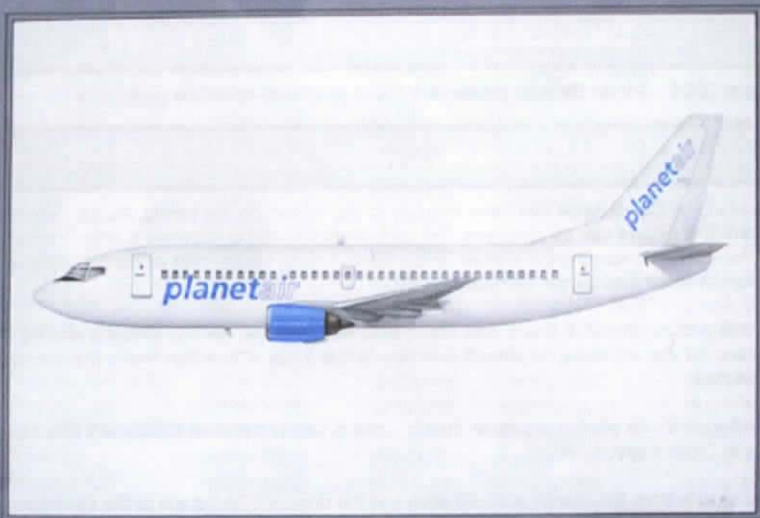




## YORKSHIRES PREMIER AVIATION SOCIETY



£1.75

**VOL 30** Number 7

**JULY 2004**

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

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

01 August 2004 - Adrian Benson presents a photo journal of an airline pilot

## AIR YORKSHIRE AVIATION SOCIETY NEWS

An original drawing by David Bates has been donated to the Society by his family. As *Air Yorkshire* has no fixed base where this picture can be displayed, the committee decided to organise a prize draw amongst all the Society's members, so keeping the picture "in the family", so to speak, with all the proceeds of the draw going to the *Yorkshire Air Ambulance Service Charity*.

What makes this picture unique is that it was commissioned by Planet Air and shows a Boeing 737 in the company colours. As you will know, no aircraft ever flew in this livery. I think that this is the last commission that David accepted.

This is a one-off picture - no prints were taken from it - and is valued between £100 and £120, mounted and framed as it is to David's specification.

Tickets will be on sale from this month at £11.00 each and the draw will take place at the December meeting. Our postal members can obtain tickets from Pauline Valentine at the address shown above. Please make cheques payable to *Air Yorkshire Aviation Society* and if possible enclose a stamped addressed envelope.

If each of our members would buy just one ticket, then we should raise about £160 for the Yorkshire Air Ambulance. If we each buy one ticket each month, then this total could be nearly £1000, so why not increase your chances of owning something unique, as well as helping to keep the ambulance service in the air.

Thank you.

*Cliff Jayne, Acting Chair*

June meeting: Thank you, Terry, for taking us on an enlightening tour of New Zealand. The scenery was beautiful and I think we were all bemused by the absence of traffic. No wonder you enjoy your return visits.

*Sheila Jayne*

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



# MOVEMENTS APRIL 2004

## 01 Thursday

|        |                  |               |        |                |               |
|--------|------------------|---------------|--------|----------------|---------------|
| G-JEDM | DHC-8            | 0808 0851     | G-BXWE | Fokker 100     | 0920 1459     |
| G-CELS | Boeing 737 300   | 0922 1150     | G-MAJB | Jetstream 41   | 0938 1015     |
| PH-OFK | Fokker 100       | 0945 1117     | G-IONA | ATR-42         | 1001 1040     |
| EI-COA | Boeing 737       | 1004 1037     | G-CBCS | Jetstream 31   | 1007 1044     |
| G-RJXK | EMB 135          | 1012 1059     | G-CELD | Boeing 737 300 | 1017 1605     |
| G-BVJC | Fokker 100       | 1020 1113     | G-RJXB | EMB 145        | 1055 1348     |
| N228CX | TBM 700          | 1107 1846(02) | G-CELV | Boeing 737 300 | 1129 1323     |
| G-WINS | PA-32 Cherokee 6 | 1135 1251     | G-MAJB | Jetstream 41   | 1219 1439     |
| G-CELU | Boeing 737 300   | 1228 1340     | EC-GZE | Airbus 320     | 1246 1419     |
| G-OOAP | Airbus 320       | 1307 1430     | G-BRIG | Boeing 767     | 1315 1505     |
| G-RJXK | EMB 135          | 1325 1409     | G-JEDM | DHC-8          | 1344 1443     |
| G-IONA | ATR-42           | 1354 1508     | EI-CJF | Boeing 737     | 1356 1432     |
| PH-OFK | Fokker 100       | 1359 1611     | G-BVJB | Fokker 100     | 1423 1541     |
| G-BYAW | Boeing 757       | 1457 1636     | G-CBCS | Jetstream 31   | 1628 1719     |
| G-RJXB | EMB 145          | 1645 1733     | G-RJXK | EMB 135        | 1653 1742     |
| G-BXWE | Fokker 100       | 1656 1746     | G-MAJB | Jetstream 41   | 1708 1752     |
| G-CELX | Boeing 737 300   | 1711 1809     | G-CELC | Boeing 737 300 | 1717 1830     |
| G-RKJT | PA-46 Malibu     | 1721 0647(02) | G-JEDM | DHC-8          | 1725 1801     |
| G-IONA | ATR-42           | 1729 1805     | G-CELS | Boeing 737 300 | 1746 1838     |
| G-BVJB | Fokker 100       | 1822 1938     | G-CELV | Boeing 737 300 | 1906 0754(02) |
| G-RJGR | Boeing 757       | 1911 0749(02) | EI-CJE | Boeing 737     | 1923 1952     |
| PH-OFB | Fokker 100       | 1936 0625(02) | G-CBCS | Jetstream 31   | 2006 0650(02) |
| G-BXWE | Fokker 100       | 2011 0716(02) | G-CELU | Boeing 737 300 | 2014 0801(02) |
| G-MAJB | Jetstream 41     | 2020 0659(02) | G-IONA | ATR-42         | 2031 0719(02) |
| G-RJXK | EMB 135          | 2039 0707(02) | G-CELS | Boeing 737 300 | 2043 0743(02) |
| G-RJXB | EMB 145          | 2049 0806(02) | G-CELX | Boeing 737 300 | 2054 0846(02) |
| G-CELD | Boeing 737 300   | 2116 0711(02) | G-BVJB | Fokker 100     | 2218 0723(02) |

