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## YORKSHIRES PREMIER AVIATION SOCIETY



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

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

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

## SOCIETY NEWS

The first meeting of 2007 was a great success with over forty members attending. Our Speaker was Peter Hampson of Airport Solutions Ltd. Until three years ago Peter was the Operations Manager at Manchester, and is well known to some members as the Chairman of TAS, the Manchester based Aviation Society.

The Company that Peter started has in a relatively short time become very successful, and he and his team are in demand on a worldwide basis. The aim of the Company is to help and advise airports on all aspects of safety for both aircraft and passengers.

The first part of the meeting was an illustrated talk on the many aspects that are involved in ensuring that when we travel by air we CAN feel safe. To quote all the facts and figures would take up too much space, but all members present agreed that it was a fascinating presentation, and I am certain we all learned something that we did not know before.

After a short break Peter gave a full and detailed account of one accident. This was the fatal collision between a SAS MD-87 and a Cessna Citation 525A at Milan Linate in dense fog in 2001.

Peter gave a minute by minute account of how this accident had happened, but you had to be at the meeting to appreciate how the catalogue of errors by the airport created this situation. To quote Peter "the airport broke every rule possible in regard to aircraft and passenger safety ...". As a consequence, several senior airport officials and air traffic controllers received prison sentences.

A short question and answer session followed, and at the end Peter assured us that the safety regulations at Leeds/Bradford and Manchester were of the highest standard.

Finally, if by the time you read these notes you have not renewed your membership subscription, please do so as soon as possible.

**David Valentine**

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

### Programme

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

- 4 February** Annual Air Yorkshire Quiz  
Last year's seemed to be very popular, so why not come along and see if you can win a prize.

- 4 March** Philip Firth - at the AVIATION ACADEMY (South Side)  
You **MUST** bring your membership card to gain entry.  
Philip has worked in retail travel companies for many years before joining Leeds Bradford Airport in 1987 as Marketing Manager, moving on to be Head of Marketing and Business Development.  
He has also been involved with setting up his own tour operations company. He now works as a tutor at Craven College and the Aviation Academy teaching Tour Operations, Customer Service, Geography and People Skills.

- 1 April** Graham Perry – FROM WHIRLWINDS TO LIGHTNINGS - LIVING WITH AIRCRAFT  
Graham is a former RAF engineering officer who has had a career in two halves: 20 years in the Service, and 20 years since working with aircraft and aircraft people in industry. The talk is structured around the various things he has seen and experienced, and these vary from Whirlwinds at Odiham to Lightnings at Binbrook - hence the title: 'From Whirlwinds to Lightnings - Living with Aircraft'. The theme running through the talk is the vital contribution made to aircraft operations by aviation's people, both military and civil, and in particular how they mix openness and good humour with a firm professionalism to produce safe flying. He is a current private pilot and flies a Jodel 120 from White Waltham.
- 6 May** Chris Warn. We welcome back Chris Warn with the results of his recent holiday to the Caribbean and his forthcoming one to CUBA. Chris's talks are always enjoyable events as he mixes photos with anecdotes about his trips.
- 3 June** To Be Arranged
- 1 July** Sqn Ldr Graham Laurie – THE HISTORY OF ROYAL FLYING  
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled 'The History of Royal Flying' will be extremely interesting and informative.
- 5 August** To Be Arranged
- 2 September** Charles Parker – AIRCRAFT MADE IN LINCOLN  
Few people know that Lincoln was once one of the largest aircraft production centres in the world: one in fourteen of all aircraft built between 1914 and 1918 came from the city! Ruston, Proctor & Co., Robey & Co. and Clayton & Shuttleworth employed thousands on 'war service' aircraft production. Charles Parker has worked in and around some of the factories used for aircraft production for the last 25 years and his talk will be illustrated with archive and present day photographs.  
An opportunity for members to hear some little known local history.
- 7 October** To Be Arranged

Alan Sinfield

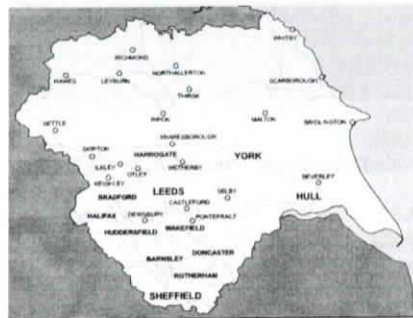


## SCENE AROUND YORKSHIRE

### LOCAL - DECEMBER

The lack of visitors noted at most of the local airfields this month can be put down to the fog which blanketed the area just before Christmas plus the waterlogged runways at the grass fields. However onwards with this month's offerings:-

**Bagby:-** The new owner of the airfield is confirmed as Martin Scott who owns Jet Ranger G-OMLS and lives in



Beckwithshaw near Harrogate. The airfield has been closed quite a lot this month so that the concrete laid for the new taxiways has had time to dry, plus the runway has been partially waterlogged. Visitors:- 2/12 G-AOTF Chipmunk(f. Dishforth); 27/12 G-MGWI R.44(t. Durham/Tees), G-BSCE R.22B(for maintenance, n/s).

**Beverley:-** Visitors:- 4/12 G-BSCE R.22B; 9/12 G-SEEK P.210N(f. Shelford strip), G-CBAK R.44, G-BTXT Maule MX.7; 10/12 G-BOYC R.22B.

**Breighton:-** Humberside Air Review report that a pair of Sopwith Pup restoration projects have been acquired by the Real Aeroplane Company and are enroute to Breighton from the USA ready for work to start early in the New Year. Many original parts are included along with Le Rhone radial engines and a full set of original factory drawings. A temporary new resident here is Aztec G-TAXI which has recently returned from lease at Blackpool. Alouette HA-LFZ was noted on 9/12, dropping in for a refuel while on 17/12 the unique Taylorcraft BC-12 G-BREY arrived from Leicester in formation with a non-radio Cub. Visitors:- 3/12 G-BSCE R.22B; 9/12 G-SACK Robin 2160; 11/12 G-FIBS Squirrel; 16/12 G-DMSS Gazelle; 17/12 G-GBXS Europa, G-RVMC RV.7, G-BAHD C.182P; 25/12 G-ICAS Pitts Special(flypast); 27/12 G-LOCO R.44(Refuel), G-CBZG Coyote, G-MEGA PA-28R.

**Crosland Moor:-** On 13/11 PA-28R G-BUFH was again logged heading outbound to Baden-Baden and on 17/12 G-BPYO PA-28 was noted visiting from Sherburn.

**DONCASTER(Robin Hood):- Airlines.** This month the most excitement centred on freight movements with two aircraft vying for the title of star visitor, Douglas DC-8-62 ZS-OZV of African International and Antonov AN.124 RA-82044 of Volga-Dneper. The DC-8 arrived inbound with freight as "Fly Cargo 857" on 3/12 and departed early the following morning as "Fly Cargo 62E". The Antonov arrived early on the 20<sup>th</sup> as "VDA 1649" to pick up an oil valve for delivery to Texas, departing just before 2300 as "VDA 1664" routing via Shannon and Gander. A couple of other freighters worthy of note were Antonov AN.12 LZ-BRV of Bright Air Services on 6/12("BRW 3045/6") and also on the 8<sup>th</sup>, while noted on the 22<sup>nd</sup> was KS Avia Antonov AN.74 YL-KSA("Skycamel 711") which night stopped. Once again this month Oasis, Hong Kong were in evidence crew training with B-LFA on 7/12(15 Circuits) and B-LFB on 12/12(11 Circuits), both aircraft calling "Oasis 100P" were from and to Gatwick. Also noted training were Ryanair 737/800 EI-CTB("Ryanair 1001/2/3/4") on 2/12 and Easyjet Airbus 319 G-EZAJ("Easy 8016") which completed 25 visual circuits between 1045 and 1315 on the 5<sup>th</sup>! Another of the company's Airbus 319s G-EZEC arrived on diversion from East Midlands as "Easy 6552" on 21/12 and night stopped. On the same day Air Europa 737/800 EC-IDT("Air Europa 241") diverted from Humberside. Also on diversions, this time from Leeds/Bradford were a quartet of Flybe Dash 8s, G-JEDL("BE 175") on 13/12, G-JEDN("BE171") on 18/12, G-JEDT("BE729") on 18/12 and last but not least the newly arrived G-JECR("BE644L") on 28/12. To round off, a couple of passenger charters were operated by Scot Airways Do.328 G-BYML("Suckling 511/2") on 1/12 while on the 20<sup>th</sup> Jet2 Boeing 757 G-LSAC positioned from Leeds to operate a Lapland charter to Enontekiö("Channex 6139/40").

**Bizjets.** Among the more interesting examples were Walmart Challenger N601HW on 13/12 and Citation X N200AP on 29/12. The Challenger was a Leeds/Bradford diversion and stayed overnight before routing to Gander while the Citation, operated by Silverwing Aviation arrived on the 29<sup>th</sup> and night stopped. Others included:- 1/12 F-GLTK Citation 2("Alsair 217"); 3/12 CS-DXI Citation XLS("Fraction 3WP"); 5/12 G-FIRM Citation 2("Marshall 06"); 7/12 G-CDSR Lear Jet 45("Goldair 37A/B"); 12/12 D-

IJOA Citationjet; 13/12 G-JETO Citation 2("Aitax 655"); 16/12 F-GSMT Falcon 900(n/s); 18/12 HB-VMB Lear Jet 45("TAG Aviation 708/652"), N54JC Challenger, G-LGAR Lear Jet 60; 21/12 N53GX Global Express.

**General Aviation.** There was a diversion from Leeds in this section also, Cirrus SR.22 N54105 which arrived on 3/12, due strong winds at his destination, for an overnight stay. However, the star was P.180 Avanti PH-TCN of Piano di Volo which was noted on the 18<sup>th</sup>. Another diversion was PA-28R SX-AJM, which was unable to land at Sandtoft on 23/12 so arrived here and stayed until 26/12. Among the others of interest were:- 1/12 G-FLPA King Air 200("Calibrator 640"); 4/12 G-VVTV("Skytrain 01", ILS); 5/12 EI-DMG Cessna 441; 6/12 G-JMTT PA-28; 7/12 G-MLTY Dauphin; 8/12 N902JW MD.902 Explorer; 14/12 G-JTCA Aztec91LS); 15/12 G-GAFT PA-44("Exam 06", ILS), G-JAJK PA-319"Causeway 999A"); 17/12 G-BKMB M.20J(ILS); 20/12 G-GUYS PA-34(ILS); 24/12 G-ORDH Twin Squirrel; 26/12 N192JM Mooney M.20J(n/s to 30/12).

**Military.** A very sparse month with, apart from the regular King Air 200s, just three aircraft of note on the ILS. There were a pair of Boeing AWACS, ZH103("NATO 02") on 4/12 and ZH105("NATO 01") on 8/12 while on the 5<sup>th</sup> Bell 412 ZJ234("Shawbury 94") put in an appearance.

**Eddesfield:-** Visitors:- 2/12 G-FUZZ PA-18; 16/12 G-BNXM PA-18, G-RVDJ RV.6; 17/12 G-BGRH DR.400(f. Grassmore Grange), G-LANE F.172N, G-RVMC RV.7.

**Elvington:-** Cessna 177B G-BFMH, a new Leeds resident was noted here on 6/12 and 9/12. On the 7<sup>th</sup> Cirrus SR.22 N340CD arrived for an overnight stay before routing to a "private airfield in France" on the 9<sup>th</sup> and aptly registered V-Tail Bonanza G-VTAL visited f/t Wellesbourne on 17/12.

**Full Sutton:-** Noted initially on the 16<sup>th</sup>, Columbia 400 N400HK may be a new resident, any confirmation please? Visitors:- 2/12 G-BKKZ Pitts Special, G-BRZX Pitts Special; 9/12 G-BONC PA-28(f. Fowlmere), G-DISO DR.1050; 17/12 G-ARAW C.182; 25/12 G-ICAS Pitts Special(2 flypasts); 26/12 G-DECK T.210M; 27/12 G-GEMM SR.20.

**Garnston:-** More DA.40TDi aircraft have been registered to the Diamond Agency, G-OCCN/O/P/R, which as with the previous aircraft in this sequence are eventually destined for operation by Cabair. G-OCCM was the latest to be delivered, arriving from Austria on 3/12. Also newly registered is DA-42 Twin Star G-MHJK. The King Air 200 N65LA, which has been here for some months has just been registered G-MEGN for Dragonfly Aviation at Cardiff and was noted on Air Test in its new guise on 11/12. On the 16<sup>th</sup> another of the type N27HK(ex. A7-AHK) arrived from Shoreham and a couple of days later was also noted on Air Test, while former Leeds resident G-MOUN is also here awaiting disposal(Late news- G-MOUN was registered to The Real Aero Club de Valencia early in 2007). Another King Air 200 reported here is N31031, which crashed at Courcheval Mountain strip in France and may be a rebuild project. The regular visitor, Citation Bravo N58HK has also just been reregistered, G-OMRH for Deeside Aviation and this too was logged doing its initial Air Test, following the change on 14/12. Noted visiting late afternoon on the 2<sup>nd</sup> was Citation V D-CLEO, operated by Comfort Air while on the 4<sup>th</sup> Citation Bravo CS-DHI arrived to transport 3 passengers to Malaga as "Fraction 3XW". The DFS Beechjet 400A N719EL was logged arriving from Leeds/Bradford on 11/12 while Twin Star OE-AFC arrived from Saarbrücken the following day. On 13/12 DA-40 PH-FLD was noted arriving from Lelystad and on the 30<sup>th</sup> PA-28R SX-AJM arrived from Sandtoft to pick up fuel. Visitors:- 2/12 G-ELZN PA-28; 4/12 G-CCFR DA.40; 11/12 G-ARFB PA-22; 14/12 G-PKRJ Citation XL(f. Coventry); 16/12 G-JJPJ F.172N(t. Derby); 20/12 G-OMRH Citation Bravo; 30/12 G-BDOG Bulldog.

**Hibaldstow:-** Dornier 28 HA-ACL returned from lease at Weston-on-the-Green on 9/12 with C.172N G-CDDK arriving to collect the pilot and return him to Weston.

**Humberside:-** The helicopter fleet was busy ferrying people home from the Rigs for Christmas and was supplemented by Dauphins OO-NHC, OO-NHU(Arrived from Ostend 23/12) and OO-NHZ towards the end of the month. Following the tragic loss of Dauphin G-BLUN in Morecambe bay sister ship G-BLUM arrived from Blackpool on 29/12, passing 3 miles South of LBA at 1625 flying at 2000'. Visitors:- 4/12 VP-CRB Lear Jet 60(Also 13/12); 14/12 N593CD SR.22; 18/12 G-CCPW Jetstream 31("Vannin 302", LBA div); 21/12 N468AB Gulfstream 550.

**Leeming:-** On 18/12 PA-28 G-BTAW diverted in after hitting bad weather while enroute from Bristol to Durham/Tees Valley. Incidentally, Cessna 402 G-NOSE("Atlantic 10") operated its regular flight to Conningsby on Christmas day.

**Linton-on-Ouse:-** An interesting arrival here on 17/11 was Hunter F.58 G-HHAE, the former Swiss Air Force machine(J-4066). The aircraft arrived from Scampton and stayed until 12/12 during which



time it had an upper surface respray and became ZZ190 and, along with sister-ship ZZ191(ex. G-HHAD), will be operated by FR Aviation of Bournemouth for aerial threat simulation and target towing. PA-31 G-ONPA arrived here early morning on the 7<sup>th</sup> from Gloucester to operate a charter to Cork.

**Kirkbymoorside:-** On 2/12 T.67M G-BNSP arrived from Netherthorpe for maintenance with RV.8 G-LEXX arriving to pick up the pilot.

**Mt. Airey:-** Cessna 182RG N409SA was noted visiting on the 13<sup>th</sup>, f/t Ronaldsway.

**Netherthorpe:-** Noted flying for the first time on 30/12 was RV.9A G-CDZD, which has been recently completed. Visitors:- 17/12 G-PETH PA-24; 27/12 G-HIEL R.22B, G-GACB R.44.

**Rufforth:-** Skyservice King Air 200 OO-SKM was an early arrival on the 11<sup>th</sup> when it arrived from Brussels at 0800. Visitors:- 1/12 G-CTWW PA-34("Clifton 77"); 2/12 G-APUZ PA-24, G-IORG R.22B.

**Sandtoft:-** The R.22B G-DAAM has just been reregistered to a new owner in Scunthorpe so can be assumed to be a permanent resident. The usual monthly visit by Malibu N9275Y took place on 2/12 when it arrived from Haverfordwest while on the 9<sup>th</sup> C.177RG N278SA arrived from Gloucester. On the 16<sup>th</sup> SR.20 N203CD was noted visiting from Manchester and later in the day Gazelle HA-LFM dropped in. The 17<sup>th</sup> saw upwards of 50 visitors for the annual Christmas lunch fly-in, including Aviat Husky N49BH, which arrived from a strip near Lichfield along with 16 microlights! Visitors:- 2/12 G-CCVL Zodiac, G-FWBH PA-28R(f. New York, Lincs), G-BFVG PA-28, G-AVYL PA-28, G-BXLS Koliber; 6/12 G-ATML F.150F, G-BRBY R.22B(f. Teesside), G-MILI Jet Ranger; 8/12 G-JIVE Hughes 369E (Training), G-ARFB PA-22, G-BTMR C.172N; 9/12 G-CTCG DA-42 (f. Denham), G-CDAP EV.97, G-BBSA AA-5; 10/12 G-CDKR DA-42, G-WAVT Robin 2160(t. Wellesbourne), G-AZFI PA-28R; 16/12 G-LBRC PA-28RT(f. Wolverhampton), G-KCIN DR.400(f. Elstree), G-MICK F.172N, G-ROLY F.172M, G-WAVS PA-28, G-BGAX PA-28; 17/12 G-BRVZ Jodel D.117, G-ARRS Emeraude, G-CDME RV.7, G-BAFP DR.400; 18/12 G-GERY Glastar; 30/12 G-SEVE F.172N.

