

COVER IMAGE



YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct:

a member should not commit any act which would bring the Society into disrepute in any way.

Disclaimer:

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

SOCIETY NEWS

Thirty-five members braved the stormy weather to attend the December "Mince Pie" Meeting.

We opened the meeting by welcoming Mike Dixon for a Q&A session which he handled splendidly. (Thanks Mike). There were many questions from the floor on a variety of technical air traffic issues. He was able, amongst other things, to give an answer to that "burning" question, "What's a flatback?". There were: quizzes with prizes, Air Supply Christmas cake (thanks Ken), luxury crackers (courtesy of Doreen Cothliff), coffee/tea, photo competition winners, a raffle, Chairman's Trophy and time for aviation gossip. Quiz winners were Paul Whincup, Carl/Margaret/Geoff/Jim and Pete Constable. The Chairman's Trophy was awarded to David Valentine. Photo Competition 2006 was won by Jim Stanfield (David Bates Trophy) and Steve Lord.

As the spotting year at LBIA was winding down we learnt the sad news that Multiflight will close the Touchdown Café on 22nd December. I write this in early December, when it has transpired that the closure is for re-furbishment, with a re-opening planned in "the spring". We can only hope that the café, when it re-opens in whatever guise, will continue to be available for spotters' coffee and bacon butties and a good old aviation chin-wag. As a result of the closure the plans for AYAS monthly, Thursday evening, open-house meetings at the Café are shelved.

There is an Air Yorkshire 2007 Calendar. Each month features a member's photo. I like it. Order your copy now, it is only £1-50.

Finally I should like to add a personal note of remembrance for Ken Grogan, who is rightly remembered as our founding father. Thanks Ken for all your efforts in the early 1960s to get the local spotters together as a going Society. Forty years plus and we are still going - we've not done bad.

Jim Stanfield

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

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

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

Alan Sinfield



SCENE AROUND YORKSHIRE

To herald the New Year there are slight changes in the magazine format, with the helicopter activity now following the Leeds/Bradford which in turn now follows this section; just a subtle change which you should soon get used to. The reports from the Devonshire Arms and Walton Wood have now moved to the Helicopter section, along with Coney Park. Any comments on the changes would be most welcome.

Bagby:- The airfield here is under new management and there are big changes afoot including the laying of new concrete taxiways as well as construction of new hangars and clubhouse. It is understood the airfield will be closed from time to time while the work takes place. Visitors:- 1/11 G-BULH C.172N; 4/11 G-MGWI R.44, G-RVAN RV.6; 5/11 G-AZBI Jodel D.150, G-URUS Maule MX.7, G-FIBS Squirrel; 8/11 G-AZTS F.172L; 10/11 G-BSER PA-28; 19/11 G-ATLB Jodel DR.1050, G-BVLT Citabria; 29/11 G-MDKD R.22B(Refuel).

Beverley:- Visitors:- 4/11 G-CBAK R.44; 9/11 G-BTWF Chipmunk; 12/11 G-BHEV PA-28R, G-BUUX PA-28; 19/11 G-AXHV Jodel D.117(f. Hucknall), G-CUBJ PA-18, G-AVVC F.172H, G-COLH PA-28, G-RJMS PA-28RT, G-AKSY Auster 5.

Brighton:- A report from the helicopter maintenance workshop on the perimeter of the airfield in Humberside Air Review suggests that the hulk of Alouette EC-FQI/G-CDXC has been sold as have Gazelles G-BXZD and G-BZYB, the latter two heading to the Ukraine. On the plus side R.22B G-BSGF in a new resident as is Isaacs Fury G-RODI. Newly registered Falco G-CYLL is a potential new resident, joining compatriot G-BYLL. Alouette HA-LFZ called in for fuel on 19/11. Visitors:- 2/11 G-RVRN PA-38; 3/11 G-CCVA Zodiac; 4/11 G-VARG Katchina(t. Scampton), G-AXDV Pup; 5/11 G-BLXI Emeraude, Tutor("UAX 59", 2 Circuits); 12/11 G-AZEW Bulldog, G-ARRS Emeraude; 19/11 G-ATLB Jodel DR.1050, G-ORAY C.182Q, G-RVAW RV.6; 21/11 G-AJRE Auster Autocrat(t. Coventry); 26/11 G-BAHD C.182P, G-AZYS Emeraude.

Burn:- The C.172S G-GFEA which has just been registered to Allan Jeffries Motorcycle's at Saltair, Bradford(The company have also just registered a PA-28, G-GFPA) was noted visiting the glider site here on 16/11. As the aircraft was f/t Barton and has also been noted there on other occasions it would seem likely the aircraft is based at the Lancashire field.

Church Fenton:- YAK 52 G-CBSL was noted on a local sortie from here on 22/11 and would appear to be a new resident.

Crosland Moor:- Visitors: 4/11 G-BXLY PA-28; 20/11 G-BMVL PA-38; 29/11 G-ZANY DA-40(f. Stapleford).

Dishforth:- Visitors:- 2/11 G-GBRU Jet Ranger(Training), Chinook ZA682("Vortex 391").

DONCASTER(ROBIN HOOD):- Our monthly report from Finningley courtesy of the RHADS website. We start with some news of future flights commencing from the airport and Shaheen Air have announced they will commence 4x weekly flights from and to Islamabad, using Boeing 767s later this year. Flyglospan are to operate a weekly trip from and to Toronto commencing 01/05/07 and from July 2007 Wizz will start 4x a week from and to Gdansk to complement the flight to Katowice they already operate.

Airlines. The star movement of the month appeared on 23/11 when Boeing 747/400 B-LFA of Oasis, Honk Kong arrived from Gatwick as "Oasis 100P" for a crew training detail. The aircraft arrived around 1230 and left shortly after 1430 during which time it completed 17 visual circuits, with touch and goes! Also training this month were Globespan, who produced both of their Boeing 767s on various days, however on 8/11 both aircraft G-CDPT and G-CEPG appeared together. My Travel Airbus 330 G-MLJL ("Kestrel 005K") was in evidence on 16/11 when it made 8 approaches while Easyjet Boeing 737/700 G-EZJF ("Easy 8016") did 12 visual circuits just before lunchtime on 27/11 before heading to Southend. Finally Ryanair Boeing 737/800 EI-DLZ (Ryanair 01T, yes they do find time for crew training!) was here on the 28th, carrying out 16 visual circuits between 0900 and 1100. Nothing much else of interest on the airline front, however Ryanair did also produce two of their new

737/800s EI-DPA(23/11) and EI-DPB(27/11) while Flybe Dash 8s continued to make numerous first time visits on their Belfast City flights.

Bizjets. A few interesting machines in this section also this month, not least Embraer 135 Legacy OK-KKG of Grossman Aviation which arrived on 16/11 as "GRJ 57B", departing just after midnight on the 18th. Gulfstream 4 N444QG of Quadair was logged on the 9th while Challenger N247CK of Hudson Aviation visited the following day. On the 14th Airbus 319CJ G-NMAK("Twinjet 1") arrived carrying Bruce Springsteen for his concert in Sheffield, departing in the early hours of the following morning. Others included:- 1/11 N816JW Gulfstream-200; 3/11 G-JBIZ Citation 2(n/s); 8/11 G-OJMW Citation 2, G-FCDB Citation Bravo("Go-Jet 083A/B", also 16/11); 10/11 D-IJOA Citationjet; 11/11 VP-BFC Citationjet 2; 17/11 G-WINA Citation XL("Lonex 247W"), CS-DFV Citation XLS("Fraction 6EZ"), CS-DXH Citation XLS("Fraction 3VN"); 20/11 VP-BKZ Gulfstream 5; 23/11 D-CIFA Citation 2("Frankenair 2038", n/s); 27/11 P4-LJG Citation X; 28/11 G-SFCJ Citationjet ("Hangar 821J"), CS-DRD Hawker 800XP("Fraction 5WU").

General Aviation. Everything in this section was pretty mundane, with PA-31T Cheyenne N36TW on 7/11 probably the pick. Hibaldstow based Dornier 28 HA-VOC was circuit bashing on 8/11 and also the following day. Others:- 1/11 G-ORDH Twin Squirrel(ILS); 2/11 G-SYPS MD.902 ("Police 33", ILS); 3/11 G-BMJC C.152, G-RVRJ Aztec("Exam 08", ILS); 7/11 G-DLTR PA-28; 10/11 G-BATN Aztec ("Marshall 11"); 11/11 G-BNRX PA-34; 14/11 G-SERC King Air 200(ILS); 16/11 G-LIMO Long Ranger, G-BPRY PA-28; 17/11 G-VMFC PA-32; 18/11 G-FSEU King Air 200("Clifton 41"); 23/11 G-PETS DA-42("Skytrain 01", ILS), G-GMPB Islander("Police 152", ILS); 24/11 G-RFUN R.44; 26/11 N65JF PA-28(ILS); 26/11 G-IANV DA-42 ("Skytrain 01", ILS); 27/11 G-JAJK PA-31("Causeway 999B"); 30/11 G-NMID EC-135T("Police 08", ILS).

Military. Both Irish Air Corps CASA 235s visited during the month and for once they were using their correct serials as call signs, 252 on the 1st and 253 on the 25th and 29th. On the 1st Chinook ZA682("Vortex 391") made a precautionary landing with suspected engine trouble and stayed overnight when it was joined by another of the type ZA714 ("Vortex 450") which stayed until 2200. All the others were ILS Overshoots, including numerous King Air and T-67s along with:- 1/11 XX253 Hawk("Red 11"); 18/11 XZ586 Sea King("SRG 128"); 21/11 ZH102 Boeing AWACS("NATO 03"), ZF349 Tucano("LOP 62"); 23/11 ZE785 Tornado("Rebel 73"); 29/11 XX266 Hawk("Red 4"); 30/11 ZA604 Tornado ("Marham 79").

Eddsfield:- Reported as being a new resident here is ELA.07S Gyroplane G-CEFH. An interesting visitor on 6/11 was Navion Rangemaster N3864, which arrived from Earls Colne while on 29/11 PA-28R D-EAWW was noted routing outbound to Oxford. Visitors:- 3/11 G-DASS Ikarus; 5/11 G-AXAT Jodel D.117; 9/11 G-ARAW C.182C; 12/11 G-KEPP Coyote, G-LANE F.172N, G-CUBJ PA-18, G-BNXM PA-18, G-BRTP C.152, G-BGWO Jodel D.117; 19/11 G-BTWF Chipmunk, G-NBDD DR.400, G-OBMS F.172N; 29/11 G-BTCE C.150L.

Elvington:- The DC-3 N473DC made a flypast early afternoon on the 12th(See Overflights section). Visitors:- 1/11 G-LFSJ PA-28(Circuits); 2/11 G-AYWD C.182N(f. Leicester), G-BLHR Cougar, G-BLYE TB.10; 6/11 G-BFZD FR.182RG(f. Sleep); 18/11 G-ATKT F.172G(f. Shipdham), G-MRST PA-28("Bonus 99", f/t Cranfield), G-AWBH PA-28(f/t Marham); 19/11 G-SPOR King Air 200(t. Manchester), G-ROLY F.172M.

Fadmoor:- Cessna 310Q G-REDB was logged outbound to Weston/Dublin on 7/11.

Full Sutton:- Resident PA-38 G-BGWU is reported to have been severely damaged here in September when the undercarriage collapsed as the result of a heavy landing. PA-32 N112WM, which has been noted on numerous occasions recently is confirmed as being a new resident. Visitors:- 2/11 G-BZTG PA-34(f. Meppershall), G-PLCE C.182Q; 5/11 G-AWBZ ARV.2; 8/11 G-OSPK C.172S; 19/11 G-BGSV F.172N; 20/11 G-BTNE PA-28(t. Wellesbourne); 23/11 G-EEJE PA-31(t. Blackbushe).

Gamston:- Resident Gazelle G-GAZL is reported to have left for the colder climes of the Ukraine, joining the two others from Brighton(q.v.). On the plus side R.44 G-HRPN and DA-42 G-IANV are new residents, with DA-40s G-OCCK/M/N/O all new for the Diamond Agency. Sandtoft based Sundowner N39TA was noted visiting on 1/11 while the following day PA-28 N65JF arrived from its' base at Tollerton. Citation Bravo N58HK(Recently reregistered G-OMRH) arrived from its' base a Hawarden on 9/11, returning home the next day. On 10/11 DA-42 Twin Star OE-KKC arrived from Cranfield using the call sign "Diamond 2". Brand new Beechjet 400 N719EL, the latest addition to the DFS fleet, made its' first visit here on 12/11 and on the 20th former resident Baron N2326Y visited from Wickenby. The 29th saw Cessna TU.206G N191ME visit from and to its' Blackpool base, collecting King Air 200 G-IMGL which had been in for maintenance. Also on the 29th King Air 90 OO-VHV("Skyservice

902") was logged heading outbound to Brussels. Visitors:- 1/11 G-BFMK C.152, G-BAHX C.182P, G-BXVK HR.200; 2/11 G-OMNI PA-28R(f. Cambridge); 6/11 G-ODJB R.22B, G-BPMF PA-28, G-BKBN TB.10; 9/11 G-EFIR PA-28, G-EGAG TB.20; 13/11 G-BABH F.150L(f. Cranfield); 19/11 G-SFCJ Citationjet, G-CCYS C.182S; 20/11 G-FCAB DA-42(f. Wolverhampton); 23/11 G-RATV PA-28RT(f. Fair Oaks), G-CBHL Squirrel(Refuel); 24/11 G-STNS A.109S; 29/11 G-ZANY DA-40, G-CTCG DA-42; 30/11 G-BKGW C.152, G-PKRG Citation XL(f. Coventry).

Humberside:- Jetstream 32 TC-RSA of Redstar Aviation was noted routing outbound on 23/11 flown by an American lady pilot. Another of the type as yet unidentified, but operated by Helitrans, Norway arrived on 27/11 using call sign "Scanbird 15". Visitors:- 3/11 N57MT C.303; 4/11 G-SRZO SR.20; 7/11 N36TW PA-31T(Also 10/11, 14/11); 10/11 G-DJET DA-42(f. Newquay); 13/11 G-PGSI R.2160(n/s); 14/11 VP-CKN Hawker 800XP; 22/11 HB-IHQ Global Express; 23/11 ZK453 King Air 200("Cranwell 04", ILS); 24/11 G-ZIZI Citationjet; 29/11 EI-DMG C.441, VP-CRB Lear Jet 60, ZK453 King Air 200("Cranwell 74", ILS); 30/11 N357J Citationjet.

Kirkbymoorside:- T.67Ms G-BKAM and G-FLYG were logged visiting on 6/11 while on 7/11 Cessna F.172H G-BYBD visited, f/t Derby. Another T.67 G-TONS arrived from Norwich on 29/11 and the next day DR.400 G-FTIL was noted, f/t Wyton.

Leeming/Lady Bank:- Visiting the strip here on 4/11 was RV.6 G-RVAN from Bennington, near Luton.

Linton-on-Ouse:- Baron N64VB was noted arriving from Denham late afternoon on the 7th.

Mt. Airey:- Noted arriving here from Enstone on 4/11 was Tri-Kiss G-BZDR.

Netherthorpe:- Cessna F.150L G-AYKL became the latest aircraft to suffer the curse of this airfield when it crashed on 16/8. Climbing to about 50' after take off, the aircraft stalled and spun into the ground, however there are no reports of injuries. Visitors:- 5/11 G-BKPI VP.1(t. Fishburn); 16/11 G-LFSK PA-28; 19/11 G-AYGC F.150L; 20/11 G-BSSP DR.400; 29/11 G-OLOW R.44.

Oxenhope:- Long time resident Jodel D.117 G-ATJN have left, registered to a new owner in Burgess Hill.

Pocklington:- Noted visiting on 4/11 was Taylorcraft BC-12D G-AKVO while Europa G-BVUV was from and to Gamston on 19/11.

Rufforth:- Skyservice were again in evidence this month with initially King Air OO-VHV("Skyservice 901") logged inbound from Wevelgem on 5/11 and this aircraft returned on the 12th, this time from Sheffield for a night stop. On 24/11 King Air 200, OO-SKM of the company was logged early morning, inbound from Brussels. Visitors:- 1/11 G-JWDB Ikarus(f. Cardiff); 2/11 G-WAVV HR.200(f. Turweston); 4/11 G-BKGT Rallye(n/s); 10/11 G-SGEC King Air 200(t. Den Helde); 16/11 G-MPWT PA-34(t. Fowlmere); 18/11 G-JLHS Be.36; 22/11 G-DJET DA-42.