## 02 Friday

|        |                 |               |        |                |           |
|--------|-----------------|---------------|--------|----------------|-----------|
| G-CELC | Boeing 737 300  | 0035 1122     | G-BXWE | Fokker 100     | 0914 1502 |
| CS-DFC | Falcon 2000     | 0924 1106     | G-MAJB | Jetstream 41   | 0927 1019 |
| G-CELS | Boeing 737 300  | 0938 1140     | G-CBDA | Jetstream 31   | 0942 1046 |
| G-IONA | ATR-42          | 0959 1043     | PH-OFK | Fokker 100     | 1004 1109 |
| EI-CON | Boeing 737      | 1007 1050     | G-BVJB | Fokker 100     | 1010 1111 |
| G-RJXK | EMB 135         | 1016 1057     | G-CELD | Boeing 737 300 | 1020 1137 |
| G-JEDM | DHC-8           | 1026 1102     | EC-ICD | Boeing 737 800 | 1118 1243 |
| EC-HZU | Airbus 320      | 1121 1236     | G-RJXB | EMB 145        | 1210 1343 |
| G-MAJB | Jetstream 41    | 1232 1439     | G-CELU | Boeing 737 300 | 1238 1348 |
| G-CELV | Boeing 737 300  | 1251 1346     | G-RJXK | EMB 135        | 1236 1419 |
| EI-CNT | Boeing 737      | 1330 1401     | EC-ICL | Airbus 320     | 1338 1500 |
| G-BPYO | PA-28 Archer II | 1341 1422     | G-BBHF | PA-23 Aztec    | 1352 1435 |
| G-BVJB | Fokker 100      | 1403 1544     | G-IONA | ATR-42         | 1411 1510 |
| PH-OFI | Fokker 100      | 1457 1601     | G-CELX | Boeing 737 300 | 1507 1609 |
| G-JEDM | DHC-8           | 1518 1553     | G-CBDA | Jetstream 31   | 1628 1722 |
| G-RJXB | EMB 145         | 1647 1735     | G-RJXK | EMB 135        | 1652 1744 |
| G-BXWE | Fokker 100      | 1655 1737     | G-MAJB | Jetstream 41   | 1701 1747 |
| G-RKJT | PA-46 Malibu    | 1713 1155(05) | G-IONA | ATR-42         | 1727 1759 |
| G-CELC | Boeing 737 300  | 1738 0645(03) | G-CELS | Boeing 737 300 | 1742 1828 |
| G-JEDM | DHC-8           | 1750 1831     | G-CELD | Boeing 737 300 | 1757 1841 |



|        |                |      |          |        |                |      |          |
|--------|----------------|------|----------|--------|----------------|------|----------|
| G-BVJB | Fokker 100     | 1833 | 1920     | G-CELV | Boeing 737 300 | 1906 | 0625(03) |
| EI-CJF | Boeing 737     | 1916 | 1945     | G-BXWE | Fokker 100     | 1931 | 0731(04) |
| PH-KLD | Fokker 100     | 1937 | 0627(03) | G-IONA | ATR-42         | 2012 | 0722(05) |
| G-MAJB | Jetstream 41   | 2014 | 1458(04) | G-CELU | Boeing 737 300 | 2017 | 0733(03) |
| G-CBDA | Jetstream 31   | 2032 | 0921(03) | G-RJXX | EMB 135        | 2035 | 1508(04) |
| G-CELD | Boeing 737 300 | 2039 | 0717(03) | G-RJXB | EMB 145        | 2044 | 2209     |
| G-CELS | Boeing 737 300 | 2056 | 0705(03) | EI-CNW | Boeing 737     | 2101 | 2136     |
| G-CELV | Boeing 737 300 | 2110 | 0846(03) | G-RJXE | EMB 145        | 2128 | 0814(03) |
| G-BXWF | Fokker 100     | 2145 | 0727(03) |        |                |      |          |

### 03 Saturday

|         |                |      |          |        |                |      |          |
|---------|----------------|------|----------|--------|----------------|------|----------|
| G-RJGR  | Boeing 757     | 0421 | 0711     | G-JEDN | DHC-8          | 0810 | 0853     |
| G-CELD  | Boeing 737 300 | 0913 | 1037     | PH-OFG | Fokker 100     | 0935 | 1048     |
| EI-CNXX | Boeing 737     | 0942 | 1025     | G-BVJD | Fokker 100     | 1003 | 1116     |
| G-CELS  | Boeing 737 300 | 1013 | 1329     | G-BWBD | ATR-42         | 1024 | 1807     |
| G-CELV  | Boeing 737 300 | 1034 | 1143     | G-RJXE | EMB 145        | 1146 | 1551     |
| G-CELU  | Boeing 737 300 | 1220 | 1343     | G-CELC | Boeing 737 300 | 1251 | 1649     |
| G-JEAM  | BAe 146 300    | 1326 | 1433     | G-JEDE | DHC-8          | 1353 | 1436     |
| G-CELV  | Boeing 737 300 | 1513 | 1825     | G-CBCS | Jetstream 31   | 1531 | 0650(05) |
| PH-OFB  | Fokker 100     | 1535 | 1629     | G-CELV | Boeing 737 300 | 1719 | 1912     |
| G-CELD  | Boeing 737 300 | 1744 | 1131(04) | G-RJXE | EMB 145        | 1818 | 1420(04) |
| EI-CNT  | Boeing 737     | 1822 | 1901     | G-CELS | Boeing 737 300 | 1857 | 1139(04) |
| PH-OFH  | Fokker 100     | 1934 | 0623(04) | G-CELU | Boeing 737 300 | 2006 | 0641(04) |
| G-RJGR  | Boeing 757     | 2113 | 0749(04) | G-CELC | Boeing 737 300 | 2240 | 1128(04) |

