



YORKSHIRES PREMIER AVIATION SOCIETY



DASH 8 - 400 G-JECF BRITISH EUROPEAN
LEEDS BRADFORD 12 MAY 2005
PETER MARTIN

£1.75

VOL 31 NUMBER 12 **DECEMBER 2005**

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2005-2006

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Denis STENNING, Geoff WARD

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

SOCIETY NEWS

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

New members were introduced and welcomed.

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 2006: £20 full members: £17 postal members. Ideas to increase the membership were put forward.

Election of Officers and Committee 2005-2006: Officers and Committee members were re-elected. In addition, Clifford Hadwin was proposed, seconded, and elected to the Committee. Cliff Jayne thanked Officers and Committee for their work and support throughout the year.

The Annual Dinner: will be held on Friday 7 April 2006 at the Pease Hill restaurant. It was emphasised that postal members are entitled to participate in Society social events, and would be welcome at the annual dinner.

Society Visits: several venues were suggested for 2006. However, any excursion must at least break-even financially.

Annual Photographic Competition for the David Bates Trophy: last year's method of judging the photographic competition had been successful and would be adopted again. The photographs from the front/back covers would be displayed without identity and voting would take place at the December meeting.

Cliff Jayne



MOVEMENTS SEPTEMBER 2005

01 Thursday

G-XLAB	Boeing 737 800	0529	0654	EI-DKG	Airbus 320	0758	0854
G-JEDO	DHC-8 400	0818	0856	G-WOWD	DHC-8 300	0850	0934
G-MAJK	Jetstream 41	0919	1433	G-RJXG	EMB 145	0927	1140
G-DBCF	Airbus 319	0933	1041	G-CCYH	EMB 145	0939	1012
G-CBCS	Jetstream 31	0942	1015	PH-OFA	Fokker 100	0945	1045
G-RJXJ	EMB 135	0957	1048	EI-COB	Boeing 737	1021	1051
G-RJXA	EMB 145	1036	1347	G-CCYH	EMB 145	1159	1447
G-CBCS	Jetstream 31	1222	1343	G-RJXJ	EMB 135	1319	1411
C-GTDH	Airbus 320	1338	1629	G-RJXG	EMB 145	1409	1516
G-JEDW	DHC-8 400	1416	1525	G-JEDN	DHC-8 400	1425	1529
G-DBCD	Airbus 319	1436	1537	PH-OFG	Fokker 100	1507	1605
JY-JAR	Airbus 320	1522	1650	G-JEAJ	BAe 146 200	1534	1619
EI-CNV	Boeing 737	1559	1633	G-BYRA	Jetstream 31	1628	1722
9A-CDA	DC-9 83	1638	1751	P4-LJG	Citation X	1644	1154(02)
G-CCYH	EMB 145	1646	1738	G-RJXJ	EMB 135	1654	1746
G-RJXA	EMB 145	1702	1742	G-MAJK	Jetstream 41	1706	1753
D-CAVE	Lear Jet 35A	1709	2018	G-RJXG	EMB 145	1716	1807
G-DBCD	Airbus 319	1755	1900	G-DYNE	Cessna 414	1803	1837
G-WOWD	DHC-8 300	1817	1902	G-JEDN	DHC-8 400	1931	2004
G-CCYH	EMB 145	1935	0803(02)	G-RJXG	EMB 145	1951	0723(02)
G-MAJK	Jetstream 41	2017	0703(02)	G-BYRA	Jetstream 31	2023	0654(02)
G-RJXJ	EMB 135	2030	0707(02)	PH-OFE	Fokker 100	2033	0633(02)
G-BYAY	Boeing 757	2059	0717(02)	G-DBCD	Airbus 319	2136	0700(02)
EI-CNZ	Boeing 737	2142	2217	G-RJXD	EMB 145	2204	0715(02)

02 Friday

EI-DKG	Airbus 320	0139	0247	G-RKJT	PA-46 Malibu	0813	1703
G-JEDL	DHC-8 400	0823	0903	G-WOWC	DHC-8 300	0844	0923
F-GBPB	King Air 90	0900	1435	G-MAJK	Jetstream 41	0918	1429
G-RJXD	EMB 145	0921	1121	G-RJXI	EMB 145	0924	2343
G-BYRA	Jetstream 31	0939	1024	G-DBCD	Airbus 319	0942	1039
PH-OFH	Fokker 100	0944	1046	G-RJXJ	EMB 135	1008	1116
EI-CNX	Boeing 737	1013	1056	G-OAJS	Twin Comanche C/R	1020	1533
G-FIBS	Ecureuil	1055	1148	EC-IDA	Boeing 737 800	1113	1248
G-CCYH	EMB 145	1124	1415	G-CBBF	B.76 Duchess	1139	1300
G-BYRA	Jetstream 31	1223	1333	G-NRSC	PA-23 Aztec	1303	1431
EC-IVR	Boeing 737 400	1308	1407	G-RJXJ	EMB 135	1340	1455
N671B	A.36 Bonanza	1350	1326(11)	G-JEDN	DHC-8 400	1401	1442
G-JECG	DHC-8 400	1404	1448	G-RJXD	EMB 145	1412	1505
PH-KLI	Fokker 100	1443	1616	G-DBCA	Airbus 319	1451	1543
G-CEGP	King Air 200	1511	1814	EI-CJG	Boeing 737	1558	1634
G-BYRA	Jetstream 31	1620	1727	G-JEAJ	BAe 146 200	1642	1724
G-RJXJ	EMB 135	1647	1737	G-CCYH	EMB 145	1657	1749
G-MAJK	Jetstream 41	1659	1756	G-RJXI	EMB 145	1706	1746
G-RJXD	EMB 145	1708	1759	G-DBCA	Airbus 319	1803	1857
EI-DIJ	Airbus 320	1825	1949	G-WOWD	DHC-8 300	1829	1859
G-JEDN	DHC-8 400	1927	2008	G-RJXJ	EMB 135	1946	0812(03)
TC-APY	Boeing 737 800	1957	2119	G-RJXD	EMB 145	2000	2032

G-MAJK	Jetstream 41	2006	1503(04)	EC-IVR	Boeing 737 400	2022	2122
G-CCYH	EMB 145	2028	2158	G-BYRA	Jetstream 31	2035	0659(05)
G-RJXI	EMB 145	2050	1343(03)	EL-CNW	Boeing 737	2144	2220
PH-KLI	Fokker 100	2151	0720(03)	G-DBCA	Airbus 319	2207	0652(03)
G-BYAY	Boeing 757	2358	0658(03)				

03 Saturday

EL-DIJ	Airbus 320	0121	0205	OE-LOG	DC-9 83	0207	0711
G-JEAK	BAe 146 200	0744	0838	G-JEDV	DHC-8 400	0850	0945
G-AMRA	DC-3 Dakota	0949	1016	G-MKSS	BAe 125 700B	0952	1040
PH-KLG	Fokker 100	0954	1104	G-WOWA	DHC-8 300	0956	1036
G-DBCA	Airbus 319	1006	1106	EL-CNW	Boeing 737	1028	1109
G-RJXJ	EMB 135	1123	1533	G-BYAY	Boeing 757	1204	1414
G-HOOT	Twin Squirrel	1210	1233	EL-DIJ	Airbus 320	1211	1311
OE-LOG	DC-9 83	1239	1411	CS-DFE	Falcon 2000	1247	1400
G-CEGP	King Air 200	1340	1526	CS-DFH	Falcon 900	1403	1504
G-DHJZ	Airbus 320	1449	1559	EC-GNY	DC-9 83	1501	1616
PH-OFK	Fokker 100	1540	1646	EL-CJC	Boeing 737	1604	1637
G-JEDR	DHC-8 400	1641	1718	OE-LCR	CRJ100LR	1723	1824
CS-DNM	Hawker 800XP	1737	0902(04)	PH-RXA	EMB 145	1743	1843
G-RJXJ	EMB 135	1820	0728(04)	EL-DIJ	Airbus 320	1917	2030
LX-LAR	Lear Jet 35A	1934	2126	PH-OFJ	Fokker 100	1944	0731(04)
G-RJXG	EMB 145	2038	1342(04)	G-BYAY	Boeing 757	2043	2221
G-STRB	Boeing 737 300	2139	2240	G-RJXH	EMB 145	2155	0653(04)

04 Sunday

EC-JHX	Boeing 737 400	0406	0536	G-BYAY	Boeing 757	0426	0710
G-STRB	Boeing 737 300	0754	0906	PH-OFK	Fokker 100	0935	1042
G-RJXB	EMB 145	0938	1039	G-GOMO	Lear Jet 45	1123	1349
EL-CNT	Boeing 737	1208	1302	G-MAJI	Jetstream 41	1212	1444
HB-JIB	MD 90	1217	1335	N79EL	Beechjet 400A	1220	1240
G-OLDR	Lear Jet 45	1236	1352	G-DIGI	PA-32 Cherokee Six	1252	1432
G-RJXJ	EMB 135	1403	1457	G-JEDP	DHC-8 400	1409	1448
PH-OFA	Fokker 100	1420	1556	G-FIBS	Ecureuil	1437	1500
G-STRB	Boeing 737 300	1530	1651	G-JEAJ	BAe 146 200	1544	1619
G-MAJK	Jetstream 41	1644	1802	G-MAJC	Jetstream 41	1647	1740
G-RJXG	EMB 145	1700	1744	G-RJXH	EMB 145	1712	1806
G-RJXJ	EMB 135	1720	1818	G-OVIN	Rockwell 112TC	1742	1808
EL-CNX	Boeing 737	1746	1826	LZ-BHA	Airbus 320	1815	1925
G-MIDU	Airbus 320	1832	1922	G-WOWA	DHC-8 300	1840	1936
CS-DHJ	Citation Bravo	1845	0748(05)	G-JIVE	Hughes 369E	1859	1919
G-JEDP	DHC-8 400	1934	2008	G-JEAS	BAe 146 200	1941	2024
PH-OFK	Fokker 100	1946	0621(05)	N66DN	Lear Jet 45	1949	2027
G-RJXJ	EMB 135	2005	0705(05)	G-MAJK	Jetstream 41	2017	0710(05)
G-CCYH	EMB 145	2037	0732(05)	G-BYAY	Boeing 757	2040	0734(05)
G-RJXG	EMB 145	2049	0721(05)	G-RJXH	EMB 145	2110	0739(05)
G-AMRA	DC-3 Dakota	2150	2217	G-MIDU	Airbus 320	2203	0656(05)

05 Monday

G-STRB	Boeing 737 300	0312	0608	G-JEDP	DHC-8 400	0820	0853
TC-SUJ	Boeing 737 800	0834	1039	G-WOWD	DHC-8 300	0837	0915
G-MIDU	Airbus 320	0930	1045	G-MAJK	Jetstream 41	0941	1015
G-RJXG	EMB 145	0945	1120	PH-OFA	Fokker 100	0949	1103
G-CCYH	EMB 145	0952	1032	G-BYRA	Jetstream 31	0958	1041
G-RJXJ	EMB 135	1002	1047	EL-CNZ	Boeing 737	1033	1123
G-STRB	Boeing 737 300	1106	1247	G-RJXH	EMB 145	1151	1337
G-BYRA	Jetstream 31	1217	1339	G-CCYH	EMB 145	1228	1445
G-MAJK	Jetstream 41	1240	1424	G-RJXJ	EMB 135	1316	1402
N182PN	Cessna 182R	1354	1438	G-RJXG	EMB 145	1401	1511

G-JEDV	DHC-8 400	1404	1450	PH-OFB	Fokker 100	1411	1559
G-DBCA	Airbus 319	1435	1535	G-JEBG	BAe 146 300	1458	1541
G-JEAJ	BAe 146 200	1524	1604	G-BYAY	Boeing 757	1531	1749
EI-COB	Boeing 737	1556	1634	G-BYRA	Jetstream 31	1624	1716
G-CCYH	EMB 145	1639	1739	G-MAJK	Jetstream 41	1656	1745
G-RJXJ	EMB 135	1706	1752	G-RJXH	EMB 145	1725	1817
G-RJXG	EMB 145	1730	1811	LZ-BHC	Airbus 320	1735	1906
G-DBCA	Airbus 319	1804	1859	G-WOWD	DHC-8 300	0824	1902
N900CB	Cessna 421C	1900	1637(06)	G-JEDV	DHC-8 400	1931	2008
G-CCYH	EMB 145	1938	0720(06)	G-BYRA	Jetstream 31	1949	0701(06)
G-RJXG	EMB 145	1957	0732(06)	G-MAJK	Jetstream 41	2001	0716(06)
PH-KLG	Fokker 100	2003	0724(06)	G-RJXJ	EMB 135	2033	0705(06)
G-DBCA	Airbus 319	2143	0658(06)	EI-CNW	Boeing 737	2147	2223
G-RJXH	EMB 145	2209	0743(06)	G-STRB	Boeing 737 300	2346	0938(06)

06 Tuesday

G-BYAY	Boeing 757	0309	0628	G-JEDN	DHC-8 400	0811	0845
G-WOWC	DHC-8 300	0848	0925	P4-LJG	Citation X (div)	0922	1217
G-CCYH	EMB 145	0929	1009	G-RJXG	EMB 145	0932	1115
G-DBCA	Airbus 319	0935	1035	G-MAJK	Jetstream 41	0942	1022
G-BWHF	PA-31 Navajo	0954	1304	G-BYRA	Jetstream 31	0958	1031
G-CJAD	CitationJet	1002	1417	G-ORDB	Citation Bravo	1015	1038
PH-KLI	Fokker 100	1019	1118	EI-CNW	Boeing 737	1025	1105
G-RJXJ	EMB 135	1027	1410	G-RJXH	EMB 145	1053	1335
G-MAJO	Jetstream 41 (div)	1057	1212	G-CCYH	EMB 145	1159	1452
G-BYRA	Jetstream 31	1221	1343	G-ORDB	Citation Bravo	1238	1258
G-MAJK	Jetstream 41	1247	1422	G-BYAY	Boeing 757	1252	1448
G-RJXG	EMB 145	1407	1508	G-JEAW	BAe 146 200	1420	1456
G-DBCE	Airbus 319	1434	1534	G-JEDP	DHC-8 400	1444	1522
PH-OFK	Fokker 100	1506	1619	G-JEAJ	BAe 146 200	1516	1605
G-BYRA	Jetstream 31	1614	1722	EI-CNV	Boeing 737	1631	1712
9H-AEI	Airbus 320	1641	1815	G-CCYH	EMB 145	1643	1742
G-RJXJ	EMB 135	1646	1747	G-BHUJ	Cessna 172N	1650	1723
G-RJXH	EMB 145	1658	1738	G-MAJK	Jetstream 41	1706	1753
G-RJXG	EMB 145	1708	1802	G-DBCE	Airbus 319	1812	1902
G-WOWD	DHC-8 300	1838	1910	G-CCYH	EMB 145	1931	0745(07)
G-RJXG	EMB 145	1950	0721(07)	G-BYRA	Jetstream 31	1959	0652(07)
G-MAJK	Jetstream 41	2011	0700(07)	PH-JCH	Fokker 70	2036	0633(07)
G-RJXJ	EMB 135	2044	0704(07)	G-RJXH	EMB 145	2046	0714(07)
G-JEDP	DHC-8 400	2048	2125	N601HW	Challenger 3R	2122	1825(09)
EI-CNX	Boeing 737	2129	2159	G-DBCE	Airbus 319	2149	0656(07)
G-STRB	Boeing 737 300	2245	0724(07)				

07 Wednesday

G-BYAY	Boeing 757	0018	0802	G-FIBS	Ecureuil	0658	0730
G-SPOR	King Air B200	0741	1620	G-JEDI	DHC-8 400	0811	0847
G-WOWD	DHC-8 300	0850	0925	G-RJXH	EMB 145	0913	0957
G-SKYW	Twin Squirrel	0914	1024	G-RJXG	EMB 145	0915	1130
G-MAJK	Jetstream 41	0921	1003	G-DBCE	Airbus 319	0932	1029
PH-OFK	Fokker 100	0939	1046	G-BYRA	Jetstream 31	0942	1016
G-RJXJ	EMB 135	1005	1407	EI-CJC	Boeing 737	1027	1103
G-CCYH	EMB 145	1030	1346	G-RJXH	EMB 145	1153	1450
G-BNDY	Cessna 425	1157	1432(28)	G-BYRA	Jetstream 31	1209	1335
G-MAJK	Jetstream 41	1230	1428	JY-JAR	Airbus 320	1259	1422
G-RJXG	EMB 145	1359	1513	G-JEDV	DHC-8 400	1401	1446
G-JEDM	DHC-8 400	1411	1455	PH-OFA	Fokker 100	1420	1604
G-DBCF	Airbus 319	1429	1529	G-JEAJ	BAe 146 200	1509	1558
EI-CNX	Boeing 737	1601	1642	G-BYRA	Jetstream 31	1627	1720

G-RJXH	EMB 145	1646	1738	G-CCYH	EMB 145	1652	1742
G-MAJK	Jetstream 41	1656	1751	G-RJXJ	EMB 135	1700	1756
G-RJXG	EMB 145	1705	1802	G-DBCF	Airbus 319	1800	1851
D-ICRK	SA226TC Metro 2	1815	1931	G-WOWA	DHC-8 300	1836	1913
G-ESLH	Agusta A109E	1907	0701(08)	G-RJXH	EMB 145	1924	0749(08)
G-JEDV	DHC-8 400	1937	2018	PH-KLD	Fokker 100	1939	0621(08)
G-RJXG	EMB 145	1953	0726(08)	G-MAJK	Jetstream 41	2010	0700(08)
G-BYRA	Jetstream 31	2012	0653(08)	G-RJXJ	EMB 135	2037	0711(08)
G-CCYH	EMB 145	2047	0721(08)	G-BYAY	Boeing 757	2055	0730(08)
G-DBCF	Airbus 319	2146	0704(08)	El-CNT	Boeing 737	2149	2222

08 Thursday

G-STR	Boeing 737 300	0117	0844	G-JEDI	DHC-8 400	0810	0846
G-RVRJ	PA-23 Aztec	0832	1355	G-WOWA	DHC-8 300	0848	0924
G-CCYH	EMB 145	0914	1001	G-RJXG	EMB 145	0930	1124
G-MAJK	Jetstream 41	0933	1012	G-BYRA	Jetstream 31	0937	1016
G-DBCF	Airbus 319	0942	1042	PH-KLD	Fokker 100	0948	1110
G-RJXJ	EMB 135	1007	1049	El-CNV	Boeing 737	1028	1106
G-RJXH	EMB 145	1044	1335	JY-JAR	Airbus 320	1147	1314
G-CCYH	EMB 145	1155	1448	G-XLAB	Boeing 737 800	1204	1252
G-BYRA	Jetstream 31	1221	1339	G-MAJK	Jetstream 41	1224	1426
G-JIVE	Hughes 369E	1319	1645	G-RJXJ	EMB 135	1323	1412
C-GTDH	Airbus 320	1337	1647	G-JEDV	DHC-8 400	1402	1446
G-JECG	DHC-8 400	1406	1453	G-WVIP	King Air B200	1415	1535
PH-OFFH	Fokker 100	1419	1606	G-RJXG	EMB 145	1427	1515
87-24583	UH-60A	1442	1542	G-DBCD	Airbus 319	1455	1553
G-JEAJ	BAe 146 200	1512	1559	El-CNT	Boeing 737	1600	1651
G-BYRA	Jetstream 31	1634	1724	G-CCYH	EMB 145	1640	1641
G-RJXH	EMB 145	1644	1743	G-RJXJ	EMB 135	1657	1748
G-MAJK	Jetstream 41	1703	1753	G-RJXG	EMB 145	1714	1758
G-LEEZ	LongRanger	1716	1719	G-DBCD	Airbus 319	1811	1906
G-WOWD	DHC-8 300	1842	1936	G-JEDV	DHC-8 400	1920	2003
G-CCYH	EMB 145	1941	0729(09)	PH-KLD	Fokker 100	1943	0617(09)
G-RJXG	EMB 145	1956	0723(09)	G-BYRA	Jetstream 31	2001	0650(09)
G-MAJK	Jetstream 41	2013	0825(09)	N900CB	Cessna 421C	2019	0736(11)
G-RJXJ	EMB 135	2029	0734(09)	G-RJXH	EMB 145	2046	0753(09)
G-BYAI	Boeing 757	2112	0727(09)	G-DBCD	Airbus 319	2138	0654(09)
El-CNX	Boeing 737	2153	2226	G-STR	Boeing 737 300	2340	0542(09)
G-WNAA	Agusta A109E	2351	0045(09)				