**Sheffield:-** Is the airport closing or not, that is the question? An article in the latest issue of Airports magazine suggests that a study on the economic viability of the airport by York Aviation concluded that, "the closure of the airport in 2007 is almost inevitable due to a number of factors, namely nearby competing airports and the lack of viable air traffic". This was reinforced recently when BBC Look North televised a short article on their evening broadcast reporting that the airport will close this spring and the runway dug up. However, just adding more detail to our report last month, according to our sources the stake Peel Holdings have in the airport will be transferred to Longmint Aviation, part of the Longmint Group in the United States, at midnight on the 31<sup>st</sup> of March 2007. Longmint Aviation is an amalgamation of five other companies, Total Air Management, who are already well established at the airport with helicopter maintenance facilities and a helicopter fleet, along with Sterling Aviation of Norwich, Fast Helicopters, Skydrift Ltd and Proudale Ltd and they have plans for expanding operations from the facility. So it would seem the airport will continue for the foreseeable future but stay tuned for more updates as they come in! Joining the ever growing list of residents this month is Cessna 152 G-BOGC. Once again Skyservice were in evidence this month, King Air 200 OO-SKM arriving from Brussels early on the 2<sup>nd</sup> and again on the 18<sup>th</sup>. On the 4<sup>th</sup> Pilatus PC-12 N660WB spent the day here, visiting from Weston, Dublin while on the 11<sup>th</sup> Leeds based Duke N322RJ called to collect a passenger enroute to Denham. On 14/12 Cessna 340A N8702K arrived from North Weald for a short stay before heading to Southampton and A.109E N449J called for fuel while on one of its' regular trips to Barnsley. The 20<sup>th</sup> saw Cessna 421C N60GM and Citation Bravo G-KDMA both divert in due fog at Gamston while King Air 90 D-IFHI of Eifel Air arrived from Dusseldorf on 21/12 for an overnight stay before heading home. Finally Lancair 350 N350DG was noted arriving from Blackpool on the 27<sup>th</sup>. Visitors:- 2/12 G-CBEZ DR.400(f. Turweston), G-BXYK Schweizer 269(t. Carlisle), G-ARWS C.172C; 9/12 G-JBSP Jabiru; 13/12 G-GBRU Jet Ranger(Training), G-JAJK PA-31("Causeway 999A"), 17/12 G-RACY C.182S; 18/12 G-NTWK Twin Squirrel ("Osprey 63", based until end of month); 22/12 G-FSEU King Air 200("Clifton 61", f. Le Bourget); 24/12 G-BICS Robin 2160(f. Bembridge); 29/12 G-ISSY Eurocopter EC.120B("Omega 12", from Bury St. Edmunds); 30/12 G-FRYI King Air 200("Lonex 494Y", f/t Stapleford, for Sheffield Utd. - Arsenal match)

**Sherburn:-** Resident R.44 G-DGHD has now left for new owners in South Yorkshire and will be replaced by Bell 407 N775SB, which arrived at Leeds/Bradford in late December and will move here in the New Year. Regular visiting PA-28 N81188 was noted on the 2<sup>nd</sup>, arriving from its' base at Charlton Park. Visitors:- 1/12 G-WAIR PA-32, G-WARK Schweizer 269C; 2/12 G-APYN PA-22, G-BEOH PA-28, G-BMLK Grob 109, G-GFIA C.152; 4/12 G-BBCS DR.400; 7/12 G-BLDG Pawnee; 9/12 G-VIVS PA-28(t. Carlisle); 16/12 G-BVVH Europa, G-BXTD Europa (f. Hucknall), G-MICK F.172N, G-BEIP

PA-28, G-BPOM PA-28, G-SOBI PA-28, G-LOCO R.44, G-CEV C.182S; 17/12 G-AZCN Pup(f. Derby), G-BYTI PA-24, G-BZUL Jabiru; 19/12 G-ILTS PA-32(Fadmoor div, n/s to Whiterashes, Aberdeen); 27/12 G-OPUB T.67M; 30/12 G-BTWF Chipmunk; 31/12 G-HIVE C.152.

**Sturgate:-** Noted visiting on 2/12 was Netherthorpe based PA-24 N61970 while on 8/12 PA-28R SX-AJM arrived from Sandtoft. Visitors:- 2/12 G-BPXA PA-28; 4/12 G-BRNN C.152; 8/12 G-PETH PA-24; 9/12 G-IFLI AA-5, G-CBEI PA-22; 13/12 G-EEJE PA-31; 16/12 G-BIOW T.67; 17/12 G-CUBJ PA-18.

**Sutton Bank:-** A visitor noted here on the 9<sup>th</sup> was Fournier RF-4 G-AWGN.

**Wickenby:-** Jet Provost T.5A XW419 has left by road to High Wycombe on the first leg of a trip to the USA. Gamston based PA-32 N88NA was noted visiting on 7/12 along with Commander 114 G-ZIPA.

Others:- 9/12 G-IDII DR.107(f. Leicester), G-UZUP EV.97, G-DGHD R.44; 16/12 G-BWJH Europa.

**Wombledon:-** The Cessna 182S G-CEV, which has just been registered to York owners appears to be living here.

## OVERFLIGHTS

02/12	N575GM	TB.20 Trinidad	Cambridge – Blackpool(8 S/W LBA 1017 @ 3000')
	XA-SOL	CL.604 Challenger	Overhead Leeds 1240 @ 35000', enroute Goose Bay
07/12	G-ZZSD	EC.225LP	Over Hull 1411 @ 2500', delivery to Aberdeen
09/12	N8UZ	Lancair LC.42RG	24 N/W Toppa 1145 @ 11500', delivery to Egelsbach
14/12	N78HR	Columbia 400	Oxford – Perth(York 0931 @ 4500')
19/12	C-FBDR	Global Express	Over Leeds 1500 @ 43000' enroute Montreal
	N2CC	Falcon 2000EX	Over Leeds 1545 @ 40000' enroute Minneapolis
27/12	N352CM	PA-46 Malibu	Over POL 1310 @ 15000', off Durham/Tees
28/12	N741CD	Cirrus SR.20	Over Hull 1232 @ 5500' enroute to Lelystad
29/12	N565F	Gazelle	Belfast City – Nr.Norwich(POL 1521 @ 1500')
30/12	N147LK	Cirrus SR.22	Blackbushe – Edinburgh(York 1139 @ 3000')

I have included the three bizjets in the listing above as they were clearly visible trailing overhead.



## LBIA MOVEMENTS AND REVIEW DECEMBER 2006

### 01 Friday

G-JEDW	DHC-8 400	0745 0835	G-JEDL	DHC-8 400	0800 0845
G-PLAJ	Jetstream 31	0818 0847	G-WOWA	DHC-8 300	0826 0900
G-CDZM	Boeing 737/800	0856 1217	G-DBCD	Airbus 319	0931 1056
PH-OFB	Fokker 100	0937 1046	EI-DLV	Boeing 737/800	1017 1052
G-BZTG	PA-34 Seneca	1049 1455	EI-REH	ATR.72/200	1129 1224
G-JECJ	DHC-8 400	1146 1221	G-ZAPM	Boeing 737/300	1238 1319
EI-DCL	Boeing 737/800	1332 1416	G-DBCD	Airbus 319	1329 1514
G-WOWC	DHC-8 300	1342 1423	G-JEDI	DHC-8 400	1408 1459
CS-DFK	Falcon 2000EX	1425 1612	CS-DRP	Hawker 800XPi	1441 1547
G-JECJ	DHC-8 400	1518 1559	EI-REB	ATR.72/200	1527 1614
PH-OFG	Fokker 100	1600 1707	G-OEBJ	C.525 Citationjet	1630 1832
G-OOGS	GA-7 Cougar	1634 1715	G-PLAJ	Jetstream 31	1731 1829
G-DBCD	Airbus 319	1806 1855	CS-DRK	Hawker 800XPi	1809 0738(02)
G-JECP	DHC-8 400	1954 2047	G-WOWD	DHC-8 300	2008 2042
PH-OFH	Fokker 100	2110 0623(02)	G-JEDJ	DHC-8 400	2130 2215
G-CDZM	Boeing 737/800	2136 2328	EI-DLV	Boeing 737/800	2156 2240
G-WENA	Twin Squirrel	2200 0923(03)	G-DBCG	Airbus 319	2235 0733(04)
G-THOK	Boeing 737/300	2237 0516(02)			

### 02 Saturday

G-JECO	DHC-8 400	0756 0823	G-SUEW	Airbus 320	0759 0856
G-JECP	DHC-8 400	0805 0844	G-JBIZ	C.550 Citation 2	0929 1007



PH-KLE	Fokker 100	0939 1036	G-WOWD	DHC-8 300	0954 1032
G-ONAL	King Air 200	0956 1041	N877H	CL.604 Challenger	0958 1502(03)
EI-DPB	Boeing 737/800	1010 1047	G-JECI	DHC-8 400	1140 1222
G-CCPW	Jetstream 31	1254 1340	G-JECI	DHC-8 400	1451 1545
G-BYAN	Boeing 757	1507 1633	EI-DAZ	Boeing 737/800	1607 1647
PH-OFF	Fokker 100	1652 1733	PH-KLE	Fokker 100	2103 0630(03)
G-THOK	Boeing 737/300	2311 1401(03)			

### 03 Sunday

PH-KLI	Fokker 100	0940 1042	G-JEDU	DHC-8 400	1138 1217
G-JEDV	DHC-8 400	1357 1429	G-JEDU	DHC-8 400	1453 1547
PH-OFK	Fokker 100	1606 1741	N90704	AA-5A Tiger	1640 1418(04)
EI-DPB	Boeing 737/800	1713 1823	G-JEDT	DHC-8 400	1903 1952
G-CCPW	Jetstream 31	1918 2008	G-JEDV	DHC-8 400	2001 2042
G-WOWD	DHC-8 300	2019 2056	CS-DNL	Hawker 800XP	2102 1305(04)
PH-KLG	Fokker 100	2114 0625(04)	EI-DHA	Boeing 737/800	2320 0008(04)

### 04 Monday

G-JEDJ	DHC-8 400	0748 0826	G-JECP	DHC-8 400	0803 0853
G-CCPW	Jetstream 31	0828 0857	G-WOWA	DHC-8 300	0831 0901
PH-KLI	Fokker 100	0952 1053	G-DBCG	Airbus 319	1004 1121
EI-DLE	Boeing 737/800	1023 1105	G-CBEE	PA-28R Arrow	1049 1412
G-XLMB	C.560 Citation XL	1122 1141	EI-REA	ATR.72/200	1136 1224
G-JEDK	DHC-8 400	1151 1236	CS-DHP	Citation Bravo	1253 1447
EI-DHX	Boeing 737/800	1314 1353	G-WOWD	DHC-8 300	1344 1425
G-DBCG	Airbus 319	1359 1519	G-JEDV	DHC-8 400	1410 1457
G-VIPI	Hawker 800B	1453 1604	G-JEDK	DHC-8 400	1523 1600
PH-KZI	Fokker 70	1554 1655	N64VB	Be.58 Baron	1640 1222(05)
G-CCPW	Jetstream 31	1718 1801	G-DBCG	Airbus 319	1750 1933
G-JEDT	DHC-8 400	1849 1925	G-JEDV	DHC-8 400	1929 2007
G-WOWC	DHC-8 300	1954 2028	EI-REE	ATR.72/200	2014 2118
PH-OFF	Fokker 100	2105 0625(05)	G-DBCG	Airbus 319	2201 0722(05)
EI-DLE	Boeing 737/800	2207 2248			

### 05 Tuesday

G-JECG	DHC-8 400	0756 0838	G-JEAY	BAe 146/200	0808 0856
G-WOWB	DHC-8 300	0824 0901	D-CSAL	SA.227 Metroliner	0834 0906
G-DBCG	Airbus 319	1001 1114	EI-CTB	Boeing 737/800	1004 1052
CS-DNP	Falcon 2000	1105 1206	G-JECJ	DHC-8 400	1138 1215
PH-OFL	Fokker 100	1231 1326	EI-CSS	Boeing 737/800	1258 1335
G-WOWC	DHC-8 300	1340 1424	G-JEDI	DHC-8 400	1402 1450
G-JECJ	DHC-8 400	1501 1545	G-DBCG	Airbus 319	1506 1541
PH-OFL	Fokker 100	1621 1706	N66DN	Lear Jet 45	1635 0915(07)
G-CCPW	Jetstream 31	1727 1807	G-JECP	DHC-8 400	1844 1928
G-DBCG	Airbus 319	1850 1943	G-JEDI	DHC-8 400	1925 2010
G-WOWA	DHC-8 300	1946 2019	PH-OFL	Fokker 100	2100 0626(06)
EI-CTB	Boeing 737/800	2150 2228	G-DBCG	Airbus 319	2255 0708(06)
G-ORJA	King Air B.200	2328 0014(06)			

### 06 Wednesday

G-JECG	DHC-8 400	0758 0832	G-CCPW	Jetstream 31	0819 0853
G-WOWC	DHC-8 300	0830 0902	G-DBCG	Airbus 319	0938 1106
PH-KLE	Fokker 100	0942 1050	G-CDZM	Boeing 737/800	1013 1132
EI-CTB	Boeing 737/800	1019 1104	EI-REH	ATR.72/200	1123 1202
G-JEDU	DHC-8 400	1140 1217	G-JEAK	BAe 146/200	1148 1226
CS-DNY	C.560 Citation XL	1158 1602	EI-DHA	Boeing 737/800	1255 1328
G-WOWA	DHC-8 300	1343 1417	G-DBCG	Airbus 319	1349 1514
G-JECG	DHC-8 400	1440 1519	G-JEDU	DHC-8 400	1511 1544
EI-BYO	ATR.42/300	1524 1605	PH-OFF	Fokker 100	1550 1659
G-CCPW	Jetstream 31	1732 1808	G-DBCG	Airbus 319	1746 1854



G-VIPI	Hawker 800B	1826 1851	G-JEDP	DHC-8 400	1839 1922
G-WOWE	DHC-8 300	1938 2010	G-CDZM	Boeing 737/800	2059 0615(07)
PH-KLE	Fokker 100	2112 0620(07)	G-DBCG	Airbus 319	2133 0732
G-JECF	DHC-8 400	2149 2231	EI-CTB	Boeing 737/800	2153 2237

#### 07 Thursday

G-JECJ	DHC-8 400	0759 0837	G-JEDL	DHC-8 400	0810 0909
G-CCPW	Jetstream 31	0827 0858	G-WOWA	DHC-8 300	0825 0902
D-BUSY	CL.600 Challenger	0906 1044	PH-OFK	Fokker 100	0955 1056
EI-DCC	Boeing 737/800	1003 1100	G-DBCG	Airbus 319	1012 1319
G-SFCJ	C.525 Citationjet	1035 1128	G-JEDK	DHC-8 400	1149 1231
CS-DFS	C.560 Citation XLS	1229 0935(08)	EI-DPB	Boeing 737/800	1257 1346
EC-INZ	Airbus 320	1349 1511	G-JECF	DHC-8 400	1258 1448
G-WOWE	DHC-8 300	1424 1507	G-JEDK	DHC-8 400	1505 1550
PH-KLG	Fokker 100	1613 1712	G-CCPW	Jetstream 31	1721 1829
G-OOBJ	Boeing 757	1807 1734(08)	G-DBCD	Airbus 319	1811 1954
N400J	Gulfstream 4SP	1823 1639(08)	G-JEDP	DHC-8 400	1849 1930
G-JECF	DHC-8 400	1927 2017	G-WOWC	DHC-8 300	2015 2046
N66DN	Lear Jet 45	2042 2113	PH-KLG	Fokker 100	2122 0614(08)
G-DBCD	Airbus 319	2225 0713(08)	EI-DCJ	Boeing 737/800	2224 2315

#### 08 Friday

G-OOBF	Boeing 757	0723 0831	G-JECG	DHC-8 400	0801 0836
G-WOWE	DHC-8 300	0829 0903	PH-KLE	Fokker 100	0941 1057
G-JEBD	BAe 146/300	0944 1026	G-DBCD	Airbus 319	0948 1108
G-JIVE	Hughes 369E	1039 1136	EI-CSD	Boeing 737/800	1043 1123
G-CDZM	Boeing 737/800	1054 1212	EI-REH	ATR.72/200	1136 1227
G-JEDK	DHC-8 400	1139 1221	G-AYZE	Twin Comanche	1224 1544
G-LFSK	PA-28 Warrior	1228 1309	G-KDMA	Citation Bravo	1257 1326
G-WOWC	DHC-8 300	1336 1423	G-DBCD	Airbus 319	1341 1524
G-TVIP	Cessna 404	1357 1040(09)	EI-DAZ	Boeing 737/800	1405 1444
G-JECF	DHC-8 400	1433 1513	CS-DFK	Falcon 2000EX	1457 1704
G-EDCK	C.525 Citationjet	1504 1613	G-JIVE	Hughes 369E	1520 1529
G-JEDK	DHC-8 400	1534 1610	EI-REG	ATR.72/200	1537 1622
G-FIBS	Squirrel	1548 1615	PH-KLG	Fokker 100	1551 1712
G-BFYM	PA-28 Warrior	1701 1743	G-CCPW	Jetstream 31	1726 1808
G-DBCD	Airbus 319	1749 1908	G-ORTH	King Air E.90	1821 1727(09)
G-JEDL	DHC-8 400	1848 1935	G-JECF	DHC-8 400	1930 2009
G-WOWA	DHC-8 300	1938 2014	PH-KLG	Fokker 100	2104 0618(09)
G-CDZM	Boeing 737/800	2133 2308	G-DBCI	Airbus 319	2156 1920(10)
EI-CSD	Boeing 737/800	2217 2253	G-OOBF	Boeing 757	2239 0805(09)

