



YORKSHIRES PREMIER AVIATION SOCIETY



BOEING 757-200 G-OOOB FIRST CHOICE
MANCHESTER 24 MAY 2004
ALAN SINFIELD

£1.75

VOL 31 NUMBER 1

JANUARY 2005

SOCIETY CONTACTS

CHAIR
SECRETARY
TREASURER
and MEMBERSHIP

Cliff JAYNE tel: 0113 249 7114
Jim STANFIELD tel: 0113 258 9968
David VALENTINE 8 St Margaret's Avenue
Horsforth, Leeds LS18 5RY
tel: 0113 228 8143

Assistant Treasurer
MAGAZINE EDITOR

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

Assistant Editor
MEETING CO-ORDINATOR

Sheila JAYNE
Alan SINFIELD tel:
e-mail: alan.sinfield@blueyonder.co.uk
tel: 0113 250 4424

VISITS ORGANISER
HONORARY LIFE PRESIDENT
COMMITTEE MEMBERS:
2004-2005

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

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

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

6 February Norman Smart - 200 different airlines at Manchester
6 March Ken Cothliff - subject not decided

AIR YORKSHIRE AVIATION SOCIETY NEWS



Jonathan Bates presenting the Grand Draw prize to member Sheila Jayne



MOVEMENTS OCTOBER 2004

01 Friday

C-GTDK	Airbus 320	0313	0614	PH-JFS	Pilatus PC-12	0813	1219
G-JEDP	DHC-8 400	0821	0903	G-BXWF	Fokker 100	0906	1347
G-RJXD	EMB 145	0918	1019	G-MAJL	Jetstream 41	0925	1015
G-BYRM	Jetstream 31	0932	1047	TC-APY	Boeing 737 800	0949	1056
G-BVJD	Fokker 100	1003	1108	G-BYCP	King Air B200	1008	1107
N170SW	Global Express	1011	1211	G-RJXJ	EMB 135	1013	1050
El-CNV	Boeing 737	1017	1102	PH-OFK	Fokker 100	1027	1121
N64VB	B.58 Baron	1040	1100	G-BAVZ	PA-23 Aztec	1043	1541
G-BXWE	Fokker 100	1055	1458	N750NS	Citation X	1111	1115(02)
EC-HKR	Boeing 737 800	1157	1319	C-GTDK	Airbus 320	1206	1357
G-MAJG	Jetstream 41	1216	1439	G-RJXD	EMB 145	1255	1505
G-RJXJ	EMB 135	1322	1410	El-CNZ	Boeing 737	1326	1401
G-ICAS	Pitts S-2B	1352	1521	G-JEDM	DHC-8 400	1410	1455
PH-OFJ	Fokker 100	1412	1610	G-BVJD	Fokker 100	1428	1548
G-ROWN	King Air 200	1622	2334	G-BYRM	Jetstream 31	1639	1722
G-RJXJ	EMB 135	1649	1753	G-BXWF	Fokker 100	1656	1746
G-BXWE	Fokker 100	1701	1742	G-RJXD	EMB 145	1703	1803
G-MAJG	Jetstream 41	1713	1800	G-BVJD	Fokker 100	1819	1927
G-JEDR	DHC-8 400	1822	1907	G-BXWE	Fokker 100	1932	1632(03)
C-GTDK	Airbus 320	1937	0606(02)	PH-OFK	Fokker 100	1951	0618(02)
G-RJXD	EMB 145	2000	0727(02)	G-MAJG	Jetstream 41	2008	1000(02)
G-BYRM	Jetstream 31	2013	0653(04)	G-RJXJ	EMB 135	2039	1453(03)
G-BXWF	Fokker 100	2042	0814(02)	El-CNZ	Boeing 737	2127	2204
EC-IDA	Boeing 737 800	2202	2314	G-BVJD	Fokker 100	2213	0704(02)
G-CDUO	Boeing 757	2328	0645(02)				

02 Saturday

G-JEDM	DHC-8 400	0805	0848	PH-OFB	Fokker 100	0937	1044
G-BVJD	Fokker 100	1005	1102	El-CJC	Boeing 737	1012	1047
PH-URJ	PA-31 Navajo	1042	1642	G-BXWF	Fokker 100	1158	0717(04)
G-CDUO	Boeing 757	1210	1349	C-GTDK	Airbus 320	1212	1408
G-JEDR	DHC-8 400	1342	1425	PH-OFA	Fokker 100	1402	1607
G-RJXD	EMB 145	1421	1114(03)	G-MAJG	Jetstream 41	1447	1500(03)
VP-CGG	Citation Excel	1452	N/res	EC-HBM	Boeing 737 800	1503	1622
9H-ADY	Airbus 320	1526	1632	EC-HKQ	Boeing 737 800	1541	1705
El-CNV	Boeing 737	1554	1638	EC-FXY	DC9 83	1619	1744
EC-FXQ	Boeing 737 400	1740	1903	PH-OFB	Fokker 100	1943	0618(03)
C-GTDK	Airbus 320	2018	2119	G-CDUO	Boeing 757	2028	2201
G-BVJD	Fokker 100	2130	0705(03)				

03 Sunday

G-CDUO	Boeing 757	0402	0716	C-GTDK	Airbus 320	0634	0805
PH-OFJ	Fokker 100	0937	1044	G-RJXG	EMB 145	0948	1753
G-CBEI	PA-22 Colt	1002	1113	N33PJ	Gulfstream II SP	1059	1545
G-WAIR	PA-32 Saratoga	1102	1158	El-CNV	Boeing 737	1304	1343
G-JEBA	BAe 146 300	1359	1448	PH-OFB	Fokker 100	1414	1609
C-GTDK	Airbus 320	1504	1618	G-OLCP	Twin Squirrel	???	1525(06)
G-MAJG	Jetstream 41	1635	1756	EC-ICK	Airbus 320	1648	1802
G-MAJJ	Jetstream 41	1656	1737	LZ-BHC	Airbus 320	1727	1842
G-RJXJ	EMB 135	1732	1815	G-RJXD	EMB 145	1805	1846

G-MIDT	Airbus 320	1859	2000	G-BXWE	Fokker 100	1958	0748(04)
PH-OFF	Fokker 100	2002	0624(04)	G-RJXJ	EMB 135	2006	0730(04)
G-MAJG	Jetstream 41	2026	0704(04)	G-RJXG	EMB 145	2102	0725(04)
G-JEDV	DHC-8 400	2106	2153	G-BVJD	Fokker 100	2149	0727(04)

04 Monday

C-GTDK	Airbus 320	0246	0732	G-CDUO	Boeing 757	0632	0938
G-JEDR	DHC-8 400	0812	0853	G-RJXG	EMB 145	0928	1016
G-MAJG	Jetstream 41	0935	1022	G-BXWF	Fokker 100	0937	1452
PH-KLD	Fokker 100	0943	1102	G-BYRM	Jetstream 31	0951	1114
G-BVJD	Fokker 100	1012	1112	EI-CJC	Boeing 737	1026	1126
G-RJXJ	EMB 135	1030	1118	G-CCJE	Hughes 269	1036	1610(08)
CS-DFH	Falcon 900	1059	1153	G-BXWE	Fokker 100	1109	1351
C-GTDK	Airbus 320	1228	1520	G-MAJG	Jetstream 41	1247	1442
G-RJXG	EMB 145	1255	1458	EI-CNW	Boeing 737	1309	1348
G-JEDP	DHC-8 400	1342	1431	G-RJXJ	EMB 135	1345	1422
PH-OFF	Fokker 100	1416	1605	G-BVJD	Fokker 100	1419	1541
G-CDUO	Boeing 757	1537	1713	G-BYRM	Jetstream 31	1621	1726
G-BXWF	Fokker 100	1648	1729	G-RJXG	EMB 145	1651	1755
G-BXWE	Fokker 100	1702	1739	G-MAJG	Jetstream 41	1705	1758
G-RJXJ	EMB 135	1711	1748	G-JEDP	DHC-8 400	1716	1802
G-BVJD	Fokker 100	1817	1920	PH-KLD	Fokker 100	1932	0626(05)
G-BXWF	Fokker 100	1938	0731(05)	G-BYRM	Jetstream 31	1952	0654(05)
G-RJXG	EMB 145	1959	0726(05)	G-MAJG	Jetstream 41	2011	0657(05)
G-RJXJ	EMB 135	2027	0714(05)	N30614	PA-32R	2045	0621(05)
G-BXWE	Fokker 100	2057	0721(05)	G-BVJD	Fokker 100	2154	0716(05)
EI-CNX	Boeing 737	2159	2238	F-GMLI	DC9 83	2215	0840(05)

05 Tuesday

C-GTDK	Airbus 320	0038	0816	G-CDUO	Boeing 757	0229	0616
G-JEDP	DHC-8 400	0756	0844	G-HOPE	F-33A Bonanza	0851	1708
N745HA	Agusta A109A	0852	1336(07)	D-IGAS	CitationJet	0903	1300(06)
G-RJXG	EMB 145	0919	1011	G-BXWE	Fokker 100	0921	1352
G-MAJG	Jetstream 41	0924	1014	G-BYRM	Jetstream 31	0942	1042
PH-OFF	Fokker 100	0947	1054	EI-COB	Boeing 737	1005	1050
G-BVJD	Fokker 100	1008	1102	G-RJXJ	EMB 135	1025	1112
G-BXWF	Fokker 100	1034	1446	N498YY	CitationJet	1057	1443
G-BPPM	King Air B200	1108	1131	G-MAJG	Jetstream 41	1203	1436
G-RJXG	EMB 145	1246	1457	EI-CNV	Boeing 737	1248	1326
G-RJXJ	EMB 135	1331	1422	G-JEDK	DHC-8 400	1346	1434
PH-OFF	Fokker 100	1405	1611	C-GTDK	Airbus 320	1410	1640
G-BVJD	Fokker 100	1412	1536	G-VICT	PA-31 Navajo	1559	1935
G-BUVC	Jetstream 31	1618	1718	G-MONW	Airbus 320	1634	1743
G-BXWF	Fokker 100	1650	1735	G-RJXJ	EMB 135	1653	1754
G-MAJG	Jetstream 41	1658	1750	G-BXWE	Fokker 100	1701	1759
G-RJXG	EMB 145	1703	1747	G-JEDR	DHC-8 400	1722	1832
N282CJ	CitationJet II	1727	1856	N587PB	King Air C90B	1734	1715(06)
9H-ABR	Boeing 737 300	1811	1933	G-MIDT	Airbus 320	1829	1921
G-BXWF	Fokker 100	1928	0730(06)	G-MAJG	Jetstream 41	1958	0703(06)
G-BUVC	Jetstream 31	2001	0700(06)	G-BXWE	Fokker 100	2008	0748(06)
G-RJXJ	EMB 135	2039	0708(06)	G-RJXG	EMB 145	2046	0733(06)
G-CDUO	Boeing 757	2052	0740(06)	EI-CNV	Boeing 737	2116	2143
G-BVJD	Fokker 100	2158	0719(06)	G-BVJC	Fokker 100	2216	1356(06)

06 Wednesday

C-GTDK	Airbus 320	0345	0750	G-JEDP	DHC-8 400	0807	0848
D-COEB	King Air 350	0824	1537	G-MAJG	Jetstream 41	0922	1011
G-RJXG	EMB 145	0925	1008	G-BXWF	Fokker 100	0927	1452
G-BUVC	Jetstream 31	0936	1036	PH-KLE	Fokker 100	0948	1049

EI-CNX	Boeing 737	0956	1045	G-RJXJ	EMB 135	1013	1059
G-MIDJ	Airbus 321	1032	1126	G-BXWE	Fokker 100	1042	1549
N91CW	Gulfstream 5	1152	1501	G-MAJG	Jetstream 41	1216	1441
G-FRYL	RaytheonPremier	1228	0908(07)	G-RJXG	EMB 145	1257	1504
EI-CON	Boeing 737	1302	1334	G-RJXJ	EMB 135	1323	1404
CS-DNS	Falcon 2000	1331	1421	G-JEDR	DHC-8 400	1348	1435
PH-OFJ	Fokker 100	1411	1602	G-BYOM	Sikorsky S-76C	1621	1659
G-ROWN	King Air 200	1631	1719	G-BUVC	Jetstream 31	1634	1718
G-BXWF	Fokker 100	1644	1732	G-RJXJ	EMB 135	1653	1742
G-RJXG	MB 145	1655	1737	G-BVJC	Fokker 100	1657	1757
C-GTDK	Airbus 320	1701	1836	G-MAJG	Jetstream 41	1704	1750
G-JEDR	DHC-8 400	1724	1804	G-BXWE	Fokker 100	1838	1931
G-BXWF	Fokker 100	1924	0734(07)	PH-KLI	Fokker 100	1936	0626(07)
G-BVJC	Fokker 100	1952	0732(07)	G-BUVC	Jetstream 31	1956	0704(07)
G-MAJG	Jetstream 41	2002	0707(07)	F-GMLI	DC9 83	2023	2135
G-RJXJ	EMB 135	2031	0716(07)	G-RJXG	EMB 145	2041	0721(07)
G-CDUO	Boeing 757	2057	0728(07)	G-STRC	Boeing 737 700	2132	2218
EI-CON	Boeing 737	2137	2208	G-BVJD	Fokker 100	2151	0718(07)

07 Thursday

C-GTDK	Airbus 320	0643	0953	40108	C-21A	0807	1540
G-JEDK	DHC-8 400	0836	0916	G-MAJG	Jetstream 41	0925	1011
G-BVJC	Fokker 100	0928	1342	PH-KLI	Fokker 100	0938	1046
G-RJXG	EMB 145	0941	1020	G-BUVC	Jetstream 31	0945	1036
G-BVJD	Fokker 100	1000	1102	EI-CJC	Boeing 737	1005	1050
G-RJXJ	EMB 135	1018	1058	G-BXWF	Fokker 100	1028	1451
G-OTSP	Twin Squirrel	1055	1123	G-JIVE	Hughes 369E	1144	1224
N750NS	Citation X	1200	1654	G-MAJG	Jetstream 41	1208	1446
G-RJXG	EMB 145	1247	1459	EI-COB	Boeing 737	1251	1327
G-CPEU	Boeing 757	1254	1440	EC-IMU	Airbus 320	1315	1437
G-RJXJ	EMB 135	1323	1403	CS-DNV	Hawker 800XP	1327	1550
G-JEDR	DHC-8 400	1357	1435	G-BVJD	Fokker 100	1406	1606
PH-OFE	Fokker 100	1410	1611	C-GTDK	Airbus 320	1611	1740
G-BYRM	Jetstream 31	1623	1722	G-BVJC	Fokker 100	1643	1748
G-BXWF	Fokker 100	1648	1730	G-RJXG	EMB 145	1652	1735
G-RJXJ	EMB 135	1656	1744	G-MAJG	Jetstream 41	1659	1754
D-IGAS	CitationJet	1702	1841	G-JEDR	DHC-8 400	1716	1802
G-BVJD	Fokker 100	1823	1915	PH-KLD	Fokker 100	1930	0622(08)
G-BXWF	Fokker 100	1934	0734(08)	G-BVJC	Fokker 100	1949	0816(08)
G-BYRM	Jetstream 31	1957	1138(08)	G-MAJG	Jetstream 41	2003	0701(08)
G-RJXJ	EMB 135	2030	0709(08)	G-RJXG	EMB 145	2050	0717(08)
EI-COB	Boeing 737	2108	2142	G-CDUO	Boeing 757	2118	0738(08)
G-BVJD	Fokker 100	2157	0721(08)				