09 Friday

G-JEDI	DHC-8 400	0821	0854	G-WOWD	DHC-8 300	0838	0919
G-CCYH	EMB 145	0921	1115	G-RJXG	EMB 145	0926	1450
G-OEAC	Mooney M20J	0931	1002	G-BYRA	Jetstream 31	0936	1016
G-DBCD	Airbus 319	0939	1051	PH-OFFH	Fokker 100	0944	1055
G-RJXJ	EMB 135	1023	1104	G-MAJK	Jetstream 41	1033	1116
El-CJG	Boeing 737	1042	1130	G-RJXH	EMB 145	1057	1347
EC-III	Boeing 737 800	1101	1230	G-STR	Boeing 737 300	1125	1302
G-BYRA	Jetstream 31	1218	1336	G-MAJK	Jetstream 41	1314	1432
G-RJXJ	EMB 135	1331	1414	XR810	VC-10 C.1K	1334	1530
G-CCYH	EMB 145	1354	1510	G-JECG	DHC-8 400	1405	1504
G-JEDN	DHC-8 400	1410	1453	PH-OFG	Fokker 100	1420	1619
G-DBCE	Airbus 319	1501	1604	G-PUSI	Cessna T303	1518	1600
G-JEAJ	BAe 146 200	1522	1611	G-BYRA	Jetstream 31	1629	1725
G-RJXJ	EMB 135	1651	1751	G-MAJK	Jetstream 41	1706	1809
G-RJXG	EMB 145	1709	1755	El-CNX	Boeing 737	1712	1818
G-RJXH	EMB 145	1715	1834	G-CCYH	EMB 145	1718	1820
G-DBOY	Agusta A109C	1830	1902	N109MJ	Agusta A109E	1831	1912

G-STR	Boeing 737 300	1837	2018	G-WOWA	DHC-8 300	1850	1926
G-DBCE	Airbus 319	1922	2009	PH-OFH	Fokker 100	1945	0629(10)
G-JEDN	DHC-8 400	1952	2034	TC-API	Boeing 737 800	2000	2138
G-RJXG	EMB 145	2006	2154	G-CCYH	EMB 145	2015	2107
G-MAJK	Jetstream 41	2038	1453(11)	G-BYRA	Jetstream 31	2043	0654(12)
G-RJXJ	EMB 135	2112	0812(10)	G-BYAI	Boeing 757	2350	0704(10)
10 Saturday							
G-JEAX	BAe 146 200	0748	0853	G-STR	Boeing 737 300	0934	1102
G-MIDH	Airbus 321	0939	1052	PH-OFH	Fokker 100	0946	1110
G-WOWD	DHC-8 300	1006	1054	EI-CNX	Boeing 737	1046	1135
G-JEDV	DHC-8 400	1119	1159	G-RJXJ	EMB 135	1123	1534
G-RJXI	EMB 145	1128	1338	G-OEAC	Mooney M20J	1205	1367
PH-OFA	Fokker 100	1421	1613	G-JOEM	Airbus 320	1427	1604
EC-GNY	DC-9 83	1432	1550	N188AM	BN2 Islander (div)	1525	1713
EI-CJG	Boeing 737	1608	1641	G-STR	Boeing 737 300	1630	2022
G-JECH	DHC-8 400	1639	1719	OE-LCQ	CRJ200LR	1711	1800
G-VUEZ	Citation II	1727	1845	G-RJXL	EMB 135	1750	1838
G-RJXJ	EMB 135	1824	0729(11)	G-OBYC	Boeing 767	1841	2034
EI-DKF	Airbus 320	1900	1951	PH-OFC	Fokker 100	1948	0620(11)
G-RJXI	EMB 145	2040	1349(11)	G-CCYH	EMB 145	2156	0659(11)
11 Sunday							
EI-DKF	Airbus 320	0149	0253	EC-JHX	Boeing 737 400	0224	0326
G-OBYC	Boeing 767	0245	0500	G-STR	Boeing 737 300	0557	0734
PH-OFA	Fokker 100	0953	1056	PH-RXA	EMB 145	1018	1103
G-BYAI	Boeing 757	1044	1208	87-24583	UH-60A	1203	1358
N5144Q	Hughes 369E	1216	1251	HB-JIB	MD-90	1226	1352
EI-CNV	Boeing 737	1236	1311	G-FIBS	Ecureuil	1239	1838(14)
G-JEDV	DHC-8 400	1356	1440	G-RJXJ	EMB 135	1405	1502
PH-OFH	Fokker 100	1418	1604	G-STR	Boeing 737 300	1425	1543
G-BBCA	JetRanger	1426	1757	G-STRI	Boeing 737 300	1629	1713
G-MAJK	Jetstream 41	1636	1750	EI-CJG	Boeing 737	1645	1731
G-CLOW	King Air 200	1647	1005(12)	G-RJXI	EMB 145	1650	1740
G-MAJC	Jetstream 41	1657	1747	G-RJXJ	EMB 135	1724	1822
G-RJXF	EMB 145	1729	1817	G-STER	JetRanger	1748	1834
LZ-BHA	Airbus 320	1808	1936	G-MIDZ	Airbus 320	1814	1929
G-WOWD	DHC-8 300	1842	1941	G-JEDV	DHC-8 400	1914	1950
PH-OFE	Fokker 100	1939	0636(12)	G-RJXG	EMB 145	2000	0719(12)
G-MAJK	Jetstream 41	2003	0704(12)	G-JEAY	BAe 146 200	2005	2052
G-RJXJ	EMB 135	2009	0716(12)	G-RJXI	EMB 145	2048	0801(12)
G-RJXF	EMB 145	2059	0722(12)	G-DBCC	Airbus 319	2145	0741(12)
12 Monday							
G-BYAI	Boeing 757	0104	0209	G-STR	Boeing 737 300	0159	0559
G-BYAI	Boeing 757	0712	0856	G-JEDV	DHC-8 400	0805	0844
G-EMBW	EMB 145 (DIV)	0830	1000	G-RJXE	EMB 145 (DIV)	0837	1021
TC-SUL	Boeing 737 800	0846	1044	G-WOWA	DHC-8 300	0850	0929
G-RJXD	EMB 145 (DIV)	0854	1211	G-RJXF	EMB 145	0914	1138
G-CCYH	EMB 145 (DIV)	0919	1055	G-RJXG	EMB 145	0922	1009
G-MAJK	Jetstream 41	0927	1013	PH-OFG	Fokker 100	0942	1048
G-BYRA	Jetstream 31	0946	1029	G-DBCC	Airbus 319	1012	1123
EI-CNW	Boeing 737	1015	1059	G-RJXJ	EMB 135	1023	1127
N900NS	Falcon 900EX Easy	1106	1450	G-EUOI	Airbus 319 (DIV)	1111	1257
G-RJXI	EMB 145	1113	1347	G-STR	Boeing 737 300	1115	1252
G-EXEC	PA-34 Seneca	1124	1504	N83FJ	Falcon 50	1153	0830(13)
G-RJXG	EMB 145	1158	1453	G-BYRA	Jetstream 31	1224	1340
G-MAJK	Jetstream 41	1234	1422	CS-DNQ	Falcon 2000	1333	1434
G-JEDP	DHC-8 400	1355	1444	G-JECG	DHC-8 400	1358	1438

G-RXJ	EMB 135	1410	1501	G-RJXF	EMB 145	1413	1526
G-HRPN	Robinson R-44	1433	1524	G-DBCD	Airbus 319	1436	1535
N139DB	PA-23 Aztec	1455	1629	PH-OFA	Fokker 100	1500	1603
G-JEAX	BAe 146 200	1518	1609	EL-CJG	Boeing 737	1606	1642
G-BYRA	Jetstream 31	1619	1719	G-BYAI	Boeing 757	1639	1810
G-RJXG	EMB 145	1647	1738	N9VL	Agusta A109A	1653	1505(13)
G-RJXI	EMB 145	1707	1750	OY-JRO	King Air B90	1711	1854
G-MAJK	Jetstream 41	1713	1758	G-RJXF	EMB 145	1717	1813
G-RJXJ	EMB 135	1733	1849	G-DBCD	Airbus 319	1753	1920
LZ-BHC	Airbus 320	1807	1912	G-WOWC	DHC-8 300	1846	1924
G-JEDP	DHC-8 400	1922	1957	G-RJXG	EMB 145	1927	0718(13)
PH-OFB	Fokker 100	1948	0613(13)	G-RJXF	EMB 145	1959	0724(13)
G-BYRA	Jetstream 31	2003	0656(13)	G-MAJK	Jetstream 41	2021	0720(13)
G-RJXI	EMB 145	2046	0735(13)	G-RJXJ	EMB 135	2129	0709(13)
G-DBCD	Airbus 319	2143	0654(13)	EL-CNZ	Boeing 737	2146	2220
G-STR	Boeing 737 300	2335	0904(13)				

13 Tuesday

G-BYAI	Boeing 757	0334	0626	G-JEDV	DHC-8 400	0807	0842
N900NS	Falcon 900EX Easy	0858	1157(14)	G-WOWC	DHC-8 300	0902	0930
G-MEME	PA-28R Arrow	0912	1203	G-RJXF	EMB 145	0922	1123
G-RJXB	EMB 145	0927	1004	G-BYRA	Jetstream 31	0933	1022
G-MAJK	Jetstream 41	0936	1017	G-DBCD	Airbus 319	0943	1031
PH-KLI	Fokker 100	0957	1106	G-BVMA	King Air 200	1012	1616
EL-CJC	Boeing 737	1014	1056	G-RJXJ	EMB 135	1021	1405
G-RJXI	EMB 145	1041	1351	N147VC	Cirrus SR-22	1150	1620
G-BFPZ	Cessna F177RG	1152	1434	G-RJXB	EMB 145	1155	1442
G-BYRA	Jetstream 31	1213	1346	G-MAJK	Jetstream 41	1234	1421
G-BYAI	Boeing 757	1249	1452	G-BAXU	Cessna F150L	1337	1440
G-JEDM	DHC-8 400	1356	1444	G-RJXF	EMB 145	1401	1507
PH-OFG	Fokker 100	1411	1558	G-DBCF	Airbus 319	1422	1546
G-JECG	DHC-8 400	1433	1510	G-JEAX	BAe 146 200	1518	1609
EL-CNV	Boeing 737	1600	1637	G-CBCS	Jetstream 31	1649	1728
G-RJXB	EMB 145	1652	1735	9H-AEK	Airbus 320	1654	1813
G-RJXI	EMB 145	1657	1739	G-RJXJ	EMB 135	1701	1746
G-RJXF	EMB 145	1705	1756	G-MAJK	Jetstream 41	1708	1752
G-CTWW	PA-34 Seneca	1718	1951	G-DBCF	Airbus 319	1807	1904
G-WOWD	DHC-8 300	1901	1931	G-JEDM	DHC-8 400	1921	1958
G-RJXB	EMB 145	1924	0716(14)	PH-OFI	Fokker 100	1936	0622(14)
G-RJXF	EMB 145	2005	0738(14)	G-CBCS	Jetstream 31	2009	0656(14)
G-MAJK	Jetstream 41	2020	0703(14)	G-RJXJ	EMB 135	2031	0709(14)
G-RJXI	EMB 145	2055	0719(14)	EL-CNW	Boeing 737	2132	2159
G-DBCF	Airbus 319	2218	0707(14)	G-STR	Boeing 737 300	2328	0543(14)

14 Wednesday

G-BYAI	Boeing 757	0015	0804	G-JEDV	DHC-8 400	0811	0851
I-MTVB	Citation Bravo	0821	1247	G-WOWD	DHC-8 300	0905	0940
G-RJXI	EMB 145	0917	1136	G-RJXB	EMB 145	0920	1002
G-MAJK	Jetstream 41	0932	1024	G-CBCS	Jetstream 31	0935	1030
G-DBCF	Airbus 319	0938	1041	PH-OFK	Fokker 100	0949	1058
EL-CNW	Boeing 737	1005	1052	G-RJXJ	EMB 135	1010	1412
G-RJXF	EMB 145	1038	1339	G-RJXB	EMB 145	1153	1504
G-CBCS	Jetstream 31	1212	1346	G-MAJK	Jetstream 41	1239	1424
JY-JAR	Airbus 320	1245	1324(15)	G-NOIR	Bell 222	1340	1612
G-JEDP	DHC-8 400	1353	1436	G-JECG	DHC-8 400	1413	1453
PH-OFI	Fokker 100	1415	1600	D-ABCD	CL604 Challenger	1421	0855(17)
G-RJXI	EMB 145	1431	1519	G-JEAX	BAe 146 200	1513	1608
G-DBCC	Airbus 319	1528	1632	EL-CNZ	Boeing 737	1555	1637

G-CBCS	Jetstream 31	1616	1723	G-RJXF	EMB 145	1659	1747
G-RJXJ	EMB 135	1703	1759	EC-JIB	Airbus 320	1708	1830
G-RJXB	EMB 145	1711	1807	G-MAJK	Jetstream 41	1715	1755
N5144Q	Hughes 369E	1716	1728	G-RJXI	EMB 145	1727	1815
N601HW	Challenger 3R	1732	0826(15)	G-MIDM	Airbus 321	1804	1910
G-WOWA	DHC-8 300	1826	1905	G-JEDP	DHC-8 400	1915	1957
PH-OFK	Fokker 100	1940	0616(15)	G-RJXB	EMB 145	1949	0715(15)
G-CBCS	Jetstream 31	2001	0656(15)	G-RJXI	EMB 145	2013	0738(15)
G-MAJK	Jetstream 41	2021	0705(15)	G-RJXF	EMB 145	2057	0723(15)
G-RJXJ	EMB 135	2105	0709(15)	G-BYAL	Boeing 757	2146	0747(15)
EI-CNW	Boeing 737	2148	2212	G-DBCC	Airbus 319	2158	0703(15)

15 Thursday

TF-ELA	Boeing 737 300	0021	1218(16)	N900CB	Cessna 421C	0039	0956(16)
G-STRJ	Boeing 737 300	0424	0909	G-JEDV	DHC-8 400	0806	0854
G-WOWA	DHC-8 300	0843	0926	G-BYCP	King Air B200	0850	1010
G-RJXB	EMB 145	0920	1005	G-RJXF	EMB 145	0938	1124
G-DBCC	Airbus 319	0941	1043	G-BYRA	Jetstream 31	0944	1023
G-MAJK	Jetstream 41	0947	1029	G-RJXJ	EMB 135	1014	1050
PH-OFK	Fokker 100	1019	1120	G-RJXI	EMB 145	1037	1345
N485LT	Hawker 800XP	1040	1648	EI-CNW	Boeing 737	1057	1147
G-RJXB	EMB 145	1204	1501	G-BYRA	Jetstream 31	1220	1338
G-MAJK	Jetstream 41	1248	1429	G-RJXJ	EMB 135	1310	1406
C-GTDH	Airbus 320	1347	1637	N132SV	Citation Sovereign	1350	1539
G-JEDP	DHC-8 400	1407	1447	G-RJXF	EMB 145	1411	1510
G-JECI	DHC-8 400	1420	1503	PH-OFK	Fokker 100	1431	0637(16)
G-DBCD	Airbus 319	1454	1613	G-JEAJ	BAe 146 200	1519	1616
EI-CNX	Boeing 737	1622	1659	G-BYRA	Jetstream 31	1629	1721
G-MAJK	Jetstream 41	1657	1750	G-RJXJ	EMB 135	1701	1747
G-RJXI	EMB 145	1713	1803	G-RJXB	EMB 145	1716	1800
N601HW	Challenger 3R	1718	0703(17)	G-RJXF	EMB 145	1724	1808
G-DBCD	Airbus 319	1845	2032	G-WOWA	DHC-8 300	1856	1936
G-JEDP	DHC-8 400	1921	2004	G-BYRA	Jetstream 31	1958	0658(16)
G-RJXB	EMB 145	2006	0712(16)	G-RJXF	EMB 145	2008	0720(16)
G-MAJK	Jetstream 41	2015	0705(16)	PH-OFJ	Fokker 100	2018	2129
G-RJXJ	EMB 135	2046	0837(16)	G-RJXI	EMB 145	2126	0740(16)
EC-ISI	Airbus 320	2209	2259	G-BYAP	Boeing 757	2211	0708(16)
EI-COB	Boeing 737	2241	2318	G-DBCD	Airbus 319	2308	0655(16)
G-STRJ	Boeing 737 300	2355	0546(16)				

16 Friday

G-JTCA	PA-23 Aztec	0652	0711	G-WOWA	DHC-8 300	0850	0945
G-RJXB	EMB 145	0919	1054	G-MAJK	Jetstream 41	0925	1004
B-BYRA	Jetstream 31	0928	1028	G-RJXF	EMB 145	0933	1117
N66DN	Lear Jet 45	0938	1152	G-JEDK	DHC-8 400	0950	1031
G-DBCD	Airbus 319	0953	1049	PH-KLE	Fokker 100	1013	1133
G-RJXI	EMB 145	1033	1348	D-CGRC	Lear Jet 35A	1035	1656
EI-CNX	Boeing 737	1044	1125	EC-HZS	Boeing 737 800	1105	1233
G-OECM	Rockwell 114B	1115	1429	G-RJXJ	EMB 135	1138	1416
G-STRJ	Boeing 737 300	1149	1316	N132SV	Citation Sovereign	1157	1236
G-BYRA	Jetstream 31	1221	1334	G-MAJK	Jetstream 41	1223	1424
G-RJXB	EMB 145	1323	1453	G-VKVK	Ecureuil	1335	1434
G-JEDN	DHC-8 400	1405	1455	G-GMAA	Lear Jet 45	1408	1450
G-RJXF	EMB 145	1412	1511	G-JECI	DHC-8 400	1439	1518
PH-OFH	Fokker 100	1442	1608	G-DBCE	Airbus 319	1447	1546
G-JEAJ	BAe 146 200	1528	1609	EI-CJC	Boeing 737	1605	1643
G-BYRA	Jetstream 31	1621	1723	G-RJXI	EMB 145	1651	1748
G-MAJK	Jetstream 41	1656	1756	G-CCYH	EMB 145	1658	1738

G-VRST	PA-46 Malibu	1708	1734	G-RJXJ	EMB 135	1712	1822
G-RJXF	EMB 145	1721	1801	G-DBCE	Airbus 319	1821	1910
G-WOWD	DHC-9 300	1831	1906	G-STRJ	Boeing 737 300	1919	2028
G-JEDN	DHC-8 400	1921	2001	G-JTCA	PA-23 Aztec	1925	1939
G-CCYH	EMB 145	1946	2152	G-RJXF	EMB 145	1951	2033
G-BYRA	Jetstream 31	1954	0658(19)	TC-AAP	Boeing 737 800	2006	2115
G-MAJK	Jetstream 41	2016	1504(18)	PH-KLE	Fokker 100	2024	0613(17)
G-RJXA	EMB 145	2056	1346(17)	G-RJXJ	EMB 135	2109	0813(17)
EI-CNW	Boeing 737	2157	2231	G-DBCF	Airbus 319	2201	0656(17)
G-BYAP	Boeing 757	2318	0701(17)				

17 Saturday

G-STRJ	Boeing 737 300	0555	0705	G-JEAK	BAe 146 200	0756	0842
G-JEDK	DHC-8 400	0815	0852	G-DBCF	Airbus 319	0929	1043
G-ZZXK	Lear Jet 45	0933	1313	G-WOWC	DHC-8 300	0948	1029
G-GLTT	PA-31 Navajo	0954	1101	PH-OFH	Fokker 100	1006	1112
EI-CNX	Boeing 737	1027	1103	G-RJXJ	EMB 135	1140	1539
G-BYAP	Boeing 757	1208	1418	G-STRJ	Boeing 737 300	1222	1343
G-SCIP	TB-20 Trinidad	1242	1700	PH-OFG	Fokker 100	1411	1600
EC-GNY	DC-9 83	1451	1620	LX-LAR	Lear Jet 35A	1455	1715
G-CRPH	Airbus 320	1458	1629	EI-COX	Boeing 737	1614	1655
G-SVPN	PA-32RT Saratoga	1627	1704	G-JEDT	DHC-8 400	1644	1718
OE-LCK	CRJ200LR	1732	1814	G-XLAE	Boeing 737 800	1747	1918
G-RJXL	EMB 135	1819	1900	G-RJXJ	EMB 135	1825	0727(18)
G-CEGR	King Air 200	1915	0858(18)	PH-OFC	Fokker 100	2005	0614(18)
G-RJXA	EMB 145	2053	0702(18)	G-BYAP	Boeing 757	2059	2238
G-RJXF	EMB 145	2142	1340(18)	G-STRJ	Boeing 737 300	2345	0052(18)

