Air Transat jet to Paris on Sunday evening was the last scheduled departure run to appear on Mirabel's flight schedule, ending thirty years of unfulfilled promises and expectations for the airport north of Montreal. The flight's last boarding call was greeted by cheers and applause from Air Transat workers. Security guards gathered at the windows and embraced as they watched the plane roar into the sky minutes later.

All Mirabel passenger traffic will be re-routed to Montreal's Pierre Elliott Trudeau International Airport and nearly 1,300 workers will be transferred to the site in suburban Dorval. Another 160 people will lose their jobs. The sprawling complex forty kilometres north of Montreal faces an uncertain fate after being billed the airport of the future when it was opened amid great fanfare in 1975.

When the airport opened, officials at the time predicted sixty million passengers would pass through the glass, steel and concrete structure annually by 2010, but yearly passenger traffic never surpassed three million. Roads to Mirabel were left underdeveloped, a proposed rail link never got off the ground and thousands of displaced residents bemoaned federal expropriation of their land.

The government expropriated more than 324 square kilometres of prime farmland but only used 16 square kilometres for the airport. A total of 10,000 people had been forced from their homes. The government unloaded most of the expropriated land in the 1980s, with some residents opting to buy back land they previously owned.

The Montreal airport authority is trying to find new uses for Mirabel airport and has received a number of proposals for redevelopment. Media reports have suggested the airport could be transformed into a private hospital, an exhibition centre or a movie studio.

While Mirabel suffers, a \$356-million overhaul at Trudeau airport is nearly complete. A new international arrivals complex, with ten new Canada Customs counters and double the baggage-handling capacity, opened on 18th November.

An adjacent international jetty to accommodate wide-body aircraft is to open in June. Other airport improvements in the works include expanded check-in space at the domestic departure area and more self-service kiosks.

Southampton Airport could be the latest British Airport to be named after a local hero following in the footsteps of John Lennon and Robin Hood. Local councillor Steve Broomfield wants Eastleigh to follow in the others when it comes to boosting tourism and trumpeting the borough's heritage.

His scheme involves a bid to re-name Southampton International Airport after the designer of the famous Second World War Spitfire fighter aircraft. He told the Southampton Daily Echo: "I'm personally cheesed off that Eastleigh airport is known as Southampton International.

"Bearing in mind that the prototype Spitfire first took off from Eastleigh airfield, I would like it to be named RJ Mitchell Airport. If Liverpool Airport can be called John Lennon, why not?"

A Spanish company best known for running toll roads looks set to acquire the TBI Group owner of several U.K. airports in a deal worth £551m.

TBI, which has backed a sale to infrastructure company Abertis and a minority partner, believes the change in ownership will give it the firepower to better develop its airport assets, which include Luton and Belfast international airports.

TBI acquired Cardiff airport in 1994 and a majority stake in Luton, one of London's major low cost hubs, in 2001. TBI recently began a £30m expansion at Luton but this new deal could enable it to pursue further redevelopment opportunities, in particular to accommodate the needs of budget airlines Easyjet and Ryanair.

An Abertis spokesman said it was too early to comment on its plans for the TBI portfolio, which also includes Stockholm Skavsta and Orlando Sanford.

The Spanish infrastructure company manages more than 930 miles of toll roads but only has limited airport interests. However, it will be able to count on the support of its minority partner Aena International, which owns 10% of the acquisition vehicle bidding for TBI, and is one of the world's largest airport operators.

TBI chief executive Keith Brooks described the offer as "highly attractive" to shareholders and staff.

AIRLINE NEWS

Air Berlin and its Austrian partner Niki will acquire up to 110 Airbus A320s. The order is for 70 firm aircraft (60 for Air Berlin and 10 for Niki) and 40 options. Delivery to start in September 2005.

Bmibaby will discontinue its only remaining service at Gatwick on 31st January. Flights to Cork will be taken over by EasyJet at the end of February which will then operate two flights a day on the route.

BWIA will inaugurate service from Prestwick on 16th January and from Belfast on 17th January. Each route will operate non-stop to Barbados continuing to Port of Spain with one flight a week on the Airbus A340.

DHL has selected Leipzig as its Central European hub from 2008 at which point it expects to operate forty flights into that airport. Brussels was eliminated for that role because of "political problems". The operation at Brussels will be downgraded to a regional hub at that time.