### 04 Sunday

|        |                |      |          |        |                |      |          |
|--------|----------------|------|----------|--------|----------------|------|----------|
| G-CELV | Boeing 737 300 | 0101 | 0840     | G-CELV | Boeing 737 300 | 0110 | 0710     |
| G-MIDS | Airbus 320     | 0933 | 1102     | PH-OFB | Fokker 100     | 0948 | 1043     |
| G-BXWE | Fokker 100     | 1032 | 1634     | G-CELV | Boeing 737 300 | 1159 | 1320     |
| G-CELU | Boeing 737 300 | 1237 | 1341     | G-JEDF | DHC-8          | 1355 | 1438     |
| G-CELV | Boeing 737 300 | 1525 | 1615     | PH-KLG | Fokker 100     | 1552 | 1658     |
| G-MAJB | Jetstream 41   | 1644 | 1746     | G-RJXE | EMB 145        | 1701 | 1805     |
| G-JEBE | BAe 146 300    | 1705 | 1751     | G-CELD | Boeing 737 300 | 1710 | 1810     |
| G-RJXX | EMB 135        | 1734 | 1819     | G-CELC | Boeing 737 300 | 1740 | 1847     |
| G-CELS | Boeing 737 300 | 1743 | 1839     | CS-DFC | Falcon 2000    | 1816 | 1857     |
| G-RJXF | EMB 145        | 1820 | 1854     | EI-CNZ | Boeing 737     | 1909 | 1947     |
| G-CELV | Boeing 737 300 | 1921 | 0728(05) | G-MIDO | Airbus 320     | 1927 | 2028     |
| PH-OFD | Fokker 100     | 1936 | 0625(05) | TF-ELV | Boeing 737 400 | 1940 | 2053     |
| G-BXWE | Fokker 100     | 1951 | 0710(05) | G-MAJB | Jetstream 41   | 2001 | 0659(05) |
| G-CELU | Boeing 737 300 | 2013 | 0740(05) | G-RJXX | EMB 135        | 2015 | 0703(05) |
| G-CELV | Boeing 737 300 | 2025 | 0843(05) | G-CELS | Boeing 737 300 | 2034 | 0719(05) |
| G-RJXE | EMB 145        | 2044 | 0744(05) | G-CELD | Boeing 737 300 | 2048 | 1327(05) |
| EI-CON | Boeing 737     | 2138 | 2207     | G-BVJC | Fokker 100     | 2145 | 0726(05) |
| G-CELC | Boeing 737 300 | 2300 | 1117(05) | G-RJGR | Boeing 757     | 2309 | 1124(05) |

### 05 Monday

|        |                |      |          |        |                |      |      |
|--------|----------------|------|----------|--------|----------------|------|------|
| TF-ELV | Boeing 737 400 | 0153 | 0646     | G-JEDL | DHC-8          | 0810 | 0854 |
| N708SP | Lear Jet 45    | 0908 | 0922     | G-BXWE | Fokker 100     | 0917 | 1456 |
| G-CELS | Boeing 737 300 | 0919 | 1141     | G-MAJB | Jetstream 41   | 0927 | 1020 |
| G-CBCS | Jetstream 31   | 0936 | 1051     | EI-CNT | Boeing 737     | 0944 | 1024 |
| G-IONA | ATR-42         | 0948 | 1030     | PH-KLD | Fokker 100     | 0957 | 1045 |
| G-RJXX | EMB 135        | 1014 | 1056     | G-CELV | Boeing 737 300 | 1018 | 1133 |
| G-BVJC | Fokker 100     | 1048 | 1146     | G-RJXE | EMB 145        | 1101 | 1349 |
| G-MAJB | Jetstream 41   | 1216 | 1441     | G-CELU | Boeing 737 300 | 1224 | 1346 |
| G-BYAO | Boeing 757     | 1301 | 1435     | G-RJXX | EMB 135        | 1323 | 1414 |
| EI-CJG | Boeing 737     | 1325 | 1401     | G-VUEA | Citation II    | 1330 | 2009 |
| G-JEDL | DHC-8          | 1343 | 1437     | PH-OFD | Fokker 100     | 1407 | 1604 |
| G-IONA | ATR-42         | 1410 | 1506     | G-BVJC | Fokker 100     | 1428 | 1543 |
| G-CELV | Boeing 737 300 | 1509 | 1115(06) | G-DJEA | Cessna 421C    | 1513 | 1700 |
| G-CBCS | Jetstream 31   | 1638 | 1721     | G-BXWE | Fokker 100     | 1646 | 1736 |

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-RJXE | EMB 145        | 1654 1750     | G-RJXK | EMB 135        | 1656 1741     |
| G-CELV | Boeing 737 300 | 1703 1804     | G-MAJB | Jetstream 41   | 1715 1754     |
| G-CELC | Boeing 737 300 | 1718 1559(06) | G-JEDL | DHC-8          | 1728 1816     |
| G-IONA | ATR-42         | 1733 1806     | G-CELS | Boeing 737 300 | 1747 1843     |
| G-BVJC | Fokker 100     | 1819 1917     | G-CELD | Boeing 737 300 | 1859 0712(06) |
| EI-CON | Boeing 737     | 1921 1958     | G-BXWE | Fokker 100     | 1923 0718(06) |
| PH-KLD | Fokker 100     | 1947 0621(06) | G-CBCS | Jetstream 31   | 1952 0657(06) |
| G-MAJB | Jetstream 41   | 2002 0702(06) | G-CELU | Boeing 737 300 | 2014 0734(06) |
| G-IONA | ATR-42         | 2019 0730(06) | G-RJXK | EMB 135        | 2035 0710(06) |
| G-CELS | Boeing 737 300 | 2039 0723(06) | G-CELV | Boeing 737 300 | 2042 0737(06) |
| G-RJGR | Boeing 757     | 2046 2204     | G-RJXE | EMB 145        | 2053 0727(06) |
| EI-COA | Boeing 737     | 2106 2138     | G-BVJC | Fokker 100     | 2136 0715(06) |