18 Sunday

EC-JHX	Boeing 737 400	0048	0151	G-BYAP	Boeing 757	0633	0740
G-RJXB	EMB 145	0944	1041	PH-OFE	Fokker 100	0947	1058
G-STRJ	Boeing 737 300	0951	1115	HB-JIB	MD 90	1208	1335
EI-CJG	Boeing 737	1214	1308	N900CB	Cessna 421C	1311	n/s+
G-HRPN	Robinson R-44	1327	1559(19)	G-RJXJ	EMB 135	1352	1511
G-JEDN	DHC-8 400	1423	1500	G-CJAD	CitationJet	1427	1426(28)
PH-OFE	Fokker 100	1429	1604	G-MAJK	Jetstream 41	1646	1800
G-RJXF	EMB 145	1651	1753	EI-CNV	Boeing 737	1655	1728
G-MAJA	Jetstream 41	1709	1747	G-RJXD	EMB 145	1722	1903
G-RJXJ	EMB 135	1730	1826	G-STRJ	Boeing 737 300	1739	1919
G-JEAX	BAe 146 200	1748	1850	G-MIDO	Airbus 320	1757	1853
LZ-BHA	Airbus 320	1823	1930	G-WOWC	DHC-8 300	1838	1925
G-JEAY	BAe 146 200	1906	1958	G-JEDN	DHC-8 400	1917	2006
PH-OFI	Fokker 100	1948	0616(19)	G-RJXJ	EMB 145	2003	0729(19)
G-MAJK	Jetstream 41	2015	0716(19)	G-RJXJ	EMB 135	2021	0709(19)
G-RJXF	EMB 145	2043	0720(19)	G-BYAP	Boeing 757	2055	0731(19)
G-DBCB	Airbus 319	2139	0702(19)	D-CAVE	Lear Jet 35A	2203	0110

19 Monday

G-STRJ	Boeing 737 300	0550	0653	PH-RXA	EMB 145	0750	0843
G-JEDV	DHC-8 400	0813	0853	TC-SUJ	Boeing 737 800	0837	1019
G-WOWA	DHC-8 300	0842	0922	G-RJXF	EMB 145	0919	1001
G-RJXG	EMB 145	0928	1116	G-MAJK	Jetstream 41	0940	1015
G-BYRA	Jetstream 31	0943	1024	G-DBCB	Airbus 319	0945	1048
PH-OFC	Fokker 100	0954	1054	G-RJXJ	EMB 145	1010	1104
EI-CNZ	Boeing 737	1038	1118	G-SAPM	TB-20 Trinidad	1045	1130
N900NS	Falcon 900EX Easy	1113	1141	N66DN	Lear Jet 45	1127	1816(20)
G-RJXF	EMB 145	1149	1457	PH-RXA	EMB 145	1158	1344
G-STRJ	Boeing 737 300	1205	1300	G-BYRA	Jetstream 31	1212	1340
N614CM	Gulfstream 5	1230	1646(24)	G-MAJK	Jetstream 41	1233	1425

G-RJXJ	EMB 135	1323	1415	G-BKVB	TB-10 Tobago	1325	1731
G-JEDK	DHC-8 400	1357	1440	G-RJXG	EMB 145	1400	1508
G-DBCF	Airbus 319	1438	1535	G-CCJE	Hughes 269C	1454	1231(22)
PH-OFJ	Fokker 100	1500	1603	G-BYAP	Boeing 757	1510	1745
G-JECI	DHC-8 400	1530	1629	EI-COX	Boeing 737	1552	1640
G-BYRA	Jetstream 31	1624	1718	G-RJXF	EMB 145	1650	1738
G-RJXJ	EMB 135	1702	1752	G-JEAV	BAe 146 200	1705	1801
G-MAJK	Jetstream 41	1711	0705(20)	G-RJXG	EMB 145	1715	1804
PH-RXA	EMB 145	1727	1812	LZ-BHC	Airbus 320	1753	1910
G-CDKB	SAAB 2000	1756	1834	G-DBCF	Airbus 319	1759	1856
G-WOWC	DHC-8 300	1822	1905	G-RJXF	EMB 145	1935	0713(20)
G-JEDK	DHC-8 400	1950	2023	PH-KLE	Fokker 100	2003	0614(20)
G-RJXG	EMB 145	2006	0716(20)	G-BYRA	Jetstream 31	2010	0657(20)
G-RJXJ	EMB 135	2032	0708(20)	PH-RXA	EMB 145	2057	0753(20)
G-DBCF	Airbus 319	2147	0651(20)	EI-CNX	Boeing 737	2156	2229
G-STRJ	Boeing 737 300	2330	0902(20)				

20 Tuesday

G-BYAP	Boeing 757	0254	0618	G-JEDV	DHC-8 400	0826	0857
G-FIBS	Ecureuil	0829	0843	G-WOWC	DHC-8 300	0842	0924
F-GBPB	King Air B90	0913	1233	G-RJXF	EMB 145	0915	1004
G-RJXG	EMB 145	0919	1120	G-BYRA	Jetstream 31	0925	1020
G-MAJK	Jetstream 41	0933	1017	G-DBCF	Airbus 319	0942	1042
PH-OFG	Fokker 100	0950	1046	G-RJXJ	EMB 135	1011	1413
G-JANN	PA-34 Seneca	1013	1723	G-RVRW	PA-23 Aztec	1023	1452
EI-CNW	Boeing 737	1029	1104	N64VB	B.58 Baron	1102	1155
PH-RXA	EMB 145	1105	1217	G-RJXD	EMB 145	1132	1346
G-RJXF	EMB 145	1151	1448	G-BYRA	Jetstream 31	1214	1333
G-MAJK	Jetstream 41	1227	1427	VP-CCO	Citation II	1235	1301
N160LC	CL600S Challenger	1340	1021(21)	N81188	PA-28	1348	1800
G-JECE	DHC-8 400	1354	1442	G-RJXG	EMB 145	1356	1515
G-JECI	DHC-8 400	1426	1502	G-DBCE	Airbus 319	1431	1530
PH-KLE	Fokker 100	1445	1607	G-JEAJ	BAe 146 200	1525	1609
G-FIBS	Ecureuil	1526	1551	EI-CNT	Boeing 737	1554	1635
G-BYRA	Jetstream 31	1620	1720	N64VB	B.58 Baron	1622	1628
G-RJXD	EMB 145	1644	1736	G-RJXF	EMB 145	1652	1731
G-RJXJ	EMB 135	1656	1745	G-BYAK	Boeing 757	1659	1840
G-MAJK	Jetstream 41	1705	1754	9H-AEK	Airbus 320	1710	1823
G-RJXG	EMB 145	1726	1807	G-DBCE	Airbus 319	1747	1847
G-WOWA	DHC-8 300	1837	1910	G-JECE	DHC-8 400	1914	1953
G-RJXF	EMB 145	1926	0736(21)	PH-OFI	Fokker 100	1936	0630(21)
G-BYRA	Jetstream 31	2002	0655(21)	G-RJXG	EMB 145	2008	0719(21)
G-RJXJ	EMB 135	2038	0727(21)	G-RJXD	EMB 145	2048	0717(21)
EI-CNW	Boeing 737	2137	2159	G-DBCE	Airbus 319	2142	0702(21)
G-STRJ	Boeing 737 300	2228	0612(21)	N66DN	Lear Jet 45	2231	1230(21)
G-MAJC	Jetstream 41	2338	0713(21)				

21 Wednesday

G-BYAK	Boeing 757	0331	0808	G-JEDP	DHC-8 400	0814	0854
G-WOWA	DHC-8 300	0837	0930	EI-DMG	Cessna 441	1900	1559
G-RJXG	EMB 145	0915	1121	G-RJXD	EMB 145	0922	1011
G-BYRA	Jetstream 31	0928	1014	PH-OFI	Fokker 100	0945	1053
G-MAJC	Jetstream 41	0949	1028	G-DBCE	Airbus 319	0953	1049
G-JLCA	PA-34 Seneca	0957	1315	G-RJXJ	EMB 135	1016	1413
EI-CJG	Boeing 737	1029	1102	G-RJXF	EMB 145	1051	1345
OH-BSB	King Air 300	1054	1553	P4-LJG	Citation X	1111	1814
G-PLAC	PA-31 Navajo	1134	1543	G-SAMJ	P-68B Victor	1137	1640
G-RJXD	EMB 145	1158	1450	G-BYRA	Jetstream 31	1216	1338

JY-JAR	Airbus 320	1242 1409	G-MAJC	Jetstream 41	1250 1425
G-RJXG	EMB 145	1343 1508	G-JECI	DHC-8 400	1355 1436
N9208V	MD 900	1419 1607	PH-OFA	Fokker 100	1421 1603
G-DBCA	Airbus 319	1439 1535	G-JEDN	DHC-8 400	1447 1527
G-JEAJ	BAe 146 200	1517 1606	G-OHCP	Twin Squirrel	1524 1049(22)
EI-CNZ	Boeing 737	1555 1634	D-CFAX	Lear Jet 35A	1612 1724
G-BYRA	Jetstream 31	1619 1707	N66DN	Lear Jet 45	1644 1701
G-BIXH	Cessna F152	1646 1729	G-RJXD	EMB 145	1655 1735
G-RJXJ	EMB 135	1658 1747	G-RJXG	EMB 145	1709 1801
G-RJXF	EMB 145	1712 1751	G-MAJK	Jetstream 41	1720 1820
G-DBCA	Airbus 319	1757 1859	G-WOWC	DHC-8 300	1827 1905
G-LAOL	PA-28RT Arrow	1831 1958(22)	G-RJXD	EMB 145	1931 0715(22)
PH-OFC	Fokker 100	1942 0622(22)	G-RJXG	EMB 145	1953 0721(22)
G-BYRA	Jetstream 31	1957 0653(22)	G-JEDN	DHC-8 400	1959 2032
G-RJXJ	EMB 135	2034 0708(22)	G-RJXF	EMB 145	2045 0748(22)
G-MAJK	Jetstream 41	2048 0702(22)	ZH882	Hercules C.5	2057 1022(22)
G-BYAK	Boeing 757	2106 0736(22)	G-DBCA	Airbus 319	2135 0700(22)
EI-CNV	Boeing 737	2149 2220	G-STRJ	Boeing 737 300	2232 0845(22)

22 Thursday

G-JEDP	DHC-8 400	0803 0842	CS-DFD	Falcon 2000	0814 1015
G-WOWC	DHC-8 300	0836 0917	G-RJXG	EMB 145	0913 1112
G-RJXD	EMB 145	0924 1007	G-MAJK	Jetstream 41	0926 1004
G-DBCA	Airbus 319	0932 1044	G-BYRA	Jetstream 31	0934 1020
PH-OFC	Fokker 100	0944 1051	G-DCSG	Robinson R-44	1001 1345
EI-CJC	Boeing 737	1017 1057	G-RJXJ	EMB 135	1023 1054
G-SFSG	King Air E90	1028 1644	G-RJXF	EMB 145	1128 1346
G-RJXD	EMB 145	1159 1448	G-BYRA	Jetstream 31	1204 1331
G-MAJK	Jetstream 41	1230 1420	JY-JAR	Airbus 320	1301 1426
G-RJXJ	EMB 135	1317 1403	C-GTDG	Airbus 320	1342 1623
G-SAMJ	P-68B Victor	1353 1557	G-RJXG	EMB 145	1356 1510
G-JECE	DHC-8 400	1358 1442	G-JECI	DHC-8 400	1410 1502
PH-OFA	Fokker 100	1416 1613	G-CEFP	King Air 200	1439 1703
G-FIBS	Ecureuil	1451 1605	G-DBCB	Airbus 319	1456 1555
G-JEAJ	BAe 146 200	1604 1649	EI-CNV	Boeing 737	1609 1641
G-BYRA	Jetstream 31	1621 1716	G-RJXF	EMB 145	1645 1736
G-OHCP	Twin Squirrel	1652 0830(23)	G-RJXJ	EMB 135	1656 1747
G-RJXD	EMB 145	1700 1742	G-MAJK	Jetstream 41	1734 1816
G-WOWA	DHC-8 300	1828 1904	G-DBCB	Airbus 319	1836 1928
G-JECE	DHC-8 400	1917 2006	PH-RXA	EMB 145	1920 2009
G-JIVE	Hughes 369E	1927 1947	G-RJXD	EMB 145	1932 0712(23)
PH-OFD	Fokker 100	1939 0625(23)	G-BYRA	Jetstream 31	2003 0645(23)
G-RJXJ	EMB 135	2027 0702(23)	G-MAJK	Jetstream 41	2046 0658(23)
G-RJXF	EMB 145	2051 0743(23)	G-BYAK	Boeing 757	2112 0713(23)
G-DBCB	Airbus 319	2126 0652(23)	EI-CNW	Boeing 737	2157 2229
G-RJXG	EMB 145	2211 0716(23)	G-STRJ	Boeing 737 300	2327 0555(23)

23 Friday

G-JECE	DHC-8 400	0811 0849	G-SFCJ	CitationJet	0824 0844
G-WOWA	DHC-8 300	0840 0917	G-SGEC	King Air B200	0846 0909
G-RJXD	EMB 145	0905 1450	G-MAJK	Jetstream 41	0915 1001
G-RJXG	EMB 145	0923 1148	G-BYRA	Jetstream 31	0928 1013
PH-OFK	Fokker 100	0937 1105	G-DBCB	Airbus 319	0940 1040
G-RJXJ	EMB 135	1016 1108	EI-CJG	Boeing 737	1019 1116
G-RJXF	EMB 145	1059 1355	N550PD	Citation Bravo	1110 n/res
EC-HZS	Boeing 737 800	1119 1318	G-STRJ	Boeing 737 300	1145 1258
G-BYRA	Jetstream 31	1210 1333	G-MAJK	Jetstream 41	1219 1427
N111SX	PA-46 Malibu	1231 1541(29)	G-RJXJ	EMB 135	1339 1755

F-HAJD	CitationJet	1349	1441	G-JEDI	DHC-8 400	1359	1445
G-JECI	DHC-8 300	1401	1448	PH-KLE	Fokker 100	1410	1606
G-RJXG	EMB 145	1423	1516	G-DBCF	Airbus 319	1431	1530
G-JEAJ	BAe 146 200	1511	1558	G-BYRA	Jetstream 31	1621	1722
G-SFCJ	CitationJet	1626	1633	EI-CNW	Boeing 737	1642	1710
G-RJXD	EMB 145	1648	1738	G-RJXF	EMB 145	1657	1743
G-MAJK	Jetstream 41	1707	1752	G-RJXG	EMB 145	1716	1808
G-SGEC	King Air B200	1733	1757	CS-DFF	Falcon 2000	1749	1833
G-DBCF	Airbus 319	1758	1858	G-WOWC	DHC-8 300	1855	1927
G-STRJ	Boeing 737 300	1858	2008	G-FIRS	Robinson R-22	1902	n/res
G-JEDI	DHC-8 400	1919	2010	G-RJXD	EMB 145	1933	2039
PH-OFI	Fokker 100	1939	0621(24)	TC-AAB	Boeing 737 800	1959	2116
G-RJXG	EMB 145	2001	2036	G-BUVC	Jetstream 31	2015	0652(26)
G-MAJK	Jetstream 41	2020	1406(25)	G-RJXJ	EMB 135	2043	0813(24)
G-RJXF	EMB 145	2052	2138	G-DBCE	Airbus 319	2145	0657(24)
EI-CNT	Boeing 737	2212	2243				
24 Saturday							
G-BYAU	Boeing 757	0014	0724	G-STRJ	Boeing 737 300	0533	0631
G-JEAS	BAe 146 200	0754	0836	G-JECE	DHC-8 400	0817	0855
G-DBCE	Airbus 319	0919	1035	G-WOWA	DHC-8 300	0942	1021
PH-KLG	Fokker 100	0955	1052	EI-CJG	Boeing 737	1026	1105
G-RJXJ	EMB 145	1110	1344	G-BYKK	Robinson R-44	1117	1200
G-STRJ	Boeing 737 300	1122	1246	G-RJXI	EMB 145	1145	1338(25)
G-BYAU	Boeing 757	1235	1359	G-GTDK	Airbus 320	1436	1620
EC-HNC	DC-9 83	1454	1607	EI-CNV	Boeing 737	1606	1642
G-JECG	DHC-8 400	1618	1659	N9208V	MD 900	1621	1643
D-CAVE	Lear Jet 35A	1653	0850(25)	G-RJXL	EMB 135	1740	1823
PH-KLE	Fokker 100	1807	1906	G-STRJ	Boeing 737 300	1904	2015
PH-KLD	Fokker 100	1954	0627(25)	G-RJXJ	EMB 135	2012	0732(25)
G-BYAU	Boeing 757	2033	2236	G-RJXG	EMB 145	2132	0705(25)
G-XLAG	Boeing 737 800	2151	2256				
25 Sunday							
EC-IUC	Boeing 737 800	0023	0101	G-BYAU	Boeing 757	0416	0708
G-STRJ	Boeing 737 300	0549	0738	PH-KLD	Fokker 100	0935	1039
G-RJXE	EMB 145	1014	1104	HB-JIB	MD 90	1206	1326
EI-COX	Boeing 737	1225	1305	G-SFCJ	CitationJet	1236	1736
G-JEDI	DHC-8 400	1352	1436	G-BYKK	Robinson R-44	1401	1419
G-RJXJ	EMB 135	1412	1510	G-STRJ	Boeing 737 300	1414	1545
PH-OFE	Fokker 100	1417	1615	G-JIVE	Hughes 369E	1457	1522
G-MAJM	Jetstream 41	1503	1533	G-JEAJ	BAe 146 200	1520	1604
D-IGME	CitationJet	1530	1746	EI-CNX	Boeing 737	1639	1717
G-RJXI	EMB 145	1642	1754	G-MAJM	Jetstream 41	1658	1739
G-RJXJ	EMB 135	1732	1823	G-RJXG	EMB 145	1743	1828
G-BKMT	PA-28R Arrow	1753	1255(26)	G-MIDO	Airbus 320	1757	1909
G-MAJO	Jetstream 41	1804	1841	LZ-BHA	Airbus 320	1820	1922
G-WOWA	DHC-8 300	1839	1928	G-OMJC	Raytheon Premier	1915	0722(26)
G-JEDI	DHC-8 400	1919	1958	PH-OFC	Fokker 100	1944	0631(26)
G-MAJM	Jetstream 41	1952	0701(26)	G-JEAV	BAe 146 200	2007	2037
G-RJXJ	EMB 135	2015	0705(26)	G-RJXF	EMB 145	2029	0752(26)
G-RJXI	EMB 145	2053	0710(26)	G-BYAU	Boeing 757	2056	0729(26)
G-RJXG	EMB 145	2103	0713(26)	G-DBCB	Airbus 319	2212	0659(26)
26 Monday							
G-STRJ	Boeing 737 300	0234	1249	G-JECE	DHC-8 400	0820	0917
TC-SUL	Boeing 737 800	0847	1015	HB-IVM	Falcon 2000	0901	1447
G-WOWA	DHC-8 300	0913	0957	G-RJXI	EMB 145	0915	1004
G-RJXG	EMB 145	0922	1137	N79EL	Beechjet 400A	0925	0935