Sandtoft:- R.22B G-DAAM, which has just been registered to owners at Little Blakenham near Ipswich spent the last two weeks of the month based here carrying out local training sorties. A new resident is Savannah G-CEGK, while also noted on local flights and presumed to be a new resident is Rallye G-BBLM. Sheffield based PA-28R N2136E was noted visiting on the 4th while the regular PA-46 N9275Y was logged inbound from Welshpool on 16/11 and again on the 27th. Visitors:- 1/11 G-BVAC Zodiac(f. Goodwood), G-CECO Schweizer 269C; 2/11 G-ELZN PA-28, G-BALH DR.400(t. Fenland); 3/11 G-BYIA Jabiru; 4/11 G-IEJH Jodel D.150(t. Crowfield), G-GUMS C.182P, G-CDAP Eurostar; 6/11 G-GERY Glaser; 7/11 G-CEAU R.44(n/s, t. Yearby); 9/11 G-ZEBY PA-28; 12/11 G-AVUH F.150H, G-MGWJ R.44, G-AVVC F.172H, G-CCFP DA.40, G-JAZZ AA-5B, G-CCOR Falco, G-APIE Topsy Belfair, G-CCME Quik, G-CDLD Quik, G-EWBC Jabiru, G-RJWX Europa, G-BYZR Sky Arrow, G-BLTK Commander 114; 15/11 G-AXPB Pup, G-BTWF Chipmunk; 18/11 G-AXNS Pup; 19/11 G-SIXD PA-32, G-BFFY F.150M, G-BONW C.152, G-CECO Schweizer 269C; 20/11 G-DGHD R.44(f. Hatfield); 26/11 G-WACY F.172P(f. Leicester); 29/11 G-BUIJ PA-28, G-JTPC Ximango, G-IEYE DR.400; 30/11 G-DEXT R.44.

Sheffield:- We have received news that the airport is to be taken over in Spring next year by a firm called Longmint Aviation, with backing from an American company and we will reveal more on this in the next issue. Following the demise of the Leeds Flying School the following have now been registered to Cloud 9 Aviation based here, PA-28s G-LFSJ and G-LFSK, Cessna 152s G-FLIP and G-FLOP, and Cougar G-OOGS. Just registered to William Cook of Sheffield is King Air 200 G-WCCP, an aircraft which has been based in the UK some time under its former guise of N295CP, however it has not been noted here as yet. PA-23 Apache N2086P was noted here on the 1st and carried out a local flight to the North Yorkshire coast and back. On 3/11 Commander 114 D-EWAT was logged while on

the 5th we saw PA-28 N47494 arrive from Panshanger and the following day Sundowner N39TA was noted. Brand new King Air 350 N37172, with winglets was first noted arriving on 6/11 and was back on the 9th when it was joined by Agusta A.109E EI-SQG. On 10/11 N37172 was again logged, this time outbound to Newcastle. Islander ZF576("Ascot 7961") dropped in for fuel on 18/11 while on task in the local area. Cessna 340 N8702K was logged visiting on 27/11, f/t Dunsfold. Visitors:- 1/11 G-OPAM C.152(f. Great Oakley); 2/11 G-BFIG FR.172K, G-KPSB R.44(f. Sywell), G-BXLS Koliber, G-ARYH PA-22, G-LENI Twin Squirrel, G-ORDH Twin Squirrel; 4/11 G-BSKW PA-28(f. Sleep), G-MGWI R.44, G-PACE Robin 2160(Local Flights); 5/11 G-BPOM PA-28; 9/11 G-DACF C.152, G-PATN TB.10(Also 29/11); 11/11 G-FANL Hawk XP(f. Redhill); 12/11 G-BGHJ F.172N, G-PPKK Schweizer 269C; 16/11 G-CYLS C.303; 19/11 G-RACY C.182S(f. Cambridge), G-BORK PA-28(t. Turweston); 20/11 G-ATFY F.172G (Weather div); 26/11 G-BXNS Jet Ranger(f. Norwich), G-BONW C.152; 27/11 G-ARFB PA-22(f/t Derby); 30/11 G-GGTT Bell 47G.

Sherburn:- On 5/11 a couple of aircraft arrived late afternoon after completing survey flights in the local area, Islander G-AWNT("Silver 20") was the first followed by an unidentified Cessna 177 call-sign "Zeus 50". The 177 had been flying around the Otley/Bradford area most of the afternoon and, after staying overnight repeated the mission next morning. Aztec N818MJ was noted visiting from Charlton Park on 13/11 and on the 26th PA-28 N81188 was from and to the same strip. King Air F.90 N41AK operated by Graham Aviation arrived from its' base at Glasgow on 22/11, returning home late afternoon. Blackpool based PA-28RT N8105Z was noted on 26/11 and on the 29th TB.20 N882 made two trips from and to the Isle of Man. Visitors:- 1/11 G-GYTO PA-28(f. Wellesbourne); 2/11 G-BFIG FR.172K; 3/11 G-GOTH PA-28; 5/11 G-PRET R.44; 6/11 G-GERY Glastar, G-PAWL PA-28, G-BTND PA-38; 7/11 G-DJET DA-42; 9/11 G-BTXT MX.7; 11/11 G-GOBD PA-32; 12/11 G-CBCV Bulldog, G-BGRH DR.400, G-BOWP Jodel D.120A, G-BPMB Maule MX.7; 13/11 G-CZNE Islander("Synergie 08"); 14/11 G-CYLS C.303(f. Blackpool), G-CSWL Long Ranger, G-AKAT Magister(n/s); 18/11 G-STAA R.44; 19/11 G-FUZZ PA-18, G-XIII RV.7, G-BBIO DR.400, G-BOGC C.152, G-IJOE. PA-28RT, G-BYTI PA-24; 20/11 G-ASVN C.206; 25/11 G-GFEA C.172S; 26/11 G-ILTS PA-32(t. Jersey).

Sturgate:- Cessna 340 N340YP was noted visiting on 19/11, f/t Biggin Hill. Visitors:- 2/11 G-KWLI C.421C(t. Cranfield), G-GERY Glastar; 4/11 G-ARCF PA-22; 5/11 G-AXTC PA-28; 6/11 G-BRNC C.152, G-BRNN C.152; 9/11 G-GCUF DR.400, G-APYN PA-22; 11/11 G-JONZ C.172P; 12/11 G-BEKO C.182P; 18/11 G-OGEM PA-28, G-ATLB Jodel DR.1050; 25/11 G-ATEW PA-30; 26/11 G-COVD PA-28; 26/11 G-KOKL Dimona; 29/11 G-BRWO PA-28.

Sutton Bank:- The second aircraft involved in the mid-air collision with Schleicher ASW.19B BGA3752/ GDP on 2/10 is reported to have been Scheibe SF.27A BGA3934/HGM. As previously mentioned the pilot of HGM parachuted to safety, whereas unfortunately to pilot/owner of GDP was killed. An interesting visitor on 13/11 was Islander G-CZNE("Synergie 08"), which later routed to Sherburn before heading home to Fairoaks. Sherburn based Robin 2160 G-BWZG paid a visit on 16/11.

Topcliffe:- Bagby based F.150H G-AWLA was noted in the circuit here on 16/11.

Wickenby:- A new resident is recently registered Thruster T.600N G-CSAV. It is reported in Air Britain news that some of the vintage machines acquired by Gerry Cooper, of Cooper Aerial Surveys fame, have begun to arrive here from various locations where they have been in storage. Dornier EKW C.3605 G-CCYZ, a former Swiss Air Force machine is now here along with at least one of the former Russian Air Force Ilyushin IL.2 Stormoviks G-BZVW/X. Outside the hangars are numerous containers which it is assumed house more of the collection. Visitors:- 2/11 G-BSDL TB.10, G-ATHV C.150F; 3/11 G-BWMC C.182P(f. Wellesbourne), G-JONZ C.172P; 4/11 G-BTEX PA-28(f. Little Snoring), G-FIII Extra; 5/11 G-KIMB DR.400(f. Kettering strip); 8/11 G-STER Jet Ranger; 12/11 G-BNST C.172N; 18/11 G-JLHS Be.36; 19/11 G-BTYI PA-28; 26/11 G-BBJX F.150L, G-BBKA F.150L; 29/11 G-CDZJ P.92 Echo, G-ZIPA Commander 114.

Wombledon:- Noted visiting on 3/11 was Maule MX.7 G-URUS, from Thruxton.

OVERFLIGHTS

2/11	D-GERY	Partenavia P.68B	Survey over Halifax area 1015 – 1140 @ 3500'
	N440X	PA-28 Warrior	Wick – Hurn(York 1137 @ 3000) with another PA-28
5/11	N275RC	Cessna 402C	Southend – Wick, delivery to USA(York 0909 @ 2500')
7/11	N555WA	MD.902 Explorer	Battersea – Carlisle(5/W LBA 1624 @ 2000')
11/11	N95TA	PA-31 Chieftain	Newcastle – Biggin Hill(York 1011 @ 7500')
	N321P	King Air A.200C	Overhead Flamboro' 1111 @ 23500' heading S/E.

19/11	G-SCOL	Gippsland Airvan	Cranfield – Peterlee(Goole 1317 @ 6500')
21/11	N637CG	Agusta A.109C	Coldstream – Battersea(York 1625 @ 2000')
29/11	N691J	PA-28RT Arrow	Southend – Newcastle(Hull 0910 @ 3500')

On 4/11 Cessna 150K N67548 routed from Norwich and around 1040 arrived over Malton and Norton and promptly spent around half an hour photographing the area before returning to Norwich. DC-3 N473DC made a flypast over Harrogate at 1240 on 12/11 for a Remembrance Day ceremony. The aircraft was enroute from Liverpool to Lossiemouth, when it has gone for winter hibernation.

Trevor Smith



LBIA MOVEMENTS AND REVIEW NOVEMBER 2006

01 Wednesday

G-BYAT	Boeing 757	0032 0714	G-JECK	DHC-8 400	0748 0831
G-JEDP	DHC-8 400	0819 0856	G-CCPW	Jetstream 31	0830 0900
G-WOWE	DHC-8 300	0850 0917	G-DBCG	Airbus 319	0940 1106
PH-OFH	Fokker 100	0955 1153	G-CDZM	Boeing 737/800	1018 1148
EI-DCG	Boeing 737/800	1024 1104	HB-JEC	Challenger 300	1036 1128
G-JEDR	DHC-8 400	1141 1219	G-JIVE	Hughes 369E	1155 1220
EI-REG	ATR.72/200	1201 1245	EHRE	CL.604 Challenger	1214 1310
EI-DHH	Boeing 737/800	1259 1332	G-DBCG	Airbus 319	1338 1516
G-WOWB	DHC-8 300	1347 1418	G-JEDL	DHC-8 400	1420 1459
G-CBEE	PA-28R Arrow	1427 1924	G-JEDR	DHC-8 400	1520 1601
EI-CPT	ATR.42/300	1539 1621	G-OSPK	Cessna 172S	1542 <u>Res.</u>
PH-KLG	Fokker 100	1657 1811	G-DBCG	Airbus 319	1738 1845
G-CCPW	Jetstream 31	1745 1816	G-JECH	DHC-8 400	1910 1949
G-JEDL	DHC-8 400	1927 2002	G-WOWD	DHC-8 300	1944 2021
PH-KLG	Fokker 100	2107 0624(02)	G-DBCG	Airbus 319	2119 0731(02)
G-CDZM	Boeing 737/800	2131 1218(03)	EI-DCG	Boeing 737/800	2156 2229

02 Thursday

84-0111	C-21A Lear Jet	0734 1308	G-JEDL	DHC-8 400	0748 0847
G-JECH	DHC-8 400	0827 0905	G-CCPW	Jetstream 31	0839 0912
G-WOWB	DHC-8 300	0845 0919	G-DBCG	Airbus 319	0937 1105
PH-JCH	Fokker 70	0955 1056	EI-DCB	Boeing 737/800	1022 1102
G-EMHH	Twin Squirrel	1031 1100	G-KSPB	Robinson R.44	1038 1116
G-JIVE	Hughes 369E	1140 1217	G-JECO	DHC-8 400	1149 1222
G-OBLT	Be.76 Duchess	1203 1453	G-BJVT	Cessna F.152	1210 1245
G-GLTT	PA-31 Chieftain	1233 1809	EI-DLB	Boeing 737/800	1313 1355
EC-INZ	Airbus 320	1330 1541	G-WOWD	DHC-8 300	1344 1428
G-DBCG	Airbus 319	1401 1516	N64VB	Be.58 Baron	1406 1432
G-JECK	DHC-8 400	1412 1513	G-JECO	DHC-8 400	1505 1551
CS-DRM	Hawker 800XPi	1557 1707	G-JIVE	Hughes 369E	1558 1612
PH-OFC	Fokker 100	1602 1720	N900SJ	Falcon 900	1615 1145(05)
G-KSPB	Robinson R.44	1644 <u>Res.</u>	G-CCPW	Jetstream 31	1715 1806
G-DBCG	Airbus 319	1746 1843	OE-HOT	Falcon 2000EASy	1756 1831
G-JECJ	DHC-8 400	1852 1936	G-WOWE	DHC-8 300	1939 2011
G-JECK	DHC-8 400	1957 2026	PH-OFH	Fokker 100	2100 0611(03)
G-DBCG	Airbus 319	2129 0717(03)	EI-DCB	Boeing 737/800	2344 0019(03)

03 Friday

G-OBYJ	Boeing 767/300	0410 1016	G-JEDL	DHC-8 400	0758 0841
G-CCPW	Jetstream 31	0835 0919	G-WOWD	DHC-8 300	0843 0913
G-JEDP	DHC-8 400	0853 0936	G-BYAB	Boeing 767/200	0907 1026

G-DBCG	Airbus 319	0936 1054	G-VONH	Twin Squirrel	0939 1420
PH-OFC	Fokker 100	0956 1058	G-TBEA	C.525A Citationjet	0959 1252
G-CJAD	C.525 Citationjet	1021 1548	EI-DLB	Boeing 737/800	1023 1105
G-RVRJ	PA-27 Aztec	1042 1537	EI-REE	ATR.72/200	1145 1230
G-JECO	DHC-8 400	1156 1237	84-0111	C.21A Lear Jet	1239 1355
EI-DLK	Boeing 737/800	1255 1331	G-OLDT	Lear Jet 45	1308 1410
G-DBCG	Airbus 319	1327 1523	G-WOWE	DHC-8 300	1345 1428
G-JECK	DHC-8 400	1411 1448	G-JECO	DHC-8 400	1512 1559
CS-DLA	Falcon 900	1533 1708	EI-REE	ATR.72/200	1701 1749
G-CCPW	Jetstream 31	1716 1757	PH-OFE	Fokker 100	1736 1844
G-DBCG	Airbus 319	1744 1848	G-JEDJ	DHC-8 400	1905 1946
G-PKRG	C.560 Citation XL	1908 1917	G-JEBA	BAe 146/300	2046 2131
G-WOWB	DHC-8 300	2103 2139	PH-KLG	Fokker 100	2114 0630(04)
G-MIDV	Airbus 320	2124 1857(05)	G-CDZM	Boeing 737/800	2146 2307
EI-DLB	Boeing 737/800	2206 2246	G-JEBE	BAe 146/300	2213 2253

04 Saturday

G-JECH	DHC-8 400	0750 0830	G-JEDP	DHC-8 400	0833 0909
PH-OFD	Fokker 100	0933 1039	EI-DCN	Boeing 737/800	1014 1102
G-WOWB	DHC-8 300	1059 1133	G-JECL	DHC-8 400	1146 1228
G-OARA	PA-28R Arrow	1246 1458	G-PLAJ	Jetstream 31	1307 1332
N109TF	Agusta A.109A	1229 1804	G-JECL	DHC-8 400	1451 1542
G-OTSP	Twin Squirrel	1452 1640	G-BYAT	Boeing 757	1512 1636
OE-HOT	Falcon 2000EASy	1529 1801	PH-OFA	Fokker 100	1555 1659
EI-DCL	Boeing 737/800	1604 1646	PH-KLG	Fokker 100	2054 0618(05)

05 Sunday

PH-KLD	Fokker 100	0943 1045	G-FIBS	Squirrel	1107 1119
G-JECL	DHC-8 400	1153 1233	G-BZTG	PA-34 Seneca	1231 1604
CS-DRO	Hawker 800XPi	1236 1329	EI-DHS	Boeing 737/800	1301 1359
EI-REB	ATR.72/300	1335 1429	G-JECK	DHC-8 400	1409 1453
EI-RED	ATR.72/300	1434 1520	G-JECL	DHC-8 400	1506 1601
G-CEGP	King Air 200	1511 1731	PH-OFC	Fokker 100	1549 1702
G-CCPW	Jetstream 31	1614 1655	G-TBEA	C.525A Citationjet	1626 1743
CS-DRN	Hawker 800XPi	1657 0642(06)	G-JEDJ	DHC-8 400	1853 1952
EI-DLB	Boeing 737/800	1925 2004	G-WOWC	DHC-8 300	1934 2012
G-JECK	DHC-8 400	1939 2015	PH-OFF	Fokker 100	2119 0618(06)
G-DBCH	Airbus 319	2134 0742(06)			