Separately, DHL said it will acquire a 68% stake in Blue Dart, a cargo company in India which operated Boeing 737 freighters.

Emirates Airlines, which has ordered 45 Airbus A380s, will introduce the aircraft into service in September 2006. The aircraft will operate on routes from Dubai to cities like Melbourne, Sydney, Chicago and New York; however the first destination served will likely be London.

Emirates' cabin layout will not follow the Airbus marketing hype which calls for shops, restaurants, saunas and other luxuries... instead the airline will fill the plane with seats. Emirates is also forced to buy freighter aircraft because there will be very little space for cargo when the A380 is full of passengers. Emirates will increase frequency on its Dubai to Birmingham route from one to two flights a day on 1st June 2005. On the same date the airline will switch from using the Boeing 777-200 to the Airbus A330-200.

Flybe announced seven new European routes from Birmingham International Airport and the introduction of its first Boeing 737-300. Flybe will offer new services from Birmingham to Alicante, Malaga, Murcia,

Faro, Palma, Almeria and Geneva in March 2005. The airline will seek to add up to a further three B737's over the next 24 months.

Flybe will no longer operate Air France franchise flights after the end of the current winter season which runs through the end of March 2005. This means Air France will be forced to look for an alternative for its Paris CDG to Birmingham route.

Jet2 will inaugurate non-stop service from Manchester to London's Gatwick Airport on 17th January 2005. The airline will operate three flights a day with its Boeing 737-300.

Swiss operated its last MD11 flight on Sunday 7th November from Chicago to Zurich. The type had been in service with the airline for thirteen years.

AIRCRAFT NEWS

Air France is scheduled to take delivery of Boeing's 500th 777 in December. The aircraft, a B777-300ER, is being leased from ILFC.

E-mail: DWooler@EGNM.screaming.net

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

David Wooler

Instrument Flying..

Most people wish to fly on the old gauges at one time or another but are prevented by the high cost of the instruments necessary for this form of flight. The following is a more or less known and extremely simple method which may be used by all.

Place a live cat on the cockpit floor, because a cat always remains upright, he or she can be used in lieu of a needle and ball instrument. Merely watch to see which way he leans to determine if a wing is low and if so, which one. This will enable you to keep your aircraft level in route with complete accuracy and confidence.

A duck is used for final instrument approach and landing, because of the fact that any sensible old duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the cockpit window and follow her to the ground.

There are some limitations on the cat and duck method, but by rigidly adhering to the following check list a degree of success will be achieved which will not only startle you, but will astonish your passengers as well, and may have an occasional tower operator with an open mouth.

- Get a wide-awake cat; most cats do not want to stand up all the time, so it may be necessary to carry a fierce dog along to keep the cat at attention.
- Make sure your cat is clean, dirty cats will spend all the time washing. Trying to follow a washing cat usually results in a slow roll followed by an inverted spin. You will see that this is most unprofessional.
- Old cats are the best, young cats have nine lives, but an old used up cat with only one life left has just as much to lose and will be more dependable.
- Avoid stray cats. Try to get one with good character because you may want to spend time with her.
- Beware of cowardly ducks, if the duck discovers that you are using the cat to stay upright, she will refuse to leave the aeroplane without the cat. Ducks are no better on instruments than you are.
- Get a duck with good eyes. Near sighted ducks sometimes fail to recognise that they are on the old gauges and will go flogging into the nearest hill. Very near sighted ducks will not realise that they have been thrown out and will descend to the ground in a sitting position. This is a most difficult manoeuvre to follow in an airplane.
- Choose your duck carefully, it is easy to confuse ducks with geese. Many large birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction that you do. If your duck seems to be taking a heading to Ireland or Sweden, you may be safe in assuming that someone has given you a goose.

