

COVER IMAGE



## YORKSHIRES PREMIER AVIATION SOCIETY



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2004-2005

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Denis STENNING, Geoff WARD

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

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

06 February 2005: Norman Smart - 200 Airlines at Manchester  
06 March 2005: Ken Cothliff - The Al Ain Aerobatic Show and more

## AIR YORKSHIRE AVIATION SOCIETY NEWS

Our own Jim Stanfield did us proud at the January Meeting with a slide show entitled 'Old Yorkshire Air Shows'.

There were some superb slides of Yorkshire Air Shows in the 1960's and 1970's. It is interesting to see what was being displayed at these times. One interesting fact is that static aircraft displays were a rarity at the time, that is until the West Riding Branch of Air Britain arranged for static aircraft to be displayed on their own stand. The slides also included photographs of some of our existing members as they were in the sixties and seventies.

Details of the annual dinner were announced, with the price being set at £18 per person, but as we have exclusive use the restaurant at the Pease Hill Hotel we do really need at least 50 members and guests to attend. Don't forget that postal members can attend the dinner.

Please contact John Dale to reserve your place. [See details further on in the magazine]

*Alan Sinfield*

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



## MOVEMENTS NOVEMBER 2004

### 01 Monday

G-BYAP	Boeing 757	0358	0742(02)	G-JEDR	DHC-8 400	0811	0852
G-RJXI	EMB 145	0921	1029	N750NS	Citation X	0925	1438
G-MAJG	Jetstream 41	0927	1020	PH-KLG	Fokker 100	0929	1033
G-BYRM	Jetstream 31	0945	1023	G-DRFC	ATR-42	0949	1042
G-DBCB	Airbus 319	0952	1046	G-RJXJ	EMB 135	0958	1054
EI-COX	Boeing 737	1005	1050	G-RJXF	EMB 145	1039	1131
G-JDBC	PA-34 Seneca	1136	1607	N132CK	Cessna 421A	1151	n/s+
G-BTON	PA-28 Cruiser	1202	1231(03)	G-MAJG	Jetstream 41	1216	1428
G-RJXI	EMB 145	1224	1454	EI-CJG	Boeing 737	1239	1319
G-BIXH	Cessna F152	1251	1316	G-DRFC	ATR-42	1256	1356
G-RJXJ	EMB 135	1316	1752	G-DBCB	Airbus 319	1339	1515
G-RJXF	EMB 145	1405	1512	PH-OFG	Fokker 100	1407	1540
G-JEDR	DHC-8 400	1424	1505	G-DENZ	PA-44 Seminole	1532	1058(9/12)
G-DRFC	ATR-42	1614	1712	G-BYRM	Jetstream 31	1616	1726
G-RJXI	EMB 145	1649	1745	G-BVJD	Fokker 100	1656	0725(02)
G-MAJG	Jetstream 41	1659	1747	G-RJXF	EMB 145	1706	1805
G-JECE	DHC-8 400	1715	1802	G-DBCB	Airbus 319	1800	1857
EI-CNX	Boeing 737	1916	1950	G-DRFC	ATR-42	1931	0729(02)
G-RJXI	EMB 145	1936	0745(02)	G-MAJG	Jetstream 41	1958	0713(02)
G-RJXF	EMB 145	2000	0732(02)	PH-KLD	Fokker 100	2004	0625(02)
G-BYRM	Jetstream 31	2012	0658(02)	G-RJXJ	EMB 135	2049	0706(02)
G-DBCB	Airbus 319	2136	0711(02)				

### 02 Tuesday

G-JEDI	DHC-8 400	0815	0851	G-BVJD	Fokker 100	0912	1350
PH-KLD	Fokker 100	0925	1038	G-BYRM	Jetstream 31	0937	1027
G-RJXF	EMB 145	0939	1455	G-MAJG	Jetstream 41	0944	1025
G-DRFC	ATR-42	1013	1048	EI-COX	Boeing 737	1018	1051
G-RJXJ	EMB 135	1022	1509	G-BXWF	Fokker 100	1045	1135
G-RJXI	EMB 145	1109	1401	ZD620	BAe 125 CC.3	1121	1353
G-MAJG	Jetstream 41	1214	1424	CS-DHA	Citation Bravo	1217	0641(03)
EI-COB	Boeing 737	1252	1330	G-DRFC	ATR-42	1303	1356
G-OACG	PA-34 Seneca	1355	1537	PH-KLD	Fokker 100	1413	1618
G-JEDI	DHC-8 400	1422	1502	G-BXWF	Fokker 100	1426	1522
G-DRFC	ATR-42	1611	1658	G-BYRM	Jetstream 31	1613	1725
G-RJXE	EMB 145	1648	1753	G-RJXF	EMB 145	1651	1740
G-MAJG	Jetstream 1	1700	1748	G-BVJD	Fokker 100	1702	1745
G-JECE	DHC-8 400	1712	1756	G-RJXJ	EMB 135	1714	1820
G-RKJT	PA-46 Malibu	1831	0736(03)	G-BXWF	Fokker 100	1805	1909
EI-CNW	Boeing 737	1905	1940	G-BVJD	Fokker 100	1939	0708(03)
G-DRFC	ATR-42	1943	0740(03)	G-MAJG	Jetstream 41	1956	0705(03)
G-BYRM	Jetstream 31	2007	0656(03)	G-RJXJ	EMB 135	2010	0718(03)
G-RJXE	EMB 145	2030	0732(03)	PH-OFG	Fokker 100	2047	0700(03)
G-RJXF	EMB 145	2057	0728(03)	G-BXWF	Fokker 100	2146	0722(03)

### 03 Wednesday

G-JEDR	DHC-8 400	0024	1229	G-BXWF	Fokker 100	0915	1345
G-RJXF	EMB 145	0923	1504	G-MAJG	Jetstream 41	0927	1020
G-BYRM	Jetstream 31	0933	1022	EI-CNX	Boeing 737	0956	1035
G-BYAP	Boeing 757	0958	1139	G-BVJD	Fokker 100	1003	1045



G-RJXJ	EMB 135	1007	1400	G-DRFC	ATR-42	1016	1054
G-FRYL	Raytheon Premier	1026	1106	G-RJXE	EMB 145	1028	1449
G-VICT	PA-31 Navajo	1052	1724	G-MAJG	Jetstream 41	1214	1423
G-JIVE	Hughes 369E	1236	1309	EI-COX	Boeing 737	1250	1326
G-DRFC	ATR-42	1302	1349	D-AUKE	CL604 Challenger	1308	1341
G-BVJD	Fokker 100	1327	1517	G-JEDR	DHC-8 400	1409	1457
PH-OFF	Fokker 100	1557	1741	G-DRFC	ATR-42	1616	1714
G-BUVC	Jetstream 31	1624	1721	G-BXWE	Fokker 100	1629	1920
G-RJXE	EMB 145	1648	1744	G-BXWF	Fokker 100	1652	0818(04)
G-RJXJ	EMB 135	1656	1738	G-MAJG	Jetstream 41	1704	1749
G-RJXF	EMB 145	1707	1801	G-RKJT	PA-46 Malibu	1712	0620(04)
G-JECE	DHC-8 400	1718	1803	G-BVJD	Fokker 100	1809	1908
EI-CJG	Boeing 737	1906	1943	G-DRFC	ATR-42	1939	0726(04)
G-RJXF	EMB 145	1856	0721(04)	G-MAJG	Jetstream 41	2000	0717(04)
G-BUVC	Jetstream 31	2006	0656(04)	G-BYAP	Boeing 757	2019	0808(04)
G-RJXJ	EMB 135	2028	0792(04)	G-RJXE	EMB 145	2039	0816(04)
PH-OFF	Fokker 100	2056	0628(04)	G-BXWE	Fokker 100	2103	1859(04)
G-BVJD	Fokker 100	2144	0714(04)				

#### 04 Thursday

G-FISH	Cessna 310R	0420	0645	G-JEDR	DHC-8 400	0804	0852
N587PB	King Air C90B	0813	1651	G-FRYL	Raytheon Premier	0844	1035
G-BNDY	Cessna 425	0849	1916	G-RJXF	EMB 145	0917	1511
G-MAJG	Jetstream 41	0926	1013	PH-OFF	Fokker 100	0929	1054
G-BUVC	Jetstream 31	0932	1024	G-DRFC	ATR-42	0953	1038
G-RJXJ	EMB 135	1001	1056	EI-COX	Boeing 737	1007	1042
G-CBEE	PA-28R Arrow	1010	1333	G-BXWF	Fokker 100	1024	1346
G-BVJD	Fokker 100	1031	1114	G-UVIP	Cessna 421C	1044	1632
G-BKWY	Cessna F152	1151	1224	G-MAJG	Jetstream 41	1208	1430
G-RJXE	EMB 145	1212	1455	EI-CNW	Boeing 737	1243	1331
G-DRFC	ATR-42	1256	1354	EC-ILG	Airbus 321	1303	1517
G-RJXJ	EMB 135	1322	1404	G-BVJD	Fokker 100	1328	1523
G-JEDR	DHC-8 400	1424	1504	PH-OFF	Fokker 100	1430	1537
G-BYAP	Boeing 757	1450	1620	G-BUVC	Jetstream 31	1613	1724
G-DRFC	ATR-42	1617	1711	CS-DHD	Citation Bravo	1637	1735
G-MAJG	Jetstream 41	1654	1746	G-RJXJ	EMB 135	1658	1741
N900SJ	Falcon 900	1702	1117(07)	G-RJXE	EMB 145	1706	1753
G-JECE	DHC-8 400	1709	1750	G-RJXF	EMB 145	1713	1758
G-BXWF	Fokker 100	1722	1804	G-BVJD	Fokker 100	1809	1913
EI-CNV	Boeing 737	1908	1953	G-DRFC	ATR-42	1941	0738(05)
G-RJXF	EMB 145	1958	0716(05)	G-BUVC	Jetstream 31	2001	0659(05)
G-BXWF	Fokker 100	2004	0806(05)	G-MAJG	Jetstream 41	2007	0701(05)
PH-OFF	Fokker 100	2020	0615(05)	G-RJXJ	EMB 135	2033	0709(05)
G-RJXE	EMB 145	2104	0726(05)	G-BVJD	Fokker 100	2146	0712(05)
G-BYAP	Boeing 757	2202	1237(05)				

#### 05 Friday

G-JEDI	DHC-8 400	0803	0839	G-RJXF	EMB 145	0912	1521
G-RJXE	EMB 145	0914	1015	G-MAJG	Jetstream 41	0919	1018
PH-OFF	Fokker 100	0925	1029	G-BUVC	Jetstream 31	0934	1020
G-BVJD	Fokker 100	0946	1054	G-DRFC	ATR-42	1007	1046
EI-COX	Boeing 737	1010	1040	G-RJXJ	EMB 135	1017	1058
CS-DNP	Falcon 2000	1105	1217	G-OBLC	B.76 Duchess	1112	1326
G-BXWF	Fokker 100	1115	1349	G-BAVZ	PA-23 Aztec	1143	1551
EC-ILG	Airbus 321	1149	1307	G-MAJG	Jetstream 41	1225	1426
G-VUEA	Citation II	1227	1400	EI-CNX	Boeing 737	1253	1323
G-RJXE	EMB 145	1256	1451	G-DRFC	ATR-42	1301	1402
G-RJXJ	EMB 135	1316	1419	G-BVJD	Fokker 100	1324	1516

G-ODAK	PA-28 Dakota	1352	1522	PH-KLG	Fokker 100	1404	1551
G-JEDI	DHC-8 400	1407	1501	CS-DFH	Falcon 900	1545	1651
G-BUVC	Jetstream 31	1614	1723	G-DRFC	ATR-42	1623	1709
G-RJXJ	EMB 135	1654	1756	G-DHRG	Airbus 320	1657	1816
G-MAJG	Jetstream 41	1700	1748	G-BXWF	Fokker 100	1703	1746
G-RJXE	EMB 145	1706	1801	G-JEDJ	DHC-8 400	1711	1754
G-RJXF	EMB 145	1715	1814	G-BVJD	Fokker 100	1805	1912
G-BXWF	Fokker 100	1944	0714(06)	G-DRFC	ATR-42	1956	1714(07)
EI-CNV	Boeing 737	2000	2034	G-MAJG	Jetstream 41	2007	1450(07)
G-RJXF	EMB 145	2016	1609(07)	G-BUVC	Jetstream 31	2019	0700(08)
PH-OFFH	Fokker 100	2028	0614(06)	G-RJXJ	EMB 135	2048	0745(06)
G-RJXE	EMB 145	2052	0816(06)	G-VUEA	Citation II	2122	2154
G-BVJD	Fokker 100	2145	2233	G-BYAP	Boeing 757	2151	0548(06)
<b>06 Saturday</b>							
G-RJXK	EMB 135	0930	1458(07)	PH-OFFH	Fokker 100	0934	1033
G-JCBA	Sikorsky S-76B	0938	1044	G-DBCC	Airbus 319	0943	1049
EI-COX	Boeing 737	0954	1035	CS-DHJ	Citation Bravo	1113	1151
G-RJXE	EMB 145	1132	1410(07)	G-BBPX	PA-34 Seneca	1210	n/s+
EC-GGV	DC9 83	1226	1331	G-JEDF	DHC-8 300	1310	1347
PH-KZP	Fokker 70	1400	1528	G-MAFI	Dornier 228 200	1445	1800
G-JIVE	Hughes 369E	1656	1339(07)	EI-COX	Boeing 737	1904	1945
PH-OFF	Fokker 100	2002	0625(07)	G-DBCB	Airbus 319	2043	0709(07)
<b>07 Sunday</b>							
G-STRF	Boeing 737 700	0415	0526	EC-GBA	DC9 83	0909	1010
PH-OFF	Fokker 100	0915	1038	G-MIDW	Airbus 320	0941	1045
N16NK	Gulfstream 5	0956	1109	G-BXWF	Fokker 100	1105	1340
EI-CNV	Boeing 737	1224	1308	G-JEDN	DHC-8 400	1358	1435
PH-OFF	Fokker 100	1402	1538	G-MAJG	Jetstream 41	1638	1753
G-MAJM	Jetstream 41	1651	1738	G-BXWF	Fokker 100	1653	1733
G-BXWE	Fokker 100	1656	1757	G-JEDP	DHC-8 400	1709	1804
G-RJXK	EMB 135	1728	1817	G-DBCA	Airbus 319	1821	1911
EI-CNT	Boeing 737	1908	1941	PH-OFI	Fokker 100	1954	0615(08)
G-MAJG	Jetstream 41	2009	0706(08)	G-RJXK	EMB 135	2015	0711(08)
G-DRFC	ATR-42	2018	0734(08)	G-RJXF	EMB 145	2044	0728(08)
G-RJXE	EMB 145	2051	0723(08)	G-BXWF	Fokker 100	2054	0716(08)
G-DBCA	Airbus 319	2143	0713(08)	G-STRF	Boeing 737 700	309	0008(08)
<b>08 Monday</b>							
G-JEDN	DHC-8 400	0806	0851	G-BXWF	Fokker 100	0909	1342
PH-OFI	Fokker 100	0915	1053	G-MAJG	Jetstream 41	0924	1011
G-RJXE	EMB 145	0929	1018	G-BUVC	Jetstream 31	0941	1025
G-DBCA	Airbus 319	0943	1047	EI-COX	Boeing 737	1009	1042
G-RJXK	EMB 135	1013	1100	G-DRFC	ATR-42	1015	1057
G-BIIE	Cessna F172P	1027	1302	G-RJXF	EMB 145	1035	1516
G-MAJG	Jetstream 41	1216	1425	EI-CNZ	Boeing 737	1248	1321
G-RJXE	EMB 145	1259	1453	G-DRFC	ATR-42	1318	1352
G-RJXK	EMB 135	1330	1407	G-SYPS	MD 900	1336	1638
G-BXWE	Fokker 100	1337	1519	G-JEDN	DHC-8 400	1417	1502
PH-KLI	Fokker 100	1443	1602	N250AC	PA-31 Navajo	1526	1917
G-DRFC	ATR-42	1622	1707	G-BUVC	Jetstream 31	1625	1722
G-BXWF	Fokker 100	1641	1740	G-RJXE	EMB 145	1651	1747
G-MAJG	Jetstream 41	1655	1743	G-RJXK	EMB 135	1657	1750
G-JEDP	DHC-8 400	1711	1753	G-RJXF	EMB 145	1718	1801
G-BXWE	Fokker 100	1811	1907	EI-CNT	Boeing 737	1905	1938
G-BYAP	Boeing 757	1914	0738(09)	G-RJXE	EMB 145	1942	0727(09)
G-DRFC	ATR-42	1945	0729(09)	PH-KLD	Fokker 100	1949	0631(09)
G-RJXF	EMB 145	2000	0737(09)	G-BUVC	Jetstream 31	2006	0702(09)