06 Monday

G-JECK	DHC-8 400	0752 0833	G-CCPW	Jetstream 31	0831 0905
473	C-130H Hercules	9851 1001(08)	G-JECE	DHC-8 400	0900 1325
PH-OFH	Fokker 100	0938 1038	G-WOWB	DHC-8 300	0951 1029
EI-DCN	Boeing 737/800	1015 1104	G-DBCH	Airbus 319	1032 1202
EI-REH	ATR.72/200	1138 1222	EI-DLB	Boeing 737/800	1310 1355
G-WOWC	DHC-8 300	1337 1421	G-JEDL	DHC-8 400	1417 1456
G-DBCH	Airbus 319	1425 1519	EI-REE	ATR.72/200	1536 1624
G-VIPI	Hawker 800B	1547 1607(07)	PH-OFE	Fokker 100	1602 1700
HA-YFG	LET 410UVP	1740 1810	G-DBCH	Airbus 319	1750 1854
G-JECE	DHC-8 400	1911 1957	G-JEDL	DHC-8 400	1926 2007
G-WOWD	DHC-8 300	1931 2002	G-DBCH	Airbus 319	2120 0729(07)
PH-OFI	Fokker 100	2158 0619(07)	EI-DCL	Boeing 737/800	2246 2322
OY-JRI	Beech 1900C	2326 0038(07)			

07 Tuesday

G-JECK	DHC-8 400	0752 0832	HA-YFG	LET 410UVP	0820 0900
G-WOWB	DHC-8 300	0915 1003	PH-OFF	Fokker 100	0940 1043
G-DBCH	Airbus 319	0946 1112	EI-DHM	Boeing 737/800	1007 1054
CS-DRB	Hawker 800XP	1025 1150	G-RVRJ	PA-27 Aztec	1036 1401
G-JEDU	DHC-8 400	1155 1227	EI-DLB	Boeing 737/800	1247 1336

G-DBCH	Airbus 319	1345 1511	G-WOWD	DHC-8 300	1400 1447
G-JEDV	DHC-8 400	1406 1450	G-JEDU	DHC-8 400	1509 1556
OK-RHJ	L.200D Morava	1532 1120(08)	PH-OFJ	Fokker 100	1639 1729
G-BYCP	King Air B.200	1646 1722	HA-YFG	LET 410UVP	1718 1751
G-DBCH	Airbus 319	1735 1840	G-CEGR	King Air 200	1745 0900(08)
G-JECO	DHC-8 400	1843 1934	G-JEDV	DHC-8 400	1952 2020
G-WOWE	DHC-8 300	2049 2125	PH-OFJ	Fokker 100	2103 0621(08)
G-DBCH	Airbus 319	2118 0714(08)	El-DHH	Boeing 737/800	2144 2217

08 Wednesday

G-CDZM	Boeing 737/800	0705 1130	G-JECG	DHC-8 400	0741 0835
G-JECO	DHC-8 400	0801 0847	G-LIDE	PA-31 Chieftain	0842 0915
G-WOWD	DHC-8 300	0850 0923	PH-OFC	Fokker 100	0947 1050
G-DBCH	Airbus 319	0952 1100	G-JBIZ	C.550 Citation 2	1013 1056
El-DHY	Boeing 737/800	1020 1053	El-RED	ATR.72/200	1118 1226
G-JEDU	DHC-8 400	1135 1215	El-DLB	Boeing 737/800	1247 1327
G-WINA	C.560 Citation XL	1313 1603	G-WOWC	DHC-8 300	1346 1420
G-DBCH	Airbus 319	1358 1512	G-JEDL	DHC-8 400	1404 1447
G-FIBS	Squirrel	1419 1453	G-JEDU	DHC-8 400	1510 1555
El-CVS	ATR.42/300	1521 1611	PH-OFA	Fokker 100	1605 1659
VP-CSN	Citation Ultra	1640 1657	HA-YFG	LET 410UVP	1726 1804
VP-CBM	C.550 Citation 2	1740 0841(09)	G-DBCH	Airbus 319	1748 1853
G-JEBB	BAe 146/300	1922 2000	G-WOWB	DHC-8 300	1943 2019
G-JEDV	DHC-8 400	2008 2105	G-CDZM	Boeing 737/800	2035 1211(10)
PH-KLE	Fokker 100	2129 0612(09)	G-DBCH	Airbus 319	2136 0719(09)
El-DLF	Boeing 737/800	2217 2247			

09 Thursday

G-JECG	DHC-8 400	0749 0844	G-JEDP	DHC-8 400	0813 0855
G-WOWC	DHC-8 300	0829 0900	G-ONPA	PA-31 Chieftain	0950 1454
PH-OFJ	Fokker 100	0952 1046	G-DBCH	Airbus 319	1002 1115
G-TBEA	C.525A Citationjet	1012 1121	El-DCL	Boeing 737/800	1020 1103
G-CCPW	Jetstream 31	1112 1146	G-JECH	DHC-8 400	1158 1227
El-DAD	Boeing 737/800	1312 1354	G-DBCH	Airbus 319	1342 1523
G-WOWB	DHC-8 300	1345 1421	EC-INZ	Airbus 320	1351 1511
G-JEDL	DHC-8 400	1410 1448	CS-DFH	Falcon 900B	1419 1443
N550BG	C.550 Citation 2	1452 2041	G-JIVE	Hughes 369E	1459 1536
G-JECH	DHC-8 400	1508 1539	G-BFYM	PA-28 Warrior	1519 1625
G-CTCG	DA-42 Twin Star	1530 n/s+	PH-OFJ	Fokker 100	1604 1708
G-CCPW	Jetstream 31	1714 1816	G-DBCH	Airbus 319	1745 1855
F-HBOL	Falcon 900EX	1749 1833	G-VIPI	Hawker 800B	1831 1852
G-WOWD	DHC-8 300	1935 2004	G-JEDL	DHC-8 400	1937 2013
G-JECE	DHC-8 400	2101 2141	PH-OFD	Fokker 100	2118 0611(10)
G-DBCH	Airbus 319	2124 0710(10)	El-DCL	Boeing 737/800	2152 2226

10 Friday

N7JM	CL.600 Challenger	0629 1108(13)	G-JEDL	DHC-8 400	0746 0827
G-JEDP	DHC-8 400	0806 0859	G-CCPW	Jetstream 31	0830 0902
G-WOWE	DHC-8 300	0847 0919	G-DBCH	Airbus 319	0943 1056
PH-KLG	Fokker 100	0950 1103	ZD621	BAe 125/700B	1018 1632
El-DCZ	Boeing 737/800	1039 1121	G-PSHR	Jet Ranger	1108 1232
El-REH	ATR.72/200	1133 1225	G-JEDU	DHC-8 400	1137 1218
G-BZTG	PA-34 Seneca	1152 1411	D-EBWS	Cessna T.210N	1209 1513
El-DAD	Boeing 737/800	1314 1408	G-MOOO	Lear Jet 40	1323 1400
G-WOWD	DHC-8 300	1350 1426	G-JECO	DHC-8 400	1403 1447
G-DBCH	Airbus 319	1412 1520	G-FIBS	Squirrel	1422 1529
G-JEDU	DHC-8 400	1517 1558	El-REI	ATR.72/200	1526 1624
G-FIRM	C.550 Citation 2	1616 1756	PH-OFC	Fokker 100	1622 1726
G-CCPW	Jetstream 31	1746 1822	G-DBCH	Airbus 319	1754 1852

G-JECF	DHC-8 400	1848 1931	G-JECO	DHC-8 400	1926 2013
G-WOWC	DHC-8 300	1958 2025	PH-OFH	Fokker 100	2106 0617(11)
G-MIDR	Airbus 320	2130 1859(12)	EI-DCZ	Boeing 737/800	2232 2316
LX-LAR	Lear Jet 35A	2312 0058(11)			

11 Saturday

G-JECK	DHC-8 400	0738 0820	G-JECG	DHC-8 400	0804 0847
F-HAJD	C.525 Citationjet	0830 1018	G-BMDK	PA-34 Seneca	0929 1003
G-WOWC	DHC-8 300	0931 1000	PH-OFB	Fokker 100	0951 1041
EI-CSR	Boeing 737/800	1027 1107	G-JEDU	DHC-8 400	1133 1218
G-ORJA	King Air B.200	1212 1900	G-CCPW	Jetstream 31	1254 1329
G-BYAT	Boeing 757	1503 1628	G-JEDU	DHC-8 400	1507 1555
EI-DHM	Boeing 737/800	1601 1635	PH-KLG	Fokker 100	1618 1715
F-HBOL	Falcon 900EX	1713 1742	G-FIRM	C.550 Citation 2	1851 1929
G-JBIZ	C.550 Citation 2	1920 1950	PH-KLD	Fokker 100	2120 0611(12)

12 Sunday

PH-OFH	Fokker 100	1008 1053	G-JECL	DHC-8 400	1145 1221
EI-DHM	Boeing 737/800	1257 1333	EI-REI	ATR.72/200	1324 1419
G-JEDL	DHC-8 400	1349 1430	EI-RED	ATR.72/200	1406 1503
G-BSER	PA-28 Cherokee	1431 1500(15)	G-JECL	DHC-8 400	1454 1549
N719EL	Beechjet 400A	1529 1541	G-CCPW	Jetstream 31	1533 1609
PH-KLG	Fokker 100	1606 1708	G-PASG	Bolkow Bo.105	1620 1403(14)
N269PC	Cessna 340A	1642 1747	G-TBEA	C.525A Citationjet	1702 1743
G-MOOO	Lear Jet 40	1704 1838	G-JECF	DHC-8 400	1900 1945
EI-DHZ	Boeing 737/800	1924 2009	G-JEDL	DHC-8 400	1927 2012
G-WOWD	DHC-8 300	1930 2005	PH-OFA	Fokker 100	2115 0626(13)
G-DBCH	Airbus 319	2138 0722(13)			

13 Monday

G-JEDV	DHC-8 400	0758 0839	G-JECH	DHC-8 400	0802 1425
G-CCPW	Jetstream 31	0820 0859	G-WOWC	DHC-8 300	0833 0904
N66SG	Lear Jet 45	0917 0939	PH-KLD	Fokker 100	0951 1059
G-DBCH	Airbus 319	0956 1123	EI-DCX	Boeing 737/800	1008 1101
G-JEBE	BAe 146/300	1011 1105	EI-REB	ATR.72/200	1126 1227
G-JECJ	DHC-8 400	1150 1235	EI-CSE	Boeing 737/800	1319 1354
G-DBCF	Airbus 319	1340 1525	G-WOWD	DHC-8 300	1358 1431
G-JECO	DHC-8 400	1412 1447	G-JECJ	DHC-8 400	1522 1602
PH-OFK	Fokker 100	1559 1704	EI-REX	Lear Jet 60	1641 1524(15)
OO-LAC	King Air 200C	1715 1821(15)	G-CCPW	Jetstream 31	1726 1757
G-DBCF	Airbus 319	1714 1929	N66SG	Lear Jet 45	1817 1833
G-JEDJ	DHC-8 400	1843 1932	N4186D	PA-34 Seneca	1906 1856(14)
G-JECO	DHC-8 400	1927 2056	G-WOWE	DHC-8 300	1940 2011
EI-CVS	ATR.42/300	1943 2024	PH-OFK	Fokker 100	2109 0620(14)
EI-DCX	Boeing 737/800	2203 2236	G-DBCF	Airbus 319	2206 0709(14)

14 Tuesday

G-JEDJ	DHC-8 400	0818 0900	G-WOWB	DHC-8 300	0825 0902
G-CCPW	Jetstream 31	0833 0906	PH-KLD	Fokker 100	0945 1050
G-DBCF	Airbus 319	0949 1101	G-JEDV	DHC-8 400	0951 1033
EI-DCZ	Boeing 737/800	1002 1052	CS-DFE	Falcon 2000	1104 1230
G-LILA	Long Ranger	1106 1219	G-JECP	DHC-8 400	1146 1223
EI-DCX	Boeing 737/800	1247 1331	G-BZTG	PA-34 Seneca	1337 1509
G-DBCF	Airbus 319	1351 1514	G-WOWE	DHC-8 300	1354 1430
G-JECO	DHC-8 400	1411 1450	G-JECP	DHC-8 400	1521 1549
PH-KLI	Fokker 100	1600 1701	G-CCPW	Jetstream 31	1718 1750
N719EL	Beechjet 400A	1745 1820	G-DBCF	Airbus 319	1753 1900
1624	C-130H Hercules	1757 0808(16)	G-JECF	DHC-8 400	1830 1931
G-JECO	DHC-8 400	1925 2006	G-WOWC	DHC-8 300	1929 2002
PH-OFB	Fokker 100	2112 0627(15)	EI-DCZ	Boeing 737/800	2140 2218

G-DBCF	Airbus 319	2153 0704(15)			
15 Wednesday					
G-JECK	DHC-8 400	0748 0840	G-JECH	DHC-8 400	0811 0850
G-PLAJ	Jetstream 31	0820 0858	G-WOWA	DHC-8 300	0824 0853
G-DBCF	Airbus 319	0936 1104	PH-OFH	Fokker 100	0940 1042
El-DHY	Boeing 737/800	1028 1110	G-MGWI	Robinson R.44	1115 1458
El-REF	ATR.72/200	1125 1222	G-JECJ	DHC-8 400	1140 1216
G-CDZM	Boeing 737/800	1158 1306	G-BZTG	PA-34 Seneca	1227 1554
G-BYCP	King Air B.200	1238 1623(16)	El-CSR	Boeing 737/800	1311 1345
G-WOWC	DHC-8 300	1332 1417	G-DBCF	Airbus 319	1338 1521
VP-BUL	Dauphin	1354 1323(18)	N250AC	PA-31 Navajo C	1404 1622
G-JEDK	DHC-8 400	1409 1451	El-HHH	Agusta A.109E	1501 1514
G-JECJ	DHC-8 400	1513 1543	El-BYO	ATR.42/300	1519 1602
G-FIBS	Squirrel	1522 1539	PH-KLG	Fokker 100	1558 1715
G-BSER	PA-28 Cherokee	1640 <u>Res.</u>	N64VB	Be.58 Baron	1722 1744
G-CCPW	Jetstream 31	1731 1800	G-DBCF	Airbus 319	1742 1848
G-JECG	DHC-8 400	1844 1924	G-JEDK	DHC-8 400	1936 2019
G-WOWE	DHC-8 300	1944 2023	N100HG	Gulfstream 4	1951 1740(17)
PH-OFC	Fokker 100	2108 0629(16)	G-DBCH	Airbus 319	2132 0700(16)
G-CDZM	Boeing 737/800	2145 1218(17)	El-DCZ	Boeing 737/800	2148 2220
16 Thursday					
ZG848	BN.2T Islander	0422 0524	G-JECK	DHC-8 400	0750 0830
G-CCPW	Jetstream 31	0818 0848	G-WOWD	DHC-8 300	0820 0856
G-DBCH	Airbus 319	0924 1109	PH-OFK	Fokker 100	0939 1054
G-JEAK	BAe 146/200	0957 1048	N750GF	C.750 Citation X	1005 1216(17)
G-JBIZ	C.550 Citation 2	1012 1051	El-DLB	Boeing 737/800	1036 1118
G-JEDI	DHC-8 400	1132 1210	N64VB	Be.58 Baron	1214 1239
EC-INZ	Airbus 320	1305 1506	El-DAD	Boeing 737/800	1308 1336
G-OECM	Commander 114B	1315 1600(26)	G-RNCH	PA-28 Warrior	1323 1356
G-WOWE	DHC-8 300	1335 1414	G-DBCH	Airbus 319	1345 1515
CS-DFD	Falcon 2000	1354 1600	G-JECK	DHC-8 400	1402 1449
G-JEDI	DHC-8 400	1523 1554	PH-OFL	Fokker 100	1607 1710
D-CNAG	SA.227T Metroliner	1727 1759	G-DBCH	Airbus 319	1750 1846
G-JECM	DHC-8 400	1848 1931	D-CHEP	C.550 Citation 2	1858 1920
G-WOWA	DHC-8 300	1933 2003	G-JEDK	DHC-8 400	1936 2013
PH-KLG	Fokker 100	2108 0612(17)	G-DBCH	Airbus 319	2158 0707(17)
D-CHEP	C.550 Citation 2	2201 2101(17)	El-DLB	Boeing 737/800	2205 2241
17 Friday					
G-JECK	DHC-8 400	0756 0835	G-JECM	DHC-8 400	0814 0853
G-WOWC	DHC-8 300	0817 0857	G-CCPW	Jetstream 31	0832 0904
G-MRMR	PA-31 Chieftain	0908 1228	G-DBCH	Airbus 319	0936 1054
PH-OFE	Fokker 100	0953 1043	El-DCZ	Boeing 737/800	1023 1106
El-REF	ATR.72/200	1133 1223	G-JECH	DHC-8 400	1142 1225
El-DCL	Boeing 737/800	1336 1419	G-WOWA	DHC-8 300	1339 1421
G-JEDL	DHC-8 400	1404 1444	G-DBCH	Airbus 319	1410 1528
G-AXCA	PA-28R Arrow	1415 1515(18)	G-JECH	DHC-8 400	1511 1608
G-GLTT	PA-31 Chieftain	1526 1704	El-REA	ATR.72/200	1558 1650
PH-OFC	Fokker 100	1603 1709	G-CCPW	Jetstream 31	1723 1751
G-DBCH	Airbus 319	1821 1911	G-JECP	DHC-8 400	1833 1945
G-JEDL	DHC-8 400	1930 2009	G-WOWD	DHC-8 300	2011 2040
PH-OFG	Fokker 100	2106 0620(18)	G-CDZM	Boeing 737/800	2146 2246
G-DBCH	Airbus 319	2159 1900(19)	El-DCZ	Boeing 737/800	2209 2254
18 Saturday					
G-OBYJ	Boeing 767/300	0425 0558	G-JEDK	DHC-8 400	0750 0830
G-JEDM	DHC-8 400	0810 0849	G-WOWD	DHC-8 300	0937 1017
PH-KLG	Fokker 100	0942 1040	El-DLB	Boeing 737/800	1002 1050