#### 09 Saturday

G-JECJ	DHC-8 400	0816 0903	G-JEDI	DHC-8 400	0915 0949
PH-OFB	Fokker 100	0942 1045	G-WOWA	DHC-8 300	0951 1020
EI-DCL	Boeing 737/800	1019 1100	G-JEDV	DHC-8 400	1136 1214
G-CCPW	Jetstream 31	1254 1330	G-BYAI	Boeing 757	1518 1643
G-JIVE	Hughes 369E	1526 1551	PH-OFF	Fokker 100	1548 1709
G-JEDV	DHC-8 400	1600 1629	EI-DLS	Boeing 737/800	1608 1646
PH-OFA	Fokker 100	2051 0617(10)	G-OOBF	Boeing 757	2305 0745(10)

#### 10 Sunday

PH-OFD	Fokker 100	0929 1039	CS-DRL	Hawker 800XPi	1105 1309
G-SMJJ	Cessna 414A	1142 1824(12)	G-JECP	DHC-8 400	1147 1224
EI-CSB	Boeing 737/800	1221 1301	D-BUSY	CL.600 Challenger	1225 1313
EI-REG	ATR.72/200	1322 1414	G-JECO	DHC-8 400	1349 1428
EI-REH	ATR.72/200	1411 1510	G-JECP	DHC-8 400	1508 1546
D-ITAN	C.525 Citationjet	1528 1621	G-PLAJ	Jetstream 31	1535 1601
PH-KLG	Fokker 100	1605 1721	G-KDMA	Citation Bravo	1653 1715
G-WENA	Twin Squirrel	1701 1354(11)	G-TBEA	C.525 Citationjet	1803 1836

G-XLMB	C.560 Citation XL	1805 1937	G-JECN	DHC-8 400	1856 1934
G-JECO	DHC-8 400	1928 2004	G-WOWE	DHC-8 300	1954 2033
HB-IHQ	Global Express	2011 1726(11)	PH-OFF	Fokker 100	2116 0654(11)
EI-DHT	Boeing 737/800	2157 2255	G-CPEP	Boeing 757	2205 2304
G-DBCB	Airbus 319	2219 0717(11)			

#### 11 Monday

G-JECF	DHC-8 400	0750 0830	G-PLAJ	Jetstream 31	0815 0849
G-JECN	DHC-8 400	0822 0909	G-WOWA	DHC-8 300	0829 0904
N50VC	C.525 Citationjet	0940 0917(12)	D-IETZ	C.525 Citationjet	0942 1136
PH-OFB	Fokker 100	0951 1047	G-DBCB	Airbus 319	0955 1125
EI-DHI	Boeing 737/800	1029 1108	G-JECP	DHC-8 400	1146 1220
EI-REH	ATR.72/200	1157 1238	G-FIBS	Squirrel	1245 1405
CS-DNL	Hawker 800XP	1255 1401	N719EL	Beechjet 400A	1259 1313
EI-DCL	Boeing 737/800	1335 1411	G-WOWE	DHC-8 300	1352 1432
G-JEDO	DHC-8 400	1408 1446	G-DBCB	Airbus 319	1413 1530
G-JECP	DHC-8 400	1504 1530	G-FIBS	Squirrel	1507 1601
PH-KLE	Fokker 100	1556 1703	N64VB	Be.58 Baron	1607 1620
G-FIBS	Squirrel	1623 1300(13)	G-PLAJ	Jetstream 31	1716 1807
N719EL	Beechjet 400A	1742 1744	G-DBCB	Airbus 319	1756 1848
G-EMHH	Twin Squirrel	1830 1845	EI-REI	ATR.72/200	1835 1915
G-JECE	DHC-8 400	1837 1921	G-JEDO	DHC-8 400	1926 2000
G-WOWB	DHC-8 300	2017 2048	G-JCJB	Sikorsky S.76B	2018 0732(12)
PH-KLE	Fokker 100	2104 0740(12)	G-DBCB	Airbus 319	2121 0709(12)
G-EMHH	Twin Squirrel	2124 2131	EI-DHI	Boeing 737/800	2152 2229

#### 12 Tuesday

G-EYES	Cessna 402C	0728 0729	G-JECG	DHC-8 400	0803 0840
G-ONAL	King Air 200	0805 0846	G-JEDV	DHC-8 400	0811 0859
G-WOWE	DHC-8 300	0822 0901	G-PLAJ	Jetstream 31	0825 0904
PH-KLD	Fokker 100	0945 1052	G-DBCB	Airbus 319	0949 1105
EI-DHR	Boeing 737/800	1010 1050	N64VB	Be.58 Baron	1112 1152
G-JECI	DHC-8 400	1134 1220	EI-DCJ	Boeing 737/800	1255 1334
G-WOWB	DHC-8 300	1337 1414	G-DBCB	Airbus 319	1356 1514
G-JECF	DHC-8 400	1411 1445	G-JECI	DHC-8 400	1519 1549
PH-OFL	Fokker 100	1622 1719	473	C-130H Hercules	1658 0728(14)
G-PLAJ	Jetstream 31	1701 1759	G-ONAL	King Air 200	1728 1751
G-DBCB	Airbus 319	1832 2116	G-JEDU	DHC-8 400	1850 1924
G-JECF	DHC-8 400	1927 2005	G-WOWA	DHC-8 300	2002 2034
PH-OFL	Fokker 100	2107 0646(13)	EI-DHR	Boeing 737/800	2144 2215
G-MIDP	Airbus 320	2302 0708(13)			

#### 13 Wednesday

G-JECG	DHC-8 400	0801 0833	G-JECE	DHC-8 400	0813 0851
G-PLAJ	Jetstream 31	0816 0848	G-WOWB	DHC-8 300	0827 0900
PH-OFG	Fokker 100	0942 1038	G-MIDP	Airbus 320	0949 1055
EI-DHA	Boeing 737/800	1006 1044	G-CDZM	Boeing 737/800	1059 1219
EI-REI	ATR.72/200	1125 1222	G-JEDK	DHC-8 400	1137 1225
G-EYES	Cessna 402C	1211 1215	EI-DAN	Boeing 737/800	1303 1346
G-WOWA	DHC-8 300	1334 1415	G-MIDP	Airbus 320	1343 1515
G-FIBS	Squirrel	1402 1506	G-JEDO	DHC-8 400	1448 1520
G-JEDK	DHC-8 400	1524 1603	G-FIBS	Squirrel	1538 1540
PH-OFH	Fokker 100	1548 1708	EI-CVR	ATR.42/300	1648 1734
G-PLAJ	Jetstream 31	1721 1806	G-WOWE	DHC-8 300	1934 2014
G-JEDO	DHC-8 400	1947 2023	PH-OFJ	Fokker 100	2105 0628(14)
G-DBCA	Airbus 319	2158 0732(14)	EI-DHA	Boeing 737/800	2215 2251

#### 14 Thursday

G-JEDO	DHC-8 400	0807 0846	G-PLAJ	Jetstream 31	0823 0856
G-JECE	DHC-8 400	0828 0906	G-WOWA	DHC-8 300	0830 0908



PH-OFL	Fokker 100	0933 1123	G-DBCA	Airbus 319	0958 1112
EI-DLM	Boeing 737/800	1038 1134	G-JECI	DHC-8 400	1141 1218
N64VB	Be.58 Baron	1254 1325	EI-DHD	Boeing 737/800	1313 1356
G-WOWE	DHC-8 300	1328 1415	EC-INZ	Airbus 320	1352 1513
CS-DNQ	Falcon 2000	1402 1600	G-JECH	DHC-8 400	1405 1447
G-DBCA	Airbus 320	1407 1530	G-JECI	DHC-8 400	1509 1546
PH-OFK	Fokker 100	1556 1725	G-PLAJ	Jetstream 31	1721 1802
G-DBCA	Airbus 319	1805 1848	G-BOJK	PA-34 Seneca	1902 1605(15)
G-JECH	DHC-8 400	1924 2023	G-WOWB	DHC-8 300	1936 2010
G-JEDL	DHC-8 400	1941 2025	HB-IGM	Gulfstream 550	2049 0817(15)
PH-OFD	Fokker 100	2058 0623(15)	G-DBCA	Airbus 319	2140 0710(15)
EI-DLE	Boeing 737/800	2204 2234	G-BVMA	King Air 200	2225 2246

#### 15 Friday

G-CDZH	Boeing 737/800	0556 1215	G-BVMA	King Air 200	0705 0728
G-JEDO	DHC-8 400	0800 0844	N900NS	Falcon 900EASy	0806 1355
G-JECE	DHC-8 400	0810 0851	G-WOWA	DHC-8 300	0813 0846
G-PLAJ	Jetstream 31	0825 0900	N66DN	Lear Jet 45	0832 0928
G-FIBS	Squirrel	0931 0953	G-DBCA	Airbus 319	0937 1059
PH-OFE	Fokker 100	0957 1104	EI-CSB	Boeing 737/800	1023 1110
G-GAFT	PA-44 Seminole	1124 1341	EI-REI	ATR.72/200	1133 1221
G-JEDM	DHC-8 400	1136 1218	EI-DAJ	Boeing 737/800	1330 1408
G-WOWB	DHC-8 300	1340 1419	G-DBCA	Airbus 319	1351 1511
G-JECH	DHC-8 400	1440 1516	G-TKNT	Agusta A.109A	1451 1636
G-JEDM	DHC-8 400	1549 1639	PH-OFK	Fokker 100	1602 1738
G-PLAJ	Jetstream 31	1723 1810	G-REDS	C.560 Citation XL	1745 1808
G-DBCA	Airbus 319	1805 1851	G-JECN	DHC-8 400	1838 1935
EI-REF	ATR.72/200	1842 1923	G-JECH	DHC-8 400	1932 2014
G-WOWE	DHC-8 300	1949 2023	PH-OFG	Fokker 100	2119 0652(16)
G-CDZH	Boeing 737/800	2148 0618(16)	EI-CSB	Boeing 737/800	2209 2253
G-DBCI	Airbus 319	2213 0728(16)			

#### 16 Saturday

G-OOAX	Airbus 320	0054 0810	G-BYAA	Boeing 767/200	0546 0732
G-JEDI	DHC-8 400	0754 0829	G-JECE	DHC-8 400	0805 0849
G-PMAX	PA-31 Chieftain	0845 n/s+	G-TBEA	C.525A Citationjet	0923 1803(17)
G-WOWE	DHC-8 300	0936 1010	PH-OFE	Fokker 100	0952 1049
EI-DLG	Boeing 737/800	1003 1134	G-JEDK	DHC-8 400	1149 1231
G-OECM	Commander 114B	1153 1237	G-BFDO	PA-28R Arrow	1209 1517(17)
G-STRH	Boeing 737/700	1248 1400	G-PLAJ	Jetstream 31	1252 1321
G-FIBS	Squirrel	1341 1409	G-HTRL	PA-34 Seneca	1342 0802(17)
G-BYAT	Boeing 757	1502 1717	G-JEDK	DHC-8 400	1508 1556
D-IDRF	King Air 200	1521 1104(17)	PH-KLI	Fokker 100	1614 1712
EI-CSS	Boeing 737/800	1626 1702	N66DN	Lear Jet 45	1720 1736
PH-OFG	Fokker 100	2101 0626(17)	G-DBCI	Airbus 319	2212 1854(17)

#### 17 Sunday

PH-MPF	Airbus 320	0941 1038	EI-CSA	Boeing 737/800	0947 1059
G-JEDK	DHC-8 400	1155 1228	G-XLMB	C.560 Citation XL	1203 1246
G-TKNT	Agusta A.109A	1327 1419	EI-REE	ATR.72/200	1333 1416
G-JEDT	DHC-8 400	1405 1444	EI-REH	ATR.72/200	1409 1506
G-CJAD	C.525 Citationjet	1512 1319(26)	CS-DRL	Hawker 800XPi	1526 1655
G-JEDK	DHC-8 400	1544 1631	G-PLAJ	Jetstream 31	1547 1618
PH-OFL	Fokker 100	1601 1709	G-BXKB	Airbus 320	1839 1941
G-JECF	DHC-8 400	1935 2004	G-WOWB	DHC-8 300	1938 2012
G-JEDU	DHC-8 400	1953 2026	PH-OFE	Fokker 100	2058 0629(18)
G-DBCD	Airbus 319	2119 0711(18)	EI-CSJ	Boeing 737/800	2204 2243

#### 18 Monday

N64VB	Be.58 Baron	0653 0727	EI-DLR	Boeing 737/800	1013 1054
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PH-KLI	Fokker 100	1029 1135	G-JEDK	DHC-8 400	1202 1251
EI-DLK	Boeing 737/800	1326 1402	G-WOWB	DHC-8 300	1336 1421
G-DBCB	Airbus 319	1341 1518	G-BVMA	King Air 200	1343 1604
G-JEDI	DHC-8 400	1417 1459	G-JEDK	DHC-8 400	1520 1556
EI-BYO	ATR.42/300	1535 1615	PH-OFI	Fokker 100	1708 1825
G-CEAC	Boeing 737/200	1733 0801(19)	G-PLAJ	Jetstream 31	1737 1808
N66DN	Lear Jet 45	1740 1119(19)	G-DBCB	Airbus 319	1744 1838
G-JECI	DHC-8 400	1849 1932	G-JEDI	DHC-8 400	1948 2030
G-WOWA	DHC-8 300	1951 2025	EI-MAX	Lear Jet 31A	1958 1135(20)
G-OLDK	Lear Jet 45	2003 1400(19)	G-DBCB	Airbus 319	2126 0854(19)
PH-OFI	Fokker 100	2137 0643(19)	EI-DLK	Boeing 737/800	2210 2238

#### 19 Tuesday(Inbound diversions underlined)

EI-DAJ	Boeing 737/800	1029 1107	PH-OFA	Fokker 100	1254 1430
EI-CSA	Boeing 737/800	1304 1344	G-DBCB	Airbus 319	1346 1543
G-WOWA	DHC-8 300	1451 1524	G-JEDM	DHC-8 400	1636 1723
<u>EI-CSF</u>	Boeing 737/800	1702 1818	PH-OFB	Fokker 100	1718 1149(21)
G-PLAJ	Jetstream 31	1720 1758	G-DBCB	Airbus 319	1744 1951
<u>G-BTXG</u>	Jetstream 31	1917 0908(20)	<u>EI-DHH</u>	Boeing 737/800	1921 2036
<u>G-WOWE</u>	DHC-8 300	1935 2008	<u>OO-VLR</u>	Fokker 50	1956 0015(20)
<u>G-WOWA</u>	DHC-8 300	2012 2101	G-JECI	DHC-8 400	2032 2113
G-JECG	DHC-8 400	2039 2122	<u>G-MAJO</u>	Jetstream 41	2106 1635(20)
G-WOWC	DHC-8 300	2128 2159	PH-OFD	Fokker 100	2155 0639(20)
G-CEAC	Boeing 737/200	2207 0831(20)	EI-DCJ	Boeing 737/800	2226 2308
<u>G-BRYY</u>	DHC-8 300	2234 0951(20)	G-DBCB	Airbus 319	2244 0734(20)
<u>G-CCYH</u>	EMB 145	2250 0746(20)			

#### 20 Wednesday (Inbound diversions underlined)

G-STRH	Boeing 737/700	0703 0838	G-JEDI	DHC-8 400	0753 0822
G-PLAJ	Jetstream 31	0816 0903	G-WOWE	DHC-8 300	0834 0910
PH-OFH	Fokker 100	0942 1049	G-DBCB	Airbus 319	1005 0732(21)
G-CDZL	Boeing 737/800	1013 1138	G-SFCJ	C.525 Citationjet	1020 1127
EI-DAG	Boeing 737/800	1033 1105	<u>PH-LXP</u>	Fokker 50	1322 1454
EI-CPB	Boeing 737/800	1325 1454	N343RR	PA-46TP Malibu	1345 Res.
G-WOWC	DHC-8 300	1349 1429	EI-REE	ATR.72/200	1402 1442
G-JECG	DHC-8 400	1511 1835	N64VB	Be.58 Baron	1546 1654
EI-CVR	ATR.42/300	1549 1638	PH-KLI	Fokker 100	1552 1715
G-PLAJ	Jetstream 31	1736 1816	<u>G-CDEA</u>	SAAB 2000	2041 1324(21)
G-CDZL	Boeing 737/800	2048 1951(22)	G-JECI	DHC-8 400	2102 2207
PH-OFJ	Fokker 100	2113 0620(21)	<u>G-MAJB</u>	Jetstream 41	2125 1424(22)
EI-DAG	Boeing 737/800	2204 2234	G-CEAC	Boeing 737/200	2312 0804(21)