G-MIDV	Airbus 320	0931	1037	G-BUVC	Jetstream 31	0936	1027
G-MAJM	Jetstream 41	0940	1019	PH-OFE	Fokker 100	0943	1048
G-BFTT	Cessna 421C	0952	1350	OE-GBC	Citation II	0959	1639(27)
G-RJXJ	EMB 135	1010	1051	EI-CNW	Boeing 737	1041	1121
G-RJXF	EMB 145	1111	1347	G-RJXI	EMB 145	1154	1437
G-BUVC	Jetstream 31	1203	1336	G-MAJM	Jetstream 41	1228	1425
G-RJXJ	EMB 135	1322	1407	G-JEDN	DHC-8 400	1400	1440
G-JECI	DHC-8 400	1404	1450	G-RJXG	EMB 145	1413	1508
G-DBCA	Airbus 319	1444	1548	PH-OFK	Fokker 100	1448	1606
G-BYAU	Boeing 757	1505	1742	G-JEAJ	BAe 146 200	1521	604
N79EL	Beechjet 400A	1557	1613	G-BUVC	Jetstream 31	1621	1703
G-OMJC	Raytheon Premier	1638	1711	G-RJXI	EMB 145	1640	1736
EI-COX	Boeing 737	1651	1736	G-RJXF	EMB 145	1656	1744
G-MAJM	Jetstream 41	1700	1749	G-RJXJ	EMB 135	1702	1756
G-RJXG	EMB 145	1724	1815	G-DBCA	Airbus 319	1812	1903
G-WOWA	DHC-8 300	1820	1905	LZ-BHC	Airbus 320	1825	2021
G-RKJT	PA-46 Malibu	1901	0827(27)	G-JEDN	DHC-8 400	1926	1958
G-RJXI	EMB 145	1935	0720(27)	PH-OFF	Fokker 100	1954	0613(27)
G-BUVC	Jetstream 31	2000	0652(27)	G-MAJM	Jetstream 41	2009	0706(27)
G-RJXG	EMB 145	2012	0723(27)	G-RJXJ	EMB 135	2036	0712(27)
G-RJXF	EMB 145	2051	0752(27)	G-DBCA	Airbus 319	2142	0657(27)
EI-CNW	Boeing 737	2228	2300	G-STRJ	Boeing 737 300	2324	0915(27)
27 Tuesday							
G-BYAU	Boeing 757	0313	0626	G-JECE	DHC-8 400	0825	0900
G-WOWA	DHC-8 300	0835	0938	N64VB	B.58 Baron	0852	0909
G-RJXI	EMB 145	0922	1003	G-BTKL	Bolkow 105DB-4	0925	0950
G-RJXG	EMB 145	0928	1058	G-MAJM	Jetstream 41	0933	1011
G-DBCA	Airbus 319	0937	1053	G-BUVC	Jetstream 31	0940	1017
PH-OFK	Fokker 100	0944	1043	G-FPLD	King Air B200	1001	1902
G-RJXJ	EMB 135	1005	1045	EI-CNW	Boeing 737	1027	1104
G-RJXF	EMB 145	1054	1348	G-VUEA	Citation II	1125	1222
G-RJXI	EMB 145	1155	1442	G-BUVC	Jetstream 31	1208	1341
G-USTB	Agusta A109A	1216	0839(28)	G-BYAU	Boeing 757	1231	1502
G-RJXK	EMB 135	1234	1413	G-MAJM	Jetstream 41	1239	1451
G-RJXG	EMB 145	1353	1509	G-JECI	DHC-8 400	1355	1445
G-JEDI	DHC-8 400	1403	1447	G-DBCE	Airbus 319	1453	1545
PH-KLD	Fokker 100	1456	1611	G-JEAJ	BAe 146 200	1521	1609
VP-BMZ	Gulfstream 900	1546	1828(28)	EI-COB	Boeing 737	1601	1642
G-BUVC	Jetstream 31	1617	1717	G-RJXI	EMB 145	1657	1744
G-RJXF	EMB 145	1659	1749	G-RJXK	EMB 135	1701	1756
G-RJXG	EMB 145	1716	1812	G-MAJM	Jetstream 41	1719	1800
9H-AEK	Airbus 320	1727	1844	N845QS	Hawker 800XP	1804	0855(28)
G-DBCE	Airbus 319	1815	1935	G-WOWA	DHC-8 300	1823	1906
OE-FMG	King Air C90A	1900	0452(28)	G-JEDI	DHC-8 400	1908	1948
G-VUEA	Citation II	1940	2044	PH-OFA	Fokker 100	1944	0606(28)
G-RJXI	EMB 145	1946	0739(28)	G-BUVC	Jetstream 31	1955	0824(28)
N601HW	Challenger 3R	2000	1934(30)	G-RJXG	EMB 145	2006	0751(28)
G-MAJM	Jetstream 41	2023	0704(28)	G-RJXK	EMB 135	2034	0711(28)
G-RJXF	EMB 145	2054	0756(28)	G-DBCE	Airbus 319	2155	0656(28)
EI-CJC	Boeing 737	2209	2236	G-STRJ	Boeing 737 300	2226	0811(28)
28 Wednesday							
G-BYAU	Boeing 757	0033	0808	G-PUSI	Cessna T303	0748	0814
G-FIBS	Ecureuil	0754	0815	G-WOWB	DHC-8 300	0852	0936
G-JECE	DHC-8 400	0900	0939	G-DBCE	Airbus 319	0927	1033

G-MAJM	Jetstream 41	0934	1015	P4-LJG	Citation X	0941	1345
PH-KLD	Fokker 100	0944	1052	G-RJXI	EMB 145	0952	1036
G-RJXG	EMB 145	0956	1512	G-RJXK	EMB 135	1012	1409
EI-CNT	Boeing 737	1021	1102	G-RJXF	EMB 145	1049	1340
G-BUVC	Jetstream 31	1054	1125	G-BYCP	King Air B200	1155	1422
G-RJXI	EMB 145	1229	1450	G-MAJM	Jetstream 41	1239	1428
G-BUVC	Jetstream 31	1250	1336	JY-JAR	Airbus 320	1253	1418
G-JECI	DHC-8 400	1351	1503	G-JEDI	DHC-8 400	1357	1435
PH-OFK	Fokker 100	1415	1613	G-DBCF	Airbus 319	1438	1530
G-OPUB	T67M Firefly	1526	n/s +	G-JEAJ	BAe 146 200	1529	1611
EI-CJC	Boeing 737	1608	1642	G-BUVC	Jetstream 31	1615	1709
G-RJXF	EMB 145	1701	1757	G-RJXI	EMB 145	1704	1744
G-RJXK	EMB 135	1706	1800	G-MAJM	Jetstream 41	1708	1749
G-RJXG	EMB 145	1710	1806	G-DBCF	Airbus 319	1755	1919
G-WOWA	DHC-8 300	1836	1915	G-JEDI	DHC-8 400	1911	1952
G-RJXI	EMB 145	1910	0723(29)	PH-KZK	Fokker 70	1945	0616(29)
G-BUVC	Jetstream 31	1959	0650(29)	G-RJXG	EMB 145	2014	0727(29)
G-MAJM	Jetstream 41	2017	0711(29)	G-RJXK	EMB 135	2041	0715(29)
G-BYAU	Boeing 757	2058	0739(29)	G-RJXF	EMB 145	2107	0746(29)
G-DBCF	Airbus 319	2139	0654(29)	EI-CNT	Boeing 737	2200	2223
29 Thursday							
G-STRJ	Boeing 737 300	0022	0847	G-JEDO	DHC-8 400	0812	0849
84-0085	C-21A	0855	1621	G-RJXG	EMB 145	0924	1517
G-BUVC	Jetstream 31	0928	1020	G-MAJM	Jetstream 41	0930	1024
G-DBCF	Airbus 319	0932	1039	G-WOWA	DHC-8 300	0936	1007
G-RJXI	EMB 145	0938	1018	PH-OFK	Fokker 100	0948	1045
EI-CNW	Boeing 737	1011	1055	G-RJXK	EMB 135	1014	1048
G-RJXF	EMB 145	1052	1348	G-RJXI	EMB 145	1204	1456
G-BUVC	Jetstream 31	1207	1338	JY-JAR	Airbus 320	1217	1335
G-MAJM	Jetstream 41	1246	1425	G-RJXK	EMB 135	1317	1747
G-JEDM	DHC-8 400	1403	1459	CS-DRC	Hawker 800XP	1405	1548
C-GTDG	Airbus 320	1408	1613	G-JECE	DHC-8 400	1415	1502
PH-KLE	Fokker 100	1420	1607	G-DBCB	Airbus 319	1425	1533
G-JEAJ	BAe 146 200	1525	1616	EI-CNV	Boeing 737	1552	1632
G-BUVC	Jetstream 31	1619	1718	G-RJXI	EMB 145	1653	1739
G-MAJM	Jetstream 41	1656	1750	G-RJXF	EMB 145	1659	1744
G-RJXG	EMB 145	1703	1756	G-DBCB	Airbus 319	1757	1853
G-WOWA	DHC-8 300	1843	1924	G-RJXI	EMB 145	1930	0719(30)
G-JECE	DHC-8 400	1936	2014	PH-KZR	Fokker 70	1940	0626(30)
G-BUVC	Jetstream 31	1955	0653(30)	G-MAJM	Jetstream 41	2002	0659(30)
G-RJXG	EMB 145	2004	0751(30)	G-RJXK	EMB 135	2044	0706(30)
G-RJXF	EMB 145	2058	0725(30)	G-BYAU	Boeing 757	2130	0716(30)
G-DBCB	Airbus 319	2134	0713(30)	EI-CNZ	Boeing 737	2141	2220
G-STRJ	Boeing 737 300	2338	0532(30)				
30 Friday							
ZH876	Hercules C.4	0353	0407	G-JEDO	DHC-8 400	0818	0853
G-WOWA	DHC-8 300	0859	0936	G-EXEC	PA-34 Seneca	0904	1044
G-RJXF	EMB 145	0921	1120	G-RJXI	EMB 145	0923	1056
G-MAJM	Jetstream 41	0925	1531	G-BUVC	Jetstream 31	0937	1021
G-DBCB	Airbus 319	0944	1040	G-RJXK	EMB 135	1008	1415
EI-CNW	Boeing 737	1024	1102	PH-KLG	Fokker 100	1041	1145
G-RJXG	EMB 145	1053	1340(01)	EC-ICD	Boeing 737 800	1117	1239
G-STRJ	Boeing 737 300	1139	1252	G-BUVC	Jetstream 31	1225	1339
OY-JRI	Beech 1900C.1	1313	1748	G-RJXI	EMB 145	1318	1448
G-GBRU	JetRanger	1322	1646(18)	G-JEDM	DHC-8 400	1356	1501
PH-OFH	Fokker 100	1413	1612	G-DBCE	Airbus 319	1435	1536

G-JEDN	DHC-8 400	1455	1540	G-JEJ	BAe 146 200	1517	1605
G-RJXF	EMB 145	1522	1601	PH-RXA	EMB 145	1528	1623
El-CNT	Boeing 737	1608	1645	G-BUVC	Jetstream 31	1632	1717
G-RJXI	EMB 145	1649	1736	G-RDBS	Citation II	1653	1753
G-RJXK	EMB 135	1655	1742	G-DBCE	Airbus 319	1744	1851
G-MAJM	Jetstream 41	1751	1825	G-RJXF	EMB 145	1755	1847
CS-DNM	Hawker 800XP	1808	1318(03)	G-STRJ	Boeing 737 300	1831	1958
PH-RXA	EMB 145	1935	2023	PH-KLE	Fokker 100	1942	0632(01)
G-WOWD	DHC-8 300	1946	2024	G-RJXI	EMB 145	1955	2142
TC-APH	Boeing 737 800	2002	2146	G-BUVC	Jetstream 31	2009	0653(03)
G-JEDN	DHC-8 400	2026	2101	D-CCAA	Lear Jet 35A	2032	2239
G-RJXF	EMB 145	2036	2115	G-MAJM	Jetstream 41	2047	1502(02)
G-RJXK	EMB 135	2109	0813(01)	G-DBCE	Airbus 319	2200	0657(01)
El-CJG	Boeing 737	2202	2232	PH-RXA	EMB 145	2304	0720(01)

From and to

01) P4-LJG/F and T Dublin; D-CAVE/Las Palmas-Karlsruhe: 02) F-GBPB/Weston-Teesside; N671B/F-n/s-T Isle of Man: 03) CS-DFE/Olbia-Cannes; CS-DFH/Bodrum-Luton; CS-DNM/Oxford-n/s-Palma; LX-LAR/Dalaman-Luxembourg: 04) N79EL/Cannes-EMA; CS-DHJ/Palma-n/s-Warsaw; N66DN/F and T Luton: 05) N182PN/F and T ???; N900CB/ Guernsey-n/s-Milan: 06) P4-LJG/Dublin-Doncaster; N601HW/F-n/s-T Gander: 07) D-ICRK/Coventry-Prague: 08) N900CB/Parma-n/s-Genk: 09) N109MJ/Elstree-Skipton: 10) N188AM/ Bembridge-Elvington: 11) N5144Q/Skipton-Middle Wallop: 12) N900NS/F and T Jersey; N83FJ/Manchester-n/s-Stansted; CS-DNQ/ Biggin Hill-Luton; N139DB/F and T White Waltham; N9VL/F-n/s-T a site near Lyneham; OY-JRO/Southend- Prague: 13) N900NS/Jersey-n/s-Biggin Hill; N147VC/Southend-Booker: 14) I-MTVB/F and T Turin; D-ABCD/ Palma-n/s-Milan; N5144Q/Hexham-a site in Manchester; N601HW/ Dusseldorf-n/s-Prestwick: 15) N900CB/Liege-n/s-Cologne Bonn; N485LT/F and T Luton; N132SV/Cambridge-Shannon; N601HW/Prestwick- n/s-Gander: 16) N66DN/Luton-Florence; D-CGRC/F and T Liege; N132SV/ Shannon-Farnboro: 17) LX-LAR/ Zakynthos-Luxembourg: 18) N900CB/Cologne Bonn-n/s+; D-CAVE/???-n/s-Karlsruhe: 19) N900NS/F and T Jersey; N66DN/Florence-n/s-Cambridge; N614CM/Luton-n/s-Jersey: 20) F-GBPB/Weston-Tollerton; N64VB/ Sleep-Elstree and Elstree-Sleep; VP-CCO/F and T Biggin Hill; N81188/F and T Charlton Park; N66DN/Cambridge n/s-Staverton: 21) El-DMG/F and T Waterford; OH-BSB/Birmingham-Pori; P4-LJG/F and T Dublin; N9208V/ a site in Cumbria-Appleby; D-CFAX/Stuttgart-Frankfurt; N66DN/ Staverton-Luton: 22) CS-DFD/Farnboro-Kerry: 23) N550PD/Gamston-n/res; N111SX/Le Bourget-n/s-Bournemouth; F-HAJD/Le Bourget-Deauville; CS-DFF/ Kerry-Le Bourget: 24) N9208V/F and T a site near Carlisle; D-CAVE/Palma-n/s-Fuerteventura: 25) D-IGME/ Frankfurt-Heathrow: 26) HB-IVM/Zurich-Farnboro; N79EL/Gamston-Carlisle and Dundee-Gamston; OE-GBC/F and T Vienna: 27) N64VB/ Elstree-Tatenhill; VP-BMZ/Zurich-n/s-Fairoaks; N845QS/Farnboro-n/s-Biggin hill; OE-FMG/Cranfield-n/s-Innsbruck; N601HW/F-n/s-T Gander: 28) P4-LJG/ Luton-Dublin: 29) CS-DRC/Brussels-Nice: 30) OY-JRI/ F and T Coventry; CS-DNM/Northolt-n/s-Le Bourget; D-CCAA/Palma-Karlsruhe:

Overshoots

01) G-RAFP/CWL77; ZF492/LOP26: 02) G-RAFL/CWL77: 12) XX838/COLT40; G-YPOL/Police42: 16) G-SGEC: 20) G-RAFP/CWL75: 21) F-GGNU/SFA75; G-RAFN/CWL73: 22) G-BNYO; G-BFYM: 23) G-CCFU: 24) G-GMPB/Police152: 26) G-RAFP/CWL19:

Leeds/Bradford movements review: September 2005

Starting the month on the 1st was the Citation X P4-LJG of Venair which was from and to Dublin and Lear Jet 35A D-CAVE from Las Palmas to Karlsruhe as "Ambulance 853. On the 2nd King Air 90 F-GBPB was from Weston to Teesside and Beech A36 Bonanza N671B was night stopping from and to its home on the Isle of Man. First Netjets of the month was Falcon 2000 CS-DFE on the 3rd from Olbia to Cannes with the callsign "Fraction 2NE" and it was followed by Falcon 900 CS-DFH as "Fraction 443W-9EW" from Bodrum to Luton, after which Hawker 800XP CS-DNM was night stopping from Oxford to Palma as "Fraction 035B- 8MZ". Meanwhile the Lear Jet 35A LX-LAR was from Dalaman to Luxembourg as "Duke 2 Ambulance". Our old friend the Beechjet 400A N79EL was from Cannes to its home at EMA on the 4th and Lear Jet 45 N66DN was from and to Luton whilst night stopping was

the Citation Bravo CS-DHJ as "Fraction 1RN" from Palma to Warsaw. The appropriately registered Cessna 182R N182PN on the 5th was recorded without a from and to in the log but the night stopping Cessna 421C N900CB was from Guernsey to Milan. Diverting in from a fog shrouded Robin Hood Airport on the 6th was the Citation X P4-LJG which was from Dublin to Robin Hood and much later in the day the Wal-mart Challenger N601HW arrived from Gander and night stopped until the 9th when it went back to Gander.

On the 7th the SA226 Metro 2 D-ICRK of Binair was from Coventry to Prague and was calling "Binair 2A-B". Cessna 421C N900CB was back on the 8th night stopping from Parma to Genk. The only foreigner to record on the 9th was the Agusta A109 N109MJ which was from Elstree to Skipton. Diverting in from a fogbound Elvington on the 10th was the newly registered Islander N188AM which was from Bembridge then to Elvington. Hughes 369 N5144Q on the 11th was calling "Air Medina 05" when it was from Skipton to Middle Wallop. The 12th saw the Falcon 900EX Easy N900NS from and to its home in Jersey and the Falcon 2000 CS-DNQ as "Fraction 2MF" from Biggin Hill to Luton while the Falcon 50 N83FJ was night stopping from Manchester to Stansted and Aztec N139DB was from and to White Waltham. Also that day the Agusta A109 N9VL was night stopping from and to a site near Lyneham and finally Beech King Air B90 OY-JRO of DAT was calling "Hightide 911P-911" from Southend to Prague. Back again on the 13th was Falcon 900EX Easy N900NS night stopping from Jersey to Biggin Hill and the Cirrus SR-22 N147VC was from Southend to Booker.

We don't seem to get many Italians but on the 14th the Citation Bravo I-MTVB of Miroglio (UK) Ltd was from and to Turin, the same day saw Hughes 369 N5144Q (this time calling "Bladerunner 001") back again from Hexham to a site in Manchester and two night stoppers were CL604 Challenger D-ABCD as "RUS 9856-8028" from Palma to Milan and the Challenger N601HW from Dusseldorf to Prestwick. Arriving very early in the morning of the 15th was Cessna 421C N900CB again for a night stop, this time from Liege to Cologne-Bonn. Others that day were the Hawker 800XP N485LT of Surewing from and to Luton plus the Citation Sovereign N132SV, which was a first visit of type and was from Cambridge to Shannon, and the night stopping Challenger N601HW from Prestwick to Gander. On the 16th we had the Lear Jet 45 N66DN again from Luton to Florence followed by the Citation sovereign N132SV again going from Shannon to Farnboro and Lear Jet 34A D-CGRC of Taurus Air from and to Liege as "Taurusair 353". The only foreigner of note on the 17th was the Lear Jet 35A LX-LAR on a medevac flight from Zakynthos to Luxembourg as "Lion king 2 Ambulance". Cessna 421C N900CB arrived back from Cologne-Bonn on the 18th and was still present at the end of the month and just before midnight Lear Jet 35A D-CAVE arrived from points unknown as "Ambulance 914" to depart later to Karlsruhe.

The Falcon 900 Easy N900NS was back on the 19th from and to Jersey and two night stoppers were the Lear Jet 45 N66DN from Florence to Cambridge and Gulfstream 5 N614CM of CYMI Investments which was from Luton n/s to Jersey (on the 24th). King Air 90 F-GBPB on the 20th was from Weston where I think it is based to Tollerton whilst Baron N64VB was from Sleep to Elstree then from Elstree back home to Sleep. Meanwhile the Citation II VP-CCO was from and to Biggin Hill and the Challenger 600S N160LC night stopped from Naples to Keflavik. While Cherokee N81188 was from and to Charlton Park and the Baron N64VB was from Elstree to Sleep, finally just before midnight Lear Jet 45 N66DN was from Cambridge and departed to Staverton the following mid-day. From and to its home at Waterford on the 21st was the Cessna 441 Conquest EI-DMG of Dawn Meats and the day was very busy with King Air 300 OH-BSB from Birmingham to Pori, Citation Ten P4-LJG from and to Dublin, MD-900 N9208V from "a site in Cumbria" to Appleby, Lear Jet 35A D-CFAX of FAI Rent a Jet from Stuttgart to Frankfurt as "Frankenair 1399" and Lear Jet 45 N66DN from Staverton to Luton. Netjets were back with us on the 22nd when Falcon 2000 CS-DFD was from Farnboro to Kerry as "Fraction 2FD".