G-MAJG	Jetstream 41	2008	0705(09)	G-RJXK	EMB 135	2027	0731(09)
G-BXWF	Fokker 100	2046	0714(09)	G-RKJT	PA-46 Malibu	2056	0739(10)
G-BXWE	Fokker 100	2131	0720(09)				
<b>09 Tuesday</b>							
G-JEDP	DHC-8 400	0758	0838	G-ROWN	King Air 200	0826	1123
N909PS	Citation I	0858	0916	G-BXWE	Fokker 100	0911	1348
PH-KLD	Fokker 100	0918	1030	G-RJXE	EMB 145	0925	1451
G-MAJG	Jetstream 41	0936	1022	G-BXWF	Fokker 100	0943	1052
G-BUVC	Jetstream 31	0950	1027	N147VC	Cirrus SR-22	0957	1322
EL-CNW	Boeing 737	1004	1034	G-DRFC	ATR-42	1008	1046
G-RJXF	EMB 145	1039	1508	G-RJXK	EMB 135	1102	1409
G-MAJG	Jetstream 41	1217	1420	EL-COX	Boeing 737	1241	1317
G-DRFC	ATR-42	1308	1351	G-OECM	Rockwell 114B	1328	0917(19)
G-BXWF	Fokker 100	1334	1517	N200CH	Falcon 2000EX	1338	1439
G-JEDP	DHC-8 400	1414	1458	D-IAAZ	Cessna 404	1427	1639
PH-KLI	Fokker 100	1443	1534	G-DRFC	ATR-42	1612	1703
G-BUVC	Jetstream 31	1636	1723	G-BXWE	Fokker 100	1641	1732
G-RJXK	EMB 135	1651	1745	G-RJXE	EMB 145	1654	1736
G-MAJG	Jetstream 41	1701	1747	G-RJXF	EMB 145	1714	1800
G-JEDM	DHC-8 400	1718	1755	G-ROWN	King Air 200	1727	1819
G-BXWF	Fokker 100	1807	1908	EL-CNX	Boeing 737	1857	1929
G-BXWE	Fokker 100	1935	0721(10)	G-DRFC	ATR-42	1942	0736(10)
G-BUVC	Jetstream 31	1957	0702(10)	G-MAJG	Jetstream 41	2006	0709(10)
G-RJXF	EMB 145	2010	0724(10)	G-RJXK	EMB 135	2027	0712(10)
G-RJXE	EMB 145	2038	0732(10)	PH-KZM	Fokker 70	2053	0654(10)
G-BXWF	Fokker 100	2141	0714(10)	G-BYAP	Boeing 757	2227	1132(10)
<b>10 Wednesday</b>							
G-JEDP	DHC-8 400	0809	0842	D-ICKM	King Air B200	0839	1626
G-BXWE	Fokker 100	0910	1347	G-RJXF	EMB 145	0920	1445
G-MAJG	Jetstream 41	0926	1025	G-BUVC	Jetstream 31	0933	1027
PH-OFI	Fokker 100	0935	1049	G-BXWF	Fokker 100	0938	1057
G-CCVP	B.58 Baron	1004	1350	G-DRFC	ATR-42	1008	1047
G-RJXK	EMB 135	1011	1739	EL-COB	Boeing 737	1014	1055
G-RJXE	EMB 145	1035	1511	G-ODLY	Cessna 310J	1129	1629
G-MAJG	Jetstream 41	1228	1417	EL-CNZ	Boeing 737	1244	1323
G-DRFC	ATR-42	1305	1354	G-BXWF	Fokker 100	1316	1516
G-BOXR	GA-7 Cougar	1341	1432	N200CH	Falcon 2000EX	1357	1451
PH-OFF	Fokker 100	1433	1539	G-JEDM	DHC-8 400	1536	1609
G-DRFC	ATR-42	1613	1709	G-BUVC	Jetstream 31	1622	1722
G-RJXF	EMB 145	1654	0719(11)	G-MAJG	Jetstream 41	1702	1751
G-BXWE	Fokker 100	1705	1748	G-RJXE	EMB 145	1715	1808
G-JEDL	DHC-8 400	1733	1813	G-RKJT	PA-46 Malibu	1801	0630(18)
G-BXWF	Fokker 100	1805	1900	EL-CNV	Boeing 737	1902	1932
G-DRFC	ATR-42	1939	0741(11)	G-BXWE	Fokker 100	1949	0714(11)
G-BUVC	Jetstream 31	1954	0659(11)	PH-OFI	Fokker 100	1957	0615(11)
G-RJXE	EMB 145	2007	0736(11)	G-MAJG	Jetstream 41	2011	0702(11)
G-BYAP	Boeing 757	2034	0808(11)	G-RJXK	EMB 135	2040	1052(11)
G-BXWF	Fokker 100	2138	0716(11)				
<b>11 Thursday</b>							
G-ROWN	King Air 200	0636	0739	G-JEDL	DHC-8 400	0814	0854
G-BXWE	Fokker 100	0910	1344	G-RJXF	EMB 145	0916	1455
PH-OFI	Fokker 100	0926	1028	G-MAJG	Jetstream 41	0931	1014
G-BUVC	Jetstream 31	0942	1021	G-BXWF	Fokker 100	0947	1045
EL-CNT	Boeing 737	1010	1040	G-DRFC	ATR-42	1018	1100
G-RJXE	EMB 145	1043	1518	N587PB	King Air C90B	1128	1035(12)
G-MAJG	Jetstream 41	1229	1427	EL-COX	Boeing 737	1257	1333

G-DRFC	ATR-42	1312	1400	G-RJXK	EMB 135	1329	1742
G-BXWF	Fokker 100	1331	1524	EC-ILG	Airbus 321	1356	1521
PH-KLD	Fokker 100	1414	1540	G-JEDL	DHC-8 400	1432	1513
G-BYAP	Boeing 757	1511	1632	G-DRFC	ATR-42	1620	1706
G-BYRM	Jetstream 31	1626	1725	G-BXWE	Fokker 100	1646	1734
G-RJXF	EMB 145	1655	0717(12)	G-MAJG	Jetstream 41	1705	1752
G-JEDN	DHC-8 400	1709	1755	G-RJXE	EMB 145	1720	1809
LX-IMS	Lear Jet 45	1728	1841	F-GZUJ	CitationJet	1744	1832
G-MIDY	Airbus 320	1802	1903	El-CNT	Boeing 737	1916	1957
HB-VNA	Citation Ultra	1927	1727(13)	G-BXWE	Fokker 100	1932	0751(12)
G-DRFC	ATR-42	1943	0931(12)	PH-OFI	Fokker 100	1954	0613(12)
G-BYRM	Jetstream 31	2003	0656(12)	G-RJXE	EMB 145	2018	0723(12)
G-MAJG	Jetstream 41	2022	0659(12)	G-RJXK	EMB 135	2033	0704(12)
G-MIDY	Airbus 320	2139	0714(12)	G-BYAP	Boeing 757	2241	1155(12)

## 12 Friday

G-JEDL	DHC-8 400	0810	0849	G-RJXE	EMB 145	0914	1012
PH-OFI	Fokker 100	0916	1051	G-MAJG	Jetstream 41	0921	1016
G-RJXF	EMB 145	0923	1509	G-MIDY	Airbus 320	0936	1108
G-RJXK	EMB 135	1003	1105	G-BYRM	Jetstream 31	1008	1042
El-COX	Boeing 737	1021	1101	N45YM	PA-46 Malibu	1038	1223
G-BXWE	Fokker 100	1054	1350	EC-ILG	Airbus 321	1145	1316
G-MAJC	Jetstream 41	1220	1430	G-ERAD	King Air C90A	1244	1438
El-CNW	Boeing 737	1246	1327	G-DRFC	ATR-42	1309	1355
G-RJXE	EMB 145	1329	1452	G-RJXK	EMB 135	1337	1428
N54105	Cirrus SR-22	1347	<u>N/res</u>	G-BXWF	Fokker 100	1358	1519
G-JEDL	DHC-8 400	1419	1502	PH-KLG	Fokker 100	1426	1620
N3669D	B.60 Duke	1517	1559	G-BYRM	Jetstream 31	1622	1722
G-DRFC	ATR-42	1630	1713	G-CRPH	Airbus 320	1650	1824
G-BXWE	Fokker 100	1654	1741	G-MAJC	Jetstream 41	1700	1752
G-RJXE	EMB 145	1706	1749	G-RJXK	EMB 135	1711	1759
G-RJXF	EMB 145	1715	1805	G-JEDN	DHC-8 400	1717	1755
G-BXWF	Fokker 100	1814	1906	El-COB	Boeing 737	1903	1937
G-RJXE	EMB 145	1944	0631(13)	G-RJXF	EMB 145	1956	1421(14)
G-DRFC	ATR-42	2001	1710(14)	G-BYRM	Jetstream 31	2013	0659(15)
G-MAJC	Jetstream 41	2021	1459(14)	G-BXWE	Fokker 100	2039	0809(13)
G-RJXK	EMB 135	2042	1457(14)	PH-KLE	Fokker 100	2056	0620(13)
G-BYAP	Boeing 757	2130	0628(13)	G-BXWF	Fokker 100	2158	0703(13)

## 13 Saturday

G-XLMB	Citation Excel	0917	1705	PH-OFE	Fokker 100	0922	1028
G-DBCA	Airbus 319	0950	1117	El-COX	Boeing 737	0955	1100
EC-HKP	DC9 83	1007	1137	G-BXWE	Fokker 100	1131	1344(14)
CS-DNF	Falcon 2000	1135	1248	G-JEDF	DHC-8 300	1305	1335
PH-JCH	Fokker 70	1400	1536	N750NS	Citation X	1421	1513(14)
F-GZUJ	CitationJet	1653	1755	El-COX	Boeing 737	1909	1942
PH-OFI	Fokker 100	1954	0608(14)	G-BXWF	Fokker 100	2052	0703(14)

## 14 Sunday

N21PJ	Gulfstream 3	0655	1252	EC-FTS	DC9 83	0916	1027
PH-OFI	Fokker 100	0920	1024	G-CELZ	Boeing 737 300	0926	2028(15)
G-BXWF	Fokker 100	0937	1049	El-CNX	Boeing 737	1219	1256
G-RJXC	EMB 145	1242	1609	G-JEDN	DHC-8 400	1340	1424
PH-OFI	Fokker 100	1357	1541	N79EL	Beechjet 400A	1533	1549
G-HTRL	PA-34 Seneca	1623	1647	G-MAJC	Jetstream 41	1639	1749
G-BXWE	Fokker 100	1649	1733	G-MAJI	Jetstream 41	1654	1745
G-JECF	DHC-8 400	1717	1757	G-RJXF	EMB 145	1721	1801
G-RJXK	EMB 135	1723	1808	G-DBCA	Airbus 319	1803	1902
El-COX	Boeing 737	1907	1942	G-DRFC	ATR-42	1947	0728(15)



G-MAJC	Jetstream 41	1957	0705(15)	G-RJXC	EMB 135	2011	0702(15)
G-RJXF	EMB 145	2043	0822(15)	G-BXWE	Fokker 100	2058	0712(15)
G-RJXC	EMB 145	2107	0725(15)	G-BXWF	Fokker 100	2140	0721(15)
<b>15 Monday</b>							
G-BYCP	King Air B200	0624	0715	G-JEDN	DHC-8 400	0819	0857
G-FIBS	Ecureuil	0841	n/s+	G-RJXC	EMB 145	0923	1019
G-BXWF	Fokker 100	0925	1345	G-MAJC	Jetstream 41	0929	1023
PH-HZB	Boeing 737 800	0923	1047	G-BYRM	Jetstream 31	0938	1028
G-BXWE	Fokker 100	0953	1050	G-DRFC	ATR-42	0959	1036
EI-COX	Boeing 737	1004	1044	G-RJXC	EMB 135	1007	1053
N45YM	PA-46 Malibu	1025	1121	N228CX	TBM700	1144	1320(16)
G-MAJM	Jetstream 41	1217	1427	G-WYPA	Bolkow 105DBS	1221	1310
EI-CNX	Boeing 737	1241	1325	G-RJXC	EMB 145	1245	1450
G-RJXF	EMB 145	1248	1508	G-DRFC	ATR-42	1300	1353
G-RJXC	EMB 135	1313	1402	G-BXWE	Fokker 100	1333	1519
PH-KLD	Fokker 100	1405	1534	G-JEDN	DHC-8 400	1415	1453
G-SKYC	T67M Firefly	1418	1632	G-BYRM	Jetstream 31	1619	1723
G-DRFC	ATR-42	1623	1713	G-RJXC	EMB 135	1647	1739
G-BXWF	Fokker 100	1654	1744	G-MAJM	Jetstream 41	1657	1749
G-RJXC	EMB 145	1704	1747	G-RJXF	EMB 145	1711	1804
G-JEDP	DHC-8 400	1716	1754	G-BXWE	Fokker 100	1753	1856
EI-MAX	Lear Jet 31A	1818	1807(16)	OO-SXC	EMB 121 Xingu	1843	1818(17)
EI-CJG	Boeing 737	1902	1938	G-BYAO	Boeing 757	1941	0732(16)
G-RJXC	EMB 145	1948	0721(16)	G-MAJM	Jetstream 41	1955	0658(16)
PH-KLE	Fokker 100	2000	0619(16)	G-RJXF	EMB 145	2002	0737(16)
G-DRFC	ATR-42	2007	0724(16)	G-BYRM	Jetstream 31	2009	0656(16)
G-RJXC	EMB 135	2036	0707(16)	G-BXWF	Fokker 100	2043	0712(16)
N79EL	Beechjet 400A	2113	2130	G-BXWE	Fokker 100	2148	0717(16)
<b>16 Tuesday</b>							
G-JEDN	DHC-8 400	0812	0936	G-RJXC	EMB 145	0920	1510
PH-KLE	Fokker 100	0925	1027	G-MAJM	Jetstream 41	0927	1014
G-BXWE	Fokker 100	0930	1344	CS-DFC	Falcon 2000	0934	1041
G-BYRM	Jetstream 31	0943	1019	G-BXWF	Fokker 100	0956	1046
EI-COB	Boeing 737	1000	1038	G-DRFC	ATR-42	1004	1057
G-RJXC	EMB 135	1007	1403	G-RJXF	EMB 145	1036	1445
G-MAJM	Jetstream 41	1214	1422	EI-CNW	Boeing 737	1242	1314
G-DRFC	ATR-42	1308	1351	G-BXWF	Fokker 100	1338	1518
PH-KLD	Fokker 100	1354	1542	G-JEDN	DHC-8 400	1453	1534
G-BYRM	Jetstream 31	1615	1722	G-DRFC	ATR-42	1619	1703
G-BXWE	Fokker 100	1646	1738	G-RJXF	EMB 1145	1649	1751
G-RJXC	EMB 135	1653	1753	G-MAJM	Jetstream 41	1659	1746
G-JEDP	DHC-8 400	1714	1759	G-RJXC	EMB 145	1717	1811
G-BXWF	Fokker 100	1807	1910	EI-CJG	Boeing 737	1903	1939
G-BXWE	Fokker 100	1933	0709(17)	G-DRFC	ATR-42	1948	0734(17)
PH-OFI	Fokker 100	1950	0611(17)	G-MAJM	Jetstream 41	2006	0659(17)
G-RJXC	EMB 145	2008	0718(17)	G-BYRM	Jetstream 31	2011	0653(17)
G-RJXC	EMB 135	2045	0751(17)	G-RJXF	EMB 145	2048	0726(17)
G-BXWF	Fokker 100	2133	0720(17)	G-BYAO	Boeing 757	2234	1134(17)
<b>17 Wednesday</b>							
G-JEDP	DHC-8 400	0808	0852	HB-VMB	Lear Jet 45	0849	1515
PH-OFI	Fokker 100	0915	1029	G-RJXF	EMB 145	0925	1511
G-MAJM	Jetstream 41	0928	1016	G-BXWF	Fokker 100	0930	1342
G-BYRM	Jetstream 31	0934	1025	G-BXWE	Fokker 100	0941	1050
EI-CNX	Boeing 737	1002	1039	G-DRFC	ATR-42	1020	1059
G-RJXH	EMB 145	1023	1458	N45YM	PA-46 Malibu	1048	1119
G-RJXC	EMB 135	1133	1401	G-MAJM	Jetstream 41	1213	1437