#### 21 Thursday (Inbound diversions underlined)

<u>G-MOOO</u>	Lear Jet 40	0125 1312	G-PLAJ	Jetstream 31	0824 0855
G-WOWD	DHC-8 300	0832 0903	G-JECJ	DHC-8 400	0859 0949(22)
<u>G-RJXE</u>	EMB 145	0932 1229	G-JEDI	DHC-8 400	0935 1028
PH-KLI	Fokker 100	0937 1106	EI-DAJ	Boeing 737/800	1151 1226
G-JEDM	DHC-8 400	1224 1310	EI-CSF	Boeing 737/800	1314 1403
<u>PH-LXT</u>	Fokker 50	1400 1902	EC-INZ	Airbus 320	1404 1543
G-WOWB	DHC-8 300	1406 1454	G-DBCB	Airbus 319	1413 1534
CS-DRD	Hawker 800XP	1426 1613	G-SFCJ	C.525 Citationjet	1540 1834(22)
G-JEDI	DHC-8 400	1553 1645	G-JEDM	DHC-8 400	1555 1642
PH-OFJ	Fokker 100	1602 1708	<u>N775SB</u>	Bell 407	1611 1213(02)
G-CCPW	Jetstream 31	1734 1813	<u>G-MAJE</u>	Jetstream 41	1804 1219(22)
G-WOWE	DHC-8 300	2003 2036	G-JEDI	DHC-8 400	2103 2135
<u>G-MAJC</u>	Jetstream 41	2157 1423(22)	PH-OFA	Fokker 100	2200 0628(22)
G-CEAC	Boeing 737/200	2216 0752(22)	EI-DAK	Boeing 737/800	2232 2254
<u>G-MAJO</u>	Jetstream 41	2249 1512(22)	G-DBCC	Airbus 319	2256 1215(22)



**22 Friday**

G-BYAA	Boeing 767/200	0648 1011	G-JECH	DHC-8 400	0743 0827
G-CCPW	Jetstream 31	0817 0857	G-WOWC	DHC-8 300	0826 0907
EI-DAG	Boeing 737/800	1040 1127	EI-REG	ATR.72/200	1337 1438
G-JEDI	DHC-8 400	1407 1458	G-DBCF	Airbus 319	1425 1646
CS-DKF	Gulfstream 5	1428 1559	EI-DLZ	Boeing 737/800	1501 1541
EI-BYO	ATR.72/300	1643 1725	G-CCPW	Jetstream 31	1727 1800
PH-OFI	Fokker 100	1744 1839	G-JEDI	DHC-8 400	1927 2005
G-WOWA	DHC-8 300	2032 2115	PH-OFF	Fokker 100	2120 0635(23)
G-CEAC	Boeing 737/200	2147 2348	EI-CSE	Boeing 737/800	2306 2354

**23 Saturday**

G-DBCG	Airbus 319	0113 0549	G-JEDI	DHC-8 400	0800 0840
G-JEDP	DHC-8 400	0834 0915	G-KDMA	Citation Ultra	0838 1005
PH-OFF	Fokker 100	1007 1128	G-WOWA	DHC-8 300	1014 1050
EI-DAK	Boeing 737/800	1016 1059	N900NS	Falcon 900EASy	1226 1421
G-PLAJ	Jetstream 31	1305 1341	OE-LVF	Fokker 100	1408 1538
G-BYAW	Boeing 757	1452 1624	G-KDMA	Citation Ultra	1458 1510
G-PLAJ	Jetstream 31	1535 1604	G-OOSI	Cessna 404	1541 1341(04)
PH-OFH	Fokker 100	1559 1659	EI-DLX	Boeing 737/800	1628 1709
G-WOWC	DHC-8 300	1735 1812	G-STRF	Boeing 737/700	2217 2347

**24 Sunday**

G-SFCJ	C.525 Citationjet	0933 1040	HB-JIB	MD-90	1008 1114
EI-DPB	Boeing 737/800	1039 1206	G-JEDV	DHC-8 400	1049 1132
G-JECH	DHC-8 400	1112 1148	PH-KLI	Fokker 100	1230 0734(26)
EI-REE	ATR.72/200	1348 1433	EI-REH	ATR.72/200	1404 1456
G-JEDV	DHC-8 400	1407 1442	G-PLAJ	Jetstream 31	1540 1608
G-WOWA	DHC-8 300	1542 1616	PH-JCH	Fokker 70	
1606 1657					
G-JECH	DHC-8 400	1642 1721	G-DBCG	Airbus 319	1645 1853
G-JECI	DHC-8 400	1735 1812	G-DBCG	Airbus 319	2130 0703(26)

**25 Monday(Closed All Day)****26 Tuesday**

G-DBCG	Airbus 319	0941 1107	SE-LIL	Metroliner	1025 1133
G-JECO	DHC-8 400	1137 1212	CS-DFC	Falcon 2000	1207 1419
EI-CSI	Boeing 737/800	1302 1356	G-DBCG	Airbus 319	1350 1510
G-JECH	DHC-8 400	1410 1457	G-JECO	DHC-8 400	1523 1600
N719EL	Beechjet 400A	1640 1704	G-JEDM	DHC-8 400	1846 1926
G-JECH	DHC-8 400	1923 1956	PH-OFL	Fokker 100	2056 0610(27)
G-DBCH	Airbus 319	2120 1110(27)	EI-DAK	Boeing 737/800	2149 2226
HB-IHQ	Global Express	2257 2335			

**27 Wednesday**

G-STRH	Boeing 737/700	0641 0752	G-JECG	DHC-8 400	0747 0832
G-JEDM	DHC-8 400	0803 0905	G-PLAJ	Jetstream 31	0820 0901
G-WOWD	DHC-8 300	0830 0909	G-CDZI	Boeing 737/800	1027 1144
EI-DLJ	Boeing 737/800	1049 1127	G-JEDU	DHC-8 400	1140 1223
N900NS	Falcon 900EASy	1147 1211	EI-REH	ATR.72/200	1238 1336
G-WOWC	DHC-8 300	1329 1412	G-DBCH	Airbus 319	1344 1517
EI-DHK	Boeing 737/800	1353 1437	G-JEDK	DHC-8 400	1418 1459
G-JEDU	DHC-8 400	1531 1615	PH-OFL	Fokker 100	1607 1725
EI-REA	ATR.72/200	1634 1717	G-PLAJ	Jetstream 31	1727 1809
G-DBCH	Airbus 319	1746 1844	G-JECJ	DHC-8 400	1838 1928
G-JEDK	DHC-8 400	1949 2023	G-CDZI	Boeing 737/800	2052 1223(29)
PH-OFK	Fokker 100	2114 0631(28)	G-WOWC	DHC-8 300	2127 2205
G-DBCH	Airbus 319	2132 0700(28)	EI-CSB	Boeing 737/800	2213 2305

**28 Thursday**

G-JECG	DHC-8 400	0753 0831	G-WOWB	DHC-8 300	0826 0909
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G-JEDJ	DHC-8 400	0829 0907	G-PLAJ	Jetstream 31	0859 0936
G-DBCH	Airbus 319	0941 1109	EI-DHM	Boeing 737/800	1041 1055
G-JECR	DHC-8 400	1142 1216	EI-DHO	Boeing 737/800	1318 1410
G-DBCH	Airbus 319	1342 1518	EC-JQP	Airbus 320	1348 1550
G-JECH	DHC-8 400	1412 1457	G-DBCH	Airbus 319	1744 1846
G-JEAS	BAe 146/200	1959 2047	G-WOWD	DHC-8 300	2025 2103
G-DBCH	Airbus 319	2129 1511(29)	PH-OFK	Fokker 100	2134 0624(29)
EI-DHO	Boeing 737/800	2150 2232			

### 29 Friday

OY-CEV	C.500 Citation 1	0634 0714	G-JEDO	DHC-8 400	0800 0848
G-WOWC	DHC-8 300	0824 0859	D-CSAL	Metroliner	0837 0912
N34RF	King Air C.90B	0929 0958	G-DBCB	Airbus 319	0946 1058
EI-DHM	Boeing 737/800	1034 1116	G-JECR	DHC-8 400	1132 1226
EI-REF	ATR.72/200	1136 1229	G-WOWB	DHC-8 300	1231 1314
EI-DHS	Boeing 737/800	1410 1458	G-JECG	DHC-8 400	1451 1531
G-JECR	DHC-8 400	1517 1558	PH-OFK	Fokker 100	1559 1712
EI-BYO	ATR.42/300	1602 1640	OY-CEV	C.500 Citation 1	1717 1759
G-CCPW	Jetstream 31	1729 1808	G-DBCH	Airbus 319	1749 1844
G-JECI	DHC-8 400	1908 1944	SE-LIL	Metroliner	1914 0807(31)
G-JEBB	BAe 146/300	1918 1957	G-WOWB	DHC-8 300	2035 2117
PH-OFB	Fokker 100	2102 0622(30)	G-JECG	DHC-8 400	2125 2159
G-DBCH	Airbus 319	2130 0508(30)	G-CDZI	Boeing 737/800	2152 2308
EI-DHM	Boeing 737/800	2215 2254			

### 30 Saturday

G-JECG	DHC-8 400	0804 0838	G-JEDN	DHC-8 400	0811 0857
CS-DRH	Hawker 800XPi	0821 0943	EI-DPB	Boeing 737/800	1010 1102
G-WOWB	DHC-8 300	1107 1145	G-JECR	DHC-8 400	1134 1207
G-FIBS	Squirrel	1218 1235	G-STRH	Boeing 737/700	1250 1403
G-CCPW	Jetstream 31	1253 1323	OE-LVL	Fokker 100	1428 1531
G-TBEA	C.525A Citationjet	1434 1606	G-JECR	DHC-8 400	1458 1854
G-BYAJ	Boeing 757	1506 1754	PH-OFI	Fokker 100	1551 1710
EI-DHK	Boeing 737/800	1624 1703	G-KDMA	Citation Ultra	1736 1759
G-STRH	Boeing 737/700	1922 2008	PH-KLD	Fokker 100	2109 0615(31)

### 31 Sunday

HB-JIB	MD-90	1003 1133	G-JECR	DHC-8 400	1029 1103
EI-DPE	Boeing 737/800	1039 1116	G-XLMB	C.560 Citation XL	1210 1229
G-JEDL	DHC-8 400	1333 1413	G-JECR	DHC-8 400	1342 1421
EI-REE	ATR.72/200	1415 1506	G-CCPW	Jetstream 31	1535 1602
G-WOWB	DHC-8 300	1603 1700	PH-OFK	Fokker 100	1613 1709
G-JEDO	DHC-8 400	1650 1722	G-JEDK	DHC-8 400	1730 1805
G-DBCH	Airbus 319	1807 0711(01)	PH-OFK	Fokker 100	2113 0617(01)

### OVERSHOOTS

01/12	XX308 Hawk("Red 7", 0935 and 1131)
07/12	ZF349 Tucano("LOP 19", 1403)
11/12	ZK452 King Air 200("Cranwell 72", 1159)
12/12	ZK454 King Air 200("Cranwell 45", 1101)
17/12	G-YPOL MD.902 Explorer("Police 42", 2034)

Trevor Smith





# LEEDS BRADFORD AIRLINE REPORT

**NOVEMBER 2006**

## INBOUND DIVERSIONS

Nil

## REGULAR FLIGHTS

IWD3450	ACE	02/EC-INZ	09/EC-INZ	16/EC-INZ	23/EC-INZ	30/EC-INZ
TOM4167	ALC	04/G-BYAT	11/G-BYAT	18/G-BYAT	25/G-BYAJ	
TOM5993	ACE	01/G-CDZM	08/G-CDZM	15/G-CDZM	22/G-BYAL	29/G-CDZM
TOM6163	TFS	03/G-CDZM	10/G-CDZM	17/G-CDZM	24/G-CDZH	

## OTHER FLIGHTS

01	<u>EI-REG</u>	AT72	REA672/673	f/t Galway -	
03	<u>G-OBYJ</u>	B763	TOM2712/741W	Al Ain - Bridgetown	Passenger Charter
03	<u>G-BYAB</u>	B762	TOM9004/9008	Luton - Manchester	
03	<u>G-JEBA</u>	B463	BEE416A/734	Birmingham - Belfast City	Lieu DH8
03	<u>G-MAJY</u>	JS41	EZE99Q/19Q	f/t Aberdeen n/s06	-
03	<u>G-JEBE</u>	B463	BEE733/417	Belfast City - Birmingham	Lieu DH8
06	<u>OY-JRI</u>	B190	ARW904/904P	f/t Paris Le Bourget	Passenger Charter
14	<u>G-JECP</u>	DH8	BEE643/643A	Exeter - Aberdeen	-
16	<u>D-CNAG</u>	SW4	FKI308/309	f/t Isle of Man	Lieu JXT JS31
18	<u>G-OBYJ</u>	B763	TOM7742/9752	Bridgetown - Birmingham	Passenger Charter
21	<u>EI-DPA</u>	B738	RYR15J/155	f/t Dublin -	
24	<u>D-CSAL</u>	SW4	FKI3008/309	f/t Isle of Man	Lieu JXT JS31
24	<u>EI-DPB</u>	B738	RYR156/157	f/t Dublin -	
25	<u>EI-DLZ</u>	B738	RYR152/153A	f/t Dublin -	
26	<u>G-MIDL</u>	A321	BMA4JL/2LJ	f/t Heathrow	Lieu E145
27	<u>G-RHUM</u>	AT42	WOW486B/487	f/t Bristol	Lieu WOW DH8
28	<u>G-RHUM</u>	AT42	WOW484/485A	f/t Bristol	Lieu WOW DH8
28	<u>G-MIDL</u>	A321	BMA7JL/5LJ	f/t Heathrow	Lieu A319
29	<u>G-RHUM</u>	AT42	WOW482A/483A	f/t Bristol	Lieu WOW DH8
29	<u>G-CELJ</u>	B733	EXS6088/688P	t/f Dublin	Passenger Charter
29	<u>G-CELU</u>	B733	EXS6074/674P	t/f Dublin	Passenger Charter
30	<u>G-RHUM</u>	AT42	WOW482A/483A	f/t Bristol	Lieu WOW DH8
30	<u>F-GGVG</u>	SW3	ARL226	f/t Paris Le Bourget n/s02	Passenger Charter
30	<u>G-BRIF</u>	B762	TOM9758/7797	Gatwick -n/s- Bangor Maine	Passenger Charter

**DECEMBER 2006**

## INBOUND DIVERSIONS

19	RYR1968	DUB	DSA	EI-CSF	B738	DUB	RYR1969
19	HWY62	CBG	WRT	G-BTXG	JS31	WRT	HWY61P/20
19	RYR9693	GRO	DSA	EI-DHH	B738	GRO	RYR9694
19	WOW304C	BRS	MAN	G-WOWE	DH8	PLH	WOW04P
19	VLM44M	LCY	MAN	OO-VLR	F50	MAN	VLM123M/20
19	WOW516B	CWL	MAN	G-WOWA	DH8	NQY	WOW03P
19	EZE32Z	ABZ	EMA	G-MAJO	JS41	<b>MME</b>	EZE001T/20
19	BRT99LR	EDI	MAN	G-BRYY	DH8	MAN	BRT06P/20
19	BMA238	BRU	EMA	G-CCYH	E145	EMA	BMA9131/20
20	KLM1493	AMS	HUY	PH-LXP	F50	AMS	KLM1494
20	EZE001T	<b>MME</b>	HUY	G-MAJO	JS41	ABZ	EZE16W/21
20	EZE77H	ABZ	NWI	G-CDEA	SB20	SEN	EZE044P/21

20	EZE17W	ABZ	HUY	G-MAJB	JS41	HUY	EZE39Q/27
21	BMA310	ABZ	NWI	G-RJXE	E145	ABZ	BMA310A
21	BEE172	LBA	SOU	G-JECJ	DH8	SOU	BEE172/22
21	KLM1493	AMS	HUY	PH-LXT	F50	AMS	KLM1494
21	EZE755	ABZ	HUY	G-MAJE	JS41	HUY	EZE058P/22
21	EZE30E	ABZ	EMA	G-MAJC	JS41	HUY	EZE057P/22
21	EZE17W	ABZ	HUY	G-MAJO	JS41	HUY	EZE04T/22

# **REGULAR FLIGHTS**

AEU597	BJL	20/G-STRH	27/G-STRH			
AEU981	CMF	16/G-STRH	23/G-STRF	30/G-STRH		
AUA374L	INN	23/OE-LVF	30/OE-LVL			
FHE321	MLA	24/HB-JIB	31/HB-JIB			
IWD3450	ACE	07/EC-INZ	14/EC-INZ	21/EC-INZ	28/EC-JQP	
TOM4167	ALC	02/G-BYAN	09/G-BYAI	16/G-BYAT	23/G-BYAW	30/G-BYAJ
TOM5993	ACE	06/G-CDZM	13/G-CDZM	20/G-CDZL	27/G-CDZI	
TOM6163	TFS	01/G-CDZM	08/G-CDZM	15/G-CDZH	22/G-CDZL	29/G-CDZI