G-JECH	DHC-8 400	1140 1221	G-FIBS	Squirrel	1225 1339
G-CCPW	Jetstream 31	1240 1322	G-JBIZ	C.550 Citation 2	1412 1630(19)
G-JECH	DHC-8 400	1500 1555	G-BYAT	Boeing 757	1512 1635
PH-OFA	Fokker 100	1548 1712	EI-DCZ	Boeing 737/800	1601 1637
PH-OFD	Fokker 100	2048 0615(19)			

19 Sunday

D-CHEP	C.550 Citation 2	0904 1027	PH-KZR	Fokker 70	0934 1036
N324JS	TBM 700	1124 1203	G-SFCJ	C.525 Citationjet	1134 1305
G-JECL	DHC-8 400	1144 1220	EI-DCL	Boeing 737/800	1243 1325
EI-REG	ATR.72/200	1327 1414	EI-REF	ATR.72/200	1353 1510
G-JEDK	DHC-8 400	1400 1444	G-JECL	DHC-8 400	1500 1542
G-CCPW	Jetstream 31	1533 1605	PH-OFJ	Fokker 100	1625 1726
G-CJAD	C.525 Citationjet	1639 1350(29)	G-OOON	PA-34 Seneca	1759 1819
G-JEDJ	DHC-8 400	1858 1937	G-JEDK	DHC-8 400	1930 2018
EI-DLB	Boeing 737/800	1932 2012	G-WOWA	DHC-8 300	2008 2053
PH-OFK	Fokker 100	2113 0617(20)	G-DBCH	Airbus 319	2141 0708(20)

20 Monday

1624	C-130H Hercules	0729 1611(22)	G-JEDW	DHC-8 400	0747 0828
G-JECK	DHC-8 400	0813 0906	G-CCPW	Jetstream 31	0831 0902
G-WOWD	DHC-8 300	0836 0909	N80364	C.500 Citation 1	0907 0920
G-DBCH	Airbus 319	0938 1051	PH-OFK	Fokker 100	0940 1037
EI-DHI	Boeing 737/800	1030 1107	EI-REE	ATR.72/200	1117 1218
G-JECL	DHC-8 400	1128 1215	N228TM	Hawker 800XP	1146 0811(21)
G-WOWA	DHC-8 300	1340 1419	EI-DCP	Boeing 737/800	1344 1428
G-DBCA	Airbus 319	1347 1519	G-JECI	DHC-8 400	1409 1446
G-JECL	DHC-8 400	1504 1538	EI-BYO	ATR.42/300	1512 1612
G-CLCG	King Air 200	1628 0804(21)	PH-OFK	Fokker 100	1633 1718
G-CCPW	Jetstream 31	1715 1800	G-DBCA	Airbus 319	1742 1900
G-GMAA	Lear Jet 45	1805 1036(21)	G-JEDT	DHC-8 400	1844 1924
G-WOWB	DHC-8 300	1921 1955	G-JECI	DHC-8 400	1926 2018
PH-OFK	Fokker 100	2106 0618(21)	G-DBCA	Airbus 319	2122 0658
EI-DHI	Boeing 737/800	2201 2234			

21 Tuesday

G-JEDW	DHC-8 400	0743 0823	G-FIBS	Squirrel	0809 0851
G-JEDT	DHC-8 400	0822 0903	G-CCPW	Jetstream 31	0827 0856
G-WOWE	DHC-8 300	0840 0909	G-CDSR	Lear Jet 45	0900 1443
G-BMDK	PA-34 Seneca	0926 1305	PH-OFA	Fokker 100	0953 1051
G-DBCA	Airbus 319	1004 1102	EI-DCP	Boeing 737/800	1014 1046
G-JECJ	DHC-8 400	1157 1229	CS-DFC	Falcon 2000	1210 1410(22)
G-FIBS	Squirrel	1254 1601	EI-DPA	Boeing 737/800	1300 1331
G-JMTT	PA-28R Arrow	1307 1631	84-0086	C.21A Lear Jet	1315 1426
G-WOWB	DHC-8 300	1337 1412	G-DBCA	Airbus 319	1349 1518
G-JECI	DHC-8 400	1356 1439	G-JECJ	DHC-8 400	1515 1554
PH-OFB	Fokker 100	1551 1727	G-CCPW	Jetstream 31	1719 1755
G-DBCA	Airbus 319	1744 1855	G-JECM	DHC-8 400	1846 1931
G-CLCG	King Air 200	1858 1928	G-BYAL	Boeing 757	1902 1129(22)
G-JECI	DHC-8 400	1926 2021	G-WOWA	DHC-8 300	1938 2008
PH-KLI	Fokker 100	2103 0615(22)	G-DBCD	Airbus 319	2126 0725(22)
EI-DCP	Boeing 737/800	2239 0728(22)			

22 Wednesday

OY-FFB	C.500 Citation 1	0736 0758	G-JEDK	DHC-8 400	0739 0832
G-PALJ	Jetstream 31	0824 0853	G-JEDT	DHC-8 400	0837 0919
G-WOWD	DHC-8 300	0842 0909	PH-OFL	Fokker 100	0938 1041
G-SFCJ	C.525 Citationjet	0957 1038	G-DBCD	Airbus 319	0959 1058
EI-DCV	Boeing 737/800	1024 1103	G-BZTG	PA-34 Seneca	1113 1550
EI-REF	ATR.72/200	1133 1223	G-JEDN	DHC-8 400	1144 1221

N132CK	Cessna 421A	1219	n/s+	EI-DLD	Boeing 737/800	1251	1333
G-WOWA	DHC-8 300	1343	1420	G-DBCD	Airbus 319	1357	1518
G-BBXL	Cessna 310Q	1359	1558	P4-LJG	C.750 Citation X	1403	1916
G-JEDW	DHC-8 400	1407	1445	N228TM	Hawker 800XP	1440	1508
G-JEDN	DHC-8 400	1504	1544	EI-RED	ATR.72/200	1538	1613
PH-KLE	Fokker 100	1555	1707	G-DOLY	Cessna T.303	1657	1217(23)
G-USTS	Agusta A.109A	1704	1718	G-PLAJ	Jetstream 31	1709	1752
G-DBCD	Airbus 319	1754	1846	OY-FFB	C.500 Citation 1	1823	0922(23)
G-JECH	DHC-8 400	1853	1929	G-JEDW	DHC-8 400	1922	2009
G-WOWE	DHC-8 300	1937	2011	G-BYAL	Boeing 757	2016	2135
PH-KLG	Fokker 100	2108	0614	G-DBCD	Airbus 319	2123	0727(23)
EI-DLV	Boeing 737/800	2201	2235				

23 Thursday

G-JEDW	DHC-8 400	0745	0820	G-JEDT	DHC-8 400	0808	0851
G-PLAJ	Jetstream 31	0818	0854	G-WOWD	DHC-8 300	0832	0905
N660WB	Pilatus PC-12	0930	0954	PH-KLI	Fokker 100	0953	1045
G-DBCD	Airbus 319	0956	1105	EI-DCP	Boeing 737/800	1016	1054
G-SFCJ	C.525 Citationjet	1024	1643	G-JECJ	DHC-8 400	1145	1221
N660WB	Pilatus PC-12	1231	1429	F-GYRB	Falcon 900EX	1249	1651
EI-DPA	Boeing 737/800	1251	1331	G-BMDK	PA-34 Seneca	1307	1405
EC-INZ	Airbus 320	1327	1451	G-IPAL	C.550 Citation XL	1339	1413
G-WOWE	DHC-8 300	1347	1422	G-DBCD	Airbus 319	1400	1516
G-JECL	DHC-8 400	1407	1444	G-JECJ	DHC-8 400	1506	1545
PH-OFI	Fokker 100	1600	1717	N13470	Cessna 172S	1605	1043(02)
CS-DFG	Falcon 2000EX	1729	0925(24)	G-PLAJ	Jetstream 31	1735	1816
G-DBCD	Airbus 319	1743	1857	G-JECH	DHC-8 400	1853	1931
G-FRYI	King Air 200	1921	1937	G-WOWB	DHC-8 300	1934	2009
G-JECL	DHC-8 400	1945	2015	PH-OFL	Fokker 100	2108	0624(24)
G-DBCD	Airbus 319	2131	0705(24)	EI-DCP	Boeing 737/800	2157	2233

24 Friday

G-JEDK	DHC-8 400	0747	0834	G-JECM	DHC-8 400	0801	0849
G-WOWA	DHC-8 400	0829	0901	G-CCPW	Jetstream 31	0832	0903
G-DBCD	Airbus 319	0944	1054	PH-OFB	Fokker 100	0953	1100
EI-DHC	Boeing 737/800	1035	1127	G-CDZH	Boeing 737/800	1058	1301
EI-REF	ATR.72/200	1133	1231	G-JEDI	DHC-8 400	1145	1227
G-DBCD	Airbus 319	1338	1510	G-WOWB	DHC-8 300	1346	1421
EI-DCX	Boeing 737/800	1353	1430	CS-DLA	Falcon 900	1405	1603
G-JEDW	DHC-8 400	1425	1512	G-JEDI	DHC-8 400	1520	1558
EI-REA	ATR.72/200	1523	1609	CS-DXD	C.560 Citation XLS	1547	1650
PH-OFA	Fokker 100	1610	1717	D-CSAL	SA.227T Metroliner	1723	1801
G-DBCD	Airbus 319	1738	1840	G-JEBD	BAe 146/300	1904	1950
G-WOWD	DHC-8 300	1926	2009	G-JEDW	DHC-8 400	1946	2026
PH-OFA	Fokker 100	2110	0623(25)	G-DBCE	Airbus 319	2143	1851(26)
EI-DPB	Boeing 737/800	2151	2236	G-CDZH	Boeing 737/800	2234	2330

25 Saturday

G-JEDK	DHC-8 400	0752	0834	G-JECM	DHC-8 400	0804	0853
G-WOWD	DHC-8 300	0936	1015	PH-OFD	Fokker 100	0939	1034
G-ONAL	King Air 200	1003	1046	EI-DLZ	Boeing 737/800	1008	1052
G-PLAJ	Jetstream 31	1251	1322	G-JECK	DHC-8 400	1332	1405
G-BYAJ	Boeing 757	1458	1622	PH-OFG	Fokker 100	1554	1659
EI-CSR	Boeing 737/800	1601	1649	G-JECK	DHC-8 400	1623	1716
G-SFCJ	C.525 Citationjet	1803	1842	G-ONAL	King Air 200	1921	1939
PH-KLE	Fokker 100	2101	0612(26)				

26 Sunday

CS-DNS	Flacon 2000	0757	1011	PH-OFA	Fokker 100	0947	1043
CS-DXD	C.560 Citation XLS	1046	1225	G-MIDL	Airbus 321	1106	1153

G-JEDI	DHC-8 400	1128 1208	EI-CSR	Boeing 737/800	1255 1335
EI-REA	ATR.72/200	1323 1410	G-JECL	DHC-8 400	1404 1438
EI-REI	ATR.72/200	1412 1505	G-JEDI	DHC-8 400	1459 1546
G-PLAJ	Jetstream 31	1534 1609	G-RNCH	PA-28 Warrior	1537 1551
PH-KLG	Fokker 100	1605 1701	G-JIVE	Hughes 369E	1628 1704
G-JEDL	DHC-8 400	1910 1943	CS-DFD	Falcon 2000	1925 0907(27)
G-WOWD	DHC-8 300	1927 2009	G-JEDW	DHC-8 400	1947 2015
PH-OFA	Fokker 100	2112 0620(27)	G-DBCE	Airbus 319	2134 0710(27)
EI-DCP	Boeing 737/800	2210 2259			

27 Monday

G-JEDW	DHC-8 400	0754 0831	G-JEDT	DHC-8 400	0807 0859
G-PLAJ	Jetstream 31	0822 0853	G-WOWB	DHC-8 300	0825 0902
D-IOWA	C.525 Citationjet	0856 1345	G-FIBS	Squirrel	0920 1058(28)
PH-KLG	Fokker 100	0930 1042	G-DBCE	Airbus 319	0958 1110
EI-DLD	Boeing 737/800	1013 1059	EI-REG	ATR.72/200	1133 1231
G-JECJ	DHC-8 400	1139 1217	CS-DFK	Falcon 2000EX	1224 1111(28)
EI-DHE	Boeing 737/800	1307 1401	G-RCEJ	Hawker 800B	1338 1503
G-WOWD	DHC-8 300	1343 1416	CS-DLB	Falcon 2000EX	1346 1253(28)
G-DBCI	Airbus 319	1350 1510	G-KALS	Challenger-300	1353 1639
G-JEDV	DHC-8 400	1359 1437	G-JECJ	DHC-8 400	1505 1556
EI-BYO	ATR.42/300	1517 1609	PH-OFA	Fokker 100	1600 1701
G-BFMH	Cessna 177B	1607 <u>Res.</u>	G-PLAJ	Jetstream 31	1710 1758
G-TKNT	Agusta A.109A	1718 0800(28)	G-DBCI	Airbus 319	1749 1844
G-FSEU	King Air 200	1756 0807(28)	G-JECM	DHC-8 400	1846 1924
G-JEDV	DHC-8 400	1927 1955	G-RHUM	ATR.42/300	1937 2007
PH-OFE	Fokker 100	2101 0612(28)	G-DBCD	Airbus 319	2122 0705(28)
EI-DLD	Boeing 737/800	2201 2229			

28 Tuesday

G-JEDV	DHC-8 400	0743 0831	G-PLAJ	Jetstream 31	0820 0851
G-WOWB	DHC-8 300	0829 0858	G-CFSA	PA-44 Seminole	0908 1113
G-JEBD	BAe 146/300	0932 1009	G-DBCD	Airbus 319	0935 1101
PH-OFF	Fokker 100	0941 1046	EI-DLS	Boeing 737/800	1023 1103
G-JECI	DHC-8 400	1137 1213	EI-DPB	Boeing 737/800	1249 1325
G-DBCD	Airbus 319	1351 1604	G-JECO	DHC-8 400	1401 1446
G-RHUM	ATR.42/300	1411 1453	G-FIBS	Squirrel	1430 n/s+
G-JECI	DHC-8 400	1519 1554	PH-OFJ	Fokker 100	1537 1702
G-FSEU	King Air 200	1637 1724	G-PLAJ	Jetstream 31	1713 1811
G-MIDL	Airbus 321	1738 1854	G-JEDL	DHC-8 400	1921 1955
G-JECO	DHC-8 400	1925 2014	G-WOWC	DHC-8 300	1927 2003
PH-OFL	Fokker 100	2107 0607(29)	G-DBCD	Airbus 319	2127 0700(29)
EI-DLS	Boeing 737/800	2213 2243			

29 Wednesday

G-JEDW	DHC-8 400	0755 0837	G-JEDL	DHC-8 400	0813 0853
G-PLAJ	Jetstream 31	0817 0848	G-RHUM	ATR.42/300	0834 0905
G-DBCD	Airbus 319	0929 1053	PH-OFB	Fokker 100	0934 1039
EI-DCZ	Boeing 737/800	1021 1055	G-CDZM	Boeing 737/800	1042 1137
EI-REG	ATR.72/200	1112 1209	G-JIVE	Hughes 369E	1139 1348
G-JECJ	DHC-8 400	1146 1222	EI-DCZ	Boeing 737/800	1253 1322
G-DBCD	Airbus 319	1334 1517	G-WOWC	DHC-8 300	1339 1412
G-JEDI	DHC-8 400	1410 1444	G-JECJ	DHC-8 400	1530 1615
ZG844	BN.2T Islander	1540 1633	EI-BYO	ATR.42/300	1546 1624
PH-OFB	Fokker 100	1604 1703	G-PLAJ	Jetstream 31	1721 1801
G-DBCD	Airbus 319	1742 1844	G-JEDL	DHC-8 400	1904 1938
N66DN	Lear Jet 45	1920 0911(30)	G-JEDI	DHC-8 400	1923 1952
G-WOWB	DHC-8 300	1933 2008	G-CDZM	Boeing 737/800	2048 2155
PH-OFE	Fokker 100	2103 0625(30)	G-DBCD	Airbus 319	208 0703(30)