New resident arriving on the 23rd was Citation Bravo N550PD which came from Gamston where it has been for some months to take the place of G-RVHT which left some time ago. Others on the 23rd were PA-46 Malibu N111SX which night stopped from Le Bourget to Bournemouth, the CitationJet F-HAJD which was from Le Bourget to Deauville and the Netjets Falcon 2000 CS-DFF from Kerry to Le Bourget as "Fraction 2PN". More repeat visitors on the 24th when MD-900 N9208V was from and to

a site near Carlisle and Lear Jet 35A D-CAVE was night stopping as "Ambulance 945-937" from Palma to Fuerteventura. The CitationJet D-IGME of Atlas Air on the 25th was from Frankfurt to Heathrow. Back to callsigns on the 26th when Falcon 2000 HB-IVM was using the IBM prefix as "Blue 55" from Zurich to Farnboro and the night stopping Citation II OE-GBC was calling "Vanitair 156-7" from and to Vienna, meanwhile the Beechjet 400A N79EL was from Gamston to Carlisle then back from Dundee to Gamston. Baron N64VB was back yet again on the 27th from Elstree to Tatenhill and the Gulfstream 900 VP-BMZ was night stopping from Zurich to Fair Oaks, also night stopping were Hawker 800XP N845QS as "Fraction 8GV" from Farnboro to Biggin Hill, King Air C90A OE-FMG as "FTY 2" from Cranfield to Innsbruck and the Challenger N601HW from and to Gander. Citation ten P4-LJG was from Luton to Dublin on the 28th. The Netjets Hawker 800XP CS-DRC on the 29th was "Fraction 398C-5LE" when it was from Brussels to Nice. Finally for the foreigners we had Beech 1900 OY-JRI on the 30th as "Arriberbird 900T" from and to Coventry for crew training, Lear Jet 35A D-CCAA from Palma to Karlsruhe as "Ambulance 974" and Hawker 800XP CS-DNM night stopping until 03/10 as "Fraction 665Q- 8MZ" from Northolt to Le Bourget.

Now for other notes. On the 1st the Excel Boeing 737 G-XLAB positioned in from Gatwick and went to Montichiari as "Excel 940P-7940" while Astraesus were using the Eirjet Airbus 320 EI-DKG which positioned in from Manchester as "Flystar 935P" went to Faro then returned on the 2nd and left for Cork as "Flystar 936P". The Dakota G-AMRA was calling in to pick up a passenger en route to Londonderry. On the 2nd the Aztec G-NRSC was calling "Surveyor 06" and King Air G-CEGP was "Cega 697" whilst Astraesus were again borrowing aircraft, A320 EI-DIJ positioned in as "Flystar 937P" from Dublin then did the Mahon flight before returning early on the 3rd and positioning back to Dublin. Meanwhile Boeing 737 EC-IVR of Futura positioned in as "Flystar 951P" from Ostend to do the Ibiza flight then positioned back to Ostend. Meanwhile in the midst of this on the 2nd it was reported that Fly Swede had gone out of business. On the 3rd Astraesus were using Eirjet's Airbus 320 EI-DIJ and Aviajet's DC-9 83 OE-LOG and the King Air G-CEGA was calling "Cega 651-482". Making a first visit on the 4th was Lear Jet 45 G-GOMO of Goldair as "Goldair 80A-B" and also noted was their other Lear Jet 45 G-OLDR as "Goldair 81A-B" whilst late in the evening the Dakota G-AMRA returned from Londonderry and went to Coventry. On the 7th the Twin Squirrel G-SKYW was using the callsign "Cabair 08" and Agusta A109 G-ESLH was "Sloane 15" and night stopped. King Air B200 G-WVIP was "Prestige 01" on the 8th and very late that day the Agusta 109E G-WNAA operated as "Helimed 53E".

Visiting on the 10th was Citation G-VUEZ as "Flyvue 814-5". On the 12th we had a few diversions from Manchester with EMB 145's G-EMBW as "Speedbird 705-0108", G-RJXE as "Midland 3902-9111", G-RJXD as "Midland 3807-9112", G-CCYH as "Midland 3703" and Airbus 319 G-EUOI as "Shuttle 1386-1391". On the 13th the Seneca G-CTWW was "Clifton 61" and on the 14th we had Bell 222 G-NOIR as "Starspeed 35". In for maintenance on the 15th was the Jet2 Boeing 737 TF-ELA as "Channex 904E-903P" from Gatwick to Manchester, the same day saw King Air 200 G-BYCP operating as "Lonex 483-483A". The appropriately registered Lear Jet 45 G-GMAA on the 16th was calling "Gama 741" whilst on the 17th their new Lear Jet 45 G-ZXZX was "Gama 721" on its first visit here. Others on the 17th were Navajo G-GLTT as "Airtime 149- 84P" and King Air G-CEGR as "Cega 970". On the 20th the Seneca G-JANN arrived using its registration but departed as "Synergy 168" and Aztec G-RVRW was "Raven 88T" whilst the King Air E90 G-SFSG on the 22nd was operating as "Suzy 945" and King Air G-CEGP was "Cega 838". Moving on to the 25th when CitationJet G-SFCJ of Hangar 8 was calling "Hangar 852-3" and on a first visit to the LBA was the Raytheon Premier G-OMJC of Manhattan Air which night stopped as "Manhattan 99A-94A". On the 27th the Bolkow 105 G-BTKL of Veritair was calling "Victor 01" and King Air 200 G-FPLD was "Calibrator 443" while Citation G-VUEA was "Flyvue 261-2-3-4" and the night stopping Agusta 109 G-USTB was "Rocket 01".

Operating as "Lonex 936A-970" on the 28th was the King Air G-BYCP while on the 30th the Seneca G-EXEC was "Lonex 970" and Citation II G-RDBS was "Interflight 130A-130P". First military of the month was the UH-60A 87-24583 of the US Army on the 8th from Northolt to Leuchars as "Shape 3B", then on the 9th we had the RAF VC-10 C.1K XR810 from and to Paderborn as "Ascot 2704-5". UH-60A 87-24583 was back on the 11th returning from Leuchars to Stansted as "Shape 3A-3B". On the 21st the Hercules C.5 ZH882 arrived from Wattisham for a night stop before doing a parachute drop over

Bradford the following morning then departing to Lyneham as "Ascot 500". From Mildenhall to Ramstein on the 29th was the USAF C-21A 84-0085 which was calling "Bursar 06" and not seen by many people on the 30th was the RAF Hercules C.4 ZH876 in the dead of night as "Ascot 604" from Dusseldorf to Lyneham. Two new residents recorded above are Robinson R-22 G-FIRS and Citation Bravo N550PD which both arrived on the 23rd. Going the other way were King Air N771SC which departed to Gamston on the 16th and the BBJ G-OB BJ which departed to Basle on the 21st and was noted there on 27/10 as P4-BBJ. Cessna 421A N132CK which arrived in November last year finally flew off home to Weston on the 5th. Seneca G-BBPX which had been here since July departed to Guernsey on the 27th.

Terry Sykes



CONEY PARK

01/09/05	G-PIXX	ROBINSON R44 RAVEN II	09:45	
02/09/05	G-WYSP	ROBINSON R44 ASTRO	16:10	16:30
02/09/05	G-LIMO	BELL 206L-1 LONG RANGER II	11:40	12:00
06/09/05	G-OMLS	BELL 206B JETRANGER 2	13:00	14:30
07/09/05	N7242N	AGUSTA A109	13:54	14:00
07/09/05	G-NOIR	BELL 222	16:25	16:30
07/09/05	G-PROB	AS350B2 ECUREUIL	16:35	09:50 ^{N/S}
12/09/05	G-POTT	ROBINSON R44 ASTRO	09:15	15:40
13/09/05	G-REAL	AS350B2 ECUREUIL	13:30	17:00
14/09/05	N7242N	AGUSTA A109	15:12	15:20
14/09/05	G-OLCP	AS355N ECUREUIL 2	16:35	16:40
16/09/05	G-OMLS	BELL 206B JETRANGER 2	13:55	14:10
16/09/05	G-OMLS	BELL 206B JETRANGER 2	20:30	16:50 ^{N/S}
19/09/05	G-BZRN	ROBINSON R44 RAVEN	09:30	14:00
20/09/05	G-PIXX	ROBINSON R44 RAVEN II	15:30	17:15
24/09/05	G-IANW	AS350B3 ECUREUIL	13:40	14:05
02/10/05	G-BSYI	AEROSPATIALE AS355F1 ECUREUIL 2	16:45	17:10
03/10/05	G-CPTS	BELL 206B JETRANGER	13:55	14:15
07/10/05	G-WENA	AS355F2 TWIN SQUIRREL	18:40	13:40 ^{9/10/05}
09/10/05	N109MJ	AGUSTA A109	15:10	15:15
12/10/05	G-SKYN	AS355F1 ECUREUIL 2	12:40	12:45
15/10/05	G-ETHU	EUROCOPTER EC135-T1	12:00	12:20
16/10/05	G-ETHU	EUROCOPTER EC135-T1	15:30	15:45
16/10/05	G-POTT	ROBINSON R44 ASTRO	18:00	16:35 ^{N/S}
28/10/05	G-TOYZ	BELL 206B-3 JETRANGER III	13:25	13:45
28/10/05	N109AR	AGUSTA A109A	15:13	15:20
29/10/05	G-OSMD	BELL 206B JETRANGER II	11:30	11:45

Geoff Ward

LOCAL OCTOBER 2005

HELICOPTERACTIVITY

1/10	G-CCFC	R.44	Southwell Race Course – Redcar Race Course
2/10	G-GGTT	Bell 47G	Dewsbury – Sherburn
	G-DMSS	Gazelle	Murton(York) – Devonshire Arms
	G-WOOF	Enstrom 480	Sherburn - Pateley Bridge – Rochdale
3/10	G-DGHD	R.44	Sherburn – Barnsley – Newtownards(N.I.)
	G-MGAN	R.44	Bedford – Ferrybridge(Also 15/10 and 28/10)
	G-CMSN	R.22B	Gamston – Aberford and return
	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds)
	G-BXYD	EC.120B	Sheffield – Danby Moor(10/W of Whitby)
4/10	G-NOSY	R.44	Sherburn – Devonshire Arms
	G-GSPY	R.44	Sherburn – Dewsbury
5/10	N109TK	Agusta A.109C	Manchester – Hessle(Hull)
	N5120	Bell 430	Wigan – Hessle(Hull) – Brighton(Fuel)
	G-SPYI	Jet Ranger	Manchester – Stainsby Hall
6/10	G-CGRI	Agusta A.109S	Battersea – Lutterworth Hall(Hessle)
7/10	G-RAMI	Jet Ranger	Coney Park – York Race Course
	G-STER	Jet Ranger	Sherburn – Woodhall(Wetherby)
	N745HA	Agusta A.109A	Manchester – Willoughby Hall Hotel(Humberside)
	N109MJ	Agusta A.109E	Battersea – Ripon(n/s)
	G-WENA	Twin Squirrel	Lowestoft – Ripon
9/10	G-LHEL	Twin Squirrel	Pickering – Battersea
10/10	G-CEEE	R.44	Meppershall – Barkston Ash
11/10	G-CDJT	Gazelle	York – Nottingham
12/10	N109TK	Agusta A.109C	Garforth – Chorley
13/10	G-DMRS	R.44	Gamston – Coxwold(20/N York)n/s – Ripon
14/10	G-NOSY	R.44	Site 2/N Holme-on-Spalding Moor – Calverley
15/10	G-EWAW	Jet Ranger	Barkston Ash – Stainsby Hall
	N745HA	Agusta A.109A	Masham – Sleaf
18/10	G-DRIV	R.44	LBA – Little Weeton(Hull)
	G-IJBB	Enstrom 480	Old Coates – Tadcaster
20/10	N9VL	Agusta A.109A	Lyneham – Doncaster Race Course
	G-SSJP	R.44	Kemble – Helmsley
21/10	G-ETHU	EC.135	Battersea – Patley Bridge – LBA
22/10	EI-LAL	Agusta A.109E	Malton – Liverpool(Over Otley 1550 @ 1000')
	G-BWZI	Agusta A.109A	Tring – Doncaster Race Course
	G-DGHD	R.44	Thorner – Doncaster Race Course – Langar
25/10	G-EJOC	Twin Squirrel	York – Kidlington
	G-CBSK	Gazelle	Blackberry Farm – Connington
26/10	G-JWEB	R.44	Sherburn - Malton – Newmarket
	N188S	Agusta A.109A	Swansea – Cullingworth(LBA weather div.)
27/10	G-OHCP	Twin Squirrel	Sheffield – York Race Course
28/10	G-JETU	Twin Squirrel	Croft circuit – Sheffield(Refuel)
	G-BXAY	Jet Ranger	Barkston Ash – Connington
	G-TOYZ	Jet Ranger	Coney Park – Wetherby – Welshpool
29/10	G-BEWY	Jet Ranger	Wetherby Race Course – Site in Wiltshire
	G-GAZL	Gazelle	Retford – Half Moon Inn(nr. Netherthorpe)
31/10	G-MLTY	Dauphin	LBA – Selvey Hall(5 S/W of Finningley)

The Bell 47G G-GGTT has moved to a private site near Dewsbury, after spending some time at Sherburn. A new resident in the area is Schweizer 269C G-BPPY which is registered to a owner in

Patrington near Hull. Also new is recently registered R.22B G-SBAR which lives at the famous Squires Bikers Café/Bar(Hence the registration), near Sherburn and was first noted on 20/10.

The West Yorkshire Police MD.902 G-YPOL("Police 42") has been away virtually all month at Gloucester on long term maintenance, this resulting in visits from the Humberside and Sheffield based MD.902s G-HPOL and G-SYPS to the area during the month as well as, on one occasion by, the Manchester Police Islander G-GMPB. G-YPOL returned to active duties on 28/10.

Princess Anne was visiting the area on 12/10, arriving in Thorne aboard S.76B G-XXEA ("Rainbow 1R") before the aircraft routed to Sheffield for fuel.

The former South Yorkshire Police Twin Squirrel G-SYPA has moved back into its former home at Sheffield while operating local track surveillance for Network Rail. Using call sign "Netrail 355" it was, for example, operating up and down the East coast mainline between York and Darlington all afternoon on the 28th. Earlier in the month an unidentified Bolkow 105, "Netrail 105" was noted on a similar details in the Hull and North Humberside area.

LOCALAIRFIELDS

Bagby:- The Mexican Stearman which arrived earlier in the year has been confirmed as XB-XIH and as previously mentioned this is a long term project for Roger Knights, the owner of similar type N65200. Aztec G-SFHR, which was supposed to be reregistered G-OSJF, was Air Tested on 11/10 still in its old guise, however, by the end of the month it was flying as 'JF. PA-32 N2989M was logged on the 7th outbound to Old Sarum. Visitors:- 3/10 G-ROOK F.172P(From Aberdeen); 9/10 G-BGSV F.172N, G-CDLK Skyranger; 10/10 G-BHCP C.152; 14/10 G-AWTV Be.19, G-BVMI PA-18; 26/10 G-BOLF PA-38.

Beverley:- Visitors:- 9/10 G-CMSN R.22B, G-ARAW C.182; 11/10 G-BUUX PA-28, G-ATJV PA-32; 14/10 G-LANE F.172N; 29/10 G-ERIS Hughes 369E.

Brighton:- Netherthorpe based Cessna 152 G-BHNA is reported to have been wrecked when involved in an accident whilst taking off from here on 13/10(Unlucky for some!). The remains have apparently been dumped beside one of the hangars. Bagby based Stearman N65200 was logged on the 9th while PA-24 N218SA arrived from Fadmoor on 15/10. An unusual visitor on 2/10 was Zlin Z.326 Trener Master G-BKOB, one of only two in the country. Visiting from its base at Gamston on 30/10 was Baron N2326Y. Visitors:- 1/10 G-BFEF Bell 47G; 2/10 G-CBUA Extra, G-CCFK Europa, G-BTXT Maule MX.7, G-BROR PA-18; 3/10 G-AJEI Auster J/IN; 4/10 G-BBNG Jet Ranger; 9/10 G-DONT Zodiac(From Fenland); 11/10 G-HONG T.67M; 16/10 G-RKEL Jet Ranger, G-CBLT Blade; 28/10 G-BOTH C.182Q; 31/10 G-ATLAC.182J.

Church Fenton:- Multiflight seem to have arranged that their aircraft can come here for circuit training, possibly due to the fact that Runway 27 at Leeds is now closed. R.44 G-OSSI and Robin G-BXGW were both noted on the 10th along with several others throughout the month. Visiting on the 13th was Beech 36 N36665, the aircraft routing to Gamston for fuel in the afternoon.

Cranwell:- Operating local flights from here on 18/10 was King Air 350 N64GG.

Crosland Moor:- Former resident, Jodel D.117 G-BFXR has been sold and has now moved to its new home at Henstridge. Visitors:- 2/10 G-CDBF R.22B, G-BHRH FA.150K; 10/10 G-BVAB Zenair; 22/10 G-CBGC TB.10(From Biggin Hill, n/s); 28/10 G-BOGO PA-32(F/T Biggin Hill)

Cuxwold:- Noted departing this rarely used strip near Humberside on 3/10 was PA-32 G-WAIR enroute to Cranfield.

Dishforth:- Skyvan G-PIGY("Ascot 609") arrived from Oxford on the 5th for parachuting duties. R.44 G-OSSI was noted crew training on 11/10.

Doncaster:- First this month news of future flights which have been announced recently:- Transun are to operate a number of day trips to Lapland and Salzburg in December while long haul flights will operate next year to Florida, Mexico and the Dominican Republic. Thomson are to add Costa Dorada, Croatia, Zante, Naples, Bourgas and Dalaman to their portfolio. This month Thomson again had to sub-charter aircraft, the more interesting being 737/800 I-NEOT of Neos(6/10), 146/300 G-FLTD of Flightline(6/10), 146/200 G-ZAPK and 757/200 GZAPU of Titan (both on 23/10) and A.320 D-ANNA of Bluewings(23/10, 24/10). Star visitor of the month was Lithuanian ATR.42 LY-DOT("DNU 956"), which carried out a freight charter on 18/10. An.74 YL-KSB("Skycamel 790") was utilised on horse

charters on 21/10 and 22/10 while similarly occupied on 22/10 and 24/10 was 146/300 OO-TAJ ("Nitro 1474"). Crew training on the 13th was Shorts 360 G-SSWR Emerald ("Gemstone 01T"), making a landing for a crew change, f/t Coventry. Most interesting among the Bizjets was Gulfstream 4 G-EVLN which arrived on 21/10 as "PIX 02T" and in three sorties during the day carried out no less than 8 ILS approaches. Others included:- 4/10 N198ND Citation 2; 5/10 D-CTLX Citation XLS ("Hapag Lloyd 620F"); 6/10 P4-LJG Citation X (Also 12/10, 13/10); 9/10 OE-FPS Citation ("Jet Alliance 142"); 10/10 N909PS Citation, G-IPAL Citation 2 ("Go-Jet 105B"); 18/10 D-IJOA Citationjet (Also 19/10); 19/10 CS-DHG Citation Bravo ("Fraction 1MD", also 21/10); 21/10 CS-DFG Falcon 2000EX ("Fraction 2QP"), N509QS Gulfstream 5(n/s); 22/10 EI-WJN HS.125/700 ("Emerald 002"); 25/10 OH-WIN Falcon 20 ("Jet Flight 225"); 28/10 HB-JEA Legacy ("Alien 002"); 30/10 G-WCIN Citation XL; 31/10 VP-CSN Citation Ultra. Among the executive/light aircraft visiting were:- 1/10 G-DFKI Gazelle; 2/10 G-BBSA AA-5, G-OATS PA-38; 4/10 G-TAYI Grob 109; 5/10 G-CEGP King Air 200 ("Cega 710"); 7/10 N65JF PA-28; 9/10 G-ARVU PA-28, G-SHSP C.182S, G-BJOA PA-28, G-WAMS PA-28R; 11/10 G-FLAV PA-28, G-BKEV F.172M(ILS); 12/10 G-AXNS Pup(ILS); 14/10 G-JUIN C.303; 20/10 G-GPMW PA-28RT; 22/10 G-PUSI C.303; 23/10 G-FITZ C.335(n/s); 24/10 N234RG PC-12(LBA Div), G-ZAPT King Air 200 ("ZAP 200T"); 26/10 G-IJIM PC-12(n/s); 27/10 G-BTNC Dauphin(ILS). Military this month included a pair of C-17 Globemasters, ZZ 174 on the 11th and ZZ 171 on the 13th both using the same callsign "Ascot 885" while on training missions. There were a pair of Tornados on the ILS, ZG 755/DL ("Javelin 11") on 5/10 and XX200/CG ("LEE 91") on 20/10 along with numerous Dominies, King Air 200s and T.67Ms from Cranwell.

