

COVERONE



YORKSHIRES PREMIER AVIATION SOCIETY



**BOEING 737 G-CELV JET2
LEEDS BRADFORD 5 MAY 2005
ANDREW HOLDEN**

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

SOCIETY NEWS

Sunday 7 December saw around forty or so members enjoy our pre-Christmas get together in Gate 20. We started with an ice-breaker requiring groups of four to link up to make up a full photo of an aircraft, continued with a challenging digital picture quiz, then progressed to a test of members' knowledge of airfield names old and new. Also available was a crossword to fill the moments while drinking tea/coffee and scoffing mince pies and cake. Thanks to Ken and Doreen at Air Supply for providing the cake; it was delicious.

John, the Jet2 Station Manager, joined us and drew the prize ticket for the Jet2 voucher, and stayed for a mince pie and a chat with the members. The winner, Steve Lord, will be presented at the January 2006 meeting when our guest speaker will be from Jet2 (see Meetings Schedule). Thanks to John for giving his break-time to us.

The winners of the photograph competitions were announced as Paul Whincup who is now the holder of the David Bates Trophy for the next twelve months.

Finally, the afternoon closed with the raffle draw. This proved very popular with everyone, particularly with those who walked off with a prize and those who needed a bit of relaxation after too much cake and mince pies.

Don't miss the January meeting when R Bodin Business Director from Jet2 will be our guest speaker. I suggest an early arrival for what will be a popular meeting.

In 2006 the Committee would like to attract some new Air Yorkshire members and would like you all to help by recruiting one of your friends to the Society. Please do your best. Have a look at the programme of meetings that Alan is assembling for 2006; I am sure it will be attractive to prospective new members.

With your 2006 renewal form is a questionnaire that the Committee urges you to complete. Your feed-back is essential to the continuing development of the Society. All comments good or bad will be welcome from both full and postal members.

Finally, good wishes to all members of the Society for 2006; may all your "spots" be "cops" and all your photos be winners.

Jim Stanfield



MOVEMENTS - OCTOBER 2005

01 Saturday

G-BYAR	Boeing 757	0107 0654	G-STRJ	Boeing 737/300	0640 1314
G-JEAX	BAe 146/200	0808 0852	G-JEDP	DHC-8 400	0823 0859
N66DN	Lear Jet 45	0826 0918	G-BDCE	Airbus 319	0924 1053
PH-OFB	Fokker 100	0944 1046	G-WOWA	DHC-8 300	0951 1038
EI-CJC	Boeing 737/200	1012 1058	G-RJXK	EMB 135	1125 0728(02)
G-BYAR	Boeing 757	1213 1421	PH-OFA	Fokker 100	1407 1605
N7251Y	Beech A.36	1409 1334(02)	N66DN	Lear Jet 45	1434 1451
G-GTDK	Airbus 320	1446 1617	EC-GNY	DC-9/83	1606 1716
G-JEDW	DHC-8 400	1615 1702	EI-CNZ	Boeing 737/200	1708 1747
G-RJXL	EMB 135	1754 1837	PH-OFH	Fokker 100	1931 0618(02)
G-STRJ	Boeing 737/300	1949 2102	G-BYAR	Boeing 757	2042 2233
G-RJXG	EMB 145	2108 0707(02)	G-RJXI	EMB 145	2126 1345(02)

02 Sunday

G-BYAR	Boeing 757	0413 0710	G-STRJ	Boeing 737/300	0613 0759
PH-OFD	Fokker 100	0944 1045	G-RJXE	EMB 145	1011 1056
EI-CJC	Boeing 737/200	1223 1253	HB-JIB	MD-90	1229 1348
G-JIVE	Hughes 369E	1254 1519	G-DAZY	PA-34 Seneca	1301 1831
G-JEDN	DHC-8 400	1353 1438	G-RJXK	EMB 145	1416 1509
G-BZTG	PA-34 Seneca	1446 1529	PH-OFH	Fokker 100	1448 1600
G-STRJ	Boeing 737/300	1500 1624	G-RCEJ	BAe 125/800B	1522 1621
G-JAEJ	BAe 146/200	1524 1605	G-MAJM	Jetstream 41	1640 1757
G-MAJO	Jetstream 41	1650 1747	G-RJXI	EMB 145	1655 1743
G-RJXF	EMB 145	1726 1805	EI-CNT	Boeing 737/200	1736 1811
G-RJXK	EMB 135	1738 1814	G-MIDV	Airbus 320	1754 1916
LZ-BHA	Airbus 320	1823 1914	G-WOWA	DHC-8 300	1835 1933
G-JEDN	DHC-8 400	1917 1956	G-JEDM	DHC-8 400	1923 2007
G-RJXH	EMB 145	1958 0734(03)	G-RJXK	EMB 135	2005 2208
G-MAJM	Jetstream 41	2008 0700(03)	PH-OFI	Fokker 100	2014 0615(03)
G-RJXI	EMB 145	2056 0722(03)	G-BYAR	Boeing 757	2059 0738(03)
G-RJXF	EMB 145	2105 0729(03)	G-RJXJ	EMB 145	2132 0716(03)
G-DBCF	Airbus 319	2140 0720(03)			

03 Monday

G-STRJ	Boeing 737/300	0303 1253	G-JEDT	DHC-8 400	0819 0852
TC-SUJ	Boeing 737/800	0835 1004	G-WOWD	DHC-8 300	0839 0919
G-MAJM	Jetstream 41	0921 1009	G-RJXI	EMB 145	0923 1001
G-RJXF	EMB 145	0925 1127	PH-OFH	Fokker 100	0938 1051
G-DBCF	Airbus 319	0943 1101	G-BUVC	Jetstream 32	0946 1020
G-RJXJ	EMB 135	0957 1054	EI-CNZ	Boeing 737/200	1023 1114
G-RJXH	EMB 145	1041 1352	G-AMRA	DC-3 Dakota	1051 1552
G-RJXI	EMB 145	1204 1445	G-BUVC	Jetstream 32	1216 1330
G-MAJM	Jetstream 41	1231 1427	G-RJXJ	EMB 135	1315 1404
I-TOPD	Beechjet 400A	1326 1840	G-JEDP	DHC-8 400	1355 1434
G-RJXF	EMB 145	1408 1511	PH-KLG	Fokker 100	1411 1607
G-DBCE	Airbus 319	1448 1550	G-HOPE	Beech F.33A	1515 1610
G-BYAR	Boeing 757	1517 1737	G-JEAJ	BAe 146/200	1522 1609
G-FIBS	Squirrel	1536 1601	EI-CNW	Boeing 737/200	1555 1641
CS-DNU	Hawker 800XP	1633 0603(04)	G-JECI	DHC-8 400	1636 1731
G-BUVC	Jetstream 32	1639 1720	G-RJXJ	EMB 135	1651 1747

G-RJXI	EMB 145	1655 1740	G-RJXH	EMB 145	1659 1742
G-MAJM	Jetstream 41	1703 1753	G-RJXF	EMB 145	1709 1758
LZ-BHC	Airbus 320	1749 1848	G-DBCE	Airbus 319	1809 1904
G-WOWADHC-8 300		1823 1859	G-JEDP	DHC-8 400	1909 1954
G-RJXI	EMB 145	1928 0712(04)	PH-KLE	Fokker 100	1932 0629(04)
G-BUVC	Jetstream 32	1948 1018(04)	G-RJXF	EMB 145	1951 0716(04)
G-MAJM	Jetstream 41	1959 0700(04)	G-RJXJ	EMB 135	2042 0800(04)
G-DBCE	Airbus 319	2146 0656(04)	El-COB	Boeing 737/200	2208 2235
G-STRJ	Boeing 737/300	2304 0935(04)			

04 Tuesday

G-BYAR	Boeing 757	0305 0638	G-JEDV	DHC-8 400	0808 0846
N125GP	Lear Jet 31A	0837 1521	G-WOWA	DHC-8 300	0842 0916
F-GSLZ	Falcon 100	0858 1409	G-RJXI	EMB 145	0909 0956
G-MAJM	Jetstream 41	0924 1008	G-RJXF	EMB 145	0929 1121
G-DBCE	Airbus 319	0932 1047	G-FPLB	King Air 200	0937 1135
PH-OFE	Fokker 100	0951 1100	El-CNX	Boeing 737/200	1026 1108
G-RJXJ	EMB 135	1037 1407	CS-DRB	Hawker 800XP	1104 1220
G-RJXH	EMB 145	1127 1342	G-RJXI	EMB 145	1147 1455
G-BUVC	Jetstream 32	1216 1337	G-MAJM	Jetstream 41	1229 1430
G-BYAR	Boeing 757	1249 1446	G-ZAPU	Boeing 757	1356 1607
G-JEDP	DHC-8 400	1402 1454	G-RJXF	EMB 145	1413 1510
G-JEDW	DHC-8 400	1415 1503	G-BKWY	Cessna F.152	1426 1514
G-DBCA	Airbus 319	1441 1545	PH-OFB	Fokker 100	1446 1615
G-JEAJ	BAe 146/200	1512 1611	El-COX	Boeing 737/200	1554 1634
G-HOPE	Beech F.33A	1619 1730	G-BUVC	Jetstream 32	1623 1727
G-RJXI	EMB 145	1640 1733	G-RJXJ	EMB 135	1650 1822
G-RJXH	EMB 145	1656 1742	G-MAJM	Jetstream 41	1659 1752
G-DAKO	PA-28 Dakota	1705 1710	G-RJXF	EMB 145	1714 1800
9H-AEK	Airbus 320	1721 1842	G-CBWB	PA-34 Seneca	1739 1544(05)
G-WOWCDHC-8 300		1848 1911	G-JEDP	DHC-8 400	1915 2007
G-DBCE	Airbus 319	1917 2003	G-RJXI	EMB 145	1927 0713(05)
PH-WXD	Fokker 70	1931 0631(05)	G-RJXF	EMB 145	1954 0732(05)
G-BUVC	Jetstream 32	1958 0656(05)	G-MAJM	Jetstream 41	2020 0707(05)
G-RJXH	EMB 145	2037 1345(05)	G-RJXJ	EMB 135	2107 0746(05)
El-CJG	Boeing 737/200	2150 2219	G-DBCE	Airbus 319	2227 0703(05)
G-MKSS	BAe 125/700B	2358 1317(05)			

05 Wednesday

G-BYAR	Boeing 757	0024 0808	G-ZAPU	Boeing 757	0148 0241
G-STRJ	Boeing 737/300	0300 0625	G-WOWC	DHC-8 300	0844 0920
El-CNW	Boeing 737/200	1020 1057	PH-OFK	Fokker 100	1024 1127
G-RJXJ	EMB 135	1124 1408	G-RJXF	EMB 145	1127 1511
G-RJXI	EMB 145	1129 1208	G-MAJD	Jetstream 41	1136 1218
G-DBCE	Airbus 320	1154 1248	G-BUVC	Jetstream 32	1202 1355
G-JDBC	PA-34 Seneca	1211 1233	G-RJXD	EMB 145	1219 1254
G-MAJM	Jetstream 41	1227 1429	JY-JAR	Airbus 320	1244 1404
G-RJXI	EMB 145	1350 1450	G-MAJD	Jetstream 41	1355 1454
G-JEDK	DHC-8 400	1357 1443	G-JEDM	DHC-8 400	1401 1502
PH-OFB	Fokker 100	1425 1604	G-STRJ	Boeing 737/300	1458 0842(06)
G-MIDT	Airbus 320	1506 1618	G-JEAJ	BAe 146/200	1515 1601
El-CNT	Boeing 737/200	1558 1628	G-BUVC	Jetstream 32	1625 1728
G-RJXJ	EMB 135	1649 1745	G-RJXG	EMB 145	1652 1733
G-MAJM	Jetstream 41	1703 1759	G-RJXH	EMB 145	1708 1749
G-RJXF	EMB 145	1711 1755	G-DBCE	Airbus 319	1757 1853
G-WOWADHC-8 300		1841 1918	G-JEDK	DHC-8 400	1909 1952
G-RJXG	EMB 145	1928 0731(06)	PH-KLG	Fokker 100	1943 0725(06)
G-RJXF	EMB 145	2001 0859(06)	G-BUVC	Jetstream 32	2005 0704(06)

G-MAJM Jetstream 41	2023 0709(06)	G-RJXJ EMB 135	2039 1440(06)
G-RJXH EMB 145	2045 0738(06)	G-BYAR Boeing 757	2114 0742(06)
EI-CNX Boeing 737/200	2154 2221	G-MIDT Airbus 320	2159 0655(06)
06 Thursday			
G-JEDN DHC-8 400	0837 0909	G-WOWA DHC-8 300	0912 0947
G-MAJM Jetstream 41	0934 1013	PH-OFB Fokker 100	0940 1311
G-MIDT Airbus 320	0943 1049	G-RJXG EMB 145	0949 1040
EI-COX Boeing 737/200	1020 1056	JY-JAR Airbus 320	1204 1323
G-MAJM Jetstream 41	1222 1438	G-RJXG EMB 145	1237 1452
G-RJXF EMB 145	1242 1345	G-BUVC Jetstream 32	1302 1349
G-RJXH EMB 145	1318 1505	C-GTDG Airbus 320	1341 1721
G-JEDL DHC-8 400	1408 1454	CS-DRB Hawker 800XP	1418 1608
G-DBCF Airbus 319	1430 1530	G-JEAJ BAe 146/200	1524 1608
PH-KLE Fokker 100	1545 1646	EI-COX Boeing 737/200	1559 1650
G-BUVC Jetstream 32	1641 1718	G-RJXG EMB 145	1651 1740
G-MAJM Jetstream 41	1705 1757	G-RJXF EMB 145	1715 1752
G-RJXH EMB 145	1724 1834	G-RJXJ EMB 135	1734 1820
G-DBCF Airbus 320	1748 1855	N900NS Falcon 900 EASY	1808 1838
D-COEB King Air 350	1825 1557(07)	G-WOWA DHC-8 300	1833 1914
G-JEBF BAe 146/300	1919 2003	G-RJXG EMB 145	1931 0720(07)
G-BUVC Jetstream 32	2005 0656(07)	G-MAJM Jetstream 41	2018 0658(07)
G-RJXH EMB 145	2027 0827(07)	G-RJXF EMB 145	2053 0722(07)
G-RJXJ EMB 135	2057 1042(07)	G-BYAR Boeing 757	2124 0708(07)
EI-COX Boeing 737/200	2134 2210	G-DBCF Airbus 319	2143 0706(07)
PH-KZA Fokker 70	2249 0818(07)	G-STRJ Boeing 737/300	2342 0536(07)
07 Friday			
G-JEDI DHC-8 400	0813 0848	G-WOWC DHC-8 300	0853 0932
G-RJXF EMB 145	0914 1450	N66DN Lear Jet 45	0920 1108
G-RJXG EMB 145	0925 1122	G-MAJM Jetstream 41	0930 1003
G-BUVC Jetstream 32	0936 1013	G-DBCF Airbus 319	0941 1034
PH-KLE Fokker 100	0957 1159	EI-CJG Boeing 737/200	1024 1105
EC-IDA Boeing 737/800	1111 1238	G-SGEC King Air 200	1121 1143
G-STRJ Boeing 737/300	1138 1241	G-RJXH EMB 145	1147 1347
G-BUVC Jetstream 32	1217 1338	G-MAJM Jetstream 41	1227 1428
G-RJXJ EMB 135	1312 1414	G-JEDP DHC-8 400	1351 1454
G-JEDL DHC-8 400	1401 1452	PH-OFK Fokker 100	1408 1608
G-RJXG EMB 145	1411 1508	G-DBCE Airbus 319	1455 1605
CS-DMG Hawker 400XP	1502 1745	G-JEAJ BAe 146/200	1529 1612
G-CITY PA-31 Chieftain	1552 1646	EI-CNT Boeing 737/200	1600 1645
G-BUVC Jetstream 32	1646 1725	G-RJXF EMB 145	1651 1740
G-RJXH EMB 145	1657 1748	G-RJXJ EMB 135	1705 1755
G-MAJM Jetstream 41	1711 1752	G-RJXG EMB 145	1713 1800
G-BTDV PA-28 Warrior	1752 1110(11)	N900NS Falcon 900EASy	1808 1809(09)
G-SGEC King Air 200	1822 1837	G-WOWD DHC-8 300	1825 1900
G-STRJ Boeing 737/300	1834 1944	G-DBCE Airbus 319	1849 1939
G-JEDL DHC-8 400	1922 2001	PH-KLE Fokker 100	1941 0626(08)
G-RJXF EMB 145	1945 2155	G-RJXG EMB 145	1955 2047
G-MAJM Jetstream 41	2015 1500(09)	G-BUVC Jetstream 32	2023 0654(10)
TC-API Boeing 737/800	2030 2152	G-RJXJ EMB 135	2045 0825(08)
G-RJXH EMB 145	2054 1342(08)	EI-COB Boeing 737/200	2141 2215
G-DBCE Airbus 319	2151 0655(08)	G-BYAR Boeing 757	2310 0709(08)
08 Saturday			
G-STRJ Boeing 737/300	0831 1232	G-JEAY BAe 146/300	0745 0835
G-JEDR DHC-8 400	0807 0853	G-DBCE Airbus 319	0936 1041
PH-OFB Fokker 100	0942 1046	G-WOWB DHC-8 300	0946 1026
EI-CNW Boeing 737/200	1005 1053	G-RJXJ EMB 135	1202 0730(09)

G-BYAR	Boeing 757	1217 1421	G-LSAA	Boeing 757	1405 Resident
PH-OFD	Fokker 100	1410 1602	EC-HNC	DC-9/83	1412 1522
C-GTDK	Airbus 320	1424 1552	G-JIVE	Hughes 369E	1534 1616
EI-CNT	Boeing 737/200	1557 1633	G-JEDV	DHC-8 400	1625 1710
N66DN	Lear Jet 45	1625 1646	G-CCYH	EMB 145	1749 1834
G-STRJ	Boeing 737/300	1846 0619	PH-KLG	Fokker 100	1941 0619(09)
G-RJXH	EMB 145	2023 0706(09)	G-BYAR	Boeing 757	2053 2246
G-RJXI	EMB 145	2138 1348(09)			

09 Sunday

G-BYAR	Boeing 757	0431 0735	G-STRJ	Boeing 737/300	0540 0740
G-RJXF	EMB 145	0940 1034	PH-KLG	Fokker 100	0949 1038
EI-CNW	Boeing 737/200	1219 1301	HB-JIB	MD-90	1227 1340
G-CITY	PA-31 Chieftain	1353 1652	G-JEDN	DHC-8 400	1407 1442
G-RJXJ	EMB 145	1412 1512	PH-OFK	Fokker 100	1424 1606
G-STRJ	Boeing 737/300	1446 1558	OE-GPZ	C.560 Citation XL	1504 1643
G-JEAJ	BAe 146/200	1518 1608	G-JPTV	Jet Provost T.5A	1602
G-BPVY	Cessna 172D	1610 1741	G-MAJM	Jetstream 41	1648 1755
EI-COX	Boeing 737/200	1653 1738	G-RJXI	EMB 145	1658 1746
G-MAJO	Jetstream 41	1705 1749	G-RJXH	EMB 145	1720 1801
G-RJXJ	EMB 135	1736 1815	G-MIDZ	Airbus 320	1752 1848
G-WOWB	DHC-8 300	1832 1927	G-JEDW	DHC-8 400	1913 1955
G-JEDN	DHC-8 400	1919 1959	PH-OFD	Fokker 100	1946 0634(10)
G-MAJM	Jetstream 41	2005 0702(10)	G-RJXE	EMB 145	2011 0814(10)
G-RJXJ	EMB 135	2017 0704(10)	G-RJXI	EMB 145	2046 0724(10)
G-RJXH	EMB 145	2052 0734(10)	G-BYAR	Boeing 757	2056 0721(10)
G-MIDU	Airbus 320	2134 0649(10)			