By: Sqn Ldr G. E. Whitlam Int 3, HQ STC

MILITARY AVIATION



Flying Legends 2004

Flying Legends is an airshow held annually at Duxford Airfield. It is a joint venture between the Fighter Collection and The Imperial War Museum and is billed as "the" Warbird Show in Europe. The flying display this year included:

Grumman Tigercat	Douglas Mitchell	Lockheed Super Constellation
Grumman Wildcat	Boeing B17	DH Dragon Rapide
Grumman Hellcat	Polikarpov 1-15	Bucker Jungmeister
Grumman Bearcat	Vought Corsair	Douglas Dakota
Bell Aircobra	Supermarine Spitfire	

Credit: Duxford News

Duxford commemorates the Berlin Airlift

Duxford recently commemorated the 55th anniversary of the Berlin Airlift with members of the Berlin Airlift Association. A wreath was laid before the Museum's Handley Page Hastings, which took part in the airlift. The airlift was necessary as the Soviet Authorities blocked all road and water routes to the city, cutting off all supplies to the two million inhabitants. In all, over two million tons of supplies were delivered in over a quarter of a million flights. Other aircraft utilised included Yorks, Dakotas and Sunderlands; examples of all of which are displayed at the Museum.

Credit: Duxford News

Service airfields to be reduced?

A Defence Airfield Review is to take place, which will assess the future of all 50 RAF and other military airfields in the UK. For example, Kinloss and Waddington are being considered as the base for the RAF's Nimrods. Kinloss is currently the base for three operational Nimrod MR2 squadrons (see also next item) and Waddington is the base for the only Nimrod R1 squadron, 51 Squadron.

Credit: RAF News

Nimrod squadron to be disbanded

One operational Nimrod squadron is to be disbanded from the Nimrod MR2 fleet, based at RAF Kinloss. Currently there are three operational Nimrod squadrons, 120, 201 and 206 with one squadron, 42, as an operational conversion unit. No decision has yet been taken as to which squadron will disband, but the two remaining squadrons will have ten crews, rather than the present three squadrons with eight crews.

Credit: RAF News

Please send any information for inclusion in Military News to:

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

Eric Martin

MILITARY AVIATION

RAF Ranks

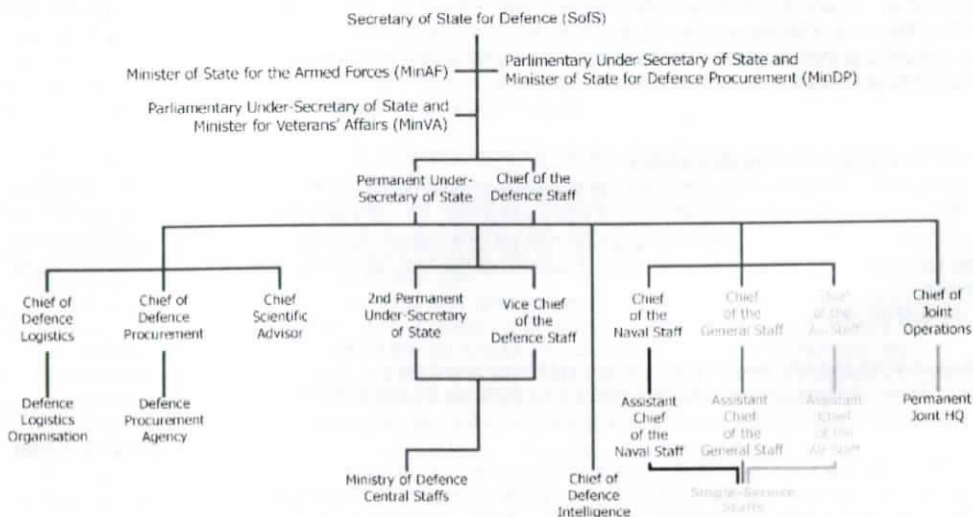
In articles in these columns I often refer to RAF ranks. On checking through previous articles, however, I find that I have never provided a listing of ranks and will make good this deficiency now, if only for the sake of the record. I appreciate that this is 'old stuff' for the 'old sweats' out there but hope that it will be of some interest for non-ex-service members. So, here it is:

Marshal of the Royal Air Force

- Air Chief Marshal
- Air Marshal
- Air Vice Marshal
- Air Commodore
- Group Captain
- Wing Commander
- Squadron Leader
- Flight Lieutenant
- Flying Officer
- Pilot Officer
- Warrant Officer
- Flight Sergeant
- Sergeant
- Corporal
- Senior Aircraftsman
- Leading Aircraftsman
- Aircraftsman First Class
- Aircraftsman Second Class

Eric Martin

ORGANISATION AND STRUCTURE OF THE MINISTRY OF DEFENCE



UK PASSPORT SERVICE
An Executive Agency of the Home Office

Since 18 October 2004 the UK Passport Service (UKPS) is offering free ten-year passports for life to all British nationals born on or before 2 September 1929. This follows the Home Secretary's announcement on 19 May 2004 of the extension of the free one-year passports for World War II Veterans scheme.