Edsfield:- Mt. Airey based C.182RG N883DP was noted on the 2nd and 9th. Others:- 2/10 G-DISO Jodel D.150, G-EJMG F.150M, G-AYCT F.172H; 3/10 G-WMTM AA.5B (From Aberdeen); 4/10 G-LINN Europa; 9/10 G-AVYL PA-28, G-CDBY MCR.01; 15/10 G-SACB C.152; 16/10 G-RVMC RV.6; 29/10 G-EXLL Zodiac.

Elvington:- The Flying Farmers held a meeting here on 19/10 with the following, all living at farm strips, noted:- G-BAMJ C.182P, G-BBOR Jet Ranger, G-BGFH C.182Q, G-CHIX DR.400, G-CRUZ Cessna 303, G-GOSL DR.400 and G-RXVH C.172S. A DA.42 Twin Star demonstrator ("Diamond 2") was here all day trying to drum up sales. Visitors:- 9/10 G-CCTT C.172SP (To Caenarfon), G-AZLV C.172K; 10/10 G-TBXX TB.20 (From Headcorn).

Fadmoor:- Noted on the 2nd, arriving from Mt. Airey, was TB.20 G-PEKT.

Full Sutton:- Ronaldsday based TB.20 N882 was logged on the 14th, heading home, while PA-32 N2989M was in evidence on the 18th. Visitors:- 1/10 G-BUPG Cessna 180J (F/T Langham); 2/10 G-AIXN Sokol; 4/10 G-EEJE PA-31 (To Biggin Hill); 9/10 G-LEXX RV.8, G-ICAS Pitts Special, G-PIGS Rallye; 10/10 G-DECK P.210N; 29/10 G-SACK R.2160.

Gamston:- It has come to light that Sheffield based Commander 114 G-SAAB was substantially damaged following a wheels up landing here on 22/8. Former resident King Air 200 G-IMGL has moved to new owners at Blackpool. Leeds based Cirrus SR.22 N54105 was noted on the 9th while regular Beechjet N79EL visited on the 11th and 29th. The 13th saw Beech 36 N36665 arrive from Church Fenton for fuel. An interesting visitor on 26/10 was Citation 2 N80LA, this in fact being the former Ravenheat machine G-RVHT, now operated by International Air Services in Dublin where it was from and to. Visitors:- 2/10 G-SVPN PA-32, G-WCIN Citation XL (To Blackbushe, also 24/10); 3/10 G-BGGE PA-38; 7/10 G-WBVS DA.40; 9/10 G-BPVA C.172F, G-JKMF DA.40; 10/10 G-APUZ PA-24 (From Tattenhill); G-ZANY DA.40; 11/10 G-MRSN R.22B; 13/10 G-DYNE C.414 ("Commodore 01"), G-OPJM Jet Ranger; 14/10 G-BUMP PA-28; 20/10 G-BMCN C.152; 21/10 G-CDEJ DA.40 (To Rochester); 22/10 G-CDON PA-28; 26/10 G-SAMM C.340A (From Cranfield); 27/10 G-BTGY PA-28 (To Stapleford); 29/10 G-BCRL PA-28; 31/10 G-OMNI PA-28R (From Sleaf), G-RVDR RV.6.

Humberside:- A pair of unidentified German Bizjets of Excellent Air arrived on the 3rd as "Excellent 12Y" closely followed by "12S". Also of interest the same day was Gippsland GA.8 Airvan VH-KLN. This machine, the Australian equivalent of the Cessna 208 Caravan, has been on a European demonstration tour and left for Cranfield in the afternoon. Visitors:- 4/10 F-GCLI PA-28; 6/10 ZH102 AWACS ("NATO 31", ILS); 9/10 N29MR Citationjet; 10/10 VP-CRB Lear Jet 60 (Also 26/10), XS711 Dominie ("Cranwell 88", ILS); 11/10 VC-10 ("Ascot 868", ILS); 14/10 N57MT C.303; 18/10 HA-YAJ YAK 18T; 19/10 EI-MAX Lear Jet 31A (Highflyer 31A), N53GX Global Express; 29/10 G-YPOL MD.900 ("Police 42"); 31/10 G-RAFN Be.200 ("Cranwell 65, ILS).

Kirkbymoorside:- Returning to its birth place on 9/10 was T.67M G-KONG, from North Weald.

Leeming:- Maule MX.7 G-LOFM("Atlantic 46") visited on 28/10, F/T Coventry.

Linton-on-Ouse:- Leeds based PA-28 G-BXLY and F.172N G-BEUX visited on 11/10 while on the 13th Irish based Citation X P4-LJG arrived mid-morning.

Leconfield:- The Yorkshire Air Ambulance MD.902 G-SASH was training here on 12/10.

Melbourne:- VPM M-16 Tandem Trainer gyrocopter G-ODPJ was noted operating from here on the 9th although like many of the type it is roaded in from the owners home.

Middleham:- PA-32 N2989M was noted on 18/10, outbound to Birds Farm, Wantage, Surrey and again on the 29th inbound from Newmarket.

Mt. Airey:- PA-24 N218SA visited on 12/10, routing outbound to Newmarket.

Netherthorpe:- Visitors:- 2/10 G-CDBF R.22B; 4/10 G-ATJN Jodel D.112; 9/10 G-BGHY Taylor Monoplane, G-BLXI Emeraude; 10/10 G-BTUL Pitts Special, G-BMHS F.172M; 11/10 G-ERIS H.369E, G-NOSY R.44; 18/10 G-OACF DR.400; 22/10 G-CDKK Quik; 23/10 G-CBTO Coyote (Sandtoft weather Div.); G-BUCA A.150K Aerobat(From Norwich); 31/10 G-BKFI VP.1.

New York:- Not that one, but the one in N.Lincs, was visited on 1/10 by PA-28 G-ASIJ from Andrewsfield.

North Moor: Visiting this strip near Scunthorpe on 10/10 was C.172P G-BRZS, from Blackpool.

Oxenhope:- A pair of new residents here are Skyrangers G-CFWR and G-CDLK. For the record other aircraft based here, at Hawksbridge Farm, are Jodel D.119 G-ATJN, Jodel D.117s G-AWFW and G-AYGA, Jodel D.18 G-BWVV, Maule MX.7 G-ITON and Skyranger G-CCIK.

Pocklington:- Visiting on 15/10 was Pioneer G-IPKA, all the way from Sherburn.

Rufforth:- Logged routing outbound to Newmarket on 12/10 was PA-32 N2989M. Visitors:- 3/10 G-BXXI Grob 109; 7/10 G-IDPH PA-28; 14/10 G-SGEC King Air 200(To Ronaldsway, also 21/10 to Dundee and 31/10 to Southampton), G-MVIZ Flash; 27/10 G-CBPY YAK 52; 30/10 G-BAPI FRA.150L(To Newcastle); 31/10 G-TAYI Grob 115.

Sandtoft:- Making the short trip from its Sherburn base on 1/10 was Cirrus SR.22 N40GD while on the 10th TB.21 N297GT visited from Dunkeswell. On 25/10 an Islander(G-CHEZ?) call sign "Police 04" visited in the afternoon. On 27/10 PA-28 G-BPKM and C.150M G-BPOS diverted here because "a broken aircraft was blocking the runway at Sheffield". Others:- 2/10 G-GRYZ Beech 33A, G-BWWZ Kitfox; 3/10 G-BZFO Blade, G-ATML F.150G; 4/10 G-CBZK DR.400, G-BIWN Jodel D.112; 5/10 G-MGAN R.44(Weather div); 7/10 G-CPOL Twin Squirrel(Refuel, also 10/10); 9/10 G-BOMP PA-28(From Little Gransden), G-BYJF Thorp T.211, G-CCLC DA.40, G-EGEG C.172R, G-UANT PA-28, G-OAMF Quantum, G-BEZZ Jodel D.112; 10/10 G-BTEX PA-28; 11/10 G-OPEN Jet Ranger; 13/10 G-ARVT PA-28; 15/10 G-DMSS Gazelle; 16/10 G-BYZR Sky Arrow, G-IJOE PA-28RT; 18/10 G-BNRA TB.10, G-BWNK Chipmunk, G-BPWD C.120; 20/10 G-SBAR R.22B; 23/10 G-TOMJ CT.2K, G-CCEJ Eurostar, G-FARL Pitts Special, G-CBKN Blade, G-CCDF Quik, G-ROZI R.44; 26/10 G-BHDZ F.172N; 27/10 G-BHRC PA-28, G-PEGY Europa; 29/10 G-ZIPA Commander 114, G-EKOS FR.182RG; 31/10 G-RVDR RV.6.

Sheffield:- A new resident is TB.10 G-BKBN, also Duchess G-GCCL has been noted on numerous occasions so could be classed as a new inmate. AG.5B Tiger N31RB was noted visiting from Bournemouth on the 1st along with Islander("Ascot 7976"), for fuel. Lear Jet 45 G-FORN("Sirio 041") arrived from Manchester on the afternoon of the 5th having diverted there in the morning due bad weather here. Nottingham based C.310R N234SA visited on the 7th while an early morning arrival on the 18th was Mooney M.20M D-EVVA. Another German on 20/10 when PA-31 Navajo D-ILCA arrived from Middleburg, stayed overnight before returning home. This registration will ring bells with people who were spotters at LBA in the late 1960s when it was carried by a Beech SFERMA Marquise(Prop jet conversion of the Beech Baron). Others:- 1/10 G-BJAG PA-28, G-EFAM C.182S; 4/10 G-SHED PA-28(From Gloucester), G-BOYC R.22B; 5/10 G-ONAV PA-31(To Dublin), G-CCAP R.22B; 9/10 G-BPJD Rallye(From Fishburn), G-BJOA PA-28, G-BWZG Robin 2160; 10/10 G-BNJC C.152(From Stapleford); 11/10 G-BZMH Bulldog(From Wellesbourne); 13/10 G-OMNH King Air 200("Saltyre 477"), G-KAIR PA-28(From Cumbernauld), G-OMEZ Zodiac, G-AXKX Bell 47G; 14/10 G-IJBB Enstrom 480; 16/10 G-BPRM PA-28; 18/10 G-REDB C.310Q(To Hamburg), G-OPSS Cirrus SR.22, G-BPPM King Air 200("Gama 926"); 20/10 G-CCPX DA.40, G-FRYI King Air 200("Lonex 151P"); 21/10 G-TBZI TB.21; 23/10 G-FITZ Cessna 335, G-BUJJ T.67M; 25/10 G-DMSS Gazelle; 27/10 G-BPXA PA-28; 28/10 G-GGTT Bell 47G, G-FITZ C.335; 31/10 G-CCCJ HN.700.

Sherburn:- Visiting on the 1st and 3rd was PA-28 N81188, from Charlton Park near Lyneham. Baron N64VB was noted on 4/10, arriving from Elstree while on 31/10 Aztec N818MJ visited from Coventry. Also on 31/10 Evan VP.1 G-BKFI diverted in with engine trouble while routing from Fishburn to

Netherthorpe. Also:- 2/10 G-RVRG PA-38, G-EFAM C.182S, G-BTSN C.152(From Skegness), G-BWCY Rebel, G-TBZI TB.21; 3/10 G-OBAL M.20J, G-PETH PA-24; 4/10 G-OWGC Falke; 9/10 G-CHUG Europa(From Sleap), G-OJON Taylor Titch; 10/10 G-BFKN PA-28, G-BPOS C.152, G-CBPI PA-28R; 13/10 G-BSPI PA-28(From Wellesbourne), G-OVOL Skyranger, G-OONE M.20K, G-JETU Twin Squirrel; 14/10 G-ATXZ Bolkow Junior; 15/10 G-FLRT Europa; 18/10 G-CCFU DA.40; 20/10 G-LAIN R.22B(Refuel), G-XIII RV.7; 22/10 G-BOKA PA-28; 23/10 G-GAZL Gazelle; 25/10 G-BKCL PA-30; 26/10 G-BXOR HR.200; 27/10 G-BPID PA-28(From Liverpool), G-FTIL DR.400; 29/10 G-APXY C.150; 31/10 G-BXRY Jet Ranger(From Chester)

Sturgate:- Newly completed Pulsar G-LUED was noted on Air Test on 4/10. Aztec G-AYMO has moved in having previously lived at Sheffield. Visitors:- 1/10 G-ROLY F.172M, G-BUJ T.67M, G-RVDR RV.6, G-ZIPY Tailwind; 3/10 G-FLAK Baron; 4/10 G-TERY PA-28; 9/10 G-BTYI PA-28, G-LINN Europa, G-HUEW Europa, G-AHHH Auster J/1N, G-BYLL Falco; 10/10 G-EEJE PA-31, G-BENJ Commander 112; 11/10 G-CBBT Bulldog, G-OSCH C.421C; 13/4 G-KWLI C.421C, G-BPEM C.150M; 31/10 G-PRST PA-28.

Sutton Bank:- Noted visiting on the 3rd were Grob 109 G-BXXI(To Rufforth) and Ximango G-KHOM(To Blackpool).

Waltton Wood:- A new resident here is R.44 G-RFUN, owned by PTA Engineering. Visitors:- 4/10 G-BBNG Jet Ranger; 10/10 G-OBAM Jet Ranger, G-CBCN Schweizer 269C; 11/10 G-JWEB R.44; 13/10 G-MAYB R.44; 18/10 G-IIFR R.22B, G-JOYD R.22B, G-CCBL Jet Ranger; 25/10 G-STER Jet Ranger; 26/10 G-PEPL MD.600N; 27/10 G-BYCF R.22B(To Tattenhill), G-KUKI R.22B; 28/10 G-TINK R.22B; 31/10 G-CDBF R.22B, G-CDBG R.22B, G-CMSN R.22B.

Wickenby:- Visitors:- 1/10 G-BXJD PA-28, G-MZHW T.600N; 4/10 G-ODAC C.152; 9/10 G-BXPI RV.4, G-ATNV PA-24; 14/10 G-BHAV C.152, G-ALBK Auster 5; 23/10 G-BBRV Chipmunk; 27/10 G-BGAG F.172N(To Wolverhampton), G-AZLV C.172K.

Wombledon:- Europa G-CCUY was noted on Air Test on 3/10. Another of the type G-HEUW was noted on 20/10 outbound to Abbots Bromley.

Yearby:- Noted again this month was T.67M G-HONG, arriving from Fair Oaks on the 3rd.

OVERFLIGHTS

Newly registered Gazelle YU-HEV was noted crossing the area on 3/10 routing from Stapleford to Teesside(York 1332 @ 1500').

2/10	N418WS	Be.58 Baron	Edinburgh – High Wycombe(York 1152 @ 5500')
	G-NIVA	EC.155 Dauphin	Penrith – Bourne(LBA 1730 @ 5000')
6/10	N30614	PA-32 Cherokee 6	Over Hull 1015 @ 5000', enroute to Glenrothes
7/10	N146FL	King Air 90	Elstree – Glasgow(York 0833 @ 8000')
	N36665	Beech 36	Overhead York 1718 @ 6000', Southbound
9/10	N191ME	Cessna T.210M	Nuthampsted – Dundee(4 S/W LBA 1640 @ 3000')
12/10	N54149	Cirrus SR.20	Wick – Groningen, on delivery(Hull 1109 @ 3000')
16/10	N6945J	PA-32R Lance	Overhead York 1110 @ 8000', Southbound
	F-GFGH	Rallye	Orbiting Roundhay 1640 @ 2000', F/T Bagby
28/10	N109AR	Agusta A.109A	Loughborough – Anwick(10/E LBA 1138 @ 3000')
30/10	VH-KLN	Gippsland Airvan	Peterlee – Cranfield(York 1422 @ 3000')

A very sedate flyover on the 13th was Cameron Z.90 hot air Balloon G-OMEN operated by the Manchester Evening News. First noted at around 1330 West of the Leeds Zone at 8500' it routed just North of Leeds passing East Keswick at 1545 before finally landing near Pontefract just after 1700. It was accompanied by some others as these were heard communicating with their ground crews in the area. Another balloon logged in the area this month was Cameron A-275 G-CCSJ which was over Sheffield at around 1600 before drifting Northwest and landing near Crosland Moor about an hour later.

Trevor Smith



LEEDS BRADFORD AIRLINE REPORT

SEPTEMBER 2005 INBOUND DIVERSIONS

06	EZE751G	ABZ	HUY	<u>G-MAJO</u>	JS41	HUY	EZE021P
12	BRT705	FRA	BHX	<u>G-EMBW</u>	E145	CDG	BRT010P
12	BMA3902	GLA	MAN	G-RJXE	E145	GLA	BMA9111
12	BMA3807	EDI	MAN	G-RJXD	E145	ABZ	BMA9112
12	BMA3703	ABZ	MAN	G-CCYH	E145	MAN	BMA3703
12	SHT1386	LHR	MAN	<u>G-EUOI</u>	A319	LHR	SHT1391

REGULAR FLIGHTS

AEA208	TFS	02/EC-IDA	09/EC-III	16/EC-HZS	23/EC-HZS	30/EC-ICD
AEU551	FNC	05/G-STRB	12/G-STRJ	19/G-STRJ	26/G-STRJ	
AEU901	REU	05/G-STRB	12/G-STRJ	19/G-STRJ		
AEU917	PM	06/G-STRB	13/G-STRJ	20/G-STRJ	27/G-STRJ	
AEU923	IBZ	02/EC-IVR	09/G-STRJ	16/G-STRJ	23/G-STRJ	30/G-STRJ
AEU925	VRN	03/OE-LOG	10/G-STRJ	17/G-STRJ	24/G-STRJ	
AEU935	FAO	01/EL-DKG	08/G-STRJ	15/G-STRJ	22/G-STRJ	29/G-STRJ
AEU937	TFS	02/OpxMAN	09/G-STRJ	16/G-STRJ	23/G-STRJ	30/G-STRJ
AEU941	AGP	04/G-STRB	11/G-STRJ	18/G-STRJ	25/G-STRJ	
AEU951	MAH	02/EL-DIJ	09/G-STRJ	16/G-STRJ	23/G-STRJ	30/G-STRJ
AEU953	ALC	03/EL-DIJ	10/EL-DKF	17/G-STRJ	24/G-STRJ	
AEU955	LCA	04/G-STRB	11/G-STRJ	18/G-STRJ	25/G-STRJ	
AEU967	LPA	03/G-STRB	10/G-STRJ	17/G-STRJ	24/G-STRJ	
AMC5209	MLA	06/9H-AEI	13/9H-AEK	20/9H-AEK	27/9H-AEK	
AUA2366	INN	03/OE-LCR	10/OE-LCQ	17/OE-LCK		
BAL076A	AGP	03/G-BYAY	10/G-OBYC	17/G-BYAP	24/G-BYAU	
BAL089A	CFU	02/G-BYAY	09/G-BYAI	16/G-BYAP	23/G-BYAK	30/G-BYAU
BAL148A	ZTH	05/G-BYAY	12/G-BYAI	19/G-BYAP	26/G-BYAU	
BAL197A	DLM	05/G-BYAY	12/G-BYAI	19/G-BYAP	26/G-BYAU	
BAL213A	MAH	07/G-BYAY	14/G-BYAI	21/G-BYAK	28/G-BYAU	
BAL277A	PM	01/G-BYAY	08/G-BYAY	15/G-BYAI	22/G-BYAK	29/G-BYAU
BAL310A	ALC	06/G-BYAY	13/G-BYAI	20/G-BYAP	27/G-BYAU	
BAL329A	PM	04/G-BYAY	11/G-BYAI	18/G-BYAP	25/G-BYAU	
BAL366A	TFS	06/G-BYAY	13/G-BYAI	20/G-BYAK	27/G-BYAU	
BAL468A	REU	03/G-BYAY	10/G-BYAI	17/G-BYAP	24/G-BYAU	
BAL587A	IBZ	03/G-BYAY	10/OprMAN	17/G-BYAP	24/G-BYAU	
BGH5544	VAR	04/LZ-BHA	11/LZ-BHA	18/LZ-BHA	25/LZ-BHA	
BGH5576	BOJ	05/LZ-BHC	12/LZ-BHC	19/LZ-BHC	26/LZ-BHC	
FCA639C	FAO	01/C-GTDH	08/C-GTDH	15/C-GTDH	22/C-GTDG	29/C-GTDG
FHE321	MLA	04/HB-JIB	11/HB-JIB	18/HB-JIB	25/HB-JIB	
FUA1724	PM	04/EC-JHX	11/EC-JHX	18/EC-JHX	25/EC-IUC	
JKK3308	PM	03/EC-GNY	10/EC-GNY	17/EC-GNY	24/EC-HNC	
LTE377	FUE	07/JY-JAR	14/EC-JIB	21/JY-JAR	28/JY-JAR	
LTE907	ACE	01/JY-JAR	08/JY-JAR	15/JY-JAR	22/JY-JAR	29/JY-JAR
MYT391	PM	03/G-DHJZ	10/G-JOEM	17/G-CRPH	24/G-GTDK	
PGT488	DLM	02/TC-APY	09/TC-API	16/TC-AAP	23/TC-AAB	30/TC-APH
SXS161	DLM	05/TC-SUJ	12/TC-SUL	19/TC-SUJ	26/TC-SUL	

