

Cover Story



## YORKSHIRES PREMIER AVIATION SOCIETY



BOMBARDIER BD 700-1A10 N170SW GLOBAL EXPRESS  
LEEDS BRADFORD INTERNATIONAL AIRPORT  
16 AUGUST 2006  
MARTIN ZAPLETAL

£1.75

**VOLUME 32** ISSUE 12 **DECEMBER 2006**

## SOCIETY CONTACTS

CHAIR	Cliff JAYNE	tel: 0113 249 7114
SECRETARY	Jim STANFIELD	tel: 0113 258 9968
TREASURER	David VALENTINE	8 St Margaret's Avenue
and MEMBERSHIP		Horsforth, Leeds LS18 5RY
		tel: 0113 228 8143
Assistant Treasurer	Pauline VALENTINE	
MAGAZINE EDITOR	Cliff JAYNE	27 Luxor Road, Leeds LS8 5BJ
		tel: 0113 249 7114
		e-mail: <a href="mailto:airyorks@aol.com">airyorks@aol.com</a>
Assistant Editor	Sheila JAYNE	
MEETINGS CO-ORDINATOR	Alan SINFIELD	tel: 01274 619679
		e-mail: <a href="mailto:alan.sinfield@airyorkshire.org.uk">alan.sinfield@airyorkshire.org.uk</a>
VISITS ORGANISER	Paul WINDSOR	tel: 0113 250 4424
HONORARY LIFE PRESIDENT	Mike WILLINGALE	
COMMITTEE MEMBERS:	Lawrie COLDBECK, John DALE, Clifford HADWIN,	
2006-2007	Denis STENNING, Geoff WARD	

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

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

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

## SOCIETY NEWS

The Society's Annual General Meeting in November was well attended. 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 unanimously, a proposal that full and postal membership be combined into a single category of Full Membership with a membership fee for 2007 of £19. Social membership will remain at £5 per person.

*Meetings:* Alan Sinfield was congratulated on the varied and interesting programmes he organises for us at Gate 20. On behalf of the Society, Jim Stanfield is negotiating with the Touchdown Café on South Side to introduce a mid-month meeting on a Thursday evening during the summer months.

*The Annual Dinner:* will be held on Friday 20 April 2007 at the Peasehill Hotel and Restaurant. Members are encouraged to support this social event.

*Society Visits:* it is hoped to organise an excursion in September and a coach has been reserved provisionally.

*Election of Officers and Committee 2006-2007:* Officers and Committee members were re-elected unopposed. Cliff Jayne thanked Officers and Committee for their work and support throughout the year.

*Annual Photographic Competition for the David Bates Trophy:* the photographs from the front/back covers will be displayed without identity at the December meeting and members will decide the winners.

*Chairman's Award:* a silver cup has been offered to the Society and members agreed a proposal that the trophy be awarded annually by the Chairman to the Person of the Year, being any member who has made a significant contribution to the wellbeing of the Society.

**Cliff Jayne**



## MOVEMENTS OCTOBER 2006

### 01 Sunday

G-BYAK	Boeing 757	0421 0705	G-STRH	Boeing 737/700	0527 0753
G-FIBS	Twin Squirrel	0704 0717	PH-OFA	Fokker 100	0928 1040
EI-DLR	Boeing 737/800	1248 1329	G-JEBE	BAe 146/300	1345 1433
G-STRH	Boeing 737/700	1423 1544	G-MGWI	Robinson R.44	1457 1647
TF-FII	Boeing 757	1514 1553	N248AB	Gulfstream 4SP	1518 1647(02)
G-PLAJ	Jetstream 31	1541 1629	PH-KZH	Fokker 70	1611 1717
HB-JIB	MD-90	1636 1812	G-BNYB	PA-28 Dakota	1704 1523(02)
G-MIDP	Airbus 320	1823 1906	G-JEDT	DHC-8 400	1925 2010
EI-DHH	Boeing 737/800	1952 2031	G-WOWB	DHC-8 300	2006 2041
LZ-BHC	Airbus 320	2009 2113	G-BPNT	BAe 146/300	2047 2148
G-BYAK	Boeing 757	2053 0852(02)	PH-OFJ	Fokker 100	2102 0631(02)
G-MIDP	Airbus 320	2324 0654(02)			

### 02 Monday

G-STRH	Boeing 737/700	0209 1232	TC-OAI	Airbus 321	0734 0910
G-PLAJ	Jetstream 31	0810 0855	G-JEDL	DHC-8 400	0820 0905
G-WOWD	DHC-8 300	0839 0916	G-JECK	DHC-8 400	0845 0935
TC-SUL	Boeing 737/800	0856 1005	G-FIBS	Twin Squirrel	0903 0941
HB-GJP	King Air 300	0908 1532	G-MIDP	Airbus 320	0923 1039
PH-OFJ	Fokker 100	0928 1033	N208EC	C.208B Caravan	1015 1347(24)
EI-DCG	Boeing 737/800	1026 1116	CS-DFE	Falcon 2000	1144 1452(05)
EI-RED	ATR.72/200	1209 1248	G-WOWE	DHC-8 300	1243 1323
G-WOWE	DHC-8 400	1243 1323	G-MIDP	Airbus 320	1314 1432
G-BYHG	Dornier 328	1411 1453	G-BYAK	Boeing 757	1444 1627
G-WOWB	DHC-8 300	1450 1516	G-JEBE	BAe 146/300	1602 1706
EI-RED	ATR.72/200	1613 1730	EI-DAI	Boeing 737/800	1617 1711
PH-OFL	Fokker 100	1625 1726	G-PLAJ	Jetstream 31	1724 1801
G-JECH	DHC-8 400	1728 1804	G-BYCP	King Air B.200	1732 0845(03)
LZ-BHC	Airbus 320	1808 1851	G-DBCB	Airbus 319	1817 1923
G-OLDN	Long Ranger	1834 1039(03)	G-JEDP	DHC-8 400	1923 2001
CS-DFD	Falcon 2000	1948 0659(03)	G-WOWE	DHC-8 300	1953 2021
G-FIBS	Twin Squirrel	1958 1005(06)	G-JEDL	DHC-8 400	2049 2136
PH-OFI	Fokker 100	2102 0622(03)	G-MIDP	Airbus 320	2142 0655(03)
EI-DCG	Boeing 737/800	2211 2244	G-STRH	Boeing 737/700	2306 0743(03)

### 03 Tuesday

G-BYAK	Boeing 757	0233 0619	G-JEDJ	DHC-8 400	0751 0830
G-JECE	DHC-8 400	0814 0855	G-PLAJ	Jetstream 31	0820 0858
G-WOWC	DHC-8 300	0833 0902	PH-OFE	Fokker 100	0924 1025
G-MIDP	Airbus 320	0929 1034	N900NS	Falcon 900EASy	0935 1630
EI-DLV	Boeing 737/800	1013 1048	EI-IAW	Lear Jet 60	1102 1637
CS-DFK	Falcon 2000EX	1156 1703	CS-DFN	C.560 Citation XL	1214 1448
G-STRH	Boeing 737/700	1318 1458	G-MIDP	Airbus 320	1321 1443
G-BYAK	Boeing 757	1331 1736	G-WOWE	DHC-8 300	1352 1423
G-JEDU	DHC-8 400	1357 1440	G-JECH	DHC-8 400	1438 1520
G-LHEL	Twin Squirrel	1529 1639	EI-DHY	Boeing 737/800	1613 1646
PH-KZO	Fokker 70	1631 1801	G-PLAJ	Jetstream 31	1722 1809
G-DBCF	Airbus 319	1753 1901	9H-AEK	Airbus 320	1806 1924
G-BYCP	King Air B.200	1811 1828	G-JEDL	DHC-8 400	1902 1953
N112SR	Cirrus SR.22	1905 1011(05)	G-JEDP	DHC-8 400	1913 1950



G-WOWD	DHC-8 300	1947 2017	PH-OFI	Fokker 100	2100 0634(04)
G-MIDP	Airbus 320	2143 0706(04)	EI-DLV	Boeing 737/800	2158 2223
D-CFAX	Lear Jet 35A	2252 1004(04)	G-STRH	Boeing 737/700	2332 0813(04)

#### 04 Wednesday

G-BYAK	Boeing 757	0308 0737	G-JECH	DHC-8 400	0749 0825
G-JEDR	DHC-8 400	0801 0840	G-PLAJ	Jetstream 31	0816 0854
G-WOWE	DHC-8 300	0837 0906	PH-OFG	Fokker 100	0926 1027
G-MIDP	Airbus 320	0929 1037	EI-DLN	Boeing 737/800	1009 1046
G-PLAZ	Commander 112A	1133 1804	EI-RED	ATR.72/300	1140 1230
HB-GJP	King Air 300	1257 1530	G-MIDP	Airbus 320	1313 1433
EC-JHV	Boeing 737/800	1326 1758	G-JEDJ	DHC-8 400	1402 1511
G-WOWD	DHC-8 300	1405 1437	EI-RED	ATR.72/300	1538 1631
G-JEBE	BAe 146/300	1602 1651	EI-DLS	Boeing 737/800	1608 1643
PH-WXD	Fokker 70	1623 1722	G-BYAH	Boeing 757	1628 0752(05)
G-STRH	Boeing 737/700	1704 0543(05)	G-PLAJ	Jetstream 31	1719 1810
G-PASG	Bolkow Bo.105	1738 0823(25)	G-DBCB	Airbus 319	1753 1859
TC-OAE	Airbus 321	1856 2108	G-BYHM	Hawker 800B	1900 1328(05)
G-JECE	DHC-8 400	1918 2006	G-WOWC	DHC-8 300	1931 1957
G-JECM	DHC-8 400	2000 2026	PH-OFK	Fokker 100	2055 0614
G-MIDP	Airbus 320	2146 0702(05)	EI-DLN	Boeing 737/800	2209 2235

#### 05 Thursday

G-JECM	DHC-8 400	0746 0828	N66DN	Lear Jet 45	0800 0852
G-JECE	DHC-8 400	0804 0843	G-PLAJ	Jetstream 31	0816 0845
G-WOWA	DHC-8 300	0832 0902	PH-OFF	Fokker 100	0950 1049
EI-DLV	Boeing 737/800	1016 1057	G-STRH	Boeing 737/700	1151 1541
G-WOWE	DHC-8 300	1217 1248	D-INOS	C.525A Citationjet	1316 1409
G-TKNT	Agusta A.109A	1320 1713	G-CDEA	SAAB 2000	1326 1401
G-DBCD	Airbus 319	1336 1428	G-WOWC	DHC-8 300	1346 1416
EC-IMU	Airbus 320	1353 1514	G-JEDM	DHC-8 400	1357 1439
G-JECH	DHC-8 400	1434 1749	G-FIRM	Citation Bravo	1434 1749
CS-DRL	Hawker 800XPI	1457 1633	G-BMDK	PA-34 Seneca	1526 1616
G-OOAU	Airbus 320	1529 1653	PH-KZA	Fokker 70	1616 1731
G-CDEA	SAA 2000	1621 1650	EI-DAI	Boeing 737/800	1624 1704
G-PLAJ	Jetstream 31	1722 1801	G-DBCC	Airbus 319	1758 1912
G-WOWE	DHC-8 300	1929 1957	G-JECK	DHC-8 400	1939 2008
LX-JFK	Pilatus PC-12	1947 2024	G-JECE	DHC-8 400	1950 2029
PH-OFA	Fokker 100	2103 0628(06)	G-BYAH	Boeing 757	2120 0708(06)
G-MIDP	Airbus 320	2158 0930(06)	EI-DLV	Boeing 737/800	2206 2236
G-STRH	Boeing 737/700	2321 0537(06)			

#### 06 Friday

G-JECK	DHC-8 400	0756 0835	G-JECE	DHC-8 400	0816 0857
G-PLAJ	Jetstream 31	0819 0854	G-WOWB	DHC-8 300	0825 0907
G-BHKJ	Cessna 421C	0828 1301	PH-KLD	Fokker 100	0937 1030
EI-DHY	Boeing 737/800	1027 1105	EC-HZS	Boeing 737/800	1100 1239
G-STRH	Boeing 737/700	1122 1234	EI-REB	ATR.72/200	1156 1247
G-JIVE	Hughes 369E	1210 1224	G-WOWC	DHC-8 300	1236 1307
G-MIDY	Airbus 320	1321 1439	G-SPOR	King Air B.200	1402 1949
G-JECM	DHC-8 400	1412 1455	G-WOWE	DHC-8 300	1418 1505
G-SPUR	C.550 Citation 2	1548 1647	PH-KZK	Fokker 70	1626 1730
EI-CSJ	Boeing 737/800	1630 1718	EI-REB	ATR.72/200	1633 1758
G-JEBD	BAe 146/300	1636 1725	G-PLAJ	Jetstream 31	1719 1835
G-BYAF	Boeing 757	1808 1930	G-BUFH	PA-28 Warrior	1812 1610(08)
G-STRH	Boeing 737/700	1817 1238(07)	G-DBCB	Airbus 319	1831 1927
G-JECE	DHC-8 400	1924 2003	G-JEDP	DHC-8 400	1932 2009
G-WOWA	DHC-8 300	1951 2021	PH-OFL	Fokker 100	2113 0642(08)
G-MIDY	Airbus 320	2209 2243	EI-DHY	Boeing 737/800	2219 2300



**07 Saturday**

G-BYAF	Boeing 757	0444 0730	G-JECM	DHC-8 400	0756 0834
G-JEDL	DHC-8 400	0802 0847	EC-HGO	Boeing 737/800	0806 0931
G-JECF	DHC-8 400	0842 0914	ZD574	Chinook	0855 0924
PH-KLI	Fokker 100	0928 1028	G-DBCC	Airbus 319	0934 1039
EI-DHY	Boeing 737/800	1010 1052	G-WOWA	DHC-8 300	1023 1058
G-BOLT	Commander 114	1054 1447(08)	EI-TIP	Bell 430	1131 2235
G-DMND	DA-42 Twin Star	1137 1645	G-OLDN	Long Ranger	1147 1317
G-SALA	PA-32 Cherokee 6	1228 1454	G-GLTT	PA-31 Chieftain	1236 1407
ZD574	Chinook	1240 1321	G-BYAF	Boeing 757	1246 1417
HA-YFG	LET 410UVP	1256 1333	G-JEDU	DHC-8 400	1422 1515
EC-JKZ	Boeing 737/800	1537 1647	EI-CSJ	Boeing 737/800	1609 1641
PH-KZK	Fokker 70	1613 1709	G-FIBS	Twin Squirrel	1800 1824
G-STRH	Boeing 737/700	1835 2020	G-WOWB	DHC-8 300	2011 2037
G-IPAX	C.560 Citation XL	2042 2228	PH-OFJ	Fokker 100	2042 2228
G-BYAN	Boeing 757	2058 2231			

**08 Sunday**

G-BYAN	Boeing 757	0401 0707	G-STRH	Boeing 737/700	0533 0726
PH-OFA	Fokker 100	0927 1021	G-ESTA	C.550 Citation 2	1026 1059
EI-REB	ATR.72/200	1135 1222	HB-JIB	MD-90	1219 1339
EI-CVR	ATR.42/300	1230 1303	EI-DLN	Boeing 737/800	1246 1326
G-JECK	DHC-8 400	1302 1345	N593CD	Cirrus SR.22	1333 1445
G-JEBD	BAe 146/300	1343 1427	G-STRH	Boeing 737/700	1423 1542
G-PLAJ	Jetstream 31	1535 1607	PH-KZE	Fokker 70	1624 1713
G-MIDY	Airbus 320	1730 1858	N66DN	Lear Jet 45	1758 0943(11)
G-GBRU	Jet Ranger	1843 Res.	G-JEDT	DHC-8 400	1859 2012
G-JECK	DHC-8 400	1931 2006	EI-DHZ	Boeing 737/800	1950 2030
G-WOWB	DHC-8 300	1955 2034	G-BYAN	Boeing 757	2032 0711(09)
PH-OFI	Fokker 100	2131 0619(09)	G-MIDY	Airbus 320	2138 0707(09)

**09 Monday**

G-STRH	Boeing 737/700	0158 1239	G-FRYI	King Air 200	0612 0652
TC-OAE	Airbus 321	0709 0859	G-JEDJ	DHC-8 400	0741 0845
G-JECL	DHC-8 400	0812 0849	G-ONAL	King Air 200	0814 0851
G-RVRW	PA-23 Aztec'	0823 1324	G-PLAJ	Jetstream 31	0829 0903
G-WOWC	DHC-8 300	0840 0906	TC-SUL	Boeing 737/800	0842 1016
PH-KLI	Fokker 100	0922 1030	G-MIDY	Airbus 320	1002 1048
EC-HVQ	C.525 Citationjet	1005 1941	EI-DHC	Boeing 737/800	1027 1107
EI-REB	ATR.72/200	1141 1234	G-GFEY	PA-34 Seneca	1233 1524
G-WOWA	DHC-8 300	1245 1314	G-BYAP	Boeing 757	1304 1510
G-MIDY	Airbus 320	1328 1442	G-FIBS	Twin Squirrel	1347 1653
F-GYAP	Airbus 321	1351 0757(10)	G-WOWB	DHC-8 300	1356 1429
G-JECN	DHC-8 400	1416 1456	N109MJ	Agusta A.109E	1448 1611
EI-REB	ATR.72/200	1548 1636	PH-KZC	Fokker 70	1608 1720
EI-DHY	Boeing 737/800	1614 1705	G-PLAJ	Jetstream 31	1712 1806
G-ONAL	King Air 200	1718 1745	G-JEBD	BAe 146/300	1820 1906
G-DBCB	Airbus 319	1831 1934	G-JECL	DHC-8 400	1908 1954
G-WOWA	DHC-8 300	1921 1956	G-JEDW	DHC-8 400	1929 2007
PH-OFF	Fokker 100	2108 0621(10)	EI-DHC	Boeing 737/800	2149 2220
G-MIDX	Airbus 320	2222 0705(10)	G-STRH	Boeing 737/800	2245 0748(10)

**10 Tuesday**

G-BYAP	Boeing 757	0149 0618	G-JECN	DHC-8 400	0751 0834
G-JEDL	DHC-8 400	0754 0843	G-PLAJ	Jetstream 31	0816 0851
G-WOWB	DHC-8 300	0836 0926	G-VUEZ	C.550 Citation 2	0850 0949
PH-OFF	Fokker 100	0916 1021	G-MIDX	Airbus 320	0941 1040
EI-DLT	Boeing 737/800	1017 1056	N309CJ	C.525A Citationjet	1037 1416
N97GW	Beech A.36	1045 1606	CS-DXE	C.560 Citation XLS	1223 1410

G-MIDX	Airbus 320	1324 1441	G-STRH	Boeing 737/700	1331 1450
G-WOWA	DHC-8 300	1351 1419	G-JECF	DHC-8 400	1401 1443
G-FCED	PA-31T Cheyenne	1421 1654	G-BYAP	Boeing 757	1448 1626
G-VIPI	Hawker 800B	1452 1603	G-JEBF	BAe 146/300	1531 1611
PH-KZG	Fokker 70	1608 1730	EI-DHY	Boeing 737/800	1656 1727
G-PLAJ	Jetstream 31	1710 1752	9H-AEI	Airbus 320	1750 1907
G-DBCF	Airbus 319	1759 1905	G-FIBS	Twin Squirrel	1824 0754(12)
G-JECL	DHC-8 400	1913 1953	G-JEDJ	DHC-8 400	1928 2008
G-WOWC	DHC-8 300	1956 2029	G-MIDX	Airbus 320	2203 0702(11)
EI-DLT	Boeing 737/800	2220 2312			