#### 06 Tuesday

|        |                  |               |        |                |               |
|--------|------------------|---------------|--------|----------------|---------------|
| G-RJGR | Boeing 757       | 0415 0742     | G-JEDL | DHC-8          | 0814 0853     |
| N708SP | Lear Jet 45      | 0851 0904     | G-CELS | Boeing 737 300 | 0921 1143     |
| G-BXWE | Fokker 100       | 0925 1453     | G-CBCS | Jetstream 31   | 0936 1046     |
| G-IONA | ATR-42           | 0950 1032     | EI-COA | Boeing 737     | 0956 1036     |
| G-MAJB | Jetstream 41     | 1001 1038     | G-RJXK | EMB 135        | 1003 1057     |
| G-MIDA | Airbus 321       | 1007 1102     | G-CELD | Boeing 737 300 | 1016 1130     |
| PH-OFD | Fokker 100       | 1025 1124     | G-RJXE | EMB 145        | 1043 1343     |
| G-CELU | Boeing 737 300   | 1204 1339     | G-CELV | Boeing 737 300 | 1224 1324     |
| G-WWIZ | B.58 Baron       | 1231 1422     | G-MAJB | Jetstream 41   | 1319 1439     |
| EI-CNX | Boeing 737       | 1321 1356     | G-RJXK | EMB 135        | 1326 1406     |
| G-JEDL | DHC-8            | 1349 1427     | G-IONA | ATR-42         | 1354 1506     |
| PH-KLD | Fokker 100       | 1421 1604     | G-MIDA | Airbus 321     | 1425 1541     |
| G-BYAW | Boeing 757       | 1503 1630     | G-CBCS | Jetstream 31   | 1628 1718     |
| G-BXWE | Fokker 100       | 1644 1734     | G-RJXK | EMB 135        | 1649 1750     |
| G-MAJB | Jetstream 41     | 1703 1746     | G-RJXE | EMB 145        | 1707 1741     |
| G-RJGR | Boeing 757       | 1711 1845     | G-CELD | Boeing 737 300 | 1715 1812     |
| G-JEDL | DHC-8            | 1723 1758     | G-CELC | Boeing 737 300 | 1726 1831     |
| G-IONA | ATR-42           | 1737 1821     | G-CELS | Boeing 737 300 | 1753 1844     |
| G-MIDA | Airbus 321       | 1809 1937     | G-CELV | Boeing 737 300 | 1911 1321(07) |
| EI-CON | Boeing 737       | 1917 1954     | G-BXWE | Fokker 100     | 1927 0714(07) |
| PH-OFA | Fokker 100       | 1933 0620(07) | G-CBCS | Jetstream 31   | 1945 0652(07) |
| G-MAJB | Jetstream 41     | 1957 0704(07) | G-CELU | Boeing 737 300 | 2011 0738(07) |
| G-RKJT | PA-46 Malibu     | 2024 1753(13) | G-RJXK | EMB 135        | 2035 0708(07) |
| G-CELS | Boeing 737 300   | 2040 0723(07) | G-IONA | ATR-42         | 2045 0727(07) |
| G-CELD | Boeing 737 300   | 2048 0714(08) | G-RJXE | EMB 145        | 2117 0734(07) |
| G-BVJC | Fokker 100       | 2153 0711(07) | G-CELC | Boeing 737 300 | 2156 0702(07) |
| SE-IAD | PA-28 Warrior II | 2228 n/res    |        |                |               |

#### 07 Wednesday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-RJGR | Boeing 757     | 0027 1106     | G-CELC | Boeing 737 300 | 0042 1119     |
| G-JEDP | DHC-8          | 0812 0846     | D-COEB | King Air 350   | 0840 1248(08) |
| G-BXWE | Fokker 100     | 0914 1451     | G-CELS | Boeing 737 300 | 0924 1135     |
| G-MAJB | Jetstream 41   | 0932 1015     | G-CBCS | Jetstream 31   | 0935 1038     |
| G-BVJC | Fokker 100     | 0938 1056     | EI-CON | Boeing 737     | 0940 1023     |
| G-IONA | ATR-42         | 0949 1027     | G-RJXK | EMB 135        | 1008 1058     |
| G-CELC | Boeing 737 300 | 1013 1124     | PH-KLD | Fokker 100     | 1025 1114     |
| G-RJXE | EMB 145        | 1053 1342     | G-CELU | Boeing 737 300 | 1212 1338     |
| G-MAJB | Jetstream 41   | 1228 1439     | G-RJXK | EMB 135        | 1327 1404     |
| EI-CJF | Boeing 737     | 1335 1407     | G-IONA | ATR-42         | 1347 1502     |
| G-BVJC | Fokker 100     | 1420 1536     | PH-KLE | Fokker 100     | 1423 1604     |
| F-GSLZ | Falcon 100     | 1453 1759     | G-JEDL | DHC-8          | 1525 1600     |
| G-CBCS | Jetstream 31   | 1626 1726     | G-RJXK | EMB 135        | 1645 1752     |
| G-BXWE | Fokker 100     | 1656 1746     | G-RJXE | EMB 145        | 1658 1739     |
| G-MAJB | Jetstream 41   | 1702 1755     | G-CELC | Boeing 737 300 | 1713 1805     |
| G-CELC | Boeing 737 300 | 1729 1611(08) | G-IONA | ATR-42         | 1733 1812     |



|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 1750 1844     | G-JEDL | DHC-8          | 1756 1841     |
| G-BVJC | Fokker 100     | 1809 1910     | G-JIVE | Hughes 369E    | 1823 1842     |
| G-CELV | Boeing 737 300 | 1900 0658(08) | EI-COB | Boeing 737     | 1916 1953     |
| G-BXWE | Fokker 100     | 1933 0717(08) | G-CBCS | Jetstream 31   | 1951 0701(08) |
| G-MAJB | Jetstream 41   | 1959 0708(08) | PH-KZG | Fokker 70      | 2004 0627(08) |
| G-CELU | Boeing 737 300 | 2016 0747(08) | G-RJGR | Boeing 757     | 2022 1037(08) |
| G-RJXK | EMB 135        | 2026 0706(08) | G-IONA | ATR-42         | 2032 0727(08) |
| G-CELS | Boeing 737 300 | 2042 0723(08) | G-RJXE | EMB 145        | 2053 0749(08) |
| G-CELC | Boeing 737 300 | 2100 1119(08) | CS-DHH | Citation Bravo | 2130 2154     |
| G-BXWF | Fokker 100     | 2144 0738(08) |        |                |               |