G-NETA	Citation Excel	1225	1038(18)	EI-COB	Boeing 737	1246	1319
G-DRFC	ATR-42	1317	1356	G-BXWE	Fokker 100	1330	1518
G-JEDP	DHC-8 400	1412	1500	PH-OFF	Fokker 100	1415	1544
G-BYRM	Jetstream 31	1617	1727	G-DRFC	ATR-42	1625	1716
G-BXWF	Fokker 100	1645	1740	G-RJXK	EMB 135	1654	1745
G-MAJM	Jetstream 41	1705	1749	G-RJXH	EMB 145	1709	1755
G-FIRM	Citation Bravo	1712	1528(18)	G-RJXF	EMB 145	1714	1802
G-JEDT	DHC-8 400	1717	1758	G-BXWE	Fokker 100	1807	1907
EI-CNZ	Boeing 737	1914	1949	G-DRFC	ATR-42	1944	0731(18)
G-BXWF	Fokker 100	1947	0717(18)	G-MAJM	Jetstream 41	2004	0708(18)
G-BYRM	Jetstream 31	2008	0701(18)	PH-KZC	Fokker 70	2013	0626(18)
G-RJXF	EMB 145	2017	0735(18)	G-BYAO	Boeing 757	2026	0800(18)
G-RJXK	EMB 135	2039	0723(18)	G-RJXH	EMB 145	2049	0726(18)
G-BXWE	Fokker 100	2150	0712(18)				

#### 18 Thursday

G-JEDN	DHC-8 400	0811	0849	N587PB	King Air C90B	0834	1648
G-BXWF	Fokker 100	0913	1351	G-RJXH	EMB 145	0918	1509
G-BYRM	Jetstream 31	0930	1029	G-MAJM	Jetstream 41	0936	1020
PH-OFF	Fokker 100	0948	1035	G-BXWE	Fokker 100	0957	1051
EI-COB	Boeing 737	1000	1041	G-DRFC	ATR-42	1015	1057
G-RJXK	EMB 135	1017	1104	G-RJXF	EMB 145	1043	1456
G-MAJM	Jetstream 41	1223	1431	XS709	Dominie T.1	1235	1500
EI-CNX	Boeing 737	1300	1331	G-DRFC	ATR-42	1314	1357
G-RJXK	EMB 135	1337	1416	G-BXWE	Fokker 100	1340	1525
PH-OFF	Fokker 100	1405	1543	G-JEDN	DHC-8 400	1418	1506
CS-DFY	Hawker 800XP	1425	1553	EC-IXY	Airbus 321	1427	1550
G-BYAO	Boeing 757	1451	1627	OY-JRF	Beech 1900C	1556	1732
G-BYRM	Jetstream 31	1621	0729(19)	G-DRFC	ATR-42	1624	1710
G-BXWF	Fokker 100	1650	1753	G-RJXF	EMB 145	1659	1900
G-RJXK	EMB 135	1702	1858	G-MAJM	Jetstream 41	1705	1820
G-JEDP	DHC-8 400	1716	1930	G-RJXH	EMB 145	1723	1957
G-BXWE	Fokker 100	1852	2132	G-RKJT	PA-46 Malibu	1855	0710(19)
EI-CNV	Boeing 737	1904	2140	G-BXWF	Fokker 100	2004	0736(19)
PH-KLG	Fokker 100	2010	0623(19)	G-DRFC	ATR-42	2017	0732(19)
OY-JRF	Beech 1900C	2038	2114	G-MAJM	Jetstream 41	2058	0707(19)
G-RJXH	EMB 145	2158	0727(19)	G-RJXK	EMB 135	2206	0704(19)
G-RJXF	EMB 145	2214	0722(19)	G-BYAO	Boeing 757	2258	1154(19)

#### 19 Friday

G-BXWE	Fokker 100	0001	0717	G-JECF	DHC-8 400	0816	0859
CS-DFQ	Citation Excel	0841	0941	G-RJXF	EMB 145	0912	1018
G-RJXH	EMB 145	0923	1453	G-MAJM	Jetstream 41	0926	1019
G-BXWE	Fokker 100	0946	1056	PH-KLG	Fokker 100	1003	1114
G-BYRM	Jetstream 31	1005	1047	G-DRFC	ATR-42	1009	1041
EI-COX	Boeing 737	1012	1050	G-RJXK	EMB 135	1015	1102
G-BVYF	PA-31 Navajo	1032	1544	G-BXWF	Fokker 100	1044	1345
CS-DHM	Citation Bravo	1118	1256	EC-IXY	Airbus 321	1122	1235
G-MAJM	Jetstream 41	1214	1430	EI-CNX	Boeing 737	1241	1320
G-DRFC	ATR-42	1257	1354	G-RJXF	EMB 145	1259	1405
G-RJXK	EMB 135	1330	1507	G-BXWE	Fokker 100	1341	1521
PH-KLG	Fokker 100	1413	1537	G-JECF	DHC-8 400	1421	1529
G-DRFC	ATR-42	1628	1715	G-OAKJ	Jetstream 31	1644	1731
G-MAJM	Jetstream 41	1653	1755	G-RJXH	EMB 145	1656	1739
CS-DNQ	Falcon 2000	1702	1247(21)	G-RJXD	EMB 145	1704	1747
G-BXWF	Fokker 100	1707	1753	G-SMTJ	Airbus 321	1710	1832
G-RJXK	EMB 135	1713	1811	G-JEDN	DHC-8 400	1719	1804
G-RKJT	PA-46 Malibu	1816	0754(22)	G-BXWE	Fokker 100	1822	1912

G-CHEM	PA-34 Seneca	1835	1903	EI-CJG	Boeing 737	1918	1957
G-RJXH	EMB 145	1931	1608(21)	G-DRFC	ATR-42	1954	1724(21)
G-RJXK	EMB 135	1959	0815(20)	G-BYRM	Jetstream 31	2010	0658(22)
G-MAJM	Jetstream 41	2018	1505(21)	G-RJXD	EMB 145	2045	1413(21)
G-BXWF	Fokker 100	2050	0705(21)	G-BYAO	Boeing 757	2117	0613(20)
G-BXWE	Fokker 100	2147	0709(20)	PH-KLI	Fokker 100	2211	0617(20)

## 20 Saturday

G-DATE	Agusta A109C	0920	0944	PH-KZA	Fokker 70	0940	1034
G-MIDV	Airbus 320	0946	1044	EC-GOM	DC9 83	1027	1139
G-RJXK	EMB 135	1128	1503(21)	EI-COX	Boeing 737	1131	1213
G-TAIR	PA-34 Seneca	1148	1830	G-JEDF	DHC-8 300	1311	1349
G-CBEI	PA-22 Colt	1319	1443	PH-JCH	Fokker 70	1421	1535
EI-CNZ	Boeing 737	1914	1947	G-GMPB	BN-2T Defender	1920	1924
PH-OFF	Fokker 100	2035	0625(21)	G-MIDE	Airbus 321	2110	2201

## 21 Sunday

EC-GOU	DC9 83	0923	1035	G-BXWF	Fokker 100	1008	1107
G-ORJA	King Air B200	1126	1611	EI-CNX	Boeing 737	1221	1257
G-BXWE	Fokker 100	1227	1340	CS-DHF	Citation Bravo	1301	1410
G-JEDP	DHC-8 400	1359	1435	G-CHEM	PA-34 Seneca	1455	1517
CS-DNM	Hawker 800XP	1551	1719	G-SGEC	King Air B200	1556	1652
PH-OFG	Fokker 100	1619	1728	G-MAJM	Jetstream 41	1642	1746
G-MAJG	Jetstream 41	1650	1740	G-RJXD	EMB 145	1653	1755
G-JEDN	DHC-8 400	1715	1758	G-RJXK	EMB 135	1722	1810
G-BXWF	Fokker 100	1800	1913	G-BXWE	Fokker 100	1819	1853
EI-CON	Boeing 737	1902	1945	PH-OFI	Fokker 100	1954	0620(22)
G-DRFC	ATR-42	1957	0726(22)	G-DATE	Agusta A109C	1958	2037
G-MAJM	Jetstream 41	1959	0710(22)	CS-DHL	Citation Bravo	2010	1825(22)
G-RJXK	EMB 135	2020	0722(22)	G-RJXD	EMB 145	2055	0733(22)
G-BXWF	Fokker 100	2140	0825(22)	G-BXWE	Fokker 100	2148	0714(22)
G-RJXC	EMB 145	2203	0746(22)				

## 22 Monday

G-JEDT	DHC-8 400	0919	1003	PH-OFI	Fokker 100	0924	1104
G-MAJM	Jetstream 41	0929	1020	G-BYRM	Jetstream 31	0941	1024
G-RJXD	EMB 145	0957	1044	G-BXWE	Fokker 100	1001	1102
EI-CNT	Boeing 737	1005	1047	G-DRFC	ATR-42	1011	1050
G-RJXK	EMB 135	1032	1115	G-BXWF	Fokker 100	1041	1348
G-RJXC	EMB 145	1057	1518	G-MAJM	Jetstream 41	1210	1440
EI-CNZ	Boeing 737	1304	1337	G-RJXD	EMB 145	1308	1415
G-DRFC	ATR-42	1311	1354	G-BXWE	Fokker 100	1349	1513
G-RJXK	EMB 135	1352	1455	PH-KLI	Fokker 100	1359	1536
G-DRFC	ATR-42	1616	1705	G-CBCS	Jetstream 31	1620	1729
G-MAJM	Jetstream 41	1659	1751	G-RJXK	EMB 135	1704	1746
G-BXWF	Fokker 100	1706	1749	G-RJXD	EMB 145	1711	1756
G-RKJT	PA-46 Malibu	1718	0742(23)	G-JEAM	BAe 146 300	1722	1813
G-IONA	ATR-42	1733	1821	G-BXWE	Fokker 100	1806	1900
EI-CJC	Boeing 737	1903	1946	G-BYAO	Boeing 757	1920	0735(23)
G-RJXK	EMB 135	1939	0709(23)	G-DRFC	ATR-42	1943	0727(23)
G-MAJM	Jetstream 41	2001	0702(23)	G-BUVC	Jetstream 31	2017	0700(23)
G-RJXH	EMB 145	2022	0731(23)	G-RJXD	EMB 145	2047	0724(23)
G-BXWF	Fokker 100	2055	0720(23)	PH-OFH	Fokker 100	2057	0622(23)
G-BXWE	Fokker 100	2143	0715(23)				

## 23 Tuesday

G-ROWN	King Air 200	0605	0651	G-JEDT	DHC-8 400	0816	0852
F-GDJS	King Air B200	0903	1538	G-BXWF	Fokker 100	0919	1346
G-RJXD	EMB 145	0922	1447	G-MAJM	Jetstream 41	0925	1018
PH-OFF	Fokker 100	0929	1027	G-BUVC	Jetstream 31	0932	1021



G-BXWE	Fokker 100	0948	1054	G-DRFC	ATR-42	0957	1044
El-CJC	Boeing 737	1007	1042	G-RJXK	EMB 135	1011	1405
G-RJXH	EMB 145	1039	1506	CS-DNX	Hawker 800XP	1110	1148
G-MAJM	Jetstream 41	1211	1422	El-CNZ	Boeing 737	1237	1308
G-DRFC	ATR-42	1259	1351	G-BXWE	Fokker 100	1327	1513
F-GKZT	B.58 Baron	1352	1456	PH-KLE	Fokker 100	1412	1533
G-JEDT	DHC-8 400	1425	1509	G-BUVC	Jetstream 31	1609	1721
G-DRFC	ATR-42	1620	1704	G-RJXD	EMB 145	1646	1737
G-BXWF	Fokker 100	1655	1752	G-RJXK	EMB 135	1702	1755
G-MAJM	Jetstream 41	1707	1748	G-RJXH	EMB 145	1709	1808
G-RKJT	PA-46 Malibu	1718	0641(26)	G-JEDP	DHC-8 400	1722	1758
N79AP	B.58P Baron	1750	1031(25)	G-BXWE	Fokker 100	1818	1915
El-CNT	Boeing 737	1900	1937	G-BXWF	Fokker 100	1941	0711(24)
G-DRFC	ATR-42	2003	0722(24)	G-MAJM	Jetstream 41	2015	0809(24)
G-RJXH	EMB 145	2022	0732(24)	PH-KLD	Fokker 100	2047	0625(24)
G-RJXD	EMB 145	2050	0730(24)	G-RJXK	EMB 135	2056	0725(24)
G-BYRM	Jetstream 31	2142	0651(24)	G-BXWE	Fokker 100	2150	0714(24)

## 24 Wednesday

G-BYAO	Boeing 757	0022	1136	G-JEDP	DHC-8 400	0807	0852
G-VVBK	PA-34 Seneca	0903	1228	G-BXWF	Fokker 100	0920	1452
PH-KLD	Fokker 100	0925	1041	G-RJXH	EMB 145	0930	1341
G-BYRM	Jetstream 31	0933	1103	G-BXWE	Fokker 100	0936	1101
G-DRFC	ATR-42	0950	1036	El-CNZ	Boeing 737	1002	1044
G-RJXK	EMB 135	1016	1403	G-MAJM	Jetstream 41	1020	1100
G-RJXD	EMB 145	1034	1510	G-BKBV	TB-10 Tobago	1115	1545
G-MAJM	Jetstream 41	1225	1423	El-CNW	Boeing 737	1249	1322
G-DRFC	ATR-42	1258	1406	G-BXWE	Fokker 100	1343	1516
PH-KLD	Fokker 100	1356	1540	G-JEDP	DHC-8 400	1420	1459
G-DRFC	ATR-42	1616	1709	G-BYRM	Jetstream 31	1633	1728
G-BXWF	Fokker 100	1646	1734	G-RJXK	EMB 135	1649	1748
G-RJXH	EMB 145	1651	1741	G-MAJM	Jetstream 41	1700	1753
G-RJXD	EMB 145	1709	1806	G-JEDT	DHC-8 400	1711	1801
G-BWIR	Dornier 328	1723	0704(25)	G-BXWE	Fokker 100	1808	1900
El-CJG	Boeing 737	1903	1939	G-BXWF	Fokker 100	1922	0722(25)
G-DRFC	ATR-42	1945	0728(25)	PH-KLE	Fokker 100	1958	0811(25)
G-RJXD	EMB 145	2001	0718(25)	G-MAJM	Jetstream 41	2004	0707(25)
G-BYAO	Boeing 757	2031	0805(25)	G-RJXK	EMB 135	2038	0710(25)
G-RJXH	EMB 145	2040	0734(25)	G-BXWE	Fokker 100	2150	1521(25)
CS-DNK	Hawker 800XP	2152	0941(25)				

## 25 Thursday

G-JEDT	DHC-8 400	0807	0900	N109TK	Agusta A109C	0829	1024
G-RJXD	EMB 145	0922	1453	G-BWIR	Dornier 328	0925	0958
G-BXWF	Fokker 100	0927	1353	G-MAJM	Jetstream 41	0943	1026
G-MIDR	Airbus 320	0948	1059	G-DRFC	ATR-42	1008	1051
G-RJXK	EMB 135	1012	1103	El-CJ	Boeing 737	1017	1111
G-OPCG	Cessna 182T	1022	1035	G-RJXH	EMB 145	1038	0718(26)
PH-KLE	Fokker 100	1120	1220	G-MAJM	Jetstream 41	1217	1426
CS-DNQ	Falcon 2000	1301	1601	G-DRFC	ATR-72	1306	1348
El-CNV	Boeing 737	1310	1356	EC-ILG	Airbus 321	1319	1525
G-RJXK	EMB 135	1322	1412	G-MIDT	Airbus 320	1339	1531
G-JEDT	DHC-8 400	1419	1506	G-IONA	ATR-42	1439	1533
G-BYAO	Boeing 757	1450	1625	PH-OFH	Fokker 100	1557	1707
G-DRFC	ATR-42	1610	1719	G-CBCS	Jetstream 31	1634	1728
G-RJXK	EMB 135	1648	1750	G-RJXD	EMB 145	1657	1815
G-MAJM	Jetstream 41	1704	1753	G-OPCG	Cessna 182T	1711	1729
G-JEDR	DHC-8 400	1713	1757	CS-DNL	Hawker 800XP	1743	0802(26)