### 11 Wednesday

G-BYAH	Boeing 757	0639 0750	G-JECN	DHC-8 400	0754 0833
G-PLAJ	Jetstream 31	0820 0852	G-JECE	DHC-8 400	0825 1300
I-ELYS	Lear Jet 40	0848 1226	PH-OFF	Fokker 100	0931 1048
G-MIDX	Airbus 320	0944 1037	G-WOWA	DHC-8 300	0948 1021
G-BMDK	PA-34 Seneca	1011 1729	EI-DLT	Boeing 737/800	1030 1109
EI-REF	ATR.72/200	1151 1233	G-WOWC	DHC-8 300	1331 1420
N66DN	Lear Jet 45	1405 1424	G-MIDX	Airbus 320	1417 1518
G-JEDW	DHC-8 400	1444 1531	EI-DGZ	Boeing 737/800	1510 1624
EI-REF	ATR.72/200	1540 1701	PH-WXA	Fokker 70	1617 1715
G-JEBD	BAe 146/300	1619 1654	EI-DHY	Boeing 737/800	1622 1710
G-BYAH	Boeing 757	1643 0743(12)	F-GYAP	Airbus 321	1645 1752
G-PLAJ	Jetstream 31	1753 1833	G-DBCB	Airbus 319	1843 1940
TC-OAF	Airbus 321	1900 2040	G-JECL	DHC-8 400	1908 1952
G-JEDK	DHC-8 400	1918 2000	G-WOWB	DHC-8 300	1935 2007
G-STRH	Boeing 737/700	2037 0541(13)	PH-OFB	Fokker 100	2102 0628(12)
EI-DLT	Boeing 737/800	2216 2252	G-MIDX	Airbus 320	2235 0658(12)

### 12 Thursday

G-ONAL	King Air 200	0611 0631	G-JEDW	DHC-8 400	0748 0825
G-JECE	DHC-8 400	0805 0843	G-PLAJ	Jetstream 31	0816 0852
G-WOWA	DHC-8 300	0828 0901	PH-OFN	Fokker 100	0929 1038
G-MIDX	Airbus 320	0935 1041	PH-PRH	Fokker 50	1014 1609
EI-DHC	Boeing 737/800	1017 1054	84-0111	C-21A Lear Jet	1020 1612
OY-NLA	C.650 Citation 3	1026 1115	G-DANZ	Twin Squirrel	1027 1646
G-OOOB	Boeing 757	1110 1221	N340SC	Cessna 340A	1132 1430
G-EYES	Cessna 402C	1138 1147	G-WOWE	DHC-8 300	1220 1252
G-MIDX	Airbus 320	1316 1439	G-OOAP	Airbus 320	1332 1536
G-WOWB	DHC-8 300	1338 1417	EC-JND	Airbus 320	1351 1501
G-JEDJ	DHC-8 400	1356 1442	G-JEDK	DHC-8 400	1407 1448
CS-DNT	Hawker 800XP	1411 1551	EI-DAV	Boeing 737/800	1613 1700
PH-KZP	Fokker 70	1617 1725	G-PLAJ	Jetstream 31	1719 1814
G-DBCD	Airbus 319	1757 1902	G-OOOB	Boeing 757	1828 1909
G-JECL	DHC-8 400	1914 1955	G-JEDK	DHC-8 400	1925 2000
G-WOWE	DHC-8 300	1933 2006	G-VIPI	Hawker 800B	2036 2055
G-BYAH	Boeing 757	2050 0701(13)	G-ONAL	King Air 200	2142 2200
EI-DHC	Boeing 737/800	2153 2222	G-MIDV	Airbus 320	2207 0728(13)

### 13 Friday(Inbound diversions underlined)

G-JECK	DHC-8 400	0748 0822	G-JEAM	BAe 146/200	0822 0931
G-PLAJ	Jetstream 31	0831 0858	<u>PH-JUR</u>	PA-32 Cherokee 6	0836 1506(14)
<u>EI-DCG</u>	Boeing 737/800	0840 0942	G-WOWB	DHC-8 300	0909 0938
<u>G-TRAT</u>	Pilatus PC-12	0918 1357	OO-VHV	King Air E.90	0922 0958
<u>G-EZIU</u>	Airbus 319	0929 1123	G-MIDV	Airbus 320	0936 1101
<u>G-THOF</u>	Boeing 737/300	1006 1449	PH-OFG	Fokker 100	1020 1111
EI-DCE	Boeing 737/800	1027 1116	<u>EI-CSS</u>	Boeing 737/800	1112 1337
G-FIBS	Twin Squirrel	1139 1254	EI-REF	ATR.72/200	1143 1255
EC-III	Boeing 737/800	1147 1324	<u>G-MAJA</u>	Jetstream 41	1209 1304



G-WOWA DHC-8 300	1212 1248	G-STRH Boeing 737/700	1216 1321
G-THOC Boeing 737/500	1238 1820	G-VUEZ C.550 Citation 2	1246 1346
G-MIDV Airbus 320	1348 1451	G-WOWE DHC-8 300	1400 1444
G-BYAH Boeing 757	1435 1619	G-JEBD BAe 146/300	1554 1653
EI-REH ATR.72/200	1617 1706	G-JEDW DHC-8 400	1640 1714
EI-DAV Boeing 737/800	1654 1731	N900NS Falcon 900EASy	1658 1057(15)
PH-KZR Falcon 70	1720 1838	G-PLAJ Jetstream 31	1735 1813
G-DBCB Airbus 319	1826 1910	F-GNLG Fokker 100	1831 0730(14)
G-WOWA DHC-8 300	1943 2026	PH-OFE Fokker 100	2132 0629(14)
EI-DCE Boeing 737/800	2221 2259		

#### 14 Saturday

G-BYAH Boeing 757	0123 0716	EC-JHL Boeing 737/800	0731 0844
G-STRF Boeing 737/700	0744 1230	G-JEDW DHC-8 400	0800 0848
G-JECH DHC-8 400	0802 0857	G-JECF DHC-8 400	0808 0900
PH-OFJ Fokker 100	0958 1048	G-JBIZ C.550 Citation 2	1017 1140
G-DBCD Airbus 319	1020 1059	G-WOWA DHC-8 300	1024 1055
EI-DCN Boeing 737/800	1035 1109	N357J C.525A Citationjet	1111 1133
G-BYAH Boeing 757	1215 1411	G-OECM Commander 114B	1346 1723(20)
HA-YFG LET 410UVP	1355 1436	G-SVPN PA-32R Saratoga	1424 1450
G-JECL DHC-8 400	1510 1618	EC-JNF Boeing 737/800	1527 1647
EI-DCE Boeing 737/800	1616 1650	PH-WXD Fokker 70	1633 1719
G-WOWE DHC-8 300	1729 1811	G-STRF Boeing 737/700	1840 2005
G-JECL DHC-8 400	2034 2117	PH-OFF Fokker 100	2057 0613(15)
G-BYAW Boeing 757	2100 2221		

#### 15 Sunday

G-BYAW Boeing 757	0407 0707	G-STRF Boeing 737/700	0529 0726
PH-OFF Fokker 100	0921 1015	EI-REH ATR.72/200	1142 1229
HB-JIB MD-90	1202 1320	EI-BYO ATR.42/300	1241 1327
OY-NLA C.650 Citation 3	1257 1346	G-JEDW DHC-8 400	1308 1351
EI-DLN Boeing 737/800	1312 1355	G-JEDB BAe 146/300	1340 1445
G-STRF Boeing 737/700	1532 1633	G-PLAJ Jetstream 31	1545 1616
PH-KZR Fokker 70	1623 1723	G-MIDO Airbus 320	1752 1911
G-JECL DHC-8 400	1909 2030	G-JECF DHC-8 400	1921 2015
G-CEGP King Air 200	1930 1107(16)	EI-DCC Boeing 737/800	1935 2019
G-WOWE DHC-8 300	1947 2027	F-GNLG Fokker 100	1954 2051
G-BYAP Boeing 757	2036 0724(16)	PH-KLE Fokker 100	2109 0647(16)
G-MIDO Airbus 320	2149 0657(16)		

#### 16 Monday

G-STRF Boeing 737/700	0210 1233	TC-OAY Airbus A.300	0719 0913
G-FIBS Twin Squirrel	0721 0957(21)	G-JEDK DHC-8 400	0754 0833
G-JECM DHC-8 400	0759 0845	G-WOWA DHC-8 300	0819 0854
G-PLAJ Jetstream 31	0832 0906	G-MIDO Airbus 320	0931 1042
PH-OFD Fokker 100	0934 1047	EI-DCP Boeing 737/800	1012 1105
EI-REB ATR.72/200	1137 1229	G-WOWB DHC-8 300	1257 1340
G-BYAP Boeing 757	1321 1503	G-MIDO Airbus 320	1333 1433
G-WOWE DHC-8 300	1403 1441	G-JECN DHC-8 400	1423 1504
N900NS Falcon 900EASy	1426 1746	EI-REB ATR.72/200	1551 1648
G-JEDW DHC-8 400	1555 1705	EI-CSC Boeing 737/800	1611 1703
PH-WXA Fokker 70	1618 1718	G-BZTG PA-34 Seneca	1656 1707
N309CJ C.525A Citationjet	1722 1629(17)	G-PLAJ Jetstream 31	1733 1805
G-CTCG DA.42 Twin Star	1809 0832(25)	G-DBCF Airbus 319	1819 1913
G-JECH DHC-8 400	1923 1958	G-JEBG BAe 146/300	1928 2010
G-WOWB DHC-8 300	2018 2045	PH-OFG Fokker 100	2057 0621(17)
G-MIDO Airbus 320	2150 0728(17)	EI-DCP Boeing 737/800	2207 2240
G-STRF Boeing 737/700	2248 0751(17)		



**17 Tuesday(Fog, am!)**

G-BYAP	Boeing 757	0104 0636	EI-DHH	Boeing 737/800	1053 1140
G-WOWB	DHC-8 300	1357 1437	EI-DCP	Boeing 737/800	1625 1715
PH-OFK	Fokker 100	1635 1733	G-STRF	Boeing 737/700	1639 1754
G-CDEB	SAAB 2000	1649 1807	G-PLAJ	Jetstream 31	1743 1821
G-FSEU	King Air 200	1839 2320	9H-AEO	Airbus 320	1841 2002
G-JECE	DHC-8 400	1916 2011	G-WOWB	DHC-8 300	1933 2007
G-JEBG	BAe 146/300	1945 2022	PH-OFD	Fokker 100	2115 0619(18)
G-MIDR	Airbus 320	2148 0700(18)	EI-CSZ	Boeing 737/800	2216 2245

**18 Wednesday(Inbound diversion underlined)**

G-STRF	Boeing 737/700	0247 9813	G-BYAP	Boeing 757	0628 0913
G-JECN	DHC-8 400	0751 0831	G-JECE	DHC-8 400	0800 0853
<u>EI-DAG</u>	Boeing 737/800	0810 0944	G-PLAJ	Jetstream 31	0827 0858
G-WOWC	DHC-8 300	0830 0900	PH-OFD	Fokker 100	0915 1021
G-MIDR	Airbus 320	0932 1044	EI-DCN	Boeing 737/800	1027 1111
EI-REI	ATR.72/200	1153 1232	G-IANV	DA-42 Twin Star	1300 1438
EI-DJU	Boeing 737/800	1316 1432	G-MIDR	Airbus 320	1335 1441
G-WOWB	DHC-8 300	1347 1418	G-JBIZ	C.550 Citation 2	1401 1617
G-JECK	DHC-8 400	1406 1450	OY-NPD	SA.227DC Metro	1459 1600
G-GOMO	Lear Jet 45	1526 1612	N66DN	Lear Jet 45	1553 1643
EI-REI	ATR.72/200	1556 1638	G-JEDJ	DHC-8 400	1617 1657
G-OLDK	Lear Jet 45	1630 1730	PH-JCH	Fokker 70	1634 1726
EI-DHS	Boeing 737/800	1653 1734	N500SY	Hughes 369HS	1700 1324(19)
G-PLAJ	Jetstream 31	1712 1803	G-STRF	Boeing 737/700	1721 0549(19)
G-DBCF	Airbus 319	1802 1904	G-BYAP	Boeing 757	1906 0756(19)
TC-OAE	Airbus 321	1907 2124	G-JEDP	DHC-8 400	1911 2003
G-JECF	DHC-8 400	1916 1953	EI-DCN	Boeing 737/800	2156 2233
G-MIDR	Airbus 320	2207 0658(19)			

**19 Thursday**

G-WOWB	DHC-8 300	0822 0856	G-PLAJ	Jetstream 31	0832 0906
G-VUEZ	C.550 Citation 2	0839 1014	PH-KLI	Fokker 100	1005 1100
G-MIDR	Airbus 320	1009 1055	EI-DHS	Boeing 737/800	1035 1110
G-STRF	Boeing 737/700	1152 1308	G-WOWA	DHC-8 300	1249 1320
G-MIDR	Airbus 320	1322 1433	EC-JRP	Airbus 320	1326 1505
G-OOAP	Airbus 320	1340 1608	CS-DRL	Hawker 800XPI	1343 1557
G-WOWE	DHC-8 300	1356 1445	G-JECO	DHC-8 400	1405 1436
G-JECN	DHC-8 400	1407 1453	N521CD	Falcon 2000EX	1442 1241(20)
G-MAMD	King Air 200	1542 1626	N95D	PA-34 Seneca	1610 1632
PH-JCT	Fokker 70	1616 1723	EI-DCE	Boeing 737/800	1618 1715
G-PLAJ	Jetstream 31	1730 1820	G-CJAC	Dornier 328	1740 1409(20)
G-MIDV	Airbus 320	1803 1858	G-JEDL	DHC-8 400	1914 2013
G-JECK	DHC-8 400	1925 2002	G-WOWA	DHC-8 300	1958 2029
PH-OFD	Fokker 100	2103 0748(20)	G-STRF	Boeing 737/700	2151 0555(20)
G-BYAK	Boeing 757	2155 0651(20)	G-MIDR	Airbus 320	2159 0708(20)
EI-DHS	Boeing 737/800	2233 2258			

**20 Friday**

OE-GMJ	Lear Jet 35A	0452 0711	G-JECK	DHC-8 400	0749 0830
G-JEDL	DHC-8 400	0806 0848	G-PLAJ	Jetstream 31	0819 0853
G-WOWD	DHC-8 300	0833 0902	PH-OFE	Fokker 100	0926 1032
G-MIDR	Airbus 320	0955 1042	EC-IDA	Boeing 737/800	1114 1237
EI-DHH	Boeing 737/800	1126 1235	G-STRF	Boeing 737/700	1138 1246
EI-REA	ATR.72/200	1207 1258	G-BAWK	PA-28 Cherokee	1247 1343
G-RXVH	Cessna 182T	1248 1915(31)	LX-PMR	Premier 1	1251 1424
G-WOWB	DHC-8 300	1304 1335	G-MIDR	Airbus 320	1306 1436
G-WOWA	DHC-8 300	1342 1439	G-JECN	DHC-8 400	1415 1459
G-BYAK	Boeing 757	1430 1628	G-JECJ	DHC-8 400	1603 1702

EI-REA	ATR.72/200	1618 1716	PH-KZF	Fokker 70	1620 1720
G-RNCH	PA-28 Warrior	1624 1649	G-PLAJ	Jetstream 31	1732 1821
G-BYCP	King Air B.200	1736 1805	EI-DLX	Boeing 737/800	1743 1833
G-DBCF	Airbus 319	1753 1919	G-STRF	Boeing 737/700	1818 1230(21)
G-WOWB	DHC-8 300	2012 2046	G-JEDP	DHC-8 400	2029 2104
G-JECG	DHC-8 400	2106 2155	PH-KLG	Fokker 100	2108 0614(21)
G-MIDR	Airbus 320	2132 2221	EI-DLN	Boeing 737/800	2152 2230

## 21 Saturday

G-BYAK	Boeing 757	0136 0707	EC-JHL	Boeing 737/800	0726 0845
G-JECK	DHC-8 400	0751 0832	G-JEDW	DHC-8 400	0803 0850
G-JECL	DHC-8 400	0806 0855	CS-DRB	Hawker 800XP	0907 1117
G-DBCA	Airbus 319	0925 1040	PH-OFI	Fokker 100	0932 1026
G-WOWB	DHC-8 300	0934 1022	EI-DCK	Boeing 737/800	1035 1112
G-NTWK	Twin Squirrel	1103 1151(22)	G-BYAK	Boeing 757	1223 1401
HA-YFG	LET 410UVP	1258 1336	G-JEDI	DHC-8 400	1404 1502
G-HMMV	C.525 Citationjet	1504 0805(22)	EC-JNF	Boeing 737/800	1539 1654
EI-CTA	Boeing 737/800	1559 1642	PH-KZL	Fokker 70	1609 1720
G-NWAR	Agusta A.109S	1618 1648	OO-VLX	Fokker 50	1644 2233(22)
G-WOWA	DHC-8 300	1736 1824	D-ILIN	King Air 200	1845 1948
G-STRF	Boeing 737/800	1847 2011	G-BYAK	Boeing 757	2043 2227
PH-KLE	Fokker 100	2105 0612(22)			

## 22 Sunday

G-BYAK	Boeing 757	0420 0734	G-BYCP	King Air B.200	0523 0540
G-STRF	Boeing 737/700	0526 0731	PH-KLE	Fokker 100	0931 1020
G-FIBS	Squirrel	1031 1100	EI-REA	ATR.72/200	1135 1232
EC-ILK	Lear Jet 45	1149 1649	HB-JIB	MD-90	1222 1357
EI-DCG	Boeing 737/800	1250 1336	G-JEDP	DHC-8 400	1258 1402
EI-CBK	ATR.42/300	1303 1359	G-VUEZ	C.550 Citation 2	1317 1516
G-FIBS	Squirrel	1345 1411	G-JEDW	DHC-8 400	1347 1938
G-STRF	Boeing 737/700	1426 1631	G-NTWK	Twin Squirrel	1518 1100(27)
G-PLAJ	Jetstream 31	1538 1611	PH-OFE	Fokker 100	1615 1706
G-MIDW	Airbus 320	1726 1913	G-JIVE	Hughes 369E	1759 1820
G-MAMD	King Air B.200	1804 1826	G-JECL	DHC-8 400	1912 1956
G-JEDP	DHC-8 400	1915 2000	EI-DCP	Boeing 737/800	1952 2027
G-BYAP	Boeing 757	2046 0731(23)	PH-OFH	Fokker 100	2112 0628(23)
G-MIDW	Airbus 320	2150 0704(23)	G-WOWB	DHC-8 300	2216 2248