#### 08 Thursday

|        |                |               |        |                  |               |
|--------|----------------|---------------|--------|------------------|---------------|
| G-JEDP | DHC-8          | 0820 0903     | G-BXWE | Fokker 100       | 0907 1458     |
| G-CELS | Boeing 737 300 | 0912 1139     | G-MAJB | Jetstream 41     | 0924 1024     |
| G-CBCS | Jetstream 31   | 0931 1049     | G-IONA | ATR-42           | 0936 1020     |
| PH-OFK | Fokker 100     | 0942 1047     | EI-COB | Boeing 737       | 0944 1030     |
| G-RJXK | EMB 135        | 0958 1101     | G-BXWF | Fokker 100       | 1005 1106     |
| G-CELD | Boeing 737 300 | 1018 1132     | G-RJXE | EMB 145          | 1053 1348     |
| G-CELV | Boeing 737 300 | 1114 1331     | G-CELU | Boeing 737 300   | 1215 1337     |
| G-MAJB | Jetstream 41   | 1223 1439     | EC-ICK | Airbus 320       | 1246 1411     |
| G-BRIG | Boeing 767     | 1306 1508     | G-OOAP | Airbus 320       | 1310 1432     |
| G-RJXK | EMB 135        | 1324 1417     | EI-CJG | Boeing 737       | 1328 1409     |
| G-IONA | ATR-42         | 1350 1510     | G-JEDP | DHC-8            | 1355 1442     |
| G-BXWF | Fokker 100     | 1414 1544     | PH-KLD | Fokker 100       | 1420 1606     |
| G-BYAW | Boeing 757     | 1433 1656     | 253    | CASA CN-235      | 1552 1701     |
| G-CBCS | Jetstream 31   | 1617 1721     | G-RJXK | EMB 135          | 1649 1752     |
| G-BXWE | Fokker 100     | 1651 1743     | G-RJXE | EMB 145          | 1654 1745     |
| G-MAJB | Jetstream 41   | 1658 1748     | G-CELC | Boeing 737 300   | 1716 1827     |
| G-CELD | Boeing 737 300 | 1718 1810     | G-JEDP | DHC-8            | 1726 1805     |
| G-IONA | ATR-42         | 1738 1818     | G-CELS | Boeing 737 300   | 1740 1841     |
| CS-DHE | Citation Bravo | 1807 1255(09) | G-BXWF | Fokker 100       | 1816 1917     |
| G-CELV | Boeing 737 300 | 1920 0722(09) | EI-CJF | Boeing 737       | 1922 1955     |
| G-BXWE | Fokker 100     | 1943 0728(09) | G-CBCS | Jetstream 31     | 1956 1058(09) |
| G-RJGR | Boeing 757     | 2003 0719(09) | G-CELU | Boeing 737 300   | 2007 0803(09) |
| G-MAJB | Jetstream 41   | 2010 0657(09) | G-IONA | ATR-42           | 2025 1009(09) |
| PH-KZB | Fokker 70      | 2028 0634(09) | G-RJXK | EMB 135          | 2031 1104(09) |
| G-CELS | Boeing 737 300 | 2037 0725(09) | G-RJXE | EMB 145          | 2047 0731(09) |
| G-CELD | Boeing 737 300 | 2051 0707(09) | C-GQPA | CL604 Challenger | 2057 2152     |
| G-CELC | Boeing 737 300 | 2123 0847(09) | G-BXWF | Fokker 100       | 2148 1721(11) |

#### 09 Friday

|        |                  |               |        |                |               |
|--------|------------------|---------------|--------|----------------|---------------|
| G-CELC | Boeing 737 300   | 0055 1110     | G-JEDR | DHC-8          | 0808 0853     |
| G-CELS | Boeing 737 300   | 0921 1139     | G-MAJB | Jetstream 41   | 0925 1012     |
| PH-KLD | Fokker 100       | 0929 1041     | EI-CNW | Boeing 737     | 0949 1025     |
| G-CLAC | PA-28 Warrior II | 1001 1131     | G-CELD | Boeing 737 300 | 1023 1122     |
| G-BVJC | Fokker 100       | 1034 1124     | G-RJXE | EMB 145        | 1038 1345     |
| EC-III | Boeing 737 800   | 1129 1240     | G-JIVE | Hughes 369E    | 1145 1217     |
| EC-ICK | Airbus 320       | 1205 1310     | G-CELV | Boeing 737 300 | 1208 1321     |
| G-MAJB | Jetstream 41     | 1225 1504(11) | G-CELU | Boeing 737 300 | 1233 1342     |
| EC-ICL | Airbus 320       | 1325 1437     | G-RJXK | EMB 135        | 1328 1409     |
| EI-CNT | Boeing 737       | 1330 1407     | G-IONA | ATR-42         | 1339 1012(12) |
| G-JEDR | DHC-8            | 1350 1439     | G-BVJC | Fokker 100     | 1419 1541     |
| PH-KLG | Fokker 100       | 1459 1612     | G-CELC | Boeing 737 300 | 1510 1604     |
| G-CBCS | Jetstream 31     | 1628 1044(12) | G-RJXE | EMB 145        | 1649 1738     |
| G-RJXK | EMB 135          | 1652 0812(10) | G-PZIZ | PA-31 Navajo   | 1701 1730     |
| G-CELC | Boeing 737 300   | 1705 0642(10) | G-CELD | Boeing 737 300 | 1712 1803     |
| G-JEDR | DHC-8            | 1727 1809     | G-CELS | Boeing 737 300 | 1742 1831     |
| G-BVJC | Fokker 100       | 1806 0752(10) | G-CELV | Boeing 737 300 | 1901 0724(10) |
| EI-CJF | Boeing 737       | 1915 1939     | PH-KLD | Fokker 100     | 1936 0622(10) |