G-BXWF	Fokker 100	1745	1832	F-GGVG	SA226T Merlin 3B	1800	1801(27)
G-BXWE	Fokker 100	1805	1908	G-IONA	ATR-42	1821	1904
EI-CJI	Boeing 737	1918	1955	G-DRFC	ATR-42	1942	0730(26)
G-CBCS	Jetstream 31	2010	0649(26)	G-MAJM	Jetstream 41	2014	0705(26)
G-BXWF	Fokker 100	2031	0727(26)	G-RJXK	EMB 135	2039	0709(26)
G-BXWE	Fokker 100	2123	0721(26)	G-IONA	ATR-42	2131	2239
G-RJXD	EMB 145	2149	0723(26)	PH-OFF	Fokker 100	2200	0620(26)
G-BYAO	Boeing 757	2229	1152(26)				
<b>26 Friday</b>							
G-JEDP	DHC-8 400	0758	0839	N476D	Pilatus PC-12	0905	1137
G-RJXD	EMB 145	0912	1022	G-FPLD	King Air B200	0916	1332
G-RJXH	EMB 145	0918	1506	G-MAJM	Jetstream 41	0929	1031
G-VUEA	Citation II	0945	1700	PH-OFF	Fokker 100	0947	1112
G-DRFC	ATR-42	1002	1044	G-RJXK	EMB 135	1007	1053
EI-COX	Boeing 737	1012	1058	G-BXWE	Fokker 100	1014	1116
G-BXWF	Fokker 100	1036	1354	N45YM	PA-46 Malibu	1045	1123
EC-IXY	Airbus 321	1111	1245	N671B	A.36 Bonanza	1218	1501(02/12)
G-MAJM	Jetstream 41	1221	1426	G-RJXD	EMB 145	1254	1451
EI-CNX	Boeing 737	1257	1347	G-DRFC	ATR-42	1307	1359
G-RJXK	EMB 135	1323	1410	G-ROWN	King Air 200	1345	1501(28)
PH-OFF	Fokker 100	1402	1545	G-BXWE	Fokker 100	1406	1519
G-JEDP	DHC-8 400	1416	1503	G-DRFC	ATR-42	1617	1709
G-CBCS	Jetstream 31	1636	1724	G-NIKO	Airbus 321	1644	1837
G-RJXD	EMB 145	1648	1738	G-RJXK	EMB 135	1704	1746
G-MAJM	Jetstream 41	1706	1755	G-BXWF	Fokker 100	1712	1800
G-RJXH	EMB 145	1715	1809	G-JEDR	DHC-8 400	1718	0813(27)
G-RKJT	PA-46 Malibu	1804	1513(29)	G-BXWE	Fokker 100	1812	1905
EI-CNV	Boeing 737	1907	1941	G-RJXD	EMB 145	1934	0821(27)
G-DRFC	ATR-42	1938	1716(28)	PH-KLG	Fokker 100	1949	0626(27)
G-RJXH	EMB 145	1955	1605(28)	G-MAJM	Jetstream 41	2002	1451(28)
G-CBCS	Jetstream 31	2007	0701(29)	G-RJXK	EMB 135	2043	1458(28)
G-BXWF	Fokker 100	2045	0704(28)	G-JEAV	BAe 146 200	2106	2142
G-BYAO	Boeing 757	2113	0730(27)	G-BXWE	Fokker 100	2144	0829(27)
<b>27 Saturday</b>							
PH-KLG	Fokker 100	0924	1034	G-MIDZ	Airbus 320	0955	1107
EI-CNV	Boeing 737	1004	1048	EC-GQG	DC9 83	1010	1132
G-YPOL	MD900	1057	1136	G-RJXD	EMB 145	1122	1415(28)
G-ONSF	PA-28R Arrow	1140	1353	N79EL	Beechjet 400A	1153	1211
CS-DHB	Citation Bravo	1335	1805	G-JEDE	DHC-8 300	1355	1433
PH-KZC	Fokker 70	1358	1540	EI-CNV	Boeing 737	1910	1945
PH-OFF	Fokker 100	1956	0612(28)	G-MIDK	Airbus 321	2206	2313
<b>28 Sunday</b>							
EC-GVI	DC9 83	0910	1049	PH-OFF	Fokker 100	0930	1104
G-MIDS	Airbus 320	0952	1058	CS-DHI	Citation Bravo	1203	1243
G-BXWF	Fokker 100	1207	1544	CS-DFC	Falcon 2000	1215	1353
EI-CNW	Boeing 737	1220	1308	G-JEDP	DHC-8 400	1347	1429
PH-OFA	Fokker 100	1443	1543	G-MAJM	Jetstream 41	1633	1759
N79EL	Beechjet 400A	1643	1722	G-MAJN	Jetstream 41	1646	1749
G-BXWF	Fokker 100	1650	1738	G-RJXD	EMB 145	1705	1753
G-JEDT	DHC-8 400	1712	1757	G-RJXK	EMB 135	1735	1822
G-MIDP	Airbus 320	1814	1911	EI-COX	Boeing 737	1908	1941
G-DRFC	ATR-42	1945	0726(29)	PH-OFF	Fokker 100	1954	0641(29)
G-MAJM	Jetstream 41	2008	0715(29)	G-RJXK	EMB 135	2016	0718(29)
G-BXWF	Fokker 100	2050	0746(29)	G-RJXD	EMB 145	2054	0740(29)
G-RJXF	EMB 145	2101	0803(29)	G-MIDP	Airbus 320	2137	0707(29)



## 29 Monday

G-JEDT	DHC-8 400	0810	0849	G-BKBV	TB-10 Tobago	0851	1351
G-MAJM	Jetstream 41	0925	1017	G-CBCS	Jetstream 31	0930	1030
G-RJXD	EMB 145	0933	1021	PH-OFF	Fokker 100	0936	1034
F-HACA	Citation II	0942	1520	CS-DNX	Hawker 800XP	0945	1732
G-DRFC	ATR-42	0948	1037	G-BXWF	Fokker 100	0950	1348
G-RJXK	EMB 135	1000	1056	G-BXWE	Fokker 100	1002	1103
EI-COX	Boeing 737	1009	1044	N45YM	PA-46 Malibu	1028	1104
G-RJXF	EMB 145	1100	1508	G-TIME	PA-60 Aerostar	1107	1234
G-JDBC	PA-34 Seneca	1145	1615	G-JEDN	DHC-8 400	1151	1304
G-MAJM	Jetstream 41	1214	1423	G-DRFC	ATR-42	1243	1355
EI-COB	Boeing 737	1247	1325	G-RJXD	EMB 145	1250	1447
G-RJXK	EMB 135	1327	1410	G-BXWE	Fokker 100	1345	1523
PH-OFI	Fokker 100	1406	1540	G-JEDT	DHC-8 400	1409	1455
G-DRFC	ATR-42	1614	1707	N909PS	Citation I	1616	1630
G-BUVC	Jetstream 31	1620	1716	G-RJXD	EMB 145	1645	1738
G-BXWF	Fokker 100	1647	1740	G-RJXK	EMB 135	1651	1744
G-MAJM	Jetstream 41	1654	1748	G-RJXF	EMB 145	1704	1802
G-JEDT	DHC-8 400	1714	1751	G-BPKM	PA-28 Warrior II	1752	1815
G-BXWE	Fokker 100	1837	1933	EI-CJC	Boeing 737	1905	1945
G-DRFC	ATR-42	1931	0729(30)	OY-BTZ	PA-31 Navajo	1937	2102
G-RJXD	EMB 145	1943	0723(30)	G-RJXF	EMB 145	1955	0734(30)
G-MAJM	Jetstream 41	1958	0701(30)	PH-OFG	Fokker 100	2002	0626(30)
G-BYRM	Jetstream 31	2006	0654(30)	G-BXWF	Fokker 100	2036	0715(30)
G-RJXK	EMB 135	2038	0712(30)	G-BXWE	Fokker 100	2154	0727(30)

## 30 Tuesday

G-BYAK	Boeing 757	0608	0817	G-JEDR	DHC-8 400	0805	0843
PH-OFG	Fokker 100	0914	1029	G-MAJM	Jetstream 41	0919	1011
G-RJXD	EMB 145	0923	1452	HB-IVN	Falcon 2000	0930	1005
G-BYRM	Jetstream 31	0936	1020	G-BXWE	Fokker 100	0939	1353
G-DRFC	ATR-42	0957	1042	EI-COX	Boeing 737	1008	1046
G-BXWF	Fokker 100	1010	1058	G-BTFX	JetRanger	1038	1236
G-RJXF	EMB 145	1044	1511	G-RJXK	EMB 135	1048	1402
G-BYCP	King Air B200	1119	1128	G-JDBC	A-34 Seneca	1153	1416
G-MAJM	Jetstream 41	1206	1423	G-NETA	Citation Excel	1210	1259
EI-CJG	Boeing 737	1234	1312	G-BIXH	Cessna F152	1246	1322
G-DRFC	ATR-42	1248	1359	G-BXWF	Fokker 100	1343	1519
PH-OFA	Fokker 100	1410	1537	G-JEDR	DHC-8 400	1419	1458
G-BYRM	Jetstream 31	1609	1728	G-DRFC	ATR-42	1613	1708
G-RJXK	EMB 135	1657	1742	G-MAJM	Jetstream 41	1705	1749
G-BXWE	Fokker 100	1714	1757	G-RJXD	EMB 145	1719	1807
G-JEDT	DHC-8 400	1724	1802	G-RJXF	EMB 145	1730	1816
G-BXWF	Fokker 100	1852	1940	EI-CJC	Boeing 737	1905	1942
G-BXWE	Fokker 100	1939	0724(01)	G-DRFC	ATR-42	1945	0733(01)
G-BYRM	Jetstream 31	2004	0658(01)	G-RJXF	EMB 145	2007	0727(01)
G-MAJM	Jetstream 41	2009	0701(01)	G-RJXK	EMB 135	2039	0719(01)
G-RJXD	EMB 145	2055	0730(01)	PH-OFG	Fokker 100	2124	0608(01)
G-BYAK	Boeing 757	2236	1136(01)	G-BXWF	Fokker 100	2316	0706(01)

## From and to:

01) N750NS/F n/s T Jersey; N132CK/F Weston-n/s: 02) CS-DHA/Aberdeen n/s London City: 03) D-AUKE/ Munich-Tempelhof: 04) N587PB/F and T Fairoaks; CS-DHD/Le Bourget-Dublin; N900SJ/Luton n/s Teterboro: 05) CS-DNP/Nice-Le Bourget; CS-DHF/Warsaw-Nice: 06) CS-DHJ/Dublin-Prague: 07) N16NK/Luton- Teterboro: 08) N250AC/Wolverhampton-Dublin: 09) N909PS/Exeter-Jersey; N147VC/ Booker-Liverpool; N200CH/Hanover-Brussels; D-IAAZ/Coventry-Stockholm: 10) D-ICKM/F and T Nurenborg; N200CH/Brussels- Cambridge: 11) N587PB/F n/s T Fairoaks; LX-IMS/Nurenborg-

Luxembourg; F-GZUJ/F and T Le Bourget; HB-VNA/Brest n/s Orleans: 12) N45YM/F and T Aldernay; N3669D/Dundee-Goodwood: 13) CS-DNR/Lille-Nice; N750NS/F n/s T Exeter; F-GZUJ/Le Bourget-Charles de Gaulle: 14) N21PJ/Teterboro-Milan; N79EL/F and T Gamston: 15) N45YM/F and T Aldernay; N228CX/F n/s T Southend; EI-MAX/F n/s T Dublin; OO-SXC/F n/s T Antwerp; N79EL/Blackbushe-EMA: 16) CS-DFC/Nice-Northolt: 17) HB-VMB/F and T Valence; N45YM/F and T Aldernay: 18) N587PB/F and T Fairoaks; CS-DFY/Luton-Nice: 19) CS-DFQ/Exeter-London City; CS-DHM/ Southampton-Saint Mawgan; CS-DNQ/Farnboro-n/s-Deauville: 21) CS-DHF/Saint Mawgan-Milan; CS-DNM/ London City-Northolt; CS-DHL/F n/s T London City: 23) F-GDJS/Birmingham-Le Bourget; CS-DNX/Nice-Isle of Man; F-GKZT/Carlisle-Coventry; N79AP/??? n/s Blackpool: 24) CS-DNK/Cuneo-n/s-Palma: 25) N109TK/F and T Chorley; CS-DNQ/F and T Nice; CS-DNL/Staverton-n/s-Northolt; F-GGVG/F n/s T Le Bourget: 26) N45YM/F and T Aldernay; N476D/Bournemouth-Sherburn; N671B/Isle of Man-n/s+: 27) N79EL/Blackbushe-EMA; CS-DHB/ Antwerp-Bristol: 28) CS-DHI/Rotterdam-Guernsey; CS-DFC/Nice-Luton; N79EL/EMA-Blackbushe: 29) F-HACA/F and T Le Bourget; CS-DNX/Heathrow-Galway; N45YM/F and T Aldernay; N909PS/F and T Jersey; OY-BTZ/ F and T EMA: 30) HB-IVN/Northolt-Le Bourget:

### Overshoots

01) G-RAFM/CWL73; G-RAFN/CWL67: 02) G-RAFO/CWL68 and CWL67: 03) G-RAFK/CWL78; G-RAFP/ CWL67; XX448/Army938: 04) XX164/Colt40; XX777/Javelin70; XX139/Colt12: 08) G-RAFL/ CWL68: 09) G-RAFL/CWL73: 10) XX847/Colt12: 11) XX314/Javelin64: 12) ZG848/Army585:13) G-LORC; G-SACT: 17) ZF342/LOP52; ZF135/LOP55: 19) N2341S(King Air 350); G-BNOH; G-BAXY; ZF347/LOP63G-SYPS/Police33 (twice): 22) ZF513/LOP55: 23) G-RAFJ/CWL67: 24) G-RAFO/CWL67; G-RAFN/CWL74: 25) G-RAFM/CWL 74; G-SYPS/Police33; XW909/Army935: 28) G-JDBC/JDA01: 29) G-RAFO/CWL74: 30) XX845/Colt12:

### LBA Movements review, November 2004

Starting off the month on the 1<sup>st</sup> was the old faithful Citation X N750NS from and to Jersey as "Beauport 6NS" whilst the Cessna 421A N132CK arrived from Weston for maintenance and was still present at the end of the month. Netjets started their month with Citation Bravo CS-DHA on the 2<sup>nd</sup> night stopping from Aberdeen to London City as "Skyshare 717P-8154". On the 3<sup>rd</sup> the Challenger D-AUKE of Challenge Air was from Munich to Berlin/Tempelhof and used the callsign "Aristo 1105". Netjets were back on the 4<sup>th</sup> with the Citation Bravo CS-DHD from Le Bourget to Dublin as "Skyshare 2745-1737" and the Beech King Air C90B N587PB was from and to Fairoaks as "Monty 22A-B" whilst night stopping was SRB Holdings Falcon 900 N900SJ from Luton to Teterboro(New Jersey). A busy day on the 5<sup>th</sup> for Netjets when Falcon 2000 CS-DNP was from Nice to Le Bourget as "Skyshare 8053-095P" and Falcon 900 CS-DFH was apparently doing the return flight from Warsaw to Nice as "Skyshare 054P-8054", then on the 6<sup>th</sup> we had their new Citation Bravo CS-DHJ making its first visit as "Skyshare 1740-1741" from Dublin to Prague. Gulfstream V N16NK was returning to the USA on the 7<sup>th</sup> when it was from Luton to Teterboro. Navajo N250AC is said to be a resident at Liverpool but on the 8<sup>th</sup> it was from Wolverhampton to Dublin. On the 9<sup>th</sup> the Citation I N909PS was from Exeter to Jersey and the Cirrus SR-22 N147VC was from Booker to Liverpool whilst the two foreign destinations recorded that day were Falcon 2000EX N200CH of Cardal II LLC from Hannover to Brussels and Cessna 404 D-IAAZ of ACH Hamburg from Coventry to Stockholm.