08 Friday

C-GTDK	Airbus 320	0248	0608	G-MAJK	Jetstream 41	0711	0743
G-BAVZ	PA-23 Aztec	0800	1217	D-CMIC	Citation Excel	0804	0929
G-JEDJ	DHC-8 400	0812	0850	TC-APJ	Boeing 737 800	0901	0950
G-MAJG	Jetstream 41	0925	1019	G-BXWF	Fokker 100	0932	1015
EI-MAX	Lear Jet 31A	0941	1056	PH-KLD	Fokker 100	0947	1052
G-BVJD	Fokker 100	1002	1112	EI-CNV	Boeing 737	1006	1102
G-MAJK	Jetstream 41	1011	1049	G-RJXC	EMB 145	1017	1508
G-RJXJ	EMB 135	1026	1100	G-JIVE	Hughes 369E	1114	1205
G-BVJC	Fokker 100	1118	1401	P4-LJG	Citation X	1130	1528
G-JDBC	PA-34 Seneca	1137	1721	EC-III	Boeing 737 800	1140	1308
C-GTDK	Airbus 320	1201	1343	G-MAJG	Jetstream 41	1223	1444
G-BXWF	Fokker 100	1245	1503	G-RJXJ	EMB 135	1323	1411
G-BSYI	Twin Squirrel	1341	1142(10)	N750NS	Citation X	1355	1511

G-JEDR	DHC-8 400	1359	1435	EI-CNX	Boeing 737	1418	1452
G-BVJD	Fokker 100	1421	1543	PH-OFA	Fokker 100	1454	1624
G-JANN	PA-34 Seneca	1515	1634	G-JIVE	Hughes 369E	1625	1729
G-BYRM	Jetstream 31	1631	1717	G-BXWF	Fokker 100	1656	1822
G-RJXJ	EMB 135	1700	1747	G-MAJG	Jetstream 41	1704	1752
G-RJXC	EMB 145	1706	1801	G-JEDR	DHC-8 400	1718	1804
G-BVJC	Fokker 100	1720	1758	G-BVJD	Fokker 100	1833	1931
G-RKJT	PA-46 Malibu	1835	0742(12)	C-GTDK	Airbus 320	1918	0559(09)
PH-KLD	Fokker 100	1938	0617(09)	G-BSTZ	PA-28 Cruiser	1948	2010
G-BVJC	Fokker 100	1951	0736(11)	G-BYRM	Jetstream 31	2005	0657(11)
G-MAJG	Jetstream 41	2008	1006(09)	G-BXWF	Fokker 100	2011	0812(09)
G-RJXJ	EMB 135	2031	1508(10)	G-RJXC	EMB 145	2103	0745(09)
EI-CNV	Boeing 737	2114	2148	EC-HKR	Boeing 737 800	2124	2245
G-BVJD	Fokker 100	2152	0733(09)	G-CDUO	Boeing 757	2335	0651(09)

09 Saturday

G-JEDK	DHC-8 400	0809	0855	G-GNMG	Cessna U206F	0910	1011
PH-KLD	Fokker 100	0944	1127	G-CVIP	JetRanger	0957	1038
G-BVJD	Fokker 100	1008	1105	EI-CNT	Boeing 737	1012	1045
G-BDUN	PA-34 Seneca	1041	1111	G-BXWF	Fokker 100	1142	1628(10)
C-GTDK	Airbus 320	1200	1413	G-CDUO	Boeing 757	1204	1340
G-SAWI	PA-32RT Lance	1216	1659(10)	G-OTSP	Twin Squirrel	1254	1312
G-JEDR	DHC-8 400	1347	1429	G-FCDB	Citation Bravo	1411	1503
PH-OFI	Fokker 100	1424	1600	G-RJXC	EMB 145	1431	1753(10)
G-CCFC	Robinson R-44	1446	1544	G-MAJG	Jetstream 41	1448	1501(10)
EC-IDA	Boeing 737 800	1453	1619	EC-HBM	Boeing 737 800	1527	1639
9H-ADY	Airbus 320	1552	1705	EC-GAT	DC9 83	1556	1659
EI-COA	Boeing 737	1610	1646	EC-FXQ	Boeing 737 400	1739	1856
C-GTDK	Airbus 320	2004	2126	PH-OFJ	Fokker 100	2006	0626(10)
G-CDUO	Boeing 757	2011	2207	G-BVJD	Fokker 100	2139	0713(10)

10 Sunday

G-CDUO	Boeing 757	0417	0719	XV196	Hercules C.1	0458	0509
C-GTDK	Airbus 320	0644	0759	D-AMAJ	BAe 146 200	0746	0926
PH-KLG	Fokker 100	0954	1048	G-RJXG	EMB 145	1008	1105
D-CMIC	Citation Excel	1044	0628(11)	EI-CSD	Boeing 737 800	1310	1351
G-JEDP	DHC-8 400	1346	1432	EI-MAX	Lear Jet 31A	1418	1457
PH-OFB	Fokker 100	1429	1607	C-GTDK	Airbus 320	1443	1644
G-JBBZ	Ecureuil	1554	1620	G-FIBS	Ecureuil	1554	1630(15)
G-CVIP	JetRanger	1556	1637	G-MAJG	Jetstream 41	1635	1750
G-JEAM	BAe 146 300	1646	1734	G-MAJL	Jetstream 41	1658	1741
G-RJXJ	EMB 135	1737	1818	G-RJXG	EMB 145	1817	1855
G-JIVE	Hughes 369E	1833	1856	G-MIDU	Airbus 320	1836	1937
EC-GZE	Airbus 320	1857	1949	PH-OFE	Fokker 100	1945	0625(11)
G-MAJG	Jetstream 41	2004	0702(11)	G-RJXJ	EMB 135	2013	0718(11)
G-BXWF	Fokker 100	2024	0709(11)	G-RJXE	EMB 145	2103	0720(11)
EI-CJG	Boeing 737	2146	2223	G-BVJD	Fokker 100	2149	0724(11)

11 Monday

C-GTDK	Airbus 320	0309	1508	G-BYAW	Boeing 757	0402	0930
N200CH	Falcon 2000EX	0611	1803	N601HW	Challenger 3R	0619	1157(14)
G-JEDP	DHC-8 400	0815	0853	G-BXWF	Fokker 100	0910	1343
G-RJXE	EMB 145	0923	1016	G-MAJG	Jetstream 41	0927	1012
PH-KLG	Fokker 100	0936	1047	G-BYRM	Jetstream 31	0939	1037
G-JETU	Twin Squirrel	0950	1253	G-BVJD	Fokker 100	1008	1112
EI-CJG	Boeing 737	1021	1056	G-RJXJ	EMB 145	1024	1111
G-BVJC	Fokker 100	1043	1453	G-MAJG	Jetstream 41	1215	1441
G-MRMR	PA-31 Navajo	1234	1137(12)	G-RJXE	EMB 145	1249	1457
EI-COX	Boeing 737	1251	1336	G-RJXJ	EMB 135	1332	1739

G-JEDR	DHC-8 400	1346	1428	G-BVJD	Fokker 100	1416	1543
PH-OFD	Fokker 100	1436	1602	G-BYAW	Boeing 757	1525	2011
G-HMMV	CitationJet	1614	1713	N750NS	Citation X	1616	0902(12)
G-BYRM	Jetstream 31	1622	1723	G-BVJC	Fokker 100	1646	1740
G-BXWF	Fokker 100	1649	1756	G-RJXE	EMB 145	1657	1745
G-MAJG	Jetstream 41	1708	1749	VP-BLS	Pilatus PC-12	1717	1117(13)
EI-MAX	Lear Jet 31A	1720	1616(13)	G-JEDW	DHC-8 400	1731	1813
G-BVJD	Fokker 100	1812	1909	G-OTUI	TB-20 Trinidad	1904	1942
G-BVJC	Fokker 100	1930	0711(12)	PH-KLG	Fokker 100	1948	0626(12)
G-OGRG	Citation Ultra	1952	1401(12)	G-BXWF	Fokker 100	1959	0740(12)
G-MAJG	Jetstream 41	2004	0701(12)	G-BUVC	Jetstream 31	2015	0659(12)
G-RJXE	EMB 145	2038	0723(12)	G-RJXJ	EMB 135	2047	0713(12)
EI-COX	Boeing 737	2125	2156	G-BVJD	Fokker 100	2149	0717(12)
OY-JRO	King Air B90	2154	2359				

12 Tuesday

C-GTDK	Airbus 320	0022	0817	G-BYAW	Boeing 757	0502	0633
EI-DMG	Cessna 441	0817	0831	G-JEDP	DHC-8 400	0820	0855
PH-JFS	Pilatus PC-12	0911	1153	G-BVJC	Fokker 100	0916	1335
G-RJXE	EMB 145	0932	1025	PH-KLG	Fokker 100	0937	1044
G-BUVC	Jetstream 31	0942	1049	G-MAJG	Jetstream 41	0951	1032
G-BVJD	Fokker 100	0959	1059	EI-CJC	Boeing 737	1002	1036
G-RJXJ	EMB 135	1021	1056	G-BXWF	Fokker 100	1102	1504
G-BOTI	PA-28 Warrior	1118	1759	G-MAJG	Jetstream 41	1212	1458
EI-CNX	Boeing 737	1242	1319	G-RJXE	EMB 145	1300	1507
G-RJXJ	EMB 135	1318	1407	G-JEDI	DHC-8 400	1350	1431
PH-KLG	Fokker 100	1414	1601	C-GTDK	Airbus 320	1424	1619
G-BVJD	Fokker 100	1428	1543	EI-DMG	Cessna 441	1532	1556
G-BYRM	Jetstream 31	1613	1729	G-BVJC	Fokker 100	1648	1818
G-RJXJ	EMB 135	1650	1752	G-BXWF	Fokker 100	1701	1746
G-RJXE	EMB 145	1714	1809	G-MAJG	Jetstream 41	1755	1840
G-BVJD	Fokker 100	1835	1926	9H-ABT	Boeing 737 300	1854	2007
G-RKJT	PA-46 Malibu	1934	1552(14)	G-BXWF	Fokker 100	1939	0714(13)
G-BYRM	Jetstream 31	2012	0658(13)	G-BVJC	Fokker 100	2016	0721(13)
PH-KLE	Fokker 100	2023	0622(13)	G-RJXJ	EMB 135	2031	0707(13)
G-BYAW	Boeing 757	2102	0740(13)	G-MAJG	Jetstream 41	2110	0704(13)
G-RJXE	EMB 145	2115	0745(13)	EI-COB	Boeing 737	2117	2154
G-BVJD	Fokker 100	2200	0742(13)				

13 Wednesday

C-GTDK	Airbus 320	0136	0718	G-JEDN	DHC-8 400	0814	0859
CS-DNM	Hawker 800XP	0826	0935	G-MAJG	Jetstream 41	0928	1016
OE-GNW	Citation Excel	0931	1640	G-BXWF	Fokker 100	0933	1336
PH-OFG	Fokker 100	0936	1046	G-RJXE	EMB 145	0940	1024
G-BYRM	Jetstream 31	0943	1042	G-BVJC	Fokker 100	0947	1104
EI-COB	Boeing 737	1008	1050	G-RJXJ	EMB 135	1014	1101
G-BVJD	Fokker 100	1105	1455	G-MAJG	Jetstream 41	1211	1439
EI-CNW	Boeing 737	1238	1315	G-RJXE	EMB 145	1251	1510
G-RJXJ	EMB 135	1318	1406	G-JEDI	DHC-8 400	1341	1427
PH-OFG	Fokker 100	1401	1557	G-BVJC	Fokker 100	1408	1546
G-BYRM	Jetstream 31	1623	0808(14)	C-GTDK	Airbus 320	1633	1820
G-BYCP	King Air B200	1646	1722	G-BXWF	Fokker 100	1649	1758
G-BVJD	Fokker 100	1652	1738	G-RJXJ	EMB 135	1656	1748
G-MAJG	Jetstream 41	1704	1750	G-RJXF	EMB 145	1714	1755
G-JEDI	DHC-8 400	1719	1802	G-BVJC	Fokker 100	1811	1918
G-BVJD	Fokker 100	1937	0740(14)	G-CBCS	Jetstream 31	1945	2007
PH-KLD	Fokker 100	1948	0634(14)	G-BXWF	Fokker 100	1952	0824(14)
G-MAJG	Jetstream 41	1959	0700(14)	G-RJXJ	EMB 135	2035	0818(14)

G-BYAW	Boeing 757	2111	0804(14)	EI-COX	Boeing 737	2115	2150
G-RJXF	EMB 145	2123	0750(14)	G-BVJC	Fokker 100	2149	0745(14)

14 Thursday

G-BVJD	Fokker 100	0951	1347	PH-KLG	Fokker 100	1007	1135
EI-CJG	Boeing 737	1020	1056	G-MAJG	Jetstream 41	1024	1119
G-BVJC	Fokker 100	1028	1127	G-RJXJ	EMB 135	1113	1200
G-RJXF	EMB 145	1128	1209	G-BYRM	Jetstream 31	1149	1235
G-BKBV	TB-10 Tobago	1159	1546	G-BXWF	Fokker 100	1206	1453
N60PT	Gulfstream 4SP	1247	1121(15)	G-MAJG	Jetstream 41	1255	1443
G-CPEV	Boeing 757	1302	1437	EI-COB	Boeing 737	1307	1338
EC-IEQ	Airbus 320	1345	1450	G-JEDI	DHC-8 400	1349	1431
G-RJXJ	EMB 135	1409	1502	PH-KLD	Fokker 100	1413	1612
G-BVJC	Fokker 100	1416	1541	G-RJXF	EMB 145	1439	1521
N750NS	Citation X	1441	1504	G-BXWF	Fokker 100	1638	1732
G-BYRM	Jetstream 31	1640	1724	G-BVJD	Fokker 100	1646	1751
C-GTDL	Airbus 320	1706	1845	G-RJXF	EMB 145	1715	1759
G-JEDI	DHC-8 400	1721	1807	G-MAJG	Jetstream 41	1727	1809
G-RJXJ	EMB 135	1739	1826	G-BVJC	Fokker 100	1827	1924
G-RFDS	Agusta A109A	1912	1609(15)	G-BXWF	Fokker 100	1929	0718(15)
OE-GEO	Hawker 800XP	1933	2019	G-BVJD	Fokker 100	1948	0728(15)
PH-KLG	Fokker 100	1952	0623(15)	G-BYRM	Jetstream 31	2016	0658(15)
G-MAJG	Jetstream 41	2022	0705(15)	OH-LBU	Boeing 757	2030	2129
G-RJXF	EMB 145	2057	0720(15)	EI-COB	Boeing 737	2111	2155
G-RJXJ	EMB 135	2116	0708(15)	G-BYAW	Boeing 757	2122	2207(15)
G-BVJC	Fokker 100	2151	0734(15)				

15 Friday (= diversion)

C-GTDL	Airbus 320	0343	0631	G-BYAE	Boeing 757	0710	0810
D-IBMS	CitationJet	0754	1246	VP-CBM	Citation II	0802	0812
G-JEDJ	DHC-8 400	0814	0852	G-RJXF	EMB 145	0918	1010
G-MAJG	Jetstream 41	0922	1013	G-BXWF	Fokker 100	0927	1345
G-BYRM	Jetstream 31	0933	1042	G-BVJD	Fokker 100	0938	1100
G-RJXJ	EMB 135	1004	1058	EI-CJG	Boeing 737	1015	1050
PH-KLG	Fokker 100	1018	1142	PH-KZL*	Fokker 70	1020	1135
G-BVJC	Fokker 100	1035	1450	EC-IDT	Boeing 737 800	1201	1320
C-GTDL	Airbus 320	1221	1352	G-JIVE	Hughes 369E	1230	1237
G-MAJG	Jetstream 41	1235	1443	G-RJXF	EMB 145	1254	1501
G-RJXJ	EMB 135	1315	1406	EI-CNX	Boeing 737	1317	1358
N60PT	Gulfstream 4SP	1347	1846	PH-OFG	Fokker 100	1402	1629
G-BVJD	Fokker 100	1422	1540	G-JEAM	BAe 146 300	1510	1611
N55EN	B.E55 Baron	1608	1632	G-JIVE	Hughes 369E	1625	1641
G-BYRM	Jetstream 31	1630	1725	N750NS	Citation X	1638	1724
G-BVJC	Fokker 100	1646	1728	G-BXWF	Fokker 100	1653	1756
G-RJXJ	EMB 135	1656	1800	G-RJXF	EMB 145	1700	1750
G-MAJG	Jetstream 41	1710	1752	G-JEAM	BAe 146 300	1805	1851
G-BXWE	Fokker 100	1839	1935	G-BVJC	Fokker 100	1937	0721(16)
PH-KLG	Fokker 100	1949	0622(16)	G-BXWF	Fokker 100	1957	0806(16)
G-BYRM	Jetstream 31	2007	0655(18)	G-MAJG	Jetstream 41	2011	1000(16)
G-RJXJ	EMB 135	2049	2211	G-FHAJ	Airbus 320	2055	2221
G-RJXF	EMB 145	2058	0727(16)	EI-CNX	Boeing 737	2129	2218
EC-III	Boeing 737 800	2155	2319	G-BXWE	Fokker 100	2202	1636(17)
G-BYAE	Boeing 757	2350	0648(16)				