## 23 Monday

G-STRF	Boeing 737/700	0252 1222	G-JECK	DHC-8 400	0744 0827
G-JEDO	DHC-8 400	0807 0850	G-PLAJ	Jetstream 31	0814 0847
TC-OAA	Airbus A.300	0823 1018	G-WOWD	DHC-8 300	0830 0856
D-CFAX	Lear Jet 35A	0851 1146	G-KDMA	Citation Encore	0913 0935
PH-OFD	Fokker 100	0940 1038	G-MRMR	PA-31 Chieftain	0944 1057
G-MIDW	Airbus 320	0947 1041	EI-CSE	Boeing 737/800	1002 1051
EI-REI	ATR.72/200	1130 1230	N671B	Beech A.36	1234 n/s+
G-BYAT	Boeing 757	1314 1501	CS-DMI	Hawker 400XP	1317 0853(24)
G-MIDW	Airbus 320	1320 1441	G-WOWB	DHC-8 300	1400 1437
G-WOWA	DHC-8 300	1402 1444	G-JECO	DHC-8 400	1413 1455
G-BYCP	King Air B.200	1442 1510	EI-REI	ATR.72/200	1554 1649
G-JEDV	DHC-8 400	1606 1703	EI-DLX	Boeing 737/800	1610 1700
PH-KZH	Fokker 70	1614 1721	G-BZTG	PA-34 Seneca	1635 1714
G-PLAJ	Jetstream 31	1712 1803	G-DBCE	Airbus 319	1813 1901
G-JECL	DHC-8 400	1913 1945	N64VB	Be.58 Baron	1915 0657(24)
G-JEDK	DHC-8 400	2052 2122	PH-OFF	Fokker 100	2109 0616(24)
G-WOWA	DHC-8 300	2113 2145	G-MIDW	Airbus 320	2151 0654(24)
EI-CSE	Boeing 737/800	2204 2243	G-STRF	Boeing 737/700	2254 0742(24)



**24 Tuesday**

G-BYAT	Boeing 757	0058 0619	G-JECE	DHC-8 400	0752 0833
G-JECG	DHC-8 400	0814 0849	G-PLAJ	Jetstream 31	0819 0856
G-WOWD	DHC-8 300	0825 0859	PH-OFF	Fokker 100	0918 1028
G-MIDW	Airbus 320	0924 1042	G-JBIZ	C.550 Citation 2	1012 1102
VP-BSI	Gulfstream 550	1019 1421	El-DLX	Boeing 737/800	1026 1111
G-JBDB	Jet Ranger	1034 1647	CS-DRO	Hawker 800XPi	1106 1442
G-OBLC	Be.76 Duchess	1118 1617	G-BIXH	Cessna F.152	1137 1221
G-GHPG	C.550 Citation 2	1155 1516	G-JDBC	PA-34 Seneca	1224 1804
G-BYAT	Boeing 757	1234 1451	XZ311	Gazelle	1312 1350
G-MIDW	Airbus 320	1318 1435	G-STRF	Boeing 737/700	1323 1428
G-WOWA	DHC-8 300	1357 1431	G-JECK	DHC-8 400	1401 1454
G-JECJ	DHC-8 400	1407 1445	G-JIVE	Hughes 369E	1429 1548
El-DLR	Boeing 737/800	1624 1702	PH-KZD	Fokker 70	1627 1725
G-PLAJ	Jetstream 31	1716 1751	G-BZTG	PA-34 Seneca	1724 1815
D-IATT	Premier 1	1727 1812	G-DBCB	Airbus 319	1755 1920
9H-AEI	Airbus 320	1809 1910	G-FSEU	King Air 200	1822 2233
G-YPOL	MD.902 Explorer	1903 2011	G-JECO	DHC-8 400	1921 1954
G-WOWB	DHC-8 300	1924 1958	G-JECH	DHC-8 400	1927 2006
CS-DNT	Hawker 800XP	2012 1122(25)	PH-KLG	Fokker 100	2110 0611(25)
El-DLX	Boeing 737/800	2153 2217	G-MIDW	Airbus 320	2201 0657(25)
G-STRF	Boeing 737/800	2316 0828(25)			

**25 Wednesday**

G-BYAT	Boeing 757	0024 0742	G-JECL	DHC-8 400	0758 0839
G-JEDW	DHC-8 400	0804 0858	G-WOWA	DHC-8 300	0837 0908
G-PLAJ	Jetstream 31	0841 0915	N234RG	Pilatus PC-12	0849 1619
G-MIDW	Airbus 320	0940 1041	PH-KLE	Fokker 100	1004 1102
N909PS	C.501 Citation 1	1010 1551	El-CSM	Boeing 737/800	1023 1105
El-REI	ATR.72/200	1148 1231	El-DKD	Boeing 737/800	1303 1352
G-MIDW	Airbus 320	1319 1433	G-WOWB	DHC-8 300	1357 1428
G-JEDR	DHC-8 400	1404 1445	G-FJET	C.550 Citation 2	1440 1533
CS-DNQ	Falcon 2000	1452 1617	G-JECJ	DHC-8 400	1554 1644
El-REI	ATR.72/200	1600 1650	El-DCN	Boeing 737/800	1614 1655
PH-KZH	Fokker 70	1628 1732	TC-ONJ	Airbus 321	1639 1848
G-BYAT	Boeing 757	1700 0756(26)	HB-VNI	C.560 Citation XL	1708 1130(28)
G-PLAJ	Jetstream 31	1725 1802	G-STRF	Boeing 737/700	1744 0535(26)
G-DBCD	Airbus 319	1750 1901	G-JECK	DHC-8 400	1920 1954
G-WOWD	DHC-8 300	1947 2019	G-JECO	DHC-8 400	2110 2156
PH-OFD	Fokker 100	2118 1918(26)	G-MIDW	Airbus 320	2211 0654(26)
El-CSM	Boeing 737/800	2244 2323			

**26 Thursday**

G-FRYI	King Air 200	0016 0212	G-WOWE	DHC-8 300	0830 0913
G-PLAJ	Jetstream 31	0839 0918	G-MIDW	Airbus 320	0931 1036
G-JEBE	BAe 146/300	0944 1031	CS-DME	Hawker 400XP	1001 1203
PH-OFL	Fokker 100	1014 1128	G-JECK	DHC-8 400	1020 1117
El-CTA	Boeing 737/800	1028 1112	G-STRF	Boeing 737/700	1138 0532(27)
ZD621	BAe 125/700	1152 1237(27)	G-WOWB	DHC-8 300	1245 1325
EC-JQP	Airbus 320	1314 1509	G-MIDW	Airbus 320	1318 1448
G-GURN	PA-31 Navajo	1322 1416	G-OOAW	Airbus 320	1337 1511
G-JEDL	DHC-8 400	1353 1445	G-WOWD	DHC-8 300	1356 1431
G-JECE	DHC-8 400	1413 1459	G-JETO	C.550 Citation 2	1457 1558
G-KDMA	Citation Encore	1503 1514	El-DHY	Boeing 737/800	1612 1648
PH-OFA	Fokker 100	1644 1747	G-DBCC	Airbus 319	1805 1915
CS-DNQ	Falcon 2000	1910 0927(27)	G-JECF	DHC-8 400	1941 2018
G-BUFH	PA-28 Dakota	1951 1111(27)	HA-YFG	LET 410UVP	2016 2053
G-BYAT	Boeing 757	2044 0707(27)	G-JEDK	DHC-8 400	2059 2141



PH-OFA	Fokker 100	2111	0627(27)	EI-DCV	Boeing 737/800	2156	2228
G-MIDW	Airbus 320	2210	0654(27)	G-WOWB	DHC-8 300	2225	2254

## 27 Friday

G-JECL	DHC-8 400	0807	0900	G-WOWD	DHC-8 300	0821	0852
G-PLAJ	Jetstream 31	0848	0920	G-JEDW	DHC-8 400	0858	0940
P4-LJG	C.750 Citation X	0917	1210	G-MIDW	Airbus 320	0924	1034
PH-OFA	Fokker 100	0939	1029	EI-CSD	Boeing 737/800	1045	1121
D-FBPS	C.208B Caravan	1113	1753	G-STRF	Boeing 737/700	1125	1221
EI-REI	ATR.72/200	1144	1241	G-JDBC	PA-34 Seneca	1147	1439
EC-III	Boeing 737/800	1151	1255	N79EL	Beechjet 400A	1205	1226
G-WOWE	DHC-8 300	1223	1304	G-LILA	Long Ranger	1307	1428
G-MIDW	Airbus 320	1341	1502	G-WOWB	DHC-8 300	1352	1420
G-OECM	Commander 114B	1435	1647	G-JECE	DHC-8 400	1507	1548
G-ORDH	Twin Squirrel	1609	Res.	G-JECJ	DHC-8 400	1618	1658
PH-KZM	Fokker 70	1621	1715	EI-REI	ATR.72/200	1642	1739
EI-DCG	Boeing 737/800	1701	1749	G-BYAT	Boeing 757	1708	1839
G-CCPW	Jetstream 31	1741	1816	G-DBCF	Airbus 319	1747	1934
G-STRF	Boeing 737/700	1814	1231(28)	G-JECK	DHC-8 400	1930	2012
G-WOWE	DHC-8 300	1941	2005	G-JECH	DHC-8 400	1945	2016
PH-KLI	Fokker 100	2105	0607(28)	EI-CSD	Boeing 737/800	2202	2231
G-MIDW	Airbus 320	2219	2256				

## 28 Saturday

G-BYAT	Boeing 757	0349	0706	EC-JKZ	Boeing 737/800	0742	0815
G-JEDM	DHC-8 400	0756	0902	G-JECL	DHC-8 400	0759	0858
G-JEDK	DHC-8 400	0802	0844	PH-KLI	Fokker 100	0928	1033
G-WOWE	DHC-8 300	0956	1028	EI-DLB	Boeing 737/800	1018	1100
G-THSL	PA-28R Arrow	1146	1232(29)	G-BYAT	Boeing 757	1211	1404
G-PLAJ	Jetstream 31	1341	1420	G-FSEU	King Air 200	1354	1827
G-JECJ	DHC-8 400	1359	1455	G-OLDT	Lear Jet 45	1451	1557
EC-HBN	Boeing 737/800	1531	1610	EI-CSM	Boeing 737/800	1558	1638
PH-KZM	Fokker 70	1622	1720	G-STRF	Boeing 737/700	1850	2037
G-BYAT	Boeing 757	2105	2242	PH-OFE	Fokker 100	2108	0617(29)
N66DN	Lear Jet 45	2128	2154				

## 29 Sunday

G-BYAT	Boeing 757	0325	0708	G-STRF	Boeing 737/700	0444	0740
PH-OFE	Fokker 100	0941	1046	G-JECI	DHC-8 400	1140	1224
HB-JIB	MD-90	1221	1329	EI-DHH	Boeing 737/800	1253	1335
G-NTWK	Twin Squirrel	1259	1349	EI-REE	ATR.72/200	1336	1425
G-JECK	DHC-8 400	1351	1433	EI-REB	ATR.72/200	1414	1505
G-STRF	Boeing 737/700	1449	1538	G-JECI	DHC-8 400	1506	1602
G-OAPE	Cessna T.303	1509	1354(30)	G-PLAJ	Jetstream 31	1542	1627
PH-KLD	Fokker 100	1605	1732	G-NTWK	Twin Squirrel	1619	1721(30)
N79EL	Beechjet 400A	1636	1721	G-JMDW	C.550 Citation 2	1642	1714
G-SFCJ	C.525 Citationjet	1702	1749	G-MIDW	Airbus 320	1726	1854
G-JEDK	DHC-8 400	1912	1953	EI-DLB	Boeing 737/800	1921	2001
G-JECK	DHC-8 400	1932	2006	G-WOWD	DHC-8 300	2021	2053
G-BYAT	Boeing 757	2102	0713(30)	PH-KLD	Fokker 100	2119	0624(30)
G-DBCG	Airbus 319	2140	0716(30)				

## 30 Monday

G-STRF	Boeing 737/700	0210	1348	G-CDEA	SAAB 2000	0720	0752
TC-OAB	Airbus A.300	0743	0915	G-JEDL	DHC-8 400	0749	0844
G-JEDW	DHC-8 400	0806	0842	G-CCPW	Jetstream 31	0834	0904
G-WOWB	DHC-8 300	0836	0950	LX-PMR	Premier 1	0935	1004
G-DBCG	Airbus 319	0947	1109	PH-OFL	Fokker 100	0953	1120
EI-CSM	Boeing 737/800	1011	1057	EI-REI	ATR.72/200	1129	1230
G-JECI	DHC-8 400	1143	1216	G-BYAT	Boeing 757	1252	1455

EI-DCN	Boeing 737/800	1300 1350	G-DBCG	Airbus 319	1345 1519
G-WOWD	DHC-8 300	1409 1440	G-JEDM	DHC-8 400	1411 1458
G-JECI	DHC-8 400	1510 1551	PH-OFF	Fokker 100	1555 1713
G-LFSK	PA-28 Warrior	1615 1803	EI-CPT	ATR.42/300	1651 1758
G-CCPW	Jetstream 31	1732 1810	G-CPMS	TB.20 Trinidad	1737 2035(31)
G-DBCG	Airbus 319	1741 1841	G-JEDJ	DHC-8 400	1849 1931
G-JEDM	DHC-8 400	1932 2015	G-WOWE	DHC-8 300	1950 2022
PH-KLI	Fokker 100	2100 0622(31)	G-DBCG	Airbus 319	2120 0711(31)
EI-CSM	Boeing 737/800	2213 2252	G-STRF	Boeing 737/700	2345 0748(31)
<b>31 Tuesday</b>					
G-BYAT	Boeing 757	0057 0620	G-JECK	DHC-8 400	0752 0831
G-JEDJ	DHC-8 400	0818 0907	G-CCPW	Jetstream 31	0839 0915
G-WOWD	DHC-8 300	0854 0934	G-DBCG	Airbus 319	0947 1107
PH-OFL	Fokker 100	1016 1146	EI-CSM	Boeing 737/800	1039 1111
CS-DFB	Falcon 900	1101 1345	G-JECL	DHC-8 400	1141 1218
G-BYAT	Boeing 757	1234 1443	EI-DCG	Boeing 737/800	1259 1338
G-STRF	Boeing 737/700	1333 1426	G-WOWE	DHC-8 300	1354 1433
G-DBCG	Airbus 319	1406 1515	473	C-130H Hercules	1447 0737(02)
G-JECL	DHC-8 400	1505 1552	G-JECG	DHC-8 400	1521 1625
PH-OFE	Fokker 100	1634 1734	G-DBCG	Airbus 319	1746 1847
G-CCPW	Jetstream 31	1751 1819	9H-AEK	Airbus 320	1805 1904
G-BAWK	PA-28 Cherokee	1841 1912	G-JECH	DHC-8 400	1851 1926
G-WOWB	DHC-8 300	1934 2010	G-JECG	DHC-8 400	2053 2122
G-DBCG	Airbus 319	2126 0721(01)	PH-OFE	Fokker 100	2135 1408(01)
EI-CSM	Boeing 737/800	2201 2228	G-STRF	Boeing 737/700	2320 0524(01)

# OVERSHOOTS

02/10	ZK450 King Air 200("Cranwell 64", 1059)
03/10	ZK453 King Air 200("Cranwell 75", 1130); G-OBLC Be.76 Duchess(1403) ZK450 King Air 200("Cranwell 61", 1405); ZK451 King Air 200("Cranwell 60", 1450)
04/10	ZK454 King Air 200("Cranwell 69", 1122); N8105Z PA-28R Arrow(1309)
05/10	G-RAFO King Air 200("Cranwell 75", 1308)
06/10	ZK453 King Air 200("Cranwell 69", 1127); XV217 Hercules("Ascot 650", 1554, 6 Apps)
13/10	ZJ138 Merlin("Vortex 311", 1244, 3 Approaches)
18/10	XX835 Jaguar("Jaguar 107", 1425)
20/10	G-OBLC Be.76 Duchess(1540)
23/10	G-BZTG PA-34 Seneca(1212)
31/10	ZF169 Tucano("LOP 41", 1616)

# Bmi REGIONAL Embraer (G-RJ—/G-CC(YH)) operations:-

cx- Flight cancelled; dv- Inbound flight diverted

	GLASGOW			EDINBURGH					PARIS/LBG			BRUSSELS	
	1XV/	2XV/	3XV/	403/	409/405/	407/	493/	495/	497/	611/	613/	615/	
	1VX	6VX	3VX	404	410	406	408	494	496	498	612	614	616
01			XI				XK		YH	YH			XC
02	XC	YH	YH	YH	YH	XC	XC	XI	XI	XI	XK	XK	XK
03	YH	YH	YH	XI	XI	XI	XI	XC	XC	XC	XK	XK	XK
04	YH	YH	YH	XC	XC	XI	XI	XI	XC	XC	XK	XK	XK
05	YH	YH	YH	XI	XI	XI	XI	XC	XK	XK	XK	XC/XH	XH
06	YH	XI	XI	XH	cX	XH	XH	XI	YH	YH	XK	XK	XK
07								XK					
08			XB				XK		XD	XD			YH
09	YH	XI	XI	XD	YH	XB	XB	XB	YH	YH	XK	XK	XK
10	YH	YH	YH	XB	XB	XI	XI	XI	XB	XB	XK	XK	XK
11	YH	YH	YH	XI	XI	XB	XB	XB	XI	XI	XK	XK	XK

12	YH	YH	YH	XB	XB	XI	XI	XI	XB	XB	XK	XK	XK
13	XB	YH	YH	XI	cx	XI	XI	YH	XB	XB	XK	XK	XK
14								XK					
15			XA				XK		XG	XG			XE
16	<u>XA</u>	XG	XG	XG	XG	XA	XA	XE	XE	XE	XK	XK	XK
17	XE/dv	cx	XE	XG/dv	cx	XG	XG	XA/dv	cx	XA	XK/dv	XK	XK
18	XG	XG	XG	XA	XA	XE	XE	XE	XA	XA	XK	XK	XK
19	XE	XG	XG	XG	XG	XA	XA	XA	XE	XE	XK	XK	XK
20	XG	XA	XA	XE	cx	XE	XE	XA	XG	XG	XK	XK	XK
21								XJ					
22			XA				XG		XJ	XJ			XI
23	XA	XG	XG	XG	XA	XA	XA	XI	XI	XI	XJ	XJ	XJ
24	XI	XA	XA	XA	XA	XG	XG	XG	XI	XI	XJ	XJ	XJ
25	XG	XG	XI	XA	XA	XI	XI	XI	XA	XA	XJ/cx	cx	XG
26	XG	XN	XN	XI	cx	XA	XA	XA	XI	XI	XJ	XJ	XJ
27	XN	XI	XI	XA	cx	XN/XG	XG	XI	XA	XA	XJ	XJ	XJ
28								XJ					
29			YH				XJ		XD	XD			XE
30	XD	XE	XE	XE	XD	XD	XD	YH	YH	YH	XJ	XJ	XJ
31	YH	XD	XD	XE	YH	XE	XE	XD	cx	YH	XJ	XJ	XJ
	<b>1VX/</b>	<b>2VX/</b>	<b>3VX/</b>	<b>403/</b>	<b>409/405/</b>	<b>407/</b>	<b>493/</b>	<b>495/</b>	<b>497/</b>	<b>611/</b>	<b>613/</b>	<b>615/</b>	
	<b>1XV</b>	<b>6XV</b>	<b>3XV</b>	<b>404</b>	<b>410</b>	<b>406</b>	<b>408</b>	<b>494</b>	<b>496</b>	<b>498</b>	<b>612</b>	<b>614</b>	<b>616</b>

## OTHER FLIGHTS

- 01 XE(01J/4JL, t/f Heathrow; 2JL, t. Heathrow); XI(7JL, f. Heathrow); YH(9873, f. Manchester); XC(9871, f. Aberdeen)
- 06 XH(9853, t. Heathrow); XI(9854, t. Manchester)
- 07 YH(01J, t. Heathrow); XI(8JL, f. Heathrow)
- 08 XI(01J/4JL, t/f Heathrow; 2LJ, t. Heathrow); XB(7JL, f. Heathrow); XD(9873, f. Manchester); YH(9871, f. Aberdeen)
- 11 XB(9131, f. Manchester)
- 13 XI(9853, t. Heathrow); YH(9854, t. Manchester)
- 14 XB(01J, t. Heathrow); XF(8JL, f. Heathrow)
- 15 XF(01J/4JL, t/f Heathrow; 2LJ, t. Heathrow); XA(7JL, f. Heathrow); XG(9873, f. Manchester); XE(9874, f. Aberdeen)
- 16 XA(1VX/1XV, diverted to Prestwick, due Glasgow weather)
- 20 XE(9853 t. Heathrow); XA(9854, t. Manchester); XK(9151, t. Aberdeen)
- 21 XG(01J, t. Heathrow); XE(8JL, f. Heathrow); XJ(9152, f. Aberdeen)
- 22 XE(01J/4JL, t/f Heathrow; 2LJ, f. Heathrow); XI(9871, f. Aberdeen); XG(9871, f. Brussels)
- 25 XJ(9172, f. Edinburgh)
- 26 XN(9141, f. Aberdeen, First Visit)
- 27 XG(9152, t. Manchester); XG(9853, t. Heathrow); XI(9854, t. Manchester)
- 28 XA(01J/4JL, t/f Heathrow, 2LJ, t. Heathrow); XI(8JL, f. Heathrow)
- 29 XI(01J, t. Heathrow); XE(4JL/2LJ, f/t Heathrow, 7JL f. Heathrow); XD(5JL, f. Heathrow); YH(9871, f. Aberdeen); XJ(421/422, t/f Heathrow)
- 30 XD(421/422, t/f Heathrow)
- 31 XE(421/422, t/f Heathrow)

## NOTES

As can be seen from the last three days of the month above, after the clocks changed one of the '145 now does a late night trip to Heathrow and back as "Midland 421/422".