EI-DCZ Boeing 737/800 2159 2231

30 Thursday

G-JEDT	DHC-8 400	0804 0847	G-PLAJ	Jetstream 31	0813 0849
G-RHUM	ATR.42/300	0828 0903	G-JEDW	DHC-8 400	0901 0936
G-DBCD	Airbus 319	0924 1110	PH-OFL	Fokker 100	0953 1044
EI-DAZ	Boeing 737/800	1026 1105	N58HK	Citation Bravo	1108 1322
G-JEDU	DHC-8 400	1146 1229	EI-DPB	Boeing 737/800	1320 1354
G-DBCD	Airbus 319	1334 1537	G-WOWB	DHC-8 300	1336 1410
EC-INZ	Airbus 320	1344 1509	G-JEDW	DHC-8 400	1427 1506
G-JEDU	DHC-8 400	1531 1610	PH-OFL	Fokker 100	1601 1707
G-ONAL	King Air 200	1705 0606(01)	G-PLAJ	Jetstream 31	1718 1757
G-DBCD	Airbus 319	1758 1853	G-JECP	DHC-8 400	1849 1930
F-GGVG	Merlin IIIB	1904 1757(02)	G-JEDW	DHC-8 400	1925 2000
G-WOWC	DHC-8 300	1932 2006	PH-OFH	Fokker 100	2058 0624(01)
G-DBCD	Airbus 319	2151 0704(01)	EI-DAZ	Boeing 737/800	2236 2313
G-BRIG	Boeing 767/200	2310 0820(01)			

OVERSHOOTS

1/11 G-SYPS MD-902("Police 33", 1047 & 1647); ZF144 Tucano("LOP 80", 1041);
G-RAFO King Air 200("Cranwell 60", 1342); G-RAFP King Air 200("Cranwell 04", 1440);
ZF417 Tucano("LOP 73", 1533)

3/11 ZF291 Tucano("LOP 93", 0848)

6/11 ZK450 King Air 200("Cranwell 04", 1430); G-BZTG PA-34 Seneca(1448)

7/11 ZB831 Tornado("Everest 1", 1528)

8/11 XX278 Hawk("Javelin 98", 1046); ZK453 King Air 200("Cranwell 79", 1333)
G-BZTG PA-34 Seneca(1717)

9/11 ZH882 Hercules("Ascot 525", 1030); ZK451 King Air 200("Cranwell 65", 1202)

12/11 "Polecat", Formation of 3 Hawks, low flypast 1230 enroute Leeming

13/11 ZF379 Tucano("LOP 80", 2120)

14/11 ZH883 Hercules("Ascot 521", 1031); ZK452 King Air 200("Cranwell 77", 1150)
G-BZTG PA-34 Seneca(1217); ZH883 Hercules("Ascot 522", 1424)

15/11 G-RAFO King Air 200("Cranwell 63", 1414)

16/11 ZH883 Hercules("Ascot 520", 0949)

20/11 ZK452 King Air 200("Cranwell 64", 1114)

21/11 ZK452 King Air 200("Cranwell 64", 1029)

22/11 ZK454 King Air 200("Cranwell 64", 1011); ZK451 King Air 200("Cranwell 63", 1447)

23/11 ZK451 King Air 200("Cranwell 74", 1130)

24/11 XX351 Hawk("Javelin 98", 1310)

27/11 ZK450 King Air 200("Cranwell 72", 1211); ZK451 King Air 200("Cranwell 01", 1441);
ZK454 King Air 200("Cranwell 78", 1553)

28/11 ZH888 Hercules("Ascot 521", 1142); ZK453 King Air 200("Cranwell 04", 1439);
G-RAFP King Air 200("Cranwell 69", 1450)

29/11 ZK454 King Air 200("Cranwell 61", 1522); XX329 Hawk("Jasper 1", 1612)

30/11 ZK451 King Air 200("Cranwell 67", 1519)

MOVEMENTS REVIEW: November 2006

Airlines. Air Southwest utilised Air Atlantic ATR.42 G-RHUM on a few of their flights towards the end of the month. **Eastern Airways** latest Jetstream 41 G-MAJY paid its' first visit on 3/11 when it arrived on the late flight from Aberdeen and operating the **Flybe** Aberdeen flight on 14/11 was Dash 8 G-JECP also on its first visit. **Manx 2** provided a couple of interesting visitors in the form of Metroliners of Kiel Air, D-CNAG on 16/11 and D-CSAL on 24/11. As with other flights the call sign prefix used is that of the owners of the aircraft, the German company calling "Kiel Air", LET 410 HA-YFG calling "Base" while the regular Jetstreams G-CCPW and G-PLAJ use "Vannin". **Ryanair** have commenced a new batch of 737/800s with EI-DPA first visiting on 21/11 and EI-DPB on the 24th.

Thomsonfly Boeing 767/300 G-OBYJ arrived from Phuket via Al Ain, in the United Arab Emirates in the early hours of 3/11 and this aircraft was then used on a P & O charter to Bridgetown, Barbados later in the day. In between these flights 767/200 G-BYAB arrived from Luton("TOM 9004") with a

new crew for 'YJ, as well as bringing some luggage bins, before positioning to Manchester("TOM 9008"). G-OBYJ operated the return flight from Bridgetown on 18/11, this time positioning out to Birmingham as "Thomson 9752". On the 30th 767/200 G-BRIG positioned from Gatwick in preparation for a trip to New Orleans via Bangor the following morning. The company 737/800 G-CDZH was on its first visit when it positioned from Luton on the 24th.

Foreign Bizjets. Bombardier Challenger 300 HB-JEC of AT Airtaxi kicks off this section, arriving from Basle/Mulhouse on the 1st and, after an hour on the ground routing to Blackpool. Another Challenger later in the day was Canadair version EI-IRE of StarAir, Ireland from Malaga to Farnborough. Our annual visit by Falcon 900 N900SJ began when the aircraft arrived from Le Bourget on 2/11 and stayed until 5/11 when it left for Luton. Later the same evening Falcon 2000EX OE-HOT arrived from Rotterdam for a charter to Wien, this aircraft returning from Wien on 4/11 before routing to Graz. It could be the airport got their delivery of Christmas cheer on 8/11 as Scottish and Newcastle Breweries' Citation Ultra VP-CSN visited from Edinburgh to Newcastle closely followed by Bernard Mathew's Citation 2 VP-CBM, f/t Norwich. Another Citation 2, on the 9th was N550BG of Grafair Inc. which arrived from Farnborough for a trip to Angelholm and later the same day Falcon 900EX F-HBOL was logged, f/t Le Bourget. This machine, operated by Bollore SA paid a return visit on 11/11, again f/t Le Bourget and was joined by fellow countryman Citationjet F-HAJD from Le Bourget to Orleans. An early arrival from Stephenville, Newfoundland on the 10th was Challenger N7JM of Life in the World Inc, this aircraft staying until the 13th when it left for Nice. Regular Lear Jet 35A LX-LAR was a very late arrival on the 10th from Budapest and departing to Hahn in the early hours of the next morning. This flight was worthy of note as the call-sign used was "Lion King 3 Ambulance", its previous '2 Ambulance presumably now being used by the companies newest acquisition Lear Jet 35A LX-TWO and LX-ONE retaining '1 Ambulance.

DFS Furniture have acquired a new Beechjet 400A N719EL and this aircraft paid its first visit on 12/11 when it routed from East Midlands to Gamston. 'EL returned on the 14th, this time from Northolt to East Midlands. Lear Jet 60 EI-REX("Highflyer 60A") was noted on the 13th, arriving from Manchester it stayed with Multiflight until 15/11 when it left for Cambridge. On its first visit to LBA was Gulfstream 4 N100HG of Harbour Group Industries, which arrived from Teterboro' on 15/11, staying until 17/11 when it left for Luton. The 16th saw Gloucester based Citation X N750GF arrive from its home for an overnight stay and onward trip to Edinburgh and similar type P4-LJG was noted on 22/11, from Dublin to Luton. Citation 2 D-CHEP of HCRL Aero Vernietungsgesellschaft(!) was then active for a couple of days, 16/11("Caroluss 1270/126A", Dusseldorf – Amsterdam and Amsterdam – n/s – Manchester, "Caroluss 1269/161F"). Arriving from Dublin("Caroluss 161F") on 19/11 the aircraft then returned to Dusseldorf("Caroluss 1270"). Vintage Citation 1 N80364 of Farnley Investments Ltd paid a short visit on 20/11, from Weston to Bournemouth and also from Eire was Hawker 800XP N228TM which arrived from Cork. 'TM night stopped before heading home only to return on the 22nd and this time route to Roskilde. Also on the 22nd we had another Citation 1, OY-FFB("Karlogg 122A/1221, Belfast International – Basle/Mulhouse and Basle/Mulhouse – n/s- Roskilde as "Karlogg 1222/1224"). Falcon 900EX F-GYRB("Dassault 19") dropped in on the 23rd while routing from Birmingham to Edinburgh. Brand new Citationjet D-IOWA visited on 27/11, f/t Donaueschingen and as this is where former regular D-ISWA was based it would appear to be a replacement for this machine. Citation Bravo N58HK arrived on 30/11, f/t Hawarden on a training detail, however this aircraft has now been reregistered G-OMRH for Deeside Aviation.

Our regular Lear Jet 45 N66DN was not noted this month until 13/11 when it arrived from Luton to operate a charter to Geneva and back. There was an anomaly with this flight however as the call-sign used, "Bizjet 1SG" is in fact the call sign of sister ship N66SG, but we are reliably informed that N66DN definitely did the flight. 'DN was also noted on 28/11, arriving from Luton and staying until 30/11 when it left for Farnborough.

Netjets/Europe continue to arrive regularly, with this months selection being(Fraction callsign in brackets):-

2/11	CS-DRM	Hawker 800XPI	From Hawarden('7MK) to Venice('500Q)
3/11	CS-DLA	Falcon 900	From Northolt('159M) to Nice('9FY)
5/11	CS-DRO	Hawker 800XPI	From Venice('826B) to Luton('3NL)

5/11	CS-DRN	Hawker 800XPi	From Munich('173Q), n/s to Basle/Mulhouse('109P)
7/11	CS-DRB	Hawker 800XP	From Nice('1TS) to Isle of Man('5YR)
9/11	CS-DFH	Falcon 900	From Reykjavic('9EW) to Stuttgart('461R)
14/11	CS-DFE	Falcon 2000	From Nice('2RK) to Cologne('2NE)
16/11	CS-DFD	Falcon 2000	From Northolt('514B) to Nice('2FD)
21/11	CS-DFC	Falcon 2000	From Northolt('119Q), n/s to Farnborough('2RK)
23/11	CS-DFG	Falcon 2000EX	From Gatwick('321H), n/s to Milan/Linate('2QP)
24/11	CS-DLA	Falcon 900	From Edinburgh('9FY) to Northolt('119W)
24/11	CS-DXD	C.560 Citation XLS	From Brussels('169A) to Isle of Man('3EU)
26/11	CS-DNS	Falcon 2000	From Antwerp('2MG) to Chalons('2MG)
26/11	CS-DXD	C.560 Citation XLS	From Isle of Man('3EU) to Le Bourget('3EU)
26/11	CS-DFD	Falcon 2000	From Chalons('2FD) to Northolt('054P)
27/11	CS-DFK	Falcon 2000EX	From Stuttgart('941D) to Zurich('210B)
27/11	CS-DLB	Falcon 2000EX	From Milan/Linate('7XM) to Le Bourget('7XM)

British Bizjets. Hangar 8 were quite active this month with their Citationjet G-TBEA visiting on 3/11 ("Hangar 834A", Jersey – Manchester). 'EA also visited on 5/11 ("HGR 885A", Oxford – Jersey) and again on 8/11 ("HGR 888A", Jersey to Manchester), 12/11 ("HGR 889J", Hurn – Jersey). The companies other C.525 G-SFCJ appeared on the 19th ("Hangar 802", Jersey – Gamston), the 22nd ("HGR 805J", f/t Jersey) and 25th ("HGR 898J, Hurn – Jersey). Also on the 3rd Citationjet G-CJAD visited f/t Edinburgh and returned on the 19th when it spent some time with Multiflight, returning home to Edinburgh on 29/11. Goldair Lear Jet 45 G-OLDT ("Goldair 10B/69A") was from Filton to Northolt on the 3rd and finally on this busy day, Citation XL G-PKRG of Parkridge Ltd paid its first visit, when it was from Coventry to Gamston. Hawker 800B G-VIPI of W.S Yeates Ltd. made its first visit of the month on 6/11 when it arrived from Nottingham/East Midlands for an night stop before routing to Palma. This aircraft was also noted on 9/11, f/t Farnborough. On 8/11 Citation XL G-WINA ("Lonex 331W") paid a visit, f/t Stansted and on the 10th Lear Jet 40 G-MOOO ("Neatex 1B/C") was from Jersey to Manchester. This machine returned on the 12th from Hurn to Jersey as "Neatex 1C/D". Also on the 10th Citation 2 G-FIRM, owned by Marshalls of Cambridge, arrived to operate a charter to Nice as "Marshall 6A", making the return journey the following day.

A gap now until 20/11, when the next arrival was Lear Jet 45 G-GMAA ("Gama 143") which positioned from Farnborough to operate a charter to Gdansk early the next morning. Another Lear 45 on the 21st was G-CDSR ("Goldair 22A/B") from Biggin Hill to Heathrow. Arriving from Vaxjo/Kronoberg in Sweden on 23/11 was Citation XL G-IPAL ("Go-Jet 235A"), the aircraft later routing to Dublin while on the 27th Hawker 800B G-RCEJ ("Interflight 127A/P") was from Biggin Hill to Luton. Also on the 27th London Executive's new Challenger 300 G-KALS visited on a training detail f/t Luton as "Lonex 02T".

Foreign GA. A late arrival on 6/11 was Beech 1900C OY-JRI ("Aria Bird 904/904P") which was f/t Le Bourget, departing in the early hours of the 7th. On the 12th Cessna 340A N269PC was a first visitor when it arrived from Morlaix for an overnight stay before returning to France. Skyservice turned up again on 13/11, this time King Air 200 OO-LAC was from and to Brussels with a stop over until 15/11. Metro F-GGVG (Air Lec 226"), another annual arrival, came from Le Bourget on 30/11 for a stop over until 2/12. UK resident aircraft included the regular Baron N64VB, which was from Elstree to Sleaf on the 2nd and 15th and Sleaf to Elstree on 16/11. On 13/11 Seneca N4168D visited from and to Shoreham and Liverpool based PA-31 N250AC was noted on 15/11, Liverpool to Cardiff. The Cessna 421A N132CK arrived from Weston on 22/11 for its' annual protracted stay with Multiflight for maintenance.

The star visitor of this section was L.200D Morava OK-RHJ, which is a new resident on the Isle of Man. The aircraft was returning from the Czech Republic, where it had been on maintenance when the pilot decided he would not make Ronaldsway before dark so diverted in here. Arriving from Stadthohn in Germany late afternoon on the 7th the aircraft stayed overnight and returned home to next day. We had yet another brand new Cessna on delivery, N13470 a 172S arrived from St. Johns, Newfoundland on 23/11 and stayed until 2/12 before routing to Kyritz, Germany. The Sherburn based Cessna T.210N D-EBWS put in another appearance on 10/11 and regular TBM.700 N324JS was from

and to Luton on the 19th. On its' first visit on the 23rd was Pilatus PC-12 N660WB, which visited twice, Waterford to Edinburgh and Edinburgh to Glasgow.

British GA. As ever the most predominant type in this section was the King Air 200. Commencing on the 5th G-CEGP("Cega 505") arrived from Lisbon before heading home to Goodwood. The companies other example G-CEGR arrived from Verona("Cega 894") on 7/11, routing to Sibson("Cega 413") the next morning. London Executive's G-BYCP was noted on the 7th("Lonex 315C", Luton – Aberdeen) and again on the 15th("Lonex 349Y", f/t Luton). Moving to the 11th and G-ORJA ("Clifton 03") was logged, f/t Bristol while the company's other example G-FSEU("Clifton 61") was from Le Bourget to Oxford on 28/11. A brand new registered Be.200, G-CLCG("Gama 040") arrived from Farnborough on 20/11 and after night stopping departed to Newquay, making the return flight that evening. Now for this month's quiz question, Northern Aviation have adopted the call-sign "Goose Pool(GPO)", first noted on 25/11 when their King Air G-ONAL arrived from Teesside as "GPO 16" for a charter to Plymouth and back. WHY? While on the subject of Northern, their "new" PA-44 Seminole G-CFSA visited for the first time on 27/11, f/t Teesside. PA-31 G-GLTT("Air Time 424/425") visited on the 2nd from Southampton to Newquay and Bournemouth to Jersey on 17/11 as "Airtime 24P/437"). Similar type G-ONPA was from Gloucester to Newcastle on the 8th and London Executive's example G-MRMR ("Lonex 375M") was logged on 17/11, F/T Luton. Air Medical PA-34 G-BMDK("Air Med 053") was noted on 11/11, from Oxford to Edinburgh and on 23/11 as "Air Med 057" from Oxford to Epinal while another of the type G-OOON("Synergie 101") was from Jersey to Fair Oaks on 19/11. Former resident Cessna 310Q G-BBXL paid a visit on 22/11, f/t Belfast International and the same day Cessna T.303 G-DOLY was also logged f/t Biggin Hill.