Falcon 2000EX N200CH was back on the 10<sup>th</sup> from Brussels to Cambridge and it was joined by the King Air B200 D-ICKM which was from and to Nuremberg. On the 11<sup>th</sup> the Lear Jet 45 LX-IMS was from Nuremberg to Luxembourg and it was unusual in that the other foreigners that day all used callsigns. The King Air C90B N587PB was night stopping from and to Fairoaks as "Monty 22B-A", the new CitationJet F-GZUJ was from and to Le Bourget as "Lider 0762" and the Citation Ultra HB-VNA was night stopping from Brest to Orleans as "Speedwing 38Q". The Aldernay based PA-46 Malibu N45YM was from and to there on the 12<sup>th</sup> when Beech Duke N3669D was from Dundee to Goodwood. The Netjets Falcon 2000 CS-DNR on the 13<sup>th</sup> was from Lille to Nice as "Skyshare 105P-0105" and CitationJet F-GZUJ was back as "Lider 077Z" from Le Bourget to the other Paris airport at Charles de Gaulle whilst night stopping was the Citation X N750NS as "Beauport 6NS". Gulfstream 3 N21PJ which is registered to Flightstream was calling "PCJ 21" on the 14<sup>th</sup> when it was from Teterboro to Milan and the same day saw the EMA based Beechjet N79EL visiting from and to Gamston. Malibu N45YM was from and to Aldernay again on the 15<sup>th</sup> and the Beechjet N79EL was from Blackbushe to EMA, meanwhile



three night stoppers were the TBM700 N228CX from and to Southend, Lear Jet 31A EI-MAX from and to Dublin and the EMB 121 Xingu OO-SXC from and to Antwerp. More Netjets on the 16<sup>th</sup> when the Falcon 2000 CS-DFC was from Nice to Northolt as "Skyshare 0106-397P".

Malibu N45YM was yet again from and to Aldernay on the 17<sup>th</sup> and from and to Valence on the same day was Lear Jet 45 HB-VMB of Tag Aviation as "TAG 610". Another trip for the King Air C90B N587PB on the 18<sup>th</sup> when it was "Monty 22A-B" from and to Fair Oaks, also noted that day was Netjets Hawker 800XP CS-DFY as "Skyshare 631P-5631" from Luton to Nice. On the 19<sup>th</sup> we had first visits from two new Netjets, Citation Excel CS-DFQ was "Skyshare 618P-9857" from Exeter to London City and Citation Bravo CS-DHM was from Southampton to Saint Mawgan as "Skyshare 910P-9910" and joining them was Falcon 2000 CS-DNQ as "Skyshare 0538-546P". Yet more Netjets on the 21<sup>st</sup> when Citation Bravo CS-DHF was from Saint Mawgan to Milan as "Skyshare 9911-055P" and the Hawker 800XP CS-DNM was from London City to Northolt as "Skyshare 539P-0539", making a first visit was the new Citation Bravo CS-DHL which night stopped from and to London City as "Skyshare 5167-5168". King Air B200 F-GDJS of Bail Materiel on the 23<sup>rd</sup> was from Birmingham to Le Bourget and another Frenchman that day was the Baron F-GKZT which was from Carlisle to Coventry as "IAG 123" and another Baron the same day was N79AP which is a pressurised version and which night stopped from somewhere not recorded in the log to Blackpool and finally the Netjets Hawker 800XP CS-DNX was "Skyshare 2004-603P" from Nice to the Isle of Man. Night stopping on the 24<sup>th</sup> was the Netjets Hawker 800XP CS-DNK as "Skyshare 423P-6423" from Cuneo to Palma. The Agusta A109C N109TK on the 25<sup>th</sup> was from and to its base at Chorley whilst Netjets Falcon 2000 CS-DNQ was back as "Skyshare 008P-2008" from and to Nice and their Hawker 800XP CS-DNL was night stopping from Staverton to Northolt as "Skyshare 7649-529P", also night stopping was the Airlec Merlin F-GGVG which was "ARL 226" and was from and to Le Bourget. Malibu N45YM was from and to Aldernay once again on the 26<sup>th</sup> when the Pilatus PC-12 N476D was from Bournemouth to Sherburn and the Bonanza N671B arrived from its home on the Isle of Man and stayed until the 2<sup>nd</sup> of December.

On the 27<sup>th</sup> the Beechjet 400A N79EL was from Blackbushe to the EMA and Netjets sent us the Citation Bravo CS-DHB as "Skyshare 650P-7650" from Antwerp to Bristol. The Netjets Citation Bravo CS-DHI on the 28<sup>th</sup> was from Rotterdam to Guernsey as "Skyshare 104P-5104" and it was joined by their Falcon 2000 CS-DFC which was "Skyshare 2011-481P" from Nice to Luton, also noted was Beechjet 400A N79EL from EMA to Blackbushe. The Citation II F-HACA on the 29<sup>th</sup> is registered to Locavia and it was from and to Le Bourget as "Darta 5835", the Netjets that day was Hawker 800XP CS-DNX which was "Skyshare 7461-6122" from Heathrow to Galway, N45YM was from and to Aldernay again, Citation N909PS was from and to Jersey and the Navajo Chieftain OY-BTZ was from and to EMA where it appears to be based. Finally on the 30<sup>th</sup> the Falcon 2000 HB-IVN of IBM Euroflight was from Northolt to Le Bourget as "BBL 61". Moving on to the aircraft registered a bit nearer home we start on the 1<sup>st</sup> when the PA-44 Seminole G-DENZ arrived to do some local training which kept it here until the 9<sup>th</sup> of December and the Seneca G-JDBC was calling "Jaydee 04". On the 2<sup>nd</sup> the Seneca G-OACG was operating as "Cega 602". Raytheon Premier G-FRYL of Oxaero was using the callsign "OXY 806" inbound on the 3<sup>rd</sup> but reverted to its registration outbound. On the 4<sup>th</sup> the Cessna 310R G-FISH of Edinburgh Air Charter came and went very early in the morning as "EDC 084" and Premier G-FRYL was back, this time arriving on its registration and departing as "OXY 806" whilst the Cessna 421C G-UVIP was "Prestige 5".

Aztec G-BAVZ was "Ravenair 88T" on the 5<sup>th</sup> with Citation II G-VUEA of AD Aviation being "Flyvue 391-2" at lunchtime and "Flyvue 393-4" in the evening. Sikorsky S-76B G-JCBA was using the callsign "JCB 3" on the 6<sup>th</sup> when Dornier 228 G-MAFI of FRAViation was "Merit 17" and the Seneca G-BBPX arrived for one of its extended stopovers being still present at the end of the month. The Astraeus Boeing 737 700 G-STRF was noted positioning in from Gatwick early in the morning of the 7<sup>th</sup> as "Flystar 795P" to do a charter to and from Evenes as "Flystar 795-6" before positioning back to Gatwick as "Flystar 796P". A new callsign on the 8<sup>th</sup> was "Silver 22" which was the Cessna F172P G-BIIE whilst the South Yorkshire Police MD900 used its official callsign of "Police 33". The modified King Air 200 G-ROWN visited twice on the 9<sup>th</sup> as "Hangar 81" each time and the Rockwell 114B G-OECM arrived for maintenance and stayed until the 19<sup>th</sup>. Beech Baron G-CCVP was "Silver 24" on the 10<sup>th</sup> and on the same day the Gulfstream GA7 Cougar GBOXR was "Cabair 05". King Air G-ROWN

was back as "Hangar 81" early in the morning of the 11<sup>th</sup>. Two new residents on the 12<sup>th</sup> when the Cirrus SR-22 N54105 arrived from the USA via Keflavik for a private owner and the Boeing 737 G-CELF was delivered from Lasham as "Channex 994P". Aviation Beauport augmented their usual Citation X N750NS on the 13<sup>th</sup> with the Citation Excel G-XLMB using the callsign "Beauport 922-933" whilst the DC9 83 EC-HKP of Spanair was on a first visit to the LBIA. Making its first visit here on the 14<sup>th</sup> was the Boeing 737 G-CELZ of JET2 which was from Stanstead as "Channex 995P" for a night stop before departing to Newcastle as "Channex 08P", also noted that day was the Seneca G-HTRL operating as "Airmed 056". Early morning on the 15<sup>th</sup> found the King Air 200 G-BYCP in and out as "Lonex 273-273A", also logged was the Bolkow 105 G-WYPA as "Helimed 63A" and the Slingsby T-67M G-SKYC using callsign "Slingsby one" whilst the Ecureuil G-FIBS arrived for maintenance and was still here at the end of the month, meanwhile the Boeing 737 PH-HZB of Transavia operated the early morning "KLM 1545-1546".

On to the 17<sup>th</sup> when Citation Excel G-NETA of Oxaero arrived as "OXY 424" and night stopped and also night stopping was the Marshall Executive Aviation Citation Bravo G-FIRM as "Marshall 01B-01". The LTE Airbus 321 EC-IXY visited for the first time on the 18<sup>th</sup> and the same day saw the Eastern Airways Beech 1900C OY-JRF positioning in as "Eastflight 042P" from Esbjerg to do the "Eastflight 4715-4716" to and from Aberdeen before positioning to Copenhagen as "Eastflight 043P". Navajo G-BVYF came in on its registration on the 19<sup>th</sup> but departed as "PYN 04" which is a Haverford West Air Charter callsign, and the Seneca G-CHEM was using "Lonex 01-01P" as a callsign. Agusta A109C G-DATE was "Premier 45" on the 20<sup>th</sup> when the Greater Manchester Police BN2 Defender G-GMPB was calling "Police 152" and the Airbus 321 G-MIDE called in en route Heathrow-Teesside as "Midland 9WT". Using the callsign "Clifton 41" on the 21<sup>st</sup> was King Air B200 G-ORJA whilst Seneca G-CHEM was "Lonex 01P-01" and Agusta A109C G-DATE was once again "Premier 45". Doing the "Midland 6VX-3XV" from and to Glasgow on the 22<sup>nd</sup> was ATR-42 G-IONA on loan from Air Atlantique. Visiting very early in the morning of the 23<sup>rd</sup> was the King Air 200 G-ROWN as "Hangar 81". Ravenair were back on the 24<sup>th</sup> with Seneca G-VVBK as "Ravenair 47T" and positioning in from London City as "Eastflight 031P" for a night stop was the Suckling Dornier 328 G-BWIR. On the 25<sup>th</sup> the Suckling Do 328 did the "Eastflight 4711-4712" to and from Aberdeen before departing back to London City as "Eastflight 041P", later in the day the ATR-42 G-IONA positioned in from Manchester as "Midland 9141" and then did the Glasgow flights as "Midland 2XV-6VX-3XV-3VX" before finally departing to Coventry as "Midland 294B". The Flight Precision King Air B200 G-FPLD arrived as "Calibrator 518" on the 26<sup>th</sup> and spent most of the day doing just what it says on the callsign, in between the Citation II G-VUEA visited as "Flyvue 962-3" and King Air G-ROWN came in as "Hangar 81" and night stopped until the 28<sup>th</sup>. The West Yorkshire Police MD900 helicopter G-YPOL was noted on the 27<sup>th</sup> as "Police 42" and last thing at night the BMI Airbus 321 G-MIDK called in en route Heathrow-Teesside as "Midland 9WT".

Seneca G-JDBC was calling "Jaydee 04" on the 29<sup>th</sup> and the Flybe Dash 8 G-JEDN was from and to Birmingham as "Jersey 032P-033P" reportedly advertising a new service somewhere on the Flybe network. The 30<sup>th</sup> saw the delivery of yet another JET2 Boeing 737 when G-CELH arrived from Manchester as "Channex 999P" and we also had King Air B200 G-BYCP as "Lonex 323-323C", Seneca G-JDBC with the callsign "Jaydee 04" and the Citation Excel G-NETA calling "OXY 866". For the military fans all we have to record are BAe125 CC.3 ZD620 on the 2<sup>nd</sup> as "KITTY 10R" from Lyneham to Northolt and the Dominie T.1 XS709 from and to Cranwell on the 18<sup>th</sup> as "CWL 86".

**Terry Sykes**

*If God had meant man to fly,  
he would have given him more money...*





## CONEY PARK

01/12/04	G-JBBZ	AS350B3 ECUREUIL	12:15	12:20
03/12/04	G-RFDS	AUGUSTAA109A II	17:00	09:15 <sup>N/S</sup>
05/12/04	G-OHCP	AS355F1 TWIN SQUIRREL	13:10	16:00
06/12/04	G-PLMB	AS350B ECUREUIL	15:10	09:00 <sup>N/S</sup>
07/12/04	G-PLMB	AS350B ECUREUIL	11:55	12:30
07/12/04	G-PLMB	AS350B ECUREUIL	16:00	08:30 <sup>N/S</sup>
08/12/04	G-PLMB	AS350B ECUREUIL	14:30	09:00 <sup>N/S</sup>
09/12/04	G-PLMB	AS350B ECUREUIL	12:10	12:45
09/12/04	G-PLMB	AS350B ECUREUIL	16:00	12:30 on 13th
13/12/04	G-PLMB	AS350B ECUREUIL	14:45	17:56
14/12/04	G-PLMH	AS350B ECUREUIL	09:52	13:55
14/12/04	G-PLMB	AS350B ECUREUIL	12:28	13:18
14/12/04	G-PLMB	AS350B ECUREUIL	15:00	09:00 <sup>N/S</sup>
15/12/04	G-PLMB	AS350B ECUREUIL	11:26	09:20 <sup>N/S</sup>
15/12/04	G-PLMB	AS350B ECUREUIL	12:06	15:24
16/12/04	G-PLMB	AS350B ECUREUIL	12:52	09:25 <sup>N/S</sup>
16/11/04	G-ETHU	EUROCOPTER EC135-T1	15:35	16:00
17/12/04	G-PLMB	AS350B ECUREUIL	10:36	11:00

Geoff Ward



## HELICOPTER ACTIVITY

### DECEMBER 2004

1/12	N709AT	Agusta A.109A	Battersea – Stratton Hall
	N5120	Bell 430	Wigan – Stainsby Hall and return
2/12	N109UK	Agusta A.109E	Ellwood – Gildersome(n/s) – Tadcaster
	G-DGHD	R.44	Sherburn – Hornsea – Elvington – Fishburn
	G-JCBJ	Sikorsky S.76B	"JCB 2", Elvington – Uttoxeter
4/12	G-OLOW	R.44	Sherburn – Devonshire Arms
	G-PASG	Bolkow Bo.105	York District Hospital – Fulford Golf Club
	G-RFDS	Agusta A.109A	Coney Park – Devonshire Arms
	G-DATE	Agusta A.109C	Fairoaks – Scarcroft(Leeds)
5/12	G-USTS	Agusta A.109E	Ellwood – Great Yorkshire Show Ground
	G-SCOI	Agusta A.109E	Chorley – Sicklinghall(Wetherby)- Sandtoft
	G-RAMY	Jet Ranger	Humberside – Woodlesford(Leeds)
6/12	G-HIPO	R.22B	Connington – Yarm(Photography) – Sherburn
9/12	G-OTJB	R.44	Liverpool – Boston and return
	N620LH	Twin Squirrel	LBA – Elvington – London Heliport
10/12	F-GGTJ	Gazelle	Bristol – Rothwell(Leeds) and return
11/12	G-GAZI	Gazelle	Site nr.Teesside – Plymouth
	N109TK	Agusta A.109A	Chorley – Sherburn – Wrexham – Dishforth
	N109UK	Agusta A.109E	Gildersome – Brighton(Refuel)

	G-OLOW	R.44	Eggborough – Harry's Café(Sherburn)
13/12	G-ELLI	Jet Ranger	LBA – Well(N.Yorks) – Colchester
15/12	N745HA	Agusta A.109A	Stoke – Manor Hall Hotel(Beverley)
	N600MG	MD.600N	Stainsby Hall – Todmorden
	G-BYCF	R.22B	Todmorden – Stainsby Hall
	G-BYKK	R.44	Heywood – Yearby(Redcar)
	G-BXAY	Jet Ranger	Connington – Sherburn Village
	G-TILI	Jet Ranger	Finningley – Wike – Emley Moor – Malham
	G-RAMI	Jet Ranger	Coney Park – Menwith Hill – Helmsley
	G-USTS	Agusta A.109E	Durham – Site 4/S of Leeds – Barton
16/12	G-DBUG	R.44	Crofton(Wakefield) – Cambridge
	G-ETHU	EC.135B	Denham – Wath(Pateley Bridge) – Coney Park
17/12	G-FOFO	R.44	Devonshire Arms – Gamston
19/12	G-LNTY	Twin Squirrel	LBA(Dep.0500) – Site 6/S of Gamston
	G-CBHL	Squirrel	Lanark – Site 6/S of Gamston
20/12	G-OSSI	R.44	LBA – Bridlington
21/12	G-EWAW	Jet Ranger	Husthwaite – Stainsby Hall
22/12	G-USTS	Agusta A.109E	Stainsby Hall – Stoke-on-Trent
23/12	N109TK	Agusta A.109A	Brighouse – Trowbridge
24/12	G-RCNB	EC.120B	Deenethorpe – Elvington – Spalding(Also 29 <sup>th</sup> )
26/12	G-BSBW	Jet Ranger	Calverley – Wakefield
27/12	G-ZELE	Gazelle	Stainsby Hall – Sherburn – Waltham
	G-OLOW	R.44	Sherburn – Brighouse – Halifax – Sherburn
28/12	N600PV	MD.600N	Tadcaster – Brighton – Shoreham
	G-UNYT	R.22B	Coventry – Fishburn and return
	G-MAYB	R.44	Walton Wood – Wike – Sandtoft
	G-STER	Jet Ranger	Sherburn – Stainsby Hall
30/12	G-BXYD	EC.120B	Bakewell – Pickering – Walton Wood
	G-CBVI	R.44	Sherburn – North Rigton – Thormer - Sherburn

Courtesy of Air Britain News it is reported that the unmarked hulk of Alouette EC-FQI arrived at a warehouse near Brighton on 6/11. This machine is to be used as a spares source for several other, former Romanian police, Alouettes which are being imported, the first two of which are already in storage somewhere in Leeds.