# **OTHER FLIGHTS**

01	G-ZAPM	B733	AWC560A/560W	Dublin - Stansted	Passenger Charter
01	G-CELZ	B733	EXS6075/075P	Dublin - Edinburgh	Passenger Charter
01	G-THOK	B733	TOM9781/103X	Manchester -n/s- Evenes	Passenger Charter
02	G-SUEW	A320	MYT6077	Newcastle - Kittila	Passenger Charter
02	G-THOK	B733	TOM104X/9782	Evenes -n/s- Manchester	Passenger Charter
05	D-CSAL	SW4	FKI303/303	f/t Isle of Man	Lieu JXT JS31
07	G-OOBJ	B752	FCA611F/757M	Kittila -n/s- Manchester	-
08	G-OOBF	B752	FCA683P/6830	Manchester - Kittila	Passenger Charter
08	G-OOBF	B752	FCA6831/6448	f/t Kittila n/s	Passenger Charter
13	EL-DAN	B738	RYR15J/155	f/t Dublin	-
16	G-OOAX	A320	FCA669F/6136	Exeter - Enontekio	Passenger Charter
16	G-CELW	B733	EXS101/102E	f/t Exeter n/s18	Engineering
16	G-BYAA	B762	TOM7798/9759	Bridgetown - Gatwick	Passenger Charter
16	G-DBCI	A319	BMA7993/7994	t/f Rovaniemi	Passenger Charter
17	PH-MPF	A320	KLM1545/1546	f/t Amsterdam	Lieu KLM F100
17	G-BXKB	A320	TCX774H/774F	Enontekio - Manchester	Passenger Charter
18	G-CEAC	B732	EAF956P/1952	Bournemouth -n/s- Kittila	Passenger Charter
19	G-CEAC	B732	EAF1953/1956	Kittila -n/s- Ivalo	Passenger Charter
20	G-CEAC	B732	EAF1957/1958	f/t Ivalo n/s	Passenger Charter
21	G-CEAC	B732	EAF1959/1954	Ivalo -n/s- Kittila	Passenger Charter
22	G-BYAA	B762	TOM9727/7797	Gatwick - Bridgetown	Passenger Charter
22	G-LSAA	B752	EXS6123/6124	t/f Kittila	Passenger Charter
22	G-CEAC	B732	EAF1955/955P	Kittila - Bournemouth	Passenger Charter
26	SE-LIL	SW4	IBZ521P/521	Malmo - Aalesund	Passenger Charter
28	G-JECR	DH8	BEE643/643A	Exeter - Aberdeen	-
29	D-CSAL	SW4	FKI302/303	f/t Isle of Man	Lieu JXT JS31
29	SE-LIL	SW4	IBZ526/527P	Aalesund -n/s31- Dublin	Passenger Charter
31	EL-DHK	B738	RYR15J/155	f/t Dublin	-
31	EL-DPE	B738	RYR15J/155	f/t Dublin	-
31	G-RJXN	E145	BMA7JL/495	Heathrow -n/s- Paris Cdg	-

# **MOVEMENTS REVIEW - December 2006**

**Airlines.** Quite a lot to get through in this section with the annual pilgrimage to Lapland and also a few diversions. Starting with the schedule airlines, **Flybe** produced their latest Dash 8 G-JECR operating the Exeter - Aberdeen flight on 28/12. The company's Dash 8 G-JECI departed Leeds shortly after 2100 on the 19<sup>th</sup> heading for Southampton, however by this time virtually every airport in the South was fogbound so, after holding over the Midlands for a while the pilot wanted to return to Leeds. The



airport in the mean time had been accepting a few diversions and was deemed to be "full" so the passengers hoping to arrive in Southampton in fact touched down at Newcastle shortly before 2330! A couple of **Ryanair's** older 737/800s paid their first visits to Leeds this month, EI-DAN on 13/12 and EI-DHV on 27/12 while brand new example EI-DPE was noted on the 31<sup>st</sup>. **Austrian** commenced their Innsbruck ski flights on the 23<sup>rd</sup> and on the 30<sup>th</sup> produced Fokker 100 OE-LVL on its first visit. The surprise of the month however was on the 17<sup>th</sup> when Airbus 320 PH-MPF of **Martinair** arrived on the morning **KLM** flight from Amsterdam, provoking memories of their DC-3s and Convairs in the '60s, plus who could forget DC-7C PH-DSL in 1965? Back to KLM, and the Fokker 100 PH-OFB arrived on 19<sup>th</sup> and spent a couple of days on the ground with a "substantial dent in one wing" before positioning out to Amsterdam on 21/12 as "KLM 7152". **Astreus** also started their ski flights on the 16<sup>th</sup>, with 737/700 G-STRH positioning in to operate the initial trip to Chambéry. The same aircraft was used on the 20<sup>th</sup> to inaugurate a series of flights to Banjul, Gambia.

**Thomsonfly** flew P&O passengers home from Bridgetown on the 16<sup>th</sup> onboard Boeing 767 G-BYAA("Thomson 7798") and the same aircraft was used on 22/12 for a trip outbound to Barbados as "Thomson 7797". Boeing 737/800 G-CDZL was noted on its' first visit on 20/12 and another first timer was 737/300 G-THOK, which positioned from Manchester on 1/12 for a night stop before heading to Evenes, Norway on a whale sighting trip as "Thomson 103X". We now move onto the Lapland trips and the most interesting aircraft used was Boeing 737/200 G-CEAC of **European Air Charter** which operated trips to Kittila on 19/12 and 22/12 while in between on the 20<sup>th</sup> and 21<sup>st</sup> Ivalo had the pleasure of visits by this noisy beast. **My Travel** Airbus 320 G-SUEW positioned from Newcastle on 2/12 for a trip to Kittila and back("Airtours 6077") then **First Choice** took over the reins for the next few flights with Boeing 757 G-OOBJ("Jetset 611F") arriving on 7/12 ready for a trip the following day. However this aircraft, which incidentally was a first visitor, went u/s so similar type G-OOBF, also on its' first visit positioned from Manchester to operate the outbound flight to Kittila("Jetset 6830"). 'BF operated further flights on the 9<sup>th</sup> and outbound on the 10<sup>th</sup> but the return flight on this day utilised another of the type, G-CPEP which then positioned to Birmingham("Jetset 690F"). The company Airbus 320 G-OOAX then appeared on the 16<sup>th</sup>, positioning from Exeter("Jetset 669P") for a trip to Enontekio("6136") this time the return flight was operated by **Thomas Cook** A.320 G-BXKB("Topjet 774H") on the 17<sup>th</sup>. Also getting in on the Santa trail were **British Midland** with A.319 G-DBCI("Midland 7993") heading to Rovaniemi on 16/12 and **Jet2** 757 G-LSAA("Channex 6123/4") to and from Kittila on the 22<sup>nd</sup>. Finally in this category Metroliner SE-LIL of **IBA International** operated a charter to Alesund towards the end of the month. Arriving from Malmo("Interbiz 521P") the aircraft routed out to Norway with the return trip on the 29<sup>th</sup> and this time the aircraft routed onwards to Dublin("Interbiz 526P")

Onto the diversions now, however there was nothing of much note apart from **VLM** Fokker 50 OO-VLR and Jetstream 31 G-BTXG of **Highland Airways**, both on the 19<sup>th</sup>. The Fokker("Reubens 44M") from London City diverted from Manchester while the Jetstream("Highway 62") should have landed at Warton inbound from Cambridge. Both aircraft moved to the Multiflight/East apron for a night stop but OO-VLR positioned back to Manchester just after midnight. Others on 19/12 were **Ryanair** 737/800s EI-CSP("Ryanair 1968/9", f/t Dublin) and EI-DHH("Ryanair 9603/4", f/t Gerona), both Doncaster diversions along with a pair of **Air Southwest** Dash 8s which diverted from Manchester, G-WOWA("Swallow 516B/03P", Plymouth - Newquay) and G-WOWE("Swallow 304C/04P", f/t Plymouth). **BA Connect** Dash 8 G-BYYY("British 99LR") diverted from Manchester while inbound from Edinburgh and Jetstream G-MAJO diverted from Humberside with Embraer 145 G-CCYH diverting from East Midlands, the last two being detailed in their relevant listings at the end of the review. A pair of **KLM** Fokker 50s diverted from Humberside, PH-LXP on 20/12 and PH-LXT the following day and all the others were either Eastern Jetstreams(plus one of their SAAB 2000 G-CDEA, which was a Norwich diversion) or a further **BMI** EMB 145 G-RJXE which also diverted from Norwich, again full details in the listings.

**Foreign Bizjets.** The vast majority of flights this month were by Netjets/Europe, so we will start by listing these with as usual the "Fraction" call signs in brackets:-

1/12	CS-DFK	Falcon 2000EX	From Northolt('329U) to Stuttgart('548G)
1/12	CS-DRP	Hawker 800XPi	From and to London City('3MG)
1/12	CS-DRK	Hawker 800XPi	From Geneva('7NG) to London City('7NG)
3/12	CS-DNL	Hawker 800XP	From Zurich('350C) to Farnborough('8LG)
4/12	CS-DHP	Citation Bravo	From Farnborough('7DQ) to Jersey('7DQ)
5/12	CS-DNP	Falcon 2000	From Nice('2DX) to Luxembourg('2DX)
6/12	CS-DNY	C.560 Citation XL	From and to London City('6KF)
7/12	CS-DFS	C.560 Citation XL	From London City('6XV), n/s to Northolt('708V)
8/12	CS-DFK	Falcon 2000EX	From Stuttgart('249T) to Moscow/Vnukovo('429U)
10/12	CS-DRL	Hawker 800XPi	From Hawarden('7PH) to Nice('7PH)
11/12	CS-DNL	Hawker 800XP	From Northolt('708A) to Zurich('005A)
14/12	CS-DNP	Falcon 2000	From Le Bourget('2MF) to Nice('2MF)
17/12	CS-DRL	Hawker 800XPi	From Reykjavic('RL) to Moscow/Vnukovo('178R)
21/12	CS-DRD	Hawker 800XP	From Nice('5WU) to London City('5WU)
22/12	CS-DKF	Gulfstream 550	From Nice('7WR) to Dublin('308R)
26/12	CS-DFC	Falcon 2000	From Geneva('2RK) to Nice('2RK)
30/12	CS-DRH	Hawker 800XPi	From Luton('5RH) to Cannes('5RH)

Onto the more interesting machines now, commencing on the 2<sup>nd</sup> when Challenger N877H arrived from Southampton. This aircraft, operated by Household International Inc. stayed overnight before routing to Bangor/Maine. Another Challenger was D-BUSY("Premium 499") from Munich to Malaga on the 7<sup>th</sup>, making the reverse journey on 10/12, again with the same call sign. Our friends from Johnson and Johnson also arrived on 7/12 in their Gulfstream 4SP N400J, from Hamburg to Trenton/Mercer County with a night stop. The 10<sup>th</sup> saw Global Express HB-IHQ arrived for its' annual jaunt to the Caribbean. Positioning from Gatwick it routed to Port Saline in Grenada, returning from Bridgetown, Barbados on 26/12 before heading to Berlin/Schonefeld. There was then a trio of Citationjets, D-ITAN(Speyer - Nice) on 10/12, D-IETZ("Globaljet 363A/B", Mannheim - Dresden) on 11/12 and on the same day N50VC, f/t Guernsey with an overnight stay. Gulfstream 550 HB-IGM of G5 Executive arrived from Lisbon on 14/12 as "Batman 543" and after night stopping departed to Fort Meyers/Southwest Florida Municipal as "Batman 551". Regular Lear Jet 31A EI-MAX("Highflyer 31A") appeared on 18/12 and 20/12, f/t Dublin and on the 29<sup>th</sup> Citation OY-CEV was logged. Arriving from Copenhagen as "Norflying 045P" for a trip to Jersey the aircraft made the reverse journey later in the day.

Our favourite Lear Jet 45 N66DN was again quite active again using Bizjet -DN callsigns, from Farnborough on the 5<sup>th</sup>, night stop to 7<sup>th</sup> to Luton, then f/t Luton on 7/12, 15/12 and 16/12 and from Luton to Le Bourget on the 18<sup>th</sup> with a night stop. Beechjet N719EL was from East Midlands to Gamston and return on 11/12 and East Midlands to Heathrow on 26/12 while Falcon 900EASy N900NS routed Jersey to Newcastle on 15/12 and f/t Jersey on 27/12.

**British Bizjets.** This month there were two Citationjets making their first visits to LBIA, G-OEBJ on 1/12 and G-EDCK on 8/12. 'BJ("Airlink 410P/410A") was from Guernsey to Jersey while 'CK("Saltyre 37") routed from Glasgow to Aberdeen. Still on the subject of Citationjets, Hangar 8 were quite active with their machines this month, G-SFCJ Jersey - Geneva on 7/12("HGR 824J/829J"), Jersey - Oxford on 20/12("HGR 844J") and f/t Jersey on 21/12 with a night stop("HGR 843J/845J") and G-TBEA Coventry - Jersey on 10/12("HGR 825A"), f/t Jersey on 16/12 ("HGR 840A") and Bournemouth - Palma on 30/12("HGR 837A"). Just to complete the collection of Cessna 525s, G-CJAD arrived from Edinburgh on 17/12 for maintenance with Multiflight, departing to Southampton on 26/12. Citation XL G-XLMB of Beauport Aviation was also noted quite regularly throughout the month, 4/12 Manchester - Jersey and return on 10/12("Beauport 943/4"), 17/12 Manchester - London City("Beauport 972/3") and 31/12 f/t Bournemouth("Beauport 912/2"). Hawker 800B G-VIPI routed Farnborough to Palma on 4/12, making the return journey two days later while Gamston based Citation Ultra G-KDMA arrived for a trip to Annecy on 8/12, again with the return occurring two days later. Citation XL G-REDS("Gojet 156B/C") was from Belfast City to Hawarden on 15/12 and we close this section with a pair of Lear Jets. '45 G-OLDK("Goldair 21D/C") arrived from Manchester on 18/12 for a night stop before heading to Farnborough while on the 21<sup>st</sup> '40 G-MOOO("Neatix 1D/1P") diverted from Manchester due fog.



Arriving from Glasgow just before 0130 the aircraft parked on Taxiway N(The former runway 27) before routing back home to Manchester later in the day, when the weather cleared.

**Foreign GA.** This is a pretty short section this month, however not the shortest! The 16<sup>th</sup> saw King Air 200 D-IDRF ("Ambulance 202") arrive from Salzburg and stay overnight before heading home to Karlsruhe while the King Air E.90 N34RF was f/t Guernsey on 29/12. AA-5A N90704 battled through bad weather on the 3<sup>rd</sup> to arrive from Turweston for a night stop before heading home. At least Baron N64VB was kept quite busy carrying out the following flights, Perth – n/s – Sleep on 4/12, Elstree – Sleep on 11/12, Sleep – Elstree on 12/12, Elstree – Sleep on 14/12, Sleep – Denham 18/12 and finally Elstree – Sleep on 20/12. One potential arrival which didn't make it was Cessna 172S N1259G, yet another new machine on delivery. The aircraft departed St. Johns on the 14<sup>th</sup> but encountered severe weather, so turned back having reached almost half way across the Atlantic.

**British GA.** For a change we'll leave the King Airs until last this month and start with some Cessna twins. On the 8<sup>th</sup> Cessna 404 Titan G-TVIP(Prestige 07") was f/t Luton with a night stop while another of the type G-OOSI("Surveyor 02") arrived late in the month for maintenance with Multiflight. Operated by Cooper Aerial Surveys, the aircraft arrived from Guernsey on the 27<sup>th</sup>, departing to East Midlands on the 4<sup>th</sup> of January. Cessna 414A G-SMJJ, which used to be a common sight, put in a rare appearance on 10/12, f/t Southampton while Atlantic Air Transport Cessna 402C G-EYES was noted twice. On 12/12 it did a touch and go early morning, while positioning from Coventry to Leeming as "Atlantic 108" and the next day was from Leeming to Blackpool as "Atlantic 10P". The company's PA-44 G-GAFT was noted on 15/12 from Coventry to East Midlands as "Exam 06". PA-39 Twin Comanche G-AYZE was noted on 8/12, f/t Staverton and there were a couple of Senecas, G-BOJK(f/t Blackbushe, n/s) on 14/12 and the following day G-HTRL("Air Med 078", f/t Newquay). Now onto the Beech 200's, G-ONAL was noted on the 5<sup>th</sup>("Goose Pool 26", Thisted – Durham/Tees) and 12/12("GPO 12", Durham/Tees – Sornaway and return), while G-ORJA("Clifton 02") arrived from Bristol on 5/12 and departed for Luton shortly after midnight. G-BVMA was from Cardiff to Belfast on 14/12, returning the next day and East Midlands to Luton on 18/12 with little brother, King Air 90 G-ORTH from Cannes to Biggin Hill on 8/12. Nothing what so ever of note in the singles, however regular Commander 114 G-OECM diverted in on 16/12, while enroute from Carlisle to Turweston, to have a fault rectified by Multiflight.

**Helicopters.** The star of this section was Bell 407(upgraded Long Ranger) N775SB, which arrived from Liverpool Docks on 21/12, the aircraft was on delivery to Sherburn but it diverted in due poor visibility. The pick of the others included Twin Squirrel G-WENA, which arrived from Newby Hall, Ripon late on the 1<sup>st</sup> and stayed until 3/12 before routing back there. This aircraft was also logged on 10/12, f/t Skipton again staying overnight. A couple of visitors on 11/12 were Twin Squirrel G-EMHH("Costock 5") from Costock to Swindon and return, along with S.76C G-JCBJ ("JCB 2") from Westland Heliport, night stop to Elvington. Agusta A.109A G-TKNT arrived from Luton on 15/12 before heading to Westland Heliport, returning from Thame on 17/12 and onwards to Kirkby. Apart from these Squirrel G-FIBS was in and out all month and that about sums it up.

**Military.** Hercules 473("RSAF 911") was from Pisa on 12/12 and onward to Gander on the 14<sup>th</sup> with the return flight from the States diverting to Manchester on the 18<sup>th</sup> and that's it!