Among the singles of note, PA-28R G-CBEE visited from Biggin Hill to Norwich on the 1st with similar type G-OARA was f/t White Waltham on 4/11 and vintage version G-AXCA from Cumbernauld on 17/11. There was another of the type noted on 21/11, G-JMTT f/t Andrewsfield. Commander 114 G-OECM arrived from Carlisle on 16/11 for maintenance with Multiflight until the 26th, with PA-28 G-RNCH acting as crew ferry.

Helicopters. Agusta A.109A N109TF arrived from Brighton on 4/11 with passengers to watch the Bradford City v Brighton match, routing to a private site near Shoreham in the evening. The Dauphin VP-BUL arrived from Stansted once again for attention by Multiflight on 15/11, remaining with the until them 18th. Also on the 15th we had our inevitable Irish visitor, Agusta A.109E EI-HHH arrived from a private site near Sherburn before heading home to Kings Court in Eire.

East Midlands Helicopter Twin Squirrel G-EMHH("Costock 5") was in evidence on the 2nd from and to its base at Costock. On the 3rd Twin Squirrel G-VONH ("Premier 14") visited f/t Cranfield and another of the type G-OTSP ("Omega 37") arrived for a refuel on 4/11, f/t Cleckheaton near Bradford. The Twin Squirrel G-NTWK("Osprey 63"), which had been based for patrols of the local railway network since 30/10, finally left for Coventry on 11/11. Long Ranger G-LILA called for a refuel on 14/11 while routing from its base near Edinburgh to Manston. Agusta A.109A G-USTS made a brief stop on 22/11 while heading from Clay Cross to a site near Teesside and similar type G-TKNT was noted on the 27th from Leycock to Bourn. Finally, Squirrel G-FIBS has been very active this month, however it arrived on the 27th and adjourned to Multiflight for checks and was still there at the end of the month.

Military. We had the pleasure of hosting the USAF this month, with their C.21A 84-0111("Bursa 59") arriving early on the 2nd from Mildenhall before heading to Lakenheath. The following day the aircraft returned from Lakenheath, this time heading to Northolt. Sister ship 84-0086("Jalop 27") appeared on the 21st routing from Mildenhall to Ramstien. Our Saudi friends first appeared this month on 6/11 when C.130H 473("RSAF 909") routed from Gander to Sigonella, this being the return trip from the USA of last month's flight. This month's flight arrived on 14/11, this time operated by 1624("RSAF 910"), arriving from Wejh and routing onwards to Gander on the 16th. Returning direct from Dover AFB, Delaware on 20/11 the aircraft declared an emergency and landed on 3 engines, however it then left on schedule on the 22nd for Prince Sultan Air Base.

British military machines included BAe.125 ZD621("Kittyhawk 13R"), which was from and to Northolt on the 13th. Islander ZG848("Armyair 595") paid a nocturnal visit on 16/11, f/t Belfast International and sister ship ZG844 ("Armyair 595") appeared on the 28th, from Bembridge to Belfast.

Residents. There are a few new residents to welcome this time around, starting with brand new Cessna 172S G-OSPK, which arrived from Oxford on the 1st. The following day Robinson R.44 G-KPSB, registered to K. Sloane and F. Burrows, trading as Heli 2, Batley, arrived from Sywell via Sheffield and has been here since carrying out numerous local flights so can be assumed as resident. Incidentally similar type G-RWEW, which arrived some months ago is still present and has only flown a handful of times since it arrived. Cessna 177B G-BFMH has also moved in and arrived from its' former base at Newcastle on 27/11. A temporary resident is DA-42 Twin Star G-CTCG, which arrived from Sheffield on 9/11 for a month of evaluation by Multiflight, PA-28 G-BFYM acting as crew ferry. Also resident for the time being is PA-28 G-BSER which is standing in for resident AA-5 G-BFXW, the latter being marooned at Fenland having made an emergency landing there earlier in the month and now awaiting a new engine. And finally, Bolkow 105 G-PASG("Special 45") arrived from Gloucester on 12/11 to stand in for the Air Ambulance G-SASH, which went to Gloucester on 13/11, until the 15th.

On the debit side Twin Squirrel G-LNTY left for its' new owners Helix Aviation at Staverton on 13/11, with Jet Ranger G-PSHR arriving with the pilot to collect it. Dauphin G-MLTY, which has been on long term maintenance with Multiflight did an air test on 7/11 and is now back in service, however our other of the type G-OLNT is now u/s having suffered a gear box transmission failure recently. The aircraft was noted parked on the Multiflight West Apron on 7/11 minus its main rotors.

We now continue with the listings of Embraer and Jetstream flights for the month. Just an explanation of how the charts work: across the top is the radio call sign used by each flight, with the last two letters of the aircraft registration which operated the flight on each day of the month (i.e. On 1/11 G-RJXE operated flight 405/406 to and from Edinburgh; however on the next day G-RJXD flew outbound to Edinburgh but was swapped and G-RJXB operated the return trip).

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

	GLASGOW			EDINBURGH				HEATHROW			
	1XV/	2XV/	3XV/	403/	409/	405/	407/	01J/	2LJ/	2LJ/	421/
	1VX	6VX	3VX	404	410	406	408	4JL	8JL	7JL	422
01/11	XE	XD	XD	XD	XE	XE	XE				XE
02/11	XD	XG	XG	XE	XE	XD/XB		XB			XB
03/11	XB	XE	XE	XG		XG	XG				XG
04/11								XG/XH	XE/XI		
05/11			YH				XJ	XI		XI	XJ
06/11	YH	cx	XJ	XI	YH	YH/XD		XD			XD
07/11	XD	XI	XI	XI	XD	XD	XD				XD
08/11	XD	XD	XD	XH	XD	XH	XH				XH
09/11	XI	XI	XI	XD	XD	XD	XD				XD/XC
10/11	XH	XH	XH	XC		XC	XC				XC
11/11								XC	XC/XF		
12/11			XH				XJ	XI		XI	XJ
13/11	XH	XH	XH	XF	XH	XF	XF				XF
14/11	XI	XF	XF	XH	XI	XI	XI				XI
15/11	XH	XH	XH	XI	XI	XE	XE				XE
16/11	XE	cx	XE	XH	XH	XI	XI				XI
17/11	XE	XE	XE	XH		XI	XI				XI
18/11								XE	XE/XF		
19/11			XH				XJ	XI		XI	XJ
20/11	XI	XI	XI	XF	XI	XH	XH				XH

21/11	XF	XF	XF	XI	XF	XI	XH												XH
22/11	XI	XF	XF	XH	XI	XI	XI												XI
23/11	XF	XF	XF	XH	XH	XH	XH/YH												YH
24/11	XI	YH	cx	YH		XF	XF												XF
25/11										XF	XF/XB								
26/11			YH				XK			XB/*									
27/11	XA	XA	XA	XI	XA	YH	YH												XK
28/11	XI	XD	XD	XA	XI	XI	XI												YH
29/11	XD	XI	XI	XI	XD	YH	YH												XI
30/11	XI	XI	XI	XD	XI	YH	YH												YH
	1XV/	2XV/	3XV/	403/	409/	405/	407/			01J/	2LJ/	2LJ/							421/
	1VX	6VX	3VX	404	410	406	408			4JL	7JL	8JL							422

	PARIS/LBG			BRUSSELS			OTHER FLIGHTS		
	493/495/	497/		611/	613/	615/	'91— Positioning		
	494	496	498	612	614	616			
01/11	YH	cx	cx	cx	XJ	cx	<u>01/11</u>	YH('9121, t. Aberdeen)	
02/11	XG	XE	XE	XJ	XJ	XJ	<u>01/11</u>	XG('9122, f. Aberdeen)	
03/11	XE	XJ	cx	XJ	cx	XJ/cx	<u>03/11</u>	XB('9151, t. Aberdeen)	
04/11	XJ						<u>03/11</u>	XB('9152, f. Manchester)	
05/11		XH	XH			XI	<u>03/11</u>	XJ('9154, f. Edinburgh)	
06/11	XH	XH	cx	XJ	cx	XH	<u>04/11</u>	YH('341, f. Manchester)	
07/11	XH	XH	XH	XJ	XJ	XJ	<u>04/11</u>	XB('341A, t. Toulouse)	
08/11	XI	XI	XI	XJ	XJ	XJ	<u>06/11</u>	XI('9115/6, t/f Aberdeen)	
09/11	XH	XH	XH	XJ	XJ	XJ	<u>06/11</u>	XJ('9112/4, t/f Aberdeen)	
10/11	XJ	cx	cx	cx	cx	XJ	<u>09/11</u>	XI('9142/3, t/f Glasgow)	
11/11	cx						<u>14/11</u>	XF('9121, t. Aberdeen)	
12/11		XF	cx			XI	<u>14/11</u>	XE('9122, f. Aberdeen)	
13/11	XI	XI	XI	XJ	XJ	XJ	<u>21/11</u>	XI('9121, t. East Midlands)	
14/11	XF	XH	XH	XJ	XJ	XJ	<u>21/11</u>	XI('234, f. Brussels)	
15/11	XE	XI	XI	XJ	XJ	XJ	<u>26/11</u>	XK('9171, f. Manchester)	
16/11	XI	XH	XH	XJ	XJ	XJ	<u>26/11</u>	XJ('9172, t. Aberdeen)	
17/11	XI	XH	XH	XJ	XJ	XJ	<u>28/11</u>	XA('3703, t. Manchester)	
18/11	XJ						<u>28/11</u>	XD('9122, f. Aberdeen)	
19/11		XF	XF			XI			
20/11	XH	XF	XF	XJ	XJ	XJ			
21/11	XH	XH	XI	XJ	XJ	XJ			
22/11	XF	XH	XH	XJ	XJ	XJ			
23/11	XI	XI	XI	XJ	XJ	XJ			
24/11	XF	XI	XI	YH	cx	YH			
25/11	XI								
26/11		XI	XI			XA			
27/11	YH	XI	XI	XK	XK	XK			
28/11	YH	YH	YH	XK	XK	XK			
29/11	YH	XD	XD	XK	XK	XK			
30/11	YH	XD	XD	XK	XK	XK			
	493/495/	497/		611/	613/	615/			
	494	496	498	612/	613/	616			

NOTES. *The mid morning flight f/t Heathrow on 26/11 was operated by A.321 G-MIDL.
On 4/11 EMB145 G-CCYH("Midland 341") diverted into Leeds with a technical fault while routing from Manchester to Toulouse. The passengers transferred to G-RJXB to continue their trip to France while 'YH was towed to Multiflight for repairs, resuming flights on the 6th on the early morning Leeds – Glasgow rotation.

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

	ABERDEEN			SOUTHAMPTON			INVERNESS		
	19Q/ 39Q/	59Q		80D/ 42S/ 84D/			86D/ 81D/	44D/	
	29Q 49Q	99Q		81D 43S 85D			87D 84D	45D	
01/11	JH	JH/JB	JB	JF	JH	JF	JF	JF	
02/11	JB	JB	JB	JF	JB	JL	JL	JF/JI	
03/11	JL	JL	JL/JY	JB	JL	JB	JB	JB	
04/11									
05/11			JB						JB
06/11	JY	JY	JY	cx	cx	JN	JN/cx	JB/JN	
07/11	JY	JY	JY	JP	JY	JP	JP	JP	
08/11	JY	JY	JY/JD	JP	JY	JU	JU	JP	
09/11	JU	JU	JU	JD	JU	JJ	JJ	JD/JJ	
10/11	JJ/JF	JF	JF	JU	JF	JU	JU	JU	
11/11									
12/11			JF						JF
13/11	JU	JU	JY	JF	JU	JB/cx	JU	JF/JB	
14/11	JU	JU	JU	JY	JU	JY	JY	JY	
15/11	JU	JU	JU	JY	JU	JY	JY	JY	
16/11	JU	JU	JU	JY	JU	JY	JY	JY	
17/11	JY	JY	JY	JU	cx	JU	JU	JU	
18/11									
19/11			JY						JY
20/11	*JA	JN/JI	JU	JY	cx	JY	JY	JY	
21/11	JY	JY	JY	JU	cx	JU	JU	JU	
22/11	JU	JO	JO/JI	JY	cx	JY	JY	JY	
23/11	JL	JV	JV	JY	cx	JY	JY	JY	
24/11	JV	JV	JV	JY	cx	JY	JY	JY	
25/11									
26/11			JY						JY
27/11	JV	JV	JV	JY	cx	JY	JY	JY	
28/11	JV	JV	JV	JY		JD	JD	JY/JD	
29/11	JD	JD	JD	JV		JV	JV	JV	
30/11	JV	JV	JV	JD		JD	JD	JD	
	19Q/ 39Q/	59Q/		80D/ 42S/ 84D/			86D/ 81D/	44D/	
	29Q 49Q	99Q		81D 42S 85D			87D 84D	45D	

OTHER FLIGHTS:-

06/11 JP('015P, f. Brussels)
 08/11 JU('036P, f. Durham/Tees)
 08/11 JP('035P, t. Durham Tees)
 13/11 JY('014P, f. Humberside)
 20/11 JN('012P, f. Humberside); JL('15W t. Humberside)
 22/11 JU('031P, t. Hawarden); JO('032P, f. Humberside)
 23/11 JL('043P, t. East Midlands); JV('045P, f. Humberside)

NOTES. *On 20/11G-MAJA operated f/t Aberdeen as 29Q/19Q as G-MAJU was u/s until pm.

NEWS FROM JET 2

First we update the 757 fleet, in fact the ever expanding fleet, **G-LSAF**, the former Turkish machine mentioned last month was last reported at Southend awaiting painting while the company have now registered three further examples acquired from China, **G-LASG**, ex B-2801, **G-LSAH**, ex B-2802 and **G-LSAI**, ex B-2803, however we have no confirmation of these arriving in the country as we go to press. **G-LSAA** positioned to Newcastle as '517P on 18/11 to operated their flight to Tenerife, with G-LSAB positioning from the northeast for another bout of work in Multflight(See below). Followed it so far, well 'LSAA operated Newcastle – Tenerife – LBA with 'LSAE routing LBA – Tenerife –

Newcastle and then covering for 'LSAB until 21/11, while it had attention with Multiflight(I will be asking questions later!) **G-LSAB** which arrived from Manchester for maintenance on 31/10 returned over the Pennines on 3/11 and Leeds based **G-LSAC** came home. **G-LSAC** positioned to Blackpool on 27/11 as "Channex 105P" reappearing on the '224 from Tenerife the following evening. Leeds based **G-LSAE**, which had left on a training detail to Prestwick on 19/10 and promptly disappeared returned on the 2nd, from Manchester as "Channex 265P". However, this aircraft operated outbound to Tenerife as "Channex 917"(A Manchester – Tenerife flight number) and has once again vanished!

Onto the 737 fleet now and **G-CELA** arrived from Newcastle as "Channex 100E" at 0300 on the 25th to spend the day being worked on in Multiflight before heading home that evening. **G-CELB** had an eventful couple of trips to Poland operating the Krakow flight, on 21/11 it had to divert to Katowice resulting in a late return and a week later left at 0855 and this time diverted to Prague resulting in the return trip arriving at Leeds at 0301 the following morning!. Manchester based **G-CELC** was exchanged with **G-CELU** in Amsterdam on 16/11 so the former could have attention with Multiflight until 19/11 when the pair were exchanged back. **G-CELF**, which arrived on 29/10 for maintenance returned to Manchester on 3/11, the exchange being done in Amsterdam with **G-CELK** coming to operate from Leeds until the pair were re-exchanged. **G-CELF** then operated Leeds flights until 25/11 when it left for a major overhaul in Bucharest. Manchester based **G-CELH** was exchanged with **G-CELJ** in Amsterdam on 6/11 with 'LH' spending time with Multiflight until the 9th when they were swapped back. **G-CELK**, which now seems to be Leeds based returned from Manchester, when it had been covering for **G-CELF**, on 26/11. **G-CELS** positioned to Manchester on the 1st to operated from there until 3/11 when it returned home to Leeds. **G-CELZ** arrived from Edinburgh in the early hours of 11/ 11 and spent a couple of days in Multiflight before heading home on the 12th. Finally, **G-CELJ** and **G-CELU** operated charter flights from Leeds to Dublin on 29/11.