Prince Charles was visiting the area on the 11<sup>th</sup>. He arrived in York onboard S.76B G-XXEA ("Rainbow 1R") with the aircraft routing to Linton for a refuel. Early afternoon 'EA returned to York to pick up the Prince to transport him to North Yorkshire and then onwards to another engagement in Teesdale.

The Northumberland Air Ambulance("Helimed 20A") landed on Woodhouse Moor, Leeds, with a patient for St. James Hospital, from and to its base at Blyth Heliport.

## LOCAL AIRFIELDS

**Bagby:-** Cessna 152 G-DEND which was first noted last month is confirmed as now being resident while also registered to an owner here is Coyote G-RDNS. On the 27<sup>th</sup> PA-28 G-BWUH visited, F/T Duxford, departing in formation with Pup G-AWKO, the latter presumably on delivery to new owners. Visitors:- 2/12 G-BVMI PA-18; 4/12 G-BTRP Hughes 369E; 5/12 G-BIEN Jodel D.120, G-DABS R.22B, G-CBUY Coyote; 6/12 G-BEAC PA-28; 7/12 G-ATLM F.172G, G-AYRG F.172K; 8/12 G-BNYB PA-28(From Goodwood); 13/12 G-EHIC Jodel D.120A 18/12 HA-LFZ Alouette; 19/12 G-BLXI Emeraude, G-ZELE Gazelle; 21/12 G-BRLR C.150G; 24/12 G-USTS A.109E("Powerline 01"); 27/12 G-BGMT Rallye; 29/11 G-BRDO C.177.

**Beverley:-** Visitors:- 5/12 G-BYZR Sky Arrow, G-BBBO Sipa 903, G-BWFZ Murphy Rebel; 7/12 G-BWRO Europa; 11/12 G-DGHD R.44.

**Breighton:-** New resident is Robin DR.400 G-CBZK, owned by Mr. Fleming, replacing his Spitfire! Also new is Wassmer 52 F-BTLO which in fact arrived on 1/11. The French registration was cancelled on 8/11 so the aircraft presumably now has a British reg. Visitors:- 4/12 N109UK



A.109E(Refuel), G-CCVA Eurostar; 5/12 G-BAHD C.182P, G-BZRV RV.6; 11/12 G-BZYB Gazelle, G-DMSS Gazelle, G-WMAN Gazelle, HA-LFZ Alouette; 16/12 G-ZANY DA.40; 18/12 G-IIIIV Pitts Special, G-FIII Extra 300, G-BWVR YAK 52; 19/12 G-BROR PA-18; 25/12 G-ARRS Emeraude; 27/12 G-OJVA RV.6, G-LEXX RV.8.

**Croft:-** The motor racing circuit southwest of Teesside is home to Cessna 120 G-AKVM while visiting on the 19<sup>th</sup> was Bolkow Junior G-ATUI, from Connington. On Boxing Day(26/12) the following were all noted visiting:-

G-RATZ Europa	G-LSTR Glastar	G-BTXT Maule MX.7
G-BSUX Carlson Sparrow	G-BKUR Emeraude	G-BVGF Europa
G-BOPD Bede BD.1	G-BKFI Evans VP.1	G-BOHV Tailwind
G-BSPE Cessna F.172P	G-DRID Cessna FR.172J	G-APYN PA-22 Tri-Pacer
G-BZWZ Vans RV.6	G-SEVN Vans RV.7	G-LEXX Vans RV.8
G-BPRI Twin Squirrel	G-ZELE Gazelle	G-GATE R.44
N600MG MD.600N		

This gathering was of interest as inbound aircraft used the new common frequency of 135.475 for their arrival. Known as Safetycom this frequency was introduced on 11/11 and is to be used by airfields/airstrips with no assigned radio frequency. The CAA says, "Transmissions shall be made on Safetycom only when aircraft are below 2000' above the aerodrome or below 1000' above promulgated circuit height. Transmissions shall only be made within 10 miles of the location of intended landing. The frequency shall only be used to transmit the pilots intentions and there should be no response from the ground, except where a pilot on the ground needs to transmit his intentions".

**Crosland Moor:-** Visitors:- 4/12 G-AWUN F.150H; 8/12 G-BLTK Commander 114(n/s, to Blackbushe); 19/12 G-DIXY PA-28; 26/12 G-BYLL Falco.

**Dishforth:-** The resident Jodel D.120A D-EHIC has now been reregistered G-EHIC.

**Doncaster(Robin Hood):-** A Flight Precision King Air 200, "Calibrator 553" was employed over the weekend of the 18<sup>th</sup>/19<sup>th</sup> carrying out calibration of the ILS and the "FNY" NBD beacon. They were back on the 23<sup>rd</sup>, this time as "Calibrator 559".

**Eddsfild:-** Visiting on 5/12 was Cessna T.210N D-EBWS, F/T Sherburn, and on the 21<sup>st</sup> East Midlands based C.182S G-LVES was noted. Fishburn based PA-15 G-BTOT visited on 27<sup>th</sup>.

**Elvington:-** Cessna 208 Caravan N208KP paid a visit on 10/12, from and to a private strip near Peterborough. Noted on 6/12 was G-BIEN, Jodel D.120A.

**Full Sutton:-** On the 8<sup>th</sup> Robin DR.400 G-TYER was inbound from Southend but, due to thick fog, was unable to land so decided to return to Essex instead of diverting elsewhere. Visitors:- 7/12 G-ZEBY PA-28(From Chichester, possible new resident?); 9/12 G-NNAC PA-18; 20/12 G-BBBC F.150L, G-BAIW PA-28; 27/12 G-RJMS PA-28R.

**Gamston:-** Diamond DA.40s G-CDEJ/K/L have been registered to the agency along with second hand Katana G-IKAT, formerly N996CT. New resident is Extra 300 G-FIII(ex G-RGEE), first noted on 10/12 when it carried out an Air Test while long time resident Cessna F.172N G-BHIH has been reregistered G-ROLY, but remains based. Slingsby T.67C PH-SGC arrived from Hilversum on the 5<sup>th</sup> and was later noted flying locally with an English pilot. A classic visitor on the 11<sup>th</sup> was Miles Gemini G-AKKH which arrived mid afternoon from Bicester while, slightly more modern, the same day was Netjets Hawker 800XP CS-DYF. Paying one of its regular visits on 16/12 was Citation VP-CED, from Luton. Later in the day Leeds based King Air 200 N771SC was noted, DFS Beechjet 400 N79EL put in an appearance on the 20<sup>th</sup> while Cessna 421C N421CA arrived from Ronaldsway on the 22<sup>nd</sup>. On 26/12 Sea King, "Rescue 131" called in for fuel whilst routing home to Boulmer, and finally on New Years Eve Cirrus SR.22 N121HT visited from Gloucestershire. Others:- 1/12 G-BUNH PA-28RT; 4/12 G-ATUI Bolkow Junior(To Connington), G-BYJF Thorp T.211; 5/12 G-BMSD PA-28; 6/12 G-PSRT PA-28(F/T Waddington); 8/12 G-BUJJ T.67M; 9/12 G-HART C.152("Atlantic 44"); 11/12 G-PHYS Jabiru; 17/12 G-CBVX C.182S; 18/12 G-BRWO PA-28; 19/12 G-BAYR HR.100(From Turweston), G-RCED Commander 114; 24/12 G-CDON PA-28; 28/12 G-AWSL PA-28, G-BSUE Cessna U.206G; 29/11 G-WACW C.172R; 30/12 G-OKAG PA-28R, G-AOFM Auster 5

**Grindale:-** Visiting the parachute centre on 28/12 was Sheffield based FRA.150 G-BCKV.

**Harewood:-** Visiting the strip here on the 28<sup>th</sup> was Europa G-CHET, F/T Wombledon.

**Humburside:-** Visitors:- 2/12 N29MR Citationjet(Also 4<sup>th</sup>, 20<sup>th</sup>, 23<sup>rd</sup>); 5/12 G-PSRT PA-28; 6/12 N55CJ Citationjet; 9/12 P.68 Observers G-ORVR and G-RVRE; 10/12 F-GFIU PA-32R; 13/12 VP-CKN Hawker 800XP; 15/12 F-GMGF Cessna T.210N, G-REDS Citation XL("Beauport 2DS"); 18/12 N53GX Global

Express(To Denver), N509QS Gulfstream 5(To Barbados); 24/12 N595PM PA-46 Malibu(n/s); 27/12 N83196 PA-28RT(n/s), G-FOXA PA-28; 29/12 N57MT Cessna T.303, G-EDAV Bulldog.

**Leconfield:-** On the 21<sup>st</sup> South Yorkshire Police MD.900 G-SYPS paid a visit.

**Leeming:-** Cessna 310Q G-BODY substituted for u/s Cessna 406 G-LEAF, operating "Atlantic 10" on the 15<sup>th</sup>. 'DY' returned to Coventry as "Atlantic 41" at lunchtime when 'AF' returned from Leeds, where it had been for repairs. Pitts Special G-BRVL put in an appearance on the 17<sup>th</sup>.

**Mount Eyrie:-** Europa G-BWRO made a precautionary landing here on the 7<sup>th</sup> with engine trouble but was later heard departing to make the short trip to Beverley.

**Netherthorpe:-** Confirmed as new residents here are C.152 G-BZHE and PA-28 G-LIZI. Also new is recently registered FRA.150L G-PNIX, the former G-BBEO. Visitors :- 4/12 G-CCJI RV.7, G-BWYI Kitfox; 5/12 G-MISH C.182S; 11/12 G-BYJT Zenair; 27/12 G-BLXI Emeraude; 29/12 N883DP Cessna 182RG(From Brighton)

**Rufforth:-** An early morning arrival here on 2/12 was C.310R G-MIWS from Welshpool while in the afternoon PA-34 G-BDUN("Air Med 075") and Aztec G-JTCA("Eastex 31A") were noted. PA-34 G-BUBU arrived on the 7<sup>th</sup>, staying overnight before routing to Elmsett. Super Cub G-BAFT paid a visit on the 26<sup>th</sup> to view a glider as a potential purchase. Others:- 4/12 G-BGSV F.172N, G-GDTU CAP.10; 5/12 G-CTCL TB.10, G-APVF Putzer Elster; 15/12 G-ARVT PA-28; 20/12 G-BFPF F.172K; 27/12 G-APXY C.150, G-BHRH FA.150K, G-BPXX PA-34.

**Sandtoft:-** The Leeds Flying School has moved its Cherokee operations here from Sheffield with G-BSLT, G-BTDV, G-LFSJ, G-LFSK and G-GURU arriving on the 14<sup>th</sup>. All have been active in the circuit, a procedure which could not be carried out at Sheffield, and are joined regularly by Leeds based example G-BODD. Other new residents are Savannah G-CDEH and Kolb Twistar G-CDFA. Hibaldstow based Dornier 28 HA-ACO carried out some circuit training on the 2<sup>nd</sup>. Visitors:- 1/12 G-BMZE TB.9 Tampico, G-RVMC RV.7; 4/12 G-BNHK C.152; 5/12 G-CTCL TB.10, G-ARYR PA-28(From Turweston), G-MEGA PA-28R, G-BGHJ F.172N, G-KDIX Jodel D.9, G-BBPY PA-28, G-BYFM DR.1050, G-ASJY Horizon, G-BUZN C.172H, G-BEZZ Jodel D.117, G-IJOE PA-28RT, G-BZEH C.152, G-BNYK PA-28, G-AWVA F.172H, G-AYYU Sundowner, G-OBMW AA.5, G-EKOS C.182Q, G-PACL; R.22B(Another busy Sunday Lunchtime, 18 visitors); 7/12 G-BRFB Long Eze(To Perth); 11/12 G-BZVV Quantum, G-CBKM Blade, G-CCVA Eurostar, G-IZIT Coyote, G-BROR PA-18; 18/12G-BFDI PA-28, G-FLAV PA-28; 27/12 G-HERB PA-28R, G-BNRA TB.10; 30/12 G-CBZK DR.400

As mentioned above Sunday Lunch on the 5<sup>th</sup> was very busy, however the 19<sup>th</sup> far surpassed this with no less than 43 visitors arriving between 1130 and 1400:-

G-APXY Cessna 150	G-ATML Cessna F.150F	G-AVOZ Cherokee
G-AWPS Cherokee	G-AYYU Sundowner	G-AZCN Beagle Pup
G-AZYS Emeraude	G-BAEO Cessna F.172M	G-BBDT Cessna 150H
G-BFKB Cessna F.172N	G-BOZI PA.28 Warrior	G-BWBZ ARV Super 2
G-BXLS Koliber	G-BYSF Jabiru	G-BYSI Koliber
G-BZEH Cherokee 235	G-BZHE Cessna F.152	G-BZVV Quantum
G-CBEI PA-22 Tri-Pacer	G-CBRR Eurostar	G-CBWG Eurostar
G-CBZA Mainair Blade	G-CBZT Pegasus Quik	G-CCAD Pegasus Quik
G-CCDX Eurostar	G-CCEJ Eurostar	G-CCJO Jabiru
G-CCSR Eurostar	G-CCTO Eurostar	G-DIXY PA-28 Archer
G-ERRY AA.5B Tiger	G-IFLI AA.5A Cheetah	G-JLAT Eurostar
G-JMDI Schweizer 269C	G-JONY Cyclone AX2000	G-LFSB Tomahawk
G-MTUA Pegasus XL-R	G-MTVX Pegasus XL-Q	G-MYOX Mainair Mercury
G-ODAV Eurostar	G-RVAS Vans RV.7	G-TOMJ F/Design CT.2K
G-TSGJ Cherokee	G-BHDZ Cessna F.172N(Arrived 1530)	

**Sheffield:-** As mentioned above the Leeds Flying School has moved its operations to Sandtoft. A new resident however is Twin Squirrel G-OHCP operated by AJJ Developments. A trio of Citations this month comprised, N777NG(Gloucester - Luton) on the 7<sup>th</sup>, N909PS (From Jersey) on the 15<sup>th</sup> and VP-BSD on the 16<sup>th</sup>. The Premier 1 D-ISXT was back on the 8<sup>th</sup> from Munich and on the 11<sup>th</sup> Danish Air Transport's King Air 90 OYJRO made a short fuel stop. The 9<sup>th</sup> saw a visit by S.76B G-XXEA("Rainbow 1R") bringing Princess Anne on a local visit. The helicopter later positioned out to Barnsley to pick her up and transport her to Gatcombe Park. Another VIP in the area the same day was Sir Elton John who was performing in the evening. He arrived in S.76B G-HARH and was dropped off at a local Golf Course. 'RH' then positioned to the airport in order for him to make his return trip to London after the



concert. In the event, after the staff had stayed until midnight, Elt and his entourage decided to say overnight in Sheffield. Others:- 1/12 G-CMSN R.22B; 2/12 G-FLPI Commander 112; 5/12 G-BVAL Koliber; 7/12 G-SKYF TB.10; 9/12 G-LFSG PA-28; 10/12 G-BPVY C.172D, G-ELLI Jet Ranger; 18/12 G-BEKO C.182P; 19/12 G-OBDA Katana, G-BXSM C.172S, G-BORI C.152, G-ARWS C.175; 28/12 G-CCVG Schweizer 269C, G-EGEG C.172S; 29/12 G-AZEW Pup, G-BZXJ Schweizer 269C(Weather div.); 30/12 G-BEWR F.172M.