Leaflets and posters have been produced informing people of the new scheme and giving details of how to obtain a free passport. They also provide information about how to claim a refund if you are eligible for the scheme and have applied for a passport between 19 May and 18 October 2004.

We want to pass the information on to as many people as possible.

Passport Adviceline 0870 521 0410 (24 hours/7 days)
 info@passport.gov.uk
 www.passport.gov.uk

Marketing and Communications Directorate
UK Passport Service

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 8 April 2005

at 7.30pm for 8.00pm

Peasehill House
Harrogate Road
Rawdon
Leeds

We have again reserved the entire restaurant
in anticipation of another full house of
members and their guests
at this popular social event

Details will be published in the New Year

JAPAN EASTER TOUR

The departure of fellow Air Yorkshire member (in exile) Philip Linley from these shores to Japan for a three-year stint, naturally led to thoughts of a visit. Gone are the days when I could go abroad solely to spot; I didn't think that my wife would accept that! So plans were made for a 'proper' holiday at Easter 2004 with a few airport visits fitted in. Having shopped around for the best deals we booked, well in advance, with Swiss International Airlines flying from Heathrow via Zurich. Suffice to say they were considerably cheaper than British Airways, JAL or ANA.

Saturday 3rd April saw us boarding A321 HB-IOL at what was a busy Terminal 2. As a Heathrow 'local', there wasn't much of interest on the deck, save for a BonExel ERJ145 'subbing' for Luxair and Cimber Air CRJ performing a similar duty for Air France. A slightly delayed departure from 27R heralded a good flight to Zurich Kloten with pleasant scenery on landing. With just over sixty minutes of spotting time at Zurich I planted my wife at gate E27 whilst I checked what else was on the ground. Highlights included: Belair 757, Edelweiss A330, a gaggle of Helvetic F100s (all of which have seen treatment at East Midlands prior to their delivery to the Swiss low cost carrier), Thai MD-11 HS-TMD and South African A340 ZS-SLC. Looking particularly good in new Aeroflot scheme was A319 VP-BWA, but I'd have preferred a Tu154 any day!

At 1245hrs (local) boarding of flight LX168 commenced - our chariot was A340-313X HB-JMB named 'Dufourspitze 4634m', a mountain in the Alps if you hadn't already guessed! Unfortunately we didn't have window seats on the flight. However all was not lost thanks to the advanced IFE system that Swiss have on the A340. A forward facing camera and another on the belly feed pictures to the seat back TVs - an excellent bit of kit. The 11h 25min flight passed very well, the video-on-demand facility being a boon whilst the catering and in flight service were of the highest order. Our routing took us North towards Frankfurt then Moscow and onwards to Siberia before our descent over the Sea of Japan to land at Tokyo's Narita International Airport. Phil was already waiting for us in the Arrival Hall and had arranged hotel accommodation at the airport for our first two nights.

Fatigued by the journey, my wife decided to get some sleep whilst I and Phil took advantage of the extensive roof terraces that top each terminal. The Japanese are keen aviation enthusiasts, particularly the photographic element of our hobby; however some do 'spot'. The result is that excellent observation facilities proliferate with 'doughnut holes' for photographers, good seating and proximate refreshment facilities.

Narita handles almost exclusively international traffic with just the odd domestic flight. A full listing would take too long but highlights included Asiana 767, 777 and A321s, Air France 777s, SAS A340s, Cathay 777s and A330s, Korean A330s and A300s, China Airlines 744s, Eva A330s and Air Callin A330. A great many Chinese airliners visit Narita including China Eastern A340, A300 and A320, Air China (777 and 767) and China Southern (777 and A321). Northwest and United are the largest US operators, particularly the former which has a fleet of 757s based in Japan to feed their cross Pacific routes. JAL and ANA have, naturally, a large presence with their respective fleets of 747s, 767s and 777s much in evidence. It should be noted that the 'domestic' configured aircraft such as their 777-300s and 747SR / 747-400Ds are not usually found at Narita and a visit to Haneda airport (closer to central Tokyo) is needed, but more of that later. Freight is an important aspect of the Narita traffic with UPS, FedEx, Northwest Cargo, JAL Cargo and Nippon Cargo Airlines being much in evidence.