**Residents.** First confirmation that Cessna 425 G-BNDY, which arrived as long ago as August is in fact a new resident having been registered to Brilliant Independent Media Specialists, Leeds on 27/11. Early in the New Year however, the aircraft was cancelled from the British register and reregistered in the USA as a prelude to it replacing Duke N322RJ, the latter being up for sale. Unfortunately we have no confirmation of the new identity as we go to press. Another new resident is PA-46TP Malibu N343RR, which was delivered via Wick on 20/12 and is a replacement for PA-28R G-HERB, the latter languishing in the Multiflight hangar awaiting a new owner. Following the demise of British North Western at Blackpool another of their former aircraft G-PMAX arrived on 16/12 and joins sister ship G-OBNW "in storage" in the Multiflight/West hangar. On the subject of Navajos, G-IFIT which arrived as long ago as 4/5 finally took to the skies again on 6/12 for a short local flight and has been quite active ever since on local training details. The R.44 G-PROG, which arrived in a rather bent state earlier in the year, has now been registered to Multiflight so it would appear to be a long term rebuild project.

On the debit side, one we missed leaving is King Air 200 G-MOUN which went to Gamston some two months ago and has now been sold to the Real Aero Club de Valencia. Finally, DA-42 G-CTCG, which arrived on 9/11, returned to Sheffield on 8/12 with PA-28 G-BFYM acting as crew ferry.

We now continue with the listings of Embraer and Jetstream flights for the month. Just an explanation of how the charts work, across the top is the radio call sign used by each flight with the last two letters of the aircraft registration which operated the flight on each day of the month.(i.e. On 1/12 G-RJXI operated to and from Edinburgh as 403/404 then back to Edinburgh as 405 where the aircraft was swapped, with G-RJXG operating the 406 back from Edinburgh)

**BMI REGIONAL Embraer operations(G-RJ— and G-CC(YH)),**  
**cx- Flight cancelled; dv- Inbound flight diverted**

	GLASGOW			EDINBURGH				HEATHROW			
	1XV/ 1VX	2XV/ 6VX	3XV/ 3VX	403/ 404	409/ 410	405/ 406	407/ 408	01J/ 4JL	2LJ/ 8JL	2LJ/ 7JL	421/ 422
01/12	XD	YH	YH	XI		XI/XG	XG				XG
02/12								XD	XD/XA		
03/12			XG				XK	XG		XA	cx
04/12	YH	YH	YH	XG	YH	XA	XA				XA
05/12	XA	XG	XG	YH	XA	XA	XA				cx
06/12	YH	YH	YH	XA	YH	XA	XA				XA
07/12	XA	XA	XA	YH	XA	YH	YH				cx
08/12	XA	YH	YH	XG		XA	XA				XA
09/12								XG	XG/XE		
10/12			XE				XK	YH		YH	XK
11/12	XE	XE	XE	YH	XE	XA	XA				XA
12/12	XA	XA	XA	XE	XA	YH/XC	XC				CB/DP
13/12	XE	XE	XE	XC	XE	XA	XA				XA
14/12	XA	XA	XA	XE	XE	XC	XC				XC
15/12	XE	XC	XC	XA		XA	XA				XA
16/12								XC	XE/XG		
17/12			XA				XK	XG		XG	XK
18/12	XC/dv	XC	cx	XA	XA/dv		cx	XA			XC
19/12	XA	XA	cx	XC	cx	cx	XC				cx
20/12	XC	XC	cx	XG	cx	cx	XG				cx
21/12	XC	XC	cx	XA	cx	cx	XA				cx
22/12	cx	XA	cx	cx	cx	cx	cx				XC
23/12								XC	XC/XI		
24/12								XI		XI	
25/12											
26/12											
27/12											
28/12											
29/12											
30/12								XI/cx		cx/XC	
31/12								XC	cx/JN		

1XV/ 1VX	2XV/ 6VX	3XV/ 3VX	403/ 404	409/ 410	405/ 406	407/ 408	01J/ 4JL	2LJ/ 7JL	2LJ/ 8JL	421/ 422
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**PARIS/LBG**

493/ 494	495/ 496	497/ 498
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**BRUSSELS**

611/ 612	613/ 614	615/ 616
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**OTHER FLIGHTS**

**'9— Positioning**

01/12	YH	XD	XD	XK	XK	XK	<u>12/12</u>	YH('9121, f. Durham/Tees)
02/12	XK						<u>19/12</u>	YH('288, f. Brussels, <u>DIV</u> )
03/12		YH	YH			XA	<u>20/12</u>	YH('9131, t. East Midlands)
04/12	XA	XG	XG	XK	XK	XK	<u>21/12</u>	XE('710/A, f/t Aberdeen, <u>DIV</u> )
05/12	XG	YH	YH	XK	XK	XK	<u>22/12</u>	XK('9142, t. Aberdeen)
06/12	XG	XG	XG	XK	XK	XK	<u>22/12</u>	XJ('9143, f. Aberdeen)
07/12	XG	XG	XG	XK	XK	XK	<u>22/12</u>	XC('9151, f. Durham/Tees)



08/12	YH	cx	XG	XK	XK	XK	<u>22/12</u>	XA('9852, t. Manchester)
09/12	XK						<u>22/12</u>	XG('9851, t. Heathrow)
10/12		XA	XA			YH	<u>24/12</u>	XB('5JL, f. Heathrow)
11/12	XA	YH	YH	XK	XK	XK	<u>24/12</u>	XC('9874, f. Manchester)
12/12	YH/dv	XE	XE	XK	XK	XK	<u>28/12</u>	XB('9852, t. Manchester)
13/12	XA	XC	XC	XK	XK	XK	<u>29/12</u>	XC('9851, t. Heathrow)
14/12	XC	XC	XE	XK	XE	XK	<u>31/12</u>	XI('9874, f. Manchester)
15/12	XC	XE	XE	XK	XK	XK		
16/12	XK							
17/12		XC	XC			XG		
18/12	XG	XG	cx	XK/dv	cx	XK		
19/12	cx	cx	cx	XK	cx	XK		
20/12	XA	cx	cx	XK	XK	cx		
21/12	XG	cx	cx	XK	XK	cx		
22/12	XC/dvc	x	XG	XJ/dv	XJ	cx		
23/12	XJ							
24/12								
25/12								
26/12		XB						
27/12		XB						
28/12	XB		XB		XJ			
29/12	XC	XC			XJ			
30/12	XJ							
31/12		XC						
	493/	495/	497/	611/	613/	615/		
	494	496	498	612/	613/	616		

**NOTES.** On 12/12 A.319 G-DBC~~B~~ arrived as normal, '7JL and operated outbound as '421 with A.320 G-MIDP arriving as '422 and night stopping before operating out on the normal '01J on the 13<sup>th</sup>. G-CCYH("Midland 288") diverted from East Midlands on 19/12 due fog, while inbound from Brussels. G-RJXE("Midland 710/710A") operated f/t Aberdeen on 21/12 due fog at Norwich. All Scottish flights were suspended from Christmas until the New Year while other flights were operated on a reduced schedule.

**EASTERN AIRWAYS Jetstream 41 operations(G-MA— and G-CD(YH/YI)),**  
**cx- Flight cancelled; dv- Inbound Flight Diverted**

	ABERDEEN			SOUTHAMPTON			INVERNESS	
	19Q/	39Q/	59Q	80D/	84D/	86D/	81D/	44D/
	29Q	49Q	99Q	81D	85D	87D	84D	45D
01/12	JA	JA	JA	JV	JV	JV	JV	
02/12								
03/12			JV					JV
04/12	JA	JA	JA	JV	JV	JV	JV	
05/12	JV	JJ	JJ	JA	JA	JA	JA	
06/12	JA/JB	JB	JB	JJ	JJ	JJ	JJ	
07/12	JJ/JV	JV	JV	JB	JB	JB	JB	
08/12	JB	JB	JB	JV	JV	JV	JV	
09/12								
10/12			JB					JB
11/12	JV/JG	JG	JG	JB	JB	JB	JB	
12/12	JG	JG	JG	JB	JB	JB	JB	
13/12	JG	JG	JG	JB	JB/cx	cx	JB	
14/12	cx/JB	JB	JB	JG	JG	JG	JG	
15/12	JG	JG	cx	JB	JB	JB	JB	
16/12								

17/12			JB					JB
18/12	JB/dv	cx	JP	JG/dv	cx	JG	JG	
19/12	JP	JP	JP	JG	JG	JG	JG	
20/12	JP	cx	JP	JG	JG	cx	JG	
21/12	JP/cx	cx/JP	cx	JG	JG	cx	cx	
22/12	cx	JP	cx	cx	JG	cx	JG	
23/12								
24/12								
25/12								
26/12								
27/12	cx	JB	cx	cx	JG	cx	JG	
28/12	cx	JG	cx	cx	JB	cx	JB	
29/12	cx	JB/cx	cx/JB	cx	JL	cx	JG	
30/12								
31/12								
	19Q/	39Q/	59Q/	80D/	84D/	86D/	81D/	44D/
	29Q	49Q	99Q	81D	85D	87D	84D	45D

**OTHER FLIGHTS:-** 5/12 JV('11W, t. Humberside); JJ(021P, f. Newcastle)  
 18/12 JP('015, f. Humberside)  
 19/12 JO('32Z, f. Aberdeen, Humberside DIV)  
 20/12 JO('01T, t/f. Durham/Tees)  
 20/12 JB('17W, f. Aberdeen, Humberside DIV)  
 21/12 JE('755, Aberdeen, Humberside DIV)  
 21/12 JO('16W/17W, t/f Aberdeen, Humberside DIV)  
 21/12 JC('30E, f. Aberdeen, East Midlands DIV)  
 22/12 JE('058P, t. Humberside); JO('04T, t. Humberside)  
 22/12 JC('057P, t. East Midlands)  
 27/12 JP('032P, t. Aberdeen)  
 29/12 JL('4093/94C, f/t Newcastle)  
 29/12 JB('657P, t. Aberdeen)  
 30/12 JB('659P, f. Manchester)

**NOTES.** Company SAAB 200 G-CDEA('77H) diverted in on 20/12, enroute Aberdeen – Norwich due fog at its' destination. The aircraft spent the night on Multflight/East before routing to Southend('044P). Several Jetstream 41 flights also diverted in and these are listed above. On 21/12 JG('84D) diverted to Bristol due fog at Southampton and the following day, on the same flight it departed Leeds at 1432 but again due fog at Southampton it turned around and landed back at Leeds at 1709.

**JET2 NEWS.** Nothing much to report from Yorkshire's own airline this month apart from the fact that the Boeing 757 G-LSAF has been cancelled by the CAA as sold in America, however this may just be a paper exercise as this also happened with one of the earlier aircraft. News of the other 757s, starting with **G-LSAA** which positioned to Gatwick on 15/12 as "Flystar 267P", returning later in the day. Manchester based **G-LSAB** was exchanged with G-LSAC in Tenerife on 8/12 and operated from Leeds until 16/12 with trips to Multflight to be worked on during its' stay. On 15/12 'AB flew out on a trip to view the Northern lights as "Channex 6118", departing at 2215 and arriving back just after midnight. As mentioned above **G-LSAC** was utilised out of Manchester from 8/12 to 16/12 and on 20/12 it left on a training detail to Prestwick("Channex 010T") and promptly disappeared until 30/12 when it arrived from Manchester. Just in passing, as yet **G-LSAD** had never grace Leeds/Bradford with its' presence and **G-LSAE** was logged arriving from Stansted on 30/12 as "Channex 638P".

Onto the 737s now and **G-CELB** again had problems on a trip to Poland on 2/12 when operating the Krakow flight necessitating a diversion to Katowice and as a result the inbound flight arrived at 0240 on the next day. Manchester based **G-CELD** was exchanged with G-CELU in Amsterdam on 11/12 and stays a full week at Leeds, operating flights and visiting Multflight for checks. **G-CELG** arrived



from Manchester on 11/12 as "Channex 010T" and appears to be resident, replacing G-CELS. On 21/12 'LG was noted doing visual circuits at Leeds from 1000 until 1130. **G-CELJ** was used on various trips to Teesside crew training early in the month before positioning to Manchester, Blackpool and Birmingham later in the month to operated from these airports on short term. **G-CELK**, which had been operating from Leeds for some time positioned back to Manchester on 21/12 as "Channex 102P". Leeds based **G-CELS** positioned to Birmingham on 15/12 as "Channex 695P" and seems to have been replaced by G-CELG(q.v.). **G-CELV** departed to Bucharest on 12/12 as "Channex 101E", for major overhaul while **G-CELX** arrived back from Romania on 6/12 as "Channex 105E" following its' major. **G-CELW** arrived from Exeter on 16/12 and stayed with Multiflight until 18/12 when it was noted carrying out engine runs on their apron before heading home. Edinburgh based **G-CELY** positioned in on 16/12 to operate flights from Leeds for a couple of days and returned on the 22<sup>nd</sup> for another stint. This aircraft also operated a charter from Dublin on 1/12 as "Channex 6075", positioning home to Edinburgh later in the day. This charter was one return trip of two outbound charters to Dublin late in November and for the other the company sub-chartered Titan Airways 737/300 **G-ZAPM**, which operated from Dublin then outbound to Stansted as "ZAP 560P". Finally, for all you avid radio listeners the company now has an operations frequency at Leeds, 131.475.

Trevor Smith



## HELICOPTER ACTIVITY DECEMBER 2006

01/12	G-OLOW	R.44	Sherburn – Holme-on-Spalding Moor
	G-MRMJ	Dauphin	Carleton(Skipton) – Ripon(n/s)
	G-WENA	Twin Squirrel	Battersea – Ripon – LBA
02/12	G-EWAW	Jet Ranger	Hartlepool – Emley Moor
	G-MGAN	R.44	Emley Moor – Brighton
	G-ORDH	Twin Squirrel	Nun Monkton – Norwich
04/12	G-STNS	Agusta A.109S	Gunnarside – Cambridge
05/12	G-FEDA	Eurocopter 120B	Site nr. Blackpool – Pontefract
07/12	G-MLTY	Dauphin	Henley – Sheffield – Cantley Golf Club
	G-BXAY	Jet Ranger	Pontefract – Peterborough
	G-ZELE	Gazelle	Site 4/W Sherburn – Crookfoot(Hartlepool)
	G-FIBS	Squirrel	Denbiegh(N. Wales) – Wombledon
11/12	G-BUBW	R.22B	Derby – Bramhope(N. Leeds) – Huddersfield
	G-GBRU	Jet Ranger	Walsall – Nun Monkton
13/12	N449J	Agusta A.109E	Barnsley – Dublin(Also 14/12, t/f Edinburgh)
14/12	G-GRND	Agusta A.109S	East Midlands – Wetherby – Battersea
15/12	G-PLAL	Eurocopter 120B	Carleton – Site nr. Norwich
16/12	YU-HEY	Gazelle	Hartlepool – Sheffield
	G-CCRD	R.44	Wellesbourne – Sherburn(Fuel) – Aberdeen
	G-CTRL	R.22B	Chesterfield – Gamston – Nottingham
	G-GGTT	Bell 47G	Dewsbury – Site 3/S Leeming
	N555WA	MD.902 Explorer	Carlisle – Chatsworth House
17/12	G-EEZA	R.44	Todmorden – Stainsby Hall
	G-CCKS	Hughes 369HS	Sherburn – Ilkley – Cleckheaton(Bradford)
	G-BPRI	Twin Squirrel	Gatwick – Wike(Leeds) – Sherburn(Refuel)
	N18GH	MD.520 Notar	Bristol – Whitby(See Coney Park)
27/12	G-MGAN	R.44	Cranfield – Ferrybridge

Touching down locally on 30/12 was Enstrom 480 G-UZZY while enroute Carlisle – Leicester, the aircraft let down for a short time somewhere just South of Bradford.

LATE NEWS. Just registered to Silverline Aviation in Brighouse is Squirrel G-MAAV and the aircraft arrived at Leeds/Bradford in its former guise, F-GVRR early in 2007. More details next month.

**CONEY PARK(Leeds Heliport):-** Visitors for November/December 2006:-

02/11	G-CPTS	Jet Ranger	1435	1445	<u>3/11</u>	G-TMWC	Agusta A.109E	1125	1145
04/11	G-STNS	Agusta A.109E	1700	1710	<u>7/11</u>	G-BSCE	R.22B	1230	1300
10/11	G-CSWL	Long Ranger	0850	1500	<u>15/11</u>	G-STNS	Agusta A.109E	1245	1255
16/11	G-STNS	Agusta A.109E	1345	1350	<u>18/11</u>	G-CDTD	Agusta A.109A	0940	1200
19/11	G-BSBW	Jet Ranger	1310	1330	<u>19/11</u>	G-BSBW	Jet Ranger	1525	1540
22/11	G-SHRT	R.44	1145	1440	<u>26/11</u>	G-BSBW	Jet Ranger	1010	1030
26/11	G-VONH	Twin Squirrel	1210	1220	<u>26/11</u>	G-VIPH	Agusta A.109B	1555	1600
03/12	G-MRMJ	Dauphin	1425	1430	<u>11/12</u>	G-EMHH	Twin Squirrel	1320	1500
12/12	G-EMHH	Twin Squirrel	1215	1400	<u>13/11</u>	G-EMHH	Twin Squirrel	1100	1200
19/12	N18GH	MD.520 Notar	1320	1330					

Nothing much to report this month apart from the MD.520 N18GH on 19/12 which was inbound from Whitby but put down in a field near Harrogate for a short time as the local area was shrouded in fog. After refuelling the aircraft, which is a new import routed to Taunton. A.109 G-TMWC on 3/11 called in for a refuel while heading from Yeovil to Sunderland as "Castle 02" and another of the type G-VIPH was "Rocket 01" when it arrived from Ascot on 26/11, before routing to Harrogate. Incidentally, a new hangar has been constructed here, however by the end of the year the resident helicopters were still braving the outside elements.