10 Monday

G-STRJ	Boeing 737/300	0238 1308	G-JEDL	DHC-8 400	0824 0857
G-WOWADHC-8 300	0841 0923	TC-SUG	Boeing 737/800	0845 1008	
G-RJXI	EMB 145	0926 0959	G-CBCS	Jetstream 32	0942 1025
PH-OFK	Fokker 100	0947 1101	G-MIDU	Airbus 320	0951 1101
G-MAJM	Jetstream 41	1004 1047	G-RJXJ	EMB 135	1013 1058
G-RJXH	EMB 145	1030 1336	G-RJXE	EMB 145	1034 1133
EI-CJC	Boeing 737/200	1054 1135	G-RJXI	EMB 145	1144 1445
G-CBCS	Jetstream 32	1213 1345	D-ITAN	C.525 Citationjet	1252 1841(11)
G-MAJM	Jetstream 41	1305 1425	G-RJXJ	EMB 135	1331 1416
G-JEDK	DHC-8 400	1353 1433	G-RJXE	EMB 145	1408 1510
PH-KLG	Fokker 100	1417 1613	G-JEDW	DHC-8 400	1436 1512
G-BFNN	PA-28 Warrior	1451 1723	G-BYAR	Boeing 757	1505 1744
G-DBCC	Airbus 319	1517 1611	G-JEAJ	BAe 146/200	1526 1609
EI-CNZ	Boeing 737/200	1621 1659	G-CBCS	Jetstream 32	1633 1718
G-RJXI	EMB 145	1639 1729	G-RJXH	EMB 145	1646 1735
G-FIBS	Squirrel	1647 1742	G-RJXJ	EMB 135	1701 1749
G-MAJM	Jetstream 41	1706 1751	G-ORDB	Citation Bravo	1709 1746
G-RJXE	EMB 145	1714 1757	N64VB	Be.58 Baron	1759 0917(11)
N282CJ	C.525A Citationjet	1805 1835(11)	G-WOWD	DHC-8 300	1827 1904
G-DBCC	Airbus 319	1832 1920	G-JEDK	DHC-8 400	1915 1956
G-RJXI	EMB 145	1829 0728(11)	G-MRMR	PA-31 Chieftain	1935 1958
PH-OFK	Fokker 100	1942 0616(11)	G-RJXE	EMB 145	1953 0743(11)
G-CBCS	Jetstream 32	2008 0700(11)	G-MAJM	Jetstream 41	2015 0658(11)
G-RJXJ	EMB 135	2033 0708(11)	G-RJXH	EMB 145	2047 0819(11)
EI-CNV	Boeing 737/200	2135 2200	G-DBCC	Airbus 310	2143 1216(11)
G-STRJ	Boeing 737/300	2341 0907(11)			

11 Tuesday

G-BYAR	Boeing 757	0256 0622	G-JEDN	DHC-8 400	0809 0904
G-WOWDDHC-8 300	0855 0931	G-FIBS	Squirrel	0908	

G-MAJM	Jetstream 41	0919 1003	G-RJXI	EMB 145	0929 1018
G-CBCS	Jetstream 32	0936 1012	G-MIDL	Airbus 321	0940 1038
G-RJXE	EMB 145	0944 1051	PH-OFJ	Fokker 100	0952 1053
EI-CNZ	Boeing 737/200	1009 1055	G-RJXJ	EMB 135	1014 1412
G-SPUR	C.550 Citation 2	1020 1423	CS-DFH	Falcon 900	1115 1458
G-RJXH	EMB 145	1136 1338	G-RJXI	EMB 145	1156 1448
G-CBCS	Jetstream 32	1212 1334	G-LFSJ	PA-28 Warrior	1222
G-MAJM	Jetstream 41	1229 1427	G-BYAR	Boeing 757	1245 1523
N109TK	Agusta A.109C	1305 1523	XZ 345	Gazelle	1333 1400
G-JEDK	DHC-8 400	1358 1444	G-JEDW	DHC-8 400	1403 1453
PH-KLG	Fokker 100	1409 1601	G-DBCE	Airbus 319	1453 1544
G-RJXC	EMB 145	1505 1542	G-JEAJ	BAe 146/200	1517 1607
EI-CNT	Boeing 737/200	1550 1632	G-CBCS	Jetstream 32	1616 1724
G-RJXI	EMB 145	1645 1732	G-MAJM	Jetstream 41	1700 1756
G-RJXJ	EMB 135	1704 0711(12)	9H-AEI	Airbus 320	1708 1831
G-RJXH	EMB 145	1712 1824	G-ORDB	Citation Bravo	1729 1741
G-RJXC	EMB 145	1749 1833	G-DBCE	Airbus 319	1816 1934
G-WOWC	DHC-8 300	1825 1901	N23FM	Falcon 50EX	1837 1245(12)
G-RJXI	EMB 145	1936 2020	PH-KLE	Fokker 100	1953 0618(12)
G-CBCS	Jetstream 32	2013 0659(12)	G-JEDK	DHC-8 400	2017 2046
G-MAJM	Jetstream 41	2023 0706(12)	G-RJXC	EMB 145	2048 0719
G-RJXH	EMB 145	2119 0721(12)	EI-COB	Boeing 737/200	2148 2212
G-DBCE	Airbus 319	2200 0655(12)	G-STRJ	Boeing 737/300	2214 0839(13)
G-RJXI	EMB 145	2301 0741(12)			

12 Wednesday

G-BYAR	Boeing 757	0013 0800	G-JEDJ	DHC-8 400	0808 0845
N66DN	Lear Jet 45	0819 0957	G-RJXC	EMB 145	0922 1004
G-RJXH	EMB 145	0927 1503	N64VB	Be.58 Baron	0932 1007
G-DBCE	Airbus 319	0943 1040	PH-OFK	Fokker 100	0947 1043
G-CBCS	Jetstream 32	0942 1040	G-RJXJ	EMB 135	1009 1409
EI-CNT	Boeing 737/200	1014 1040	G-VUEA	C.550 Citation 2	1025 1125
G-RJXI	EMB 145	1037 1343	OE-GPZ	C.560 Citation XL	1115 1401
EI-IAW	Lear Jet 60	1133 1538	G-RJXC	EMB 145	1156 1438
G-WOWD	DHC-8 300	1201 1227	G-CBCS	Jetstream 32	1217 1339
JY-JAR	Airbus 320	1231 1348	G-MAJM	Jetstream 41	1242 1413
G-BYAR	Boeing 757	1352 1548	G-JEDW	DHC-8 400	1356 1451
G-JECF	DHC-8 400	1406 1444	PH-KLD	Fokker 100	1421 1607
G-DBCF	Airbus 319	1429 1527	G-JEAJ	BAe 146/200	1520 1603
EI-CNV	Boeing 737/200	1559 1635	G-CBCS	Jetstream 32	1622 1720
HB-GJR	King Air 350	1645 1755(13)	G-RJXI	EMB 145	1652 1759
G-RJXJ	EMB 135	1655 1751	G-RJXC	EMB 145	1657 1743
G-RJXH	EMB 145	1706 1807	G-MAJM	Jetstream 41	1710 1758
G-VUEA	C.550 Citation 2	1802 1903	G-DBCF	Airbus 319	1808 1901
G-JECF	DHC-8 400	1912 2001	PH-OFK	Fokker 100	1935 0613(13)
G-RJXC	EMB 145	2003 0712(13)	G-RJXH	EMB 145	2005 0737(13)
G-CBCS	Jetstream 32	2014 0649(13)	G-WOWA	DHC-8 300	2016 2051
G-MAJM	Jetstream 41	2020 0708(13)	G-RJXJ	EMB 135	2027 0704(13)
G-RJXI	EMB 145	2048 0719(13)	N66DN	Lear Jet 45	2055 2107
EI-CJC	Boeing 737/200	2138 2204	G-DBCF	Airbus 319	2151 0655(13)
G-FRYI	King Air 200	2322 0252(13)			

13 Thursday

G-BYAR	Boeing 757	0037 0745	G-JEDN	DHC-8 400	0806 0851
G-BFTT	Cessna 421C	0828 1310	G-WOWA	DHC-8 300	0843 0923
G-RJXC	EMB 145	0920 1002	G-DBCF	Airbus 319	0926 1032
G-RJXI	EMB 145	0933 1519	G-MAJM	Jetstream 41	0940 1014
G-BUVC	Jetstream 32	0945 1027	PH-KLD	Fokker 100	0948 1040

G-RJXJ	EMB 135	0959 1045	EI-COX	Boeing 737/200	1018 1110
G-PCOP	King Air 200	1020 1157	ZE 395	BAe 125/CC.3	1023 1617
G-RJXH	EMB 145	1034 1337	N40GD	Cirrus SR.22	1127 1206
G-RJXC	EMB 145	1151 1455	JY-JAR	Airbus 320	1207 1322
G-JDBC	PA-34 Seneca	1212 1606	G-BUVC	Jetstream 32	1216 1333
G-MAJM	Jetstream 41	1231 1443	G-RJXJ	EMB 135	1318 1409
OE-GNI	Lear Jet 60	1340 1814	C-GTDG	Airbus 320	1349 1619
G-JEDW	DHC-8 400	1354 1450	G-JECF	DHC-8 400	1358 1453
G-BRBI	Cessna 172N	1406 1618	I-TOPB	Beechjet 400A	1413 1827
G-MIDY	Airbus 320	1417 1532	PH-KLI	Fokker 100	1446 1604
G-RVRJ	PA-23 Aztec	1503 1636	G-JEAJ	BAe 146/200	1516 1610
EI-CNX	Boeing 737/200	1601 1645	G-BUVC	Jetstream 32	1622 1713
G-JIVE	Hughes 369E	1637 1729	G-OECM	Commander 114	1641 1325(29)
G-RJXH	EMB 145	1646 1741	N40GD	Cirrus SR.22	1648 1737
G-IDPH	PA-28 Archer	1650 1721	G-RJXC	EMB 145	1652 1740
G-RJXJ	EMB 135	1702 1747	G-MAJM	Jetstream 41	1710 1759
G-RJXI	EMB 145	1730 1812	G-MIDY	Airbus 320	1800 1856
G-PCOP	King Air 200	1853 1942	G-JECF	DHC-8 400	1919 2003
G-RJXC	EMB 145	1937 0756(14)	PH-KLD	Fokker 100	1946 0623(14)
G-BUVC	Jetstream 32	1957 0648(14)	G-RJXI	EMB 145	2009 0738(14)
G-MAJM	Jetstream 41	2022 0702(14)	G-RJXJ	EMB 135	2036 0712(14)
G-RJXH	EMB 145	2044 0728(14)	G-WOWB	DHC-8 300	2047 2117
G-BYAR	Boeing 757	2111 0708(14)	CS-DNT	Hawker 800XP	2140 1031(14)
EI-CNZ	Boeing 737/200	2148 2231	G-MIDY	Airbus 320	2150 0658(14)
G-STRJ	Boeing 737/300	1336 0524(14)			

14 Friday

G-JEDK	DHC-8 400	0811 0853	G-WOWA	DHC-8 300	0857 0934
HB-VHV	BAe 125/800B	0913 1109	G-RJXH	EMB 145	0918 1446
G-BUVC	Jetstream 32	0927 1022	G-MAJM	Jetstream 41	0932 1012
G-RJXI	EMB 145	0936 1118	G-MIDY	Airbus 320	0940 1040
PH-KLI	Fokker 100	0947 1055	G-RJXJ	EMB 135	1007 1047
EI-CJC	Boeing 737/200	1028 1105	G-RJXC	EMB 145	1058 1352
G-STRJ	Boeing 737/300	1124 1233	EC-HJQ	Boeing 737/800	1154 1306
G-BUVC	Jetstream 32	1217 1332	G-MAJM	Jetstream 41	1237 1438
G-RJXJ	EMB 135	1307 1409	G-RJXI	EMB 145	1357 1513
G-JECF	DHC-8 400	1401 1448	G-JEDO	DHC-8 400	1411 1454
PH-OFE	Fokker 100	1419 1612	G-DBCE	Airbus 319	1444 1547
G-JEAJ	BAe 146/300	1516 1602	N88NA	PA-32R Saratoga	1525 1707
N900NS	Falcon 900 EASY	1558 1220(16)	EI-CNT	Boeing 737/200	1615 1657
G-BUVC	Jetstream 32	1621 1726	G-RJXH	EMB 145	1642 1736
G-RJXC	EMB 145	1653 1738	G-RJXJ	EMB 135	1703 1750
G-OLDL	Lear Jet 45	1715 1759	G-MAJM	Jetstream 41	1719 1802
N79EL	Beechjet 400A	1727 1741	G-RJXI	EMB 135	1732 1812
G-DBCE	Airbus 319	1825 1933	G-STRJ	Boeing 737/300	1825 1933
G-WOWB	DHC-8 300	1833 1905	D-CHGS	King Air 350	1842 1935
HB-VNS	C.560 Citation XL	1848 1019(16)	G-JECF	DHC-8 400	1909 1950
PH-KLI	Fokker 100	1943 0630(15)	G-RJXH	EMB 145	1947 1342(15)
G-BUVC	Jetstream 32	2017 0657(17)	TC-API	Boeing 737/800	2027 2145
G-RJXI	EMB 145	2032 2112	G-RJXJ	EMB 145	2035 0819(15)
G-MAJM	Jetstream 41	2046 1459(16)	G-RJXC	EMB 145	2052 2153
G-DBCE	Airbus 319	2140 0652(15)	EI-CNZ	Boeing 737/200	2200 2229

15 Saturday

G-BYAR	Boeing 757	0009 0657	G-STRJ	Boeing 737/300	0956 1237
G-JAEY	BAe 146/200	0756 0848	G-JECE	DHC-8 400	0811 0858
G-WOWB	DHC-8 300	0957 1030	G-DBCE	Airbus 319	1010 1058
CS-DNM	Hawker 800XP	1019 1151	EI-CJC	Boeing 737/200	1036 1114

PH-OFE	Fokker 100	1041 1539	G-RJXJ	EMB 135	1132 1504(16)
G-BYAR	Boeing 757	1215 1405	G-CRPH	Airbus 320	1402 1549
PH-OFF	Fokker 100	1409 2116	El-CJC	Boeing 737/200	1606 1645
G-JECH	DHC-8 400	1621 1704	G-RJXA	EMB 145	1746 1820
EC-HNC	DC-9/82	1830 1941	G-STRJ	Boeing 737/300	1910 2025
PH-OFG	Fokker 100	1935 0616(16)	G-RJXH	EMB 145	2019 0659(16)
G-BYAR	Boeing 757	2040 2342	G-RJXE	EMB 145	2135 1351(16)

16 Sunday

G-BYAR	Boeing 757	0421 0708	G-STRJ	Boeing 737/300	0550 0754
G-RJXC	EMB 145	0941 1028	PH-KLD	Fokker 100	0947 1047
HB-JIB	MD-90	1211 1337	El-CJC	Boeing 737/200	1231 1313
G-JECE	DHC-8 400	1402 1441	PH-OFD	Fokker 100	1411 1603
G-STRJ	Boeing 737/300	1422 1546	G-JAEJ	BAe 146/200	1520 1612
G-MAJM	Jetstream 41	1636 1747	G-MAJA	Jetstream 41	1641 1737
El-CNX	Boeing 737/200	1645 1719	G-RJXE	EMB 145	1655 1742
G-RJXJ	EMB 135	1725 1827	G-RJXH	EMB 145	1744 1825
G-MIDX	Airbus 320	1814 1908	G-WOWB	DHC-8 300	1856 1935
G-JECE	DHC-8 400	1921 2007	PH-KLD	Fokker 100	1947 0623(17)
G-MAJM	Jetstream 41	2000 1055(17)	G-RJXI	EMB 145	2021 0720(17)
G-RJXJ	EMB 135	2025 0711(17)	G-BYAR	Boeing 757	2032 0740(17)
G-JEDJ	DHC-8 400	2048 2130	G-RJXE	EMB 145	2054 0807(17)
G-RJXH	EMB 145	2136 0749(17)	G-DBCF	Airbus 319	2223 0715(17)

17 Monday

G-STRJ	Boeing 737/300	0255 1258	G-RJXI	EMB 145	1304 1351
G-RJXE	EMB 145	1312 1448	G-MAJM	Jetstream 41	1325 1426
G-RJXJ	EMB 135	1335 1415	G-RJXH	EMB 145	1401 1526
PH-OFK	Fokker 100	1446 1618	G-JEAJ	BAe 146/200	1523 1613
G-MIDO	Airbus 320	1531 1638	G-JEDO	DHC-8 400	1557 1641
El-CNW	Boeing 737/200	1608 1648	G-BUVC	Jetstream 32	1629 1714
G-RJXI	EMB 145	1645 1734	G-RJXJ	EMB 135	1657 1744
G-MAJM	Jetstream 41	1704 1750	G-RJXE	EMB 145	1712 1754
G-RJXH	EMB 145	1719 1758	N79EL	Beechjet 400A	1831 1855
G-WOWB	DHC-8 300	1845 1919	G-MIDO	Airbus 320	1901 1950
G-RJXE	EMB 145	1940 0721(18)	PH-OFJ	Fokker 100	1944 0637(18)
G-JEBA	BAe 146/300	1947 2100	G-RJXH	EMB 145	1952 0747(18)
G-BUVC	Jetstream 32	1957 0657(18)	G-MAJM	Jetstream 41	2011 0714(18)
G-RJXJ	EMB 135	2043 0730(18)	G-RJXI	EMB 145	2049 0723(18)
El-COX	Boeing 737/200	2151 2242	G-DBCA	Airbus 319	2200 0652(18)
G-STRJ	Boeing 737/300	2335 0856(18)			

18 Tuesday

G-BYAR	Boeing 757	0313 0622	G-JEDW	DHC-8 400	0828 0912
G-WOWB	DHC-8 300	0904 0940	G-RJXE	EMB 145	0918 1006
G-RJXI	EMB 145	0924 1346	G-MAJM	Jetstream 41	0932 1014
PH-KLE	Fokker 100	0937 1045	G-BUVC	Jetstream 32	0944 1034
G-DBCA	Airbus 319	0950 1043	G-RJXJ	EMB 135	1007 1410
ZE 395	BAe 125/CC3	1026 1648	El-CNV	Boeing 737/200	1031 1107
CS-DFE	Falcon 2000	1049 1152	G-RJXH	EMB 145	1054 1509
G-MAJG	Jetstream 41	1059 2325	G-BKBV	TB.10 Tobago	1121 1503
G-VUEA	C.550 Citation 2	1150 1232	G-RJXE	EMB 145	1158 1445
G-BUVC	Jetstream 32	1228 1337	G-BYAR	Boeing 757	1235 1452
G-MAJM	Jetstream 41	1243 1432	G-JECF	DHC-8 400	1352 1435
G-JEDR	DHC-8 400	1404 1455	PH-OFJ	Fokker 100	1421 1615
G-DBCC	Airbus 319	1506 1604	G-JEAJ	BAe 146/200	1513 1611
G-JIVE	Hughes 369E	1517 1744	G-BUVC	Jetstream 32	1612 1719
El-CNZ	Boeing 737/200	1618 1655	G-RJXE	EMB 145	1644 1733
G-RJXI	EMB 145	1658 1743	G-RJXJ	EMB 135	1701 1757