**EASTERN AIRWAYS Jetstream 41 (G-MA—/G-CD(YH/YI)) operations:-**

cx- Flight cancelled; dv- Inbound flight diverted

	ABERDEEN			SOUTHAMPTON				INVERNESS	
	11JE/ 12JE	13JE/ 14JE	15JE/ 16JE	470C/ 471C	472C/ 473C	474C/ 475C	476C/ 477C	92CD/ 93CD	94CD/ 95CD
01							JB		JB
02	JT	JB	JB	JB	JB	JT	JT	JT	
03	JT/JF	JB	JB	JB	JB	JF	JF	JF	
04	JF	JB	JB	JB	JB	JF	JF	JF	
05	JF	<b>EA</b>	JF	JB	cx	JB	JB	JB	
06	JF	JB	JB	JB	JB	JF	JF	JF	
07									
08							JF		JF
09	JB	JF	JF	JF	JF	JB	JB	JB	
10	JB	JF	JF	JF	JF	JB	JB	JB	
11	JB	JF	JF	JF	JF	JB	JB	JB	
12	JB	JF	JF	JF	JF	JB	JB	JB	
13	JB	JF	JF/dv	JF	JF	JB	JB/dv	JB	
14									
15							JB		JB
16	JB	JF	JF	JF	JF	JB	JB	JB	
17	JJ/dv	JF/cx	cx/JF	cx	cx	JJ	<b>EB</b> /cx	cx	
18	JB	JF	JF/dv	JF	JF	JB	JB/dv	JB	
19	JB	JB	JB	JF	cx	JF	JF	cx	
20	JB	JF	JF	JF	JF	JB	JB	JB	
21									
22							JF		JF
23	JF	JB	JB	JB	JB	JF	JF	JF	
24	JF	JB	JB	JB	JB	JF	JF	JF	
25	JF	JB	JB	JB	JB	JF	JF	JF	
26	JF	JB	JB	JB	JB	JF	JF	JF	
27	JF	JB	JB	JB	JB	JF	JF	JF	
28									
29			JB						JB
30	<b>EA</b> /cx	JB	JB	JF	JB	JF	JF	JF	
31	JB	JB	JB	JF	JB	JF	JF	JF	
	<b>19Q/</b>	<b>39Q/</b>	<b>59Q/</b>	<b>80D/</b>	<b>42S/</b>	<b>84D/</b>	<b>86D/</b>	<b>81D/</b>	<b>44D/</b>
	<b>29Q</b>	<b>49Q</b>	<b>99Q</b>	<b>81D</b>	<b>43S</b>	<b>85D</b>	<b>87D</b>	<b>84D</b>	<b>45D</b>

**SUNDAY. F/T Aberdeen(14JE/15JE):-** JJ(1/10); JA(8/10); JO(15/10); JG(22/10)

**OTHER FLIGHTS**

- 05 JF(042P/043P, f/t Humberside); **EA**(044P/045P, f/t Humberside)  
 13 JA(751G/053P, f/t Aberdeen, Humberside div)  
 15 JB(061P, f. Humberside); JF(072P, f. East Midlands)  
 16 JJ(017P, f. East Midlands)  
 17 **EB**(023P, f. Humberside, First Visit); JJ(031P, t. Humberside)  
 19 JB(11JE) and JF(470C) operated outbound from Humberside.  
 30 **EA**(72H, f. Norwich)

**OTHER AIRCRAFT**

**EA-** G-CDEA SAAB 2000; **EB-** G-CDEB SAAB 2000

## NOTES

Just to try and confuse us Eastern changed all their radio call signs when the clocks changed on 29/10, so the old call signs appear at the top of each column with the new ones at the bottom. The only real change in the flights is that the inbound morning flight from Southampton now carries on as the same flight number(81D) through to Inverness and likewise the return from Inverness routes onwards to Southampton as 84D. Also, the Sunday Aberdeen rotation is now carried out by a Leeds based aircraft instead of being from and to Aberdeen.

**JET 2 NEWS.** The airline commenced a new service to Krakow on 31/10 with 737/300 G-CELV operating the inaugural flight, "Channex 353/4". A "new" 757 has just been registered to the company, **G-LSAF** which was previously operated by Atlasjet International as TC-OGB. Of the other 757s, Manchester based **G-LSAB** arrived from Tenerife on 31/10, having been exchanged with Leeds based G-LSAC so 'AB could go to Multiflight for checks. **G-LSAE** positioned back from Manchester on 12/10, having diverted there the previous night due Leeds weather and on 19/10 this aircraft went on a training detail to Prestwick and had not returned by the end of the month! Onto news of the 737 fleet now and we start with **G-CELD**, which returned to Manchester on the 2<sup>nd</sup> allowing G-CELS return to Leeds. Belfast based **G-CELF**, operated from and to Belfast as "Channex 328/327" on 17/10 and this aircraft returned on 29/10 to spend a few days with Multiflight for maintenance. **G-CELG** returned from Bucharest on 28/10, where it had been on major overhaul, and returned to its' Manchester base the following day. **G-CELI** arrived from Manchester as "Channex 107E" on 9/10, operated the evening Amsterdam rotation before adjourning to Multiflight for a couple of days. On 11/10 it again operated the Amsterdam and then stayed until 13/10 when it was exchanged with G-CELK(q.v.) in Murcia. Manchester based **G-CELJ** was operating from Leeds on numerous occasions during the month. **G-CELK** arrived from Newcastle("Channex 102P") on 1/10 and operated flights from Leeds until 6/10 when it was exchanged in Murcia, with G-CELV returning to service for here. 'LK returned on the 13<sup>th</sup> in exchange for G-CELI, and remained based at Leeds until 27/10 when it in turn was exchanged with G-CELJ. Stansted based **G-CELP** positioned from and to its base on 8/10, 15/10 and 22/10 just to operated the '327/328 to and from Belfast. **G-CELS** positioned to Manchester on 14/10 to cover flights from there, while G-CELK was here, until the 23<sup>rd</sup>. **G-CELU** positioned to Belfast as "Channex 313P" on 18/10, returning the next day as '314P. **G-CELX** set off for a major overhaul to Bucharest on 29/10, "Channex 101E". Finally **TF-ELO**, which had been with Multiflight for an engine change since 22/9, finally departed to Edinburgh on 8/10 as "Channex 105E". A new addition from this month, I will list the aircraft which are at Leeds on the last day of each month, so on 31/10 the following were in service from here, G-CELB, G-CELJ, G-CELS, G-CELU, G-CELV and G-LSAA while G-CELF and G-LSAB were with Multiflight for maintenance.

**Airlines.** This month we welcome **Aer Arran** to our midst with flights commencing to Galway and Cork from 2/10. Flights on weekdays operate as a W sector with the aircraft arriving from Galway, then routing to and from Cork before heading home to Galway. However, from the clocks changing this pattern seems to have changed so we will confirm this next month. On Sundays the flights operate separately with an ATR.72 from and to Galway, closely followed by an ATR.42 from and to Cork. This has resulted in numerous first visits, ATR.42s EI-BYO(15/10), EI-CBK(22/10), EI-CPT(30/10), EI-CVR(8/10) and ATR.72s EI-REA(20/10), EI-REB(6/10), EI-RED(2/10), EI-REE(29/10), EI-REF(11/10), EI-REH(13/10), EI-REI(18/10). Our other friends from across the Irish Sea, **Ryanair**, have moved their second Dublin rotation of the day from teatime to lunchtime for the winter and have provided first time visits by the following 737/800s this month, EI-DAV(12/10), EI-DLR(1/10), EI-DLS(4/10), EI-DLT(10/10), EI-DLV (3/10) and EI-DLX(20/10). Into the middle of the Irish Sea now and **Manx 2** have utilised Jetstream 31 G-CCPW on some of their flight towards the end of the month with the Hungarian LET 410 HA-YFG popping up on odd occasions. Following my query last month, may I thank member Gerald Myers for informing me that "Vannin" means Man in Manx Gaelic, "Ellan Vannin" being the Isle of Man(It's nice to know some people actually read my ramblings!). Onto **British Midland** now and for the winter Airbus 319s seem to have taken up residence on the London flights, however they have commenced a late night flight to and from Heathrow operated by a based Embraer as can be seen in the appropriate table. The company has just acquired two "new" Embraer 145s from LOT and reregistered them G-RJXN and G-RJXO, the former making its' first to Leeds on 26/10. **Flybe** commenced a daily Aberdeen on 30/10, the flight being an extension of the BE643 from Exeter which carries on



to Scotland, returning later in the afternoon as '644 and heading back to Exeter. **Eastern Airways** made changes to their flights from 30/10 and these are detailed in their table. SAAB 2000 G-CDEB was noted on its' first visit to Leeds on 17/10 and similar type G-CDEA was also utilised, full details in the table.

This month sees the end of the main IT season with just a few notable flights to mention. On 11/10 resident **Astreus** 737/700 G-STRF disappeared resulting in the company Boeing 757 G-OOOB positioning from Gatwick on 12/10 to operate their flights. On 13/10 G-STRH stood in until G-STRF arrived from Banjul/Yun Dum International to resume duties until the end of the month. On 4/10 **Futura** 737/800 EC-JHV returned to the airfield shortly after take off enroute to Tenerife, after the pilot suspected he had suffered a tail strike on rotation. After contemplating diverting to Manchester due to his weight, he made a successful landing and after a thorough check was back on the way to the Canaries some two hours later. On 1/10 **British Jet** used Icelandair Boeing 757 TF-FII for their inbound flight from Malta, "Fly Hello 32A". The 757 positioned out to Manchester("Fly Hello 5320") just as regular MD-90 HB-JIB arrived from Gatwick("Fly Hello 5321") to operate the return trip. The flights were suspended at the end of the month but are believed to be starting again around Christmas. There were several one off charters throughout the month, including **Scot Airways** Dornier 328 G-BYHG routing from Cork("Suckling 492") to Edinburgh("764P") on 2/10. **Air Mediterranee** Airbus 320 F-GYAP was in evidence on 9/10 when it arrived from Reus("BIE 098P"). After an overnight stay the aircraft operated a charter back to Reus("BIE 9896"), with the return trip made on the 11<sup>th</sup> before the aircraft positioned out the Birmingham. Another Frenchman on the 13<sup>th</sup> was **Blue Line** Fokker 100 F-GNLG which positioned from Barcelona to operate back there the following day as "Blueberry 501". The trip back from Spain("504") was on 15/10 and this aircraft also positioned to Birmingham("Blueberry 504P"). **VLM** then produced two Fokker 50s, both on their first visits to LBA. On 12/10 PH-PRH, borrowed from Denim Air, operated f/t Rotterdam("Reubens 714/5") and on 21/10 OO-VLX("Reubens 723/4") brought the French Rugby League team from Toulouse to play England at Headingley and after a night stop returned to the South of France. Finally, on 19/10 Metroliner OY-NPD of **North Flying** positioned from Aalborg to operate a charter to Skovda in Sweden, "Norflying 133E/133".

**Diversions.** The first fog of the winter caused problems on 13/10 with several aircraft seeking the sanctuary of Leeds/Bradford as their original destinations were socked in. Making a welcome return were **Easyjet** who's Airbus 319 G-EZIU was unable to land at Liverpool whilst inbound from Belfast International("Easy 602"), the aircraft later heading to Amsterdam as "Easy 8002". Also diverting from Liverpool and this may become regular this winter as the ILS there is downgraded to Cat. 1 while work is carried out on the runway, was **Ryanair** 737/800 EI-CSS operating inbound from Santander("Ryanair 9153") and outbound to Krakow("9646"). Another of the type EI-DCG diverted from Doncaster, routing f/t Pisa("Ryanair 567/568P") and the same flight also diverted in on the 18<sup>th</sup>, this time operated by another 737/800 EI-DAG. Also from Doncaster on the 13<sup>th</sup> were a pair of **Thomsonfly** Boeing 737s, G-THOF ("Thomson 834V/1747", Amsterdam - Prague) and G-THOC("Thomson 678J/941D", Jersey - Naples), both being first visits. **Eastern Jetstream** 41 G-MAJA diverted from Humberstone on the 13<sup>th</sup>(Full details in their table) along with a couple of light aircraft, PA-32 PH-JUR from Liverpool and PC-12 G-TRAT from Sheffield.

**Foreign Bizjets.** Gulfstream 4SP N248AB of Prime Jet LLC was the first visitor of the month when it arrived from Shannon on 1/10 for an overnight stay before routing to Luton. On the 3<sup>rd</sup> we had a pair of Lear Jets, '60 EI-IAW ("Emerald 007", Northolt - Prestwick) and '35A D-CFAX("Frankenair 1958/1960", Palma -n/s- Tripoli). D-CFAX was back later in the month, this time f/t Nurnberg as "Frankenair 1991". We then had a trio of Citationjets, the first being C.525A D-INOB from Bremen to Palma on 5/10 followed by EC-HVQ, a smaller C.525 operated by Banco Zaragozano SA, which was from Ronchi-de-Legionari to Barcelona on 9/10. On 10/10 N309CJ, a larger C.525A was from and to its' Guernsey base and this aircraft returned on 16/10, this time for a night stop. Lear Jet 40 I-ELYS was noted on the 11<sup>th</sup>, from Le Bourget to Turin/Casselle and on the 12<sup>th</sup> Citation 3 OY-NLA was on its first visit to Leeds. Arriving from Aalborg to operate a charter to Malaga("Norflying 054E/054"), the aircraft made the return trip from Spain on 15/10 before again heading home to Aalborg("Norflying 057/057E"). Gamston based Citationjet 2 N357J arrived on the 14<sup>th</sup> to operate a charter to Gibraltar, while the



following day Falcon 2000EX N521CD put in an appearance. Owned by Bank of America Leasing, the aircraft arrived from Rotterdam for an overnight stay before heading to Luton. A very early arrival on 20/10 was Lear Jet 45 OE-GMJ which arrived from Wien shortly before 0500 and was on its way back there just after 0700. Later that day Premier 1 LX-PMR("Ballistic 20A/20B") was from Luxemburg to Naples and this machine reappeared on 30/10, this time from Luxemburg to Palma as "Ballistic 30A/B". Executive Airlines Lear Jet 45 EC-ILK visited on 22/10, routing from and to Malaga using call-sign "Sacir 1371/2". Brand new Gulfstream 550 VP-BSI owned by Seafalcon Ltd was noted on 24/10 when it was from and to Geneva while our second Premier 1 of the month arrived on 24/10, D-IATT from Naples as "VIB 731" before heading home to Dusseldorf. Citation 1SP N909PS was noted on 25/10, from Jersey to Sheffield while later in the day Citation XL HB-VNI arrived from Mannheim. This aircraft stayed until the 28<sup>th</sup> when it returned to Mannheim and in between, on the 27<sup>th</sup> Citation X P4-LJG visited from and to Dublin.

Our old friend, Lear Jet 45 N66DN was quite active again still using its call signs in the "Bizjet -DN" range, Luton - Faro on 5/10, from Faro on 8/10 and staying until 11/10 when it left for Stansted only to return that evening and head back to Luton. On 18/10 it was from Luton to Faro and back from Faro on 28/10 it returned to Luton. Falcon 900EASy N900NS made three trips from and to Jersey, on 3/10, 13/10 and 16/10 while Beechjet 400A N79EL was from Kemble to EMA on 27/10 and from EMA to Blackbushe on the 19<sup>th</sup>. We end this section listing the Netjet/Europe operations, Fraction call signs in brackets after each flight:-

02/10	CS-DFE	Falcon 2000	From Nice('2NE), n/s to 5/10, to Lyon('2NE)
02/10	CS-DFD	Falcon 2000	From Dublin('812C), n/s to Munich('420Q)
03/10	CS-DFL	Falcon 2000EX	From Northolt('353E) to Nice('2UR)
03/10	CS-DFN	C.560 Citation XL	From Oslo/Fornebu('6PG) to Nice('6PG)
05/10	CS-DRL	Hawker 800XPi	From Farnborough('7PH) to Istanbul('153L)
10/10	CS-DXE	C.560 Citation XLS	From Firenze('484A), n/s to Heathrow('362G)
12/10	CS-DNT	Hawker 800XP	From Luton('8RL) to Nice('8RL)
19/10	CS-DRL	Hawker 800XPi	From Hawarden('7PH) to Nice('7PH)
21/10	CS-DRE	Hawker 800XPi	From Jersey('5YR) to Nice('5YR)
23/10	CS-DMI	Hawker 400XP	From Luton('4QG) to Brussels('932F)
24/10	CS-DRO	Hawker 800XPi	From Nice('3NL) to Southampton('3NL)
24/10	CS-DNT	Hawker 800XP	From Biggin Hill('8RL), n/s to Hawarden('8RL)
25/10	CS-DNQ	Falcon 2000	From Stansted('687Y) to Bratislava('2MF)
26/10	CS-DME	Hawker 400XP	From Brussels('404D) to Newcastle('4WP)
26/10	CS-DNQ	Falcon 2000	From Nice('2MF), n/s to Stornaway('2MF)
31/10	CS-DFB	Falcon 900	From Nice('9DR) to Madrid/Torreon('639E)

Hawker 800XP CS-DNK('8KY) was inbound on 17/10, but due fog diverted to Manchester.