OTHER FLIGHTS

01	9A-CDA	MD83	SWV444/443	f/t Stockholm Skavsta	Lieu SWV aircraft
01	G-XLAB	B738	XLA940P/7940	Gatwick - Brescia	Passenger Charter
01	<u>EI-DKG</u>	A320	AEU935P/935	Manchester - Faro	Lieu AEU B733
02	EI-DKG	A320	AEU936/936P	Faro - Cork	Lieu AEU B733
02	<u>EC-IVR</u>	B734	AEU951P/923	Ostend - Ibiza	Lieu AEU B733
02	<u>EI-DIJ</u>	A320	AEU937P/951	Dublin - Mahon	Lieu AEU B733
02	EC-IVR	B734	AEU924/952P	Ibiza - Ostend	Lieu AEU B733
03	EI-DIJ	A320	AEU952/938P	Mahon - Dublin	Lieu AEU B733
03	<u>OE-LOG</u>	MD83	AEU925P/925	Manchester - Verona	Lieu AEU B733
03	G-AMRA	DC3	AAG072/073	Coventry - Derry	Passenger Charter
03	OE-LOG	MD83	AEU926/926P	Verona - Dublin	Lieu AEU B733
03	EI-DIJ	A320	AEU953P/953	Dublin - Alicante	Lieu AEU B733
03	EI-DIJ	A320	AEU954/954P	Alicante - Dublin	Lieu AEU B733
04	G-AMRA	DC3	-	Derry - Coventry	Passenger Charter
07	D-ICRK	SW2	BID2A/2B	Coventry - Prague	Freight Charter
08	G-XLAB	B738	XLA7129/129P	Brescia - Gatwick	Passenger Charter
09	XR810	VC10	RRR2704/2705	f/t Paderborn	-
10	G-OBYC	B763	BAL910P/076A	Luton - Malaga	Lieu B752
10	<u>EI-DKF</u>	A320	AEU953P/953	Dublin - Alicante	Lieu AEU B733
11	EI-DKF	A320	AEU954/954P	Alicante - Dublin	Lieu AEU B733
11	G-OBYC	B763	BAL076B/912P	Malaga - Manchester	Lieu B752
11	G-STRI	B733	BEE643/644	f/t Exeter	Lieu B462
14	<u>G-CELK</u>	B733	EXS242/231	Nice - Barcelona	-
14	<u>TF-ELA</u>	B733	EXS904E/903P	Gatwick - n/s16 - Manchester	Engineering
15	EC-ISI	A320	LTE906/006P	Arrecife - Tenerife	-
17	<u>G-XLAE</u>	B738	XLA163P/7254	Belfast Intl - Palermo	Passenger Charter
19	G-CDKB	SB20	EZE4095/476C	Newcastle - Southampton	Lieu JS41
21	G-OBBI	B738	-	t Basle	End of residency
24	G-XLAG	B738	XLA7255/255P	Palermo - Gatwick	Passenger Charter

OCTOBER 2005**INBOUND DIVERSIONS**

Nil

REGULAR FLIGHTS

AEA208	TFS	07/EC-IDA	14/EC-HJQ	21/EC-HJQ	29/EC-HJP	
AEU551	FNC	03/G-STRJ	10/G-STRJ	17/G-STRJ	24/G-STRJ	31/G-STRJ
AEU917	PM	04/G-STRJ	11/G-STRJ	18/G-STRJ		
AEU923	IBZ	07/G-STRJ	14/G-STRJ	21/G-STRJ	28/G-STRJ	
AEU935	FAO	06/G-STRJ	13/G-STRJ	20/G-STRJ	27/G-STRJ	
AEU937	TFS	07/G-STRJ	14/G-STRJ	21/G-STRJ	28/G-STRJ	
AEU941	AGP	02/G-STRJ	09/G-STRJ	16/G-STRJ	23/G-STRJ	30/G-STRJ
AEU951	MAH	07/G-STRJ	14/G-STRJ	21/G-STRJ	28/G-STRJ	
AEU953	ALC	01/G-STRJ	08/G-STRJ	15/G-STRJ	22/G-STRJ	29/G-STRJ
AEU955	LCA	02/G-STRJ	09/G-STRJ	16/G-STRJ	23/G-STRJ	30/G-STRJ
AEU967	LPA	01/G-STRJ	08/G-STRJ	15/G-STRJ	22/G-STRJ	29/G-STRJ
AMC5209	MLA	04/9H-AEK	11/9H-AEI	18/9H-AEI	25/9H-AEI	
BAL076A	AGP	01/G-BYAR	08/G-BYAR	15/G-BYAR	22/G-BYAR	29/G-BYAR
BAL089A	CFU	07/G-BYAR	14/G-BYAR	21/G-BYAR	28/G-BYAR	
BAL148A	ZTH	03/G-BYAR	10/G-BYAR	17/G-BYAR	24/G-BYAR	31/G-BYAR
BAL185A	ACE	12/G-BYAR	19/G-BYAR	26/G-BYAR		
BAL197A	DLM	03/G-BYAR	10/G-BYAR	17/G-BYAR	24/G-BYAR	31/G-BYAR
BAL213A	MAH	05/G-BYAR	12/G-BYAR	19/G-BYAR	26/G-BYAR	
BAL277A	PM	06/G-BYAR	13/G-BYAR	20/G-BYAR	27/G-BYAR	
BAL310A	ALC	04/G-BYAR	11/G-BYAR	18/G-BYAR	25/G-BYAR	

BAL329A	PM	02/G-BYAR	09/G-BYAR	16/G-BYAR	23/G-BYAR	30/G-BYAR
BAL366A	TFS	04/G-BYAR	11/G-BYAR	18/G-BYAR	25/G-BYAR	
BAL468A	REU	01/G-BYAR	08/G-BYAR	15/G-BYAR	22/G-BYAR	29/G-BYAR
BAL587A	IBZ	01/G-BYAR	08/G-BYAR	15/G-BYAR	22/G-BYAR	29/G-BYAR
BGH5544	VAR	02/LZ-BHA				
BGH5576	BOJ	03/LZ-BHC				
FCA639C	FAO	06/C-GTDG	13/C-GTDG	20/C-GTDG	27/C-GTDG	
FHE321	MLA	02/HB-JIB	09/HB-JIB	16/HB-JIB	23/HB-JIB	30/HB-JIB
FUA1316	PM	15/EC-HNC	22/EC-IZG	29/EC-IZG		
JKK3308	PM	01/EC-GNY	08/EC-HNC			
LTE377	FUE	05/JY-JAR	12/JY-JAR	19/EC-IMU	26/JY-JAR	
LTE907	ACE	06/JY-JAR	13/JY-JAR	20/JY-JAR	27/JY-JAR	
MYT391	PM	01/G-GTDK	08/G-GTDK	15/G-CRPH	22/G-FHAJ	29/G-NIKO
PGT488	DLM	07/TC-API	14/TC-API	21/TC-APM	28/TC-APF	
SXS161	DLM	03/TC-SUJ	10/TC-SUG	17/DivMAN	24/TC-SUL	31/TC-SUM

OTHER FLIGHTS

03 G-AMRA	DC3	-	f/t Coventry	Training - last Runway 27 landing
04 G-ZAPU	B752	EXS223P/223	Stansted - Tenerife	Lieu EXS B752
05 G-ZAPU	B752	EXS224/224P	Tenerife - Stansted	Lieu EXS B752
08 <u>G-LSAA</u>	B752	EXS100P/223	Lasham -n/s11- Tenerife	-
16 <u>G-CELP</u>	B733	EXS315P/315	Stansted - Paris Cdg	-
18 G-MAJG	JS41	EZE1799/1800	f/t Southampton	Southampton FC
22 <u>F-GPYN</u>	AT42	RLA7173/7174	f/t Toulouse n/s	France RLFC
24 <u>PH-KBX</u>	F70	-	f/t Amsterdam n/s	Dutch Government
28 <u>G-OOBI</u>	B752	FCA812C	Manchester - Tenerife	-

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 7 April 2006

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

Please put the date in your new diary

*Information on menu/price/deposit
will appear in the next magazine*



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

First of all may I take this opportunity to send all members and their families my very best wishes for Christmas, and I hope you all have a very pleasant 2006.

The day we closed for press the airport announced its "Masterplan". For those with internet access it is available at <http://www.lbia.co.uk/masterplan.php>. It consists of a 60 page document, on which I hope to review the key points in next month's AYCAN.

For those of you who do not have internet access, do not despair, the airport is arranging a series of public consultations; however short notice means some of the dates will have passed by the time you read this:

Horsforth	Morrisons	November 24 and 25
Guiseley	Morrisons	November 28 and 29
Yeadon	Morrisons	December 1 and 2
Otley	Waitrose	December 6 and 7
Menston	Kirklands Centre	December 14 and 15
Burley-in-Wharfedale	Library	December 19

The other major news in the past month has been the announcement that the airport could be sold off, or at least a substantial shareholding could be realised. The following article appeared in local papers:

LEEDS BRADFORD AIRPORT could be sold in a move which would net councils in West Yorkshire a windfall worth tens of millions of pounds. Senior councillors in Leeds - which could be in line for up to £40m - are discussing the possibility of cashing in on the airport which attracts over one million passengers a year and is jointly owned by West Yorkshire's five local authorities.

An independent report analysing options for the airport's future was commissioned by Leeds City Council, and some senior figures within the authority believe now could be the right time to sell. It was estimated last year that hiving off a 51 per cent stake to the private sector could fetch £100m, of which Leeds and Bradford would each receive £40m with the remaining £20m split equally between Wakefield, Kirklees and Calderdale.

Selling the asset would provide Leeds with a cash pot which could be used to support a number of projects considered vital to its economic future, including the building of an arena. Along with the prospect of receiving a massive payout, a number of other factors are driving the push for a sale. The airport will require major capital investment over the next few years - likely to include the resurfacing of the runway - which leaves the five councils facing a multi-million pound bill. It will also need investment to help it compete with rivals, particularly the new Robin Hood Airport near Doncaster.

When in opposition on the council, Conservatives in Leeds called for the council to sell the airport. Now part of a ruling alliance with the Liberal Democrats and Greens, they are keen to force the issue up the local political agenda. They are also encouraged by the £194m shared between councils in the North East three years ago when they sold a stake in Newcastle Airport.

Councillor Andrew Carter (Conservative, Calverley and Farsley), the council's deputy leader, said: "Leeds Bradford is the only airport in the UK without a private sector partner. The airport is key to the city's economic success, and it is important we keep reviewing our options. Robin Hood is a threat in the longer term and we need to do all we can to ensure Leeds Bradford is in the best position to compete.

"There is a lot that can be done, but as local authorities we haven't got the sort of money required." Councillor Mark Harris (Liberal Democrat, Moortown), council leader, said: "My view on the airport is the same as it is with other council services. The starting point is what the service is for and how is it best delivered? Ownership is almost irrelevant. I am not wedded to any dogma - private or public - but I am in favour of looking at the airport's future to ensure it provides successful services in the best interests of itself, the city and the region."

Councillor Keith Wakefield, Labour group leader, condemned the idea as "selling off the family silver." He said: "The airport is a big public sector success story. It is an efficient and well loved asset that is owned by the people. I know it has to compete with others, but Leeds Bradford serves a huge catchment area and I think it can meet any challenges."

Leeds now wants to arrange talks with West Yorkshire's other councils to discuss a possible sale. In 2004-05 the airport made a pre-tax profit of just over £1.2m compared with just over £2.6m for the previous year. A private partner could be brought in to share ownership of Leeds Bradford Airport in return for funding. The option is recommended in a private consultants' report into the airport's future commissioned by Leeds Council. Top-level talks about the plan are being held.

Leeds Bradford is Britain's only municipal airport, with Leeds and Bradford Council holding the biggest share and the rest being held equally between Kirklees, Calderdale and Wakefield councils. But Liberal Democrat leader of Leeds Council, Councillor Mark Harris, said he would want the Council to retain shares if a private partner was found. He said: "We are going to discuss the situation with other authorities. The view of the Council administration is that we want what is best for the airport."

He said finance injected by a private partner could "dwarf" what a council could provide. "I would want to continue the councils' involvement," he said. "All I want is for the airport to prosper." Councillor Tony Cairns, deputy chairman of the airport board, said he believed the five councils should retain the controlling interest if they were joined by a private partner. He said: "It is an asset which benefits the region. It is an economic regenerator." Councillor Cairns said the proposal had not been put to the board and he believed it should be discussed by members. He said the terrorist attack on New York on September 9, 2001, had affected airlines. "Profitability has been depressed but we are confident it will recover," he said.

Leader of Bradford Council's Liberal Democrat group Councillor Jeanette Sunderland said it would be a matter for the board. "It has to be in the best interests of the Bradford district," she said.

Leeds Council's deputy leader Councillor Andrew Carter said: "It would be helpful to have a private partner of some sort. We want to ensure the long term profitability of the airport. The success of Bradford and Leeds depends on this. "There are profits but there is also investment capital and it would be up to the local authorities whether they wanted to retain their shares."

Jet2 announced their 19th destination from LBA on Tuesday 9th November to Menorca, which completes the Balearic Islands available as Jet2 destinations from LBA. Press release as follows:-

Calling all sun-seekers! New! New! New! Menorca from £31! On sale now!

Yorkshire holidaymakers will be digging out their sun hats and sipping sangria in celebration of today's hottest news! Jet2.com is to launch flights from Leeds Bradford to the Balearic Isle of Menorca, starting in spring 2006 and demand is guaranteed to be very high! Flights are on sale now so read this quickly and get booking!!

Menorca offers a fantastic contrast of beautiful sun-soaked beaches alongside nightlife to suit all tastes. It has always been a popular destination with the people of Yorkshire but not easily accessible - until now!

The island has over 100 beaches and resorts such as Punta Prima, Cala'n Porter, Cala'n Forcat and the capital Mahon are all on the doorstep.

Your feedback tells us that there will be a high demand for this service, whether you are lucky enough to be an overseas property owner on this fantastic Balearic isle or simply fancy a holiday in Jet2.com's latest destination. This route adds to our ever growing choice of sun and city break destinations, from Yorkshire's premier airport, Leeds Bradford, and we look forward to welcoming all you sun seekers out there, on our flights.

We listen to what you want and promise to continue introducing the destinations of your choice. The beauty of course is that we do all of this at such low prices, so book early to make sure you don't miss out on a bargain. This makes our tally of destinations a phenomenal 19 from Leeds Bradford - watch out for number 20, it's coming soon.

Just as we close for press Air SouthWest have announced from April 10th they are to increase the LBA to Bristol service from 2 to 3 flights a day, and introduce a direct Leeds to Newquay service.

AIRPORT NEWS

Heathrow's Terminal 2 is to be demolished under a £1.5bn plan to revamp London's main airport in time for the 2012 Olympics. The airport's operator, BAA, said a new terminal would be built on the same site, with work starting in 2009.

The building is intended to complement the £4.2bn Terminal 5 which is already under construction. The proposal needs to win regulatory support from the Civil Aviation Authority before it can go ahead. BAA will also discuss the viability of the plans with airlines and intends to submit a planning proposal in 2007.

Under the "Heathrow East" plan, BAA will knock down Terminal 2 and the Queen's Building office block next door. BAA said the proposed new terminal could handle 30 million passengers a year and would be used by airlines including Virgin, Lufthansa, Singapore Airlines and BMI.

Analysts said the proposals were unlikely to run into the trouble experienced when plans for Terminal 5 were unveiled because BAA would be building on the site of existing premises. "The significant increase in capacity created by Terminal 5 gives us a once-in-a-lifetime opportunity to look at the rest of Heathrow and think creatively about how we can use our current very limited space better," said BAA managing director Mike Temple.

"We are excited by the idea of Heathrow East, but at the moment it is still just an idea. Our vision is to create the world's greatest international hub airport in the world's greatest city."

Virgin Atlantic chief Steve Ridgway welcomed the move saying it would make the airport much easier for passengers to find their way around. "Radical new plans like the one BAA has outlined today are long overdue. We look forward to seeing BAA develop these proposals," he said.

The news comes almost two weeks after BAA - which operates seven UK airports as well as Naples airport in Italy - announced it was axing 700 jobs as part of a cost-cutting drive aimed at saving £45m a year by 2008.

Turkey is considering building a third airport in Istanbul. "Because of fast growing Turkish aviation market", According to the Transport Minister Mr Yildirim, this third airport will be built in the European side of Istanbul by 2010. Both Ataturk Airport (IST) and Sabiha Gokcen (SAW) will reach maximum capacity by 2010 as more and more airlines fly to and from Istanbul.

AIRLINE NEWS

Aeroflot, the Russian flag carrier, has signed a contract with Airbus for the purchase of seven A321 aircraft for its medium-haul fleet modernisation programme. Deliveries of the newly ordered aircraft are scheduled to begin in the fourth quarter of 2006. The airline plans to operate these aircraft on its European and domestic networks.

Air Canada have signed a contract with Boeing to upgrade the airline's fleet with up to 36 Boeing 777s and 60 Boeing 787 Dreamliners. The conclusion of the order comes six months after the airline announced a widebody fleet renewal plan, subject to a number of conditions. "We're extremely pleased to move forward with the renewal of Air Canada's widebody fleet with these new Boeing airplanes," said Robert Milton, president and chief executive officer of ACE Aviation Holdings Inc., Air Canada's parent company. "Our analysis of these aircraft confirmed overwhelmingly attractive economics; we estimate the fuel burn and maintenance cost savings alone on the 787 to be approximately 30 per cent versus the 767s they will replace. This is particularly important in the current high-fuel-price environment."

Air Canada is the 25th airline to select the 787 Dreamliner, bringing the total number of announced firm orders and commitments to 309.

Alpha One Airways, the new start up airline based in the Isle of Man, launched operations on Monday 7th November with a service to Southampton. Routes to Blackpool and Edinburgh are expected to follow, all with a pair of Jetstream 31 aircraft. What makes this airline a little different is it is owned by Martin Halstead, who is just 19 years old. Halstead claims he has loved aviation since his first flight at age 6. "I was joking with a friend that as my chances of getting a job in the airline industry were almost nil, I might as well start my own airline," he said. Halstead will work as a pilot as well as CEO, and says he has lots of experienced staffers on his team to make up for his own lack of years ... but he's relying largely on his own financing skills.

Flyglobespan will fly from Glasgow to Sanford airport in Orlando seven days a week from next summer as part of a major expansion programme. It will be Scotland's first daily service to Florida.

Ryanair have announced second-quarter profit rose 17 percent on the back of increased passenger numbers that helped offset rising fuel costs.

However, the carrier added that it remained cautious about its prospects in the coming winter season, a warning that caused shares to drop 2.3 percent to €6.82 (\$8.06) on the Irish Stock Exchange.

Net profit for the three months ending September 30th grew to €172.5 million (\$203.8 million) from €148.1 million a year earlier, as sales increased 32 percent to €541.5 million (\$639.8 million).

The net profit figure was just ahead of the €171 million (\$202 million) analysts had expected. "These record traffic and profits reflect the continued successful rollout of Ryanair's lowest fare model despite difficult trading conditions characterized by record-high fuel prices and intense competition," Ryanair Chief Executive Michael O'Leary said.

The airline also said that its decision not to impose a fuel surcharge on passengers had helped boost the number of passengers travelling to 9.5 million in the quarter, up 28 percent from a year earlier. However, it also led to a 3 percent increase in average fares.

Other airlines, including British Airways, have avoided direct increases in fares by charging a separate fuel charge to counter soaring oil prices in recent months. During the quarter, Ryanair's fuel and oil bill rose sharply to €127 million (\$150 million), from €62 million a year earlier. It added that its fuel costs had more than doubled during the six months to September 30th and that it expected costs to remain high "for some time." O'Leary said the airline will hedge its fuel requirements for next summer if the oil price drops below \$50 a barrel. Oil is currently trading around \$60 a barrel.