G-MAJM	Jetstream 41	1706 1753	9H-AEI	Airbus 320	1710 1822
G-RJXH	EMB 145	1720 1800	G-OLCP	Twin Squirrel	1729 1807
G-GBRU	Jet Ranger	1738 1751	HB-IGQ	Falcon 2000EX	1750 0844(19)
G-DBCC	Airbus 319	1815 1911	G-WOWD	DHC-8 300	1827 1904
G-JECF	DHC-8 400	1918 1952	G-CEGP	King Air 200	1927 1052(19)
P4-LJG	Citation X	1938 1548(19)	G-RJXE	EMB 145	1943 0723(19)
PH-OFK	Fokker 100	1948 0617(19)	G-RJXH	EMB 145	2002 0735(19)
G-BUVC	Jetstream 32	2006 0657(19)	G-MAJM	Jetstream 41	2021 0704(19)
G-RJXJ	EMB 135	2047 0709(19)	G-RJXI	EMB 145	2051 0726(19)
El-CNW	Boeing 737/200	2140 2206	G-STRJ	Boeing 737/300	2202 0845(20)
G-DBCC	Airbus 319	2210 0654(19)			

19 Wednesday

G-BYAR	Boeing 757	0024 0755	D-ISWA	C.525 Citationjet	0803 1337
G-JEDJ	DHC-8 400	0816 0853	El-DMG	Cessna 441	0840 1017
G-WOWD	DHC-8 300	0850 0924	G-MAJM	Jetstream 41	0921 1009
G-RJXI	EMB 145	0928 1508	G-RJXE	EMB 145	0931 1007
G-BUVC	Jetstream 32	0937 1012	G-DBCC	Airbus 319	0941 1033
PH-OFG	Fokker 100	0946 1043	G-RJXJ	EMB 135	1010 1410
El-CNZ	Boeing 737/200	1029 1100	G-RJXH	EMB 145	1046 1346
G-RJXE	EMB 145	1152 1448	G-BUVC	Jetstream 32	1209 1342
EC-IMU	Airbus 320	1218 1334	G-MAJM	Jetstream 41	1227 1427
N41AK	King Air F.90	1303 1710	G-BYAR	Boeing 757	1338 1601
G-JEDM	DHC-8 400	1348 1434	G-JECF	DHC-8 400	1401 1456
PH-KLD	Fokker 100	1413 1607	G-CCFC	Robinson R.44	1426 1500
G-MIDX	Airbus 320	1451 1545	G-JEAJ	BAe 146/200	1516 1600
El-DMG	Cessna 441	1528 1654	El-CNV	Boeing 737/200	1559 1635
N66DN	Lear Jet 45	1605 1727	G-BUVC	Jetstream 32	1622 1720
G-RJXE	EMB 145	1657 1736	G-RJXI	EMB 145	1659 1800
G-MAJM	Jetstream 41	1704 1749	G-RJXH	EMB 145	1734 1806
G-MIDX	Airbus 320	1807 1909	G-WOWB	DHC-8 300	1818 1856
G-MAYE	Bell 407	1839 0923(20)	G-JECF	DHC-8 400	1910 1955
G-RJXE	EMB 145	1935 0719(20)	PH-OFG	Fokker 100	1943 0620(20)
G-RJXI	EMB 145	2010 0742(20)	G-BUVC	Jetstream 32	2016 0649(20)
G-MAJM	Jetstream 41	2029 1427(21)	G-RJXJ	EMB 135	2040 0710
G-RJXH	EMB 145	2056 0724(20)	G-MIDX	Airbus 320	2157 0701(20)
El-CNZ	Boeing 737/200	2214 2246			

20 Thursday

G-BYAR	Boeing 757	0043 0744	G-MAJN	Jetstream 41	0735 0807
G-JEDW	DHC-8 400	0815 1004(21)	G-WOWB	DHC-8 300	0840 0915
G-RJXE	EMB 145	0923 1007	G-MIDX	Airbus 320	0925 1040
G-RJXH	EMB 145	0929 1518	G-BUVC	Jetstream 32	0932 1014
G-SGEC	King Air 200	0942 1047	PH-KLD	Fokker 100	0947 1051
G-RJXJ	EMB 135	1010 1100	G-MAJN	Jetstream 41	1021 1103
El-CNV	Boeing 737/200	1033 1106	G-RJXI	EMB 145	1041 1345
G-JEDL	DHC-8 400	1119 1155	G-RJXE	EMB 145	1156 1449
JY-JAR	Airbus 320	1203 1336	G-BUVC	Jetstream 32	1207 1327
G-MAJN	Jetstream 41	1306 1420	G-RJXJ	EMB 135	1331 1416
C-GTDG	Airbus 320	1334 1558	G-JEDM	DHC-8 400	1351 1441
G-JEDN	DHC-8 400	1404 1445	G-HRPN	Robinson R.44	1406 1525(26)
CS-DNL	Hawker 800XP	1409 1555	G-DBCB	Airbus 319	1425 1530
PH-OFD	Fokker 100	1434 1608	N70HS	Falcon 900B	1437 2023(22)
El-CNX	Boeing 737/200	1551 1636	G-JEAJ	BAe 146/200	1559 1651
G-BUVC	Jetstream 32	1606 1713	G-RJXI	EMB 145	1641 1741
G-RJXE	EMB 145	1652 1732	G-RJXJ	EMB 135	1656 1755
G-MAJN	Jetstream 41	1702 1759	G-RJXH	EMB 145	1715 1802
G-DBCB	Airbus 319	1745 1902	CS-DHJ	Citation Bravo	1808 0917(21)

G-WOWDDHC-8 300	1816 1857	G-JEDN	DHC-8 400	1913 2037
G-RJXE EMB 145	1932 0719(21)	PH-KLI	Fokker 100	1945 0627(21)
G-BUVC Jetstream 32	1953 0647(21)	G-RJXH	EMB 145	2006 0745(21)
G-SGEC King Air 200	2018 2029	G-MAJN	Jetstream 41	2025 0703(21)
G-RJXJ EMB 135	2040 0717(21)	G-RJXI	EMB 145	2050 0726(21)
G-BYAR Boeing 757	2113 0708(21)	El-CJG	Boeing 737/200	2136 2210
G-DBCB Airbus 319	2152 0710(21)	G-BPYR	PA-31 Navajo C	2312 1712(21)
G-STRJ Boeing 737/300	2318 0541(21)			

21 Friday

G-JEDL DHC-8 400	0816 0853	G-WOWD	DHC-8 300	0835 0919
G-BNDY Cessna 425	0848 1414	G-RJXE	EMB 145	0914 1451
G-RJXI EMB 145	0921 1123	G-MAJN	Jetstream 41	0928 1013
G-BUVC Jetstream 32	0937 1019	PH-KLD	Fokker 100	0938 1111
G-DBCB Airbus 319	0955 1051	G-RJXJ	EMB 135	1011 1055
El-CNX Boeing 737/200	1016 1059	G-RJXH	EMB 145	1106 1346
EC-HJQ Boeing 737/800	1127 1246	G-STRJ	Boeing 737/300	1139 1304
G-ETHU Eurocopter EC135	1208 1553	G-BUVC	Jetstream 32	1234 1352
G-MAJN Jetstream 41	1239 1933(23)	G-RJXJ	EMB 135	1318 1409
G-RJXJ EMB 145	1356 1512	G-JEDM	DHC-8 400	1401 1444
G-JEDJ DHC-8 400	1407 1447	PH-OFF	Fokker 100	1441 1613
G-DBCC Airbus 319	1509 1557	G-JEAJ	BAe 146/200	1528 1609
El-CJC Boeing 737/200	1631 1708	G-BUVC	Jetstream 32	1645 1738
G-RJXJ EMB 135	1706 1752	G-MAJN	Jetstream 41	1711 1758
G-RJXH EMB 145	1721 1814	G-RJXE	EMB 145	1726 1804
G-RJXI EMB 145	1729 1826	G-DBCC	Airbus 319	1822 1913
G-WOWB DHC-8 300	1834 1927	G-STRJ	Boeing 737/300	1910 2026
G-JEDJ DHC-8 400	1918 2018	G-RJXE	EMB 145	1959 2112
G-BUVC Jetstream 32	2016 0700(24)	TC-APM	Boeing 737/800	2021 2145
G-MAJN Jetstream 41	2031 1505(23)	G-RJXI	EMB 145	2035 2131
G-RJXJ EMB 135	2047 0818(22)	G-RJXH	EMB 145	2108 1333(22)
G-DBCC Airbus 319	2148 0647(22)	El-CJG	Boeing 737/200	2153 2237
PH-OFD Fokker 100	2240 0631(22)	G-BYAR	Boeing 757	2325 0706(22)

22 Saturday

G-STRJ Boeing 737/300	0611 1252	G-JEAV	BAe 146/200	0746 0846
G-JECF DHC-8 400	0813 0854	G-DBCC	Airbus 319	0932 1041
El-MAX Lear Jet 31A	0941 1247	G-WOWD	DHC-8 300	0944 1029
PH-OFF Fokker 100	1013 1119	El-CNV	Boeing 737/200	1022 1102
CS-DFB Falcon 900	1104 1124	G-RJXJ	EMB 135	1131 1509(23)
G-BYAR Boeing 757	1206 1404	N66DN	Lear Jet 45	1245 1341
G-EHAJ Airbus 320	1412 1557	F-GPYN	ATR.42 500	1535 2233(23)
PH-KLG Fokker 100	1553 1649	El-CNV	Boeing 737/200	1600 1643
G-JEDV DHC-8 400	1623 1711	EC-IZG	Boeing 737/400	1657 1900
G-RJXC EMB 145	1738 1827	G-STRJ	Boeing 737/300	1855 2007
PH-KLI Fokker 100	1954 0627(23)	G-RJXH	EMB 145	2009 0701(23)
G-BYAR Boeing 757	2042 2226	G-RJXI	EMB 145	2131 1346(23)

23 Sunday

G-BYAR Boeing 757	0410 0705	G-STRJ	Boeing 737/300	0605 0738
CS-DNM Hawker 800XP	0844 1005	PH-KLG	Fokker 100	0937 1046
G-CCYH EMB 145	0944 1041	N460QS	Gulfstream 4	1102 1035(24)
El-CNV Boeing 737/200	1217 1255	HB-JIB	MD-90	1232 1353
PH-KLD Fokker 100	1412 1623	G-JECF	DHC-8 400	1416 1451
G-STRJ Boeing 737/300	1439 1545	LX-PMR	Premier 1	1452 1534
G-JEAJ BAe 146/200	1518 1618	El-CJG	Boeing 737/200	1637 1716
G-MAJN Jetstream 41	1645 0700(25)	G-MAJE	Jetstream 41	1653 1746
G-RJXI EMB 145	1655 1739	G-RJXJ	EMB 135	1730 1814
G-JIVE Hughes 369E	1740 1758	CS-DNM	Hawker 800XP	1745 1821

PH-RXA	EMB 145	1811 1858	G-CCYH	EMB 145	1816 1905
G-WOWD	DHC-8 300	1836 1922	G-JECF	DHC-8 400	1913 2000
G-JEDN	DHC-8 400	1919 2005	PH-OFF	Fokker 100	1954 0627(24)
G-RJXJ	EMB 135	2015 0713(24)	G-BYAR	Boeing 757	2053 0735(24)
G-RJXE	EMB 145	2101 0733(24)	G-RJXI	EMB 145	2109 0724(24)
PH-RXA	EMB 145	2128 0742(24)			

24 Monday

G-STRJ	Boeing 737/300	0228 1256	G-JEDJ	DHC-8 400	0833 0940
G-WOWAD	DHC-8 300	0852 0935	N79EL	Beechjet 400A	0856 0935
G-MAJN	Jetstream 41	0910 1022	G-RJXI	EMB 145	0917 1005
G-RJXE	EMB 145	0931 1123	G-BUVC	Jetstream 32	0947 1043
PH-OFF	Fokker 100	0954 1053	G-MIDO	Airbus 320	1010 1104
G-RJXJ	EMB 135	1029 1111	EI-CNV	Boeing 737/200	1037 1117
PH-RXA	EMB 145	1124 1451	TC-SUL	Boeing 737/800	1154 1251
G-RJXI	EMB 145	1202 1345	MM62210	Falcon 900EX	1209 1339
G-BUVC	Jetstream 32	1228 1351	G-MAJN	Jetstream 41	1246 1442
G-RJXJ	EMB 135	1323 1408	PH-KBX	Fokker 70	1402 1524(25)
G-RJXE	EMB 145	1406 1539	G-JEDM	DHC-8 400	1411 1458
G-JECF	DHC-8 400	1414 1515	N234RG	Pilatus PC-12	1427 1653
G-DBCE	Airbus 319	1441 1534	G-JEAJ	BAe 146/200	1519 1601
PH-KLG	Fokker 100	1522 1624	G-BYAR	Boeing 757	1543 1739
EI-CNW	Boeing 737/200	1550 1639	N182PN	Cessna 182R	1628 1032(25)
G-BUVC	Jetstream 32	1635 1722	PH-RXA	EMB 145	1646 1744
G-MAJN	Jetstream 41	1701 1756	G-RJXJ	EMB 135	1711 1759
G-RJXI	EMB 145	1714 1749	G-OOON	PA-34 Seneca	1732 0950(25)
G-RJXE	EMB 145	1741 1820	G-DBCE	Airbus 319	1751 1912
G-WOWC	DHC-8 300	1836 1908	PH-RXA	EMB 145	1937 0742(25)
PH-KLI	Fokker 100	1952 0646(25)	G-BUVC	Jetstream 32	2001 0654(25)
G-JECF	DHC-8 400	2005 2035	G-RJXE	EMB 145	2014 0732(25)
G-MAJN	Jetstream 41	2020 1331(25)	G-RJXJ	EMB 135	2027 0724(25)
G-RJXI	EMB 145	2046 0715(25)	G-DBCE	Airbus 319	2148 0704(25)
ZE 396	BAe 125/CC3	2212 2231	EI-COB	Boeing 737/200	2242 2319
G-STRJ	Boeing 737/300	2330 0745(25)			

25 Tuesday

G-BYAR	Boeing 757	0310 0621	G-JEDL	DHC-8 400	0807 0858
G-WOWC	DHC-8 300	0845 0937	G-RJXI	EMB 145	0919 1007
G-RJXE	EMB 145	0925 1510	G-DBCE	Airbus 319	0929 1043
G-BUVC	Jetstream 32	0932 1023	G-MAJM	Jetstream 41	0935 1556
OE-GPC	C.560 Citation XL	0938 1556	PH-KLE	Fokker 100	0953 1048
EI-CJG	Boeing 737/200	1015 1105	G-RJXJ	EMB 135	1019 1414
PH-RXA	EMB 145	1051 1446	CS-DNM	Hawker 800XP	1057 1224
MM62029	Falcon 50	1136 1259	G-RJXI	EMB 145	1153 1341
G-BUVC	Jetstream 32	1205 1329	G-MAJM	Jetstream 41	1234 1438
G-BYAR	Boeing 757	1247 1450	G-JEDT	DHC-8 400	1358 1442
G-JEDM	DHC-8 400	1402 1453	PH-OFF	Fokker 100	1419 1630
G-DBCC	Airbus 319	1458 1553	G-JEAJ	BAe 146/200	1516 1607
9A-CRO	CL.604 Challenger	1527 1549	EI-CNV	Boeing 737/200	1554 1636
G-BUVC	Jetstream 32	1616 1727	G-RJXA	EMB 145	1657 1744-
G-MAJM	Jetstream 41	1700 1756	G-RJXI	EMB 145	1703 1759
G-RJXJ	EMB 135	1713 1751	G-RJXE	EMB 145	1716 1808
9H-AEI	Airbus 320	1722 1844	G-FRYI	King Air 200	1804 1021(26)
G-DBCC	Airbus 319	1822 1942	G-WOWA	DHC-8 300	1822 1942
G-JEDT	DHC-8 400	1839 1910	PH-OFF	Fokker 100	1943 0617(26)
G-RJXA	EMB 145	2007 0751(26)	G-RJXE	EMB 145	2012 0747(26)
G-MAJM	Jetstream 41	2024 0656(26)	G-BUVC	Jetstream 32	2036 0647(26)
G-RJXJ	EMB 135	2049 0702(26)	G-RJXI	RMB 145	2102 0743(26)

EI-COX	Boeing 737/200	2133 2204	G-DBCC	Airbus 319	2217 0649(26)
G-STRJ	Boeing 737/300	2224 0836(26)			
26 Wednesday					
G-BYAR	Boeing 757	0006 0759	G-RVRW	PA-23 Aztec	0733 1328
G-JEDT	DHC-8 400	0821 0859	G-WOWA	DHC-8 300	0855 0932
G-VMJM	TB-10 Tobago	0917 1148	G-MAJM	Jetstream 41	0936 1025
G-DBCC	Airbus 319	0942 1039	G-RJXE	EMB 145	0952 1522
G-RJXI	EMB 145	0957 1031	PH-KLI	Fokker 100	1002 1104
G-RJXJ	EMB 135	1007 1101	G-BUVC	Jetstream 32	1013 1055
EI-COX	Boeing 737/200	1036 1113	G-RJXA	EMB 145	1052 1345
N79EL	Beechjet 400A	1144 1158	G-RJXI	EMB 145	1210 1451
JY-JAR	Airbus 320	1226 1347	G-BUVC	Jetstream 32	1230 1339
G-MAJM	Jetstream 41	1237 1432	G-RJXL	EMB 135	1315 1410
G-VMJM	TB-10 Tobago	1329 1159(27)	G-JECF	DHC-8 400	1355 1448
G-BYAR	Boeing 757	1359 1554	G-MIDT	Airbus 320	1419 1533
PH-OFH	Fokker 100	1515 1620	G-JEAJ	BAe 146/200	1520 1617
G-JEDM	DHC-8 400	1531 1628	G-FRYI	King Air 200	1547 1623
EI-CNW	Boeing 737/200	1558 1641	G-BUVC	Jetstream 32	1621 1719
G-RJXI	EMB 145	1643 1736	G-MAJM	Jetstream 41	1656 1746
G-RJXA	EMB 145	1700 1753	G-RJXL	EMB 135	1707 1756
G-RJXE	EMB 145	1716 1802	G-MIDT	Airbus 320	1750 1857
CS-DNK	Hawker 800XP	1920 2002	G-JECF	DHC-8 400	1923 2007
G-RJXI	EMB 145	1930 0713(27)	PH-OFB	Fokker 100	1947 0619(27)
G-RJXE	EMB 145	1959 0719(27)	G-BUVC	Jetstream 32	2004 0649(27)
G-WOWA	DHC-8 300	2013 2042	G-MAJM	Jetstream 41	2018 0704(27)
G-RJXL	EMB 135	2039 0708(27)	G-RJXA	EMB 145	2054 0727(27)
D-CIFA	C.550 Citation 2	2110 1016(27)	EI-CNZ	Boeing 737/200	2137 2206
G-MIDO	Airbus 320	2147 0734(27)			
27 Thursday					
G-BYAR	Boeing 757	0048 0729	G-STRJ	Boeing 737/300	0315 0833
G-JEDL	DHC-8 400	0812 0851	G-WOWA	DHC-8 300	0907 0935
G-RJXI	EMB 145	0914 1002	G-MAJM	Jetstream 41	0920 1021
G-RJXE	EMB 145	0922 1506	PH-KZA	Fokker 70	0933 1049
G-BUVC	Jetstream 32	0942 1029	G-MIDO	Airbus 320	0959 1053
G-RJXL	EMB 135	1018 1102	G-RJXA	EMB 145	1030 1353
EI-COB	Boeing 737/200	1034 1108	JY-JAR	Airbus 320	1141 1307
G-RJXI	EMB 145	1146 1443	G-BUVC	Jetstream 32	1209 1336
G-MAJM	Jetstream 41	1227 1431	C-GTDG	Airbus 320	1326 1548
G-RJXL	EMB 135	1332 1411	G-JEDT	DHC-8 400	1407 1500
G-JEDW	DHC-8 400	1413 1457	PH-KLI	Fokker 100	1428 1610
G-DBCF	Airbus 319	1444 1542	G-JEAJ	BAe 146/200	1515 1602
EI-CNW	Boeing 737/200	1558 1637	G-BUVC	Jetstream 32	1623 1718
N79EL	Beechjet 400A	1626 1713	G-RJXI	EMB 145	1644 1734
G-RJXL	EMB 135	1659 1911	G-MAJM	Jetstream 41	1702 1751
G-RJXE	EMB 145	1710 1806	G-DBCF	Airbus 319	1757 1849
G-CDLT	Hawker 800XP	1824 2133	G-WOWB	DHC-8 300	1846 1918
CS-DHE	Citation Bravo	1857 0916(28)	G-RJXA	EMB 145	1915 1953
G-JEDT	DHC-8 400	1924 2003	G-RJXI	EMB 145	1927 0726(28)
PH-OFH	Fokker 100	1942 0613(28)	G-RJXE	EMB 145	2000 0720(28)
G-BUVC	Jetstream 32	2011 0654	G-MAJM	Jetstream 41	2019 0659(28)
G-BYAR	Boeing 757	2113 0711(28)	EI-CNV	Boeing 737/200	2134 2218
G-DBCF	Airbus 319	2144 0649(28)	G-RJXL	EMB 135	2147 0705(28)
G-RJXA	EMB 145	2244 0735(28)	G-STRJ	Boeing 737/300	2311 0524(28)
28 Friday					
G-BVMA	King Air 200	0746 0823	G-JEDL	DHC-8 400	0826 0904
C-FICU	Lear Jet 35A	0841 0854(29)	G-WOWB	DHC-8 300	0848 0935