**British Bizjets.** Hawker 800B G-BYHM kicks off this section, arriving on 4/10 from Durham/Tees the aircraft night stopped before routing to Manchester using call sign "Spacejet 71". The following day Citation 2 G-FIRM, owned by Marshalls of Cambridge was from and to Luton with a call sign of "Marshall 5". We then had the first of a trio of Citations operated by London Executive, G-SPUR on 6/10("Lonex 151U, London City - Luton), the other two being G-GHPG on 24/10("Lonex 230H", f/t London City) and G-FJET on 25/10("Lonex 224F", RAF Culdrose - Stansted). Citation XL G-IPAX turned up on 8/10("Go-Jet 072A/B", Birmingham - Nice) and the next day Citation 2 G-ESTA, operated by Executive Aviation routed from Gloucester to Islay. Yet another Citation 2 G-VUEZ then arrived on 10/10("Flyvue 881/2", Liverpool - Genoa), making the return trip on the 13<sup>th</sup>("Flyvue 883/4", Genoa - Liverpool). This machine was back on 19/10("Flyvue 271/272", Liverpool - Bern), returning Bern - Liverpool on 22/10 as "Flyvue 275/6". Hawker 800B G-VIPI also turned up on 10/10, arriving from Farnborough for a charter to Palma and making the return trip on 12/10. On 18/10 we were visited by a pair of Goldair Lear Jet 45s, G-OLDK was on its first visit to LBA("Goldair 20C/D", Biggin Hill - Durham/Tees) and G-GOMO("Goldair 05A/B", Biggin Hill - Malaga). Another on the company's aircraft G-OLDT made the return trip, Malaga to Biggin Hill on 28/10 as "Goldair 87B/C". Citationjet G-HMMV of European Business Jets was logged on the 21<sup>st</sup>, arriving from Edinburgh for an overnight stay before heading onwards to Brussels. Citation Bravo G-KDMA arrived from its' home Gamston for a charter to Prague on 23/10 and was back from there on the 26<sup>th</sup> while a former Leeds resident G-RVHT

arrived on 26/10 in its new guise of G-JETO. Now operated by Jet Options this Citation routed from Birmingham to Edinburgh as "Airtax 587P/587". "Clouddrunner 747" was the call sign of yet another Citation 2, G-JMDW routing from Biggin Hill to Nice and talking of the South of France another of the type G-JBIZ was used by Mr. Bates for trips from and to his home on numerous occasions during the month. Finally, on 29/10 Citationjet G-SFCJ("Hangar 881J") arrived from Oxford for a trip to Jersey.

**Foreign GA.** King Air 350 HB-GJP was noted on a couple of visits at the beginning of the month, f/t Lausanne on 2/10 and Lausanne to Le Bourget on the 4<sup>th</sup>. King Air 90 OO-VHV("Skyservice 902/3") was from Brussels to Wevelgem while on the 21<sup>st</sup> King Air 200 D-ILIN("Frankenair 5814") operated an inbound Ambulance flight from Forli before positioning home to Mannheim. All the other twins were US registered, UK based machines beginning on 13/10 when Cessna 340A N340SC was from and to North Weald, however due weather it had to divert to Southend on its return flight. Seneca N95D was f/t Welshpool on 19/10 while Baron N64VB arrived from Sleaford on 23/10 for an overnight stay before a trip to Denham. Finally PC-12 N234RG was logged on 25/10, f/t Belfast City.

A couple of Cessna 208 Caravans visited Multiflight for maintenance, N208EC arriving from Dublin/Weston on 2/10 and staying until 24/10 while D-FBPS made one of its regular trips f/t Llangrannog on 27/10. On 3/10 Cirrus SR.22 N112SR arrived from Shoreham and after staying until the 5<sup>th</sup> it carried on to Hawarden, while another of the type N593CD was f/t Denham on 8/10. A late evening arrival on 5/10 was PC-12 LX-JFK of Jetfly Aviation, from Deauville to Le Bourget. As already mentioned PA-32 PH-JUR diverted from Liverpool on 13/10, being from and to Rotterdam with a night stop. We complete this section with a pair of Beech 36s, N97GW from and to Wevelgem on 10/10 and our old friend N671B which arrived from Ronaldsway on 23/10 and was still present at the end of the month.

**British GA.** London Executive's King Air 200 G-BYCP was a prolific visitor this month, Blackpool, n/s - Lydd("Lonex 133C/140C") on 2/10, Plymouth - Stapleford("Lonex 140C") on 3/10, f/t Stapleford("Lonex 01") on 20/10, Gatwick - Stapleford("Lonex 236C"), on 22/10, London City - Stapleford("Lonex 238C") on 23/10 and finally f/t Stapleford("Lonex 257Y") on 26/10! Their other King Air 200 G-FRYI was noted just once, on 9/10 from Stapleford to London City as "Lonex 175Y". Other 200's included G-SPOR, f/t Southend on 6/10 and Northern Aviation's G-ONAL on 9/10, Teesside - Sornaway and back and Teesside to Luxemburg and back on the 12<sup>th</sup>. Cega Aviation's example G-CEGP was noted on the 15<sup>th</sup>, arriving from Alicante("Cega 364") before heading home to Goodwood the following morning. On its first visit to Leeds on 17/10 was Beech 200 G-FSEU of Centreline Air Taxi, using call sign "Clifton 3" it was from and to Southend and made similar trips on the 24<sup>th</sup> and 28<sup>th</sup>. Last of this type was G-MAMD from Gamston to Nevers on 19/10, returning on the 22<sup>nd</sup>. A rather larger corporate prop on 19/10 was Dornier 328 G-CJAC("Spacejet 82") from Le Bourget and on to Luton the next day. At the other end of the scale, one of the smallest twins, the DA-42 Twin Star was in evidence initially on 7/10 when G-DMND arrived from Coventry for a day stop and G-CTCG arrived from Denham on 17/10. 'CG stayed until the 25<sup>th</sup> when it returned home to Sheffield, meanwhile another of the type G-IANV was f/t Wolverhampton on 18/10. Most of the other twins were regulars, Air Med with PA-34 G-BMDK on 5/10 and 11/10, PA-31s G-GLTT, G-MRMR and G-GURN and Cessna 421C G-BHKJ. Air Atlantic Cessna 402C G-EYES arrived from Leeming("Atlantic 10P") on 12/10 before routing to Newcastle as "Atlantic 403" and Cessna T.303 G-OAPE was f/t Jersey on 29/10. Finally Seneca G-GFEY("Oxford 12") arrived on a training detail on 9/10.

Nothing outstanding in the singles, however PC-12 G-TRAT was a Sheffield diversion when it arrived from Glasgow on 13/10. Elderly PA-28R G-GHSL was from and to Southend on 28/10 and TB.20 G-CPMS was from and to Goodwood on 30/10, both aircraft night stopping. There were a couple of Commander 114 visits, G-PLAZ from and to Cardiff on 4/10 and G-BOLT from and to Elstree on the 7/10. Another of the type G-OECM arrived from Carlisle for a regular check-up with Multiflight on 14/10 and stayed until the 20<sup>th</sup>. PA-32 G-SVPN acted a crew ferry for the inbound flight while PA-28 G-RNCH obliged for the return home on the 20<sup>th</sup>. Another aircraft visiting Multiflight for maintenance was Cessna 182T G-RXVH, arriving from Newcastle on 19/10 and staying until 31/10, with PA-28 G-BAWK acting as crew ferry for both flights.



**Helicopters.** This month we had visits by three foreign registered choppers and inevitably one was Irish, Bell 430 EI-TIP which had dropped his passengers, who were going to York Races, at Rufforth on the 7<sup>th</sup>. The aircraft then positioned to Leeds as it was not returning to Dublin until late and the York airfield would have been closed hours earlier. Agusta A.109 N109MJ was logged on the 9<sup>th</sup>, inbound from a site near Glasgow before routing to Barton and on 18/10 MD.500 N500SY("Air Medina 08") called in for fuel whilst routing from Lamburn to RAF Leuchars. Two Long Rangers operated by Lothian Helicopters visited during the month, firstly G-OLDN which arrived from their base at Pathead near Edinburgh on 2/10. After night stopping this machine routed to Blackpool only to return on 7/10 this time from Manston and onwards to Pathead. On 27/10 G-LILA duplicated the journey from Manston back home. A couple of Twin Squirrels were G-LHEL on 3/10, from Redhill to Ripley and G-DANZ("Premier 17") from at site near Linton to Hemel Hempstead on 12/10. Between these two Agusta A.109S G-TKNT arrived from it's base near Gamston on 5/10 and routed onwards to Derby while another of the type G-NWAR called in for fuel on the 21<sup>st</sup> enroute from Denham to Edinburgh. On 24/10 Sheffield based Jet Ranger G-JBDB arrived to collect a pupil and head off to Church Fenton on a training detail and on the same day the West Yorkshire Police MD.902 G-YPOL("Police 42") made a brief visit to Multiflight, late in the evening.

On 21/10 Twin Squirrel G-NTWK("Osprey 63") arrived from Wolverhampton and was more or less based until the end of the month patrolling local railway lines for British Transport Police. The aircraft visited Knottingley on 22/10 and also Sheffield before heading to Inverness on the 27<sup>th</sup>. It returned on 29/10, from Cumbernauld and routed to Derby and up to Newcastle the next day with the Teesside area getting the treatment on the 31<sup>st</sup>. All the other visitors were the usual ones, G-FIBS, G-JIVE etc but one other aircraft worthy of note was R.44 G-MGWI which visited on the first of the month, f/t Fishburn.

**Military.** Pretty dull month military-wise with USAF C.21A(Lear Jet) 84-0111 from Mildenhall to Ramstien on 12/10, using call sign "Jalop 52". Chinook ZD574("Vortex 457") arrived from Odiham on 7/10 and after refuelling went to Harrogate. In the afternoon the aircraft returned from Harrogate and after a brief stay routed to York. Gazelle XZ311 ("Armyair 780") called on 24/10, routing from Shawbury to Catterick while on the 26<sup>th</sup> Bae.125 ZD621("Kittyhawk 2R") arrived from Farnborough for an overnight stay, before routing to Birmingham carrying Sophie Wessex. It was the last day of the month before "RSAF 909" arrived from Sigonella, operated by Hercules 473 the flight had its normal stay before routing to Gander on 2/11.

**Resident.** A new arrival this month is Twin Squirrel G-ORDH, which arrived from Oxford on 27/10. The aircraft, a brand new Eurocopter built machine, is believed to be a replacement for R.44 G-HRPN with Harpin Ltd. but unlike its' predecessor it lives here instead of Nun Monkton. Also appearing to be resident again is Jet Ranger G-GBRU, which arrived from Brighton on 8/10 and has been utilised by Multiflight for local training and charters all month. Twin Squirrel G-LNTY has yet to move to its new owners and Dauphin G-MLTY was still receiving attention at the end of the month. The Yorkshire Air Ambulance G-SASH had serviceability problems for most of the month resulting in Bolkow 105 G-PASG("Special 45") arriving from Gloucester on 4/10 to take on the Explorers duties until the 25<sup>th</sup>. With Leeds Flying School PA-28 G-LFSJ remained resident all month and there was no sign of regular G-BODD returning to the fold.

On the debit side Cessna 310Q G-BBXL was delivered to new owners at Dublin/Weston on 11/10 while Cougar G-OOGS departed to Full Sutton on 23/10 and has not been seen since. Finally, just a note about our former "resident" Boeing 737BBJ G-OBBJ. The aircraft was reregistered P4-BBJ a couple of years ago and, although still registered to Multiflight Jet Charter LLP, never visited Leeds in its' new guise. However, it has now been sold to Globaljet Austria and reregistered OE-ILX so it seems very unlikely it will grace the Multiflight apron ever again.

*Trevor Smith*



## HELICOPTER ACTIVITY

01/10	G-WYSP	R.44	Stainsby Hall – Sheffield
	G-BSBW	Jet Ranger	Calverley(Leeds) – Shadwell(Leeds)
	G-SYPS	MD.902 Explorer	"Police 33", M.62 – Leeds General Infirmary
02/10	G-OLOW	R.44	Sherburn - Pateley Bridge(n/s) – Seething
	G-GSPY	R.44	Sherburn – Escrick(York)
03/10	G-OOTT	Squirrel	Malton – Gamston(Refuel)
05/10	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds)
	G-EMHH	Twin Squirrel	Harrogate – Costock
06/10	G-LHEL	Twin Squirrel	Battersea – Malton(n/s) – Coney Park
07/10	G-MODE	Eurocopter 120B	Site N/Lyneham – Site 2N/Sheffield
	G-LWUK	R.44	Goole – Sheffield
	HA-LFM	Gazelle	Brighton – Lelley
08/10	G-OTNA	R.44	Sywell – Pocklington(Quarry)
	G-OLIZ	R.22B	Wentbridge – Sheffield(Fuel) – Whitby
09/10	G-DRIV	R.44	Easingwold – Whitby
	G-MGAN	R.44	Bedford – Eggborough
	G-OMLS	Jet Ranger	Oil pipeline survey along Humber, from Hatfield
	G-PASH	Twin Squirrel	Sheffield – Nun Monkton
12/10	G-VKVK	Squirrel	Chesterfield – York Race Course
	G-DPSI	R.44	Beverley – Nottingham
	G-GSPY	R.44	Sherburn(Stream Farm) – Dewsbury
	G-STER	Jet Ranger	Pontefract – Eldwick(5/W LBA)
14/10	N800HL	Bell 222	Coney Park – Beckwithshaw(Harrogate)
16/10	G-OLNT	Dauphin	Norwood Edge – Bishop Auckland
	N109TF	Agusta A.109A	Enfield – Sherburn – Middlesborough
	N449J	Agusta A.109E	Ronaldsway – Barnsley(Also 25/10)
18/10	G-PBEK	Agusta A.109E	Cheadle – Wetherby – Battersea
19/10	HA-LFM	Gazelle	Fairoaks – Harrogate
20/10	G-MAAX	Long Ranger	Sherburn – Ilkley Moor(Filming)
	G-PASH	Twin Squirrel	Ilkley Moor – Linton – Sheffield
	G-HDTV	Agusta A.109A	York – Sywell
21/10	G-USTH	Agusta A.109E	Whitby – Humberside(Refuel)
22/10	G-FULM	Sikorsky S.76B	Whitby – Elstree
	G-LAID	R.44	Croft Race Circuit – Denham
23/10	YU-HEY	Gazelle	Hartlepool – Squires Café – Stapleford
	N500XV	Hughes 369E	Cleckheaton(Bradford) – Clitheroe
24/10	G-FEDA	Eurocopter 120B	Site nr. Blackpool – Pontefract
25/10	G-BRWD	R.22B	Cambridge – Site S/W Teesside
26/10	G-EMHH	Twin Squirrel	"Costock 5", Costock – Headingley(Leeds)
27/10	EI-WAV	Bell 430	Wetherby Race Course – Cheltenham
	G-MCAI	R.44	Bagby(Refuel) – Helmsley – Carnforth
28/10	N517TS	Agusta A.109E	Southend – Wetherby Race Course
	G-MDPI	Agusta A.109A	Wolverhampton – Wetherby Race Course
	G-NWAR	Agusta A.109S	Edinburgh – Gamston(Refuel)
	G-ZELE	Gazelle	Squire Café(Sherburn) – Stainsby Hall
	G-PASH	Twin Squirrel	Tunbridge Wells – Ripley Castle(n/s)
29/10	G-DCSE	R.44	Sherburn – Site 2/N Otley



	G-EWAW	Jet Ranger	Stainsby Hall – Squires Café(Sherburn)
	G-CBHL	Twin Squirrel	Prestwick – Towton
30/10	N902JW	MD.902 Explorer	Gamston – Doncaster – Skegness
31/10	G-MANN	Gazelle	Gamston(Refuel) – Hexham

One of our local resident helicopters bit the dust on 30/10 when R.22B G-OLIZ crashed into a neighbours garden shortly after take off from its' home at Whitley, just outside Thornhill near Emley Moor. After getting airborne at 1440 from Fallbrook House the helicopter appears to have struck the top of a tree before coming to rest on its' side in the garden of a bungalow called Meadowside on Falhouse Lane. The pilot and owner of the aircraft Mr. Andrew Taylor, who is director of Fallbrook Aviation was treated for minor injuries at Dewsbury District Hospital after the accident.

The newly registered Schweizer 269C G-CECO appears to have moved in to a private site near Binbrook.

Policing of the protestors at Drax Power Station on 8/10 involved EC.135T G-LASU("Police 11") of the Lancashire Air Support Unit which landed there early morning and stayed a couple of hours before heading home to Warton. Humberside Police MD.902 G-HPOL("Police 19") was active in the afternoon and in the evening 2000 – 2100 EC-135T G-NMID("Police 21") of the Derbyshire Constabulary was on duty. EC-135T G-LASU("Police 11") was back in the area from 0330 the following morning until 0600 with a break to refuel at Leconfield.

## LOCAL AIRFIELDS

**Bagby:-** Air Yorkshires' very own Foggy, Clegg and Compo were messing about on the North Yorkshire Moors on 4/10 when they came across this airfield, so decided to investigate. They were in fact looking for a country house but were some 60 miles North of location they should have been! However, don't despair the full explanation of their exploits will appear in a future magazine. Although the airfield was not fully investigated a quartet of engineless airframes was observed alongside one of the hangars. PA-38 G-BOHT, now back in the air along with PA-38 G-BTFP, in a rather poorer state was joined by C.206 G-BRBF and FR.172H Rocket G-RABA. Coney Park based UH-1H N911DN arrived on 7/10 to collect Jet Ranger G-OMLS with the latter operating out of Leeds Heliport for most of the month substituting for based example G-RAMI which was away on maintenance. Tiger Moth G-ANRN called in for fuel on 12/10 and was back on the 21<sup>st</sup>, this time logged outbound to Sywell. Noted departing to Berrow near Gloucester on 15/10 was Cessna FR.182RG N2379C. Visitors:- 1/10 G-OMLS Jet Ranger; 3/10 G-BRLO PA-28; 7/10 G-BWON Europa; 8/10 G-WACT C.152; 9/10 G-CDXK DA-42(f/t Gamston), G-IANV DA-42(f. Blackpool); 12/10 G-FIBS Twin Squirrel; 14/10 G-WMLT C.182Q, G-NUTT Quik; 15/10 G-PREZ DR.500, G-EEJE PA-31; 19/10 G-BAGC DR.400; 26/10 G-AWTV Be.19; 28/10 G-MGWI R.44; 29/10 G-BSCE R.22B, G-CCWL Blade; 30/10 G-BOHT PA-38.

**Beverley:-** Visitors:- 1/10 G-BNYB PA-28; 7/10 G-CBAK R.44; 12/10 G-PIGS Rallye; 19/10 G-ECGC F.172N; 21/10 G-MRSN R.22B; 24/10 G-GTJD Quik; 29/10 G-BGXS PA-28.