16 Saturday

C-FTDF	Airbus 320	0428	0618	G-JEDP	DHC-8 400	0814	0846
PH-KLG	Fokker 100	0929	1046	G-BVJC	Fokker 100	1002	1104
EI-COA	Boeing 737	1008	1051	G-RKJT	PA-46 Malibu	1027	0738(21)
G-BXWF	Fokker 100	1142	0739(18)	G-BYAE	Boeing 757	1152	1346

C-FTDF	Airbus 320	1225	1357	G-JEDI	DHC-8 400	1401	1437
PH-KVF	Fokker 50	1423	1601	G-MAJG	Jetstream 41	1448	1451(17)
G-RJXF	EMB 145	1458	1417(17)	9H-ADY	Airbus 320	1525	1638
EC-HBM	Boeing 737 800	1531	1651	EC-FXY	DC9 83	1549	1657
EI-COB	Boeing 737	1558	1640	OE-GEO	Hawker 800XP	1605	1819
EC-ISE	Boeing 737 800	1728	1836	G-RJXJ	EMB 135	2009	1506(17)
PH-KZI	Fokker 70	2016	0625(17)	C-FTDF	Airbus 320	2023	2136
G-BYAE	Boeing 757	2026	2205	G-BVJC	Fokker 100	2131	0704(17)

17 Sunday

G-BYAE	Boeing 757	0351	0701	C-FTDF	Airbus 320	0718	0820
F-GIXO	Boeing 737 300	0931	1055	PH-OFJ	Fokker 100	0939	1045
G-RJXG	EMB 145	0952	1100	EI-CNZ	Boeing 737	1258	1344
N95TA	PA-31 Navajo	1306	1930	G-JEDN	DHC-8 400	1349	1428
PH-KZB	Fokker 70	1411	1610	C-FTDF	Airbus 320	1449	1616
G-CJAD	CitationJet	1522	1547	G-MAJG	Jetstream 41	1633	1750
G-JEBD	BAe 146 300	1642	1731	G-MAJC	Jetstream 41	1652	1735
G-XLAG	Boeing 737 800	1703	1801	G-RJXF	EMB 145	1706	1753
G-RJXJ	EMB 135	1726	1813	G-RJXG	EMB 145	1810	1847
G-BVJD	Fokker 100	1826	1914	PH-OFH	Fokker 100	1936	0622(18)
G-BXWE	Fokker 100	2001	0712(18)	G-MAJG	Jetstream 41	2004	0716(18)
G-RJXJ	EMB 135	2024	0708(18)	G-RJXF	EMB 145	2044	0728(18)
EI-CNV	Boeing 737	2134	2246	G-BVJD	Fokker 100	2137	0734(18)

18 Monday

C-FTDF	Airbus 320	0241	0652	G-BYAE	Boeing 757	0336	0932
C-GTDL	Airbus 320	0521	1508	G-JEDJ	DHC-8 400	0819	0852
G-BXWE	Fokker 100	0910	1344	G-KONG	T67M Firefly	0917	1200
G-RJXF	EMB 145	0920	1009	G-MAJG	Jetstream 41	0936	1013
PH-OFA	Fokker 100	0941	1052	G-BYRM	Jetstream 31	0944	1059
G-BVJD	Fokker 100	0955	1109	EI-CJC	Fokker 100	1017	1103
G-RJXJ	EMB 135	1025	1106	G-BXWF	Fokker 100	1032	1446
G-JDBC	PA-34 Seneca	1143	1604	G-MAJG	Jetstream 41	1216	1434
G-RJXF	EMB 145	1244	1454	EI-COB	Boeing 737	1257	1333
G-BUUD	T67M Firefly	1301	1442	G-RJXJ	EMB 135	1324	1412
G-JEDN	DHC-8 400	1336	1420	G-BVJD	Fokker 100	1402	1540
PH-OFH	Fokker 100	1426	1600	G-BYAE	Boeing 757	1547	1708
G-BYRM	Jetstream 31	1612	1713	G-BXWF	Fokker 100	1637	1722
G-CJAD	CitationJet	1645	1823(2/11)	G-BXWE	Fokker 100	1651	1752
G-RJXF	EMB 145	1654	1739	G-RJXJ	EMB 135	1657	1743
G-MAJG	Jetstream 41	1700	1749	G-JEDL	DHC-8 400	1728	1251(19)
G-EXEC	PA-34 Seneca	1734	????	G-BVJD	Fokker 100	1830	1919
N40GD	Cirrus SR-22	1844	1915	G-BXWF	Fokker 100	1929	0722(19)
G-BYRM	Jetstream 31	1947	0654(19)	G-MAJG	Jetstream 41	1951	0659(19)
G-BXWE	Fokker 100	1955	0734(19)	PH-OFC	Fokker 100	2006	0632(19)
G-RJXJ	EMB 135	2029	0713(19)	G-JEBD	BAe 146 300	2033	2118
G-RJXF	EMB 145	2040	0724(19)	EI-COB	Boeing 737	2110	2141
G-BVJD	Fokker 100	2129	0711(19)				

19 Tuesday

C-GTDL	Airbus 320	0017	0827	G-BYAE	Boeing 757	0252	0618
G-JEDI	DHC-8 400	0818	0855	OE-GII	Lear Jet 60	0852	1417
G-BXWF	Fokker 100	0915	1348	N250AC	PA-31 Navajo	0918	1235
G-MAJG	Jetstream 41	0925	1013	G-RJXF	EMB 145	0927	1022
G-BYRM	Jetstream 31	0933	1048	PH-KZA	Fokker 70	0942	1038
G-BVJD	Fokker 100	0945	1057	EI-CJC	Boeing 737	1006	1046
G-RJXJ	EMB 135	1016	1055	N587PB	King Air C90B	1026	1222(20)
G-FRYL	RaytheonPremier	1030	1127	G-BXWE	Fokker 100	1040	1458
G-MAJG	Jetstream 41	1214	1445	G-FIND	Cessna F406	1243	1508

EI-CNV	Boeing 737	1246	1326	G-RJXF	EMB 145	1249	1503
G-RJXJ	EMB 135	1322	1359	G-JEDJ	DHC-8 400	1341	1433
PH-KZL	Fokker 70	1409	1557	G-BVJD	Fokker 100	1422	1534
C-GTDL	Airbus 320	1424	1609	G-BYRM	Jetstream 31	1636	1714
G-BXWE	Fokker 100	1646	1728	G-BXWF	Fokker 100	1655	1754
G-RJXF	EMB 145	1658	1739	G-RJXJ	EMB 135	1700	1744
G-MAJG	Jetstream 41	1703	1746	G-JEDJ	DHC-8 400	1716	1756
G-BVJD	Fokker 100	1814	1910	9H-ABT	Boeing 737 300	1913	2020
G-BXWE	Fokker 100	1922	0742(20)	PH-KLD	Fokker 100	1946	0630(20)
G-BXWF	Fokker 100	1953	0712(20)	G-MAJG	Jetstream 41	2007	0704(20)
G-BYRM	Jetstream 31	2031	1139(20)	G-RJXJ	EMB 135	2034	0732(20)
G-BYAE	Boeing 757	2048	0739(20)	G-RJXF	EMB 145	2051	0717(20)
EI-CNV	Boeing 737	2126	2154	G-BVJD	Fokker 100	2157	0737(20)

20 Wednesday

C-GTDL	Airbus 320	0152	0722	G-JEDI	DHC-8 400	0815	0855
G-BXWF	Fokker 100	0908	1356	G-RJXF	EMB 145	0923	1009
G-MAJG	Jetstream 41	0935	1025	G-BYRM	Jetstream 31	0946	1056
PH-KLG	Fokker 100	0953	1101	EI-CJC	Boeing 737	1006	1043
G-BVJD	Fokker 100	1022	1111	G-RJXJ	EMB 135	1034	1114
G-BXWE	Fokker 100	1050	1456	G-MAJG	Jetstream 41	1212	1441
G-ORJA	King Air B200	1215	1554	G-RJXF	EMB 145	1239	1501
EI-CNZ	Boeing 737	1242	1321	EC-FRV	Gulfstream 2B	1317	1406
G-RJXJ	EMB 135	1326	1413	N208KP	Cessna 208	1329	1409
G-JEDP	DHC-8 400	1354	1452	G-FRYL	Raytheon Premier	1400	1436
PH-OFH	Fokker 100	1415	1603	G-BVJD	Fokker 100	1420	1545
C-GTDL	Airbus 320	1631	1815	G-BYRM	Jetstream 31	1635	1729
G-RJXF	EMB 145	1658	1746	G-BXWE	Fokker 100	1702	1802
G-RJXJ	EMB 135	1705	1755	G-MAJG	Jetstream 41	1700	1757
G-BXWF	Fokker 100	1717	1804	G-JEDP	DHC-8 400	1721	1897
N250AC	PA-31 Navajo	1800	2056	G-BVJD	Fokker 100	1808	1915
G-ORJA	King Air B200	1906	2158	G-BXWF	Fokker 100	1949	0726(21)

Closed due to fog for remainder of day

21 Thursday

C-GTDL	Airbus 320	0654	0951	G-JEDI	DHC-8 400	0831	0918
G-EXEC	PA-34 Seneca	0915	1043	G-MAJL	Jetstream 41	0930	0954
G-BXWF	Fokker 100	0945	1339	G-RJXJ	EMB 135	0947	1053
G-BYRM	Jetstream 31	0957	1155	EI-CJC	Boeing 737	1004	1048
G-CCCN	Robin R.3000	1015	1520	PH-OFD	Fokker 100	1120	1219
G-BYAJ	Boeing 757	1128	1237	G-RJXF	EMB 145	1133	1215
G-MAJG	Jetstream 41	1145	1225	EC-IAG	Airbus 320	1314	1443
G-BXWE	Fokker 100	1330	1459	G-RJXJ	EMB 135	1332	1411
EI-DCK	Boeing 737 800	1344	1428	G-JEDP	DHC-8 400	1350	1439
G-MAJG	Jetstream 41	1359	1454	G-RJXD	EMB 145	1405	1506
G-BODY	Cessna 310R	1407	1419	G-BVJD	Fokker 100	1409	1559
G-OOOZ	Boeing 757	1422	1554	PH-OFH	Fokker 100	1433	1615
G-RJXF	EMB 145	1451	1552	G-XXEA	Sikorsky S-76C	1533	2303
C-GTDL	Airbus 320	1610	1757	G-CBDA	Jetstream 31	1633	1731
G-RJXJ	EMB 135	1651	1800	G-BXWF	Fokker 100	1654	1815
G-RJXD	EMB 145	1708	1809	G-BXWE	Fokker 100	1712	1805
G-MAJG	Jetstream 41	1719	1801	G-JEDP	DHC-8 400	1742	1827
G-OLDR	Lear Jet 45	1823	1931	G-BVJD	Fokker 100	1836	1939
G-USTS	Agusta A109A	1921	1925	G-RKJT	PA-46 Malibu	1923	0711(25)
G-BXWE	Fokker 100	1959	0736(22)	G-BXWF	Fokker 100	2011	0723(22)
G-CBDA	Jetstream 31	2015	0653(22)	G-MAJG	Jetstream 41	2020	0713(22)
PH-KLG	Fokker 100	2109	0632(22)	G-RJXD	EMB 145	2111	0731(22)
G-RJXJ	EMB 135	2114	0709(22)	EI-COX	Boeing 737	2139	2214

G-BVJD	Fokker 100	2220	0739(22)	G-BYAI	Boeing 757	2319	0749(22)
22 Friday							
C-GTDL	Airbus 320	0312	0658	G-MAJA	Jetstream 41	0717	0752
G-BYRM	Jetstream 31	0815	1051	CS-DNN	Hawker 800XP	0817	1009
N234RG	Pilatus PC-12	0837	1643	G-JEDI	DHC-8 400	0910	0952
G-RJXD	EMB 145	0920	1015	G-MAJG	Jetstream 41	0931	1026
G-BXWF	Fokker 100	0938	1353	PH-KLG	Fokker 100	0941	1047
G-MAJD	Jetstream 41	0945	1138	G-KKES	TB-20 Trinidad	1008	1112
G-RJXJ	EMB 135	1016	1059	G-BXWE	Fokker 100	1020	1126
EI-CJC	Boeing 737	1024	1201	G-BVJD	Fokker 100	1031	1456
EC-IDA	Boeing 737 800	1135	1311	G-MAJG	Jetstream 41	1218	1445
C-GTDL	Airbus 320	1239	1358	G-RJXD	EMB 145	1251	1508
EI-CNV	Boeing 737	1303	1345	G-RJXJ	EMB 135	1325	1405
G-LEAF	Cessna F406	1354	1622	G-JEDP	DHC-8 400	1359	1438
G-BXWE	Fokker 100	1427	1544	PH-OFF	Fokker 100	1527	1630
G-BXWF	Fokker 100	1654	1802	G-RJXD	EMB 145	1658	1752
G-RJXJ	EMB 135	1700	1755	G-BVJD	Fokker 100	1703	1746
G-MAJG	Jetstream 41	1716	1757	G-JEDP	DHC-8 400	1726	1808
G-CBDA	Jetstream 31	1749	1818	G-BXWE	Fokker 100	1830	1936
G-FRYL	RaytheonPremier	1901	1312(24)	C-GTDL	Airbus 320	1932	0557(23)
G-BVJD	Fokker 100	1957	1138(23)	G-BXWF	Fokker 100	2000	0822(23)
G-MAJG	Jetstream 41	2006	1005(23)	PH-KLE	Fokker 100	2033	0627(23)
G-BYRM	Jetstream 31	2039	0912(23)	G-RJXJ	EMB 135	2043	1228(23)
G-RJXD	EMB 145	2103	1602(23)	EC-HJP	Boeing 737 800	2122	2239
EI-CNV	Boeing 737	2126	2204	G-BXWE	Fokker 100	2208	0750(23)
23 Saturday							
G-BYAI	Boeing 757	0331	0652	G-JEDP	DHC-8 400	0811	0852
G-BYHM	BAe 125 800B	0915	1058	PH-OFF	Fokker 100	0945	1050
G-BDUN	PA-34 Seneca	0949	1021	EI-CJC	Boeing 737	1002	1101
G-BXWE	Fokker 100	1045	1633(24)	G-BYRA	Jetstream 31	1052	1131
N750NS	Citation X	1054	1552	G-BYAI	Boeing 757	1156	1340
G-BXWF	Fokker 100	1202	0713(24)	C-GTDL	Airbus 320	1207	1342
EI-IAW	Lear Jet 60	1225	1703	G-JEDI	DHC-8 400	1347	1426
PH-KLD	Fokker 100	1410	1604	G-RJXJ	EMB 135	1449	1459(24)
G-MAJG	Jetstream 41	1458	1455(24)	EC-HGQ	Boeing 737 800	1500	1621
G-BYRM	Jetstream 31	1512	0652(25)	9H-ADY	Airbus 320	1531	1638
EC-FXA	DC9 83	1547	1654	EI-CNV	Boeing 737	1558	1634
EC-HXT	Boeing 737 400	1824	1930	G-RJXD	EMB 145	1840	1420(24)
PH-KZR	Fokker 70	1938	0657(24)	C-GTDL	Airbus 320	1941	2054
G-BYAS	Boeing 757	2029	0012(24)	G-BVJD	Fokker 100	2333	0723(25)
24 Sunday							
G-BYAS	Boeing 757	0541	0716	C-GTDL	Airbus 320	0556	0749
G-RJXF	EMB 145	0950	1100	G-BSUW	PA-34 Seneca	1004	1123
PH-OFF	Fokker 100	1023	1120	EI-CNT	Boeing 737	1256	1334
G-JEDU	DHC-8 400	1342	1429	LX-LAR	Lear Jet 35A	1411	1601
PH-KLG	Fokker 100	1419	1617	C-GTDL	Airbus 320	1438	1628
G-STRF	Boeing 737 700	1620	1711	G-MAJG	Jetstream 41	1634	1748
G-JEAM	BAe 146 300	1637	1733	G-MAJD	Jetstream 41	1653	1736
G-RJXD	EMB 145	1702	1752	G-RJXJ	EMB 135	1730	1815
G-RJXF	EMB 145	1806	1848	G-MIDX	Airbus 320	1841	1931
EC-INZ	Airbus 320	1843	1939	PH-OFF	Fokker 100	1950	0657(25)
G-MAJG	Jetstream 41	1956	0700(25)	G-BXWE	Fokker 100	2011	0759(25)
G-RJXJ	EMB 135	2021	0714(25)	G-RJXD	EMB 145	2043	0732(25)
EI-CJG	Boeing 737	2143	2235				
25 Monday							
C-GTDL	Airbus 320	0234	1519	G-BYAT	Boeing 757	0343	0929