|                    |                |               |        |                |               |
|--------------------|----------------|---------------|--------|----------------|---------------|
| G-CELU             | Boeing 737 300 | 2009 0744(10) | G-CELS | Boeing 737 300 | 2028 0612(10) |
| G-RJXE             | EMB 145        | 2040 0740(10) | EI-COX | Boeing 737     | 2047 2125     |
| G-CELD             | Boeing 737 300 | 2052 0709(10) | G-CELX | Boeing 737 300 | 2115 0839(10) |
| <b>10 Saturday</b> |                |               |        |                |               |
| G-RJGR             | Boeing 757     | 0345 0712     | G-JEDL | DHC-8          | 0806 0847     |
| G-CELV             | Boeing 737 300 | 0914 0705(11) | EI-COX | Boeing 737     | 0942 1028     |
| PH-OFA             | Fokker 100     | 1003 1054     | G-CELS | Boeing 737 300 | 1020 1314     |
| G-BVJC             | Fokker 100     | 1022 1114     | G-CELD | Boeing 737 300 | 1025 1126     |
| G-RJXK             | EMB 135        | 1144 1219     | G-CELU | Boeing 737 300 | 1223 1332     |
| G-CELC             | Boeing 737 300 | 1234 1817     | G-BTUY | BAe 146 300    | 1334 1450     |
| G-JEDF             | DHC-8          | 1357 1432     | G-EMAX | PA-31 Navajo   | 1409 1822     |
| PH-KZM             | Fokker 70      | 1412 1600     | G-RJXE | EMB 145        | 1435 1417(11) |
| G-RJXK             | EMB 135        | 1448 1500(11) | G-CELX | Boeing 737 300 | 1505 1854     |
| G-AVGI             | PA-28 Cherokee | 1612 1835     | G-CELD | Boeing 737 300 | 1702 1123(11) |
| EI-CNT             | Boeing 737     | 1820 1857     | G-CELS | Boeing 737 300 | 1843 1139(11) |
| TF-ELM             | Boeing 737 300 | 1916 1214(11) | PH-OFB | Fokker 100     | 1938 0619(11) |
| G-CELU             | Boeing 737 300 | 2009 0635(11) | G-RJGR | Boeing 757     | 2113 0749(11) |
| <b>11 Sunday</b>   |                |               |        |                |               |
| G-CELC             | Boeing 737 300 | 0044 1050     | G-CELX | Boeing 737 300 | 0101 0837     |
| G-BVJC             | Fokker 100     | 0933 1057     | PH-OFG | Fokker 100     | 0940 1041     |
| G-CELV             | Boeing 737 300 | 1150 1327     | G-CELU | Boeing 737 300 | 1244 1346     |
| G-JEDF             | DHC-8          | 1402 1431     | PH-OFA | Fokker 100     | 1405 1602     |
| G-CELX             | Boeing 737 300 | 1542 1644     | TF-ELM | Boeing 737 300 | 1632 1740     |
| G-MAJE             | Jetstream 41   | 1642 1730     | G-MAJB | Jetstream 41   | 1645 1751     |
| G-RJXE             | EMB 145        | 1657 0719(12) | G-CELD | Boeing 737 300 | 1704 1804     |
| G-JEBE             | BAe 146 300    | 1712 1745     | G-RJXK | EMB 135        | 1715 1117(12) |
| G-CELC             | Boeing 737 300 | 1726 1826     | G-CELS | Boeing 737 300 | 1743 1836     |
| G-MIDT             | Airbus 320     | 1809 1905     | G-CELV | Boeing 737 300 | 1849 1344(12) |
| EI-CJF             | Boeing 737     | 1908 1936     | PH-OFI | Fokker 100     | 1938 0615(12) |
| G-MAJB             | Jetstream 41   | 1954 1015(12) | G-CELU | Boeing 737 300 | 2009 0740(12) |
| G-BXWF             | Fokker 100     | 2011 1732(12) | G-CELS | Boeing 737 300 | 2037 0724(12) |
| G-CELD             | Boeing 737 300 | 2052 0710(12) | EI-COA | Boeing 737     | 2107 2144     |
| G-BVJB             | Fokker 100     | 2137 0704(12) | G-CELX | Boeing 737 300 | 2158 0832(12) |
| G-CELC             | Boeing 737 300 | 2244 1123(12) | G-RJGR | Boeing 757     | 2306 1111(12) |
| <b>12 Monday</b>   |                |               |        |                |               |
| G-JEDP             | DHC-8          | 0809 0840     | G-CELS | Boeing 737 300 | 0921 1130     |
| PH-OFG             | Fokker 100     | 0935 1029     | G-BVJB | Fokker 100     | 0938 1100     |
| EI-COX             | Boeing 737     | 0941 1021     | G-CELD | Boeing 737 300 | 1019 1128     |
| G-RJXE             | EMB 145        | 1036 1408     | G-CELU | Boeing 737 300 | 1209 1330     |
| G-MAJE             | Jetstream 41   | 1236 1439     | G-BYAN | Boeing 757     | 1243 1424     |
| EI-CJF             | Boeing 737     | 1311 1353     | G-RJXK | EMB 135        | 1335 0733(13) |
| G-IONA             | ATR-42         | 1342 0722(13) | G-JEDP | DHC-8          | 1347 1434     |
| G-BVJB             | Fokker 100     | 1411 1533     | PH-OFI | Fokker 100     | 1414 1557     |
| G-KONG             | T67M Firefly   | 1427 1501     | G-CELX | Boeing 737 300 | 1525 0741(13) |
| G-RJXE             | EMB 145        | 1648 1741     | G-MAJE | Jetstream 41   | 1701 0708(13) |
| G-BUVC             | Jetstream 31   | 1703 0657(13) | G-CELC | Boeing 737 300 | 1708 1107(13) |
| G-CELD             | Boeing 737 300 | 1718 1817     | G-JEDP | DHC-8          | 1721 1801     |
| G-CELS             | Boeing 737 300 | 1738 1827     | G-BVJB | Fokker 100     | 1806 0712(13) |
| G-CELV             | Boeing 737 300 | 1904 0735(13) | EI-CON | Boeing 737     | 1912 1949     |
| PH-OFG             | Fokker 100     | 1947 0624(13) | G-CELU | Boeing 737 300 | 2016 1608(12) |
| G-RJGR             | Boeing 757     | 2025 2158     | G-CELS | Boeing 737 300 | 2037 0725(13) |
| G-BXWF             | Fokker 100     | 2048 0717(13) | EI-CNT | Boeing 737     | 2050 2126     |
| G-CELD             | Boeing 737 300 | 2053 0715(13) |        |                |               |
| <b>13 Tuesday</b>  |                |               |        |                |               |
| G-RJGR             | Boeing 757     | 0345 0737     | G-BXWE | Fokker 100     | 0704 0803     |
| G-JEDL             | DHC-8          | 0809 0850     | G-OLDL | Lear Jet 45    | 0911 1039     |
| G-BXWF             | Fokker 100     | 0915 1451     | G-MAJE | Jetstream 41   | 0924 1013     |