To round off the following were at Leeds at the end of the month, **G-CELB**, **G-CELK**, **G-CELS**, **G-CELU**, **G-CELV** and **G-LSAA**, **G-LSAC**, however **G-CELS** has not operated any flights for several days.

Trevor Smith



HELICOPTER ACTIVITY

1/11	G-ETHU	Eurocopter EC.135T	Durham City – Panshanger
	G-MAAX	Long Ranger	Eccup Reservoir, land then local sortie.
2/11	G-VONE	Twin Squirrel	"Premier 11", Brighton - Whitby – Luton
3/11	G-GDSG	Agusta A.109S	Little Staughton – Filey
	N902JW	MD.902 Explorer	Site N/W Sheffield – Windermere
	G-SCOI	Agusta A.109E	Site S/E Durham – Chorley
4/11	G-OMCC	Squirrel	Blackpool – Barnsley – Isle of Man
	YU-HEY	Gazelle	Squires Café(Sherburn) – Darlington Rugby Club
	G-EWAW	Jet Ranger	Stainsby Hall – Squires Café(Sherburn)
	G-VKVK	Squirrel	Wetherby(Hotel) – Newcastle
	G-STNS	Agusta A.109S	Salisbury – Leyburn – Coney Park
	G-BYPA	Twin Squirrel	"Omega 38", Cleckheaton(Bradford) – LBA
5/11	G-PKPK	Schweizer 269C	Louth – Holmfirth
6/11	G-ZBED	Schweizer 269C	Selby – Stream Farm(Sherburn)
7/11	G-GDSG	Agusta A.109S	Skipton – Hemel Hempstead
	G-FEDA	Eurocopter EC.120B	Site nr. Blackpool – Pontefract
8/11	G-FIBS	Squirrel	Knaresborough – Kemble

9/11	G-MGAN	R.44	Cranfield – Ferrybridge
	G-JAKF	R.44	Manchester – Kirkbymoorside
	G-LIMO	Long Ranger	Sheffield – Lincoln Show Ground
	G-CYRS	Long Ranger	Carlisle – Sheffield
10/11	G-CSWL	Long Ranger	Boston – Coney Park
11/11	G-USTS	Agusta A.109S	Richmond – Oxford
	G-GDAV	R.44	Bangor-on-Dee – Sheffield
	G-LOCO	R.44	Hatfield(Doncaster) – Wike(Leeds)
	G-HMPH	Jet Ranger	Sheffield – Emley Moor – Barnsley
13/11	G-FIBS	Squirrel	Knaresborough – Heathrow – Hull
14/11	El-HHH	Agusta A.109E	Holyhead – Site nr. Sherburn(n/s)
15/11	G-STNS	Agusta A.109S	Battersea – Gunnerside
16/11	G-ORDH	Twin Squirrel	York/Acomb(Local flights) – Preston
18/11	N74PM	Agusta A.109A	Whitegate – Skegness
	G-GRND	Agusta A.109S	Cantley Hall(Doncaster) – Battersea
	G-THEL	R.44	Pudsey(Leeds) – Sherburn
	G-IIPT	R.22B	Fishburn – Sheffield
19/11	G-NTWK	Twin Squirrel	"Osprey 63", Wike(Leeds), n/s - Denham
	G-LENI	Twin Squirrel	Harrogate – Gamston(Refuel)
	G-DRIV	R.44	Wetherby – Aintree Race Course
22/11	G-SHRT	R.44	Gamston – Newcastle – Coney Park
	G-USTS	Agusta A.109S	Clitheroe – Nottingham
	G-FIRS	R.22B	Askwith(Ilkley) – Harrogate – LBA
23/11	G-MRMJ	Dauphin	Helmsley – Elstree
	G-BBOR	Jet Ranger	Eye – Site between Ramsgill/Patley Bridge
	G-REGE	R.44	Humberside – Sleaford Hall
25/11	N908W	Sikorsky S.92	Ilmington(Wellesbourne) – Helmsley
26/11	G-WJCJ	Eurocopter EC.155	Cambridge – Bagby – Whitby – Battersea
	G-CCKS	Hughes 369E	Sherburn – Ilkley – Cleckheaton(Bradford)
	G-GSPY	R.44	Sherburn – Huby(Local Flights)
	G-ZELE	Gazelle	Hartlepool – Squires Café with YU-HEY
	G-VIPH	Agusta A.109C	"Rocket 1", Windsor – Coney – Harrogate(n/s)
29/11	G-ONGA	R.44	Elstree – Barton-on-Humber
	G-MDDT	R.44	Durham – Leicester
	G-OAJC	R.44	Turweston – North Grimsby
	G-BUBW	R.22B	Bramhope(Leeds) – Manchester and return
30/11	G-BPRI	Twin Squirrel	Sherburn – Wike(Leeds) - Battersea

Bell 47G G-BFYI has just been registered to new owners at Goathland, while former Sherburn resident Schweizer G-BSVR has moved to Low Catton, near York. Also new in the York area is R.44 G-CBVI, owned by Happy Chopper Ltd. at Upper Poppelton. Jet Ranger G-DNCN has just been reregistered G-PELS and is owned by M.P. May with an address at Ossett, although it is yet to be noted in the area.

On 30/11 Royal Navy Sea King ZD636("Navy 810") paid visits to schools in South Elmsall and Pudsey.

Devonshire Arms(Bolton Abbey):- Hughes 369D N500XV visited on 26/11, from a site near Manchester. Other visitors included:- 1/11 G-EEZA R.44(f. Todmorden); 2/11 G-CBVI R.44, G-JWEB R.44, G-JAKF R.44(t. High King Helicopters, Manchester); 4/11 G-FOFO R.44(f. Gamston); 7/11 G-SBAR R.22B; 19/11 G-BSBW Jet Ranger(t. Wike); 20/11 G-EMHH Twin Squirrel("Costock 5", t. Manchester International); 26/11 G-VKVK Squirrel(f. Sheffield), G-DRIV R.44(t. Blakey Ridge, N.Yorks).

Walton Wood(Pontefract):- Visitors:- 2/11 G-BPLZ Hughes 369HS(f. Pudsey), G-OPCS Hughes 369E; 6/11 G-MAYB R.44(f. South Milford); 10/11 G-TINK R.22B(f. Liverpool), G-IORG R.22B; 21/11 WAGS R.44; 22/11 G-STER Jet Ranger; 27/11 G-ETIM EC.120B(t. Swanton Morley); 29/11 G-CMSN R.22B; 30/11 G-ULES Twin Squirrel.

Trevor Smith



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Jet 2's sixth Boeing 757 the former TC-OGB of Atlas Jet now carries its British registration G-LSAF, but is still parked at Southend. Is it just coincidence the red used on the Atlas Jet tail looks identical to Jet 2's?

In November China Southern Airlines Co Ltd said it has signed an agreement to sell three Boeing 757-200s and two engines to UK-based Dart Group PLC, according to a statement it filed to the Shanghai Stock Exchange.

The company did not provide financial details of the transaction but said it will book pre-tax profit of 297 million yuan from the deal expected to be completed before year-end.

All the aircraft and engines will be delivered to Dart Group before the end of this year, it said.

On the 23rd November the following aircraft were registered by the CAA, supporting the above news.

G-LSAG	757-21B	cn	24014 to Dart Group plc, ex B-2801
G-LSAH	757-21B	cn	24015 to Dart Group plc, ex B-2802
G-LSAI	757-21B	cn	24016 to Dart Group plc, ex B-2803

Atlas Jet Boeing 757, TC-OGH c/n 22688 arrived at Southend on the 19 December from Istanbul. Strong rumours suggest this will be Jet 2's tenth Boeing 757, G-LSAJ.

AIRPORT NEWS

Three of Britain's non-privatised airports, East Midlands, Bournemouth and Humberside, are being considered for sale by owner Manchester Airports Group. Management at the group, made up of 10 local authorities in Greater Manchester, have conducted a secret internal review on the ownership of its regional airports.

Early indications are the three airports will be sold, leaving the group to focus on developing its main asset, Manchester airport. The news will fuel speculation the sale is a prelude to a disposal of Manchester airport itself, seen as one of Britain's most sought-after pieces of infrastructure.

Investment bankers believe Manchester, Britain's third-largest airport and the busiest outside London, could fetch around £2billion but sources say that disposal is unlikely because the councils view the airport as central to the regional economy.

Instead, it is expected East Midlands, Bournemouth and Humberside airports will be sold for up to £500m, which Manchester Airports Group intends to pay back to its shareholders in the form of dividends and to fund more development at Manchester airport.

AIRLINE NEWS

Air Berlin has placed an order for 60 Boeing 737-800s with Blended Winglets. Delivery of the aircraft is scheduled to begin in November 2007.

Bmibaby announced 3 new routes from Birmingham starting with the 2007 summer season, all operated with Boeing 737s as follows:

Faro	Mar 27 Tue/Thu/Sat
Glasgow	Mar 25 3 on weekdays, 1 on Sat, 2 on Sun
Murcia	Mar 25 Mon/Wed/Fri/Sat/Sun

Jet2 will inaugurate non-stop service from Newcastle to London Gatwick on 25 March. The airline will operate 3 flights on weekdays and 1 on weekends.

Lufthansa foreign shareholders now owned more than 45 percent of its stock but it had no plans for a capital increase. In order to retain its operating license under European law and air traffic rights to international destinations outside Europe, an airline's foreign ownership may not exceed 50 percent of the share capital.

The carrier has the right to issue new shares to domestic investors if foreign ownership breaches the 45 percent level. But a Lufthansa spokeswoman said the company had no plans for such a step. The firm was confident that even without counter-measures, the foreign-owned stake would not reach 50 percent.

Singapore Airlines said it had settled with Airbus over A.380 delivery delays and ordered 20 A.320 narrow-body planes worth USD\$1.33 billion for its SilkAir regional airline arm.

The airline also said it planned to lease 19 A330-300s from Airbus and the European plane maker would deliver the first A.380 to its launch customer in October 2007.

Singapore Air on Wednesday also signed an agreement to order nine A.380s, and holds an option for an additional six planes.

Louis Gallois, president and chief executive of Airbus parent EADS, was in Singapore to sign the deal at an official ceremony. "We are very sorry for (the delay) and we are doing our utmost for Singapore Airlines and our esteemed customers," Gallois told a news conference. Although the A.380 has passed months of flight tests in extreme conditions, successive delays mean deliveries are now on average two years behind schedule.

The plane was originally due to enter service with Singapore Airlines this month. Singapore Airlines also said it would take a decision on the purchase of Airbus A.350 aircraft by next month, Airbus chief operating officer John Leahy told a news conference in Singapore on Wednesday.

Virgin Atlantic will start trialling a new plan aimed at cutting aviation emissions by towing aircraft to take-off areas at London airports this month, the airline said.

Some aircraft will be towed closer to the runway before takeoff at Heathrow and Gatwick airports in an effort to cut fuel burn by reducing the time engines are running before takeoff to about 10 minutes. "Towing aircraft from a stand substantially reduces the amount of time they need to taxi with their engines running and reduces the time spent queuing before takeoff," a Virgin spokesman said in a statement.

Trials will take place at Heathrow and Gatwick using Boeing 747-400 planes, with a longer trial expected in the first quarter of 2007. The airports' operator BAA, which is owned by Spain's Ferrovial, and British air traffic control authorities were working with Virgin on the trial.

Virgin was also talking to airports in San Francisco, Los Angeles and New York on similar trials. Billionaire Branson, who owns half the airline (the other half being owned by Singapore Airlines), said earlier this year he would spend all the profits from his airline and rail businesses to combat global warming.

OTHER NEWS

A Chinese airline has calculated that it takes a litre of fuel to flush the toilet at 30,000 feet and is urging passengers to go to the bathroom before they board. As Chinese airlines come under increasing pressure to cut fuel expenditures, China Southern's latest strategy is to encourage passengers "to spend their pennies before boarding the aircraft", Xinhua news agency reported on Thursday.

"The energy used in one flush is enough for an economical car to run at least 10 kilometres," Captain Liu Zhiyuan, who flies regularly between Hangzhou and Beijing, was quoted as saying.

Citing a survey by the company's logistics department, Liu said carrying one kilogram of items such as blankets and pillows by air for one hour uses 0.2 kg of fuel. "This means the blankets and pillows on board the aircraft eat up 60 tonnes of fuel every day. If each seat is loaded with three 450 gram magazines, another 60 tonnes will be consumed," Liu explained.

Another cost-saving technique will keep CNY47 million yuan (USD\$6 million) a year in the airline's coffers, Xinhua said. "The company has asked logistics staff to fill the water tank only 60 percent full." In the first half of the year, the "aggregated loss" of Chinese airlines was estimated at around CNY3 billion (USD\$382 million), Xinhua said.

It may be one problem airline security officials never envisioned — a passenger lighting matches in flight to mask the smell from her flatulence. The woman's actions resulted in an emergency landing in Nashville of an American Airlines flight bound for Dallas from Washington, DC, said Lynne Lowrance, a spokeswoman for Nashville Airport.

Other passengers reported the smell of burnt matches, but the woman was not forthcoming when asked about it. "Of course, she was scared and embarrassed but all the passengers had to disembark, all the luggage had to be searched, a canine team was brought in, and about three hours were consumed in sorting out the situation," she said.

The woman was not allowed back on the flight and barred from flying on American Airlines, Lowrance said. "Since there was no malice involved and the incident was accidental, she was not charged with anything," she said.

Passengers are permitted four books of paper safety matches on a plane but cannot light them during flight, Lowrance said. "I've had calls from people all over the country about this," she said. "And I don't have the answer to this problem."

Who are you sat next to while you're putting your shoes back on after security at the airport? Prince Charles? Well maybe ... he says he's going to skip the convenience of private transport as his sacrifice to help save the planet. Starting in February (no point in rushing these things), Charles reportedly intends to make more use of commercial airlines, trains and bio diesel-powered cars to commute between his various castles and his princely appointments, rather than hop on a private helicopter or bizjet. A spokesman for the prince says he's determined to "reduce our carbon footprint" and will be taking a variety of measures to lighten his considerable environmental load.

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David Wooler

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."

ONE RIGGER'S MEMORIES OF THE ENGLISH ELECTRIC CANBERRA



With the sun bright and the day warm, few clouds about to cause any problems, it was going to be an idyllic

start to a new era at RAF Hemswell in Lincolnshire. Nervously, I stood scanning the far perimeter waiting to perform and execute a duty which I have remembered most vividly ever since. Looking around at this once, war-time bomber base, I pondered at what fascinating stories it could tell of bravery, courage and daring, but my thoughts were short lived when a speck on the distant horizon started a buzz of apprehension and excitement, as someone from the "tower" shouted, telling the crowd of RAF personnel gathered between 2 and 3 hanger, that the first English Electric Canberra jet bomber was about to go into the circuit and land on 06 (to create 109 Canberra squadron).

What we did witness was a complete surprise to everyone, as our new B2 aircraft, in the next few minutes, gave us an enthralling display of skilful flying (which most of us would never have seen before). Having appeared to go into the circuit, the B2 veered away from Hemswell and returned minutes later on a slow, low run in front of the "tower" and as the cheers died down, it went away to return yet again at a shattering rate of knots, startling everybody, as we observed its fast, very low "beat-up" of the 'drome, and then climb dramatically away.

Departed weeks before were the old, but trusted Mosquitoes, with their noisy Merlin engines (a unique sound I will never forget) and for one who "kept 'em flying" (sometimes with great difficulties), I will always remember De Havilland's "wooden wonder" giving outstanding service right to the very end with 109 squadron.

This exciting day in the early 1950s, for me, and many other airmen, was the arrival of the jet age. Occasionally jets of the day had "dropped in" (Vampires, Meteors etc.) but none compared to the magnificent sight of a spanking, brand new, gleaming black and silver-grey, "whistling" Canberra.

Having known for a while of its impending loss to the RAF, it was still disappointing to read that the Canberra, a record-breaking fighter/bomber, has been made redundant and the only survivor, 39 Squadron at Marham, has also now been "disbanded."

So with that news and the excellent picture of a Canberra in flight, taken by our "Chair", it made me think of my long affiliation with this aeroplane. I am not going to write an article about the successes or the technicalities of this magnificent British aircraft, but as I sat back and pondered, I thought that maybe a few stories and anecdotes of my own personal involvement and association with this aeroplane, on and off over the years, right through to the final phase, might be of interest.

To all who read this, it is just a few lines of one "rigger's" memories and connections with this front line aeroplane in the early 50s, which had then much of the new technology of the British aviation world - recalling that the jet engine had arrived and this aircraft was at the forefront.