G-DRFC	ATR-42	0639	0735	G-JEDU	DHC-8 400	0802	0848
G-MAJG	Jetstream 41	0919	1019	G-RJXD	EMB 145	0954	1045
G-MAJN	Jetstream 41	0956	1027	El-CJC	Boeing 737	0958	1056
G-BVJD	Fokker 100	1005	1101	G-DRFC	ATR-42	1008	1142
PH-OFF	Fokker 100	1010	1107	G-RJXJ	EMB 135	1016	1103
G-BXWE	Fokker 100	1053	1404	G-MAJG	Jetstream 41	1233	1450
El-COB	Boeing 737	1304	1340	G-RJXJ	EMB 135	1325	1409
G-RJXD	EMB 145	1328	1500	G-BXWF	Fokker 100	1332	1455
G-JECF	DHC-8 400	1354	1446	G-BVJD	Fokker 100	1359	1548
PH-OFG	Fokker 100	1401	1608	G-BYAT	Boeing 757	1532	1716
G-BYRM	Jetstream 31	1629	1720	G-BXWF	Fokker 100	1648	1735
G-RJXD	EMB 145	1652	1741	G-BXWE	Fokker 100	1656	1757
G-RJXJ	EMB 135	1704	1751	G-MAJG	Jetstream 41	1707	1753
G-JECF	DHC-8 400	1724	1812	G-BVJD	Fokker 100	1815	1913
G-RKJT	PA-46 Malibu	1819	0706(26)	G-BXWF	Fokker 100	1932	0716(26)
PH-OFG	Fokker 100	1937	0624(26)	G-BXWE	Fokker 100	1948	0838(26)
G-BYRM	Jetstream 31	1959	0659(26)	G-MAJG	Jetstream 41	2002	0704(26)
G-RJXJ	EMB 135	2027	0721(26)	G-RJXD	EMB 145	2045	0730(26)
El-COB	Boeing 737	2113	2148	G-BVJD	Fokker 100	2143	0720(26)

26 Tuesday

C-GTDL	Airbus 320	0023	0857	G-BYAT	Boeing 757	0226	0614
G-RJGR	Boeing 757	0426	0455	N228TM	Hawker 800XP	0658	0809
G-JEDR	DHC-8 400	0805	0845	D-ISWA	CitationJet	0820	1522
G-BXWF	Fokker 100	0911	1447	G-MAJG	Jetstream 41	0921	1013
PH-KLG	Fokker 100	0924	1043	G-RJXD	EMB 145	0927	1016
G-BYRM	Jetstream 31	0936	1038	G-BVJD	Fokker 100	0953	1101
G-JIVE	Hughes 369E	0957	1001	El-CJC	Boeing 737	1005	1042
G-RJXJ	EMB 135	1013	1056	N3669D	B.60 Duke	1144	1503
G-BXWE	Fokker 100	1157	1349	G-MAJG	Jetstream 41	1207	1436
El-COX	Boeing 737	1245	1323	G-RJXD	EMB 145	1247	1457
G-SGEC	King Air B200	1315	1352	C-CCFP	DA-40 Star	1318	1605
G-RJXJ	EMB 135	1325	1405	G-JEDK	DHC-8 400	1341	1423
G-BVJD	Fokker 100	1410	1536	G-BKWY	Cessna F152	1415	1506
PH-OFG	Fokker 100	1417	1626	D-INGI	Cessna 340A	1441	2036
C-GTDL	Airbus 320	1508	1628	G-BYRM	Jetstream 31	1613	1716
G-BXWF	Fokker 100	1645	1731	G-RJXD	EMB 145	1650	1746
G-RJXJ	EMB 135	1656	1743	G-BXWE	Fokker 100	1700	1752
G-MAJG	Jetstream 41	1706	1754	G-JEDK	DHC-8 400	1718	1802
G-BVJD	Fokker 100	1809	1915	9H-ADH	Boeing 737 300	1819	1908
G-BXWF	Fokker 100	1929	1502(27)	G-BYRM	Jetstream 31	1945	0648(27)
G-BXWE	Fokker 100	1948	0751(27)	PH-OFF	Fokker 100	1952	0627(27)
G-MAJG	Jetstream 41	2010	0702(27)	G-RJXJ	EMB 135	2032	0718(27)
G-RJXD	EMB 145	2053	0731(27)	G-BYAT	Boeing 757	2056	0746(27)
El-COX	Boeing 737	2105	2145	G-BVJD	Fokker 100	2135	0722(27)

27 Wednesday

C-GTDL	Airbus 320	0139	0707	G-RJXJ	EMB 135	1010	1107
El-CJG	Boeing 737	1024	1103	G-RJXD	EMB 145	1030	1114
G-MAJG	Jetstream 41	1043	1123	G-BYRM	Jetstream 31	1048	1128
G-BVJD	Fokker 100	1052	1154	G-BXWE	Fokker 100	1118	1338
PH-OFG	Fokker 100	1145	1245	N950F	Falcon 50	1208	1317
G-MAJG	Jetstream 41	1258	1436	El-CNV	Boeing 737	1301	1345
G-FRYL	RaytheonPremier	1312	1351	G-JEDW	DHC-8 400	1323	1406
G-RJXJ	EMB 135	1348	1425	G-RJXD	EMB 145	1353	1459
G-BVJD	Fokker 100	1439	1539	PH-OFD	Fokker 100	1533	1634
C-GTDL	Airbus 320	1608	2020	G-JEDW	DHC-8-400	1612	1651
G-BUVD	Jetstream 31	1638	1720	G-BXWF	Fokker 100	1650	1742

G-RJXD	EMB 145	1654	1747	G-BXWE	Fokker 100	1657	1756
G-MAJG	Jetstream 41	1705	1750	G-RJXJ	EMB 135	1710	1813
G-RKJT	PA-46 Malibu	1819	1205(2/11)	G-BVJD	Fokker 100	1822	1916
G-JEDW	DHC-8 400	1847	1927	PH-OFG	Fokker 100	0936	0619(28)
G-BXWF	Fokker 100	1946	0717(28)	G-BXWE	Fokker 100	1952	0733(28)
G-BUVD	Jetstream 31	2001	0652(28)	G-MAJG	Jetstream 41	2007	0658(28)
G-RJXD	EMB 145	2045	0730(28)	EI-CNV	Boeing 737	2137	2208
G-RJXJ	EMB 135	2143	0711(28)	G-BVJD	Fokker 100	2213	0713(28)
G-BYAP	Boeing 757	2306	0721(28)				

28 Thursday

G-JEDU	DHC-8 400	0830	0906	G-BXWF	Fokker 100	0915	1459
G-MAJG	Jetstream 41	0926	1013	G-RJXF	EMB 145	0934	1017
G-BUVD	Jetstream 31	0942	1039	PH-OFH	Fokker 100	0944	1051
G-BVJD	Fokker 100	0947	1054	G-RJXJ	EMB 135	1014	1058
EI-CJG	Boeing 737	1025	1102	ZE395	BAe 125 CC.3	1028	1606
G-FRYI	King Air 200	1044	1105	N228TM	Hawker 800XP	1046	1117
G-BXWE	Fokker 100	1114	1353	G-MAJG	Jetstream 41	1212	1434
SE-DZZ	Lear Jet 35A	1232	1432	G-OOBH	Boeing 757	1237	1419
EI-COB	Boeing 737	1251	1337	G-RJXF	EMB 145	1259	1504
EC-GZD	Airbus 320	1304	1445	G-RJXJ	EMB 135	1330	1407
G-JECF	DHC-8 400	1350	1447	G-JDBC	PA-34 Seneca	1409	1422
N43GG	PA-34 Seneca	1411	1450	G-BVJD	Fokker 100	1415	1540
PH-OFK	Fokker 100	1528	1619	C-GTDL	Airbus 320	1551	1747
G-BYRM	Jetstream 31	1634	1727	G-RJXJ	EMB 135	1645	1744
G-BXWF	Fokker 100	1649	1737	G-RJXF	EMB 145	1703	1740
G-BXWE	Fokker 100	1705	1800	G-MAJG	Jetstream 41	1709	1754
G-BHKJ	Cessna 421C	1714	1732	G-JECF	DHC-8 400	1725	1817
OE-GAA	Citation V	1730	1831	G-BVJD	Fokker 100	1822	1927
G-BXWF	Fokker 100	1929	0723(29)	G-BXWE	Fokker 100	1958	0735(29)
G-BYRM	Jetstream 31	2002	0657(29)	G-MAJG	Jetstream 41	2013	0703(29)
G-RJXJ	EMB 135	2027	0707(29)	G-BYAP	Boeing 757	2036	0739(29)
G-RJXF	EMB 145	2046	0716(29)	PH-OFG	Fokker 100	2057	0626(29)
EI-COB	Boeing 737	2117	2153	G-BVJD	Fokker 100	2238	0729(29)

29 Friday

C-GTDL	Airbus 320	0253	0622	G-JEDU	DHC-8 400	0815	0852
G-BXWF	Fokker 100	0914	1452	G-MAJG	Jetstream 41	0917	1014
G-RJXF	EMB 145	0923	1010	G-BYRM	Jetstream 31	0947	1039
PH-OFF	Fokker 100	0959	1205	G-BVJD	Fokker 100	1002	1101
EI-CJG	Boeing 737	1008	1044	G-RJXJ	EMB 135	1029	1112
G-BXWE	Fokker 100	1031	1349	EC-ICD	Boeing 737 800	1135	1250
EC-ISI	Airbus 320	1139	1316	C-GTDL	Airbus 320	1201	1319
G-MAJG	Jetstream 41	1227	1453(31)	G-RJXF	EMB 145	1246	1404
EI-CNZ	Boeing 737	1249	1324	G-RJXJ	EMB 135	1340	1457
G-JEDR	DHC-8 400	1351	1429	G-BVJD	Fokker 100	1417	1539
PH-OFG	Fokker 100	1421	1607	G-MAJG	Jetstream 41	1526	1554
G-HMMV	CitationJet	1553	1631	G-BYRM	Jetstream 31	1620	1720
G-BXWF	Fokker 100	1651	1736	G-RJXJ	EMB 135	1657	1747
G-RJXF	EMB 145	1659	1743	G-BXWE	Fokker 100	1706	1804
G-JEDR	DHC-8 400	1716	1757	G-BVJD	Fokker 100	1809	1908
G-MAJG	Jetstream 41	1813	1432(30)	C-GTDL	Airbus 320	1911	0610(30)
PH-OFF	Fokker 100	1928	0631(30)	G-BXWF	Fokker 100	1932	0726(30)
G-BYRM	Jetstream 31	1954	0708(1/11)	G-BXWE	Fokker 100	2003	2046
G-RJXJ	EMB 135	2037	1457(31)	G-RJXF	EMB 145	2054	0733(1/11)
EI-CNZ	Boeing 737	2138	2213	G-BVJD	Fokker 100	2155	0817(30)
EC-HJQ	Boeing 737 800	2159	2314	G-MAJG	Jetstream 41	2202	2248
G-BYAP	Boeing 757	2316	0657(30)				

30 Saturday

G-JEDI	DHC-8 400	0811	0849	PH-KLD	Fokker 100	1023	1116
G-DBCC	Airbus 319	1028	1136	El-CJI	Boeing 737	1037	1110
G-BVJD	Fokker 100	1121	1348(31)	G-MAJN	Jetstream 41	1123	1342
G-BYAP	Boeing 757	1151	1349	C-GTDL	Airbus 320	1222	1328
G-ORJA	King Air B200	1226	1825	G-JEDI	DHC-8 400	1343	1425
PH-OFF	Fokker 100	1433	1621	EC-ISE	Boeing 737 800	1459	1551
El-CNV	Boeing 737	1555	1630	EC-GOM	DC9 83	1558	1653
9H-ADY	Airbus 320	1602	1705	EC-HBN	Boeing 737 800	1718	1808
G-MAJN	Jetstream 41	1822	1439(31)	G-BYHM	BAe 125 800B	1900	1938
C-GTDL	Airbus 320	1918	2141	PH-KLG	Fokker 100	1948	0622(31)
G-BYAP	Boeing 757	2019	2155	G-DBCC	Airbus 319	2137	0708(31)

31 Sunday

G-BYAP	Boeing 757	0308	0655	PH-KLG	Fokker 100	0941	1036
G-DBCA	Airbus 319	0955	1052	C-GTDL	Airbus 320	1103	1156
I-ERJD	Lear Jet 45	1319	1002(01)	G-JEDI	DHC-8 400	1351	1428
PH-OFG	Fokker 100	1409	1533	G-JIVE	Hughes 369E	1448	1502
G-DRFC	ATR-42	1540	0723(01)	El-CNX	Boeing 737	1549	1634
G-MAJG	Jetstream 41	1630	1750	G-BVJD	Fokker 100	1654	1746
G-MAJM	Jetstream 41	1703	1740	C-FTDF	Airbus 320	1706	1804
G-JECF	DHC-8 400	1714	1810	G-RJXJ	EMB 135	1725	1827
EC-HZU	Airbus 320	1808	1924	C-GTDL	Airbus 320	1812	1007(01)
G-RJXI	EMB 145	1821	1900	G-DBCB	Airbus 319	1825	1927
El-COX	Boeing 737	1933	2006	PH-KLG	Fokker 100	2001	0620(01)
G-MAJG	Jetstream 41	2004	0711(01)	G-RJXJ	EMB 135	2019	0701(01)
G-BVJD	Fokker 100	2115	1401(01)	G-RJXI	EMB 145	2135	0716(01)
G-DBCB	Airbus 319	2200	0719(01)				