|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 0928 1138     | G-BUVC | Jetstream 31   | 0933 1044     |
| G-IONA | ATR-42         | 0940 1027     | PH-OFI | Fokker 100     | 0949 1042     |
| G-BVJB | Fokker 100     | 0953 1102     | EI-CNT | Boeing 737     | 0958 1033     |
| G-RJXK | EMB 135        | 1024 1104     | G-CELD | Boeing 737 300 | 1036 1135     |
| G-BXWE | Fokker 100     | 1059 1236     | N671B  | A.36 Bonanza   | 1109 1310(20) |
| G-CELX | Boeing 737 300 | 1216 1337     | G-RJXA | EMB 145        | 1220 1344     |
| G-CELV | Boeing 737 300 | 1225 1315     | G-MAJE | Jetstream 41   | 1227 1437     |
| EI-CJF | Boeing 737     | 1325 1410     | G-RJXK | EMB 135        | 1330 1416     |
| G-JEDL | DHC-8          | 1353 1434     | G-IONA | ATR-42         | 1407 1508     |
| G-BVJB | Fokker 100     | 1415 1539     | G-BYAO | Boeing 757     | 1503 1627     |
| G-BUVC | Jetstream 31   | 1630 1717     | G-BXWF | Fokker 100     | 1642 1724     |
| G-RJXA | EMB 145        | 1645 1739     | G-MAJE | Jetstream 41   | 1654 1744     |
| G-RJXK | EMB 135        | 1701 1751     | G-CELD | Boeing 737 300 | 1712 1811     |
| G-JEDL | DHC-8          | 1722 1807     | G-CELC | Boeing 737 300 | 1725 1835     |
| G-IONA | ATR-42         | 1728 1803     | G-CELS | Boeing 737 300 | 1756 1839     |
| G-RJGR | Boeing 757     | 1800 2105     | G-BVJB | Fokker 100     | 1815 1903     |
| EI-CJI | Boeing 737     | 1911 1948     | G-CELV | Boeing 737 300 | 1914 1159(14) |
| G-BXWF | Fokker 100     | 1920 0729(14) | PH-KLE | Fokker 100     | 1936 2029     |
| G-BUVC | Jetstream 31   | 1946 0655(14) | G-MAJE | Jetstream 41   | 1950 0924(14) |
| PH-OFF | Fokker 100     | 2002 0627(14) | G-IONA | ATR-42         | 2014 0733(14) |
| G-CELX | Boeing 737 300 | 2021 0741(14) | G-RJXK | EMB 135        | 2031 0744(14) |
| G-RJXA | EMB 145        | 2041 0739(14) | G-CELS | Boeing 737 300 | 2044 0731(14) |
| G-CELD | Boeing 737 300 | 2049 0710(14) | G-CELU | Boeing 737 300 | 2122 1611(15) |
| G-BXWE | Fokker 100     | 2219 0720(14) |        |                |               |