The company, Europe's largest budget carrier by passenger numbers, said it expected full-year profit to rise about 10 percent to just over €300 million (\$354.4 million). It said it expects to transport more than 35 million passengers this fiscal year and expects average fares to be flat in the current financial year compared with a year earlier.

The quarterly profit figures were also boosted by increased volumes of passengers on existing routes and the launch of new bases at Luton, north of London, at Liverpool and at Shannon, on Ireland's west coast. Ancillary, or non-ticket, revenues rose 36 percent to €71 million (\$83.8 million) in the quarter. Ryanair last week announced plans for in-flight gambling as part of its strategy to increase ancillary revenues, which also include commissions on hotel and car hire bookings.

Ryanair is bringing forward the launch of 4 of its 10 new routes from East Midlands by more than one month. Service to Bergerac and Limoges (France) and to Lodz and Wroclaw (Poland) will now be inaugurated on February 8th and 9th instead of March 14th and 15th.

Singapore Airlines is looking to put its first Airbus A380 into commercial service around Christmas next year, following an expected late-November delivery. CEO Chew Choon Seng said at the airlines financial results briefing "Based on the latest indications from Airbus, [the first A380] will not be delivered to us earlier than late November next year. If that is indeed the result, then we will not be putting the aircraft into commercial service before Christmas of next year".

Star Alliance member SIA will be the first operator of the A380, the first of which was originally due for delivery to it around April 2006. Earlier this year the airline began heavily advertising the fact that it would be the first to operate the aircraft in 2006, although there have been concerns in recent months that entry into service could slip to early 2007 because of delays in the programme that are affecting all early customers.

Chew says plans for retirements of older Boeing 747-400s have had to be reworked as a result of the delays and he indicates that negotiations are continuing with Airbus on a compensation deal. SIA's contract with Airbus will see it taking delivery of the first four production A380s, after which deliveries will take place to Qantas Airways and Emirates around April 2007. SIA has 10 of the type on firm order, the first of which will be used for services to Australia and the UK.

TNT Express has announced that they will lease two B747-400ERFs for 10 years from Guggenheim Aviation Partner. Delivery will take place in November 2006 and October 2007. Both aircraft will be used by TNT for services to China from their Lueg hub.

AIRCRAFT NEWS

A Boeing 777-200LR arrived in London from Hong Kong on Thursday 10th November, breaking the record for the longest non-stop flight by a commercial jet. The 777-200LR touched down shortly after 1 p.m. at Heathrow after a journey of more than 13,422 miles. The previous record was set when a Boeing 747-400 flew 10,500 miles from Heathrow to Sydney in 1989. A representative of Guinness World Records, which monitored the flight, presented Boeing's Lars Andersen with a certificate confirming it was for the longest non-stop commercial flight.

Captain Suzanna Darcy-Hennemann, who was at the controls when the plane left Hong Kong, said the trip east across the Pacific had been bumpy. "But we had a great ride across the United States ... and across the Atlantic we saw our second sunrise of the trip," she said.

The jet spent 22 hours and 43 minutes in the air. Andersen said the Hong Kong-to-London flight showed the future of air travel. "With the 777-200LR, we are changing the world," he said. "Passengers can fly commercially between just about any two cities non-stop."

The plane had eight pilots and was carrying an additional 27 passengers and crew, including Boeing representatives, journalists and customers. The record-breaking attempt is part of Boeing's fierce competition with its European rival Airbus. The Boeing 777-200LR Worldliner was designed to compete directly with the popular Airbus 340-500, which has a flight range of 10,380 miles.

Boeing said that after leaving Hong Kong, the jet flew across the northern Pacific Ocean before reaching North America, where it flew over Los Angeles, then slightly south of Chicago and over

New York before cruising over the Atlantic Ocean to London. Hong Kong-London flights usually fly over Russia.

Not to be outdone, Airbus took its new A380 on a trip the same week from France to Asia and Australia. The tour began with a 12-hour non-stop flight to Singapore. The crew checked the width of taxiways and runways and tested out a new passenger boarding bridge. Airport workers and officials got tours of the airliner. Singapore Airlines will be the first to fly the A380 on commercial routes, starting in late 2006. The airplane then flew into Brisbane and Sydney over the weekend, where it was greeted by crowds of thousands and helped to celebrate the 85th anniversary of Qantas. It will also stop in Melbourne, then fly on to Kuala Lumpur before heading back to France.

Airbus officials said budget aviation will be a key market for the A380, with the company already in talks with Japanese carriers keen to use the world's largest passenger jet for no-frills domestic flights. Christopher Stonehouse, vice president of the A380 customer program, said Airbus is working with several Japanese airlines who want to turn the A380 into a budget plane seating up to 800 passengers - close to the maximum - in a single-coach class configuration.

"We believe there is a market there (in budget aviation)," Stonehouse told a news conference here ahead of the A380's arrival in Malaysia as part of a three-nation tour of the Asia-Pacific, the jet's first time out of Europe. "Japanese domestic carriers are looking at up to 800 seats for short-haul flights in their market," he said. "We are working with them on this in terms of design constraints...because you end up with greater fatigue on short-cycle." The plane typically seats 555 passengers in a three-class cabin but can be expanded to accommodate 800 people, although most customers so far are opting for less than 500 seats. Stonehouse said some current A380 customers are also looking at having more than 555 seats, but not near to the maximum. He did not give details. Seven Asia-Pacific carriers - Qantas Airways Ltd., Singapore Airlines, Malaysia Airlines, Thai Airways, China Southern Airlines, India's Kingfisher and Korean Airlines - have ordered a total of 49 A380s. That accounts for 31 percent of 159 firm orders so far for the A.380.

Stonehouse said Malaysia Airlines will receive the first of six A380s in July 2007, instead of January 2007. He said most of the current 16 A380 customers suffer an average six-month delay in delivery and "essentially all" will be compensated based on their contract terms. Airbus has said it expects to pay millions of dollars in compensation. With production being ramped up, he said "by the end of 2007, we should stabilize production to around four aircraft a month."

Boeing project engineers are considering whether the introduction of winglets could enhance the appeal of its slow-selling 717 single-aisle twinjet. The aircraft was developed by McDonnell Douglas as the 106-seat MD-95, a Rolls-Royce BR715-engined derivative of the MD-80 series.

The aircraft has remained in production following the Seattle company's acquisition of MDD in the late 1990s, despite its being an apparent direct competitor to Boeing's own 108-passenger 737-600.

Orders for 42 aircraft in 1995 and 41 in 1998 (but none in 1996-97) together account for almost half of the 167 total sales to date. On average, each of the past five complete years has seen orders for fewer than 16 aircraft with little apparent outstanding demand. Boeing continues to analyse the market for larger, 130-seat stretched 717-300 and smaller 86-passenger 717-100 variants (and possible 84-seat 717-200 and longer-range 717-200X models). It recently asked Aviation Partners Boeing (APB) if a winglet that the company has studied for the MD-80 could usefully be applied to the 717.

APB winglets are said to improve airliner operating efficiencies by reducing fuel burn and takeoff noise exposure (as a result of faster climb rates), as well as carbon-dioxide and nitrous oxide emissions. For example, the company characterizes potential fuel savings on slightly larger 150- to 160-seat B737-700/800 aircraft, the most popular APB winglet application to date, at 110,000 gallons per year per aircraft (assuming 3,600 hours annual use).

Now, Boeing appears to be doing all it can to reduce 717 operating costs, both to differentiate the MDD design further from the B737-600 and to make it more competitive against new developments in the 100-seat class from established regional jet manufacturers Bombardier or Embraer.

Brazil's Embraer expects to make 1,000 of its new bigger planes seating between 70 and 110 passengers over 10 years, the company's vice president has said "The performance by our new family of products is better than expected in the business plan," Artur Coutinho told reporters. Embraer has delivered its 100th plane from the Embraer 170-190 line, just 19 months after the first delivery.

At the peak of the cycle, Embraer hopes to produce up to 120 to 130 jets per year. Embraer has previously specialized in smaller regional jets seating up to 50 passengers. (see article below) Embraer closed September with 335 firm orders for the 170-190 planes and 383 options. Coutinho said Embraer was in negotiations with various airlines to sell the bigger planes.

The 100th example was for Air Canada, which Coutinho said was of extreme importance for Embraer as it meant that not only regional airlines but also world majors were interested in its products. Air Canada has 60 firm orders and 60 options for Embraer 175 and 190 model planes

The 50-seat regional jet that changed the airline industry 14 years ago is now a falling star, the victim of changing economics. Once prized by airlines for its speed and range but disliked by many fliers for its cramped cabin the 50-seater has seen demand plummet.

Montreal-based Bombardier, which rolled out the first 50-seat Canadair Regional Jet in 1991 and is the leading maker, announced last week it will suspend production in January. Orders that once numbered in the hundreds have fallen to 55, Bombardier said.

Embraer of Brazil, the other leading maker, says it has 51 firm orders for its jets with 50 seats or fewer. Embraer declined comment on whether it plans to stop building those anytime soon.

Not long ago, airlines couldn't get enough RJs, which list for up to \$24million each. Airlines snapped them up for service to midsize cities where traffic didn't justify larger jets. They could carry more passengers farther and faster than the noisy turboprop jets they replaced. Just two years ago, Bombardier had orders for 300.

Small jets don't make economic sense on many routes anymore. Amid competition from low-fare carriers, regional jets don't command the high fares they once did. And small jets spread high fuel costs among too few seats. "The day of the regional jet is over, in terms of demand," says airline consultant Mike Boyd. "They can't make money."

OTHER NEWS

The first Iraqi passenger flight for 25 years has landed in Tehran, an Iranian aviation official said. The Iraqi Airways Boeing 737 is the latest sign of thawing relations between the countries who fought a war of attrition from 1980 to 1988, which killed hundreds of thousands on both sides.

Iraqi Airways is planning to fly scheduled flights to Iran on Wednesdays and Fridays from November 16th, said Reza Jafarzadeh, spokesman for Iran's Civil Aviation Authority.

The first flight carried journalists and politicians rather than fare-paying passengers and was intended as an advertisement for the forthcoming scheduled flights, Iraqi airline sources said.

Jafarzadeh said Iran was still too wary about security to fly into Iraq. "If they give us a security guarantee we would have no problem resuming flights to Iraq," he said.

Putting the war behind them, Iran and Iraq have already begun some commercial deals, trading oil products and flour. Tehran has also opened a credit line to get exports flowing into its western neighbour.

A drive-thru burger restaurant for airliners? Impossible? Well, think again. On Thursday November 10th, in Atlanta, the captain of an AirTran Airways 737 taxied up to the window of a specially designed Wendy's drive-thru. An honorary "air-food controller" passed carry-on bags of food and drinks through the 737's cockpit window!

I think I'd better just explain in a little more detail. The stunt launched a promotion offering frequent-flyer mileage credits for soft drinks bought at Wendy's. "If drive-up pharmacies and drive-in wedding chapels can work, the idea of an aircraft drive-thru just might take off," said Tad Hutcheson, AirTran Airways vice president of marketing.

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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

AUSGANG NICHT REICHEN

I had been trying to persuade Dave to have a final 200 series flight and a day's spotting at Dublin for weeks, but regular globetrotting makes finding a mutual date tricky. A chance visit to the Ryanair web-site highlighted a £0.39 fare from Leeds; an opportunity too good to miss. One last flight on a 200 series out of Leeds before the arrival of the 800 series on the route.

Our mount to Dublin was the vintage EI-COB showing its previous identity from the last century with cabin signs in German and English. Earlier technical problems in Dublin meant we left Leeds thirty minutes late and roared skyward off R32, as only a 200 series can roar skyward.

It was cloudy all the way as we raced across the Irish Sea making up time. In thick cloud we bumped down the approach to Collinstown, but it all added to the fun as we bounced and tail twitched our way to finals at good speed. A hint of rain as we disembarked and made our way across the apron and without the cursed air bridges, a breath of sweet Irish air.

It was a pleasant but unspectacular day of spotting and there was a surprising number of Ryanair 200s still operating. The following were noted during the day; EI-CJC, CJG, CNT, CNX, CNZ, COB, COX. The latest 800 series on show was EI-DHM with further deliveries slowing as a result of the Boeing strike. Maybe a stay of execution is planned. One can but hope.

Our flight home was due to depart at 2005hrs and EI-COX arrived promptly to provide our return chariot. Our early check-in meant we were in the first sequence called. Being in the first sequence gives you a choice of seats and we selected aisle seats in Row 22 to ensure maximum flying sensation. I thought Jet2's 300 series were noisy, but Row 22 on a 200 series takes some beating.

We had anticipated a Ryanair ride down the R32 approach; however this was scuppered by an unexpected landing on R14. There was, however, some compensation for thrill seekers under reverse thrust and full brakes with the Terminal building disappearing rapidly passed the port windows. As we hurtled along the taxi-ways to our Stand, the stewardess proudly announced that we were fifteen minutes early as she welcomed us to Leeds.

No rear steps tonight so a short wait as we all filed to the front door to board our bus. I did receive my first ever copy of a Ryanair in-flight magazine before leaving the aircraft: something I was not aware existed! Two excellent and most enjoyable flights and the aircraft were more or less full both ways: Dublin is still a popular destination.

My first ever 200 series flight had been well over thirty years previously, when my wife to be and I flew from Luton to Gerona on G-AVRL of Britannia Airways on a Thomson's holiday to Mallorca. Time flies.....

A couple of final thoughts: what spotting opportunities would an early morning Ryanair from Leeds to Stansted open up and secondly will the extra capacity on the 800s mean fares of less than £0.39 will be possible. Watch this space!

Jim Stanfield

HALIFAX UNVEILING

On Saturday 5 November 2005 an epic restoration culminated in the unveiling of Handley Page Halifax Mk. VIIA NA337 2P-X at the RCAF Memorial Museum, at CFB Trenton, Ontario. In front of a large crowd of over 1500 Veterans, many from 6(RCAF) Bomber Group, this marvellous and meticulous restoration project was revealed in true wartime style to the sounds of a Halifax starting up and the flying by on a misty morning.

This aircraft was on a mission to supply weapons and equipment to the Norwegian resistance when it was hit by flak on the night 24th April 1945, and ditched in Lake Mosja. Although the crew got out of the aircraft, sadly all but the rear-gunner Thomas Weightman, succumbed to the cold and their bodies were recovered by the Norwegians in the light of day. Weightman was handed over to the Authorities, but repatriated a few weeks later at the end of the war. Unfortunately he was too ill to attend the event in Canada.

The story of the ditching at Lake Mjosa was told by witness Norwegian Tore Marsoe, speaking through an interpreter, and the story of the recovery to Canada by Capt. Doug Rutley, 8 Wing Engineering section at Trenton. Then 'Jeff' Jeffrey, a WW2 Halifax Pilot, and Chairman of the Halifax Aircraft Association, initiated the pull back of the curtains to reveal the aircraft with the full restoration team in front of it. Each team member was personally introduced to the audience, especially Bill Trytula, the man in charge of this painstaking work over the past ten years. Jeff also gave credit to Canadian airline pilot Karl Karsgaard, who had provided much of the motivation to get the aircraft recovered and returned to Canada. Karl's father had flown Halifaxes in 6 Group during the war.



Having seen the aircraft on its arrival in Canada, in 1995 I am in awe of the detail of the work carried out. Although the tail section was recovered at the time, the fuselage had been twisted on impact, so the team returned to Scotland and recovered a second rear fuselage from the Isle of Lewis, close to the location of Yorkshire Air Museum's section, HR792. By sheer luck the second section had also been built at Rootes Securities in Liverpool, and Bill Tytula told me all the fittings and bolt holes lined up exactly, making the assembly a lot easier. The protection afforded by the mud of the lake bed and the meticulous restoration of the engines means that they are capable of turning, and even the giant Messier undercarriage legs have been faithfully reproduced by a local engineering company.

The aircraft is generally reckoned to be 85% original, and the restoration will have cost approximately Can\$3 million, though in reality about \$10 million if you include all the hours given voluntarily by the restoration team. That does not include all the transport support given by the Canadian Air Force recovering components from all over the world, including the UK items such as the bomb doors retrieved by the HP57 Recovery Group, as well as the assistance of the team at CFB Trenton. Truly a giant undertaking, supported by the members of the Halifax Aircraft Association around the world. Speakers included the Canadian Defence Minister, Bill Graham, and Chief of the Air Staff, Lt. Gen.

Steve Lucas, who described the Halifax as "a national treasure", and after wreaths had been laid by the various organisations and family members of the original crew, the area around the Halifax was opened up to all the veterans and families from all over Canada, Australia, and from the UK.

Chris Colton, Executive Director of the RCAF Memorial Museum, was deeply affected by the emotions shown by the veterans. "They have been waiting 60 years for this, and it's a great pleasure to see their smiling faces. Some smiled, others wept, as they touched the aircraft and remembered their colleagues and association with this great aircraft, so often eclipsed by its famous Avro 'brother'. Of the 10,000 Canadians who lost their lives flying with Bomber Command, the majority were lost in the Halifaxes of 6(RCAF) Group, in addition to 4, 8 and 10 Groups. Included in the audience was Jaqueline Bastable, from the UK, whose father was the navigator, Fl. Lt. Walter Mitchell, on the ill-fated trip. She never knew her father, and her mother never talked about that night, so this event filled a huge void in her life.

In reality this is the last complete restored Halifax, of the 6178 aircraft built, and it is a great tribute to the men of the RAF and RCAF who gave so much.

Ken Cothliff

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

- 4 December Pre-Christmas Get Together
- 8 January Philip Meeson, Group Chief Executive, Jet2
- 5 February Annual Air Yorkshire Quiz
Norman Smart will present a photographic recognition quiz, similar to the 2004 one. The questions will reflect the many suggestions made by members after the last quiz
- 4 March David Sharp - Czech Ramblings
David will talk about his visits to the Czech Republic in his own Cessna 120 including the Memorial Airshow at Roudnice-Nad Labem, Kunovice, Vyskov and Zruc museums and some other Czech Airfields. After learning to fly at Sherburn and obtaining his PPL, he has flown extensively across Europe in his vintage Cessna. David has recently bought a Piper Colt but that is another story
- 2 April Squadron Leader Drew Steel – RAF Nimrod MRA4
Drew leads the RAF Element of the Nimrod MRA4 Joint Trials Team at BAES Warton. He will provide a brief background to the programme, a description of the aircraft and an explanation of the MRA4's capability in simple language, followed by questions. Drew is an experienced, entertaining and amusing speaker and should not be missed
- 7 May CONFIRMED - Tim Jeans, Managing Director of Monarch Scheduled
- 6 August Martin Powell – Martin will be presenting a slide show based on a recent trip to the USA, followed by visits to Singapore, Thai Air Force bases and the Scilly Isles. He was an early member of the West Riding Branch of Air Britain and is an active member of the Rossendale Aviation Society

Please note that Car Parking at the monthly meetings is provided at a discounted rate. Please contact a Committee Member for details.

Alan Sinfield

THE UNDERGROUND BUNKER



Nuclear Bomb - Clifford Hadwin

The UNDERGROUND BUNKER
Rysome Lane, Holmpton, Withernsea HU19 2QR
(Visitor security restrictions may apply)

Limited open days – check before travelling
Two guided tours each open day
Advance booking available
Information: 01964 630208
e-mail: info@defencearchives.org

Building started in 1951 and the bunker opened in 1954, serving until 1975 as an RAF Master Radar Station. In 1985 it was massively refurbished to form a new RAF Headquarters and in 2003 became home to the Defence Archives Agency. The bunker is entirely underground and covers some 26,000 sq ft. Exhibitions, cinemas and shows take you through the operational areas and tell the story of over 50 years of RAF use of this major national HQ. Today the bunker is still a working environment.

Another trip down memory lane. I was stationed at RAF Pattrington in the 1960's when this was known as the Holmpton site. The main Radars were: Radar Type 80 the main search radar; two HF6 American manufactured height finding Radars; two Type 14 British manufactured height finding Radars (although a decade older in design than the HF6's, by far superior in operation); and a Type 26 a low looking Radar perched atop a 260ft tower (when the old hands serviced this beast we climbed the ladders as the lift had a habit of sticking half way up - of course we never told the new boys this). These were known as the heads.

The bunker was known to all as the hole. Here the fitters who worked on the heads took shelter when there was a nuclear alert. If any of the heads needed repairing during the alert we had to climb out of the toilet window and return the same way - real hi-tec stuff.

When I left Pattrington I still held the record for tuning a Type 14 and getting the greatest range on a calibration run of 235 miles. Happy days. Thank God there was no war.

Cliff Jayne



Boeing 737-700 Airborne Banjul (The Gambia) 1 November 2005 Peter Constable



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