From and to

01) PH-JFS/F & T Weert; N170SW/Cologne-Rogers; N64VB/Hawarden-Turweston; N750NS/Jersey-n/s-Exeter: 02) PH-URK/F & T Lelystad: 03) N33PJ/Florence-???; 04) CS-DFH/Nice Farnboro; N30614/Bournemouth-n/s-Fairoaks: 05) N745HA/Liverpool-n/s-Stretton; D-IGAS/Groningen-n/s-Milan; N498YY/F & T Luton; N282CJ/Guernsey-Jersey; N587PB/St Mawgan-n/s-Fairoaks: 06) D-COEB/F & T Bielefeld; N91CW/EMA-Luton; CS-DNS/Palma-Munster: 07) N750NS/Jersey-Southampton; CS-DNV/Northolt-Nice; D-IGAS/Hamburg-Groningen: 08) D-CMIC/Hanover-Florence; El-MAX/F & T Dublin; P4-LJG/Dublin-Faro; N750NS/F & T Jersey: 10) D-CMIC/Ronchi de' Legionari-n/s-Farnboro; El-MAX/Galway-Dublin: 11) N200CH/Bedford(USA)-Morristown(USA); N601HW/F-n/s-T Gander; N750NS/F & T Jersey; VP-BLS/Islay-Fairoaks; El-MAX/Shawbury-Dublin; OY-JRO/Southend-Billund: 12) El-DMG/Waterford Swansea & Swansea-Dublin; PH-JFS/F & T Weert: 13) CS-DNM/London City-Palma; OE-GNW/F & T Vienna: 14) N60PT/Filton-n/s-Coventry; N750NS/F & T Jersey; OE-GEO/Vienna-Southampton: 15) D-IBMS/Coburg-Coventry; VP-CBM/F & T Norwich; N60PT/Coventry-Bangor(USA); N55EN/F & T Elstree; N750NS/Gatwick-Jersey: 16) OE-GEO/Southampton-Zurich: 17) N95TA/F & T Newcastle: 18) N40GD/F & T Sherburn: 19) OE-GII/Vienna-Zurich; N250AC/Dublin-Liverpool; N587PB/F-n/s-T Guernsey: 20) EC-FRV/Palma-Madrid; N208KP/Peterborough-Denham; N250AC/Birmingham-Dublin: 22) CS-DNN/Hawarden-Cannes; N234RG/F & T Belfast City: 23) N750NS/F & T Jersey; El-IAW/F & T Shannon: 24) LX-LAR/Asturias-Luxembourg: 26) N228TM/F & T Cork; D-ISWA/F & T Donaueschingen; N3669D/F & T Cudrose; D-INGI/Stadthohn-Munster: 27) N950F/Halifax(Nova Scotia)-Stansted: 28) N228TM/F & T Cork; SE-DZZ/F & T Stockholm; N43GG/F & T Humberside; OE-GAA/Kerkira-Innsbruck: 31) I-ERJD/Palma-n/s-Nice:

Overshoots

01) G-RAFJ/CWL73; ZF492/LOP49: 05) G-RAFJ/CWL63: 08) XX225/Javelin68: 15) G-RAFJ/CWL67: 18) G-RAFK/CWL68; G-RAFN/CWL63: 24) G-SYPS/Police33: 25) G-RAFO/CWL78: 26) G-RAFK/CWL75; G-RAFM/CWL65:

Leeds/Bradford movements review: October 2004

Starting off on the 1st the Pilatus PC-12 PH-JFS was from and to Weert (also known as Budel) in Holland whilst the Wal-Mart Global Express N170SW was from Cologne on its way back home to Rogers in the USA, the Baron N64VB was from Hawarden to Turweston and Citation X N750NS night stopped from

Jersey to Exeter as "Beauport 6NS". Another Dutch visitor on the 2nd when Turbo Navajo PH-URK was from and to Lelystad. On the 3rd the Gulfstream 2SP N33PJ was calling "PacificJet 33" when it arrived from Florence but we have no note as to where it departed to. First Netjet arrived on the 4th when Falcon 900 CS-DFH was from Nice to Farnboro as "Skyshare 8392-508P" and night stopping was the PA-32R N30614 from Bournemouth to Fairoaks. Augusta A109A N745HA on the 5th was from Liverpool and night stopped (until the 7th) before going to Stretton, meanwhile CitationJet D-IGAS was "Excellent 222-231" as it night stopped from Groningen to Milan and two more CitationJets were N498YY from and to Luton and N282CJ from Guernsey to Jersey with the King Air C90B N587PB night stopping from St Mawgan to Fairoaks as "Monty 22B-A". A slightly newer King Air on the 6th was the King Air 350 D-COEB which was from and to Bielefeld and it was joined by the Netjets Falcon 2000 CS-DNS as "Skyshare 8661-679P" from Palma to Munster and the Gulfstream 5 N91CW from EMA to Luton.

Citation X N750NS was back on the 7th as "Beauport 6NS" from Jersey to Southampton and two further callsigns that day were Netjets Hawker 800XP CS-DNV as "Skyshare 8393-831P" from Northolt to Nice and the CitationJet D-IGAS once again from Hamburg to Groningen as "Excellent 223-244". The Lear Jet 31A EI-MAX on the 8th was calling "Highflyer 31A" and was from and to Dublin with the Citation Excel D-CMIC being from Hanover to Florence and the new Citation X P4-LJG going from Dublin to Faro whilst the other Citation X N750NS was using its usual "Beauport 6NS" callsign from and to Jersey. Back again on the 10th was Citation Excel D-CMIC night stopping from Ronchi de' Legionari in Italy to Farnboro and Lear Jet 31A EI-MAX was once again "Highflyer 31A" from Galway to Dublin. The Falcon 2000EX N200CH on the 11th was from Bedford (Massachusetts) to Morristown (New Jersey) and night stopping from and to Gander was the Challenger N601HW of Wal-Mart, other night stoppers on the 11th were Pilatus PC-12 VP-BCS from Islay to Fairoaks (13th) and Lear Jet 31A EI-MAX still as "Highflyer 31A" from Shawbury to Dublin (13th) whilst Citation X N6NS was from and to Jersey as "Beauport 6NS" and King Air B90 OY-JRO was from Southend to Billund. Returning on the 12th was the Pilatus PC-12 PH-JFS from and to Weert and the Cessna 441 EI-DMG of the Dawn Meats Group was from Waterford to Swansea and back from Swansea to Waterford. Callsigns on the 13th were "Skyshare 207P-9207" which was the Hawker 800XP CS-DNM from London City to Palma and "JetAlliance 403" which was the Citation Excel OE-GNW from and to Vienna.

Night stopping on the 14th was the Gulfstream 4 N60PT from Filton to Coventry and Citation X N750NS was back yet again with its usual callsign from and to Jersey with the Hawker 800XP OE-GEO being from Vienna to Southampton. CitationJet D-IBMS on the 15th was from Coburg to Coventry and others that day were the Bernard Matthews Citation II VP-CBM from and to Norwich, Gulfstream 4 N60PT from Coventry to Bangor (Maine), Baron N55EN from and to its home at Elstree and the Citation X N750NS once more from Gatwick to Jersey. Hawker 800XP OE-GEO on the 16th was from Southampton to Zurich. On the 17th we had the Navajo N95TA from and to Newcastle then on the 18th the Cirrus SR-22 N40GD was from and to Sherburn. Lear Jet 60 OE-GII on the 19th was from Vienna to Zurich and it was joined by the Navajo N250AC from Dublin to Liverpool and the King Air C90B N587PB as "Monty 22A" night stopping from and to Guernsey. Gulfstream 2 EC-FRV on the 20th was using the callsign "Gestair 112-3" when it was from Palma to Madrid whilst the Cessna 208 N208KP which is reported to be based at Langar for parachuting booked in from "near Peterborough" to Denham and the Navajo N250AC was from Birmingham to Dublin. Netjets were back on the 22nd when their Hawker 800XP CS-DNN was from Hawarden to Cannes as "Skyshare 844P-0844" and the Pilatus PC-12 N234RG was from and to Belfast City. Citation X N750NS was back on the 23rd from and to Jersey with its usual callsign and also noted was the Lear Jet 60 EI-IAW of Irish Air Transport from and to Shannon as "Emerald 007".

With the callsign "Duke 2 Ambulance" we had Lear Jet 35A LX-LAR on the 24th from Asturias to Luxembourg. On the 26th the Hawker 800XP N228TM was from and to Cork where it appears to be based and on the same day the CitationJet D-ISWA was from and to Donaueschingen with Beech Duke N3669D being from and to Culdrose and Cessna 340A D-INGI coming from Stadthoehn to Munster as "EBF 128". Sole foreigner on the 27th was Falcon 50 N950F from Halifax (Nova Scotia) to Stansted. Hawker 800XP N228TM was in again on the 28th from and to Cork again whilst the Lear Jet 35A SE-DZZ of Flyair was from and to Stockholm's Bromma airfield, Seneca N43GG was from and to Humberstone and the Tyrol Air Ambulance Citation V OE-GAA was from Kerkira to Innsbruck as "TYW 741-2". Final foreigner of the month was the Lear Jet 45 I-ERJD of Eurojet Italia which night stopped from Palma to Nice on the 31st as "Jet Italia

7469". Not much to record on the military side at all, on the 7th the USAF C21A 40108 was from and to Mildenhall as "Bursar 19", very early on the morning of the 10th the RAF Hercules XV196 was from Hanover to Lyneham as "Ascot 4068" and on the 28th HS 125 ZE395 of 32 (The Royal) squadron was from and to Northolt as "Kitty 2".

Moving on to the airlines now we started on the 4th with the Blue Line DC9 83 F-GMLI positioning in from Stansted to night stop then do a charter to Stockholm using callsign "Bluebird 401P-400" from which it returned late in the evening of the 6th and departed to Luton as "Bluebird 401-401P". Also on the 6th we had the Astraeus Boeing 737 G-STRC from Porto to Manchester as "Flystar 892-892P". On the 10th the WDL BAe 146 D-AMAJ was from Cologne to Alghero in Italy as "Eujet 79P-579" and Ryanair were using the Boeing 737 800 EI-CSD. On the 14th Finnair's Boeing 757 OH-LBU was operating as "Airtours 342-342P" from Faro to Manchester. Diverting in from Teesside on the 15th was the KLM Fokker 70 PH-KZL as "KL 1533-4". From Paris Charles de Gaulle to Verona on the 17th was the Boeing 737 F-GIXO with the callsign "French post 172V-1710" and the same day saw the Boeing 737 G-XLAG of Excel Airways as "Expo 7563-563P" from Alghero to Manchester. Ryanair's Boeing 737 800 EIDCK made a first visit to the LBA on the 21st. Astraeus made another visit on the 24th when the Boeing 737 G-STRF was from Verona to Gatwick as "Flystar 844-844P". ATR-42 G-DRFC of Atlantic Air Transport positioned in on a BMA callsign on the 25th from Coventry to do the Leeds-Glasgow-Leeds schedule and back to Coventry, it was "Midland 911P-1XV-1VX-9112", also that day the new Eastern Airways Jetstream 41 G-MAJN was noted for the first time and DHC-8 G-JECF was reportedly a first visit. Another first visit was the LTE Airbus 320 EC-ISI on the 29th. ATR-42 G-DRFC returned on a BMA positioning callsign as "Midland 9172" on the 31st to begin operating the new Midland route to London City from the following day and after its last inbound on the 31st for First Choice the Airbus 320 C-GTDL night stopped then left for Keflavik on its way home.

Arriving from Luton on the 2nd the Citation Excel VP-CGG is now a resident. Among the lighter stuff this month we have had King Air B200 G-BYCP on the 1st which was "Lonex 126P-126" joined the same day by Aztec G-BAVZ as "Raven 89T" and the King Air 200 G-ROWN as "Hangar 81". On the 3rd Twin Squirrel G-OLCP was "Starspeed 25" and it night stopped until the 7th. Operating as "Gama 706" on the 5th was King Air 200 G-BPPM. A first visit on the 6th was the new Raytheon Premier G-FRYL of Gregg Air at Oxford which night stopped, also noted that day were Sikorsky S-76 G-BYOM as "Skyspeed 45" and King Air G-ROWN again still as "Hangar 81". Twin Squirrel G-OTSP was calling "Omega 20" on the 7th. Plenty of callsigns on the 8th when Aztec G-BAVZ was "Raven 88T", Seneca G-JDBC was "Jaybee 03" and Twin Squirrel G-BSYL was night stopping as "Premier 18" until the 10th, meanwhile the Dove G-ARHW which diverted in with engine problems on the 22nd of August finally departed today for Fair Oaks. Seneca G-BDUN was "Airmed 054" on the 9th and it was joined by Twin Squirrel G-OTSP which was now calling "Omega 19" and Citation G-FCDB as "Gojet 093A". Ecureuil G-FIBS arrived for work at Multiflight on the 10th and stayed until the 15th. Twin Squirrel G-JETU on the 11th was "Starspeed 11" and night stopping was the Navajo G-MRMR as "Lonex 144-144P" along with Citation G-OGRG of Oxaero as "OXE 760-762". On the 13th King Air G-BYCP was back with us as "Lonex 72V-W". On the 18th we had two Fireflies from Kirkbymoorside to Multiflight for checks, both of them used the callsign "Slingsby one" but in the morning it was G-KONG and in the afternoon it was G-BUUD. Others that day were Seneca G-JDBC as "Jaybee 03" again and Seneca G-EXEC as "Lonex 187". On the 19th G-FRYL was back but it was now using callsign "OXE 766-089" whilst on the 20th it was calling "OXE 091-766". Also on the 20th we had the King Air 200 G-ORJA as "Clifton 9" twice before we closed due to fog. On the 21st the Seneca G-EXEC was "Lonex 193P-193" and Cessna 310R of Air Atlantique was "Atlantique 41" with the Royal Flight Sikorsky S-76 G-XXEA being "Rainbow one" and Lear Jet 45 G-OLDR operating as "Goldair 37B-C". Another Air Atlantique machine on the 22nd when Cessna F 406 G-LEAF was "Atlantique 405-6" and the Premier G-FRYL was back as "OXE 769-077" night stopping to the 24th. Seneca G-BDUN was "Airmed 057" on the 23rd. Beech Bonanza N671B arrived back in September and finally went back to its home in the Isle of Man on the 26th. Back again on the 27th was Premier G-FRYL as "OXE 077". On the 28th the very similarly registered King Air 200 G-FRYL was "Lonex 221B-P". Finally the King Air B200 G-ORJA was back on the 30th as "Clifton 9".

Terry Sykes



CONEY PARK

05/10/04	G-RFDS	AUGUSTA A109A II	12:48	16:30
06/10/04	G-LWUK	ROBINSON R44 RAVEN	11:15	11:20
06/10/04	G-LWUK	ROBINSON R44 RAVEN	16:35	16:50
08/10/04	G-GOON	MD600N	09:00	13:00
08/10/04	G-SKYN	AS355F1 TWIN SQUIRREL	12:15	13:30
11/10/04	N7242N	AUGUSTA A109	12:05	12:30
11/10/04	G-SKYN	AS355F1 TWIN SQUIRREL	11:50	12:35
11/10/04	N7242N	AUGUSTA A109	14:15	14:20
17/10/04	G-JBBZ	AS350B3 ECUREUIL	15:55	15:57
21/10/04	G-USTS	AUGUSTA A109A II	18:15	19:30
21/10/04	G-HDTV	AUGUSTA A109A II	18:30	23:45
26/10/04	G-RFDS	AUGUSTA A109A II	09:25	14:00
26/10/04	G-EKKO	ROBINSON R44 RAVEN	10:00	11:00
27/10/04	G-UZZY	ENSTROM 480	12:10	12:40
01/11/04	G-GOON	MD600N	13:45	16:15
09/11/04	N7242N	AUGUSTA A109	15:48	16:00
12/11/04	G-RFDS	AUGUSTA A109A II	09:20	14:15
13/11/04	N80367	BELL 206B JET RANGER	10:05	10:13
13/11/04	G-HRBS	ROBINSON R22 VETA	11:35	12:00
13/11/04	G-JBBZ	AS350B3 ECUREUIL	14:00	14:10
14/11/04	G-TGRA	AUGUSTA A109A	16:30	14:40 N/S
16/11/04	G-TGRA	AUGUSTA A109A	15:35	15:45
19/11/04	G-RFDS	AUGUSTA A109A II	08:00	14:00
23/11/04	G-PKPK	SCHWEIZER 269C	10:30	12:20
25/11/04	G-TYCN	AUGUSTA A109	11:50	15:00
25/11/04	G-CPTS	BELL 206B JET RANGER	13:05	13:50
28/11/04	G-XOIL	AS355N TWIN SQUIRREL	11:30	11:40
28/11/04	G-WENA	AS355F2 TWIN SQUIRREL	13:40	15:30 N/S
30/11/04	G-RFDS	AUGUSTA A109A II	11:20	
30/11/04	G-TGRA	AUGUSTA A109A	14:45	15:30