G-RJXE	EMB 145	0918 1116	G-MAJM	Jetstream 41	0923 1014
G-RJXI	EMB 145	0931 1452	G-BUVC	Jetstream 32	0939 1024
G-DBCF	Airbus 319	0943 1033	PH-KLI	Fokker 100	0953 1050
G-RJXL	EMB 135	1005 1047	OO-SKL	King Air B.200	1026 1635
EI-COB	Boeing 737/200	1038 1121	G-RJXA	EMB 145	1044 1350
G-STRJ	Boeing 737/300	1112 1248	EC-HJP	Boeing 737/800	1117 1243
G-BPPM	King Air 200	1155 1253	G-BUVD	Jetstream 32	1237 1346
G-MAJM	Jetstream 32	1240 1430	G-RJXL	EMB 135	1308 1417
G-JEDW	DHC-8 400	1354 1445	G-JEDT	DHC-8 400	1358 1448
G-RJXE	EMB 145	1408 1521	PH-KLG	Fokker 100	1414 1629
G-DBCC	Airbus 319	1441 1545	G-DGHD	Robinson R.44	1450 1501
G-JEAJ	BAe 146/200	1524 1620	EI-CNX	Boeing 737/200	1617 1652
G-RJXI	EMB 145	1640 1738	G-BUVD	Jetstream 32	1648 1725
G-MAJM	Jetstream 41	1655 1801	G-RJXA	EMB 145	1659 1744
G-RJXL	EMB 135	1705 1749	G-BYCP	King Air B.200	1709 0955(29)
G-RJXE	EMB 145	1721 1810	G-STRJ	Boeing 737/300	1823 2029
G-WOWB	DHC-8 300	1838 1917	G-OOBI	Boeing 757	1905 2023
G-JEDT	DHC-8 400	1912 2001	G-RJXI	EMB 145	1940 2039
PH-KLI	Fokker 100	2010 0626(29)	G-BUVD	Jetstream 32	2020 0653(31)
TC-APF	Boeing 737/800	2025 2128	G-MAJM	Jetstream 41	2033 1210(30)
G-RJXL	EMB 145	2036 1452(30)	G-RJXA	EMB 145	2049 0809(29)
G-DBCC	Airbus 319	2145 0651(29)	EI-CJG	Boeing 737/200	2201 2240
G-BYAR	Boeing 757	2330 0647(29)			

29 Saturday

G-STRJ	Boeing 737/300	0557 1254	G-JEAS	BAe 146/200	0801 0850
G-JEDL	DHC-8 400	0846 0920	G-DBCC	Airbus 319	0938 1043
G-WOWD	DHC-8 300	0951 1037	PH-OFD	Fokker 100	0958 1051
EI-CNW	Boeing 737/200	1039 1114	G-BYAR	Boeing 757	1200 1350
G-RJXA	EMB 145	1204 1607(30)	G-OOON	PA-34 Seneca	1211 1245(30)
G-EJRS	PA-28 Cadet	1253 1305	CS-DMF	Hawker 400XP	1313 1824
G-NIKO	Airbus 321	1313 1824	PH-OFK	Fokker 100	1439 1558
EI-CNZ	Boeing 737/200	1600 1633	G-JEDN	DHC-8 400	1618 1653
G-RJXI	EMB 145	1701 1335(30)	EC-IZG	Boeing 737/400	1733 1817
73-1649	MH-53M	1812 1855	G-STRJ	Boeing 737/300	1922 2020
N66DN	Lear Jet 45	1927 1950	G-DBCA	Airbus 319	1946 0657(30)
G-BYAR	Boeing 757	2030 2238	PH-OFB	Fokker 100	2036 0610(30)
G-RJXH	EMB 145	2147 1752(30)	C-FPRP	Lear Jet 35A	2204 1047(31)

30 Sunday

G-BYAR	Boeing 757	0322 0651	G-STRJ	Boeing 737/300	0446 0737
PH-OFF	Fokker 100	0926 1029	G-DBCA	Airbus 319	0936 1045
HB-JIB	MD-90	1058 1232	EI-COB	Boeing 737/200	1223 1302
G-JEDM	DHC-8 400	1315 1353	G-STRJ	Boeing 737/300	1405 1542
PH-OFB	Fokker 100	1423 1544	G-ELLI	Jet Ranger	1424 1319(08)
G-JEAJ	BAe 146/200	1510 1604	G-JIVE	Hughes 369E	1614 1705
G-RJXI	EMB 145	1640 1733	EI-CJG	Boeing 737/200	1645 1711
G-MAJM	Jetstream 41	1659 1755	G-MAJK	Jetstream 41	1703 1748
G-RJXL	EMB 135	1715 1808	G-MIDR	Airbus 320	1819 1920
G-JEAY	BAe 146/200	1841 1942	G-WOWD	DHC-8 300	1846 1937
PH-OFJ	Fokker 100	2006 0611(31)	G-BVMA	King Air 200	2011 2042
G-RJXL	EMB 135	2014 0713(31)	G-MAJM	Jetstream 41	2025 0703(31)
G-BYAR	Boeing 757	2034 0718(31)	G-RJXH	EMB 145	2043 0716(31)
G-JEDR	DHC-8 400	2047 2126	G-RJXI	EMB 145	2056 0722(31)
G-RJXA	EMB 145	2101 0733(31)	G-MIDR	Airbus 320	2216 0735(31)

31 Monday

G-STRJ	Boeing 737/300	0223 1356	G-JEDT	DHC-8 400	0814 0840
G-WOWAD	DHC-8 300	0836 0919	G-LENY	PA-34 Seneca	0902 1310

D-IFDH	C.525A Citationjet	0905 1521	TC-SUM	Boeing 737/800	0911 1003
G-RJXH	EMB 145	0916 1007	G-MAJM	Jetstream 41	0921 1022
G-RJXI	EMB 145	0926 1108	PH-OFJ	Fokker 100	0932 1033
G-DBCD	Airbus 319	0946 1050	G-BUVD	Jetstream 32	0951 1031
G-RJXL	EMB 135	1005 1042	EI-CNZ	Boeing 737/200	1020 1104
G-RJXA	EMB 145	1052 1733	G-RJXH	EMB 145	1155 1446
G-RVRJ	PA-23 Aztec	1212 1349	G-BUVD	Jetstream 32	1218 1402
G-MAJM	Jetstream 41	1232 1424	G-RJXL	EMB 135	1308 1751
G-DBCD	Airbus 319	1343 1510	G-RJXI	EMB 145	1352 1502
G-JEDM	DHC-8 400	1359 1441	G-JEAK	BAe 146/200	1444 1536
G-JEAJ	BAe 146/200	1459 1551	G-BYAR	Boeing 757	1504 1742
PH-OFB	Fokker 100	1521 1608	EI-CJC	Boeing 737/200	1600 1643
G-JIVE	Hughes 369E	1631 1700	G-RJXH	Fokker 100	1636 1736
G-BUVD	Jetstream 32	1641 1717	G-MAJM	Jetstream 41	1648 1747
G-RJXI	EMB 145	1715 1802	G-DBCD	Airbus 319	1755 1859
G-WOWC	DHC-8 400	1828 1908	N422QS	Gulfstream 4	1855 1004(02)
G-RJXH	EMB 145	1936 0712(01)	G-JECE	DHC-8 400	1947 2020
G-RJXI	EMB 145	1955 0718(01)	G-BUVD	Jetstream 32	2005 0702(01)
G-MAJM	Jetstream 41	2009 0658(01)	PH-OFB	Fokker 100	2013 0618(01)
G-RJXL	EMB 135	2022 1411(01)	G-RJXA	EMB 145	2045 0738(01)
G-DBCD	Airbus 319	2136 0654(01)	EI-COX	Boeing 737/200	2149 2226
G-STRJ	Boeing 737/300	2323 0732(01)			

Overshoots (Time in brackets):-

1/10 XV 205 Hercules("Ascot 670", 1417); 4/10 XX 842 Jaguar("Colt 13", 1504); 5/10 XV 199 Hercules("Ascot 651", 1027); 6/10 ZF 209 Tucano("LOP 32", 1242), N800HL Bell 222(1815); 26/10 XV 205 Hercules("Ascot 677", 0922); 27/10 G-RVRJ Aztec("Raven 99T", 1534); 31/10 G-BAXY Cessna F.172M(1557).

Movements Review (October 2005):-

As you will notice there are some slight changes to this section this month including the exclusion of the from and to section, this instead being incorporated in the text. I hope you approve and your comments adverse or otherwise are most welcome. So on with the spiel:-

Airliners:- First we mark the end of an era at Leeds/Bradford with Air Atlantique Dakota G-AMRA being the last aircraft to land on Runway 27 when it arrived at 1051 on the 3rd to be greeted with a water arch provided by the airport fire brigade. The runway will now become a taxiway with the eastern end being incorporated into the apron extension, providing 3 new parking stands by next spring. The aircraft spent most of the day here, carrying out a couple of crew training sorties during its stay. We had a couple of sport related charters this month, on the 18th Jetstream 41 G-MAJG ("Eastflight 1799/1800") was used by Southampton F.C. for their game with Leeds United while on the 22nd ATR-42 F-GPYN of Airlinair("RLA 7173/4") was F/T Toulouse with the French Rugby League team to play England at Headingley. A first visit on 28/10 was Boeing 757 G-OOBI ("Jetset 8126") operating a one off charter to Tenerife. On the 20th Flybe Dash 8 G-JEDW made a rather spectacular arrival on the early Belfast City flight, causing a tail scrape on landing. G-JEDL positioned in later in the morning to operate the outbound flight while 'DW spent the night in Multiflight having the damage assessed before leaving empty the following day. EMB 145 PH-RXA is still being used by Bmi Regional, but most other flights operated as normal.

JET2 News:- The big news this month was the arrival of the company's first Boeing 757 G-LSAA, which positioned from Lasham on 8/10 and was utilised on various flights throughout the month including several visits to Teesside, crew training. The aircraft was supposed to have arrived by 4/10 in order to operate the inaugural Tenerife service but the company had to sub charter Titan example G-ZAPU for this occasion, positioning f/t Stansted. Two of the 737/300s went to Bucharest for maintenance this month, G-CELD(2/10 – 29/10) and G-CELJ(12/10, not returned by end of month), resulting in aircraft being borrowed from other bases. G-CELZ arrived from Edinburgh on 1/10,

staying two days while Manchester based G-CELG was noted on numerous flights in the middle of the month. On 16/10 G-CELP(In Channel Express green scheme) arrived from Stansted for a two day stay, this being its first visit since it was reregistered(ex. TF-ELP), and the 18th saw Newcastle based G-CELA positioned in the operate the Alicante flight. G-CELG returned from Manchester on 15/10 to be based here again while G-CELF went back home in the opposite direction after spending the whole month here.

Executive Jets:-

Firstly this month we will tie up the Netjet flights ("Fraction" call-sign appears in brackets):-

3/10	CS-DNU	Hawker 800XP	From Biggin Hill("8VK") to Kiev("060L") on 4/10
4/10	CS-DRB	Hawker 800XP	From Nice("5YR") to London City("5YR")
6/10	CS-DRB	Hawker 800XP	From Geneva("5YR") to Nice("5YR")
7/10	CS-DMG	Hawker 400XP	From Oxford("4NF") to Stornaway("4NF")
11/10	CS-DFH	Falcon 900	From Nice("9EW") to Farnborough("9EW")
13/10	CS-DNT	Hawker 800XP	From Keflavik("8RL") to London City("8RL") on 14/10
15/10	CS-DNM	Hawker 800XP	From Le Bourget("8MZ") to Palma("8MZ")
18/10	CS-DFE	Falcon 2000	From Nice("2NE") to East Midlands("2NE")
20/10	CS-DNL	Hawker 800XP	From Biggin Hill("8LG") to Nice("8LG")
20/10	CS-DHJ	C.550 Citation Bravo	From Rome("1RN") to Southampton("1RN") on 21/10
22/10	CS-DFB	Falcon 900	From Biggin Hill("9DR") to Inverness("9DR")
23/10	CS-DNM	Hawker 800XP	From Zurich("8MZ") to Le Bourget("8MZ")
23/10	CS-DNM	Hawker 800XP	From Le Bourget("8MZ") to London City("8MZ")
25/10	CS-DNM	Hawker 800XP	From Nice("8PE") to Le Bourget("8PE")
26/10	CS-DNK	Hawker 800XP	From Sheremetyevo("921Z") to London City("8KY")
27/10	CS-DHE	C.550 Citation Bravo	From Oslo("1RN") to Guernsey("1HZ")
29/10	CS-DMF	Hawker 400XP	From London City("4LZ") to Heathrow("132V") <u>1st Visit</u>

Of the other regulars Lear Jet 45 N66DN was the most prolific, 1/10 Luton – Bristol, Bristol – Luton, 7/10 and 8/10 F/T Luton, 12/10 F/T Luton(twice), 19/10 and 22/10 Luton – Faro and 29/10 Faro – Manchester. Beechjet N79EL came a close second, 14/10 East Midlands – Blackbushe, 17/10 Blackbushe – EMA, 24/10 EMA – Athens, 26/10 EMA – Cannes and 27/10 Athens – EMA. Falcon 900EASy N900NS was F/T Jersey on 6th and 7th and Jersey- n/s – Biggin Hill 14/10 while Citation X P4-LJG appeared only once, on the 18th Hawarden – n/s – Dublin.

There were however quite a selection of interesting Bizjets this month starting on the 3rd with Beechjet I-TOPD("Sirio 302/303", Manchester – Luxembourg) with the company's other example I-TOPB("Sirio 212/213", Luton - Ancona) visiting on 13/10. Lear Jet 31A N125GP("Highflyer 32A", F/T Dublin) was noted on the 4th while similar type EI-MAX("Highflyer 31A" Cork – Manchester) visited on 22/10. Also visiting on the 4th was Falcon 100 F-GSLZ, F/T Kortrijk. Citation XL OE-GPZ of International Jet Management put in two appearances, 9/10 Avignon – Zurich and 12/10 Kiev – Avignon, using call-sign "IJM 319" on both occasions. The 10th saw a pair of Citationjets, D-ITAN of Atlas Air Service(F/T Amsterdam, n/s) and N282CJ of C.J. Airways(Guernsey – Jersey, n/s). Falcon 50EX N23FM arrived from Manchester on the 11th, staying overnight before heading to Coventry. Westair Lear Jet 60 EI-IAW was noted on the 12th("Emerald 007", Prestwick – Edinburgh), while the following day another of the type was OE-GNI of Lauda Executive("Fly Nikki 601/2", Bremen – Nurnberg). We then had a trio of Swiss machines, Hawker 800XP HB-VHV("Eurocat 201/2", Zurich – Geneva) and Citation XL HB-VNS(F/T Geneva n/s) both on 14/10 and on 18/10 Falcon 2000EX HB-IGQ("DGX 276", Geneva – Luton).

Moving onto the 19th when Wal-Mart operated Citationjet D-ISWA was F/T Donaueschingen. Falcon 900B N70HS("NXF 70") of The Provident Bank arrived on 20/10 from Manchester staying until 22/10, before heading to Le Bourget. The first of two Netjet Gulfstream 4s visited on 23/10, N460QS(Biggin Hill – n/s – Dublin), the other being N422QS(Dublin – n/s – Northolt) on 31/10. Visiting on 23/10 was Premier 1 LX-PMR of First Air("Ballistic 23A/B", Luxembourg – Nice). Citation XL OE-GPC("Fly Tyrol 21") was F/T Luton on 25/10 while the 26th saw Citation 2 D-CIFA ("Frankenair 1465/7) route from

Porto to Nurnberg. We then had yet another pair, this time Canadian Lear Jet 35s, C-FICU of Canadian Global Air Ambulance on 27/10(Keflavic - n/s - Rhodes) and C-FPRP of SkyService Aviation on 28/10(Keflavic - n/s - Firenze/Peretola). The final aircraft in this category was Citationjet D-IFDH("Dix Flight 311/312") which was from and to Diepholz on the 31st.

Foreign GA:- Starting on the 1st we had Beech A.36 N7215Y, which was from and to its home base of Elstree. King Air 350 D-COEB of Beechcraft Berlin Aviation visited on 6/10, F/T Bielfeld. Baron N64VB paid the first of two visits on the 10th(Elstree - Sleaf), the other being on the 12th(Sleaf - Luton). Lancashire based Agusta A.109C N109TK arrived from a site near Birmingham on 11/10, routing to Norwich later in the day. King Air 350 HB-GJR operated by Bergair was in evidence on 12/10, arriving from Frankfurt and staying overnight before heading for Geneva. The 13th saw Sherburn based SR.22 N40GD arrive early morning before routing to Wellesbourne Mountford making the return journey later in the day. Another King Air 350, was D-CHGS on 14/10, arriving from Luxemburg before heading to Lahr while the same day saw PA-32 N88NA visit from and to its home base of Gamston, this aircraft having just been reregistered being formerly G-PAPS. Dawn Meats Cessna 441 EI-DMG visited twice on 19/10(Waterford - Teesside, Teesside - Dublin) along with King Air F.90 N41AK, F/T Glasgow. Pilatus PC-12 N234RG arrived from Doncaster on 24/10 having diverted there earlier in the day due to the Leeds weather, heading home to Belfast City later. Also noted on the 24th was Cessna 182R N182PN of Pacific Net Air, F/T Coonagh and finally King Air 200 OO-SKL of SkyService was F/T Kortrijk on 28/10.