**Bolton Abbey(Devonshire Arms):-** Visitors:- 8/12 G-JIVE Hughes 369E; 9/12 G-DRIV R.44(f. Easingwold); 14/12 G-REGE R.44(f. Humberside); 17/12 G-MAYB R.44(t. South Milford), G-NICI R.44(f. Blackpool).

**Walton Wood(Pontefract):-** The former Sherburn resident R.44 G-DGHD has been registered to Advanced Diesel Ltd. with the base quoted as here, however the helicopter has been noted operating from a private site near Doncaster. On 11/12 Jet Ranger G-HOLZ arrived from Gamston for maintenance, this aircraft having been replaced by similar type G-HANY at its' base, Old Coates near Newark. Visitors:- 6/12 G-FOFO R.44; 8/12 G-CCTL R.44(f. Liverpool); 11/12 G-BPTZ R.22B; 16/12 G-CMSN R.22B; 19/12 G-STER Jet Ranger.

**Trevor Smith**

**Can anyone help?**

Hi - in 1987, I think it was, Air Yorkshire organised a trip to the Paris Air Show. If it wasn't, I'm sure it was a member who organised it. I seem to remember that a log was produced and published in the magazine. I have lost my log notes for that trip and I wonder if you have a copy of that issue still and could let me have a copy,

I have also lost the log of the Toulouse Trip to the Airbus and again I think you published factory. Have you a copy of that log?

Thanks in anticipation.

**John Arundel**

(Air Yorkshire Member)





### LEEDS/BRADFORD NEWS

The airport's five local authority shareholders have drawn up a shortlist of potential buyers they are going to invite to submit final bids. The investors have until 28 February to refine their proposals. The airport will be sold off by the end of April.

BBC Look North said interest in the airport had been so great that it was expected to be sold for up to £150m, £30m more than originally thought. Leeds City Council and Bradford Council agreed to sell their 40% stakes, with other shareholders Calderdale, Kirklees and Wakefield Councils, in October last year.

They said they wanted to attract a new investor who could continue the "strong growth and development" of the airport, which attracted a record 2.8 million passengers last year. A project board has been set up to lead the sale of the airport. Chairman Paul Brook said: "Indicative prices we have received demonstrate that there is a strong interest for the airport, reflecting the excellent development potential of the business and its catchment area. These prices have been excellent even in comparison to the high transaction multiples currently prevailing in the sector."

Up to a dozen organisations are thought to have submitted indicative bids with offers for the airport likely to be well above £100m. Favourites to be on the shortlist include a private equity bid being spearheaded by former Yorkshire Forward chairman Sir Graham Hall and a consortium involving construction giant Balfour Beatty which bought Exeter Airport for £60m earlier this month. Industry experts believe that the airport is likely to attract worldwide interest and estimates suggest that it will fetch a price of between £100m and £140m. Sources close to a number of the bidders have said that they expect the final figure to be around £120m. The airport, which celebrates its 75th anniversary this year and had almost 2.8m passengers fly through it last year, is owned by Leeds, Bradford, Wakefield, Calderdale and Kirklees Councils, with Leeds and Bradford each owning 40%.

Groups which have declared an interest include Regional and City Airports, part of Balfour Beatty's specialist airport investment and development group. The ambitious group is a joint venture between Balfour Beatty Capital, the group's investment arm. It already owns Exeter Airport and London City Airport and is keen to expand its portfolio. The group is being advised by Rod Hoare, the transport industry veteran who is the former chairman of the Heathrow Express and chief executive of Metronet, which runs part of the London Underground system.

Another bidder is private equity group Bridgepoint Capital whose bid is being led by Sir Graham Hall, former chief executive of Yorkshire Electricity and the former non-executive chairman of regional development agencies Yorkshire Forward and The Northern Way. Bridgepoint is being advised by merchant bank N M Rothschild, led by its Leeds-based managing director David Forbes.

Richard Tollis, aviation partner with Ernst & Young, is heading the team handling the sale on behalf of the local authorities. His team dealt with the £750m purchase of London City Airport last year as well as airports in Budapest, Hungary; Bratislava, Slovakia; and the sale of Newcastle Airport. When the sale of Leeds Bradford was announced in December, Mr Tollis said it was likely to attract a great deal of interest. "Prices have been very buoyant in this market. We are already seeing strong interest because this may be the last opportunity to acquire a privatising regional airport in the UK." It is thought unlikely that Manchester Airports Group – which is local authority-owned and operates Manchester, East Midlands, Bournemouth and Humberside airports – would be among the bidders for Leeds Bradford.

The Advertising Standards Authority (ASA) has warned Jet2 about its future conduct after a number of its adverts promoted 'free' tickets. The advertising authority said the adverts breached its code as the fees and duties added to a flight were not an optional extra, so had to be quoted.

The ASA said that Jet2 had brought advertising into disrepute. It was particularly angry that Jet2 had been 'blatantly ignoring previous instructions and reneging on their assurances,' and took the unusual step of ordering all UK newspapers to check with its Copy Advice Team before accepting any ads for the low-cost airline. The ASA and the Committee of Advertising Practice (CAP) have both previously told Jet2.com that the CAP Code requires them to include all non-optional taxes and charges in prices in ads, and the company had promised it would comply. The airline said it tried to stick to guidelines and that the use of the word 'free' was an error. The ASA has told Jet2 that it has to quote inclusive prices in future.

Leeds Bradford Airport is celebrating its record breaking year. 2006 saw almost 2.8 million passengers pass through the terminal to over 65 scheduled and charter destinations, representing a 7% increase against 2005.

In the same year the airport celebrated its 75th anniversary, 18 new direct services commenced - linking Yorkshire to areas including, amongst others, Austria, The Gambia, Ireland, Italy, Germany and Poland.

Airport Managing Director Ed Anderson comments on the year ahead, "We are delighted that airlines and tour operators are continuing to expand programmes from Leeds Bradford Airport. We look forward to welcoming both new and regular business and leisure passengers and are confident that 2007 will prove to be another successful year for the Airport".

Passenger numbers at Leeds Bradford Airport are up 5% on last Christmas, with more than 50,000 people set to pass through the terminals between now and January 1. That is almost a third of the people who used the airport in the whole of November.

The rise in festive passengers follows a record-breaking summer for the airport, with 1,947,437 passengers flying between April and October. Sam Wynzar, marketing co-ordinator at the airport, said: "We are expecting a busy winter. We're expecting in excess of 50,000 people to pass through the airport over the festive season".

Bmi Regional has announced they are to axe its three times daily service to Paris from 25 March. The airline is also axing its Heathrow to Paris service. However as you can read below in the Airline News the carriers is to commence a Leeds to Copenhagen service from 26 March. Additionally the carrier will revamp its Leeds to Edinburgh service with the early morning flight now commencing from Edinburgh and not Leeds.

#### Leeds Bradford-Copenhagen schedule:

BD491	Leeds Bradford-Copenhagen	depart 1000	arrive 1255	(Mon to Fri)
BD491	Leeds Bradford-Copenhagen	depart 0705	arrive 1000	(Sat, Sun)
BD492	Copenhagen-Leeds Bradford	depart 1325	arrive 1425	(Mon to Fri)
BD492	Copenhagen-Leeds Bradford	depart 1030	arrive 1130	(Sat, Sun)

#### Revised Edinburgh-Leeds flight timing:

BD410	Edinburgh-Leeds Bradford	depart 0705	arrive 0805	(Mon to Fri)
BD409	Leeds Bradford-Edinburgh	depart 0830	arrive 0930	(Mon to Fri)

#### AIRPORT NEWS

Bristol had to close their runway for the majority of the weekend of 7 and 8 January, for work on its drainage systems so flights could resume the following Monday. The first flight to land was the 10.37am Continental Airways flight from New York on Monday 9 January. In a statement, a Bristol



Airport spokesperson said: "The engineering work undertaken overnight has proved successful in increasing the drainage of water from the 300-metre section of temporary surface in place on the part of the runway being resurfaced. Airlines will be progressively returning to normal operations over the next 24 hours. Ten airlines cancelled or diverted flights after claims aircraft had skidded on landing in wet conditions. A total of 385 flights and 25,000 passengers have been affected". Officials from the airport said that a detailed assessment was made on Sunday night on the impact of additional grooving on test strips of the temporary surface, which were put in place during the resurfacing work over the last two nights. Airport officials added that the work had further increased the drainage of surface water on the temporary sections of the runway.

A spokesman for the Civil Aviation Authority said it felt the work, which took place on the runway over the weekend, was 'satisfactory'. A message on Bristol Airport's passenger information telephone line said flights would still be 'subject to disruption' on Monday and advised 'some flights would be diverted' to other airports. EasyJet PLC has cancelled 40% of Monday's flights at Bristol with the remainder diverted to Cardiff. Problems began on the Friday after EasyJet raised concerns over the safety of the new £17million resurfaced runway. Around 200 flights from EasyJet, BA Connect, XL, Thomsonfly, Thomas Cook, Balkan Airlines, First Choice PLC, Air Malta, KLM and SN Brussels were diverted or cancelled over the weekend.

## **AIRLINE NEWS**

Alitalia and the Italian government have opened the bidding process for state-controlled Alitalia, hoping that private investors will succeed in reviving the unprofitable carrier after repeated injections of state aid failed. Italy has invited offers of interest for at least 30.1% of Alitalia's shares, and possibly as much as the entire Treasury stake of 49%. In setting the terms of the bidding process, the Treasury said the buyers must keep a stake of at least 30.1% in Alitalia until they met the targets of an industrial plan, as well as maintain the carrier's "national identity".

Under Italian law, a buyer of more than 30% of a company must make a public offer for the rest of the outstanding shares. "Alitalia must change and that means not tying investors' hands, cutting in half the staff, choosing between the two hubs of Milan and Rome, finding an industrial partner for the high growth routes to the Far East," said Claudio Morsenchio, a fund manager at Banco Emiliano Romagnolo in Bologna, Italy. "It's a challenge. It's a question of being willing to change. Otherwise they'll continue with the strikes and with one flight out of two being late." Alitalia, which has a market capitalisation of €1.37 billion (US\$1.81 billion), has not made an operating profit in the last five years. The last time it posted a net profit was in 2002, and that only after Dutch carrier KLM paid it €200 million to break an alliance.

Since his appointment in 2004, Alitalia Chief Executive Giancarlo Cimoli repeatedly clashed with the carrier's ten unions as he cut one-fifth of the workforce and split the carrier in two, putting the services and maintenance units into a separate company called AZ Servizi with the aim of selling them. Yet Alitalia remains unprofitable. Due to a legacy of purchasing choices made for political purposes, it operates five different types of aircraft built by as many manufacturers, multiplying maintenance and pilot-training costs. Due to local pressures and political indecision, the carrier also continues to operate out of both Malpensa and Rome's Fiumicino Airport. Most other airlines cut costs by using only one hub.

"Any news that confirms the sale is positive," a trader in Milan said. Analysts have speculated on possible bids for the airline by rivals such as Air One and long-time potential suitor Air France KLM, but no leading contenders have emerged so far. Air France and Alitalia each own a 2% stake in the other. Air France declined to comment on the launch of the tender. Italian carriers Meridiana and Eurofly declined to comment on whether or not they would bid.

Detailed requirements for Alitalia's buyers, such as maintaining minimum levels of service and national coverage, will be specified at a later stage, the Treasury said. Italy plans to conclude the process within six months, Economy Minister Tommaso Padoa-Schioppa said earlier this month. Should the competitive bidding process fail, Italy may also use a public offer or share swaps to cede its Alitalia

stake, the Treasury said. It reiterated it would pick the winning bid based on its economic offer and the ability of its industrial plan to "develop and re-launch" the ailing airline.

bmi regional, officially the UK's most punctual and reliable airline, has announced a major expansion programme for summer 2007. The full service, all-jet, regional carrier will start taking delivery of a further four Embraer 145 aircraft early in 2007. This will take the total fleet up to 20 aircraft. The new aircraft will be used to support an expansion programme that will see bmi regional launch daily flights from Edinburgh to Zurich. The service will establish new links between the Scottish capital and the major Swiss business and finance centre. Additionally, Scottish travellers will benefit from a new daily service establishing a direct link between Aberdeen and the Norwegian city of Kristiansand. New links will also be created from Leeds Bradford airport when bmi regional launches a daily service to the Danish capital of Copenhagen. Extra services are to be introduced to meet the continuing demand for bmi regional flights between Scotland and Manchester and Leeds Bradford.

An additional return flight between Edinburgh and Manchester will take weekday services up to seven a day. Revised timings between Edinburgh and Leeds Bradford will create a new much-requested early morning service, departing the Scottish capital at 0705 and arriving in Leeds Bradford at 0805. Stewart Adams, managing director of Aberdeen-based bmi regional, said: "We continue to expand our network of full-service, non-stop flights between Scotland and key destinations in the UK and Europe. The creation of new links between Edinburgh and Zurich will bring the businesses of these two cities and their communities much closer and doing business will be far easier. We expect the new bmi regional service from Aberdeen to Kristiansand, the key Norwegian centre for oil and gas engineering, to be a popular addition to the network. We are also pleased to confirm a new service that will establish the only direct air links between Leeds Bradford and Copenhagen. We know passengers prefer jets to turbo-propeller aircraft for reliability and speed. As an all-jet operator we therefore have a unique position over our regional competitors. This gives us the confidence to increase our fleet size to serve some exciting new destinations as well as meet the demand for additional services on some of our more established routes. This is good news as the growth is likely to create more employment opportunities within the airline as well as within the communities we serve."

British Airways hopes to place new aircraft orders this year, a spokeswoman said after a newspaper reported the carrier would spend £15 billion pounds (US\$29.6 billion) over 15 years on up to 135 long-haul planes. "We have not yet given a definitive number of aircraft," the spokeswoman said late on Wednesday in response to the Times article. "We hope to be placing orders in 2007." The Times said BA would spend £1 billion (US\$1.97 billion) a year over 15 years to renew its ageing fleet. The firm was also thinking about using Airbus planes to replace its current long-haul portfolio of aircraft by Boeing, the newspaper said, citing unnamed BA executives.

Easyjet are putting more pressure on British I T operators as they have announced new flights for this summer to Ibiza from Belfast, Bristol and Glasgow.

Northwest Airlines has now retired the McDonnell Douglas DC-10 from its fleet. The final flight was operated from Honolulu to Minneapolis/St. Paul by N234NW.

Lock Lomand Seaplanes will be Europe's only City Centre Sea Plane service. Services are due to start in March from a River Clyde terminal, near Glasgow's Science Centre. Plans include a regular service to Skye plus sightseeing tours to places such as Arran, Bute, Oban and Tobermory. The company believes there may also be potential for a 15 minute link to Edinburgh, landing at Leith.

#### **AIRCRAFT NEWS**

Boeing said it had taken firm orders for 1,044 commercial aircraft in 2006, topping its previous record and probably beating European rival Airbus for the first time since 2000. The US planemaker benefited from strong demand by European, Middle Eastern and Asian airlines, confounding analysts, who had expected a slowdown in sales from 2005. Boeing was also helped by the outstanding success of its new lightweight 787 Dreamliner, which is set to enter service next year.



Airbus, dogged by production and management problems, has badly lagged Boeing for the past 12 months, notching only 635 orders by the end of November. Airbus plans to report its 2006 orders later this month. Boeing's annual tally is the company's best ever, topping the previous record of 1,002 aircraft in 2006, but still short of Airbus's industry record of 1,055 net orders in 2005.

The US plane maker still lags Airbus in terms of deliveries, with 398 commercial planes flown to customers in 2006. At the end of November, Airbus had already delivered 399 planes.

Boeing reported a record 729 orders for its single-aisle 737, the workhorse for many regional and domestic airlines, up from 569 the previous year. Airbus had 580 orders for its family of single-aisle planes at the end of November. Boeing took orders for 315 of its more lucrative wide body planes, led by the 787. That number looks set to beat Airbus, which struggled with the design of its mid-sized A350 and production delays on its flagship A380 super jumbo. At the end of November, it had only 55 wide body orders for the year on its books. The wide body market was dominated by the carbon-and-titanium 787, Boeing's most successful plane launch, with 157 orders in 2006. The aircraft is set for its first test flight this summer. Boeing booked 76 orders for its larger 777 wide body and 72 for the 747 jumbo, which was revamped last year. Boeing's 767 jet, which is getting close to the end of its production life, took 10 orders.

Boeing's tally of 398 deliveries is a 37% jump from 2005's figure of 290. It came in just ahead of Boeing's own forecast of 395 deliveries. Boeing is expecting 440 to 445 deliveries this year. The new orders record marks a further milestone in Boeing's turnaround after a series of corporate scandals and production blunders. During the last upturn in commercial plane sales in the late 1990s, Boeing disastrously miscalculated its manufacturing ramp-up, causing a production line to shut down for several months, leaving customers waiting for planes. Since then Boeing's defence unit became embroiled in two procurement scandals, one relating to the appropriation of a rival's rocket designs and another for improperly hiring an ex-Air Force weapons buyer. It finally settled those matters with the US government with a \$615 million payment last summer. The Air Force recruitment scandal led to the resignation of Boeing Chief Executive Phil Condit in December 2003. His successor, Harry Stonecipher, was ousted in 2005 after an affair with a female Boeing executive. Boeing's current CEO, James McNerney, has steadied the company since he took over in June 2005, but it still suffered a shock last September when the CEO of its commercial planes unit, Alan Mulally, left to head Ford.