**Brighton:-** On 19/10 RV.9 G-CDXT, one of the many aircraft heading to Leuchars for the weekend, diverted into here after encountering bad weather enroute from Popham. Liberty XL.2 N511XL paid a visit on 24/10. Visitors:- 1/10 G-BZON Bulldog(f. Kirkbride), G-BLXI Emerald; 4/10 G-BFPF F.172K; 7/10 G-FIBS Twin Squirrel(t. Eaglescott), G-BNSO T.67M, G-BNDT Colibri; 8/10 G-JUDE DR.400, G-AZLV C.172K, G-BUTK Rebel; 12/10 G-CCSR Eurostar; 15/10 G-BBDL AA-5; 20/10 G-HOLZ Jet Ranger("Bladerunner 10"), G-ZVKO Edge; 23/10 G-APYN PA-22; 29/10 G-BTXT Maule MX.7, G-FLAV PA-28, G-OJON Titch, G-BEUI Cub, G-AZYS Emerald.

**Church Fenton:-** Jet Ranger G-JBDB was training here on 24/10, f/t Leeds/Bradford and R.22B G-FIRS was similarly engaged on 27/10. An interesting arrival on 29/10 was former Sandtoft based Jet Provost G-BXLO, which arrived from North Weald.

**Crosland Moor:-** Noted on 29/10 was Tiger Moth G-BJZF, this in fact is an example built from spares by Norfolk Aerial Spraying in 1982 and designated a "NAS Tiger Moth". Visitors:- 7/10 G-BPVA C.172F; 16/10 G-BUFH PA-28(t. Luxemburg); 26/10 G-BLAX C.152; 29/10 G-CDGG MCR.01 Banbi.

**Devonshire Arms:-** Visitors:- 8/10 G-BPLZ Hughes 369HS(Also 14/10); 12/10 G-SBAR R.22B(t. Newby Bridge); 14/10 G-GSPY R.44; 15/10 G-GBRU Jet Ranger(f. Knaresborough); 28/10 G-LOW R.44; 29/10 G-MAYB R.44(f. South Milford).

**Dishforth:-** Bagby based F.150H G-AWLA was noted circuit training here on 25/10.

**Doncaster:-** An interesting arrival here on 29/10 was the fuselage of former Iberia Boeing 727 EC-DDX, which arrived by road for the Aviation Academy at the airport. Measuring 37 metres and weighing in at 62 tons it has had major refurbishment in order that it can be used for training purposes. Now onto more airborne visitors, courtesy of the RHADS web site. **Airlines:-** This month we welcome Flybe, who commenced twice daily flights from and to Belfast City on 29/10 with the first flight operated by Dash 8 400 G-JECG. Thomsonfly were again required to borrow aircraft with Boeing 757 G-FCLB utilised on 1/10 and similar type TC-SNC of Sun Express noted on 10/10. The MD-83 OE-LMH of Mapjet was also used a couple of times during the month. Ryanair produced two new 737/800s, EI-DLS on 5/10 and EI-DLV on 16/10 while Wizz just one new A.320 on their Katowice flight, HA-LPI on 30/10. There were visits by a trio of Spanish airlines with Futura 737/800 EI-DJU ("Futura 1511/2") noted on 2/10, Iberworld A.320 EC-ISI ("Iberworld 7734/5") on 9/10 and 16/10 and Air Europa 737/800s EC-IDT (23/10) and EC-HKQ (30/10). A diversion from Humberside on 13/10 was 737/800 G-XLAC ("Excel 1023/4") which arrived at 0330. Onto freight charters now and ATR.42 EI-SLG ("Contract 72P/72A") of Air Contractors was logged on the 3/10 and this was followed by two Air Atlantic Electras. G-LOFE ("Neptune 743") arrived on 8/10 and stayed until the 10<sup>th</sup> while G-LOFB ("Neptune 752") was inbound on the 26<sup>th</sup> and also night stopped. Finally there were a couple of Metroliners, EC-GPE ("ORZ 203/301") which arrived at 0230 on 11/10 and the following day OY-NPA ("Norflying 154E/154") arrived late in the evening. **Bizjets.** General Electric produced two of their Gulfstream-200s this month, N818JW on 19/10 and N816JW on the 30<sup>th</sup> and 31<sup>st</sup>. Citation Encore N652NR ("CRX 72/73") of Cross Aviation was noted on 3/10 and the 7<sup>th</sup> saw Lear Jet C-FICU of Canadian Global Air Ambulance arrive late evening and night stop. A first visitor on 8/10 was Citationjet 2 D-CTEC ("Globaljet 821A/B") while on 14/10 Falcon 900EX OE-IVK ("Mapjet 914") was in evidence. Using the call sign "Clifton 1" on 17/10 was Citation 3 N650DP of DeJET Aviation and another unusual call sign was "Vestal 012" which heralded the arrival of Embraer Legacy G-ELNX on 28/10 for an overnight stay. Others:- 1/10 G-FJET Citation ("Lonex 113F"); 2/10 OY-FFB Citation 1SP ("Karllogg 1022/3"), N54JC Challenger (Also 8/10, 23/10 and 29/10), G-XLMB Citation XL ("Beauport 923/4"); 7/10 G-CEIL Citation XL ("Lonex 134E"); 12/10 G-JETO Citation ("Airtax 558P") n/s; I-FORR Lear Jet 40 ("Sirio 042") n/s; 17/10 N53GX Global Express (Also 30/10); 21/10 G-GMAB Hawker 1000 ("Gama 814"); 28/10 G-KDMA Citation Encore, n/s; 31/10 G-JBIZ Citation, D-JJOA Citationjet. **General Aviation.** The most interesting arrival in this section was Cessna 182T N66167 which arrived shortly before midnight on 26/10 and was on delivery from the States where it had only been registered two days earlier. However, it was cancelled from the US register on 31/10 as sold in the UK and reregistered G-CEFV to a D.H Smith with an address in Easingwold, York. Another aircraft diverting in on its' delivery flight was Diamond DA-40 G-OCCE, which was inbound to Gamston on 14/10 but due low cloud could not land there. DA-40 G-DNKN arrived on the 18<sup>th</sup> from Gamston to collect it. Two other aircraft diverted in during the month, Malibu N9275Y from Sandtoft on 10/10 and Seneca N95D from Leeds on 19/10. Others:- 1/10 G-WOOD Baron (ILS); 4/10 G-BHFH PA-34 ("Oxford 57", ILS), N65JF PA-28; 5/10 G-BATN Aztec ("Marshall 3"), G-BEJV PA-34 ("Oxford 24"); 9/10 G-BNEN PA-34 ("Airtax 124"); 10/10 G-OLNT Dauphin (ILS); 11/10 G-CTCG DA-42 (ILS); 12/10 G-EYES C.402, N101UK M.20J; 14/10 G-BXJA C.402; 19/10 G-TORC PA-28R, G-NMID EC.135T ("Police 08", ILS); 22/10 G-ONAL King Air 200; 26/10 G-SPOR King Air 200; 27/10 G-FLAV PA-28; 29/10 G-PETH PA-24; 31/10 G-HANG DA-42 ("Atlantic 51T", ILS). **Military.** This month we had visits by no less than four Bell 412s from Shawbury, ZJ235 ("SYS 87", on 12/10), ZJ236 ("SYS 91", on 12/10), ZJ237 ("SYS 97", on 16/10), ZJ238 ("SYS 98", on 27/10). Hercules ZH888 ("Ascot 5094") was noted visiting on 18/10 while Irish Air Corp CASA 235, "252" arrived on the 30<sup>th</sup> using call sign "Ambulance 253". All the others were on the ILS including:- 6/10 XV217 Hercules ("Ascot 560"); 12/10 XX265 Hawk ("Javelin 97"); 13/10 ZJ128 Merlin ("Vortex 311"); 18/10 XX242 Hawk ("Red 7"); 23/10 ZD703 HS.125 ("Northolt 36"); 24/10 XX227 Hawk ("Red 4").

**Eddsfield:-** Noted on 16/10 was Cessna 303 N154DJ, arriving from its base at Denham. Visitors:- 7/10 G-BXUM Europa (f. Popham), G-DJJA PA-28 (t. Fowlmere), G-BNOE PA-28; 8/10 G-AJAM J/2 Arrow (t. Temple Bruer); 9/10 G-PIGS Rallye; 23/10 G-BCOL F.172M; 29/10 G-BFYM PA-28, G-AXAT Jodel D.117, G-AWDA Nipper, G-BZUL Jabiru, G-CDDI T.600N, G-CCZN Coyote, G-CBKM Blade, G-CUBJ PA-18, G-APYN PA-22.

**Elvington:-** Visitors:- 2/10 G-CTCE Twin Star (Also 9/10); 21/10 G-SEVE C.172N; 29/10 G-AVVC F.172H



**Escrick(York):-** Visiting the strip here on 8/10 was vintage Tiger Moth G-ADIA, f/t a strip near Northampton.

**Full Sutton:-** PA-32 N112WM was logged departing to Sywell on 1/10 while on the 4<sup>th</sup> similar type N2989M arrived from Middleham. '112WM was again noted on 21/10, this time outbound to Newquay. Noted visiting on 7/10 was Beech 36 N24136 and on 28/10 Mt. Airey based 182RG N883DP was logged. Visitors:- 1/10 G-BTNE PA-28(t. Wellesbourne); 4/10 G-BCRL PA-28, G-GALB PA-28, G-KOKL Dimona; 8/10 G-WACT C.152(f. Fishburn), G-JBRN C.182R; 12/10 G-BLHR Cougar, G-GCEA Quik(t. Wickenby); 15/10 G-GBSL Cougar; 22/10 G-RVDR RV.6; 23/10 G-TSGJ PA-28; 24/10 G-LFSK PA-28; 26/10 G-BRWX C.172P; 29/10 G-BYBZ Jabiru, G-BXWK Coyote.

**Gamston:-** A new resident here is MD.902 Explorer N902JW which has replaced MD.600N G-PEPL with Blue Anchor Leisure. The aircraft will be employed on regular trips from the owners home near Doncaster to the Pleasure Island complex in Skegness, while it is reported G-PEPL has been sold in India. Diamond DA.40 G-OCCE was inbound on delivery on 14/10 but had to divert to Doncaster due poor visibility, however stable mate G-OCCF did manage to arrive on 21/10. Also for the same company G-OCCF, G-OCCG and G-OCCL have just been registered. On 16/10 Twin Star OE-FAC was noted, arriving from Vienna Neustadt and on 19/10 similar type G-PETS was logged on delivery to the Diamond Agency. On 12/10 Cessna 404 G-BWLF dropped in for fuel after working all day in the local area on survey work, f/t Cranfield. Leeds based Citation N550PD paid a visit for the day on the 30<sup>th</sup>. Visitors:- 4/10 G-BEWX PA-28R; 6/10 G-RODD C.310R; 7/10 G-AWOA Rallye; 8/10 G-LHEL Twin Squirrel, G-RVDR RV.6; 11/10 G-DNKN DA.40(f. White Waltham), G-BGGO C.152; 12/10 G-ZIPA Commander 114; 14/10 G-BDSH PA-28; 16/10 G-EEJE PA-31(f. Bembridge), G-CCFP DA-40; 20/10 G-WERY TB.20, G-BMXB C.152; 22/10 G-CBMO PA-28; 23/10 G-CDKJ Silence Twister(f. Blair Atholl), G-BKAS PA-38; 26/10 G-XXEA S.76B ("Rainbow 1R", London – Hexham, refuel), G-EFOF R.44; 27/10 G-BGBK PA-38; 30/10 G-CBHL Twin Squirrel; 31/10 G-BYOB T.67M.

**Harewood:-** On 19/10 Cessna 182RG G-OZOI called in to pick up the owner of resident G-THIN to transport him to Leuchars for the weekend, where for some unknown reason they were joined by dozens of other aircraft from all over the country. For the return trip from Leuchars "Mr. THIN" hitched a lift home in Robin Aiglon G-BIRT which arrived on 21/10.

**Hazelwood Castle:-** Leeds based AA-5 G-BFXW was noted visiting this strip near Tadcaster on 27/10.

**Hollym:-** PA-28 Arrow G-ECJM was noted visiting on the 5<sup>th</sup>, from Wellesbourne.

**Humberside:-** A new resident here, first noted on 8/10 is C.152 G-HIVE formerly based at Fenland. An interesting visitor on 7/10 was Citation 2 YU-HVV of HVB Bank while CHC Helicopters Dauphin LN-OMJ, from the Danish wing of the company was logged on 12/10. Noted on the ILS on 19/10 was Xingu No.111/F-TEYQ of No.319 Squadron carrying out an overshoot before routing to Marham using call sign "French Air Force 6794". Visitors:- 2/10 ZK454 King Air 200("Cranwell 72", ILS); 5/10 N846MA Citation XL; 11/10 VP-CKN Hawker 800XP; 14/10 LN-VIP Jetstream 31("Coast 81"); 17/10 El-Rex Lear Jet 60 ("High Flyer 60A"), G-THOC Boeing 737/300 ("Thomson 697J", Doncaster div.), G-MAJ("Eastflight 12JE", Leeds div.); 18/10 D-BERT Falcon 2000EX, D-CDSF Lear Jet 35A, N573TR Falcon 50, G-SAXN King Air 2000("Silver 21"); 19/10 N308AB Gulfstream 4, OY-BTZ PA-31(Refuel); 22/10 OO-VHV King Air C.90(Rufforth div); 24/10 PH-MRD Cessna 210P; 25/10 HA-YAJ Yak 52; 27/10 N59GG King Air 90; 29/10 VP-CRB Lear Jet 60.

**Leconfield:-** As well as EC-135T G-LASU(see above) which was noted in the early hours of the 9<sup>th</sup>, Bolkow 105 G-PASG, while carrying out duties for the Yorkshire Air Ambulance dropped in for a fuel top up on 19/10.

**Leeming:-** A visit by our "Three Musketeers"(See Bagby) here on 4/10 revealed a pair of Phoenix Aviation Lear Jet 35As, N541PA and N549PA parked on the apron.

**Melbourne:-** Gyrocopter G-CDZZ was noted on 7/10, visiting from its home at Askern.

**Middleham:-** PA-32 N2989M was logged on 29/10, outbound to Pontoise.

**Mt. Airey:-** Noted on 15/10 was Robin DR.500 G-PREZ, logged later heading home to Bidford and on 30/10 Tri-kiss G-BZDR arrived from Sleep.

**Netherthorpe:-** The FRA.150L Aerobat G-BACC which arrived last month has been reregistered G-PHOR. A potential new resident is RV.8 G-KELZ, which has just been registered to J.D. Kelsall who has RV.7 G-KELS based here at present. Visitors:- 1/10 G-BXVK HR.200(f. Sibson); 8/10 G-CNAB Jabiru; 9/10 G-BPOS C.152; 12/10 G-GTJD Quik; 25/10 G-ICSG Squirrel; 29/10 G-BLZP C.152(f. EMA), G-CWIC Quik, G-CBZG Coyote; 30/10 G-DEND C.152.

**Oxenhope:-** Jodel D.140 G-EGUR has been noted on numerous occasions lately, so can be assumed as resident.

**Pocklington:-** Visitors:- 2/10 G-GUMS C.182S; 29/10 G-BKTZ T.67M.

**Rufforth:-** The Belgium company Skyservice have become very regular visitors this month. On 5/10 King Air 200 OO-LAC("Skyservice 232") arrived from Brussels before later routing to Wevelgem. Unidentified on 8/10 was another Be.200("Skyservice 211"), outbound to Brussels and similar type OO-SKM arrived from Kortrijk on 15/10 using the same call sign. Finally King Air 90 OO-VHV("Skyservice 908") was logged on 28/10. Bell 430 EI-TIP arrived on 7/10, from Blackpool with passengers for the racing at York as did PA-32 N2989M. Mooney M.20J OY-DFD was logged on 8/10, outbound to Little Staughton while the Liberty XL.2 N511XL was noted visiting on 24/10. Visitors:- 8/10 G-CLUE PA-34(t. Newmarket); 12/10 G-OSUT Falke; 23/10 G-CCZM Skyranger, G-SGEC King Air 200(f. Aberdeen); 28/10 G-BMUZ PA-28; 29/10 G-CCZN Skyranger(f. Edinburgh), G-CDMJ Quik.

**Sandtoft:-** Beech Duke N60NZ was logged on 5/10, arriving from Haverfordwest and the following day Sherburn based SR.22 N40GD paid a visit. Sheffield based M.20J N101UK was noted late afternoon on 12/10 while Malibu N9275Y was noted on 16/10, staying until 18/10 when it was outbound to Welshpool. Gazelle HA-LFM was noted dropping in for fuel on 21/10. Visitors:- 1/10 G-AYOW C.182N; 2/10 G-BSYZ PA-28, G-RODD C.310R; 7/10 G-BGAX PA-28; 8/10 G-BBPY PA-28, G-BYSI Koliber, G-BHWA C.152, G-BUVX Shadow; 9/10 G-PIGS Rallye; 12/10 G-CERT M.20J, G-CCZN Coyote, G-GERY Glastar, G-FOXA PA-28; 14/10 G-ASMJ F.172E; 15/10 G-BWCY Rebel; 20/10 G-BYZR Sky Arrow; 23/10 G-JONY Cyclone; 25/10 G-SOBI PA-28; 27/10 G-BPWG C.150M; 29/10 G-BBPY PA-28, G-AYYU Sundowner, G-BULM Pulsar, G-BYFM DR.1050, G-STAY FR.172K, G-CDXO T.600N; 30/10 G-STAA R.44(f. Wolverhampton).

**Sheffield:-** A new resident here is Jet Ranger G-CBYX, first noted on 1/10 when it arrived from Sandtoft using call sign, "Alpha Heli 25" and also due is A.109E G-DACN which has just been registered to Errigal Aviation. Noted visiting on 7/10 was PA-28R N2943D from Barton. King Air 90 OO-VHV("Skyservice 904") was noted on 25/10, inbound from Wevelgem, also A.109E N449J popped in for fuel while on one of its' regular visits to Barnsley and Citation N909PS arrived late afternoon. On 28/10 Roman Abramovich arrived from Petersfield in his EC.155 P4-HEC for Chelsea's match with Sheffield United. PA-28 N808VT was a visitor on 29/10, f/t Panshanger. Visitors:- 1/10 G-GCKI M.20J; 2/10 G-BFMG PA-28(t. Carlisle, with 2 others), G-BTMR C.172M; 3/10 G-HOLZ Jet Ranger ("Bladerunner 10"); 4/10 G-OZOO C.172N, G-WBVS DA-40, G-FAIR TB-10(f. Rochester), G-OSSI R.44, G-OLOW R.44; 6/10 G-AXNS Pup; 7/10 G-RACY C.182S; 8/10 G-FLOP FRA.150M; 9/10 G-BCRL PA-28; 12/10 G-BRZS C.172P, G-BOJS C.172P(f. Denham), G-BVFT Maule M.5, G-BPWD C.120, G-BXLS Koliber, G-JBEKA.109A, G-RRCU DR.221; 14/10 G-BFDO PA-28RT(f. Biggin Hill); 15/10 G-BWXU T.67M(Local flights all day); 23/10 G-WBVS DA-40; 29/10 G-BMKK PA-28R, G-CDON PA-28, G-BJOA PA-28, G-RACY C.182S.