British GA:- First noteworthy visitor in this category was PA-34 G-DAZY("Clifton 10") on the 2nd along with '125 G-RCEJ("Interflight 102P/102A"). King Air 200 G-FPLB("Calibrator 451") put in an appearance on the 4th along with PA-34 G-CBWB("Monty 22B/A") and '125 G-MKSS arrived just before midnight. Another PA-34 was G-JDBC, which made the first of two visits on 5/10 as "Jaydee 55J/N", the second being on the 13th as "Jaydee 43V/W". Woodgate Aviation PA-31 G-CITY also visited twice, on 7/10 and 9/10, on both occasions as "Causeway 02", this being their new call-sign instead of "Euromanx". A couple of flights by London Executive were PA-31 G-MRMR("Lonex 177") on 10/11 and the following day Citation G-SPUR("Lonex 139"). Another Citation 2 was G-VUEA which also visited twice, on 12/10 as "Flightview 271/2/3/4" and 18/10 as "Flightview 742/3". London Executive were back on the 12th this time with King Air 200 G-FRYI as "Lonex 195", this machine returning on the 25th as '225/216 and the following day as '216/216P. A first time visitor on 13/10 was recently registered King Air 200 G-PCOP, this aircraft is owned by Albert Bartlett and Sons, the UK's biggest producer of root vegetables hence the registration, Potatoes, Carrots, Onions, Parsnips! Aztec G-RVRJ("Raven 99T") also visited on the 13th and was back on the 31st. Lear Jet 45 G-OLDJ("Goldair 46B/C") operated a charter on 14/10 as did King Air 200 G-CEGP("Cega 329") on 18/10, the latter night stopping. Also on the 18th we had a couple of helicopters, Twin Squirrel G-OLCP("Starspeed 10") and a visit by Bell 407 G-MAYE this being the new version of the venerable Long Ranger. Night stopping on the 20th was PA-31 G-BPYR("Synergie 523") whilst the following day Aztec G-RVRW("Raven 99T") was on one of its regular training details. Another first visitor on the 27th was Hawker 800XP G-CDLT("Gama 913") while the same company's King Air G-BPPM("Gama 976") was noted on the 28th. Again night stopping on the 28th was King Air 200 G-BYCP("Lonex 180/138") and finally on the 31st PA-34 G-LENY("Air Med 053") was logged.

Military:- This month we include military and government operated aircraft in this section as on the 24th/25th there was some kind of EEC meeting in the area producing the following visitors. Italian Air Force Falcon 900 MM66210("India 2210") arrived from Ronchi de Legionari on 24/10 before positioning out to Palermo, the return trip the following day being operated by Falcon 50 MM62029("India 029"), from Rome/Ciampino to Ronchi de Legionari. Dutch Royal Flight Fokker 70 PH-KBX arrived on the 24th, staying overnight F/T Amsterdam and on the 25th the Croatian Government Challenger 9A-CRO paid a brief visit F/T Zagreb. Army Air Corp Gazelle XZ 345("Armyair 775") called in for fuel whilst routing from Shawbury to Harrogate on 11/10. BAe 125 ZE395("Kittyhawk 28") was F/T Northolt on 13/10 and this aircraft returned on 18/10 as "Kittyhawk 25R", F/T Farnborough. Sister ship ZE 396("Northolt 40") was a late arrival on 24/10 carrying out a training detail from Marham to Northolt. Finally a bit of a mystery on 29/10 when a USAF MH-53M called in for fuel while routing from Campbeltown back to its home base at Mildenhall. The official log gives the serial as 73000164 with a call sign as "Fung 34".

One possible solution could be the aircraft was 73-1649 which is a MH-53M based at Mildenhall but any confirmation of the actual serial would be appreciated.

Residents:- The resident PA-28 G-BODD of Leeds Flying School was away on maintenance for most of the month and this resulted in two of their Sandtoft based machines substituting, G-BTDV arrived on 7/10 staying until 11/10 when it was replaced by G-LFSJ which was still present at the end of the month. Jet Provost G-JPTV returned, after a long absence, on 8/10 and was still present at the end of the month, Cessna 172D G-BPVY acting as crew ferry for the pilot.

Once again any comments or constructive criticism of the new format would be gratefully received as I will be doing at least the next two months' reviews whilst Mr. Sykes is sunning himself in New Zealand.

Trevor Smith



NOVEMBER 2005/LOCAL

HELICOPTER ACTIVITY

1/11	G-VART	Rotorway Exec.	Brighton(Refuel) – Site nr. Teesside
	G-CEEE	R.44	Barkston Ash – Hexham
	G-OMCC	Twin Squirrel	Knaresborough – Bury
2/11	G-EJOC	Squirrel	"Woodstock 19", Cawood – Sherburn
	G-XXEA	Sikorsky S.76B	"Rainbow 1R", Grimethorpe – Sheffield(Refuel)
	N620LH	Twin Squirrel	Luton – Norwood Edge – LBA
5/11	G-RKEL	Jet Ranger	Beverley(Tickton) - Brighton
6/11	G-SHAN	R.44	Market Rasen – Panshanger
7/11	G-OBEK	Agusta A.109E	Sleep – Site 2S/W of Netherthorpe
8/11	G-EMHH	Twin Squirrel	"Costock 05", Doncaster – Preston
	N620LH	Twin Squirrel	LBA – Elvington – Newcastle(Ellwood)
9/11	G-GATE	R.44	Barnard Castle – Stapleford
	G-ETHU	EC.135T	Denham – Durham
10/11	G-CCYG	R.44	Blackpool – Devonshire Arms
12/11	G-WAGS	R.44	Whitby – Gamston – Norwell(Peterborough')
	G-EWAW	Jet Ranger	Penrith – Batley – Teesside
	G-BZYB	Gazelle	Tadcaster – Lelley(Hull)
13/11	G-DGHD	R.44	Sherburn – Boston Spa – Harrogate
	G-WOOF	Enstrom 480	Rochdale – Sherburn
	G-EEZA	R.44	Middlethorpe – Todmorden
14/11	G-MUSH	R.44	Costock – Sheffield City Centre
	G-CBAK	R.44	Scarboro' – Towton Heliport(nr. Sherburn)
15/11	G-HIPO	R.44	Cranfield – Hull – Sherburn(Refuel)
	G-BYZA	Twin Squirrel	LBA – Sheffield – Stapleford
	G-HANY	Jet Ranger	Louth – Hawarden
16/11	G-DGHD	R.44	Boston Spa – Site 5/S Gamston
17/11	G-ETHU	EC.135T	Gloucester – Pontefract(School)
	G-CCYG	R.44	Blackpool – Haxby(York)
	N620LH	Twin Squirrel	Rotherham – Norwood Edge – LBA
18/11	G-WARK	Schweizer 269C	Halifax – Sherburn – Scarborough
	G-CCNY	R.44	Gainsborough(School) – Louth(School)
19/11	G-OHCP	Twin Squirrel	Sheffield – Devonshire Arms
	G-BOYC	R.22B	Great Heck – Melbourne
20/11	N9208V	MD.900 Explorer	Carlisle – Bramham Park

	N109MJ	Agusta A.109E	Full Sutton – Site 4/W Skipton
21/11	N620LH	Twin Squirrel	Silverstone – Thorp Park
22/11	G-EMHH	Twin Squirrel	"Costock 5", Doncaster – Battersea
23/11	G-OJRH	R.44	Emley Moor – Gildersome
	G-JPAL	Twin Squirrel	Battersea – Pateley Bridge
	G-ETHU	EC.135T	Battersea – Pateley Bridge
25/11	G-ROZI	R.44	Retford – Eggborough
27/11	G-RAMI	Jet Ranger	Coney Park – Devonshire Arms
	N109MJ	Agusta A.109E	Coney Park – Site 4/W Skipton
29/11	N908W	Sikorsky S.92	Wellesbourne – Helmsley
	G-DRIV	R.44	LBA – East Morton – Sywell

The R.44 G-CBAK which was formerly based at Scarborough seems to have moved into a new "Heliport" at Towton, which is just northwest of Sherburn. Another R.44 new to the area is G-OAJC which arrived from Sywell at Coney Park on 25/11 and appears to now be resident. This machine was registered to A.J. Cain of Leeds in May 2004 but has been resident in Spain, until it finally arrived here this month. Yet another R.44 new to the area is G-REGE which was first noted on 28/11, when it was circuit training at Brighton, although its exact base has yet to be established.

With the tragic shooting of the WPC in Bradford on 18/11 there was intense media interest, resulting in a lot of helicopter activity in the area, not least by "Police 42" (MD.902 G-YPOL). The 19th saw R.44 G-PIXX ("Newflight 1") arrive early morning operating for the BBC while joining it mid morning was Twin Squirrel ("Skynews 1"), the latter visiting Coney Park (q.v.) for fuel. The new Sherburn based R.44 Newscopter G-OTVI was over the scene in the afternoon and this was joined by Long Ranger G-LEEZ, also on a photography detail. The much publicised convoy of vehicles carrying the suspects arrested in London was accompanied by "Police 42" on 20/11 with R.44 G-PIXX again tagging along, routing from Denham before landing at Wooley Edge services on the M.1. The afternoon of the 20th saw R.44 G-DGHD carrying out photography over Bradford while finally the following day Squirrel ("Arena 08") was active in the area, the latter also using Coney Park (q.v.) for fuel in between its two sorties over the scene.

LOCAL AIRFIELDS

Bagby:- A very quiet month as the grass was too wet to accept visitors for a large part of the time, however an early arrival on the 1st was Cirrus SR.22 N122MG from Turweston. The Aztec G-OSJF finally left on 4/11, enroute to its new owners at Blackpool. Visitors:- 9/11 G-ATJN D.119; 14/11 G-BSE PA-28; 17/11 G-BJIV PA-18, G-ATLM F.172G (Also 29/11); 20/11 G-BBIO HR.100, G-BGFH F.182Q, G-BVAI Koliber; 29/11 G-CDLK Skyraider.

Beverley:- Visitors:- 1/11 G-KATS (F/T Fenland); 5/11 G-BFXW AA-5; 7/11 G-CDBG R.22B, G-BXST Pawnee; 13/11 G-BKFZ PA-28R (From Skacklewell, Bagby Div.), G-BXYC Schweizer 269C; 15/11 G-BIHI C.172N (Fuel after local photography); 20/11 G-ARAW C.182C, G-HUGS R.22B, G-ARCF PA-22; 29/11 G-DGHD R.44.

Brighton:- The resident Wassmer 52 F-BTLO went to Wickenby on 5/11, its first flight for almost a year, possibly it will return as G-OELZ? Alouette HA-LFZ arrived from a private site near Selby on 12/11, for a refuel and the 13th saw Cessna T.310R N234SA arrive from Gamston. Visitors:- 1/11 G-CEEE R.44; 4/11 G-JOYD R.22B; 5/11 G-BVEA Nostalgaire N.3 Pup, G-BBTJ Aztec ("Surveyor 07"); 7/11 G-OSSI R.44; 13/11 G-AOTY Chipmunk (From Bryn Gwyn Bach, N.Wales), G-BAHD C.182P, G-ATFD DR.1050, G-AFWF D.117, G-BPMB MX.7, G-TOMJ CT.2K, G-RVIA RV.6, G-AVRP PA-28; 17/11 G-CDLK Skyraider, G-XTRA Extra, G-CBIX Zenair; 18/11 G-RATZ Europa, G-LVES C.182S, G-BTXT MX.7, G-BIWN D.117; 19/11 G-HLRM Colibri, G-PSKY Skyraider, G-CBRX Zodiac G-BKFI Evans VP.1, G-BKKZ Pitts S.2, G-AVUG F.150H, G-AVMD C.150G, G-ANRP Auster 5; 20/11 G-ORAY F.182Q, G-OJON Taylor Titch, G-ASJY Horizon, G-BNDT Colibri, G-BLXI Emeraude; 28/11 G-REGE R.44 (Training).

Church Fenton:- Weather and traffic permitting aircraft from Sherburn Aero Club and Multiflight appear on a regular basis now for ILS and circuit training.

Crosland Moor:- Visitors:- 7/11 G-BOGO PA-32 (From Biggin Hill, also 10/11); 12/11 G-FLRT Europa (Also 13/11); 13/11 G-CDBG R.22B; 17/11 G-BCVJ F.172M; 19/11 G-AVOZ PA-28

Doncaster:- The star movement of the month this time was Global Supply Systems Boeing 747-47UF G-GSSB which operated three return trips to Lyon, on 8/11 and 9/11, on behalf of British Airways("Speedbird 3314/5/6/7/8/3303"). The same aircraft was back on the 14th on a crew training detail, carrying out circuits under its company call-sign "Jet Lift 141", F/T Stansted. Another interesting crew trainer was Electra G-LOFB("Atlantic 188T") on 9/11, carrying out 7 approaches in a two hours stint around lunchtime, F/T Coventry. While on the subject of freighters there were three other charters during the month, Cessna F.406 OO-LMO("Limo 406/7") on 3/11 and a pair of Metroliners, EC-JCU("OVAC 61A/62"), which arrived at 0500 on 8/11, and D-IBIN("Binair 3A/B") on 29/11. ATR-42 G-WOWD("Swallow 929/930") operated a passenger charter on 22/11 while the only aircraft borrowed by Thomsonfly/Britannia was 737/800 SE-DZV which appeared on several occasions throughout the month. Talking of 737/800s, Ryanair examples have started appearing on the Dublin flights with the following being noted, EI-DHV(17/11), EI-DHP(21/11), EI-CSS(27/11) and EI-DHD(28/11). Biz Jets were a fairly scarce commodity this time around with the pick of the crop being Challenger N247WE of World Wrestling Entertainment which arrived on 20/11 for a two day stay. Other of note were Citation X P4-LJG on 10/11, a pair Hawker 800XPs on 12/11, CS-DNO("Fraction 889V/8QM") and CS-DNJ("Fraction 5HW/889E"), Lear Jet 45 HB-VMB("TAG Aviation 141") on 21/11 and Citation V OE-GAA("Tyrol Ambulance 732") on 30/11.

On the General Aviation side there were also few highlights:- 1/11 G-TAYI Grob 115(ILS); 2/11 G-SYPS MD.900("Police 33", ILS, also 20/11); 4/11 G-ASSF C.182G; 5/11 G-BFIB PA-31; 6/11 G-CDKR DA.42(ILS); G-NMID EC.135T("Police 08", ILS, also 17/11); 7/11 G-SSE S-76B(ILS); 9/11 G-FIFI TB.10, G-LENX C.172N; 12/11 G-FLAV PA-28, G-BYOM S-76C("Starspeed 45"); 14/11 G-TLET PA-28, G-REAL Squirrel(Also 15/11); 13/11 G-APXY C.150; 16/11 G-CTWW PA-34(Clifton 61"); 17/11 G-BBHF Aztec(ILS); 18/11 D-EBWS T.210N(ILS); 19/11 G-AZRD C.401B, G-MOUT T.182T(ILS); 20/11 G-AVWL PA-28; 22/11 G-SPOR King Air 200; 24/11 N154DJ C.303(F/T Denham); 29/11 G-JETU Twin Squirrel("Costock 40").

On the military side all but one were training flights, the exception being Dominie XS737 ("Cranwell 85") which spent 3 hours at its former home on 1/11. Star of the training sorties was VC-10 ZA149("Ascot 868") which carried out four approaches, early evening on the 2nd. Others, excluding the now regular King Air 200s were:- 1/11 XX178 Hawk("Cranwell 08"); 7/11 XX250 Hawk("Scampton 08"), Tornado ZA550("Marham 82") plus no less than 5 T.67s, G-BWXA("CWL 81"), G-BWXC("CWL 82"), G-BWXN("BKH 11"), G-BWXT("CWL 80"), G-BWXW("BKH 16"); 9/11 ZH891 Chinook("Vortex 523"), XV197 Hercules("Ascot 640"); 15/11 XW198 Puma("Vortex 007").

East Kirkby:- Visiting the Lincolnshire Heritage site on 12/11 was PA-28 G-BPYO from Sherburn.

Eddesfield:- Visitors:- 1/11 G-AXAT D.117; 12/11 G-BFFY F.150M; 13/11 G-BDJD D.117, G-ROWS PA-28, G-AVYL PA-28, G-RVMC RV.6; 14/11 G-DRID FR.172J(To Cardiff); 15/11 G-BTVX C.152, G-BFXW AA-5(Also 18/11); 17/11 G-ONAB Jabiru; 18/11 G-BDJD D.112.

Elvington:- The Liverpool based Dakota N5831A was noted visiting on 13/11 while the Battle of Britain flight Dakota ZA947("Dakota 94") made a flypast enroute to Sunderland. Citation 2 N145DF of Star Aviation was a visitor on 15/11, from Leeds/Bradford. Visitors:- 6/11 G-BDFZ F.150M; 17/11 G-BFHP Citabria(From Barton), G-JANO PA-28R; 25/11 G-SFSG King Air 90(To Tattenhill), G-BLHR Cougar(circuits).

Fadmoor:- Cessna F.172M G-BBKI was noted visiting on 13/11, F/T East Winch, along with Cessna F.177RG G-AYSY from Andrewsfield. PA-28 G-BPHB visited on 17/11, from Turweston.

Full Sutton:- An interesting visitor on 20/11 was SIAI-Marchetti SF.260W G-NRRA from Shoreham, the aircraft being a former Philippine Air Force machine. Commander 114 N14AF was also noted the same day, arriving from Ronaldsway. Visitors:- 3/11 G-BBDT C.150H; 5/11 G-BNXM PA-18, G-PIGS Rallye; 8/11 G-BAIW F.172M; 10/11 G-FILL PA-31(From Peterborough); 12/11 G-DECK T.210N, G-BATV PA-28; 17/11 G-BBHF Aztec; 19/11 G-BJAG PA-28(From Manston); 29/11 G-BKMB M.20J.

Gamston:- DA-42 Twin Star G-HAFT, the first for Atlantic Air Training, was noted on Air Test on 3/11 before being delivered to Coventry later in the month. Another of the type G-FCAB was delivered from the factory on 10/11 and from the registration it is presumably destined for Cabair. A new resident, noted operating from here from mid-month, is R.44 G-WAGS. The former Ravenheat Citation N80LA(Ex. G-RVHT) visited on 20/11 while their new mount N550PD arrived on 28/11, from its base at Leeds/Bradford. Visitors: 1/11 G-BJUR PA-38, G-BVOA PA-28(From Rochester, collect DA.40 G-CCUS), G-BGNT C.152; 2/11 G-SCIP TB.10; (From Welshpool), G-CDON PA-28; 4/11 G-BXVK HR.200(From Sywell), G-AWUU F.150J; 5/11 G-OEAC M.20J; 8/11 G-BLST C.421C; 10/11 G-BJUR PA-

38; 12/10 G-LEIC C.152, G-AWMA Jodel D.11(To Leicester); 13/10 G-BIDH C.152; 14/11 G-AZFI PA-28R; 15/11 G-BCUS Bulldog(from North Weald), G-BSKW PA-28, G-OOFT PA-28(To Denham); 16/11 G-BIIT PA-28(From Fife), G-BKGW C.152; 17/11 G-AVYL PA-28; 18/11 G-BCCC F.150L, G-BUZN C.172H; 19/11 G-BFDI PA-28; 20/11 G-TAMC Schweizer 333; 25/11 G-MICI C.182S(To Wycombe); 29/11 G-CDEK DA.40(F/T Shoreham).

Grindale:- Langar based Cessna 208 D-FBPS arrived here on 26/11 for parachute duties.