Meeting the "main man", Teddy Petter, twice; not the most affable of men, but then he was renowned not as a personality but as a brilliant designer and innovator of jet aeroplanes, including the Midge/Gnat and the Lightning. "Do I know you," I remember him asking bluntly, but as I stammered to give him a reply, he looked elsewhere and drifted away. Years later when I had worked on the Canberra in many situations from cold, snowy, wet dispersals, to major service work in the hangar, I had my second meeting with Mr. Petter when he visited the squadron, interestingly asking ground-crew service personnel questions about his creation, which this time were more of a technical nature and in which we all received thanks.

"Tempest," screeched Chiefy, "Seeing as you appear to enjoy marshalling and did just that with the last Mossy, you can have the honour of greeting and "parking" our new Canberra." As I spluttered and thanked him, I remember he turned again and gave me the order to tidy myself up. "Get them shoes cleaned, go to the stores and find a new pair of overalls and make yourself look presentable, so as nobody will recognise you" - and with a few expletives and other damning remarks, causing my so-called fellow ground-crew mates to enjoy a good laugh, he walked away.

I felt very proud as I watched this new aeroplane making its way around the peri-track, to where I was standing. The station was now quiet after being very busy and chaotic all morning, with anyone who could shout and give an order, doing so. I waited nervously to do my part in the day's special occasion, my hands were sweaty as I prepared, with a brand-new set of bright marshalling "bats", to welcome this magnificent B2 Canberra for the very first time.

One or two of the 109 Squadron personnel had been on B2 courses. I somehow had managed two; one was to join 617 "Dambuster" Squadron at Binbrook (which was very special and is a story in itself). Enjoying every minute of my secondment there, my first impression was I remember the feeling of eliteness, thinking at the time that they were still living with the "Dams" bravery and success, and as one moved around there was something unexplainable about this highly decorated squadron, with all the artefacts, pictures and "pride" that everyone concerned still felt after the many years of heroics this top bombing squadron had achieved with the "Dams" (and much more).

Being a rigger, you could be asked by the pilot, when your servicing task on his aircraft had finished, to go on test with him. One of my early Canberra flights was under such an arrangement. "Confident about the job, Tempest," our squadron's "Cheerful Charlie" pilot asked me. "Completely, sir" I nonchalantly replied. "Then grab a 'chute and I will see you later." And so followed a flight to remember, not a "round the bay and back in time for tea" air test, but what turned out to be but a wonderful memory. My pilot that day was a gung-ho Canadian, who still apparently lived in WW2 and as one who loved to hear the "old" aircrews talk of war-time exploits into Europe, this particular flier was excellent, with many stories about the excitement of flying special, daring, clandestine raids into the heart of enemy occupied Europe.

As I sat nervously at his side, feeling much trepidation and awe (on not the most comfortable of seats), I looked around this magnificent twin-jet plane as we waited to go. Laughing heartily he told me of this special low-level flight we were about to start and this would be, he guaranteed, "the flight I would always remember" (and how right he was - a memory forever to be retained by yours truly). With the steady vibration of the Avon engines, I looked towards the "caravan" for a green, then this larger than life Canadian, with shouts and yells like the charging Indians of the Wild West, released 945, to hurtle explosively down runway 06. "Watch our speed increase very rapidly," my pilot shouted, as the Canberra rotated and I observed the instruments. It was unbelievable. Climbing fast and furious into the grey, threatening skies, the needle moved steadily up and up and in no time we were screaming towards North Yorkshire. Was this all real? I was just mesmerised, and felt highly excited and thrilled that as an 18-year-old (who only months before had been mundanely working on a Leeds newspaper), I was now flying in one of the world's most up-to-date jet bombers with a man living the past. As the flight progressed, his magnificent skills astounded me as we negotiated valleys and dales, which left me fearsome and silent at our very low level "exercise" flying (my thoughts swirling with elation, maybe we were about to bomb a Nazi major objective again!).

Considering some of my previous flights had been in a Tiger Moth, De Havilland Rapide, DC3 and a Yeadon-built Anson, it was somewhat of an eye-opener, to say the least - but never to be forgotten! Also never-to-be-forgotten was the fact that I wasn't strapped into an ejector seat - but I did have a parachute!

Typing this article as I go along, reflecting on the numerous stories I am able to recollect, maybe this time I should just tell of the happy, proud and exciting occasions - not when witnessing crashes, and on some instances, tragedy.

Working on a distant dispersal, hardly used for many years, unfortunately had its problems and hardships. One being the severity of the wind and rain at times, another being inadequate heating for the crew-room and poor lavatorial plumbing at our WW2 dispersal site, but the main concern was that the battered old "Sally" van didn't make it most days (as we were always the last call). Lacking a good cup of tea and a "wad" brought the ranks to near rebellion. So it was decided that as we had a Rolls-Royce-trained fitter and many more assortment of "motor mechanics" available, and as the RAF had vans of the same type as the offending Salvation Army vehicle (and a promise from the "Sally" staff to make 109 its first call in the future), one weekend we stripped out the engine, gearbox and axle, etc., "borrowed" parts from our M.T. section stores and, as they would say in modern-day parlance - jobs a good 'n!

With nine new planes virtually flying every day, we also unfortunately had a "runt" (if that's what you could call a new, poor-performing jet). It took many months before this Canberra was "removed" so in between times, when a part was unavailable, Chiefy would order the removal of a "wanted" component from this "runt". Other ways of getting a part was to "raid" another squadron's stores at another airfield - Scampton and Binbrook were easy targets.

On one such occasion we "acquired" a pair of drop tanks (which had been ordered especially for a squadron leader's aircraft at Scampton) but 109 also required tanks for our squadron leader's aircraft (why these aircraft needed them to fly in the Queen's Birthday parade flight was unknown) but an early-morning raiding party succeeded, albeit with confrontation and a degree of "argy-bargy" - but seeing as I had a vested interest in our leader's plane getting a pair (I was flying with him) my endeavours, to put it mildly, were a little hostile!

The above said flight was another eye-opener for yours truly. 109's eight aircraft climbed away from Hemswell's airfield and formed-up high above the Lincolnshire countryside, into a very tight formation (no, a better word would be suicidal). The language was very heavy on four-letter words and I am sure to this day that many wing tips touched. "We are nearing Odiham, Tempest, best lay in the bomb-aimer's position." Not very comfortable for a "big lad" but I got a fantastic view, on a perfect day, of the proceedings taking place below. I also vividly remember my pilot's tongue-in-cheek remark, suggesting that, as we were the lead aircraft, it was up to me, as 109's representative, to salute Her Majesty, as she "did the business" below. So my proud claim to fame is that from high in the skies above RAF Odiham, on behalf of 109 Squadron, I saluted Her Majesty!

Back to my welcoming duties when the new Canberra arrived. Trying to judge when I should take over the roll of "parking" marshal, I waited a few minutes, then raised the "bats", moved forward slightly, but then the pilot saw me and on my signal turned to starboard and kept slowly coming towards me. Moving further back, allowing him to see my instructions (realising now that there was much jubilation and clapping going on), I moved back a little quicker on hearing the pilot tweak the Avon engines. "Stop him there," Chiefy shouted - but the Canberra kept slowly moving. Defiantly I raised my arms as high as I could but he still came slowly forwards and then, with the Perspex nose nudging me, he stopped. Glancing towards the cockpit, I noticed the pilot was laughing. I then signalled to cut engines. No-one was moving to open the cockpit hatch (maybe no-one knew how) so I grabbed nose-wheel chocks and opened the hatch, to be greeted with a smiling test pilot, a raucous "hello" and "good afternoon." Stepping aside as the hierarchy moved in, I stood with the crowd, reflecting that the day had been unbelievably momentous. I remembered feeling very honoured.

Years later, after I had left the RAF and was back in my job as a newspaperman, news came through on the "wire" of the impending war with Argentina over the Falklands. One small news item appeared stating that the "Argies" had a number of Canberras, but their servicing ground-crews were not adequately trained for war and they were looking for trained personnel - a notice board at YEP later announced: "Tempest wanted by the 'Argies' to help service their Canberra aircraft"! I believe they lost two in the conflict.

The chief test pilot of the English Electric company (whom I also met) was Roly Beaumont, a most amiable and friendly man, and I recollect that he was always very interested in our day-to-day

servicing of the Canberra.

Concluding this article of some of my memories with the Canberra, one final thought I have, must be when, as a member of the Canberra Association, we were, a year or two ago, invited to visit and meet 39 Canberra Squadron at Marham. With my daunting thoughts this nostalgic day was going to bring, and realising, as we walked and talked with the ground-crews at the dispersal area, today would be sadly the last time I would be around operational RAF Canberras.

With all Association members quietly watching one of the last surviving Canberra aircraft of the RAF move slowly out from a windy, chilly, dispersal at Marham, something we all would never be able to look upon again. As I stood and mused, thinking back to that extraordinary day in the early 50s when I marshalled my first B2, and now to watch, for the last time, an English Electric record-breaking Canberra, slowly move out to the end of the runway.

I turned away, feeling slightly crestfallen - and didn't look back.

Alan Tempest



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FLYING IN THE 1930'S

Members of Air Yorkshire will remember Eric and Cath Humphreys, who were our guest speakers at the May 2006 meeting.

Subsequent to the meeting the Society was asked, by Eric, to help with a research project involving some film footage of private flying in the 1930s in Yorkshire. The film has been transferred onto DVD by the Yorkshire Film Archive and came to us, via Eric, on loan.

There is colour footage interspersed with black and white footage.

The project is essentially to identify: the aircraft, the airfields, the flyers and the year(s) the film was taken.

The task has been enthusiastically tackled by a small group from within the Society fronted by Terry Sykes and ably supported by Jim Stanfield and Roger Petty. The DVD lasts around ten minutes and was shown to the AYAS meeting in September with commentary on the early findings, as at that date, from Terry and Jim.

After several passes on DVD players and laptops at varying speeds, a list of the readable registrations was compiled. Using the list we began delving into the files to determine the type and ownership. There are some rare aircraft on the film and in particular the following are of note:

- G-AACC Blackburn L.1C Bluebird
Retained by Blackburn Aircraft at Brough (Hull) and used for engine tests.
Loaned to the York County Aero Club at Sherburn from 1934 to 1937.
- G-ACZA Avro 643 Cadet
- G-ADEH Avro 638 Club Cadet
York County Aero Club, Sherburn.
- G-EBXS de Havilland 60X Moth c/n 593 registered 24/04/28
Now owned by the York County Aero Club, Sherburn in Elmet from January 1934.
Crashed South Milford 28/04/36.
- G-AEKC BA Swallow II c/n 443 registered 25/06/36
to Yorkshire Aviation Services Country Club Ltd, Newton House, Leeming.
CofA lapsed 10/10/39.
- G-ADLD BA Swallow II c/n 404 registered 02/07/35
to Alexander Monteith of York.
Sold 17/11/37 to Lympne.
- G-AEKI BA Eagle 2 c/n 131 registered 26/06/36
to John Weston Adamson at Leeming.
Re-registered to the Yorkshire Aviation Services Country Club based Leeming 19/09/38
and later moved to York (Clifton).
- G-AAZR de Havilland DH60G Gipsy Moth Coupé floatplane and ski version c/n 1275
Registered 05/30 to the Royal Geographic Society
for use by the British Arctic Air Route Expedition to Greenland.
Damaged in Greenland 21/02/31 and repaired then returned to the UK 08/31.
Last owned by Yorkshire Aviation Services, Leeming from 04/03/35.
Name changed to Yorkshire Aviation Services Country Club (Leeming) 02/12/35,
but later moved to York.
Reported crashed on 10/10/37 and the remains were reported to be at York (Clifton)
until 16/06/51 when the fuselage was used as a bombing display target at
a Festival of Britain Air Display.

Part of the film is taken in Germany and shows German aircraft of the time, with the Swastika clearly visible on some:

- D-AGAV Junkers Ju52-3m fe, c/n 4023
 of the airline Deutsche Lufthansa named "Emil Schaefer" (previously registered D-2526).
 Crashed at Croydon 26/11/37 with 3 killed.
- D-ALAS Junkers Ju52-3m ge, c/n 4035
 of Deutsche Lufthansa named "Heinrich Guntermann" (previously registered D-3049).
- D-APIS Junkers G38 (the Flying Wing) c/n 3802
 of Deutsche Lufthansa. The second of only two of this type built in 1928.
- D-AMIT Junker Ju52-3m, c/n 5060
 of Deutsche Lufthansa and named "Otto v Beaulieu Marconnay".
- D-AQER Junkers JU-86B-O c/n 0011
 which was delivered to Deutsche Lufthansa in 06/36 and named "Inselberg".

In addition G-ADLD (see above) is parked on the airfield near a de Havilland 84 Dragon with its wings folded back.

Some German private flyers are also to be seen flying in England en route to Shoreham, on what we assume is a return visit to the UK. The aircraft are:

- D-EJIK Gerner G IIRc c/n 50 built 1934(?) and
- D-ENGA Gerner G IIRc c/n unknown.

From this research into year built, date registered, date of CofA and crash/disposal date we have been able to build up an accurate picture of the year(s). We currently believe that the film was taken in 1936 and maybe 1937. The film has obviously been cut and edited with titles inserted.

The identities of the flyers and the airfields are proving more complex. We can establish ownership and base airfield for several of the aircraft. Yorkshire Aviation Services was based at both Leeming/Newton House/Londonderry and York/Clifton/Rawcliffe. York County Aero Club was based at Sherburn. So we could well be looking at these airfields. However there is clear footage of a flight over Doncaster Airfield and flying visits to Lympne and Brighthoveworth (which served Brighton/Hove/Worthing and became Shoreham) as well as visits to airfield(s) in Germany e.g. Frankfurt and Rangsdorf, Berlin. There is also a glimpse through a gap in some clouds of York (Clifton) Airfield.

The Internet is proving a useful tool for research. The software WINDVD-4 has enabled us to extract some stills of particular aircraft/people/locations for more detailed consideration. We have made a number of new contacts through internet links and additional facts surface almost daily.

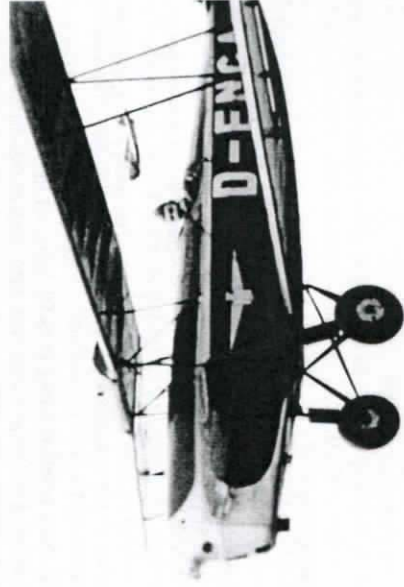
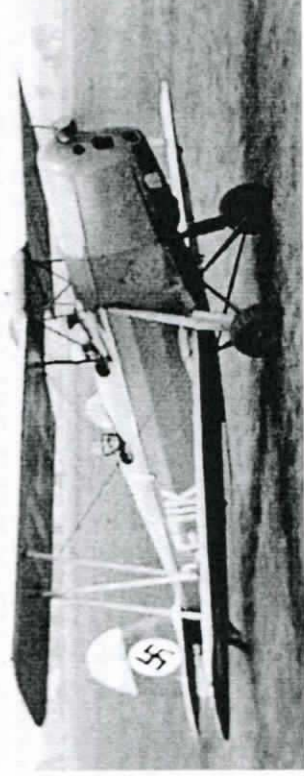
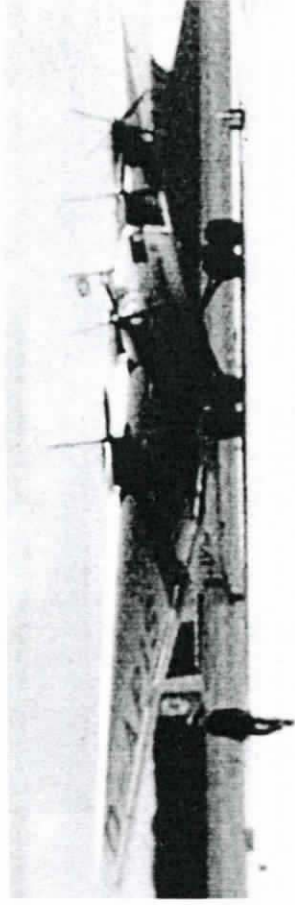
So far we have been surprised by the activity that was taking place at Newton House/Londonderry and Clifton/Rawcliffe in the period 1936 to 1939. Both of these airfields have fascinating pre-WWII histories, but more of that on another occasion.

The research continues. As Terry observed, "It beats spotting".

There is much more to tell so watch this space.

If you should see us in a huddle over café lattes in the Touchdown Café then please come over if you would like to know more, or have something to add.

Jim Stanfield/Terry Sykes





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G-CPEP
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Almeria
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Alan Sinfield



Boeing 737-8AS
EI-DCL
Ryanair
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Boeing 737-7
OM-NGE
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Steve Lord