**Sherburn:-** First noted on the 4<sup>th</sup>, when it made a trip to Eddsfeld and back, was Cessna T.210N D-EBWS. This machine was noted operating from here twice more during the month so could be a new resident. The Pilatus PC-12 N476D visited again on 2/12, from Bournemouth, while Super Cub OY-AVT and PA-28 N65JF both visited on the 4<sup>th</sup>. R.22B G-CCVU diverted in on the 12<sup>th</sup> after encountering bad weather while routing from Connington to Fishburn. The CAP 232s F-GOTC and F-GUJM returned from Le Touquet on the 18<sup>th</sup> having been away since mid September. Others:- 2/12 G-BBRV Chipmunk; 4/12 G-RENO TB.10, G-COCO F.172M(F/T Strubby), G-ARVT PA-28, G-JLAT Eurostar, G-MYXT Quantum, G-BOPD Bede BD.4, G-BOHV Tailwind; 6/12 G-OOGS Cougar, G-CBSE Gazelle; 7/12 G-BNRA PA-34, G-BCCF PA-28, G-CDON PA-28; 9/12 G-EYCO DR.400; 14/12 G-BRBX PA-28, G-ZIPA Commander 114; 15/12 G-LACAPA-28, G-FLPI Commander 114, G-BPMF PA-28, G-BZHT PA-18(From Walney Island); 16/12 G-BRLO PA-38, G-BKCL PA-39; 18/12 G-WACJ Duchess; 19/12 G-OTDI DA.40, G-BORW C.172P, G-HIZZ R.22B; 24/12 G-BOID Citabria; 26/12 G-GLUC RV.6, G-TILI Jet Ranger; 27/12 G-BYIB Coyote, G-CCTX Coyote, G-CBDY MCR.01, G-CCAD Quik; 30/12 G-JDEE TB.20, G-OWFS FA.152

**Sturgate:-** On the 5<sup>th</sup> Beech 17 Staggerwing G-BRVE was noted heading home to North Weald and Temple Bruer based Auster J/2 G-AJAM also visited. Visiting 4/12 was G-MFAC F.172H.

**Walton Wood:-** Visitors:- 1/12 G-MAYB R.44; 6/12 G-CMSN R.22B, G-FOFO R.44(Also 21<sup>st</sup>), G-PEPL MD.600N(Also 9/12); 7/12 G-CBCN Schweizer 269C, G-OTJB R.44, G-IGPW EC.120B; 9/12 G-HRPN R.44; 16/12 G-BZXJ Schweizer 269C, G-EWAW Jet Ranger; 21/12 G-SPYI Jet Ranger; 24/12 G-JWEB R.44, G-BYCF R.22B.

**Wickenby:-** Thruster T.600N G-CDDX is a new resident. Visiting for fuel on the 2<sup>nd</sup> was A.109E G-SCOI. Visitors:- 4/12 G-IZZS C.172S (From Sibson), G-CCRI Skyranger.

Not a lot of interesting overflights logged this month:-

23/12	N380CA	PA-32R Saratoga	Overhead Goole 1550 @ 7000' enroute Teesside
27/12	VP-BCT	Commander 690	Welshpool – Newcastle(LBA 0944 @ 4000')
29/11	N84718	PA-28RT Arrow	East Midlands – Teesside(York 1434 @ 4000')

A couple of local accidents to report this time around:-

Europa PH-ZZZ, c/n 123(PFA/247 12815) is formerly G-BXLZ and had spent a number of years based at Brighton before being exported to Holland in 2002.

Late morning on December 9<sup>th</sup> the aircraft departed Wombledon heading for Manston on the first leg of its journey home to Holland, having visited to Europa Aviation factory. At approximately 1135 the pilot called Linton Radar to say he had a rough running engine and was returning to Wombledon. Some two minutes later he informed Linton he was worried the engine may stop at any time and requested an immediate diversion into their airfield. Identified, 6 miles east of the field he was given permission to land on any runway, with a recommendation he made a straight in onto Runway 28, which he duly accepted. At about 1142 he reported field in site, 2 miles East and was handed over to the tower on 122.1. On first contact with tower he informed them he was at 200' with the field in sight and, although very rough, the engine was still running. No further transmissions were made. The aircraft crashed in a field in the undershoot area of runway 10 and overturned but fortunately did not catch fire. Of the two people on board one managed to scramble clear suffering head injuries while the other had to be released from the wreckage by the emergency services having suffered suspected back and head injuries. Leconfield based Sea King, "Rescue 128" arrived on scene just after midday closely followed by Bolkow 105, "Helimed 63A", from Teesside (The Leeds based Bolkow was already occupied on another task).

At approximately 1250 "Rescue 128" transported the casualties to York District Hospital. "Helimed 63E" then hopped over the fence onto the airfield in order to pick up fuel, after which he routed to the hospital to pick up his doctor, who had gone with the patients in the Sea King. Both helicopters then returned to their respective bases.

Linton-on-Ouse was closed for about four hours during which time the resident Tucanos, which were airborne, diverted to Church Fenton and Topcliffe. Another victim of the closure was Pilatus PC-12 N476D, which was inbound from Bournemouth but also ended up at Topcliffe.

It was later reported both people had been released from hospital that same evening, so all in all a successful conclusion to what could have been a far more tragic incident.

A little less lucky was the pilot of a yet unidentified Gyrocopter which crashed at approx. 1415 on the 15<sup>th</sup>. The accident happened near Sutton Bank, from where the aircraft had reportedly just departed, and resulted in the aircraft being destroyed with the pilot, local man David Chaplain sustaining fatal injuries.

Something a little different this month, courtesy of Air Britain News, I have compiled a list of Balloon companies which operate locally on commercial passenger charters:-

**Airborne Adventures**, Skipton, North Yorkshire:-

G-CBKK	Ultramagic S-130(.CO.UK.)	G-CCFF	Lindstrand LBL-150A
G-CCOT	Cameron Z-105( <i>Invicta</i> )	G-OTUP	Lindstrand LBL-180A

**Aire Valley Balloons**, Knaresborough, North Yorkshire:-

G-BWYS	Cameron O-120	G-CCJG	Cameron A-200
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**Altair Balloons**, Yorkshire:-

G-BWWY	Lindstrand LBL-105A( <i>Corks &amp; Cans</i> )
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**Ascents of Satisfaction**, York:-

G-BVDR	Cameron O-77	G-BVEU	Cameron A-105
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**Balloon Rides Ltd.**, York and Doncaster:-

G-BTYZ	Colt 210A	G-BUBY	Thunder Ax.8-105( <i>Jorvik</i> )
G-CCIE	Colt 315A	G-KTKT	Sky 260-24( <i>Kit Kat</i> )

**Black Sheep Ballooning**, Masham, North Yorkshire:-

G-BTUU	Cameron O-120
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**Dragon Balloons**, Derbyshire, Nottingham and Sheffield:-

G-BUJR	Cameron A-180	G-BVKL	Cameron A-180
G-BXJO	Cameron O-90	G-BXRM	Cameron A-210
G-BZBE	Cameron A-210	G-CCSJ	Cameron A-275

**Sky Blue Ballooning**, Lake District and Huddersfield:-

G-BRXX	Cameron O-120	G-BVOP	Cameron N-90
G-BWTE	Cameron O-140		

*Trevor Smith*



Bristol Britannia 312 G-AOVF Donaldson Manchester 1971  
Norman Smart





## COMMERCIAL AVIATION NEWS

### LEEDS/BRADFORD NEWS

2004 was yet another year of expanding passenger figures for LBA. As can be read in the following press release the final figure was 2,350,000 passengers, an increase of 17%.

For the second consecutive year, Leeds Bradford Airport (LBA) has been one of the UK's fastest growing airports. Over 2.35 million passengers passed through the airport during 2004, an increase of 17% over the previous year. The past two years have seen growth in passenger throughput of 55%.

During 2004 Jet2.com started new scheduled services to Murcia, Venice and Paris and significantly increased frequencies on most of their other 11 routes. Jet2.com also announced that their programme of flights from Leeds Bradford for summer 2005 would be some 50% larger than in 2004 and would include a new service to Ibiza.

bmi British Midland started a new service to London City in November 2004 and towards the year end both Air South West and Flybe announced major investments in new services from LBA for the coming year.

In reviewing the year Airport Managing Director Ed Anderson said "By any measure 2004 has been an outstanding success for LBA. We have seen a massive increase in flights, whilst our staff have provided an exemplary service to passengers. 2005 will be another record year, as airlines have already announced new services. With the commitment from our airlines and our improved check in and baggage handling facilities, we are looking forward to our annual passenger numbers exceeding 3 million over the next couple of years and we are determined to provide an even better service to Yorkshire's business and leisure travellers".

Before 9/11 rumours were rife about Continental commencing a Leeds/Bradford to Newark service. Of course that fateful day put paid to those rumours, be there any truth in them or not. However a new press release certainly has got tongues wagging, and local enthusiast E mail forum sites in deep discussion. Just to tempt even more debate the press release even hints on the much rumoured Pakistan service.

Leeds Bradford Airport will hold high-level talks with two airlines later this year over its ambitions to bring a transatlantic flight to the district.

Airport officials have been overwhelmed by public support for their attempts to launch a service to New York since a public campaign was launched last October.

People in the region have been urged to register their support for the plans on the airport's website as bosses seek to prove to an airline that the service would be commercially viable.

Today Leeds Bradford Airport marketing and business development manager Sally Ramsey, who has been at the forefront of the campaign, said bosses were delighted with the response.

She could not reveal the two airlines being lined up for discussions as they are also thought to be in talks with other airports. But she said getting local people to show how much they wanted a service to the United States would be a key factor in the bid.

A similar on-line campaign was launched to persuade airline BMI to run a service to London City and that came to fruition last year. Miss Ramsey said: "The New York campaign has been our most popular so far - this has provoked the biggest response in the shortest period of time.

"People are united in saying how much they would like to be able to fly from Leeds Bradford to the United States. Many of them are saying they wouldn't even mind if it was not a direct flight". During 2003, it is thought that about 100,000 passengers from the Yorkshire area flew to New York.

Airport managing director Ed Anderson recently told the Telegraph & Argus that, as well as routes to the US, he was still hopeful the airport could attract an operator for a service to Pakistan.

## **AIRPORT NEWS**

Chicago's O'Hare International Airport will this month become the last U.S. airport serving as a hub for more than one major airline, reflecting the fading popularity of the traditional hub-and-spoke model.

O'Hare, the second busiest U.S. airport, will hold that distinction in February after Delta Air Lines completes a 90 percent flight reduction from its hub at Dallas/Fort Worth International Airport. The retreat will leave American Airlines as the only so-called legacy carrier with a hub there.

Legacy carriers are the five largest airlines, plus No.7 U.S. airline US Airways, which base their routes on a small network of hub airports around the United States. Struggling No.3 carrier Delta is withdrawing from Dallas/Fort Worth, while it restructures into a leaner operation.

When the withdrawal is complete, Dallas will join Denver, Minneapolis and Detroit on a list of cities that used to be home to airports with hubs for multiple legacy carriers. "It simply confirms my belief that there is only room for one hub at any given airport," said Unisys R2A transportation management consultant Michael Roach, who has published studies on the hub-and-spoke model.

London City Airport is the UK's most punctual airport, with 83% of all flights operating on time. This excellent performance record has been revealed by the Civil Aviation Authority (CAA) punctuality statistics for UK airports published on 11 January 2005, covering the third quarter of 2003, demonstrating that for the third quarter in a row London City Airport remains unbeaten on punctuality performance.

Commenting on these figures, Richard Gooding, Managing Director of London City Airport, said, "Time is vitally important to our regular business travellers. The last thing they want to do is hang around airports. Thankfully, at London City Airport, in partnership with National Air Traffic Services and the 14 airlines operating here, we have maintained our excellent performance for yet another quarter.

"With the opening later this year of the Docklands Light Railway extension to the Airport, we expect to provide further time-savings as we will no longer be relying solely on road access".

Based on the current level of demand for convenient European air travel between leading commercial and financial centres, and the regeneration of East London, the expectation for the Airport is to reach two million passengers per annum either late in 2005 or definitely in early 2006.

Richard concludes, "We have maintained our punctuality performance at a time of significant growth of both passengers and aircraft movements at London City Airport, finishing 2004 some 14% up on 2003".

## **AIRLINE NEWS**

**Air India** has introduced the first of three new Boeing 777 aircraft in its fleet. The aircraft has entered service operating on the Mumbai-London route; it has been named "Megh Malhaar" after Indian ragas that depicts the magic of rains. According to the airline, this is the first time a new type of aircraft is joining the Air-India fleet after the induction of Boeing 747-400 aircraft in 1993-96. With



the new addition, Air-India now has a fleet of 35 aircraft. Two more '777's will be inducted by March 2005 for use on the New Delhi-London and New Delhi-Los Angeles routes.

In the meantime the airline is expected to make a final decision on the acquisition of 50 aircraft in January. Under consideration are the A330-200, A340-500, A340-600, B777-200, B777-300 and B747. The government is in the process of giving clearance for 18 Boeing 737-800s, to be inducted by the airline for Air-India Express, the low cost airline to be launched in March.

**British Airways** has axed its services to Saudi Arabia, blaming war in the Middle East for deterring business and leisure travel to the region. The UK's national flag carrier announced its seven weekly flights to Jeddah and Riyadh will stop at the end of March. The airline said the decision was reached purely on commercial grounds - although it has made no secret of its concerns over security in the area which prompted the cancellation of a series of flights a year ago.

A BA spokeswoman said: "The routes are not making a profitable contribution so we're unable to continue operating them. The security situation has obviously reduced commercial demand. We're not getting so many people wanting to go out there and foreign companies based in Saudi Arabia are bringing fewer workers in".

BA's withdrawal is likely to be greeted with dismay by the 30,000 British expatriates who work in the kingdom. The carrier's services were also popular with Americans, as there are no direct flights from Saudi Arabia to the US.

**Continental Airlines** became the first major US airline to sign for the Boeing 7E7. The airline and Boeing signed an agreement calling for delivery of 10 Boeing 7E7-800s beginning in 2009. The agreement is expected to be formally completed in early 2005. The agreement increases the number of 7E7 customer-announced orders to 122. In addition Continental also will lease 8 B757-300s starting in 2005, and will accelerate the delivery of 6 B737-800s into 2006. The 757s will be delivered beginning in July.

**Iraqi Airways** made its first post-Saddam Hussein era flight from Baghdad to the southern port of Basra on 1st January. About 50 people were on board the Boeing 737. Iraqi Airways resumed international commercial flights in September for the first time in 14 years, with flights to Amman, Baghdad and Damascus.

**Japan Airlines** said Wednesday that it would buy as many as 50 of Boeing's 7E7 jets, a big order that will help the American company maintain a dominant position in the world's second-largest airplane market.

JAL, Asia's largest airline, said it had selected the 7E7 to replace a fleet of 58 midsize jets beginning in 2008, including 22 made by Boeing's European rival, Airbus. The Japanese carrier said it would initially buy 30 of the planes, nicknamed the Dreamliner, with an option to buy 20 more. The deal would be worth about \$4 billion at the jet's list price, although the company is expected to receive discounts because of the size of the order.

The order gives a lift to Boeing's efforts to market its first new jet in more than a decade and represents a triumph in its campaign to keep Airbus from grabbing a bigger piece of the promising Asian market. Airbus surpassed Boeing last year as the world's top commercial aircraft manufacturer.

Boeing worked hard to make its planes an appealing choice to Japanese carriers by awarding a big share of supplier contracts to Japanese companies. Mitsubishi Heavy Industries, Fuji Heavy Industries and Kawasaki Heavy Industries will all make parts of the plane, including its wings.

Another Japanese carrier, All Nippon Airways, helped Boeing make the 7E7 a viable project with an April order for 50 of the planes.