A couple of days of touristy things which included Tokyo Disneyland and a transfer by the amazing bullet train to Kyoto before our next airport trip, a visit to Phil's local airfield at Osaka-Kansai! This is of course the airport built on a man-made island in Osaka Bay linked to the mainland by both road and rail over a massive bridge. Again, a well placed observation building is provided close to the runway within the operational boundary of the airfield. Our visit on Saturday 10th April coincided with hot hazy weather;

however some good photos were obtained from the deck. Kansai is the international airport for Osaka and handles similar traffic to that at Narita. Thankfully for me, there wasn't too much repetition in airframes here. Highlights here included Malaysian A330, Lufthansa A340-600, Air China 738, China Eastern MD-11F. Smaller indigenous airliner movements included ANA A320s, ANK 735s and JEX 734s.

It wasn't until the end of our holiday that any more airport visits were scheduled. First was Osaka-Itami, the downtown domestic airport which was our departure point for Tokyo. Again an extensive, pleasant roof terrace gives panoramic views of the ramp and the parallel runway layout. A good variety of 'domestic' traffic can be found here including those much sort after domestic variants of both the ANA and JAL fleet. It's amazing to think that both airlines utilise 500+ seater variants of the 744 for flights to Tokyo, a flight which takes just sixty minutes! These machines are used just like buses. The Japan Air System fleet, now being merged into JAL, was much in evidence, and pleasingly a good mix of their colour schemes was present on their MD81/87s and 777s. Smaller types included Dash 8Q-400s of both ANA and JAC, Saab 340s of JAC and 737s of both JEX and JTA. All too soon it was time to leave Phil and head for Tokyo Haneda aboard ANA 777-300 JA751A. This flight had cost approximately £60 and good value it was too - particularly because on departure the IFE defaulted to a nose mounted camera until rotation before the belly camera took over.

We landed at a cold, overcast Tokyo Haneda - the waves crashing against the gantry that carries the approach lights into Tokyo Bay. Nevertheless a couple of hours were programmed here to catch more of the domestic fleets. This was the busiest of the four airfields we had visited with all but four flights per day being domestic shuttles. Again more of the JAS fleet (in various paint jobs) were seen with the Airbus A300s prevalent alongside 777-300s of new parent JAL. It was also good to 'fleet' other operators like Skymark Airlines, Air DO (Hokkaido Airlines) and Skynet Asia. The airfield is home to the Japanese Flight Inspection department, their 'Calibrators' based on YS-11s and Saab 2000s. With the weather getting worse, we departed by shuttle bus back to Narita for our last night in Japan at an airport hotel. Needless to say another opportunity to see some more aircraft.

On Wednesday 14th April we boarded HB-JMD A340 'Signalkuppe 4554m' for the twelve hour flight back to Zurich. With just shy of three hours there was ample opportunity to check out the duty free at what was a typically quiet late afternoon period in Zurich. The final leg of our journey was aboard almost brand new A320 HB-IJU which is painted in Swiss Sun colours, the Holiday IT division Swiss International Airlines. All I'll say is that the seat pitch on this aircraft was substantially greater than UK charter airlines! In conclusion, a very enjoyable trip and from an aviation enthusiast's perspective, a 'must go' location simply because of the excellent viewing facilities and quantity of traffic.

Mark Teale

Definition of Landing: a controlled mid-air collision with a planet.

Message For You..

Supposedly Heard on the Air (said with a slow, Eton type accent)...

BOAC: Heathrow Centre, British Airways Speedbird Flight 723

HC: British Airways Speedbird Flight 723, Heathrow Centre, go ahead

BOAC: Heathrow Centre, British Airways Speedbird Flight 723 has a message for you

HC: British Airways Speedbird Flight 723, Heathrow Centre is ready to copy message

BOAC: Heathrow Centre, British Airways Speedbird Flight 723, message is as follows:

Mayday, Mayday, Mayday

RAF TEMPSFORD

One can always rely on Eric Martin in his 'Military News' to stimulate more than passing interest; and his comments in Volume No. 30, November, regarding the SOE Reunion at Tangmere, was no exception.