Humberside:- An as yet unidentified British Midland EMB.145("Midland 310") diverted into here on 21/11 while routing from Aberdeen to Norwich, due to fog at its' destination. Visitors:- 4/11 ZF338("LOP22", ILS); 7/11 Boeing AWACS("NATO 06", ILS); 8/11 XX294 Hawk("Scampton 08", ILS), XS728 Dominie("Cranwell 88", ILS), ZJ234 Bell 412("Shawbury 94", ILS); 13/11 TC-PSA Jetstream 32; 14/11 G-CFGL Citation XL; 15/11 G-EDAV Bulldog; 17/11 A6-OME Gulfstream 4(n/s until 21/11); 19/11 CS-DKC Gulfstream 5; 20/11 N29MR Citationjet; 21/11 N700VB TBM.700; 24/11 N58HK Citation Bravo; 29/11 N1092H King Air 90; 30/11 D-EASR Grob 115(Weather diversion).

Kirkbymoorside:- Leeds/Bagby based T.67M G-OPUB was noted visiting on 18/11 while similar type G-KONG was logged departing to North Weald on 20/11.

Linton-on-Ouse:- Cessna 441 G-FPLC("Calibrator 492") was working on the ILS on 3/11.

Middleham:- Noted visiting this strip on 14/11 was Fadmoor based N2989M.

Mt. Airey:- Cessna F.177RG G-AYSY was noted on 15/11 outbound to Garton Farm, Lyneham.

Netherthorpe:- Visitors:- 1/11 G-BKFI Evans VP.1; 5/11 G-BMUD C.182P; 7/11 G-GDOG PA-28R; 13/11 G-AVGK PA-28(From Andrewsfield), G-BTXT MX.7(From Skegness); 14/11 G-CDFL Zodiac; 17/11 G-CCCJ HN.700; 19/11 G-AXZT Jodel D.117, G-BXAN Falke; 20/11 G-JAME Zodiac; 21/11 G-CNAB Jabiru; 27/11 G-IRPC C.182S(From Cambridge); 29/11 G-DGHD R.44.

North Coates:- This airfield on the North East coast of Lincolnshire is not often mentioned in these columns, however a noteworthy new resident here is Replica Plans SE.5A G-INNY which arrived from Lee-on-Solent on 9/10.

Pocklington:- PA-18 G-BJCI of the Boarders Gliding Club visited from Millfield on 9/11.

Rufforth:- A new CAA directive calls for all Gliders imported to the U.K. since September 2003 to now carry a full civil registration as well as being allocated a B.G.A. number. The sequence G-CK.. has been allocated for the initial in-sequence block however several have already appeared out a sequence, including Schempp-Hirth Nimbus 4T G-KOYY(Ex. D-KOYY) which is a new resident here. AG-5B Tiger N136SA was logged on the 5th, outbound to Popham. A quintet of microlights arrived from Headon, near Gamston on 12/10 with Quiks G-CCME and G-CDKK acting as radio ships. King Air 90 F-GBPB was logged on the 19th, inbound from Liverpool. Visitors:- 5/11 G-CBPY YAK 52; 7/11 G-BMUZ PA-28(From Newcastle); 14/11 G-DRID FR.172J; 17/11 G-ROTS Quantum; 20/11 G-MISH C.182S.

Sandtoft:- Based Chipmunk G-AOZP, which has been up for sale, was logged departing to Cambridge in 18/11. C.172D G-BPVY followed to pick up the crew so it could be assumed the Chipmunk was on delivery to new owners. The PA-46 Malibu N9275Y was noted visiting on 4/11, departing later in the day to Haverfordwest, while Nottingham based PA-28 N65JF paid a visit on 19/11. The 24th saw C.303 N154DJ arrive from its Denham home. Visitors:- 1/11 G-BTSN C.152(From Carlisle), G-ZIPARC.114; 5/11 G-BWII C.150G; 6/11 G-ERIS Hughes 369E; 7/11 G-CCSK Zenair CH.701; 12/11 G-BXTD Europa, G-BFPM F.172M, G-AWUN F.150H; 13/11 G-CCME Quik, G-BHDE TB.10; 14/11 G-BDFY AA-5 (From Edinburgh); 15/11 G-IEYE DR.400; 16/11 G-BHLW C.120; 17/11 G-AYAB PA-28; 18/11 G-BYIB Quantum; 20/11 G-ARNJ PA-22(From Woodvale); 20/11 G-BWPY Katana, G-BEZF AA-5, G-BSMU Coyote; 21/11 G-BZKO Coyote, G-MYLL Quantum; 26/11 G-ORAY F.182Q; 27/11 G-PRET R.44, G-ATFD Jodel DR.1050; 28/11 G-BXLS Koliber; 29/11 G-BRJV PA-28, G-BUWZ Robin HR.200(From Top Farm), G-ODAC C.152.

Sheffield:- On 10/11 Agusta A.109E EI-SQG called in for fuel while visiting a local industrial park. An interesting temporary resident here is Squirrel SE-JHC which was first logged on 28/11. The aircraft is engaged in survey work on the M.1 Motorway which necessitates it flying at 800', at a speed of 20 knots, above the road. It was still here at the end of the month(and well into December) so if you were on the M.1(or M.62 in December) and were buzzed by a helicopter the chances are this was the machine in question. Visitors:- 1/11 G-BZVN RV.6(To Croft), G-TAYI Grob 115, G-COLH PA-28; 9/11 G-OAAA PA-28(From Wolverhampton); 14/11 G-BPRM F.172L(To Welshpool); 16/11 G-BPPM King Air 200("Gama 091", Ambulance flight); 17/11 G-BPEM PA-28(To Leicester), G-AYSY F.177RG, G-CCPX DA.40; 18/11 G-BYCP King Air 200("Lonex 253A" from Luton); 23/11 G-OPEN Jet Ranger, G-FITZ C.335, G-FORN Lear Jet 45; 24/11 G-BLHR Duchess; 25/11 G-BXJA C.402B("Saltyre 532", Prestwick - Aldergrove); 30/11 G-CDKR Twin Star.

Sherburn:- Jet Ranger G-BYBC has been noted on numerous occasions recently so may be resident, albeit temporary as its owner is based in Chester. The PA-28R G-SABA was Air Tested on 21/11 after repairs following its undercarriage collapse earlier in the year. Bagby based Rallye F-GFGH paid a short visit on 13/11 while the following day Sheffield based M20K N101UK was noted. PA-28 N81188 was noted again on 17/11, from Charlton Park. Visitors:- 1/11 G-BTHE C.150L, G-BLTM HR.100, G-BGXD TB.10; 2/11 G-BYBC Jet Ranger(To Hawarden); 5/11 G-IJOE PA-28RT, G-ROLY F.172M, G-BGHJ F.172N; 6/11 G-CBAK R.44; 9/11 G-CDEK DA.40(From Shoreham), G-PJNZ RC.114, G-BGXD TB-10, G-DAYS Europa; 12/11 G-BPXY Aerona Chief, G-BRBX PA-28, G-AVZR PA-28, G-RVII RV.7, G-BUZN C.172H; 13/11 G-GALB PA-28; 14/11 G-LYND Pawnee, G-PETH PA-24, G-AVLE PA-28; 15/11 G-AXDK Jodel DR.315(From Sywell); 16/11 G-BBKY F.150L, G-FLAV PA-28; 17/7 G-BTXT Maule MX.7, G-ETHU EC.135(Refuel), G-BHZE TB.10, G-BCPN AA-5, G-BYTI PA-24; 18/11 G-BGRR PA-38(To Oxford), G-BPOM PA-28; 19/11 G-EYCO DR.400(From Aberdeen), G-FITZ C.335; 20/11 G-BOHV Tailwind, G-BXML M.20K, G-CBEI PA-22, G-BOPD Bede BD.4; 23/11 G-BDIG C.182P; 25/11 G-GOTH PA-28; 29/11 G-AZTS F.172L.

Sturgate:- Sandtoft based Beech Sierra N39TA was noted visiting on 5/11. Visitors:- 4/11 G-IRPC C.182Q(To Cambridge); 5/11 G-CBPI PA-28RT; 7/11 G-BOBV C.152, G-BGFH F.182Q; 8/11 G-BLST C.421C; 13/11 G-BGBK PA-38, G-BFEV Pawnee; 14/11 G-COVBA PA-28(From Coventry), G-PURR AA-5A(F/T Nottingham); 15/11 G-TERY PA-28, G-BLST C.421C; 20/11 G-AXHV Jodel D.117; 25/11 G-KWLI C.421C; 29/11 G-BAXY F.172M.

Sutton Bank:- Visiting on 17/11 was F.172M G-BCVJ, which arrived from Crosland Moor. Bagby based T.67M G-SKYC diverted here on 23/11 as fog at its based prevented a landing.

Walton Wood:- Visitors:- 5/11 G-CBVI R.44; 10/11 G-NOSY R.44, G-HPAD Jet Ranger; 12/11 G-XTUN Bell 47G; 14/11 G-PEPL MD.600N, G-HRPN R.44; 16/11 G-OHCP Twin Squirrel; 17/11 G-GSPY R.22B, G-DGHD R.44; 18/11 G-BXRY Jet Ranger; 28/11 G-CCVY R.22B; 29/11 G-JOYD R.22B.

Wickenby:- Cooper Aerial Surveys had moved their fleet of Commander 690s and Aztecs here from Gamston. As mentioned above Wassmer 52 F-BTLO arrived from Brighton on 5/11. Visitors:- 4/11 G-DACF C.152; 5/11 G-BYZR Skyranger; 12/11 G-BPVA C.172F, G-TJAL Jabiru, G-CDHC T.67M; 14/11 G-EYOR RV.6A(F/T Henstridge); 17/11 G-BBXB FRA.150L; 19/11 G-CBCP RV.6A.

Wombledon:- Noted visiting on 4/11 was Beech A.36 N7205T, from Tattenhill while on 20/11 Condor G-AYFG arrived from its base at Waddington.

OVERFLIGHTS

An interesting aircraft crossing the area on 15/11 was Beech 18 N2500(Over York 1300 @ 2500') heading for Sywell. The aircraft is a Volpar conversion and was delivered later the same day to Bruntingthorpe where it will join the museum collection.

On 17/11 an unusual machine carrying out survey work in the area was appropriately registered Merlin LX-PIX, although the aircraft in operated by Aerodata Surveys and based at Antwerp, Belgium. It arrived in the York area around 1030 before routing via Hull to Harrogate (1200) then onwards to Leeming and Driffield(1315) before finally landing at Teesside. The next day it was again operating over North Yorkshire for most of the morning.

3/11	N400UK	Columbia 400	Newcastle – Biggin Hill(LBA 1850 @ 5500')
5/11	*VH-KLN	GA.8 Airvan	Cranfield – Peterlee(York 1010 @ 4500')
8/11	C-GFAV	C.208 Caravan	Wick – Nantes(OTR 1335 @ 9500')
9/11	N1320S	Cessna 182R	Overhead York 0959 @ 3000', Southbound
10/11	OO-JKM	Beech F.33	Overhead LBA 0925 @ 8000' enroute Teesside
	N92001	MD.902 Explorer	Manchester – Durham(LBA 1016 @ 1500')
13/11	N28TE	Be.58 Baron	Blackbushe – Cumbernauld(Garforth 1148 @ 5400')
15/11	N27MW	Be.58 Baron	Fairoaks – Glasgow(York 1008 @ 3000')
17/11	N691J	PA-28RT Arrow	Southend – Newcastle(Hull 0946 @ 3400')
20/11	N642P	PA-31 Navajo	Edinburgh – Southend(Hull 1429 @ 4000')
29/11	N28TE	Be.58 Baron	Blackbushe – Newcastle(York 1000 @ 4500')

*The Airvan VH-KLN seems to spend most weekends at Peterlee carrying out parachuting.

Finally the PA-28R G-EMAZ which was mentioned as being ditched in the North Sea was in fact having a swim in the Irish Sea instead, when the full facts came to light!

Trevor Smith

LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 2005

INBOUND DIVERSIONS

21	BRT705	FRA	MAN	G-ERJA	E145	MAN	BRT08P/22
21	BMA3827	EDI	MAN	G-RJXC	E145	MAN	BMA9121/22
21	MON191	AGP	BLK	G-OZBB	A320	AGP	MON192
21	BRT18M	GLA	MAN	G-EMBP	E145	JER	BRT3CN
21	BMI99V	BFS	EMA	G-BYZJ	B733	EMA	BMI5602
21	BRT912	SOU	MAN	G-BRYU	DH8	SOU	BRT07P
21	EZE401	NWI	MAN	G-MAJJ	JS41	MAN	EZE21P/22
21	VLM24M	LCY	MAN	OO-VLJ	F50	LHR	VLM441D
21	RSF910	* Dvr	MAN	1624	C130	* Alk	RSF910/23
21	BRT92B	DUS	MAN	G-ERJD	E145	VIE	BRT533
21	BRT6VL	EDI	MAN	G-EMBS	E145	MAN	BRT12P/22
21	BRT2DB	BHD	MAN	G-FLTC	B462	LYS	BRT841
21	BRT42M	ABZ	MAN	G-EMBK	E145	NWI	BRT04P/23
21	BRT903	BRU	MAN	G-MANS	B462	BRU	BRT906
21	BRT2RP	CDG	MAN	G-EMBF	E145	MAN	BRT09P/22
21	LOG962A	LDY	MAN	G-LGNI	SF34	LDY	LOG963A
21	VLM14V	LCY	LPL	OO-VLO	F50	LPL	VLM411P/22
21	RYP9627	PSA	LPL	EI-DCT	B738	LPL	RYP04P/22
21	RYP9607	RIX	LPL	EI-CSD	B738	LPL	RYP03P/22
21	BRT14P	GLA	MAN	G-EMBN	E145	MAN	BRT04P/22
21	VLM442D	LCY	MAN	OO-VLN	F50	LCY	VLM426D/22
21	BRT201	MAD	MAN	G-ERJF	E145	CDG	BRT5RP
21	RYP9697	GRO	BLK	EI-CTA	B738	GRO	RYP9698
21	SDR015U	GOT	BHX	SE-RAA	E135	BHX	SDR810/22
21	SDR005U	GOT	MAN	SE-RAC	E145	GOT	SDR006U
21	BRT123	JER	MAN	G-EMBP	E145	MAN	BRT11P/22
21	XLA7037	FNC	MAN	G-XLAF	B738	GLA	XLA037P/22
22	EXS323	LBA	BFS	G-CELC	B733	PRG	EXS195
23	KLM1489	AMS	HUY	PH-OFF	F100	AMS	KLM1490
23	EZE751G	ABZ	HUY	G-MAJH	JS41	SOU	EZE472C
23	RYP1968	DUB	DSA	EI-CNW	B732	DUB	RYP1969
23	KLM1493	AMS	HUY	PH-KZA	F70	AMS	KLM1494
23	EZE753G	ABZ	HUY	G-MAJL	JS41	HUY	EZE051P/24
23	EZE755G	ABZ	HUY	G-MAJG	JS41	ABZ	EZE035P
28	BMA588	LHR	MAN	G-MIDW	A320	LHR	BMA589

* Dvr = Dover AFB (USA), * Alk = Al-Kharj Prince Sultan Airbase (Saudi Arabia)

REGULAR FLIGHTS

AEA274	TFS	04/EC-HJP	11/EC-HKQ	18/EC-HKQ	25/EC-IDA	
AEU941	AGP	06/G-STRH	13/G-STRF	20/G-STRF		
BAL012A	ALC	01/G-BYAR	08/G-BYAX	15/G-BYAK	22/G-BYAT	29/G-BYAE
BAL203A	AGP	06/G-BYAY	13/G-BYAR	20/G-BYAP	27/G-BYAU	
BAL347A	LPA	03/G-BYAR	10/G-BYAT	17/G-BYAK	24/G-BYAT	
BAL348A	ACE	02/G-BYAR	09/G-BYAT	16/G-BYAK	23/G-BYAT	
BAL418A	ALC	05/G-CDZN	12/G-CDZN	19/G-CDZN	26/G-CDZN	
FHE313	MLA	01/HB-JIB	08/HB-JIB	15/HB-JIB	22/HB-JIB	
LTE905	ACE	03/EC-ISI	10/EC-ICN	17/EC-ISI	24/EC-JIB	
LTE971	TFS	04/EC-ISI	11/EC-ISI	18/EC-ICN	25/EC-ICN	
MYT353	TFS	04/G-VCED	11/G-VCED	18/G-FHAJ	25/G-VCED	
MYT355	ALC	05/G-SUEW	12/G-SUEW	19/G-SUEW	26/G-SUEW	

OTHER FLIGHTS

01	XR807	VC10	RRR2078	Fairford - Poznan	-
03	G-STRJ	B733	AEU880P/891	Birmingham -n/s05- Keflavik	Passenger Charter
05	G-STRJ	B733	AEU892/893	Keflavik -n/s- Evenes	Passenger Charter
06	<u>EI-DCZ</u>	B738	RYR154/15N	f/t Dublin	Lieu B732
08	<u>G-SSEA</u>	AT42	WOW46B/47L	f/t Bristol	Lieu WOW DH8
12	<u>G-HERM</u>	AT72	WOW40B/41L	f/t Bristol	Lieu WOW DH8
13	G-HERM	AT72	WOW48B/49L	f/t Bristol	Lieu WOW DH8
14	G-ZAPK	B462	WOW4BL/4LB	f/t Bristol	Lieu WOW DH8
14	G-HERM	AT72	WOW46B/47L	f/t Bristol	Lieu WOW DH8
15	D-CMTM	D328	EMX9EF/09P	Dublin - Isle of Man	Passenger Charter
16	D-CMTM	D328	EMX99P/1FG	Isle of Man - Dublin	Passenger Charter
18	<u>EI-DHV</u>	B738	RYR154/155	f/t Dublin	Lieu B732
19	G-STRJ	B733	BEE643/644	f/t Exeter	Lieu DH8
20	EI-DCK	B738	RYR154/155	f/t Dublin	Lieu B732
22	<u>EI-DAJ</u>	B738	RYR154/155	f/t Dublin	Lieu B732
23	<u>EI-DHR</u>	B738	RYR154/155	f/t Dublin	Lieu B732
24	<u>EI-DCV</u>	B738	RYR156/15N	f/t Dublin	Lieu B732
25	G-OBYB	B763	BAL993P/798A	Manchester - Bridgetown	Passenger Charter
27	<u>EI-DCF</u>	B738	RYR154/155	f/t Dublin	Lieu B732
28	<u>G-CCGS</u>	D328	SAY584P/584A	Edinburgh - London City	Passenger Charter
28	G-CDKA	SB20	EZE817P/1817	Aberdeen - Birmingham	Passenger Charter
29	<u>EI-DHW</u>	B738	RYR152/153A	f/t Dublin	Lieu B732
29	G-BZOG	D328	SAY586B/465P	London City - Manchester	Passenger Charter
29	G-CDKA	SB20	EZE1820/820P	Birmingham - Humberside	Passenger Charter
29	G-XLAE	B738	XLA402P/4402	Manchester - Local	Northern Lights Charter
29	G-XLAE	B738	XLA4402/403	Local -n/s01- Southend	Northern Lights Charter
30	<u>EI-DCL</u>	B738	RYR152/153A	f/t Dublin	Lieu B732

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 7 April 2006

at 7.30pm for 8.00pm

Peasehill House
Harrogate Road
Rawdon
Leeds

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

Please put the date in your new diary

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



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

As seems the norm these days, more news of new routes and increased frequencies.

First we bring news of a new carrier to LBA. Polish national airline L.O.T.'s low cost airline called Centralwings. I must say the airport played this one very close to their chest, and the usual rumours and murmurs gave no hints about this new service, it being reported completely out of the blue. Press release as follows:-

Leeds Bradford Airport is delighted to welcome a new airline to Yorkshire.