JAL said it planned to buy two versions of the plane, the 7E7-8 for longer routes, which JAL will configure with 250 seats, and a short-to-medium range 7E7-3, which the company will fit with 300 seats. The new jets, which will be used on both domestic and international routes, will replace an aging fleet of 36 Boeing B767s and 22 Airbus A300-600s.

JAL's decision was in many ways not a surprise. The airline operated an all-Boeing fleet before acquiring some Airbus jets through its recent takeover of Japan Air System, the former No.3 carrier in the country. And it has said it wants to reduce the number of types of aircraft in its fleet for cost savings.

Demand for new aircraft in Japan is being driven in part by an expansion of Tokyo's Haneda Airport. Haneda was recently remodeled to speed the flow of travelers, and plans are now in place to add a fourth runway there by 2009.

**Swiss** announced some further cost saving measures. They include cutting a number of regional aircraft from its fleet. Possibly 13 or more which could include Saab 2000s; however the airline still needs to confirm numbers and types.

While the airline wants to strengthen its Zurich hub plans call for the transfer of a large number of the routes currently operated from Basel to partner airlines while Geneva routes that are not profitable to be transferred to codeshare services operated by partner airlines.

**UPS** have announced a firm order for 10 Airbus A380 freighter aircraft. In a related decision, UPS and Airbus have agreed to amend a previous order for A300 aircraft. "The A380 will allow UPS to effectively meet the fast-growing demands of our customers across a variety of global trade lanes," said John Beystehner, UPS chief operating officer and president of UPS Airlines. "This plane offers an exciting combination of payload and range that will help improve both the capability and efficiency of our international network."

"We are extraordinarily pleased to have UPS join the growing list of A380 customers, particularly because their order demonstrates the strength of the aircraft as a freighter for air carriers based around the world," said Noël Forgeard, Airbus President and Chief Executive Officer.

Deliveries of UPS's A380s are scheduled to begin in 2009 and run through 2012. The order also gives UPS the option to purchase 10 more of the planes. The purchase price of the aircraft was not disclosed. UPS has not yet made an engine selection for the A380.

Under the agreement regarding A300 aircraft, UPS is reducing its previous order for 90 planes to 53. To date, 40 A300s have been delivered and the remaining 13 will be delivered by July 2006.

**Vietnam Airlines** has formally selected the Boeing 7E7 as its future mid-sized, twin aisle jetliner. The carrier plans to take 4 Boeing 7E7-800s during 2010. Vietnam Airlines becomes the 8th airline to select the Dreamliner.

## **AIRCRAFT NEWS**

Airbus rolled out its superjumbo on 19th January at Toulouse with 5000 invited guests. Noël Forgeard, the head of Airbus, predicts Airbus will sell 700 to 750 A380s. At this point 149 orders have been placed by 14 airlines with a first flight expected in early April and entry into service in 2006 with Singapore Airlines being the first airline to operate the aircraft.

BAA (the British Airports Authority, owner of 7 airports in the UK) will invest €640 million to enable London Heathrow airport to be ready for the Airbus A380 in the spring of 2006. BAA considers the A380 as being a very important aircraft for the future of Heathrow.



## OTHER NEWS

Add guns to drinking, and you have worries, but add flying too, and you have potential disaster. Thus when a federal security screener at McCarran Airport in Las Vegas, smelled alcohol on an armed AirTran pilot in January, police quickly descended.

They questioned him, gave him a breath test and removed him from the cockpit. Oliver Paul Reason Junior, 37, was fired from his flying job and also suspended from his duties as a federal flight deck officer.

Tracy Price, an airline pilot and an advocate for guns in the cockpit, told reporters the greatest danger is not a drunk pilot with a gun, but a drunk pilot with an airliner. "The issue is making sure a pilot who is irresponsible with alcohol is never, ever given access to an airliner," said Price.

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*David Wooler*



BAC 111 G-AXLM British Midland Airways Manchester 1969  
Norman Smart

## MILITARY AVIATION



### RAF Pilot Training 1944

By 1944, The British Commonwealth Air Training Plan (also known as the Empire Air Training Scheme) had been in operation for several years. Under the Plan, aircrew training was conducted overseas, principally in Canada but also with elements in South Africa and Southern Rhodesia. The experiences of all the main air forces in World War II revealed that a significant proportion of trainee pilots who were otherwise suitable medically, intellectually and educationally would never even reach the first solo stage of their flying training. When trainees were being sent thousands of miles, only to be rejected after a few weeks, proved to be wasteful of resources, the system of "flying grading" was introduced. This consisted of 12 hours of flying training during which trainees were subjected to a number of progress tests in an attempt to assess their suitability for further pilot training. The system proved to be highly successful in eliminating the wastage in the early stages. It also enabled all trainee candidates of the PNB categories (pilot, navigator, air bomber) to be assessed for pilot training as previous methods had been somewhat arbitrary. Flying grading was so successful that the system was adopted by all the world's major air forces, and is still in use; in the US Air Force it is known as "flight screening".

By 1944, therefore, RAF pilot training consisted of the following stages:

- INITIAL TRAINING WING (ITW)**
- FLYING GRADING SCHOOL (FGS)**
- ELEMENTARY FLYING TRAINING SCHOOL (EFTS)**
- SERVICE FLYING TRAINING SCHOOL (SFTS)**
- OPERATIONAL TRAINING UNIT (OTU)**

### Initial Training Wing

This was a ground-based theory course involving the necessary basis of theory before commencing flying training and included navigation, signals, theory of flight, airmanship, engines, and drill and PT. As most aircrew candidates rejected from pilot training remustered as navigators or air bombers, this instruction was not "wasted" as it included the necessary initial instruction for these other aircrew categories.

### Flying Grading School

As noted earlier, this comprised 12 hours of flying instruction, using Tiger Moths.

### Elementary Flying Training School

This comprised 60-80 hours of flying instruction on a primary training aircraft; in Canada this was the Fairchild Cornell which was built in Canada, under licence. Towards the end of the EFTS course trainees were "streamed" in suitability for single-engined or multi-engined training.





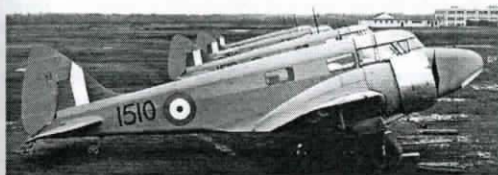


### Service Flying Training School

A continuation of EFTS training using faster and more powerful aircraft; for single-engine the North American Harvard, for multi-engine the Avro Anson or Airspeed Oxford.

### Operational Training Unit

Trainees were converted to fly the aircraft they were to fly on operations. At OTUs bomber pilots were "crewed up" with their future crews.



*Eric Martin*

## MILITARY NEWS

### Sentinels commence training at Waddington

The five Sentinel aircraft which are to form the airborne element of the UK airborne stand-off radar (ASTOR) system have commenced training at RAF Waddington with the re-formation of 5 Squadron. The Squadron will include both RAF and Army personnel of about 500 when fully-manned. The Sentinel is based on the Bombardier Global Express long-range biz-jet.

Credit: RAF News

### More Eurofighter Typhoons for RAF



Recent simultaneous presentations at RAF Coningsby and BAE Systems Warton announced that the RAF will receive a further 89 Typhoons worth £4.3 billion. After lengthy negotiations between the European manufacturers and the four partner-nations, Germany, Italy, Spain and the UK, agreement was finally reached recently for the second tranche of 236 aircraft. This agreement ensures production until 2013; by then it is expected that a third tranche will have been ordered taking the RAF total to 232.

Coningsby and Warton were appropriate venues for the announcement as RAF Coningsby is the future home of the Typhoon Operational Conversion Unit and Warton is the site where British Typhoons are assembled. At Coningsby two Typhoons were displayed on the ground and two took part in an air display. The ground display Typhoons were flanked by the two types they are replacing, the Tornado F3 and the Jaguar. At

Warton, six Typhoons were displayed under cover and four outside. After endless delays, it is good to see that progress is now being made!

Credit: Air League Newsletter

### **"City of Leeds" flies again**

During World War II communities sponsored the purchase of Spitfires which were titled after the community which sponsored them. Such an aircraft was the "City of Leeds" which, unfortunately, was shot down in the Channel shortly after becoming operational. However, a "City of Leeds" titled aircraft is now flying again in the shape of Tucano ZF287 which is flying with 72<sup>nd</sup> Squadron based at No 1 Flying Training School at RAF Linton-on-Ouse.

Credit: BBC Look North

### **ATC attempts to recruit more adult leaders**

In company with most youth organisations, the Air Training Corps is short of adult leaders. In an attempt to overcome this shortage, the Corps is conducting an Adult Recruitment Campaign. Three categories of individuals are being sought: non-uniformed Civilian Instructors and uniformed Warrant Officers and Commissioned Officers. The latter are commissioned in the Royal Air Force Volunteer Reserve (T) Branch. If this type of volunteer service appeals to you, contact your nearest ATC Squadron.

Credit: Air Cadet

Please send any information for inclusion in Military News to:

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

**Eric Martin**



Hawker Hunter T7 WV372 2 Sqdn(R) Kemble June 2004  
Norman Smart



## THE Q'S ARE SILENT

We landed in glorious sunshine on R14 at Malta International Airport (Luqa - pronounced Looah). There was not a lot to report on the apron; Lufthansa, Alitalia, Emirates, My Travel. An initial impression of Air Malta rules OK was to be confirmed over the coming days. The Airport Terminal seemed welcoming, modern and efficient as we proceeded smoothly through to our onward transport.

The beach at Mellieha Bay turned out to be down wind for landings on R32 so you could relax on the beach and watch the traffic drift overhead in the sunshine. The aircraft were still quite high so powerful binoculars were required to read the regs. Most days there was little traffic apart from Air Malta B737s/A319s/320s, but this was a chance to fleet this airline if you so wished. Some variety was provided by Alitalia Airbuses, Emirates A330s, SAS B737s, various biz jets and the usual British charter types.

On an island tour our courier explained that Ta' Qali (with a silent Q), now a craft village, was previously an RAF fighter base. I had heard of Hal Far and RAF Luqa, but Ta' Qali was new to me. Some of the old RAF huts now house various local craft shops including filigree, pottery, lace and leather. Ta' Qali was built by the RAF in 1940. After the war the Fleet Air Arm took over and called it HMS Goldfinch. It was handed back to the Maltese government in 1968. As well as the craft village, Ta' Qali also houses the Malta Air Museum, but some how I missed this and the courier seemed unsure of its exact location when I enquired further.



The local map I was using showed no signs of the old airfield at Ta' Qali. Apart from Luqa the only airfield on the map was Hal Far, in the south east corner of the island. It is still shown with its runways, but is now reputedly an industrial site. Opened in 1923 it was used by the RAF until 1946 when the Fleet Air Arm took over and used it under the name of HMS Falcon. After returning to RAF control in 1965 it remained as such until hand back in 1979. Luqa was built by the RAF in 1940 and handed back in 1979.

Our courier had also told us that Air Malta is a struggling airline and regularly fails to make a profit despite booming tourism to the island and no competition. Perhaps they need a dose of the Michael O'Leary low cost medicine to waken them up. A new chairman is now introducing some cost saving measures including a wage freeze. There is a modern fleet of A319/320s in the process of being delivered and many of these were to be seen while we were there. The latest A320 reg I logged was 9H-AEJ.





Come to think of it, does any airline operate low cost services to Malta and if not, why not? Will entry to the EU change all that?

The well known Russian built Mil Mi-8 helicopters were to be seen every day buzzing up and down the coast taking visitors to the island of Gozo. They are operated by Malta Air Charter (MAC) and the striking red, white and blue colour scheme makes them easy to spot. The flights take off from the Airport and last around ten minutes. This was my first sighting of this type and as they were due to be withdrawn at the end of October 2004, I guess I was just in time. The withdrawal from use has been forced by Malta's entry to the EU. The Mil does not comply with the European legislation. It did cross my mind that flying to Gozo by Mil helicopter would be an interesting thing to do, but in the end a deck chair and ice cream on the beach won by quite a margin.

We set a record on our return journey to the UK by having to queue for eighty-five minutes to check-in. This was caused by regular breakdowns of the baggage conveyor belt with suitcases piling up behind the check-in desks. As the pile became too large the check-in process was halted. Between air traffic movements the fire crews and baggage handlers would appear to relieve the blockage. All flights were affected and the Departure Hall filled rapidly with bemused and increasingly vociferous travellers. A number of people took the opportunity to have a light lunch of coffee and sandwiches to help while away the time in the stationary and, by now, no longer silent queues. My initially good impression of the Terminal, on our arrival day, evaporated as the minutes ticked by. I was left with the feeling that there were many facilities at the Airport which were just "not quite enough" in a number of areas. Maybe a legacy of the Island's British period.

Once we were through check-in and security and into the Departure Lounge there was a good view of the apron and the main runway (R14/32) through the floor to ceiling windows. "Air Malta rules OK" was again in evidence as a steady stream of their B737s and Airbuses rotated through the Airport to/from various destinations in Europe and North Africa. To relieve the routine there was a Luxair RJ145 (LX-LGV) and an Emirates A330 (A6-EAL). Unfortunately a scheduled Libyan Arab Airlines F-28 flight from Benghazi was running late so I missed it. The Mil helicopters were nowhere to be seen.

Our aircraft for the return leg, G-RJGR B757 My Travel, landed forty-five minutes late and we were bussed out to a remote stand for boarding without further delay. As a spotter I usually enjoy delays at foreign airports in daylight hours and would have wished for longer. There being no air bridges I was able to take photographs while waiting to climb the steps and thus also avoided the usual battle for the overhead lockers in the aircraft cabin.

We left Luqa in warm, mid-afternoon, late October sunshine with the chilling prospect of the coming gloomy months of another Pennine winter.

*Jim Stanfield*



21st January 2005

Passengers on the inaugural flight to Barbados from Leeds Bradford International Airport were given a taste of the Caribbean today as LBA staff made the experience one to remember. Passengers were treated to palm trees, music and tropical refreshments as they checked in for their Caribbean Gold cruise.

This is the first time that Leeds Bradford have been able to offer this destination and it is already proving very popular with cruise passengers in the region.

Mr Ron Atkinson, a passenger on this momentous first flight commented, "I am so pleased that P&O Cruises have added a programme from Leeds Bradford Airport; it is much more convenient to travel from our local airport and it was a big factor in our decision to book this cruise".

Due to the mass popularity of this route, P&O Cruises have added more dates to their programme taking the total from Leeds Bradford to six throughout 2005 and into 2006 to both Barbados and Acapulco.

The Caribbean is one of the most popular cruise destinations in the world, offering everything that an ultra-luxurious, carefree holiday should. The start of your journey is now even easier when you can fly direct to the Caribbean from your own doorstep.

Sally Ramsey, Marketing and Business Development Manager at LBA said, "Cruising is an ideal opportunity to see more than one destination whilst staying in the lap of luxury with excellent facilities. It is a unique style of holiday which compliments the current extensive European cruise flights that are available from Leeds Bradford Airport and we are pleased to be working with new business partner P&O Cruises".



BAC Super III G-AVMX BEA Manchester 1971  
Norman Smart

## **Air Yorkshire Aviation Society**

### **ANNUAL DINNER**

**Friday 8 April 2005 at 7.30pm for 8.00pm**

Peasehill House, Harrogate Road, Rawdon, Leeds  
We have again reserved the entire restaurant  
in anticipation of another full house of members and their guests  
at this popular social event

#### **Celebration Menu - £18.00 per person**

your choice will not be required until you arrive at the dinner:  
a vegetarian option will be available

Deep fried goats cheese on a tomato and basil salad  
Seafood pancake with a lobster and tarragon sauce  
Traditional minestrone soup with warm rolls

Roast rib of beef with Yorkshire pudding  
Seared sea bass fillet with mixed pepper and coriander salsa  
Breast of chicken with garlic wild mushrooms and a mild mustard sauce

Strawberry brandy-snap basket with vanilla ice-cream  
Sticky toffee pudding with a butterscotch sauce  
English and continental cheese board

Filter coffee and mints

Your booking, together with payment of the deposit of £10 per person,  
can be made at a Society meeting  
(cheque made payable to *Air Yorkshire Aviation Society*)  
or sent to John Dale, 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG  
telephone 01943 875 315

Please use the attached booking slip  
which includes details of your guest list  
so that table plans and place cards can be prepared





ATL G-BWDB  
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