This former RAF Station was, in addition to being involved in a host of other historic happenings, the forward base for many clandestine flying activities undertaken on behalf of the Special Operations Executive (and others) during the Second World War. The main base of operations for such deeds was, however, RAF Tempsford, situated 3 miles north of Sandy, Bedfordshire, from whence (from March 1942) No's 138(SD) - Special Duties - and 161(SD) Squadrons, flew a wide variety of aircraft on an equally diverse assortment of tasks, all of them highly dangerous.

Westland Lysanders, Lockheed Hudsons, Handley Page Halifaxes, Short Stirlings - the two latter of various marks - and, on occasions, other aircraft including Consolidated Liberators, were used to land and retrieve agents; make supply drops - often at low level; the transportation and release of parachute troops involved in the Telemark operation in Norway; and the air-supply by Polish crews to beleaguered Warsaw - a huge distance to fly in those days; not to mention detachments sent to the Mediterranean theatre of operations, for missions into the Balkans, were just some of the commitments for those involved. Their huge, though largely unsung, contribution to ultimate victory is exemplified by the records of No. 138(SD) Squadron, whose crews alone flew 2494 sorties into occupied Europe, landing or dropping 995 agents, 29,000 containers and 10,000 packages, losing 70 aircraft in the process.

RAF Tempsford has long been reclaimed by agriculture, but its B1 hangar remains extant, easily recognisable - if one is prepared (on your left travelling south) - from the main east-coast route railway line running from Leeds to Kings Cross, just three miles north of Sandy. If travelling in the opposite direction, one should sit on the right-hand side of the train and, as it exits Biggleswade, be prepared! What you will not see, albeit the building still remains in-situ on the far perimeter of the former airfield, is the old barn from which agents were hidden from prying eyes and from where they were supplied with equipment before departing on what, for many of them would, sadly, turn out to be a one way journey: a thing to ponder on one's journey!

An evocative account of his own involvement can be found in Hugh Verity's book: *We Landed by Moonlight*.

Gerald Myers



TIMETABLE INFORMATION

Just got hold of a copy of the Airtours Winter 05/06 Brochure. The only flights are:

Tenerife	17:45	16:35	Fri	MYT	
Lanzarote	12:15	11:15	Thu	LTE	
Alicante	11:15	10:20	Sat	JKK	Part Season
Malaga	10:15	09:15	Sun	JKK	Part Season

I have now a copy of Thomson's 05/06 from LBA:

ALICANTE	SAT	16:20	14:50	BY
ALICANTE	TUE	14:55	21:30	BY
MALAGA	SUN	15:35	14:05	BY
GRAN CANARIA	THU	09:20	19:00	BY
LANZAROTE	WED	11:20	20:45	BY
TENERIFE	FRI	13:00	12:00	AEA

Incidentally, Doncaster appears to have a based BY with 8 flights.

Alan



UR-09307

Current RAF Operational Deployments



Iraq

The RAF currently has the following based in and around Iraq to provide support to British forces involved in peace-keeping and stabilisation duties in Iraq:

- Tornado GR4 attack aircraft
- VC10 tanker aircraft
- Puma and Chinook support helicopters
- Hercules and BAE 125 transports
- Nimrod maritime patrol aircraft
- A RAF Regiment squadron
- Tactical Communications and Supply Wing personnel
- Plus other support personnel including: bomb disposal, catering and police

Afghanistan

Nimrod aircraft are involved in monitoring shipping in the Gulf whilst Hercules transport aircraft support UK forces in Afghanistan.

The Balkans

As part of the on-going United Nations-led duties in Bosnia and Herzegovina there are currently Merlin helicopters based at Banja Luka airport.

Northern Ireland

Permanently based in Northern Ireland to provide support to British troops in the province are No 230 Squadron with Puma helicopters and one RAF Regiment field squadron.

The Falkland Islands

Permanently based at Mount Pleasant airfield in the Falkland Islands are Tornado F3 fighters, Chinook and Sea King helicopters, a VC10 tanker and Hercules transport. RAF ground forces on the islands include an RAF Regiment Rapier air defence squadron.