Boeing (NYSE: BA) is showing steady progress toward building the first 787 Dreamliner with the rollout of its second specially-modified freighter and a successful first pickup of 787 parts from Japan.

The load consists of section 43, a forward fuselage section made by Kawasaki Heavy Industries, and section 11/45, the centre wheel well and centre wing tank, made by KHI and Fuji Heavy Industries and joined at FHI. These were loaded onto the 747-400 Large Cargo Freighter - now known as the Dreamlifter - in early January at Centrair Airport in Nagoya. The large composite parts are destined for Charleston, South Carolina. "Today is an exciting day for Boeing and our Japanese partners," said Scott Strobe, 787 vice president of Airplane Development and Production. "Transporting these parts from FHI and KHI is the first step in assembling the first 787. We're very pleased with how it went and with the quality of the parts received." In another sign of production readiness, the second Dreamlifter rolled out of the hangar on 7 January in Taipei, Taiwan, sporting its distinctive new white and blue livery.

Three Dreamlifters are being modified by Evergreen Aviation Technologies Corporation at its facility at Taiwan Taoyuan International Airport.

The US government, noting continued security risks and threats, has proposed upgrades for new passenger jets to further secure the cockpit from potential hijackers and reduce the danger posed by bombs. The Federal Aviation Administration wants manufacturers, including Boeing and Airbus, to design aircraft with stronger floors, bulkheads and ceilings around flight deck doors to better protect the crew. The agency also called for improved smoke and fire suppression systems and other

changes that would make it harder to hide explosives or weapons in the cabin. The agency also wants airliners to have a reinforced compartment where a bomb could be placed should one be discovered during flight. "This proposal would decrease aircraft vulnerability and increase aircraft survivability in the event of a bombing or hijacking," agency officials said in their proposal that would cost manufacturers and airlines more than US\$450 million over several years.

Congress required the airline industry to strengthen cockpit doors after the 11 September 2001 hijackings. That job was completed in 2003, but aviation authorities noted additional areas that should be addressed. The proposal incorporates international safety changes adopted since the attacks as well as recommendations from special FAA safety committees and other reviews, officials said.

The FAA is not recommending the upgrade for the thousands of commercial planes now in service. The government opted against broader structural security changes when it required stronger cockpit doors, arguing that major retrofits would put planes out of service for long periods of time.

Concorde enthusiasts are not giving up in the fight to restore one of the elegant birds to airworthy condition, and they are focusing on the London Olympics of 2012 as an event that deserves to be commemorated with a Concorde fly-by. Last month, they won some support in the House of Commons when a bill was introduced <http://www.theyworkforyou.com/debates/g300.1> that would promote the maintenance and preservation of "certain vehicles of cultural value." The legislation, if it passes, would authorise the restoration of a Concorde to airworthy condition for use on ceremonial occasions.

Save Concorde Group [www.save-concorde.co.uk](http://www.save-concorde.co.uk) is encouraged by support for new legislation. "We welcome this latest attention to Concorde as it not only highlights our thinking that a return to flight is possible, but also continues to keep the subject of Concorde alive nearly three and a half years since the aircraft's retirement," said Ben Lord, spokesman for the group. "There continues to be no reason why Concorde cannot return to flight in the intended capacity, so with this latest call from politicians, the Government together with British Airways need to start co-operating in order to ensure our target for a flypast in 2012 is met and this plane is not left to languish in museums and on the sides of runways."

## OTHER NEWS

Jet fuel prices have fallen to their lowest levels in a year and a half, providing a welcome boost to airlines, particularly the big ones that were slow and cautious in hedging their bets. But companies like Southwest Airlines and Alaska Air - which hedged more aggressively against rising oil prices - stand to benefit less than American Airlines, United Airlines and other major carriers, which did not. These bigger airlines haven't locked in prices with long-term hedges, which means their fuel costs are closely tied to market shifts.

Alaska Air, for example, has hedged 50% of its first-quarter fuel needs at a price of US\$58.78 a barrel. That is slightly above the current price of US\$55.60, which means it is effectively inflating its fuel bill. "Any of the airlines that didn't hedge that much are going to be the airlines that do well," said Helene Becker, an analyst with Benchmark. "Most of the bigger airlines didn't hedge that much."

Still, leading US discount carrier Southwest Airlines has proven that long-term hedging can be a formidable advantage, and any benefits from falling fuel prices could be quickly reversed, if prices spike again. But the lower fuel prices are broadly expected to stick. The welcome decline comes as the US airline industry emerges from a long slump following the airborne attacks of 11 September 2001. Cost cuts, resurgent demand and fare increases have greatly improved the industry's financial prospects.

Calyon Securities analyst Ray Neidl expects the industry to post US\$6 billion in profits in 2007 after posting US\$2.3 billion in profits last year - its first profitable year since 2000. He said the estimate doesn't assume falling fuel prices. With the most bullish outlook for some time, many of the sector's stocks are breaking multi-year highs. The Amex airline index is up 9% from a year ago, while shares



of American Airlines parent AMR, and Continental Airlines are trading at their highest since August 2001.

Shares of United Airlines parent UAL are trading at their highest level since re-listing after emerging from bankruptcy in early February 2006. Southwest, which stands to benefit less from lower oil prices, is the industry laggard, down 32% from its all-time high in December 2000. The airline industry is highly exposed to jet fuel prices, which vie with labour as its largest expense. A one cent change in the price of jet fuel costs the industry about US\$190 million annually, according to lobby group the Air Transport Association.

Jet fuel has dipped below US\$1.60 a gallon, falling to its lowest level since July 2005, after topping US\$2.25 this summer, said Ben Brockwell, editor of Oil Price Information Service's jet fuel report. And the price is expected to stay low. "At this point, the prices are likely to remain flat to down," said Jason Schenker, an economist at Wachovia Bank in Charlotte, North Carolina. "Technical supports remain bearish." While unseasonably warm weather in the US Northeast has weakened oil prices, airlines can also claim some responsibility for the drop in jet fuel prices. Turning off engines more often on the ground, ascending to cruising altitude more quickly, and installing fuel-saving wing tips have led to a decline in jet fuel demand. "There's been a lot of downward pressure from increased efficiency of usage," said Wachovia's Schenker.

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David Wooler

Air Yorkshire Aviation Society

**ANNUAL DINNER**

**Friday 20 April 2007 at 7.30pm for 8.00pm**

Peasehill Hotel and Restaurant Harrogate Road Rawdon Leeds

**Celebration Menu £19.00 per person**

Traditional minestrone soup

Half a galia melon with fruit sorbet and raspberry coulis

Filo parcel of goatscheese, caramelised onions, honey and mustard dressing

*Pan fried sirloin steak with sauce bearnaise*

*Poached salmon supreme with creamed spinach*

*Confit of duck leg, cumberland sausage, horseradish mash*

*(or a vegetarian option)*

Champagne mousse with fruit coulis

Sticky toffee pudding and custard

Selection of English and continental cheese

*Coffee and mints*

To book your table contact our co-ordinator: John Dale

13 Greenfield Avenue Guiseley Leeds LS20 8HG

telephone number 01943 875 315

Deposit £5 per person, full payment by March meeting

Please make cheque payable to *Air Yorkshire Aviation Society*  
and include details of your guest list

## MILITARY AVIATION



### Visit to Lincoln Cathedral

On 9 December, Spen Valley District Scout fellowship, of which I am a member, organised a trip to Lincoln, ostensibly to visit the Christmas Market. However, in my case, it provided an opportunity to visit Lincoln Cathedral, which I have not visited for over twenty years.

We left Cleckheaton at ten-o'clock, slightly ahead of schedule. We made good progress via various motorways until we were in sight of the Cathedral - which is visible in all directions from about twenty miles away. From this point, we were in massive slow-moving traffic, all presumably heading for the Christmas Market! Eventually, we reached the city centre, were dropped off at a central point and I headed for the Cathedral. I had forgotten how steep the route to the building was, over cobbled streets (not good for my poor old feet) and I paused twice, conveniently finding seats on which I could rest. Having reached the summit, I entered the Cathedral, where an entry charge of £2 is requested. In return, visitors are given a leaflet with a floor plan and a listing of Christmas services and activities.

Apart from the Cathedral itself, my special interest was in the side chapels, dedicated to each of the three Armed Forces. My tri-service background (I served *in* the Royal Navy [Fleet Air Arm], *in* the Army [Parachute Regiment] and *with* the Royal Canadian Air Force [13 Elementary Flying Training School] and Royal Air Force [No 1 Parachute Training School]) generates a delight in the notion of three adjacent side chapels: the soldiers chapel (dedicated to St George), the sailors chapel (dedicated to St Andrew) and the airmen's chapel (dedicated to St Michael). The airmen's chapel has a special place in RAF history, as Bomber Command aircrews, returning from operations over Europe, used to look out for the Cathedral as a 'marker' that they were almost home, much like the Pathfinder's route markers. The chapel displays a number of squadron badges and is overlooked by five stained glass memorial windows including a Bomber Command memorial window, a New Zealand memorial window and a Flying Training Command window. There is a Memorial Book listing 25,611 aircrew who flew from airfields in Lincolnshire and never returned; of these, 200 were from New Zealand, 1140 from Australia, 1233 from Canada, 90 from Southern Rhodesia and 687 from the Polish Air Force and over 22,000 from the UK. They were all from 1,5,6,7, 91 and 93 (OTU) Groups of Bomber Command.

Lincoln Cathedral is regarded as one of the finest medieval buildings in Europe; it is located high on a hill overlooking the city. In addition to visiting the side chapels and having a general look around the building, I visited the Cloister Refectory and lunched on a Lincolnshire sausage bap and an excellent cup of tea and mince pie. I also visited the Cathedral Shop, where I bought a number of postcards that will be displayed in due course.

As for the Christmas Market: one had to be keen to brave the throng. I preferred the tranquility of the Cathedral and the peace of the side-chapels. I would happily pay a return visit if the opportunity arose, but preferably at a quieter time!

**Eric Martin**

Credit: this article originally appeared in the Parish Magazine of St John the Evangelist, Cleckheaton. Thanks to Steve Garland, who organised the trip, and the many volunteers at the Cathedral, who were all most helpful.



## MILITARY NEWS

### **War-time Spotters, Alert!**

Many issues ago, I drew attention to a CD-Rom of issues of a classical war-time magazine, "Aeroplane Spotter". This evoked many memories for me; they were re-awakened in November when I received a copy of a Penguin Book for my eightieth birthday, "Aircraft Recognition" by R A Saville-Sneath. This is a straight-forward reprint of a book, originally published in 1941 (notable for me, the year of the founding of Air Scouts).

If I remember rightly (it is *sixty-six years* ago!) it originally cost half-a-crown (two shillings and sixpence), the equivalent now of twelve and a half pence, it is now published at £5.99! As the back cover states, "When this book was first published in 1941, aircraft recognition was far more than a pleasant pastime, it was often a matter of life and death.... It goes on to say, "For those who lived through one of the most glorious episodes in the history of combat, it will prove vividly evocative of those extraordinary days".

Credits: Penguin Books  
Steve Garland (who bought me the book!)

### **Goodbye Canberra, Hello Sentinel**

Under this heading, a recent Air League Newsletter bid farewell to the English Electric Canberra, after **fifty-five** years service with the RAF. The final trio of PR9 aircraft were stood down at RAF Marham after having been involved in essential reconnaissance missions in Iraq and Afghanistan. Their role will be assumed by the Sentinel R Mk1.

However, the Sentinel is more than a reconnaissance aircraft, it is part of a comprehensive network system operated by the RAF and the Army, involving data-linked ground stations which provides a stand-off surveillance and intelligence-gathering capability. This can observe from an altitude of fifty-thousand feet, to locate and identify fixed and moving targets, by day or night, in all-weather conditions. The Sentinel though, will not be remaining service for 55 years - it is planned that identical roles will be carried out by unmanned drones in the not-too-distant future.

So, hail the Canberra, we will not see your like again!

Credit: Air League Newsletter

### **Luftwaffe fleet moves to Old Warden**

Several of the aircraft of defunct Luftwaffe specialist RLM Aviation, formerly based at Fair Oaks, have been acquired by collector Peter Holloway and been transported to Old Warden. These include Bucker Bu 181 Bestmann G-GSLU and Focke-Wulf Fw44 Stieglitz G-STIG, which were flown in, and Klemm 35D G-KLEM and Fieseler Fi 156 Storch, which were delivered by road. The Klemm is almost airworthy, but the Storch is being rebuilt; it is expected to be flying in about a year. What an opportunity for you number-crunchers to acquire those unique registrations! Even I might make the long journey to Bedfordshire to see a Storch, such an elegant aircraft!

Credit: Aeroplane Monthly

**Eric Martin**

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# LBIA RESIDENT AIRCRAFT SURVEY 1<sup>ST</sup> JANUARY 2007

Registration	Type	C/N	Owner/Operator
EI-BPD	Shorts SD-360 100	SH3656	Used for fire practice
G-ATND	Cessna F150F	0041	Engine test-bed
G-AVWD	PA-28 Cherokee 160	28-23700	Evelyn Air
G-AYCJ	Cessna TP206D	P206-0552	White Knuckle Airways
G-BBHF	PA-23 Aztec	27-7305166	G-J.Williams
G-BEUX	Cessna F172N	1596	Multiflight Ltd
G-BEYV	Cessna T210M	61583	Castleridge Ltd
G-BFFC	Cessna F152	1451	Multiflight Ltd
G-BFGL	Cessna FA152	339	Multiflight Ltd
G-BFMH	Cessna 177B Cardinal	2034	Aerofoil Aviation
G-BFXW	Grumman AA-5B Tiger	0940	Campsol Ltd
G-BHSB	Cessna 172N	72977	ABK Aviation Services
G-BLHR	Gulfstream GA7 Cougar	0109	T.E.Westley
G-BNDY	Cessna 425	0236	Brilliant Ind. Media Specialists
G-BNYO	Beech 76 Duchess	ME-78	Multiflight Ltd
G-BOVK	PA-28 161 Warrior II	28-8516061	Multiflight Ltd
G-BSER	PA-28 160 Cherokee	28-790	Yorkair Ltd
G-BWEU	Cessna F150	1894	Affair Aircraft Leasing Ltd
G-BXDT	Robin HR200/120B	315	Multiflight Ltd
G-BXGW	Robin HR200/120B	317	Multiflight Ltd
G-BXLY	PA-28 161 Warrior	28-7715220	Multiflight Ltd
G-BXOR	Robin HR200/120B	321	Multiflight Ltd
G-BYLH	Robin HR200/120B	335	Multiflight Ltd
G-CCWY	Pilatus PC-12/45	568	Harpin Ltd
G-EJEL	Cessna 550 Citation II	0643	A.J.and E.A.Elliott
G-FIRS	Robinson R-22	2807	Multiflight Ltd
G-FITZ	Cessna 335	044	J.R.Naylor & D.Hughes
G-GBRU	Bell 206B JetRanger	3997	Astro Aviation
G-HERB	PA-28R 201 Arrow III	28R-7837118	Consort Aviation Ltd
G-IFIT	PA-31 Navajo 350	31-8052078	Dart Group PLC (Jet2)
G-JACK	Cessna 421C	1411	JCT 600 Ltd
G-KSPB	Robinson R-44	11445	Heli 2
G-MLTY	AS 365N2 Dauphin	6431	Multiflight Ltd
G-MOUT	Cessna 182T	18281315	G.Mountain
G-OADY	Beech 76 Duchess	ME-56	Multiflight Ltd
G-OBNW	PA-31 350 Chieftain	31-7305118	Stored
G-OLNT	AS365N1 Dauphin	6309	LNT Aviation
G-OPUB	Slingsby T-67M Firefly	2002	P.M.Barker
G-ORDH	AS355N Twin Squirrel	5744	Harpin Ltd
G-OSPK	Cessna 172S	10261	Kenward Orthopaedic Ltd
G-OSSI	Robinson R-44	10470	Goss Air Ltd
G-PEGY	Europa Aviation Europa	PFA/247-12713	M.T.Dawson
G-PMAX	PA-31 350 Chieftain	31-7305006	Stored
G-PROG	Robinson R-44	11048	Multiflight Ltd
G-RWEW	Robinson R-44	11148	Northern Heli Charters
G-SASH	MD 900 Explorer	900-0080	West Yorkshire Ambulance Service
G-TRAN	Beech 76 Duchess	ME-408	Multiflight Ltd
G-TTHC	Robinson R-22B	1196	Multiflight Ltd
N188S	Agusta A109A-2	7349	JSJ Aviation
N322RJ	Beech 60 Duke	P-322	Peter Scott
N343RR	PA-46 500TP	4697197	Herb Aviation
N400YY	Extra EA400	019	Tamboti Aviation
N550PD	Cessna 550 Citation	550-0995	Ravenheat Aviation
N620LH	AS 335F2 Twin Squirrel	5463	Leeds Helicopters
N800UK	Hawker 800 XP	258577	Liberty Aviation
N900CB	Cessna 421C	837	Lancaster Aviation (Fifty North)
N5736	Hawker 800 XP2	258471	A.Ogden and Sons PLC
N45552	PA-18 Super Cub	18-8563	Stored - For sale
N54105	Cirrus SR 22	1139	GOPUB Aviation

Terry Sykes





Residents:  
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