Centralwings is a low cost Polish carrier who will be offering a three times weekly service to Warsaw for summer 2006.

With fares starting at only £1 one way, not only is this the cheapest way to travel, but also the quickest. To book your flights, log on to www.centralwings.com

Sally Ramsey, Marketing and Business Development Manager said, "Over 57% of Polish people still travel to the UK by coach, and with Yorkshire having one of the largest Polish communities outside London, we are pleased to meet the region's need for low cost travel to Poland."

Warsaw is a wonderful city located in the heart of Europe, where the main communication routes between the North and South, East and West meet. Enjoy the city's astonishing atmosphere with its unique mixture of the Western and Eastern cultures.

Visiting Mazovia (Mazowsze), the region situated in the very heart of Poland, gives you an opportunity to experience at once the country's culture and natural beauty.

Needless to say, the temptation of such low fares could not be resisted and six of us have booked for a "spotting" weekend in April, with a report to follow in this magazine. Warsaw does have a viewing area, and seems very tolerant of our hobby. However this is my first trip behind the iron curtain, and I am hoping campaigns to free the "Yeadon 6" will not be necessary!

Not to be outdone, JET2 announced destination number 20, Milan. This of course was one of JET2's first destinations when they launched, but was withdrawn from their programme after only six months of operation. I am sure we all hope JET2 a much more successful second attempt at serving this destination. Press release as follows:-

It's Jet2(0).com - Destination No. 20 from Leeds Bradford - Milan!

Jet2.com's new service from Leeds Bradford to Milan will take off from Friday 7th April 2006, with city break lovers, holidaymakers and business travellers alike expected to be delighted with the fantastic news.

Milan is a shoppers' haven and a shrine to fashion; it hosts the world-famous fashion week and houses enough designer boutiques to put your credit card into meltdown, although at the current Euro exchange rate it may be much cheaper than your local high street. Milan is also the perfect gateway to the world famous holiday resorts of Lake Garda and Lake Como, ideal for those staying a little longer in one of the most scenic parts of Italy.

Football lovers will not be disappointed with Milan. The San Siro stadium, home to both AC and Inter Milan is widely regarded as one of the most atmospheric stadiums in the world when packed with 80,000 cheering fans.

Tourists will not be the only people to benefit from Jet2.com's new service however, with both Leeds and Milan being important commercial and financial cities, interest from the business traveller is sure to be high.

Jet2.com boss, Philip Meeson, said: "Milan is a wonderful destination and offers endless possibilities for all, whatever their budget. This brings our tally of Italian destinations to four, with our extensive Leeds Bradford programme also serving Pisa, Rome and Venice, flights for all of which are now on sale for Summer 2006. The people of Yorkshire simply love Italy and we'll give them what they want!

"We anticipate high numbers of business travellers, attracted by our low fares and the convenient location of Milan Bergamo Airport on the main A4 Autostrada offering excellent road connections from Genoa and Turin in the West to Verona and Treviso in the East".

Flybe have announced a new French route as promised last year. They are to operate a once weekly Saturday departure from Leeds/Bradford to Bergerac and are also going twice daily on the LBA - Southampton service, while the Belfast city service stays three times daily and the Exeter stays once daily. Timetables below:

LBA - BELFAST CITY

BE730 08:25 - 09:20	123456
BE732 13:45 - 14:40	7
BE732 14:45 - 15:40	12345
BE734 19:55 - 20:50	12345 7

BELFAST CITY - LBA

BE729 07:05 - 08:00	123456
BE731 12:25 - 13:20	7
BE731 13:25 - 14:20	12345
BE733 18:35 - 19:30	12345 7

LBA - BERGERAC

BE1402 14:30 - 17:45	6
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BERGERAC - LBA

BE1401 12:50 - 14:05	6
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LBA - EXETER

BE644 08:35 - 09:40	6
BE644 12:35 - 15:30	1 3 5
BE644 14:25 - 15:30	2 4 7

EXETER - LBA

BE643 07:05 - 08:10	6
BE643 11:00 - 13:55	1 3 5
BE643 12:55 - 14:00	2 4 7

LBA - SOUTHAMPTON

BE172 08:40 - 09:45	123456
BE176 19:50 - 20:55	12345
BE176 19:55 - 21:00	7

SOUTHAMPTON - LBA

BE171 07:10 - 08:15	123456
BE175 18:20 - 19:25	12345 7

Now some bad news, with the announcement that Eastern are to drop the LBA to Isle of Man service. I must comment that I am disappointed that as we close for press on December 20th no other airline have announced they are to take up this route. I was rather hoping for Euromanx to at least have a go on the route, simply because of the variety of aircraft they seem to lease in.

With the announcement of Flybe increasing the frequency of the Southampton service this must also bring into question the sustainability of Easterns LBA - Southampton service. Again Press release as follows:-

Airline drops Leeds/Bradford route

Poor passenger numbers have forced an airline to abandon flights to Leeds/Bradford Airport. Eastern Airways will cease to operate the route, which flies every day except Saturday with an 18-seat aircraft, on January 9.

A spokesman for the airline, which took over the route from British Airways CitiExpress in March 2003, said: "This decision has not been taken lightly. Traffic has declined over the last year and, in particular with the growth in capacity on Manchester and Liverpool, has now reached a point where it is no longer commercially viable to continue. We constantly monitor all our services on our route network to ensure they are commercially viable."

Passenger figures on the Leeds/Bradford have fallen from 828 in June to just 624 last month, when figures were 36.5 per cent down on October 2004. During the same period, passenger numbers for the airline as a whole have fallen by more than 1,100 – much more than the 200 fall in figures on the Leeds/Bradford service.

However, a spokesman said while the viability of all routes operated by Eastern from 17 airports around the British Isles is constantly monitored, there are no plans to drop its other Isle of Man services, to Newcastle, Bristol and Birmingham. "The other routes will continue as normal," he said. "There are no current plans to withdraw those other services."

Isle of Man Newspapers is running a competition with Eastern Airways and had offered three weekend breaks to Leeds. The airline has confirmed the three winners drawn out can still fly direct to Leeds from the Isle of Man until the 9th January 2006. If the winners decide to travel to Leeds after that date they will be flown to Newcastle and onward rail travel will be arranged to Leeds.

KLM have introduced some minor changes to their flight times on the LBA to Amsterdam service, from March 2006. Of particular note is the later last Amsterdam to Leeds/Bradford service, giving businessmen a fighting chance of making a connection, when returning home via Amsterdam from some other European destination.

LBA – AMS

KL1540 1234567 06:05 - 08:30

KL1546 1234567 10:15 - 12:40

KL1550 1234567 17:05 - 19:20

AMS – LBA

KL1545 1234567 09:20 - 09:35

KL1549 1234567 16:15 - 16:25

KL1543 1234567 21:00 - 21:10

Finally, no official announcement, but on 14th December, Dusseldorf Airport's web site was giving details of a Jet2 service to Leeds/Bradford, complete with flight numbers and flight times!

The details published were LS347 off LBA at 18:30 arriving Dusseldorf at 2030, with the return flight LS348 leaving Dusseldorf at 2100, landing back at LBA at 2115. The service was daily. By 15th December the details had been removed from the web site.

Were Dusseldorf being previous posting the details, or just their management being optimistic? I guess time will tell.

AIRPORT NEWS

BAA has said a second runway and new facilities at London's Stansted airport will cost £2.7bn (\$4.71bn) to construct. The figure is close to one-third below previous government projections. BAA hopes the runway, which is strongly opposed by local residents and environmental groups, will boost the UK economy and be ready by 2013.

Separately, BAA said 10.4 million passengers passed through its airports in November, up 2.2% on a year ago.

BAA is to take over the running of Budapest airport after triumphing in Hungary's largest privatisation. BAA made a £1.2bn (€1.8bn) offer to buy a 75% stake in Ferihegy airport, which the government is privatising.

BAA will assume responsibility for the airport - one of the fastest growing in Europe - on 23 December. Unions representing airport staff have criticised the sale, staging a strike over fears of job losses.

AIRLINE NEWS

Aeroflot have placed an order for 30 Sukhoi regional jets, which carry 95 passengers. Delivery of the aircraft is scheduled to begin in 2008.

Air France is delaying the delivery of its first Airbus A.380 by a year from the original delivery date. The airline was to take its first A.380 in April 2007; however Airbus delayed that by 6 months. Air France has now asked the manufacturer for a further 6-month delay, as it does not wish to start A380 operation in the low season.

Air Southwest, in addition to the new Leeds services I mentioned last month, the airline have announced the following new services starting on 10th April. The airline will also base an aircraft at Bristol at that time. New routes and frequencies:

Bristol to Norwich	= New route with daily service
Cardiff to Newquay	= New route with daily service
Cardiff to Manchester	= New route with daily service

Bmi Baby announced its 2006 summer schedules which start on 28th March. Amongst the highlights is the increase of service on the Birmingham to Edinburgh route from two to three flights a day.

Baby will base a fifth B737 at East Midlands. This will allow the resumption of service to Paris CDG with two flights a day from Sundays through Fridays and one on Saturdays.

The airline is adding a total of three B737-300 taking the fleet to 19 and is also planning new routes from Cardiff to Amsterdam and Glasgow International as well as from Durham Tees Valley to Knock and Manchester to Newquay and Perpignan.

Channel Express is discontinuing operations of the Airbus A300. The airline operates three freighter versions including two owned and one on lease. The leased aircraft is being returned while the other two are being sold.

Emirates have placed an order for 42 Boeing 777s for delivery between 2007 and 2013. The airline also took purchase rights for a further 20 aircraft. The order is composed of 10 B777-200LRs, 24 B777-300ERs and 8 B777 Freighters.

Finnair has placed an order for nine Airbus A350s as well as three A340s. The airline is expected to take delivery of the A340-300Es in 2007-08 with the A350-900 being delivered from 2011 to 2013. Finnair also took an additional option on four A350s and aims to have the MD11 withdrawn from its fleet by 2012.

Flybe has announced 7 new routes from the 2006 summer season as follows:-

Exeter to Bergerac	= 5x a week from Apr 9 th
Leeds to Bergerac	= 1x a week from May 27 th
Norwich to Bordeaux	= 3x a week from May 25 th
Norwich to Exeter	= 7x a week from May 25 th
Southampton to Angers	= 3x a week from May 23 rd
Southampton to Avignon	= 3x a week from May 25 th
Southampton to Faro	= 3x a week from Mar 28 th

Japan Airlines is now expected to complete the retirement of its 30 older Boeing 747-200/300s in the fiscal year ending 31st March 2010. Original plans called for the retirement of these older 747s by the 2012 fiscal year.

Qatar Airways will increase the frequency on its Doha to Manchester route. Currently the airline operates four flights a week with an A330-200; on 11th February the airline will go to five flights a week and daily service will begin on 26th March.

TNT Airways announced it will base a Boeing 737-300QC at Liege for passenger charters this coming summer season to vacation destinations around the Med.

United Parcel Service have signed a binding order for 10 Airbus A380. The contract firms up a nonbinding commitment announced early this year by Atlanta-based UPS and Airbus. UPS will take delivery of its first A380 sometime between 2009 and 2012 and has not yet decided between the Rolls-Royce Trent 900 engine and the Engine Alliance GP 7000.

The new A.380's will be used mainly on UPS's international routes between the United States and Asia and Europe, spokesman Mark Giuffre said. The package delivery company, which already has 47 Airbus A300 freighters in its fleet, had said it plans to fly the A380 to congested airports in China

and other Asian countries. UPS had typically been using the MD11 for its long-range routes; the Airbus can hold two-and-a-half times the volume of the MD11, Giuffre said.

AIRCRAFT NEWS

The numbers game, between Airbus and Boeing, that seems to take over the big commercial air shows, again dominated Dubai's extravaganza during November. At this event you couldn't really call anyone a loser as Boeing and Airbus total up the billions in orders they claim to have sealed at the show. Airbus says it took 82 orders in Dubai and Boeing is saying it sold 68, but that's in addition to the 70 orders it took out of China during the same week. This totals \$17 billion for Boeing and about \$10 billion for Airbus. Not a bad business week. According to a tally by Bloomberg News at the end of November, Boeing has taken 659 orders during 2005 and Airbus 494.

OTHER NEWS

EU governments have given the go-ahead to the establishment of a blacklist of airlines that are considered too unsafe to fly within the 25-nation European Union. EU transport ministers meeting in Brussels approved the proposal, which the European Parliament supported last month.

The new rules are set to come into force at the beginning of 2006, creating a legal basis for a common EU list of banned carriers. EU member states will tell the executive European Commission which airlines are prohibited from operating on their territory. Then the Commission will draw up the blacklist, based on common criteria.

Carriers included on the list will have a chance to defend themselves. "We hope to have a first black list operational in February/March 2006," Commission transport spokesman Stefaan de Rynck said, adding that it would be continuously updated from then.

After a spate of accidents earlier this year prompted calls for quicker work on a blacklist, the parliament, Commission and council of member states hammered out a compromise bill. "We're extremely pleased to have reached an early agreement with Parliament on this dossier," said a spokeswoman for Britain, which currently holds the rotating EU presidency. "It demonstrated that the European Union can act quickly on areas of concern to its citizens such as airline safety."

France, Belgium and Britain have already published lists of companies grounded due to poor safety records. But an airline banned in one EU state can still land in a neighbouring country.

A French tourist has been given a stern warning by an Australian judge to "behave yourself" on airplanes after she apparently tried to open a door in flight to have a cigarette. Sadrine Helene Sellies, 34, was also ordered to post a \$1,000 AUD bond that she'll get back as long as she doesn't try something like that again in the next year.

Through an interpreter, Sellies told the court she's terrified of flying and consumed alcohol and sleeping pills before walking to the exit, cigarette in hand, and trying to move the handle. She was spotted by a flight attendant and put back in her seat. Sellies said she doesn't remember anything about the flight.

The horizontal wake-turbulence avoidance distance currently required when a smaller airliner is behind a larger aircraft might have to be doubled when flying behind the new Airbus A380, according to preliminary recommendations by the International Civil Aviation Organization. Although final recommendations are not expected to be made before early next year, ICAO is calling for minimum spacing of 10 nm between a landing A380 and a following aircraft, twice the current requirement. For aircraft flying behind an A380 on the same route and at the same altitude, ICAO is recommending that the minimum distance be tripled to 15 nm. The interim guideline also recommends an additional wait time of one minute on top of today's typical two minutes for smaller airliners waiting to take off behind an A380. Minimum spacing was increased several years ago for smaller aircraft behind landing 757s following the 15th December 1993 fatal crash of an IAI Westwind that lost control on final approach behind a 757. The NTSB attributed the accident to an encounter with wake vortices from the 757.

BP has taken a 20% stake in China Aviation Oil (CAO), the troubled firm that imports most of China's jet fuel. The UK oil giant paid \$44m (£25.4) for the stake as part of a rescue plan involving CAO's parent company and state-run Singaporean investor Temasek.

CAO collapsed a year ago after running up a \$550m trading loss betting on the future price of oil. Singapore-based CAO supplies oil to more than 100 Chinese airports and is majority owned by the Chinese state.

Just as I was putting the finishing touches to this section I spotted this snippet of information. It's now 20th December and it's nice to see the Christmas spirit has been extended worldwide!

The remote Pacific island state of Nauru was searching for a new air link after being cut off from the world just days before Christmas, by a US bank which seized its only aircraft.

"We're looking for replacement capacity, which could come in the form of a new aircraft or it could come in the form of other airlines assisting us," Air Nauru chief executive Geoff Bowmaker said from his Melbourne base. The island midway between Guam and Fiji was so remote that travel by boat to the nearest country that had an airline was not feasible, he said.

Air Nauru's sole plane, a Boeing 737-400, was seized by the Export-Import Bank of the United States in Melbourne yesterday, after an Australian court gave the go-ahead.

The tiny island, whose people were once among the richest per capita in the world, had failed to make payments on the aircraft since 2002, said the bank, which is the official export credit agency of the US.

The 7,500 residents of Nauru, a 21 square kilometre coral atoll, were once among the world's wealthiest due to the export of phosphates, mostly from bird droppings. But the reserves are almost exhausted and with earlier wealth squandered through corruption and mismanagement, the country is virtually bankrupt.

Nauru claimed in court that the US had promised support for aircraft financing in return for its help in gathering foreign intelligence, Australia's AAP news agency reported.

The Washington-based bank said in a statement that it "appreciates the difficulties that the court's decision presents to Air Nauru and the Government of Nauru. However, this action follows numerous unsuccessful attempts to negotiate a resolution and is now unavoidable in order to protect the interests of US taxpayers."

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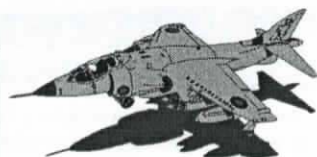
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David Wooler



I just called my friend sitting in front of me : "hi, Jack"

MILITARY AVIATION



FLEET AIR ARM: SQUADRONS, BASES AND AIRCRAFT (A biennial survey)

Sq	Base (1)	Aircraft
700	Culdrose	Merlin HM.1
702	Yeovilton	Lynx HAS.3S & HMA.8
703	RAF Barkstone Heath*	Slingsby Firefly (2)
705	RAF Shawbury*	Squirrel HT1 (3)
727	Roborough*	Tutor (4)
750	Culdrose	Jetstream T2 (7)
771	Culdrose	Sea King HU.5 SAR & HAS.6
792	Culdrose	Mirach 100-5
801	Yeovilton	Sea Harrier F/A.2 (5)
814	Culdrose	Merlin HM.1
815	Yeovilton (6)	Lynx HAS.1 & HMA.8 & HAS.3GM
820	Culdrose	Merlin HM.1
824	Culdrose	Merlin HM.1
829	Culdrose	Merlin HM.1
845	Yeovilton	Sea King HC.4
846	Yeovilton	Sea King HC.4 & HC.6C
847	Yeovilton	Gazelle AH, Lynx AH.7
848	Yeovilton	Sea King HC.4
849	Culdrose	Sea King AsaC..7
899	Yeovilton	Sea Harrier F/A.2 , Harrier T.8 (5)

Footnotes:

- 1 All Royal Naval Air Stations (RNAS), except where indicated *
- 2 Part of the Defence Elementary Flying Training School (DEFTS)
- 3 Part of the Defence Helicopter Flying School (DHFS)
- 4 Operates the Royal Navy Flying Grading Flight at Plymouth Airport
- 5 The Sea Harriers are due to be withdrawn
- 6 815 Squadron provides all Ships' Flights with Lynx helicopters
- 7 The Royal Navy Observer School.

There are now only three Royal Naval Air Stations:

Culdrose, Prestwick and Yeovilton, with only a limited presence at Prestwick

Credit: Military Aviation Review United Kingdom 2005

(with emphasis on Naval Aviation to accompany the Fleet Air Arm listing)

The Serco Black Seahawks and the Mercury Display Team

"Serco (Defence & Aerospace) currently runs the Royal Navy Multi-Activity Contract, responsible for all the contractorised areas of the Royal Naval Air Stations of Culdrose and Yeovilton as well as the Naval Aviation aspects at Roborough (Plymouth Airport), in conjunction with VT Aerospace, and Prestwick."

As an extension of this contract work, (with, no doubt, public relations in mind) Serco organises two display teams: the Black Seahawks and the Mercury Display Team.