**Sherburn:-** A new resident, joining the ever growing fleet is R.44 G-CEDG. Noted arriving early on the 1<sup>st</sup> was PA-28 N81188 from Charlton Park and this aircraft was also logged the following day. On 28/10 A.109A N517TS popped in for fuel during a visit to Wetherby Race Course. On 4/10 PA-28R N8105Z was logged. Visitors:- 3/10 G-BGWO Jodel D.112; 4/10 G-OZOO C.172N, G-PACL R.22B; 7/10 G-BZPM C.172S, G-BEIP PA-28; 8/10 G-CDMH T.210M, G-AYEF PA-28; 9/10 G-EIWT C.182S(t. Fife), G-BLDG Pawnee, G-BCVJ F.172M, G-CEAK Ikarus; 12/10 G-BBJY F.172M, G-BNOZ C.152; 15/10 G-ASJY Horizon; 18/10 G-PBAK A.109E(Refuel); 20/10 G-BUUX PA-28; 21/10 G-WOOF Enstrom(t. Rochdale), G-JPAT HR.200; 22/10 G-BAXU F.150L; 23/10 G-ARAW C.182A; 28/10 G-CDKU R.44; 29/10 G-BMMK PA-38(f. Denham), G-BYBD F.172H, G-FKNH PA-15, G-AVRW Minicab(f. Hucknall), G-BBLM Rallye, G-BEIP PA-28; 30/10 G-OLFT Commander 114.

**Sturgate:-** Bolkow 207 D-EFTI was logged visiting on 29/10. Visitors:- 1/10 G-DMSS Gazelle; 2/10 G-BSYZ PA-28; 4/10 G-BHLW C.120; 7/10 G-ZHAN C.172S(f. Wycombe), G-BYBD F.172H, G-BHRH FA.150K; 8/10 G-BHDE TB.10; 9/10 G-ATML F.150F; 12/10 G-ASMS C.150A, G-PAWL PA-28; 22/10 G-OBMW AA-5; 29/10 G-BERW Commander 114, G-AXTC PA-28, G-BFEV Pawnee, G-COVD Robin 2160.

**Sutton Bank:-** A mid-air glider crash here on 2/10 resulted in the death of one of the pilots, who was from Northampton. His aircraft, Schleicher ASW.19B, BGA No.3752/"GDP" and the other unidentified machine were both written off and yet the pilot of the second machine managed to parachute to safety, virtually uninjured. The Yorkshire Air Ambulance was out of service so "Helimed 63A" was



scrambled to the scene along with "Helimed 58A" from Penrith. Visiting on 12/10 was Maule M5 G-BVFT, which arrived from Sheffield.

**Walton Wood:-** Visitors:- 4/10 G-THEL R.44, G-DGHD R.44, G-FOFO R.44; 5/10 G-FABI R.44; 6/10 G-BXRY Jet Ranger; 7/10 G-MAYB R.44; 9/10 G-CEDG R.44, G-BXRY Jet Ranger; 12/10 G-RULE R.44; 15/10 G-CBVI R.44; 18/10 G-HUGS R.22B; 19/10 G-HIEL R.22B; 20/10 G-JONH R.22B; 22/10 G-DCSE R.44; 24/10 G-TINK R.22B; 27/10 G-NEWZ Jet Ranger(f. Newcastle, refuel).

**Wickenby:-** An interesting arrival here for Coopers Aerial Spraying is Thai registered Aero Commander 690A HS-TFG. Also new is Pegasus Quik G-GCEA while Pitts Special G-WILD was noted on Air Test on 28/10. Visitors:- 1/10 G-DCSE R.44, G-MOMA T.600N; 4/10 G-WAVS PA-28; 7/10 G-SABA PA-28R, G-OBMS F.172N; 12/10 G-BVFT Maule M.5, G-FOXA PA-28; 14/10 G-CCFS DA-40; 19/10 G-DLTR PA-28; 21/10 G-BXPI RV.4; 22/10 G-BPXX PA-34; 24/10 G-LAIN R.22B(f. Barton).

**Wombledon:-** A potential new resident is recently registered Alpi Pioneer G-KITH. Noted visiting on 4/10 was Europa G-HOFC, from a strip in South Wales, while on 22/10 Beech 36 N7205T was logged outbound to Cambridge.

## OVERFLIGHTS

05/10	N3103L	King Air 200	Gamston - Roskilde(OTR 1157 @ 24000')
	N7148R	Be.58 Baron	Durham/Tees - Exeter(Eccup 1707 @ 6000')
09/10	N554RB	Be.55 Baron	Coventry - Newcastle(York 1043 @ 1500')
12/10	N555QS	PA-32 Cherokee 6	Inverness - Midden Zeeland(Hull 1342 @ 5000')
	N700BC	Cessna 421B	Overhead POL 1330 @ 3000' heading South
16/10	N4VQ	Beech A.36	East Winch - Durham/Tees(Hull 0944 @ 3000')
19/10	N5000S	Be.58 Baron	Wycombe - Leuchars(York 1322 @ 4500')
21/10	N500SY	MD.500	Leuchars - Newbury(6 N/W LBA 1135 @ 1500')
	N84718	PA-28R Arrow	Newcastle - East Midlands(LBA 1913 @ 3000')
23/10	D-EWAT	Commander 114	Blackbushe - Cumbernauld(Harrogate 0920 @ 6000')
	N97GP	TB.20 Trinidad	Over York 1536 @ 3000', enroute Charterhall
25/10	G-BGWK	Sikorsky S-61N	Aberdeen - Norwich(Hull 1452 @ 1500')
26/10	OY-BTZ	PA-31 Navajo	Survey over Leeds/Sheffield(2230 - 0130)
27/10	G-DEXT	Robinson R.44	Wellesbourne - Perth(LBA 1443 @ 1500')
	N766AM	Twin Squirrel	Newcastle - Loughborough(Scarboro' 1520 @ 1000')
30/10	N102TJ	Cessna 172R	Over York 1009 @ 3000', on delivery to Cologne

*Trevor Smith*



## CONEY PARK

02/10/06	G-MDGE	ROBINSON R22 BETA	10:25	10:45
05/10/06	XW211	WS PUMA HC1	09:10	09:30
05/10/06	G-HDTV	AGUSTA A109A II	10:30	11:00
07/10/06	G-LHEL	AS355F2 ECUREVIL 2	09:15	09:45
07/10/06	G-LHEL	AS355F2 ECUREVIL 2	16:05	16:20
12/10/06	G-BSCE	ROBINSON R22 BETA	11:15	11:40
19/10/06	G-PBEK	AGUSTA A109A	14:20	14:35
21/10/06	G-BSBW	BELL 206B-3 JETRANGER III	10:30	11:10
21/10/06	G-BSBW	BELL 206B-3 JETRANGER III	12:30	13:10
22/10/06	G-LAID	ROBINSON R22 RAVEN II	14:00	14:30
27/10/06	EI-WAV	BELL 430	12:45	12:55
27/10/06	G-EMHH	AS355F2 TWIN SQUIRREL	16:20	16:30
27/10/06	G-XOIL	AS355N TWIN SQUIRREL	16:25	16:35
30/10/06	G-SAMP	AGUSTA A109E POWER	13:20	15:45

*Geoff Ward*



# LEEDS BRADFORD AIRLINE REPORT OCTOBER 2006

## INBOUND DIVERSIONS

13	RYR567	PSA	DSA	EI-DCG	B738	PSA	RYR568P
13	EZY602	BFS	LPL	<u>G-EZIU</u>	A319	AMS	EZY8002
13	TOM834V	AMS	DSA	<u>G-THOF</u>	B733	PRG	TOM1747
13	RYR9153	SDR	LPL	EI-CSS	B738	KRK	RYR9646
13	EZE751G	ABZ	HUY	G-MAJA	JS41	ABZ	EZE053P
13	TOM678J	JER	DSA	<u>G-THOC</u>	B735	NAP	TOM441D
18	RYR567	PSA	DSA	EI-DAG	B738	PSA	RYR568P

## REGULAR FLIGHTS

AEA208	TFS	06/EC-HZS	13/EC-III	20/EC-IDA	27/EC-III	
AEA328	PM	07/EC-HGO	14/EC-JHL	21/EC-JHL	28/EC-JKZ	
AEA638	PM	07/EC-JKZ	14/EC-JNF	21/EC-JNF	28/EC-HBN	
AEU551	FNC	02/G-STRH	09/G-STRH	16/G-STRF	23/G-STRF	30/G-STRF
AEU907	ZTH	05/G-STRH				
AEU917	PM	03/G-STRH	10/G-STRH	17/G-STRF	24/G-STRF	31/G-STRF
AEU923	IBZ	06/G-STRH	13/G-STRH	20/G-STRF	27/G-STRF	
AEU925	ALC	07/G-STRH	14/G-STRF	21/G-STRF	28/G-STRF	
AEU931	HER	03/G-STRH	10/G-STRH	17/G-STRF	24/G-STRF	31/G-STRF
AEU933	RHO	04/G-STRH	11/DivMAN	18/G-STRF	25/G-STRF	
AEU935	FAO	05/G-STRH	12/G-OOOB	19/G-STRF	26/G-STRH	
AEU937	MAH	06/G-STRH	13/G-STRH	20/G-STRF	27/G-STRF	
AEU941	AGP	01/G-STRH	08/G-STRH	15/G-STRF	22/G-STRF	29/G-STRF
AEU953	LPA	07/G-STRH	14/G-STRF	21/G-STRF	28/G-STRF	
AEU955	LCA	01/G-STRH	08/G-STRH	15/G-STRF	22/G-STRF	29/G-STRF
AMC5209	MLA	03/9H-AEK	10/9H-AEI	17/9H-AEO	24/9H-AEI	31/9H-AEK
BGH5544	VAR	01/LZ-BHC				
BGH5576	BOJ	02/LZ-BHC				
FCA639C	FAO	05/G-OOAU	12/G-OOAP	19/G-OOAP	26/G-OOAW	
FHE321	MLA	01/HB-JIB	08/HB-JIB	15/HB-JIB	22/HB-JIB	29/HB-JIB
FUA1724	PM	01/EI-DOR				
FUA1756	FUE	04/EC-JHV	11/EI-DGZ	18/EI-DJU	25/EI-DKD	
IWD3660	ACE	05/EC-IMU	12/EC-JND	19/EC-JQP	26/EC-JQP	
OHY2612	BJV	04/TC-OAE	11/TC-OAF	18/TC-OAE	25/TC-ONJ	
OHY7336	DLM	02/TC-OAI	09/TC-OAE	16/TC-OAY	23/TC-OAA	30/TC-OAB
SXS161	DLM	02/TC-SUL	09/TC-SUL			
TOM1391	ALC	03/G-BYAK	10/G-BYAP	17/G-BYAP	24/G-BYAU	31/G-BYAT
TOM1551	PFO	02/G-BYAK	09/G-BYAP	16/G-BYAP	23/G-BYAT	30/G-BYAT
TOM3101	PM	01/G-BYAK	08/G-BYAN	15/G-BYAW	22/G-BYAK	29/G-BYAT
TOM3193	DLM	06/G-BYAF	13/G-BYAH	20/G-BYAK	27/G-BYAT	
TOM3347	PM	02/G-BYAK	09/G-BYAN	16/G-BYAP	23/G-BYAT	30/G-BYAT
TOM3427	IBZ	07/G-BYAN	14/G-BYAW	21/G-BYAK	28/G-BYAT	
TOM4973	REU	07/G-BYAF	14/G-BYAH	21/G-BYAK	28/G-BYAT	
TOM5633	PM	05/G-BYAH	12/G-BYAH	19/G-BYAP	26/G-BYAT	
TOM5993	ACE	04/G-BYAK	11/G-BYAH	18/G-BYAP	25/G-BYAT	
TOM6051	AGP	07/G-BYAF	14/G-BYAH	21/G-BYAK	28/G-BYAT	
TOM6163	TFS	03/G-BYAK	10/G-BYAP	17/DivMAN	24/G-BYAT	31/G-BYAT
TOM6243	CFU	06/G-BYAH	13/G-BYAH	20/G-BYAK	27/G-BYAT	



# OTHER FLIGHTS

01	<u>EI-DLR</u>	B738	RYR154/155	f/t Dublin	-
01	<u>TF-FII</u>	B752	FHE32A/5320	Malta - Manchester	Lieu FHE MD90
01	<u>G-BPNT</u>	B463	BEE643/644	f/t Belfast City	Lieu BEE DH8
02	<u>EI-RED</u>	AT72	REA672/683	Galway - Cork	New schedule
02	<u>G-BYHG</u>	D328	SAY492/764P	Cork - Edinburgh	Passenger Charter
03	<u>EI-DLV</u>	B738	RYR152/153A	f/t Dublin	-
04	<u>EI-DLS</u>	B738	RYR154/155	f/t Dublin	-
05	<u>G-CDEA</u>	SB20	EZE044P/13JE	Humberside - Aberdeen	Lieu JS41
05	<u>G-CDEA</u>	SB20	EZE14JE/045P	Aberdeen - Humberside	Lieu JS41
06	<u>EI-REB</u>	AT72	REA672/683	Galway - Cork	-
08	<u>EI-CVR</u>	AT42	REA684/683	f/t Cork	-
09	<u>F-GYAP</u>	A321	BIE0989/9896	f/t Reus n/s	Passenger Charter
10	<u>EI-DLT</u>	B738	RYR152/153A	f/t Dublin	-
11	<u>EI-REF</u>	AT72	REA672/683	Galway - Cork	-
11	<u>F-GYAP</u>	A321	BIE9897/098F	Reus - Birmingham	Passenger Charter
12	<u>PH-PRH</u>	F50	VLM714/715	f/t Rotterdam	Passenger Charter
12	<u>EI-DAV</u>	B738	RYR154/155	f/t Dublin	-
13	<u>EI-REH</u>	AT72	REA684/673	Cork - Galway	-
13	<u>F-GNLG</u>	F100	BLE500P/501	f/t Barcelona n/s	Passenger Charter
15	<u>EI-BYO</u>	AT42	REA684/683	f/t Cork	-
15	<u>F-GNLG</u>	F100	BLE504/504P	Barcelona - Birmingham	Passenger Charter
18	<u>EI-REI</u>	AT72	REA672/683	Galway - Cork	-
18	<u>OY-NPD</u>	SW4	NFA133E/133	Aalborg - Skovde	Freight Charter
19	<u>G-STRF</u>	B737	TOM563P/564P	t/f Manchester	Sub charter for TOM
19	<u>G-CJAC</u>	D328	SDJ82	Paris Le Bourget -n/s- Luton	Passenger Charter
20	<u>EI-REA</u>	AT72	REA672/683	Galway - Cork	-
20	<u>EI-DLX</u>	B738	RYR154/155	f/t Dublin	-
21	<u>OO-VLX</u>	F50	VLM723/724	f/t Toulouse n/s	Passenger Charter
22	<u>EI-CBK</u>	AT42	REA684/683	f/t Cork	-
26	<u>G-RJXN</u>	E145	BMA9141/2XV	Aberdeen - Glasgow	-
27	<u>G-CCPW</u>	JS31	JXT308/309	f/t Isle of Man	Lieu JXT JS31
29	<u>EI-REE</u>	AT72	REA684/683	f/t Cork	-
30	<u>G-CDEA</u>	SB20	EZE72H/19Q	Norwich - Aberdeen	Lieu JS41
30	<u>EI-CPT</u>	AT42	REE684/683	f/t Cork	-

Fly VLM 00-VLM Fokker 50 Manchester Airport 31 May 2006  
Andrew Holden





### LEEDS/BRADFORD NEWS

Big news this month is the release of documents to interested parties in purchasing Leeds/Bradford. The airport was formally advertised for sale on Monday 13 November 2006 and information sent to interested parties. Formal bids will be invited in December.

The move follows a recent decision by West Yorkshire's five councils - joint owners of the airport - to offer it for sale to the private sector. The disposal is expected to ride on the back of surging valuations for infrastructure investments in Europe, led by the airports sector. Recent airport transactions include London City Airport which sold for £750m and Exeter Airport, which went for £60m.

Ernst and Young, principal advisers for the sale, have already received a large number of enquiries from potential purchasers. Richard Tollis, a partner at Ernst Young, said: "We are already seeing strong interest in this transaction from the market, based on development prospects for the business, the strength of the local economy - and perhaps because this may be the last opportunity to acquire a regional airport in the UK from public ownership."

A joint statement signed by the leaders of Leeds, Bradford, Wakefield, Kirklees and Calderdale councils said: "We are all delighted to be able to present Leeds Bradford International Airport for sale to the market at this important time in its ongoing development. As our regional economy continues to prosper, we look forward to attracting a new investor to the airport who can continue the strong growth and development of this important regional asset. Leeds Bradford International Airport is an integral part of the region's transport infrastructure that makes a significant contribution to the economy of both West Yorkshire and the Region as a whole. The decision taken by the current owners to sell the airport will bring new investment and expertise to the development of the airport."

Once again good news was released on passenger figures, with the publication of a press release detailing the summer passenger figures.

*Leeds Bradford Airport has a Scorching Summer. 7 November 2006*

Summer 2006 has proved the most popular on record at Leeds Bradford International Airport (LBA), as a record breaking 1,947,437 passengers passed through the terminal building between April and October, representing a 9.7% increase on the same period last year. For the winter months there is an even larger choice of destinations available from LBA including the newly launched Inverness (Eastern Airways); Salzburg (Jet2.com); Krakow (Jet2.com); Cork (Aer Arann); Galway (Aer Arann) and Aberdeen (Flybe). As an alternative, people may wish to escape the dropping temperatures courtesy of the recently commenced Lanzarote service with Jet2.com or to the sunny climes of the Gambia with new tour operator to LBA, The Gambia Experience.

For next summer, passengers already have a choice of new destinations to book with the addition of Valencia (Jet2.com); Toulouse (Jet2.com), Almeria (Jet2.com), taking the number of total direct destinations available to over seventy. Ed Anderson, Managing Director comments, "This record breaking summer is a credit to all involved at Leeds Bradford Airport. It has been a very productive year with the launch of 17 new routes and more already announced and on sale for next year. We look forward to welcoming new and regular passengers to LBA and continuing our success into 2007 and beyond."

Public transport links to the airport have come on in leaps and bounds over the last couple of years. Now York is to have a dedicated coach service to LBA. Press release as follows:-

*A New Coach Link from York to Leeds Bradford Airport. 10 November 2006*

Bus operator First York, along with Partners Leeds Bradford International Airport (LBIA), City of York Council, York Tourism Bureau, Yorkshire Forward and low cost airline Jet2.com have teamed up to introduce a brand new hourly express coach service between York and the Airport starting in March 2007.



The number of passengers using Leeds Bradford continues to grow thanks to the rise in popularity of low-cost air travel in general and the expansion of services operated by the airlines using LBA - Jet2.com in particular. The growth in passengers is not just confined to customers travelling outbound from the UK; Jet2.com reports that up to 40% of passengers on its Düsseldorf and Amsterdam services are inbound visitors.

The historic City of York is less than an hour from the airport by road, and this important new service will enable York to grow its inward tourism. As the airport serving the city of York, LBA and the Partners are keen that overseas visitors have an opportunity to visit York and experience its vast range of museums, art galleries and theatres, whilst growing its popularity as a conference destination, and a city housing a widely celebrated University. The new non-stop coach service between Leeds Bradford Airport and York will allow LBA and Jet2.com to promote York as a desirable destination to visit, and they will have on-line links to First's website so that customers can book on-line when they book their flights.