Geoff Ward



Tupolev TU-154B Balkan Airways LZ-BTC Leeds Bradford - Terry Sykes



HELICOPTER ACTIVITY

NOVEMBER - LOCAL REVIEW

1/11	G-EWAW Jet Ranger	Hustwaite – Stapleford
	G-EFOF R.22B	Costock – Sherburn and return
	G-OHFT R.22B	Barton – Skipton – Gloucester
	G-FIBS Squirrel	Skipton – Clacton
3/11	G-SPYI Jet Ranger	"Kingsmoor 01", Pannal(Harrogate)
4/11	G-BZOM Rotorway Executive	Chester – Sherburn
	G-PDGE EC.120B	Ascot – Sandtoft – Nr.Wombledon
5/11	G-RCNB EC.120B	Deenethorpe – Elvington – Spalding
	G-CODE Jet Ranger	Gloucester – Gamston(Refuel)
	G-CCBL Jet Ranger	Teesside – Middleham
	G-OLOW R.44	Sherburn – Scarborough
6/11	G-DGHD R.44	Sherburn – Aldwark Manor – Camphill(Leeming)
	N600PV MD.600N	Stansted – Tadcaster – Beverley
7/11	G-ZELE Gazelle	Hartlepool – Bagby(for cuppa) – Selby
8/11	G-CBSE Gazelle	Stainsby Hall – Site 5/S of Humberside
	G-OPCS Hughes 369E	Pontefract – Selby – Northampton
9/11	G-ECMM Agusta A.109E	South Kirkby – Sheffield
10/11	G-DABS R.22B	Stainsby Hall – Grassington
	G-LYNC R.22B	Gamston – Bramham Park(Leeds)
	G-STER Jet Ranger	Sherburn – York Race Course
11/11	N620LH Twin Squirrel	Elvington – Whitely Bridge – Middleham
12/11	G-DFKI Gazelle	Brandsburton – White Waltham
	G-JWEB R.44	Gamston – Headland Hall Hotel(Darlington)
13/11	N188S Agusta A.109A	LBA – Croft(2 return trips, also 14/11)
	N109UK Agusta A.109A	Gildersome(n/s) – Whitby – Battersea
	G-PRET R.44	Crosland Moor – Ripon
	G-CBVI R.44	Sherburn – Scarcroft – Nun Monkton
14/11	G-TGRA Agusta A.109A	Battersea – Gunnerside – Coney Park
	G-EMHH Twin Squirrel	Aldwark Manor – Patley Bridge
	G-CCVO Jet Ranger	North Kelsey – Melton Mowbray
	G-BTFX Jet Ranger	Walton Wood – York – Coney Park
15/11	G-LOYD Gazelle	Duffield(Derby) – Gamston(Refuel)
17/11	G-RCNB EC.120B	Elvington – Spalding(Also 29/11)
	G-BPRI Twin Squirrel	Bagby(Refuel) – Stapleford
18/11	G-XXEA Sikorsky S.76B	"Rainbow 1R", Doncaster – Windsor Castle
19/11	G-CLKE R.44	Preston – Bingley – Blackburn
	G-DFKI Gazelle	Barton – Queen Ethelburgers College, nr.C/Fenton
20/11	G-MAYB R.44	Sherburn Village – Tattenhill – Sandtoft
	G-OLOW R.44	Sherburn – Devonshire Arms
	G-GATE R.44	Teesside – Bagby – Devonshire Arms
	G-LNTY Twin Squirrel	Aintree Race Course – Devonshire Arms
22/11	G-BXAY Jet Ranger	Peterborough – Sherburn(Refuel) – Edinburgh
23/11	G-MLTY Dauphin	York – Huddersfield – LBA
25/11	G-BTFX Jet Ranger	Walton Wood – York Race Course
	G-TYCN Agusta A.109E	Fairoaks – 5/W of Skipton – Coney Park

	N109UK	Agusta A.109A	Rugby – Gildersome(n/s, until 28/11, q.v.)
26/11	G-PEPL	MD.600N	Gamston – Doncaster – Pontefract – Skegness
	G-MAYB	R.44	Sandtoft – Selby – Sherburn Village
	G-JCBA	Sikorsky S.76A	"JCB 2", Rowcester – Site nr.Catterick
	G-CORN	Jet Ranger	Costock – Sunderland – Settle – Costock
27/11	G-BXYK	R.22B	Eggborough – Sherburn – Halifax – Oxenhope
	G-EWAW	Jet Ranger	Stainsby Hall – Thornton Curtiss(Humberside)
	G-BZGO	R.44	Goole – Burnley
28/11	N109UK	Agusta A.109A	Gildersome – Tadcaster – Whitby – Battersea
	G-WENA	Twin Squirrel	Potters Bar – Skipton – Coney Park
	G-LHEL	Twin Squirrel	Battersea – Newton-le-Willows
	G-ROZI	R.44	Boston – Sherburn – Wike – Brighton
29/11	G-GATE	R.44	Teesside – Olivers Mount(Scarborough)
	HA-LFZ	Alouette	Barnsley – Site 2/W York
	G-LINC	Hughes 369E	Doncaster – Rugby
30/11	N600MG	MD.600N	Stainsby Hall – Thornton Curtiss(Humberside)

A report has just been published regarding the crash of Darley based Schweizer 269C G-TASS. It was on a training flight on the 10th May this year when it suffered an engine failure at Bowcastle Tarn in Cumbria. During the forced landing the tail rotor struck the ground and the helicopter rolled over onto its starboard side. The helicopter was destroyed and the two occupants sustained serious injuries.

A new helicopter joining the local ranks this month is Gazelle HA-LFM, residing at the Garforth stable of Alouette HA-LFZ. First noted on the 5th the aircraft visited Tadcaster where resident Gazelle G-BZYB then accompanied it on a trip to Brighton. Another Gazelle, G-CBSE has moved in to a private site at Thornton Curtiss, near Humberside Airport and R.44 G-MAYB has taken up residence at a private site in Sherburn village.

The West Yorkshire Police MD.900 G-YPOL("Police 42") went to Barton in the early afternoon on the 4th with Humberside Police MD.900 G-HPOL("Police 19") arriving mid afternoon at Carr Gate to carry out local duties for the rest of the day. On 8/11 Police 42(G-YPOL) shot off to Gloucester, this time South Yorkshire's MD.900 G-SYPS("Police 33") moved up to Carr Gate for the day to take over duties. 'PS was still active in the area on the 10th when it was overhead Eccup Reservoir late morning.

The crew of Yorkshire Air Ambulance Bo.105 G-PASG were demonstrating their masochistic tendencies on the 22nd by spending half an hour practicing approaches to Leeds General Infirmary's rooftop helipad in winds gusting to 50 m.p.h.

LOCAL AIRFIELDS

Bagby:- GY.80 Horizon G-ATGY has been noted recently and may be a new resident. Calling in for fuel on the 7th was an EC.135B("Woodstock 16") which later routed to Whitby then onwards to Stansted. YAK-18T HA-JAB put in an appearance on the 19th from and to its base at Headcorn. Also on the 19th, F.105M G-DEND was operating from here all day whilst on a local photography detail. Visitors:- 4/11 G-BRLO PA-38; 5/11 G-MDAC PA-28; 8/11 G-FMSG FA.150K; 13/11 G-BNST C.172N; 14/11 G-BHGO PA-32, G-AZWS PA-28R. G-IEJH Jodel D.150A; 18/11 G-BKAS PA-38; 20/11 G-BXYJ DR.1051, G-AVYM PA-28, G-BTZA Be.F33; 22/11 G-BULH C.172N; 27/11 G-ATJN Jodel D.117; 29/11 G-BAGC DR.400, G-CHIX DR.400.

Beverley:- Visitors:- 4/11 G-BMLK Grob 109B, G-RATZ Europa, G-LORC PA-28; 5/11 G-OBMW AA.5; 11/11 G-BIZG C.152; 12/11 G-CCVO Jet Ranger; 19/11 G-ATHV C.150F; 23/11 G-BJVT C.152, G-PREZ DR.400; 30/11 G-OSSI R.44.

Brighton:- First, good news on the restoration of Buchon G-BWUE. The aircraft is now complete and by the time you read this it is hoped it may have taken to the skies once more. Originally imported from Spain in 1968 the aircraft is in fact a Hispano HA.112ML and was registered G-AWHK while it was used in the film Battle of Britain. After six months in the UK the aircraft was exported to the USA, returning to take residence here in 1996. Visitors:- 6/11 G-RIVT RV.6, G-SEVN RV.7; 11/11 G-CCJE Schweizer 269C; 13/11 G-APYN Tri-Pacer; 14/11 G-ATHK Aeronca Champion, G-RATZ Europa, G-

BZRV RV.6; 20/11 Pitts Special G-BOXH, G-BRZX, G-CCTF plus G-BUPG C.180K(F/T Langham), G-BTOT PA-15, G-BNXM Cub, G-BOHV Tailwind, G-BOPD Bede BD.4, G-AXAT Jodel D.117, G-BMDS Jodel D.120, G-BUUX PA-28, G-CNAB Jabiru, G-BVVH Europa, G-SEVN RV.7, G-LEXX RV.8 G-CBZT Quik(Busy day!); 27/11 G-AYMK PA-28, G-DABS R.22B; 29/11 G-HASO DA.40.

Brough:- Visiting the British Aerospace factory on the 29th was Jet Provost G-JPVA(XW 289), inbound from Farnborough after a local aerobatic sortie over the River Humber.

Caunton:- This is a microlight field near Newark and on 10/11 Dyn Aero MCR.01 G-CDBY was noted on local Air Test. Quantum G-CDCZ is also newly registered to an owner here.

Church Fenton:- Bonanza G-ATSR arrived on the 6th, night stopped and left for Crofton strip the next day. A pair of King Air 200s c/s "Calibrator 511/512" arrived from Teesside on the 15th and were engaged on local details for a couple of days. A Slingsby T.67M was noted departing for Middle Wallop on the 22nd unusually using call-sign "Armyair 263". PA-46 Malibu G-HITS was inbound from Wycombe on the 24th but, due to thick fog, then tried both Linton and Leeming before finally landing at Teesside. He refused a diversion to LBA, which was wide open, due to the cost.

Dishforth:- Sheffield based Long Ranger G-LIMO("Pilgrim 07") was training on the 12th.

Eddfield:- Visiting on 5/11 from Blackburne was Fuji FA.200 G-BBRC. Others:- 5/11 G-ASOK F.172E; 19/11 G-BMZE TB.9; 26/11 G-PERE R.22B(To Tollerton); 27/11 G-CCEA Quik; 29/11 G-LVES C.182S

Elvington:- An Apache c/s "Armyair 954" spent most of the day here on the 17th on local training exercises, also visiting Rufforth. Visitors:- 11/11 G-BLVI T.67M; 30/11 G-NSUK PA-34.

Fadmoor:- Visiting this strip on the 14th was Mt.Eyrie based TB.10 G-PEKT while on the 27th Tri-Pacer G-APYN arrived from Fishburn.

Full Sutton:- Visitors:- 1/11 G-BTYI PA-28; 11/11 G-ATHV C.150F; 16/11 G-FILL PA-31(F/T Peterborough); 19/11 G-BFVG PA-28; 27/11 G-ICAS Pitts Special; 28/11 G-SACB C.152.

Gamston:- PA-32 G-PECK has moved back here from Sheffield after its owner was "asked" to vacate its former home. Long term resident PA-24 Comanche N9469P has been reregistered G-PETH and remains based. Former resident Citation G-ORJB has been sold in the USA and reregistered N40DA. Iceland Foods Citation VP-CED was an early arrival from Hawarden on the 3rd and the 4th saw TBM.700 N700EL pay a visit from Dollys Field, a private strip near Dublin. On the 13th and 19th new Leeds resident, Cirrus SR.22 N54105 was here training. Visitors:- 1/11 N79EL Beechjet; 3/11 G-BKAS PA-38; 4/11 G-JWEB R.44, G-DAAZ PA-28R; 5/11 G-BHRM C.152, G-CIFR PA-28; 6/11 G-BWRP Baron; 10/11 G-CBVX C.182S; 11/11 G-OPJC C.152; 12/11 G-CCLC DA.40; 13/11 G-BHDE TB.10, G-HULL F.150M; 14/11 N65JF PA-28, G-AYUH PA-28, G-BZHE C.152; 15/11 G-SOBI PA-28, G-BLAX C.152; 16/11 G-BOLE PA-38, G-CCKI DA.40; 19/11 G-FLAP C.152, G-HERC C.172S, G-BTEX PA-28; 20/11 G-BJOA PA-28, G-ODJB R.22B, G-CTCL TB.10, G-BGGI PA-38; 22/11 G-BGBK PA-38; 26/11 G-AOFM Auster Autocar; 29/11 G-EFOF R.22B, G-LOYD Gazelle, G-LHEL Twin Squirrel, G-APYN PA-22; 30/11 G-OATS PA-38

Humberside:- The beginning of the month saw the tower frequency change from 118.55 to now be 124.90. Another new frequency is 129.25 which is Approach at busy times when the normal frequency 119.125 is used for Area Lower Airspace Radar. A new regular flight into here every Saturday morning is a Blue Cargo Boeing 737/330 c/s "Blue Cargo 6811", presumably replacing the Icelandair 757 on the fish run from Keflavic. Noted on a local Air Test on the 15th was Premier 1 N61998. Visiting on the 16th was the brand new Falcon 2000EX D-BERT of Bertlesman AG. This aircraft replaces the Falcon 50 which has carried the same registration for a number of years. Visitors:- 1/11 H.S.125 c/s "Kittyhawk 16"; 2/11 D-EEEEY PA-46 Malibu; 8/11 G-ORDB Citation; 12/11 N400YY Extra 400; 23/11 P4-LJG Citation X; 24/11 EI-DMG Cessna 441, N41AK King Air(Also 25/11); 25/11 N97GW Beech 36

Kirkbymoorside:- Visiting the factory on 19/11 was T.67M G-TONS, from Norwich while on the 29th Bagby based G-SKYC was logged.

Leeming:- Taildragger C.152 G-HART("Atlantic 44") arrived from Conningsby on the 10th. The Yorkshire Air Ambulance Bo.105 G-PASG made a promotional visit on the 16th.

Linton-on-Ouse:- Operating local sorties from here on 15/11 was Bulldog G-BZDP.

Melbourne:- Visiting on the 1st was Bonanza G-BONZ, F/T Marshland.

Mt. Eyrie:- Cessna 182S G-CBVX has made the short hop from Humberside to take up residence here.

Netherthorpe:- Calling in for fuel on the 5th was FRA.150L G-BAIN, having been operating over Ripon all morning on a photo survey. Mooney M.20K N7423V arrived from Gamston on 6/11. Others:- 14/11 G-BBKY F.150L, G-BZIP Bensen B.8MR; 17/11 G-BSCE R.22B.

Pocklington:- Visiting on the 27th was PA-28 G-ATDA, to Shobdon.

Rufforth:- Visitors:- 4/11 G-FLAK Baron(Also 15th); 5/11 G-MOAC Beech F.33(n/s until 15/11); 7/11 G-BXWK Coyote; 10/11 G-RADI PA-28(F/T Fair Oaks); 26/11 G-BXHR Stemme S.10V; 27/11 G-BERW Commander 114, G-BBTY Sundowner(From Cardiff), G-BNOE PA-28.

Sandtoft:- Jabiru G-CBOP is a new resident. Visiting on the 11th was Cessna 337 N456TL from Coventry. An interesting arrival on the 27th was Baby Great Lakes G-BGEI. Visitors:- 1/11 G-BAEU F.150L; 6/11 G-BWVR YAK 52; 8/11 G-MEGA PA-28R(To Troyes); 11/11 G-RVMC RV.7; 14/11 G-BROR J-3C Cub, G-ERMO ARV.2, G-BYLH HR.200, G-TSIX Harvard, HA-LFZ Alouette, G-BHMG C.152; 16/11 G-IEYE DR.400; 19/11 N40GD SR.22; 20/11 G-ARRS Emeraude, G-ATML F.150F, G-AWUN F.150H, G-AYYU Musketeer, G-GLUC RV.6, G-BGSV F.172N, G-CCRV Skyranger; 24/11 G-DGHD R.44; 25/11 G-BXOR HR.200; 26/11 G-BHDZ C.172N; 27/11 G-BRSW Luscombe Silhouette, G-SHED PA-28, G-CCTX Coyote, G-CBZT Quik, G-TYKE Jabiru, G-ROYC Skyranger, G-AXPC Pup; 29/11 G-LKTB PA-28, G-ODAC C.152.