The Black Seahawks primarily consists of the Hawks, which are part of the Fleet Requirements & Air Direction Unit (FRADU). It also includes two Dassault Falcon 20 aircraft. The Hawks provide realistic airborne threat simulations on Royal Navy vessels; the Falcons provide target towing and electronic simulation and countermeasures training. The Mercury Display Team consists of Jetstreams which carry out training of young naval officers to act as Observers in the Navy's aircraft. They also train Observer instructors for the Fleet and carry out initial grading of prospective Observers. This Observer training is carried out under the aegis of 705 Naval Air Squadron, the squadron badge of which includes a representation of Mercury, the winged messenger of the Roman gods, hence the name of the team.

Credit: "The Royal Navy and Serco present" an illustrated brochure published by Serco per Karl Matthews, ex-Fleet Air Arm, whose nephew Marcus Sutcliffe is leader of the Mercury Team

Fleet Air Arm adopts a new "Fly Navy" logo

The Navy has adopted a new "Fly Navy" logo. Previously, it included Naval Pilot wings and Naval Observer wings at either side of the words "Fly Navy". The new logo includes a representation of the White Ensign over the words "Fly Navy".

Credit: Fleet Air Arm Officers Association News Sheet
per Gerry Owen (Ex-Sub-lieutenant (A) RNVR, a former Firefly pilot)

Yorkshire (and Lincolnshire) lose out on RAF base review

RAF Leeming has not been nominated as one of the bases for the future Joint Combat Aircraft; the plums have gone to Lossiemouth and Kinloss. Similarly, RAF Waddington has lost out to Kinloss as the base for the Nimrod MRA4. As the Society is avowedly non-political it would be wrong to make political comments about these choices!

Credit: RAF News

Eric Martin



Virgin Atlantic GlobalFlyer

CANADIAN "HEAVY" REBORN

After reading Ken Cothliff's account of the unveiling of a restored Handley Page Halifax bomber at RCAF Memorial Museum at CFB Trenton, Ontario, in the December issue of the Air Yorkshire magazine, I thought I must write and congratulate Ken on his sombre, but very enjoyable article, written, I thought, with much feeling and sincerity of an occasion which must have stirred him and many others.

With a full account of this aircraft's last mission, to supply weapons to the Norwegian resistance and the subsequent ditching, after being hit by flak, in Lake Mosja; although the crew survived, all but the rear-gunner succumbed to the cold and died later, was to me scribed by someone who had much feeling for the occasion.

I personally have a great deal of admiration and respect for the crews of the four-engine "heavies" of World War 2. For a period of my service life I worked on 97 Squadron's Lincoln bombers and at times chatted with older crew members about their escapades and heroics flying these "bombed-up" monsters of power and destruction, who night after night would sit in cramped, cold conditions for many hours, in a dark, giant airframe which would be shaking and vibrating, and the unbelievable, deafening noise of the four engines ... one had to experience this to have any idea of the frightening, impossible situations these bomber crews flew in.

Sitting in the tail-end of one of these "heavies" on a flight to Scotland, in very cold wintery night conditions, I remember trying to imagine the thoughts of the bomber crews of WW2, who would not be going north but east, and entering enemy airspace, night fighters, flak, search lights, is something only a one-off experience can give, as an insight to how these brave, very young crews went through, night after night.

When I visit Elvington and admire the restored Halifax, and the involvement the Canadian crews gave to helping with the war effort, it is so satisfying and gratifying that the families of the Canadian lost crews have just something now in the restored Halifax bomber (NA337) at Trenton, to admire and look back with pride at another generation of very brave men who, as Ken says, "Gave so much."

Well done, Mr Cothliff.

Alan Tempest



Sentry sunburst

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

- 8 January CHANGE - R Bodin, Business Director, Jet2, who joined Jet2.com in March 2004, having previously held senior positions with AIG Insurance, Easyjet and First Choice and is currently responsible for the management of Jet2's ancillary revenues.
- 5 February Annual Air Yorkshire Quiz
Norman Smart will present a photographic recognition quiz, similar to the 2004 one. The questions will reflect the many suggestions made by members after the last quiz.
- 4 March David Sharp - Czech Ramblings
David will talk about his visits to the Czech Republic in his own Cessna 120 including the Memorial Airshow at Roudnice-Nad Labem, Kunovice, Vyskov and Zruc museums and some other Czech Airfields.
- After learning to fly at Sherburn and obtaining his PPL, he has flown extensively across Europe in his vintage Cessna. David has recently bought a Piper Colt but that is another story.
- 2 April Squadron Leader Drew Steel - RAF Nimrod MRA4
Drew leads the RAF Element of the Nimrod MRA4 Joint Trials Team at BAES Warton. He will provide a brief background to the programme, a description of the aircraft and an explanation of the MRA4's capability in simple language, followed by questions. Drew is an experienced, entertaining and amusing speaker and should not be missed.
- 7 May Tim Jeans - Managing Director of Monarch Scheduled.
We are privileged that Tim has agreed to attend the May meeting. He has previously worked for Manchester Airport, Ryanair, MyTravel and is now the Managing Director of Monarch Scheduled.
- 4 June Eric and Cath Humphrey will present a talk titled 'The Yorkshire Air Museum and Allied Air Forces Memorial' on behalf of the Yorkshire Air Museum.
- 2 July Roger Fozzard - An Air Yorkshire member who now lives in on the East coast
Roger will present 'Around the World in 80 slides (or a few more!)'.
- 6 August Martin Powell - Martin will be presenting a slide show based on a recent trip to the USA, followed by visits to Singapore, Thai Air Force bases and the Scilly Isles. He was an early member of the West Riding Branch of Air Britain and is an active member of the Rossendale Aviation Society.

Alan Sinfield

AMY JOHNSON LIVED HERE

In the usual way we first checked the holiday brochure for the LBIA flights, but the arrival and departure times from Leeds to Ibiza were un-social. After some further studying for other "localish" options we spotted a more acceptable flight from Humberside Airport. I had visited this airport as a spotter on a number of occasions, but never as a passenger.

The unknown quantity, as always, was the traffic on the M62. However, going eastbound should be no problem, should it? The long term major road works where the M62 meets the A1 did give some concerns, but as it was mid-morning there was no real anguish.

Car parking at Humberside was simple, inexpensive and there is lots of it within easy walking distance of the Terminal. It is a very quiet airport: the busiest spot was the travel agents in the departure hall. We had arrived in good time for check-in. There were no desks open at all and we seemed to be the only passengers, but eventually one or two more folk started arriving as the check-in time approached for our Iberworld flight to Ibiza. Eventually three of the desks opened and we were quickly in possession of boarding cards with a couple of hours to wait.

The only other flights on the departure screen for the rest of the day were an Eastern Airways flight to Aberdeen and one to Tenerife. Scheduled flights are limited to Eastern and a thrice daily KLM service to Amsterdam. The airport has a developing IT/charter market and Excel Airways are planning to base an aircraft in summer 2006 to meet this increasing demand.

Time for some spotting. There were lots of "tin cans", belonging to the several flying-clubs/schools based here, standing in the late afternoon sunshine. There were few movements apart from a couple of helicopter arrivals/departures. The airport claims to be the second busiest in the country for helicopter traffic to the North Sea oil rigs. There was little evidence of this while we waited.

In the adequate and comfortable Departure Lounge, Amy Johnson is commemorated by a large wall tableaux. The detail of her life was interesting and I was quite surprised after reading it how little I knew of her. She was born in Hull in 1903 the daughter of a wealthy fish merchant. She learned to fly in 1928 at the London Aeroplane Club. After the last of her well known flights she joined the Air Transport Auxiliary in 1940. She was killed in January 1941 after baling out over the Thames Estuary while ferrying an Airspeed Oxford. Her body was never recovered.

Our Iberworld A320 (EI-DIG) appeared on stand just ten minutes late and we boarded by the rear steps. Thankfully no air bridge, so boarding was consequently much quicker using both front and rear doors. It always intrigues me why aircraft are built with two passenger doors and then an air bridge is used to access only one, which seems to slow the process. We departed speedily and without fuss on R21.

My first flight from Humberside and in the year of the airport's thirtieth anniversary. I would use this airport again - the experience was good; relaxing and no hassle. It is certainly an option to consider if the Leeds flights are full or flight times are not to your taste. Maybe I'll try Robin Hood next; the map seems to indicate it is even closer than Humberside ... but not as close as Leeds.

Jim Stanfield

A SHORT BREAK IN OSLO OR EGNM TO ENGM !

My brief from 'Er Indoors for the October Half Term was to find us a holiday "somewhere warm". Having got the summer holidays out of the way, I then started trawling the internet every night looking for bargain holidays or flights.

Unfortunately when the schools are on holiday, prices go up big time, and all the flights to the sunshine for half term week seemed ridiculously high in price. Then Jet2 announced a new service from Newcastle to Cork, with lead-in fares of £4. However we spent a day discussing the destination and checking hotel and hire car rates, and missed out on the low fares.

Then one night while surfing the web, I re-checked the Ryanair website to find Oslo on offer from Liverpool at £3.99 out and £13.99 back, all plus taxes. I opened a second window on the computer to check hotel prices, while also screaming downstairs to 'Er Indoors to drag herself away from Eastenders and look at this.

A central Oslo hotel with family room was on offer through laterooms.com at £300 for 5 nights, including breakfast, which seemed reasonable. 'Er Indoors gave the thumbs up, so the deal was done.

Monday 24th October dawned, and it was a typical damp and misty day in Yeadon. LBA was on RVR's, but listening to the airband and checking the Liverpool website, everything seemed O.K. over there. We left home at 09:00 to arrive at Liverpool in plenty of time for our 14:00 departure.

Noted at Liverpool were G-ATMJ H.S. 748 Emerald Airways, which older members may remember as being a Leeds regular when it flew for Dan-Air, G-IGOS, G-IGOT, G-EZKF, G-EZJF, G-EZJR and G-EZYN B.737's Easyjet, HB-JZH A.319 Easyjet Swiss, EI-CSW and EI-DAK B.737's Ryanair, OE-HBC Dash 8 Leased to EuroManx, G-JEMC ATP Emerald Airways, OO-VLL Fokker 50 VLM, EI-DEL A.320 Aer Lingus, G-JEDV Dash 8 Flybe, EI-DCS B.737 of Ryanair arrived, but not before doing a go-around after crew training G-ATMJ was still on the runway. EI-DCK B.737 of Ryanair (our transport to Oslo).

During Check-In we noticed most of the passengers were Norwegian males. I at first assumed this was some sort of ships crew change, but my son noted many had football shirts on. It turned out they were fans over for the weekend, to watch the likes of Manchester and Leeds United - I had not realised how much Norwegians follow British football.

We boarded EI-DCK; this was the first time I have flown on one of Ryanair's new '737-800's. The aircraft featured the new Ryanair cost down features. The seats don't recline, no mesh "bag" for in-flight magazines etc. on the rear of the seat in front. (This is a real nuisance as there is nowhere to put your log book during the flight - I ended up sitting on mine). No safety card, the information is printed on the head rest of the seat in front, no in-flight magazine and no fancy head rest cover. We taxied out for departure off runway 27 and noticed N5831B DC-3 and EI-SUG A.109 among the smaller aircraft.

Despite being full, the aircraft managed an impressive rate of climb over the Mersey (Liverpool's SID from 27 calls for maximum climb to 1000', no doubt to get the aircraft as high as possible over the estuary so noise disturbance on land is minimal). We followed the Pole Hill SID noting Southport in the turn. On Ryanair you are allowed to use electrical appliances as soon as the seat belt signs go out, and we had bought along our GPS. So as soon as the signs were out we switched the GPS on which showed our rate of climb as approaching 3000' a minute. We soon reached our cruising altitude of 37,000'. We passed just to the South of Newcastle.

The Captain told us we had a strong tail wind and the flight time would be a mere 1 hour 20 minutes; our GPS showed we were cruising along quite nicely at 604 mph.

Now, Ryanair's somewhat imaginative version of Oslo is to land you at Torp/Sandefjord airport, a mere 120 kms from Oslo. However, a coach is timed to meet each flight and costs about £10 each way, which is much cheaper than the airport train from the main Oslo airport at Gardermoen, which costs £25 return.

We commenced our descent over some truly impressive lakes and mountains to carry out a right hand circuit to land from the North on Sandefjord's runway 18. After landing we rolled to the end to taxi back to the apron through a taxiway that had been blasted out of the rock. The cutting had just been made wide enough for a 737-800 to pass through, and was an interesting end to the flight.

On the ground were SE-LED F.50 Skyways, LN-WDA Dash 8 Windroes and EI-DHA B.737 of Ryanair which had just landed from Stansted.

The terminal is very modern, no doubt as a result of Ryanair's presence, offering flights to Stansted, Prestwick, Newcastle, Frankfurt and Milan as well as Liverpool. Just to prove how football crazy it seems Norwegians are, the immigration officer looked at my son's passport and picked up on the fact we were from Leeds. "How did Leeds United do this weekend" he asked my son. "I don't know, I'm not interested in football" came the reply. "What, you live in Leeds and you're not interested in football - impossible". He sounded positively disgusted.

The coach was waiting, just as advised and the 1 hour 20 minutes coach trip to Oslo was palatable after only paying GBP 3.99 for the air fare. Again I noticed a fellow passenger spent the whole journey with his nose in a Norwegian book all about Leeds United!

We woke up Tuesday morning to find almost blizzard conditions in Oslo. I obviously wanted to visit the main Oslo airport during our stay, but the £75 train fare for three of us, seemed excessive. The thought of hiring a car seemed the better option, but charges were typically £125 a day. Again using the internet, I found out that Rent a Wreck have their only European offices in Scandinavia, and they wanted a much more respectable £15 a day + 15p per km. Therefore, I had pre-booked a car and selected Wednesday as "my airport day".

By Wednesday most of the snow in Oslo (which is at sea level) had gone, and we picked up our rather battered, 3 year old, Nissan Micra from Rent a Wreck, complete with studded tyres. We made our way 30 miles up the motorway to Oslo airport at Gardermoen, which is a new airport only opened in 1988. Incidentally the IATA code is ENGM, about as near as you can get to our own EGNM (hence the title of this article). A few of the locals have produced an excellent web site at www.plane-spotter.com.

Armed with info from the web site we turned off the motorway not at the motorway spur but at the next exit. Here we had our first taste of driving on uncleared Norwegian roads. Bear in mind Gardermoen, at 681' above sea level, is actually slightly higher than LBA it is easy to understand why the snow was still about 5" deep. It was rather nerve racking. The car's studded tyres did not inspire much confidence as the roads were simply tracks on sheet ice.

We gingerly made our way to a point about half way down the side of the landing runway 01R. Unfortunately the suggested parking place is a track down to a crash gate, and I dare not take the car off the road as it was a downhill slope, and I was sure I'd never get the car back up on the road. Parking on the road was not an option due to snow banks - there was simply nowhere to park. Shame - it looked a really good spot.

We continued our circuit of the airport, checking out the executive apron. Here a bus came the other way and the car ended up off the road in a snow drift. Fortunately 'Er Indoors and James managed to push and among much spinning of wheels we were back on the road only to find no executive visitors. However, the military apron was visible and contained An-124, RA-82078.

As we got nearer the terminal I was relieved the road conditions improved. We visited the central area, but could not find anywhere suitable to photograph from, so made our way back to the Aircraft Collection of Norwegian Armed Forces Museum at the side of 01L, which was the runway in use for departures. The museum was closed on Wednesdays, but the car park had been totally cleared of snow. We parked up round the back of the museum, where there is a bank overlooking the departure runway 01L and a well placed bench.

From this spot it was possible to take photos of departures, either through the fence (surprised the locals had not made a few holes) or at one point over the top of the fence from the bank.

We spent about four hours here, on a cloudless warm day, despite so much snow everywhere, I was photographing in shirt sleeves.

We noted enormous amounts of SAS '737's, 1 Fokker 50, 1 MD-90 and an A.321. Other Norwegian carriers were Windroe's who had 3 Dash 8's in and out all day, using 01L for landing most of the time. Norwegian Airlines were out in force big time as was Brathens (now part of SAS), both using 737's.

Cargo contained TNT Tu-204 SU-EAG (first of type for me, so I was very pleased). A DHL Airbus, OO-DLT and an UPS '757, N426UP. Cimber produced CRJ OY-RJB and Danish Air Transport managed a couple of ATR-42's OY-RUM and OY-JRY. Sun Air used Jetstream OY-SVB.

Non-Scandinavian airliners seen were RA-85765, Tu-154, in new Aeroflot colours, OO-DWF RJ 100 of SN Brussels, Lufthansa Canadair Regional Jets D-ACLS and D-ACHD, along with A.320's D-AIQA and D-AIQE, Austrian Arrows CRJ OE-LCF, German Wings A.319 D-AKNJ and Icelandair 757 TF-FIP.

The only executive aircraft which came in were LN-MOB King Air 200 and BeechJet SE-RBO, both using runway 01L for landing. Norwegian Air Force Hercules 955 landed as we departed.

As I said previously the museum was closed but through the windows it looked quite full of aircraft. A F-86 guards the car park outside, while inside larger fry I could see included a Lockheed Lodestar (G-AGIH), a Norwegian A.F. DC-3, a Twin Otter and a Ju-52.

There are lots of museums in central Oslo and most are reasonably priced or free. (not normal for a very expensive Norway - beer £7 a pint, Mars bar £1.20!). Among those we visited was the Norwegian Military Museum (which is free) on the Thursday. This contained a Tiger Moth, and a Spitfire.

Saturday and we returned home via Sandefjord/Trop. Here we logged 3 Windroes Dash 8 LN-WFC, LN-WDB and LN-WFB. We came back to Liverpool on EI-DAO.

This time the flight was only about half full. We departed on runway 18, and as the seat belt lights went off we turned on the GPS. A climb to 35,000' was made, again at about 3000' a minute. This time we only managed to cruise at 450 mph. Our GPS showed we went all the way to the NEW beacon at Newcastle airport before turning South West. The cloud had cleared over the North Sea and we were offered a superb view of Tynemouth, and Newcastle, before the cloud closed in. The cloud again cleared as we crossed the Yorkshire/Lancashire border at Colne, the canal reservoirs at Foulridge being easily spotted along with the canal itself and the M65 motorway, which we followed West, before again disappearing into cloud just West of Burnley.

We now had to turn the GPS off, but the airport was showing South South East of our current position, so it seemed obvious we were positioning for a landing over the Mersey on runway 09. We dropped out of the bottoms over Liverpool docks, and turned base leg over the Wirral, and then onto finals. It was a little blustery and the aircraft was being buffeted on the approach. 1 hour and 54 minutes after leaving Trop we landed and it was a typical Ryanair style landing, with the crew making full use of all available braking systems. We exited on Liverpool's taxiway "Foxtrot", using under 4000' of runway, which was quite an achievement when you consider the approach speed would have been a little higher than normal because of the gusty conditions.

Liverpool produced G-BRYF Dash 8 BA, OY-RCB '146 Atlantic Airways, OO-VLO F.50 VLM, G-EZJV 737 Easyjet, G-JECH Dash 8 Flybe, G-JEMA ATP Emerald Airways, G-FIJR Electra Air Atlantique, G-BGMN H.S. 748 Emerald Airways, and EI-CSW and EI-DAK 737's of Ryanair.

David Wooler



Got it (the magazine) in the post this morning. I had no idea of the amount of movements, or of the degree of interest in them!

Thanks for sending it to me, and for your kind, encouraging words in the "future events" section. Please feel free to use the attached picture in a future issue. It shows ZJ518 (2nd development aircraft) in a steep right-hand turn over Eskmeals Range of the Cumbrian coast.

Cheers, *Drew*

MERLINS OVER MALTA

An illustrated lecture by
Flt. Lt. Charlie Brown

Fundraising for Merlins Over Malta Appeal

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PETER HORNE