Whilst the Partners are keen to attract more overseas visitors to York the express coach link should also prove popular with local residents as it provides a direct link to their local airport. Commenting on the plans for the new service, Cathy Mason, Finance and Commercial Director at Leeds Bradford International Airport said, "This really is an exciting opportunity for us to promote Leeds Bradford as York's airport. York is a major draw for visitors from overseas and I am sure that a direct link from the airport will encourage more people to visit."

Peter Edwards, First's Commercial Director said, "We have a lot of valuable experience operating high quality airport feeder services up and down the country and know that customers are looking for services that are reliable, convenient and direct. All our partners have something to gain out of this service becoming a success and I do not think it will be long before it will be carrying significant numbers of customers."

## AIRPORT NEWS

Deauville as many of you will know is an upmarket town in Northern France. It is famous for its horse racing, film festival and prestigious beachside boardwalk. However residents are fighting to stop airline Ryanair bringing budget travellers to a nearby airport. Tourists have long been attracted to Deauville and the surrounding Pays d'Auge region - the home of camembert and calvados - but some locals fear the flights will lower the tone, increase road traffic and noise around the airport. "There are fields, cows, calvados, forests, lakes, little towns, beautiful houses, the sea," said Christiane Celice, who heads the organisation battling to stop Ryanair. "We don't want any more noise, pollution, danger... anything that could harm this high quality tourist region." She says she has the support of around 1,000 local people who back the campaign and is hoping to block Ryanair with a lawsuit she has started against the airline's partners in France, the regional government and the Deauville town hall. "The court case is already under way, but if we're not successful at first, we will continue, we will alert Brussels, we will do everything we can," she said, referring to the seat of the European Union.

Deauville Airport has been in use since 1953 but was until now only open to charter or private aircraft, many of them bringing wealthy horse owners to take part in the local competitions for which the region is known. Ryanair is due to begin flights to Deauville from Stansted Airport outside London on 1 March. "We think the tourism interests in Deauville and the vast majority of people will be delighted," said Peter Sherrard, head of communications at Ryanair. "All this rubbish about the 'great unwashed' turning up is absolute nonsense. This small group of objectors might feel differently when the prices of their houses double. The British make up 30% of Pays d'Auge's foreign visitors and 9,000 Britons own second homes there. Around 17.5% of the region's workers are employed in hotels, restaurants or other sectors that rely on tourists. Local businesses and officials who have encouraged the new flights hope they will bring new money to the area. The clientele using 'low cost' airlines, is just as interesting as those coming by bus or by car," said Didier Bedu, the CEO of the Chateau de Breuil, a calvados producer. Deauville mayor Philippe Augier said Celice's campaign was supported by a small group of people with a minority view. "The exaggerated reports... are irresponsible and are merely founded on the personal interests of about thirty people living in the vicinity of the airport," he said.

## AIRLINE NEWS

Aer Lingus bosses and unions oppose Ryanair's takeover bid. Ryanair boss Michael O'Leary has said there will be significant job cuts at rival carrier Aer Lingus if the takeover bid for the group succeeds. Mr O'Leary, quoted by Reuters news agency, said the cuts would be part of plans to reduce costs at Aer Lingus. Ryanair has issued its offer document, saying that Aer Lingus shares were likely to fall sharply if its bid was rebuffed.

Ryanair bid €1.5bn (£1bn; \$1.9bn) for Aer Lingus on 5 October. 'Small regional airline' Aer Lingus management and unions have rejected the bid and the Irish government, its largest investor with a 28% stake, has said it will not sell its shares.

Ryanair's offer document said that the average member of the Aer Lingus employee share ownership scheme would earn €60,000, which would be paid tax-free. The document went on to say that Ryanair's strategy would be to keep Aer Lingus independent and "expand, enhance and upgrade" its operations. Without a deal, Ryanair said that Aer Lingus would remain a "small, regional airline" and would be "at the mercy" of its government and workforce shareholders, who had exercised "de facto control" over the airline in recent years.

Air France KLM is looking to create a low cost carrier to benefit from the growing leisure market, the company has said. The group is examining the development of its subsidiary transavia.com, which offers a mix of scheduled and charter flights, for low-fare flights from France to popular destinations such as Morocco, Tunisia and Spain.

Spain is the world's second-biggest tourist destination after France. Government figures in September showed Spain's crowded no-frills airline market accounted for nearly a third of flights into the country during the peak travel month of August. The new low-cost carrier's rivals would include easyJet and Ryanair, which both also fly to Morocco, and Air Berlin.

If approved by the Air France board of directors on 22 November, the new company will be 60% owned by Air France and 40% owned by KLM subsidiary transavia.com. Its launch is set for the spring of 2007.

Austrian will inaugurate non-stop service from Vienna to Erbil (Iraq) on 11 December. The airline will operate two flights a week, on Mon/Fri, using an A319. Austrian Airlines becomes the first European airline to operate into Iraq.

Brussels Airlines is the new name of merged SN Brussels and Virgin Express. The new airline will begin operations on 25 March with the Airbus A319, A330 and Avro 146/RJ.100 fleet of SN Brussels as well as the B737 fleet of Virgin Express.

British Airways has agreed to sell BA Connect, its loss-making UK regional operations, to Flybe, the privately-owned UK low fares regional airline. As part of the deal, it will take a stake of 15% in Flybe, which is expected to delay its planned initial public offering until the first half of 2008. The deal is an agreement in principle and subject to due diligence. BA will take a write-down on the deal of £106m (\$201m).

The announcement came as BA announced a 27% fall in second-quarter pre-tax profits to £176m, while operating profits fell by 48.7% to £134m. The steep decline in operating profits resulted from the write-down on the BA Connect sale and also from a £100m cost from the security disruptions suffered by the airline in the wake of the terrorist alert in mid-August. Excluding the BA Connect write-down, second-quarter operating profits declined by 8% from £261m to £240m, BA said. BA said that its BA Connect operations from London City airport and its long-haul service between Manchester and New York were not included in the deal with Flybe.

Willie Walsh, BA chief executive, has warned previously that the BA Connect operation, based mainly in Manchester and Birmingham, was not considered a core activity for the airline, and he had given it two years to return to profit or face closure or sale. Mr Walsh said that "point-to-point regional operations are not a strategic part of our business and we believe such activities are better undertaken by a regional low-cost airline." He did not see "any prospect for profitability" for BA Connect in its current form. BA Connect has 1,900 staff and operates 52 routes from 13 UK regional airports. It expects to carry 3.5m passengers in the current year to March 2007. The airline said that while long-haul premium transfer traffic and short-haul premium traffic were recovering, they were still being



affected by the tighter security arrangements introduced on 10 August at UK airports in response to the alleged plot to blow up several jets over the North Atlantic using liquid explosives. Unlike most of its rivals, BA has yet to cut its fuel surcharges on ticket prices, in spite of the sharp drop in fuel prices.

British Airways has purchased American Airlines' stake in Spanish carrier Iberia for €19 million (US\$24.29 million). BA, Europe's third-largest airline, said in a statement it now owned about 10% of Iberia, up from 9% previously. "The transaction is intended to preserve British Airways' two seats on the Iberia board," BA said in a statement. BA has played down the prospects of merging with Iberia or extending its joint venture with the Spanish carrier. The two airlines signed a code-sharing agreement in July 2002, triggering speculation BA could make a move for its smaller Spanish rival.

Chalk's International Airlines, the famous operator of Grumman Mallards, which were grounded earlier this year following a fatal take-off accident, received federal approval to resume service to the Bahamas. However the airline will use land planes rather than the seaplanes it used before. Using aircraft operated by Big Sky Airlines the airline has also announced plans to fly from Fort Lauderdale and Palm Beach County to Tallahassee, Gainesville, Orlando, Tampa and Key West and to other Bahamas destinations. Chalk's is working with the FAA to rebuild its Mallard seaplanes in order to resume service from Miami's Watson Island.

Easyjet has announced plans to expand its fleet as it unveiled a 56% rise in annual profits on the back of growing passenger numbers and new routes. The low-cost carrier made a pre-tax profit of £129m (\$245m) in the year to the end of September - despite a big increase in fuel costs. Passenger numbers for the year were up by 11.5% to 33 million people. The airline said it was buying 52 new Airbus A319 jets, and had secured the option to buy up to 75 Airbus planes. Easyjet said this meant that it now had 104 aircraft on firm order with Airbus, with a list price of more than \$4bn, and also held purchase rights over a further 123 aircraft. The new A319 aircraft are scheduled to be delivered between 2008 and 2010. Chief executive Andy Harrison stressed that the modernity of Easyjet's fleet - with an average age of 2.2 years - meant it produced about 30% less emissions per passenger kilometre than other traditional airlines flying similar routes.

Excel Airways announced it will base a Boeing 737 in Ireland starting with the next summer season and will fly from Cork and Dublin to a number of vacation destinations including in Bulgaria, Greece, Portugal and Spain.

FedEx Express has announced it will buy 15 Boeing 777 freighter aircraft and cancel its order of 10 A380-800F Airbus aircraft due to delays in delivery. FedEx said its agreement with Boeing also gives it options to purchase an additional 15 aircraft. It expects to take delivery of 4 of the 777 aircraft in 2009, 8 in 2010 and the remaining 3 in 2011. Production problems with Airbus's A380 have plunged the group into crisis and forced it to re-examine its projects and restructure its business. "The decision to purchase Boeing 777s was taken after Airbus announced significant delays for delivery of A380s," said Maury Lane, a spokesman at FedEx Express, the express package delivery unit of FedEx. "Global package demand continues to grow and we need the appropriate aircraft to meet that demand." FedEx's decision cuts the number of outstanding orders for the A380 freighter to 15 from 25. Last month, FedEx rival United Parcel Services, which has 10 A380s on order, said it had set up a team to evaluate its purchase.

"Airbus regrets FedEx's decision but we understand their need to urgently address capacity issues," said an Airbus spokesman. The spokesman added that Airbus remained committed to the freighter program. "We still expect the A380 freighter to be a successful program from the outset, although we did not expect demand to be very high at the start." FedEx said it continues to be Airbus's largest wide-body plane customer and will add additional new and used Airbus wide-body aircraft to its fleet in the coming years. A Boeing spokesman said the company is prepared to meet FedEx's delivery schedule: "We are very pleased to meet the needs of such an important customer," spokesman Jim Proulx said.

Jet2 will inaugurate a service from Edinburgh to Prague on 9 February. The airline will operate three flights a week, on Mon/Fri/Sun, increasing to five a week on 26 March, on Mon/Wed/Fri/Sat/Sun. The airline has also announced a new Murcia service from Edinburgh commencing on 24 March. The service will operate two flights a week, on Sat/Sun.

Qantas placed an order for 8 additional A380s increasing the airline's commitment to 20 aircraft. Delivery is scheduled from August 2008 to 2015. Qantas says it negotiated an attractive package with Airbus for this order which includes the delivery of 4 A330-200s between December 2007 and December 2008 to cover the A380 delays.

Virgin Atlantic is to defer its order for the new Airbus A380 by four years. The airline had ordered six A380's for delivery in 2009, but now wants to delay their arrival till 2013. The airline is now extending its leases on a number of Boeing 747-400's to cover the delay.

## AIRCRAFT NEWS

China signed an order on Thursday 26 October for 150 Airbus A320's, the European aircraft maker's chief executive officer said. The order was one of a number of agreements signed at the start of French President Jacques Chirac's state visit to China. China also signed a letter of intent to purchase 20 of Airbus's larger A350 aircraft. Airbus CEO Louis Gallois told reporters the A320s would be assembled in China and delivered between 2009 and 2012. No monetary value was given for the order, nor were details released about which Chinese airlines would receive the planes. But the deal represents a boost for Airbus in the fast-growing China market at a time when the company is struggling over management changes, cost-cuttings and delays to its A.380 project.

Airbus will boost production of its A.320 family of single-aisle jets to 36 a month by December 2008 from 30 a month. The move would help it more quickly meet customer orders and to pay bills of about \$15 billion to solve manufacturing problems with its A380. Airbus also wants cash to help design another proposed jet, the A350 XWB.

## OTHER NEWS

Many passengers are more concerned about legroom than price. Ryanair has been voted the world's least liked airline because of cramped seating, unfriendly staff and delays.

Online travel service TripAdvisor said it polled 4,000 of its users on a range of subjects from airlines and airports, to worries and holiday hotspots. Ryanair was not the only low-cost carrier singled out for criticism, with easyJet voted the second worst. British Airways was picked as the best airline. Ryanair countered that it consistently topped customer-service indicators. A spokeswoman said that Ryanair expected to carry 42 million people this year, "so we must be doing something right". "Ryanair carries more UK passengers than any other airline because it has both lowest fares and the best punctuality and its passengers ignore irrelevant and baseless surveys," the company said. "The public votes with its feet."

Despite its growing business and role in revolutionising the way Europe's air industry has operated, Ryanair has often also proved a controversial company. Chief executive Michael O'Leary has been an outspoken critic of rivals and the industry, while his staff have previously complained about low wages, overwork and having to pay for their own training and uniforms.

Among the other topics covered in the poll by TripAdvisor, Heathrow was voted the world's worst airport. Changi in Singapore topped the survey. Travellers were most worried about terrorism, while bird flu and natural disasters were also concerns, TripAdvisor said. The company identified the hottest emerging holiday hotspots as Pamukkale in Turkey, Parga in Greece, and Ayr on Scotland's west coast. "Home of the eponymous race course, Ayr can brace itself for a major influx of visitors from around the world next year," TripAdvisor said.

E-mail:- DWooler@EGNM.screaming.net

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

*David Wooler*



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

- 3 December Christmas get together, including coffee/tea and mince pies
- 7 January Peter Hampson, Airport Solutions  
*'Aviation Disaster Management'* - we welcome back Peter Hampson (ex Manchester Airport) who now runs his own consultancy business. He will be describing Aviation Accidents. How they are managed and what lessons have been learnt to improve safety in the future. The presentation will include photographs of Aircraft Accidents, details of the Accident Investigation Process in different countries and Peter's own personal experiences of managing fatal and non-fatal accidents. A fascinating insight - Not to be missed.
- 4 February Annual Air Yorkshire Quiz. This year's seemed to be very popular, so why not come along and see if you can win a prize.
- 4 March Philip Firth - **at the AVIATION ACADEMY (South Side).**  
**You MUST bring your membership card to gain entry.**  
 Philip has worked in retail travel companies for many years before joining Leeds Bradford Airport in 1987 as Marketing Manager, moving on to be Head of Marketing and Business Development.  
 He has also been involved with setting up his own tour operations company. He now works as a tutor at Craven College and the Aviation Academy teaching Tour Operations, Customer Service, Geography and People Skills.
- 1 April Graham Perry - *'From Whirlwinds to Lightnings - Living with Aircraft'*  
 Graham is a former RAF engineering officer who has had a career in two halves: 20 years in the Service, and 20 years since, working with aircraft and aircraft people in industry. The talk is structured around the various things he has seen and experienced, and these vary from Whirlwinds at Odiham to Lightnings at Binbrook - hence the title: *'From Whirlwinds to Lightnings - Living with Aircraft'*. The theme running through the talk is the vital contribution made to aircraft operations by aviation's people, both military and civil, and in particular how they mix openness and good humour with a firm professionalism to produce safe flying. He is a current private pilot and flies a Jodel 120 from White Waltham.
- 6 May NEW - Chris Warn. We welcome back Chris Warn with the results of his recent holiday to the Caribbean and his forthcoming one to Cuba. Chris's talks are always enjoyable events as he mixes photographs with anecdotes about his trips.
- 3 June To Be Arranged
- 1 July Sqn Ldr Graham Laurie - *The History of Royal Flying*  
 Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *'The History of Royal Flying'* will be extremely interesting and informative.
- 5 August To Be Arranged
- 2 September NEW - Charles Parker - *Aircraft made in Lincoln*. Details to follow
- 7 October To Be Arranged

**Alan Sinfield**

## R.I.P.

The death has been announced of Allen Rowley, the man who got two Leeds to London diesel locomotives named after the *Yorkshire Post* and the *Yorkshire Evening Post*. He was Promotions and Publicity Manager for Yorkshire Post Newspapers from 1966 until his retirement in 1992 (credit: YPN 10 November 2006).

Allen Rowley was also the Air Correspondent for the *Yorkshire Post* and a supporter of the *Air Yorkshire Aviation Society*. He spoke at a number of WRBA-B and AYAS meetings over the years. He was once guest of honour at the *Air Yorkshire* dinner. He first spoke at a meeting way back in 1965 when we were the West Riding Branch of Air-Britain. He also spoke at the last AYAS meeting at the Aero Club, before Multiflight took over.

We offer our condolences to his widow Joyce and the family.

The Society has learned with regret of the death of Ken Grogan, the founding father of the *West Riding Branch of Air-Britain*. Ken was F136 (founder member number 136 of *Air-Britain*). In the early sixties *Air-Britain* was attempting to increase the number of local branches and Ken was given the task of contacting all the members in the West Yorkshire area. We all eventually met up in the airport bar one Friday evening and the rest as they say is history.

Ken was the first Chairman of the *West Riding Branch of Air-Britain*. The WRBA-B became the *Air Yorkshire Aviation Society* after the 1974 AGM when Dave Senior was Chairman.

Hello - I am organising an open day for aviation enthusiasts at MyTravel Airways, Manchester on 14th January 2007.

The day will consist of a visit to our training facilities at Cheadle, viewing of the cabin training hall, demonstration of Fire & Smoke training plus a talk by one of our cabin safety trainers. There will also be a visit to the Company accommodation at Manchester airport. During the visit there will be presentations to show how a flight is planned and operated. The speakers will be from flight planning, crewing, engineering maintrol as well as by an Airbus captain.

In the middle of the day there will be a flight in an A320 with a commentary by one of our captains explaining what is happening during the flight. Lunch and refreshments will also be included. More details can be obtained from Omega Holidays on 0152437500. The price is £139.95 by quoting the code DA0472 to obtain a £10 discount.

Regards

Captain John Tenison-Collins MyTravel Airways  
john.tenison-collins@mytravel.co.uk



Airbus A319 G-EZIH easyJet  
en route East Midlands - Köln/Bonn 25 July 2006  
Peter Martin



## AIR SUPPLY AVIATION STORE

Your LOCAL centre for Aviation Supplies

**End of Season**  
**Sale**

**Air Britain Books**

**ARHB 2006**

**UKCR 2006**

**Half Price!**

**Other bargains**

**2007 calendars**  
**Airbus and Airliners**  
**also RAF Spitfire**  
**and Vulcan**



**NOW in Stock**

**10% discount on selected items on production of**  
**AY. Member Card - not reduced items!**

**Up-dated WEB-SITE [www.airsupply.co.uk](http://www.airsupply.co.uk)**

Gift Vouchers available  
**0113 250 9581**



Fokker 70 PH-KZB  
KLM Cityhopper  
Leeds Bradford  
16 August 2006

Martin Zapletal

MBB/Kawasaki  
BK117-A3  
EC-ESX  
Spanish Customs  
Almeria  
10 August 2006

Alan Sinfield



Boeing 717 EC-HNZ  
Aelal Spanair Link  
Palma October 2006

Steve Lord