Sheffield:- First of all just to clear up the Italian Bizjet from last month, I-SFDC is in fact a Bombardier BD-100 Challenger 300! Tiger Moth G-YVFS(Ex. G-ANDE) joins Chipmunk G-BBRV with the Yorkshire Vintage Flying School, however the aircraft will initially be based at Sherburn in order to take advantage of the grass runway. Taking up residence is R.22B G-CRAY with Alpha Helicopters. Visiting on the 2nd was Citationjet G-BVCM, F/T Luton. A pair of Leeds based aircraft visiting were Be.60 Duke N322RJ on the 10th and the newly registered SR.22 N54105 on the 25th. The 14th saw Bolkow 207 D-EFTI arrive from Turweston accompanied by TB.20 G-CTZO. Guernsey based Citation N909PS paid a brief visit on 27/11 while the following day Tattenhill based C.177RG N278SA was noted. The 30th saw PC-12 PH-ECC put in an appearance from Liverpool. Visitors:- 1/11 G-CCPX DA.40; 4/11 G-OMAL Zenair, G-BBDT C.150H; 5/11 G-LAVE C.172S(From Nayland), G-LNTY Twin Squirrel, G-ELLI Jet Ranger; 9/11 G-TILI Jet Ranger; 10/11 G-TOTO F.177RG(From Denham); 12/11 G-BNRX PA-34; 13/11 G-VTAL Bonanza, G-MICI C.182S; 13/11 G-BHIB C.182P, G-WBVS DA.40, G-BAAZ PA-28R, G-BWXL T.67M; 14/11 G-BBDL AA-5; 19/11 G-PURR AA.5A(F/T Elstree), G-GPMW PA-28RT; 20/11 G-AZCN Pup, G-IZSS C.172S, G-DIZY PA.28RT(F/T Rochester), G-BXWK Coyote, G-BXLS Koliber, G-BYSI Koliber, G-BVMI Super Cub, 22/11 G-SARA PA-28(From Shoreham); 25/11 G-AYMK PA-28, G-ROWN King Air 200 ("Hangar 81"); 27/11 G-YFZT C.172S, G-BBSA AA-5, G-BWXV T.67M, G-BYBD F.172H, 29/11 G-DIXY PA-28, G-JESI Squirrel; 30/11 G-BTHY Jet Ranger("Pipeline 12"), G-EMCA Commander 112.

Sherburn:- A pair of new R.22Bs have taken up residence with Hields Aviation. Registered G-CDBF and G-CDBG they have both been active all month alongside R.44 G-CBVI which also appears to have moved in. Gazelle HA-LFM made its first appearance here on the 6th. On the 24th DA.40 G-CCLC made a precautionary landing with electrical problems whilst routing from Gamston to Dundee. Visiting on the 26th was Pilatus PC.12 N476D, arriving from Leeds and departing for Bournemouth in the evening. P.68B Victor G-BFBU diverted in on the 28th while routing from Thrupton to Aberdeen, requiring fuel due to encountering strong head winds. Others:- 1/11 G-BBXB FRA.150L, G-LACB PA-28, G-AWPU F.150H, G-CCPX DA.40; 3/11 G-CCVO Jet Ranger; 4/11 G-CBCP RV.6A, G-WAIR PA-32; 6/11 G-UROP Baron(F/T Sleaford), G-MISH C.182S; G-FITZ C.335; 8/11 G-BRND C.152; 11/11 G-WAIR PA-32; 13/11 G-AYKT D.117(From Popham), G-BPVA C.172F; 14/11 G-OPET PA-28(F/T Cardiff), G-BMMP Grob 109, G-HALC PA-28R; G-BITM F.172P, G-DIZO D.120; 15/11 G-AYGD DR.1051; 18/11 G-EWAW Jet Ranger; 19/11 G-CCUZ T.600N, G-CCWM DR.400, G-ATXZ Bolkow Junior; 20/11 G-BPVZ Silhouette, G-EYCO DR.400, G-BLTM HR.200, G-WARY PA-28; 25/11 G-CBSE Gazelle; 27/11 G-LFSI PA-28, G-BXWK Coyote; 28/11 G-PRET R.44; 29/11 G-CCNT Ikarus, G-BLDG Pawnee, G-TBIO TB.10; 30/11 G-CBIV Skyranger, G-WFLY Quik, G-PASG Bo.105.

Sturgate:- Noted on CofA Air Test on 11/11 was Twin Comanche G-ATEW, the aircraft returning to its Newcastle base on the 13th. Also on local Air Test was Gamston based C.421C G-KWLI on 17/11. Visitors:- 13/11 G-BOFL C.152; 19/11 G-BBHF Aztec, G-BORW C.172P; 22/11 G-EWFN TB.10(From Bristol), G-BOTH C.182Q.

Waddington:- On 28/11 Agusta A.109E G-BWZI made a precautionary landing here when an warning light illuminated as he was overflying. Early afternoon the same day Citation VP-CGE arrived, possibly to pick up the stranded passengers?

Walton Wood:- On 8/11 EC.135B G-NESV("Police 28") diverted in after encountering bad weather whilst enroute Newcastle – Oxford. Visiting on the 16th was MD.600N N600MG from its base at Stainsby Hall, near Teesside. On 17/11 Squirrel("Osprey 52") arrived and to spend two weeks operating locally on Powerline inspection work in West and South Yorkshire. Visitors:- 3/11 G-CMSN R.22B; 9/11 G-TILI Jet Ranger(Also 16/11); 16/11 G-RAMY Jet Ranger; 17/11 G-BSCE R.22B, G-EWAW Jet Ranger; 18/

11 G-HUGS R.22B; 19/11 G-ROZI R.44; 25/11 G-HIZZ R.22B; 29/11 G-CCJE Schweizer 269C; 30/11 G-JWEB R.44.

Wickenby:- On 4/11 P.68B G-BFBU("Suzy 875") dropped in for fuel on completion of local survey work. Islander c/s "Armyair 590" was logged on 26/11 outbound for Aldergrove. Visitors:- 14/11 G-AXDK DR.315; 20/11 G-ARHP Tri-Pacer(From Tilstock).

Star turn crossing through the area was Hughes 369E ZK-HOQ on 5/11. The aircraft was out of Norwich and passed overhead Selby at 0820 when the pilot decided he needed a fuel top up. As all the local airfields were closed at that time on a morning he pressed on to Teesside.

On the 15th Eurofighter("Typhoon 11") routed Eccup(1448) – Harrogate heading for Warton.

Others transiting the area this month included:

1/11	F-BTLO	Wassmer WA.42	Overhead Goole 1658 @ 2000' heading North
7/11	N114PJ	Lear Jet 60	Stansted – Carlisle(Over Leeds 1107 @ 16,500')
14/11	N7456P	PA-24 Comanche	Gamston – Kirkbride(POL. 1217 @ 3400')
20/11	N834CD	Cirrus SR.22	Turweston – Newcastle(York 1200 @ 4000')
25/11	N5LL	PA-31 Navajo	Teesside – Leicester(York 1606 @ 5500')

Trevor Smith



Slingsby T.67 G-BLER Leeds Bradford - Terry Sykes



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

I suppose airlines are a little like buses, but what about airline routes. Well, since the decline of Capitals Bristol services, you have had a long wait to fly from LBA to the South West of England. But now 4 destinations have come along at once!

Air Southwest, the low fares regional airline, is launching new services from Leeds Bradford International Airport to Bristol, Newquay and Plymouth with fares starting from just £19 one way, including taxes and charges.

The new flights will start on 11 April 2005. Fares from Leeds to Bristol will start from just £19 and to Plymouth and Newquay from just £29 one-way. Tickets are on sale now through Air Southwest's website, www.airsouthwest.com.

Passengers can also book car hire, accommodation and travel insurance through the website, and explore what the South West has to offer through a range of useful links.

Malcolm Naylor, managing director of Air Southwest, said: "We believe customers in the North will find our new fares and destinations very attractive and our instant online booking system allows them to check availability and buy their tickets in seconds. We're confident this new route will be a great success with business and leisure travellers alike."

Ed Anderson, Managing Director of Leeds Bradford International Airport, said: "We are delighted to welcome our new business partner Air Southwest to Leeds Bradford, improving links for the people of Yorkshire to the South West of England. These flights will prove popular for both the business and leisure passengers and we're sure this will be the start of an excellent working relationship."

The South West is the UK's most popular holiday destination with miles of golden beaches, hundreds of square miles of rugged open moorland, and some of the top visitor attractions in the country. These include the Eden Project near St Austell, the Tate Gallery in St Ives, the National Marine Aquarium in Plymouth, Brunel's SS Great Britain in Bristol and the World Heritage Site of nearby Bath.

Air Southwest was established in October 2003 and operates a range of domestic air services. It is part of the award-winning Sutton Harbour group which is listed on the London Stock Exchange.

That press announcement was made on the 26th November, and on the 29th November Flybe made the following announcement:

Flybe, Europe's third largest low-cost airline, is set to announce its intention to become the second major low-cost airline to make Leeds and Bradford International Airport a base for its operations.

Flybe will put 280,000 seats on the market at Leeds and Bradford, as it launches a raft of new routes early in 2005, emphasising its commitment to offering cheap fares to regional airports in the heart of key business and leisure destinations.

Flybe will offer new daily services from Leeds/Bradford International Airport to both Exeter and Southampton. In addition to the current routes flying to Belfast, the new services will travel to Southampton daily from 12 May 2005 and Exeter daily from 16 June 2005. Prices to Southampton and Exeter start from £19 each respectively and tickets are on sale today at www.flybe.com.

The move follows Flybe's recent half year results announcement of a record £14million profit, in addition to a 24% overall growth in passenger traffic and a 34% overall increase in passenger revenue. The

launch of the new routes out of Leeds are part of Flybe's extensive summer schedule for 2005, which forms part of the airline's overall strategy of continued investment and expansion of both its domestic and international route network.

Mike Rutter, Sales and Marketing Director, Flybe, commented: "We have big plans in Leeds and Bradford. Whilst many of our competitors are route cutting and retrenching back to London, Flybe is expanding in the regions and is committed to bringing flights to your door. Opening up the routes to Exeter and Southampton have always been a priority for us, and we are delighted to announce our plans today. With Leeds and Bradford now fully integrated into Flybe's European network, we're going to be looking at adding more routes and more capacity over time.

"Leeds and Bradford have a successful and exciting economy which will benefit greatly from the increased business, inward investment and tourism traffic that will be delivered by these new routes. Flybe is proud to link its route network to such a vibrant area". He concluded: "Flybe would like to thank Leeds Bradford International Airport for creating a positive framework for this exciting route to be launched. Airports are catalysts of economic growth for regions and we are pleased to pay tribute to LBA for recognising and encouraging that role."

Ed Anderson, Managing Director of Leeds Bradford International Airport said: "This development is a fantastic boost for the region and is a crucial stepping stone in further establishing the Leeds and Bradford area as a major economic force in the UK. With Flybe's invaluable support, LBIA will be striving to continue to play its part in attracting further investment into Yorkshire as a whole".

My comments are that while, as always, it is exiting to have new routes offered from LBIA, or in the case of Southampton, additional operators, routing a Dash 8 up from Southampton and back once a day and a Dash 8 up from Exeter everyday hardly justifies the use of the phrase "major base" in the opening headline. In fact Flybe do not even have an aircraft based at LBIA anymore, since the Belfast City service became a Belfast based aircraft several years ago. However "the word on the street" is there are more announcements to come from Flybe. As they say ... watch this space.

Easterns response to the announcement of a rival service was immediate, and within days they had announced the commencement of a fourth daily round trip to Southampton which will commence from January 2005, timings below:

LBA 10:00	SOU 11:10	Mon to Fri	Flight No.T34702
SOU 11:40	LBA 12:45	Mon to Fri	Flight No.T34703

Finally, LBA passenger figures, and a very healthy jump in figures for November. It will be interesting to see if the momentum of growth continues through 2005. While I am sure passenger figures will continue to grow in 2005, I feel several things are perhaps against such rapid growth despite the above announcement of new services. The fall in inclusive holiday passengers, as people transfer to low cost operators is one factor, which will yield lower load factors on our I.T. flights. Our own low cost carrier JET2 covers most of the popular holiday destinations, and while there is a small improvement on schedules to the more popular destinations, JET2's attention is now diluted with new routes from Belfast and particularly Manchester.

Finally, we have the opening in spring of Robin Hood/South Yorkshire/Doncaster/Sheffield, just down the road (see under airline news). I think Manchester and East Midlands will feel the brunt of the passenger loss because of the opening of this new airport; however, its location must have some adverse effect on LBIA's own passenger figures.

Let's hope my pessimism is unfounded - now the press release:

Passenger numbers at Leeds Bradford Airport showed a 25% increase in November over the previous year. In total 178,305 people used the airport, which is a record for the month of November. December is expected to see a similar level of increase as ski flights to Geneva with jet2.com start on 18th December.

The 1st November saw a 'Right Royal' start to the new London City service with bmi and over 2,000 passengers enjoyed this four times daily service during the month.

Managing Director of Leeds Bradford Airport, Ed Anderson said, "Leeds Bradford Airport continues to be one of the UK's fastest growing airports. With the recent announcements of services starting next spring with Flybe to Southampton and Exeter and with Air South West to Bristol, Newquay and Plymouth, there has never been a better opportunity for business and leisure passengers to fly from their local airport."

Just to try and keep up with the growing fleet of Jet2, the next two Boeing 737's will be G-CELJ and G-CELK.

The fleet consists of the following aircraft:

G-CELB	originally	VH-CZL Large Jet2 Yorkshire Logo
G-CELC	"	N190FH
G-CELD	"	N191FH
G-CELE	"	VH-CZX
G-CELF	"	S7-ABB
G-CELG	"	S7-ABD
G-CELH	Delivered direct into Manchester 30/11/04	
G-CELI	Delivered direct into Manchester 30/11/04 Large Jet2 Manchester Logo	
G-CELS	originally	VH-CZH
G-CELU	"	VH-CZE
G-CELV	"	VH-CZI
G-CELX	"	VH-CZB
G-CELY	"	N662DG
G-CELZ	"	VH-CZF QC Variant, normally Belfast based

AIRPORT NEWS

Complete U.K. Passenger figures for September last year:

Airport	Sept 2004	Sept 2003	+ / - %
Heathrow	5,972,868	5,767,966	+3.55%
Gatwick	3,235,832	3,051,696	+6.03%
Manchester	2,280,920	2,151,742	+6.00%
Stansted	1,938,808	1,812,620	+6.96%
Birmingham	926,720	968,151	-4.28%
Glasgow	884,785	815,323	+8.52%
Luton	740,634	645,547	+14.73%
Edinburgh	734,128	687,281	+6.82%
Newcastle	499,273	446,647	+11.78%
Bristol	462,390	402,188	+14.97%
East Midlands	460,230	446,329	+3.11%
Belfast International	413,871	367,537	+12.61%
Liverpool	321,118	288,148	+11.44%
Aberdeen	242,857	233,221	+4.13%
Leeds/Bradford	242,779	218,232	+11.25%
Cardiff	206,471	222,746	-7.31%
Prestwick	190,845	180,162	+5.93%
Belfast City	187,301	175,112	+6.96%
Jersey	159,178	149,668	+6.35%
Southampton	154,326	129,806	+18.89%
London City	153,996	133,390	+15.45%
Teesside	87,905	76,261	+15.27%
Guernsey	87,136	83,575	+4.26%

Exeter	73,844	48,089	+53.56%
Isle of Man	69,517	69,079	+0.63%
Humberside	64,055	62,618	+2.29%
Coventry	60,460	224	+26891.07%
Inverness	51,050	43,420	+17.57%
Bournemouth	49,535	44,628	+11.00%
Norwich	49,119	50,364	-2.47%
Blackpool	20,455	21,043	-2.79%

AIRLINE NEWS

EasyJet will inaugurate 3 routes from Belfast International Airport on 1st July 2005. The airline will operate a daily service to Inverness as well as 4 flights a week to Geneva and Palma

Iberia started talks with Airbus and Boeing to replace its fleet of MD-87s and MD-88s. It operated 37 aircraft and is looking to place an order for A320 or B737 family aircraft in 2005 when its long haul aircraft replacement program is completed.