Control and Reporting Centres

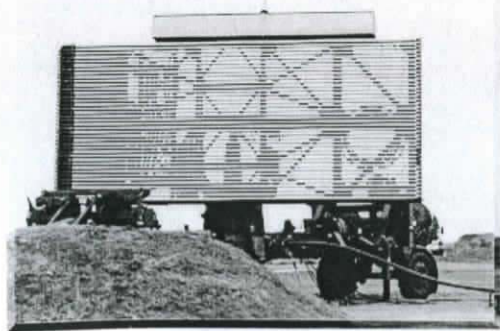
The UK ASACS has 2 operational Control and Reporting Centres (CRCs) based at RAF Buchan north of Aberdeen, and at RAF Neatishead which is north-east of Norwich. An additional stand-by CRC is found at RAF Boulmer in Northumberland. The CRCs are the linchpins within the UK ASACS, each with their own geographical areas of responsibility, roughly split north and south of Newcastle. Within their own areas, the CRCs receive and process information provided round-the-clock by military and civilian radars to produce the RAP. In addition to this radar data, the CRCs also exchange information using digital data-links with neighbouring NATO partners, AEW aircraft and ships. However, the production of the RAP is only one part of the CRCs duties, the second being the control of aircraft. While Fighter Controllers at Buchan and Neatishead provide the tactical control required for our Air Defence aircraft to police the UK's airspace in peace and war, they are also involved in the peacetime training of the RAF's Air Defence assets. Moreover, Fighter Controllers also provide support to Ground Attack forces when undertaking training with their Air Defence counterparts.



A Universal Console at a CRC.

Reporting posts

The CRCs are supported by a number of Reporting Posts (RPs) across the UK. In addition to those found at the CRCs, the locations of the RPs reflect the locations of the RAF's main Air Defence radars that feed information into the UK ASACS. In addition to the radars, units have varying capabilities for the exchange of data-link information. The RPs are found at: RAF Saxa Vord in the Shetlands; RAF Benbecula in the Hebrides; RAF Staxton Wold near Scarborough; RP Portreath which is a satellite of RAF St Mawgan on the north coast of Cornwall.



A Type 101 Radar.

(Picture courtesy of BAe Defence Systems.)

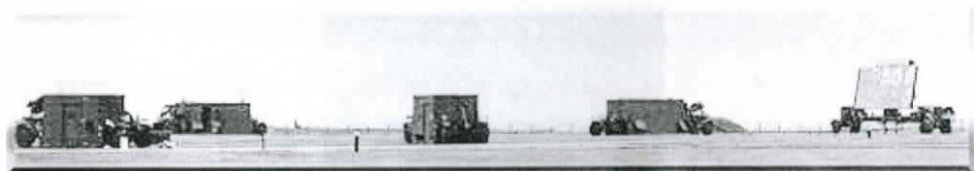
RAF School of Fighter Control

The RAF School of Fighter Control is based at RAF Boulmer and provides instruction on all aspects of Fighter Control and Aerospace System Operator training from ab-initio to the training of Air Defence Executives. Specialist training is provided for operators on all UK ASACS' equipment, including specialist radar training and the use of digital-data links. The School of Fighter Control is also responsible for operating the Air Defence radars assigned to RAF Boulmer as well as the data-links found within the Stand-by CRC co-located on the Station.

Mobile Elements of the UK ASACS

No 1 Air Control Centre

No 1 Air Control Centre (1 ACC) provides the RAF with a mobile command and control capability able to deploy within the UK or anywhere in the world at short notice. Although operating as an interim ACC at present, the Unit will soon be transformed into a fully capable Tactical Air Command and Control System (TACCS) following delivery of state-of-the-art communications and data-link equipment to supplement the 2 new mobile radars recently delivered into its inventory. No 1 ACC is based at RAF Boulmer when in garrison.



Jaguar (The Saint) XZ-362
Elvington
22 August 2004
Phil McGeever



Spitfire PR XI, Hurricane IID, Yak 11 Brighton July 2004 Ken Cothliff



AIR SUPPLY AVIATION STORE

Your LOCAL centre for Aviation Supplies

**Celebrate 100 years of Powered Flight
Special T-shirts, Caps and Mousemats.**

NOW IN STOCK

10% Discount to Air Yorks Members

Up-dated WEB-SITE www.airsupply.co.uk

SHOP OPEN 7 DAYS A WEEK

0113 250 9581



Boeing 727-2N5
5N-FGN
Government of Nigeria
Leeds Bradford
29 June 2004
Geoff Ward



Boeing 737-700
G-STRH
Manchester
5 July 2004
Alan Sinfeld



Airbus A320-231
G-GTDL
Skyservice
Leeds Bradford
24 October 2004
Paul Whincup