Jet2 have just announced they are to commence a three times daily Manchester to Amsterdam service from the 10th February. Jet2 have also announced they will inaugurate a non-stop service from Belfast to Bournemouth and Cork service on 23rd March. The airline will operate daily Boeing 737 service on both routes.

Ryanair has selected Liverpool's John Lennon Airport and Shannon as its next European bases. The airline will start with 4 Boeing 737-800s based at Liverpool and up to 4 Boeing 737-800's at Shannon.

Liverpool will see 9 new routes in addition to the 4 it already serves as follows: (** existing route)

Cork	from 26th April 2005
Dublin	**
Girona	**
Granada	from 26th April 2005
Limoges	from 19th April 2005
Milan	**
Murcia	from 31st March 2005
Nimes	from 20th April 2005
Pisa	from 19th April 2005
Reus	from 31st March 2005
Rome	**
Shannon	from 3rd May 2005
Venice	from 26th April 2005

From Shannon new services will commence on 3rd May 2005, and will give Ryanair a network of 14 scheduled routes to the UK and Continental Europe as follows: (** existing route)

UK Routes to:

Glasgow (PIK)	**
Liverpool	**
London Gatwick	
London Luton	
London Stansted	**
Nottingham (EMA)	

European Routes to:

Barcelona (GRO)	
Brussels (CRL)	**
Dusseldorf (NRN)	

Frankfurt (HHN)	**
Hamburg (LBC)	
Milan (BGY)	
Paris (BVA)	**
Stockholm (NYO)	

Singapore Airlines has finalised an order for 18 Boeing 777-300ER's which makes the airline the world's largest 777 operator and ties the record for the largest order of the 777-300ER. SIA has ordered a total of 77 of the twin-engine airliner family models. International Lease Finance Corp. is the only other customer to order 18 Boeing 777-300ERs. This also brings total 777-300ER orders to 104 aeroplanes.

Thomsonfly confirmed its route list of flights for 11 European destinations from Robin Hood Airport Doncaster Sheffield which will start on April 28th 2005. The airline will have 3 Boeing 737 planes based at the former RAF base at Finningley and will operate to Alicante, Dublin, Faro, Ibiza, Jersey, Malaga, Palma, Paris, Pisa, Prague and Valencia. At a later stage Thomsonfly plans to add a 4th aircraft and increase the number of destinations to 15.

Virgin Atlantic has won the largest share of new flights from the UK to India. The airline applied for 18 of the 21 new flights and received 10. The airline will inaugurate 3 of its 7 new Delhi services very shortly, the other 3 flights are on the Mumbai route.

British Airways applied for all 21 new flights but got only 7. The granted flights are 4 a week to Chennai and 3 a week to Bangalore.

bmi applied for 13 new flights and got 4 a week to Mumbai which the airline plans to inaugurate in March 2005.

AIRCRAFT NEWS

Boeing employees celebrated the ceremonial rollout of the 500th Boeing 777 on Friday 10th December. The airliner, sold to ILFC, was delivered to Air France later that month.

OTHER NEWS

Air Canada contends the Canadian language laws are hurting its ability to compete with budget-priced rivals. Representatives of the struggling airline, which recently emerged from court-ordered bankruptcy restructuring, appeared before a Canadian House of Commons committee pleading for relaxation of rules that force it to comply with the Official Languages Act, a law that ensures service in French and English.

Air Canada claims the rule, which doesn't apply to competitors like WestJet and Jetsgo, costs it \$140 million (Canadian) a year in language training. But instead of a sympathetic ear, the airline got a tongue-lashing ... in both official languages.

A Finnish 757 pilot who was apprehended by police in August during his preflight and failed a breath test for alcohol, was sentenced by a U.K. court to six months in prison. A blood test had shown his alcohol level was twice the limit allowed for air traffic in the U.K. The pilot, Heikki Tallila, 51, admitted to being drunk in the cockpit of the chartered airliner, which he was scheduled to fly from Manchester to Turkey, with 225 passengers on board. He was employed by Finnair, but was suspended after his arrest and later resigned. He was the first pilot to be sentenced under a new law, introduced in Britain in March 2004, that gives the police authority to administer breath tests to flight crew members who are suspected of trying to fly under the influence of alcohol.

Plastic explosives were mistakenly loaded onto a plane at a Paris airport after security officials lost track of it during an exercise, during early December police say. Around 150 grams (about five ounces) of explosive were slipped into the bag of a passenger during sniffer dog training at Paris Charles de Gaulle airport. The bag ended up on one of 90 flights leaving at the time, and police are now trying to

track it down. They stress the explosive is "no more dangerous than a bar of chocolate". But airlines, airports and police forces around the world have been alerted.

It was a routine exercise that went wrong. An embarrassment but not, French police insist, dangerous. The package of explosive was put in a bag at the airport on Friday 3rd December to see if police dogs could detect it.

Someone though took their eye off the ball and the baggage handler unwittingly put the bag on a plane. Police say they do not know which plane the bag ended up on; about 90 flights were leaving the airport at the time.

It could be on an internal flight in France, or be travelling as far away as the US, Japan and Brazil. Police insist the package of explosives is no more harmful than a chocolate bar - it has no detonator and does not react to movement, shock or even fire. But they do concede that somewhere in the world, one of the thousands of passengers who passed through the airport will get a nasty surprise when they open their luggage.

E-mail: DWooler@EGNM.screaming.net

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

David Wooler



Hercules XV290 Royal Air Force Leeds Bradford - Terry Sykes

MILITARY AVIATION



RAF Trainers 1918-2004

Regular readers are aware of my particular interest in military pilot training and training aircraft. As a preface to a short series of articles on pilot training, I felt it appropriate to list the main RAF trainers from the formation of the RAF to date. In most cases, I have listed the original manufacturer and have not listed the various marks. I have not listed trainers which were primarily developed from operational aircraft.

Avro 504
Avro Tutor
de Havilland Tiger Moth

Aerospatiale=Westland Gazelle
BAe Jetstream
Hawker Siddeley Dominie

Hawker Hart Trainer
Avro Anson
Airspeed Oxford
Miles Magister
North American Harvard
Hunting Percival Provost
de Havilland Chipmunk
Hunting Jet Provost
Hawker Siddeley Gnat

Shorts Tucano
Slingsby Firefly
Grob Tutor
Miles Master
Percival Prentice
Boulton Paul Balliol
Vickers Varsity
Scottish Aviation Bulldog
BAe Hawk

Credit: Sturtevant, R (1987) *The History of Britain's Military Training Aircraft*

MILITARY NEWS

More on Defence Airfield Review

Amongst the considerations being made under this Review is the location of two bases for the forthcoming Joint Strike Fighter. Six RAF Stations and one Royal Naval Air Station are being considered: Kinloss, Lossiemouth, St Mawgan, Cottesmore and Yeovilton. RAF Brize Norton has already been earmarked as the base for all RAF transport and tanker aircraft. More news as it arises!

Credit: RAF News

Boscombe News

The MOD airfield at Boscombe Down, Wiltshire is one of the world's leading military flight test centres, which carries out a wide range of aircraft modifications, flight testing and evaluation and test pilot training. The airfield dates from 1917, when it was occupied by the Royal Flying Corps. Just before the commencement of World War II it became the home of the Aircraft and Armament Experimental Establishment (AAEE). In 1992 the Establishment changed its name to the Aircraft and Armament *Evaluation* Establishment and later came under the control of the Defence Evaluation and Research Agency (DERA). It is now administered by Qinetiq, which is jointly owned by the UK Government and the Carlyle Group. This joint administration was instituted in 2003 as an element of a partnering agreement. Amongst the aircraft based at Boscombe are Alpha Jet, Andover, Basset and BAC 1-11.

Credit: Aerospace (the magazine of The Royal Aeronautical Society)

Apache on Exercise

Apache attack helicopters of the Army Air Corps have taken part in a major exercise of 16 Air Assault Brigade, Exercise Eagle Eye, which was intended to test the Army's air assault capability in an 'assault' on West Freugh airfield in South West Scotland.

The aviation elements which took part included:

656 Squadron	AAC	Apache AH1
672 Squadron	AAC	Lynx AH9
18 Squadron	RAF	Chinook HC2
27 Squadron	RAF	Chinook HC2
28 Squadron	RAF	Merlin HC3
Lyneham Wing	RAF	Hercules C-130

Army elements which took part included:

2 nd Bn	The Parachute Regiment (my old Battalion!)
1 st Bn	The Argyll and Sutherland Highlanders

The exercise was declared "a total success" by observers, the role of the Apache being particularly praiseworthy, as the pilots had only recently completed their 'conversion to type' and 'conversion to role' training. Incidentally, the Army Air Corps helicopters deployed were from Dishforth-based, 9 Regiment, AAC.

Credit: AirForces Monthly

Please send any information for inclusion in Military News to:
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (tel: 01274 873 336)

Eric Martin

As an ex-member Royal Air Force I enjoy Eric's monthly page but last month in the list of RAF ranks he missed two out; they were the ranks of Junior Technician and Chief Technician.

Prior to the mid-sixties the Non-Commissioned Officer ranks after the rank of Junior Technician were in two streams, Command and Technical. All Technical ranks with the exception of Master Technician could be recognized by the fact that they wore inverted stripes.

In the mid-sixties the NCO structure was re-organized with the scrapping of some Technical ranks; those that were retained were merged into a single structure.

Before re-organization:

Command Structure		Technical Structure	
Corporal	two stripes	Corporal Technician	two inverted stripes
Sergeant	three stripes	Senior Technician	three inverted stripes
Flight Sergeant	three stripes and a crown	Chief Technician	three inverted stripes and a crown
Warrant Officer	patch on lower sleeve	Master Technician	patch on lower sleeve

The Command ranks were disciplinary and normally administrative, whereas the Technical ranks were confined to trades men and women, but trades people did have the option of progressing up the Command structure.

After re-organization, the ranks of Corporal Technician and Senior Technician were scrapped; the rank of Master Technician was changed to Master and retained by Air Crew, i.e. Master Pilot (soon to disappear), Master Cargo Master etc.. Junior Technician became a non NCO rank and the badge changed to a four-bladed propeller.

So the structure now became: Corporal, Sergeant, Chief Technician, Flight Sergeant, Warrant Officer.

Prior to the re-organization, one was trade tested and time qualified up to Senior Aircraftsman/woman. Then one went onto a Fitters' training course, passing out with the rank of Junior Technician; promotion followed on time and/or vacancy.

Following reorganization, up to and including the rank of Chief Technician, promotion was only possible after taking practical and theoretical trade examinations, exams in RAF history, procedures, structure and basic regulations; after this, one also needed time qualifications. Flight Sergeant and Warrant Officer promotions were by time and vacancy.

Unfortunately, I was at the end of my Fitters' course when these changes came about and so I became one of the first to start at the bottom of the new structure, which meant that more exams had to be taken and promotion would take longer. Although I eventually qualified for the rank of Sergeant, I ran out of time as I was given early release from the RAF to take up a post at Leeds University.

Cliff Jayne



PRESS RELEASE

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

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

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

In reviewing the year Airport Managing Director Ed Anderson said :

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

MAYBE THE LAST TIME

There were rumours abounding as we awaited the first launch in the grey half light of a cold Northern European November morning at RAF Waddington. The Spectator Car Park is busy-ish and the Sentry Café is dispensing bacon butties with mugs of steaming tea; better spectator facilities here than at most UK civil airports.

But what of these rumours? The Facility is closing was the general drift: this will be the last exercise at the British Aerospace ACMI. It gave the day added interest, but a certain poignancy.

Apparently there had been night flying yesterday, so maybe a later than usual first launch could be expected. We wait with growing anticipation and a warming cuppa hoping that the sun will make an appearance and ease the early chill.

Around 0915 hrs there is a general movement of spotters to the fence and the distant sound of jet engines from the pans on the far side of the airfield. After a few minutes the aircraft for the first launch appear, taxi-ing down towards the main road to meet the assembled step ladders and cameras. Four Sea Harriers and three French Air Force Mirage 2000s. A little disappointing, but perhaps the rest are having a late breakfast after their nocturnal efforts.

Some of the pilots wave to the cameras before entering R21 for a stream take-off. What excellent sights and sounds and what a pity if this is all to finish as the rumours suggest.



A pause now while they are away simulating dog-fights over the North Sea and transmitting the results back to the ACMI for processing and assessment. A NATO Boeing 707 (20000) lands followed by a Police Service Explorer helicopter (G-LNAA). After about an hour the fighters are back in formation over the airfield and peel to join the circuit for a landing on R21 over the A15 main road. Is that it for today or will there be another launch? The spotters gather in groups and discuss the rumoured closure of ACMI: it's interference from mobile phone signals that is causing the closure, someone suggests.

Another NATO B.707 (20199) lands followed by some circuits by an RAF Dominie (XS728) and G-RAFO Super King Air of Serco (part of the privatised RAF), both based at Cranwell.

We drift back to the car park and have coffee and a sandwich and wonder where else to go for the rest of Dave's birthday day out. The USAF will be on holiday because it's Thanksgiving today so there is no point in going to East Anglia. Dave opens one of his birthday cards as we prepare to head further south. We are just about to leave when all the spotters start heading back towards the fence. They must know something.

This time it is a full launch: four Navy Sea Harriers followed by six Belgian Air Force F-16s and then two sets of four French Air Force Mirage 2000s, making eighteen in all to launch. They all taxi by us as we stand near the fence. They pause before entering the runway for final checks and clearance, which makes for easy photography. There is even a hint of daylight by now, but despite 200ASA in the camera



using an optical telephoto means I am photographing near the limit. Would it be easier with digital? However, if this is "The Last Time" for me then I want a record of them all.

Eighteen aircraft from three European air forces take-off in turn. A superb display of military air power. They disappear into the brightening sky as they head out over the North Sea for another round of combat procedures.

The following day spotters' web-sites confirm that the ACMI is to close. We will miss you ACMI, but roll on the Typhoons at Coningsby.

Note on the ACMI

Some of you will recall me writing in this magazine about previous exercises at the ACMI, but I have never had the space to give some background, so here goes.

ACMI is run by British Aerospace as a private venture. It stands for Air Combat Manoeuvring Instrumentation Facility. It is used by the air forces of many countries. Some of the air forces operate from their home bases, but others come on deployment to Waddington and are based there for the period of the exercise. Slots are hired well in advance and the details are available in the public domain. This gives spotters the opportunity to see and photograph aircraft from many different European air forces.



The aircraft take-off from Waddington and fly over a range in the North Sea consisting of a series of purpose built towers. The towers contain tracking equipment which records the performance of the pilots and their aircraft. The aircraft and the pilots simulate operational combat situations which are recorded and transmitted to the Facility at Waddington. On return the performance is analysed and used as a basis for improving existing techniques and developing new and more effective procedures.

Luckily the public is welcome and the facilities for viewing are good with surfaced car parking, toilets, a book shop and café. As I have said on numerous occasions the facilities are better than at most UK civil airports.

So where will we go in future to see aircraft of the Belgian, French, Dutch, Swiss and Norwegian air forces?

Jim Stanfield

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 8 April 2005

at
7.30pm for 8.00pm

Peasehill House
Harrogate Road
Rawdon
Leeds

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

Please put the date in your new diary

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



The David Bates Photographic Trophy being presented by Jonathan Bates to Jim Stanfield



AIR SUPPLY AVIATION STORE

Yeadon, Leeds

NOW IN STOCK



**Airlines to Europe 2005
2005 Airbus Calendars
Airline Tail Pins
Book - Russian Airlines**

www.airsupply.co.uk

0113 250 9581



Lockheed C-121C
Super Constellation
N73544
Breitling
Geneve 5 Sept 04
Paul Whincup



Stearman Biplanes
Utterly Butterly
Display Team
Elvington
22 Aug 04
Phil McGeever



Preserved
Bristol Britannia
Kemble June 04
Ken Cothliff