#### 14 Wednesday

|        |                 |               |        |                |               |
|--------|-----------------|---------------|--------|----------------|---------------|
| G-CELC | Boeing 737 300  | 0107 1323     | G-RJGR | Boeing 757     | 0310 1109     |
| G-JEDL | DHC-8           | 0809 0851     | G-JETC | Citation II    | 0905 2009     |
| G-BXWE | Fokker 100      | 0908 1453     | G-CELS | Boeing 737 300 | 0920 1134     |
| G-BUVC | Jetstream 31    | 0935 1049     | PH-OFK | Fokker 100     | 0952 1046     |
| G-IONA | ATR-42          | 0955 1042     | EI-CNV | Boeing 737     | 0958 1035     |
| G-BXWF | Fokker 100      | 1002 1059     | G-RJXK | EMB 135        | 1018 1102     |
| G-CELD | Boeing 737 300  | 1023 1128     | G-CBCB | SA Bulldog     | 1030 1600     |
| G-TYER | Robin DR400/500 | 1038 1429     | G-RJXA | EMB 145        | 1056 1341     |
| G-YPOL | MD 900          | 1113 1213     | XZ311  | Gazelle AH.1   | 1151 1201     |
| G-MAJE | Jetstream 41    | 1155 1236     | G-CELX | Boeing 737 300 | 1210 1338     |
| G-HAMA | King Air 200    | 1225 1514     | G-RJXK | EMB 135        | 1318 1401     |
| G-OLDG | Cessna T182T    | 1328 1424     | EI-CJC | Boeing 737     | 1332 1409     |
| G-JEDL | DHC-8           | 1348 1431     | G-MAJE | Jetstream 41   | 1407 1438     |
| G-IONA | ATR-42          | 1411 1506     | G-BXWF | Fokker 100     | 1416 1542     |
| G-BUVC | Jetstream 31    | 1625 1713     | PH-OFI | Fokker 100     | 1635 1723     |
| G-BXWE | Fokker 100      | 1639 1733     | G-RJXK | EMB 135        | 1647 1745     |
| G-RJXA | EMB 145         | 1652 1738     | G-MAJE | Jetstream 41   | 1658 1750     |
| G-CELD | Boeing 737 300  | 1710 1802     | G-JEDL | DHC-8          | 1717 1806     |
| G-IONA | ATR-42          | 1730 1808     | G-CELS | Boeing 737 300 | 1751 1839     |
| G-CELV | Boeing 737 300  | 1754 0704(15) | G-BXWF | Fokker 100     | 1804 1904     |
| G-OURB | BAe 125 700B    | 1905 1957     | G-CELC | Boeing 737 300 | 1913 1122(15) |
| EI-CJI | Boeing 737      | 1916 1953     | G-BXWE | Fokker 100     | 1919 0717(15) |
| PH-OFG | Fokker 100      | 1948 0618(15) | G-BUVC | Jetstream 31   | 1958 0644(15) |
| G-MAJE | Jetstream 41    | 2001 0708(15) | G-RJGR | Boeing 757     | 2005 1024(15) |
| G-CELX | Boeing 737 300  | 2014 0748(15) | G-IONA | ATR-42         | 2028 0724(15) |
| G-CELS | Boeing 737 300  | 2031 0731(15) | G-RJXK | EMB 135        | 2033 0711(15) |
| G-CELD | Boeing 737 300  | 2044 0715(15) | G-RJXA | EMB 145        | 2047 0719(15) |
| G-BXWF | Fokker 100      | 2139 0722(15) |        |                |               |

#### 15 Thursday

|        |              |           |        |              |               |
|--------|--------------|-----------|--------|--------------|---------------|
| G-MAJG | Jetstream 41 | 0705 0736 | G-JEDP | DHC-8        | 0811 0849     |
| G-BMDK | PA-34 Seneca | 0856 0949 | HB-GJR | King Air 350 | 0900 1711(16) |
| G-BXWE | Fokker 100   | 0917 1459 | G-CEGP | King Air 200 | 0921 1226     |



|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 0926 1138     | G-MAJE | Jetstream 41   | 0941 1012     |
| G-IONA | ATR-42         | 0947 1042     | EI-CNY | Boeing 737     | 0953 1030     |
| G-BXWF | Fokker 100     | 0957 1059     | G-RJXK | EMB 135        | 1005 1046     |
| G-CELD | Boeing 737 300 | 1009 1128     | G-BUVC | Jetstream 31   | 1014 1101     |
| G-RJXA | EMB 145        | 1032 1345     | HB-GPG | King Air 200   | 1040 1707(16) |
| PH-OFB | Fokker 100     | 1116 1212     | G-BXYK | Robinson R-22  | 1129 1242     |
| G-CELV | Boeing 737 300 | 1132 1331     | G-MAJE | Jetstream 41   | 1217 1438     |
| G-CELC | Boeing 737 300 | 1224 1337     | G-OOAP | Airbus 320     | 1257 1433     |
| G-RJXK | EMB 135        | 1312 1403     | EI-CJI | Boeing 737     | 1316 1407     |
| EC-IMU | Airbus 320     | 1319 1428     | G-BRIG | Boeing 767     | 1326 1512     |
| G-JEDL | DHC-8          | 1350 1448     | PH-KLE | Fokker 100     | 1405 1608     |
| G-IONA | ATR-42         | 1408 1504     | G-BXWF | Fokker 100     | 1426 1538     |
| G-BYAX | Boeing 757     | 1455 1635     | G-BYRM | Jetstream 31   | 1641 1714     |
| G-RJXA | EMB 145        | 1650 1742     | G-RJXK | EMB 135        | 1655 1752     |
| G-BXWE | Fokker 100     | 1658 1738     | G-MAJE | Jetstream 41   | 1701 1744     |
| G-CELD | Boeing 737 300 | 1711 1809     | G-JEDL | DHC-8          | 1715 1815     |
| G-CELC | Boeing 737 300 | 1722 1825     | G-IONA | ATR-42         | 1735 1807     |
| G-CELS | Boeing 737 300 | 1739 1829     | G-BXWF | Fokker 100     | 1811 1911     |
| G-OLDC | Lear Jet 45    | 1817 1856     | G-CELV | Boeing 737 300 | 1932 0733(16) |
| G-BXWE | Fokker 100     | 1939 0717(16) | G-CELC | Boeing 737 300 | 1955 0843(16) |
| EI-CNV | Boeing 737     | 2003 2049     | G-MAJE | Jetstream 41   | 2005 0707(16) |
| G-BYRM | Jetstream 31   | 2009 0655(16) | G-IONA | ATR-42         | 2029 0711(16) |
| G-RJXK | EMB 135        | 2032 0659(16) | PH-KLG | Fokker 100     | 2034 0619(16) |
| G-CELS | Boeing 737 300 | 2036 0723(16) | G-RJXA | EMB 145        | 2039 0729(16) |
| G-CELD | Boeing 737 300 | 2045 0725(16) | G-CELU | Boeing 737 300 | 2109 0739(16) |
| G-BXWF | Fokker 100     | 2145 0719(16) |        |                |               |

#### 16 Friday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-CELC | Boeing 737 300 | 0044 1120     | G-JALC | Boeing 757     | 0343 0704     |
| G-JEDR | DHC-8          | 0811 0846     | G-BXWF | Fokker 100     | 0915 1453     |
| G-CELS | Boeing 737 300 | 0924 1139     | G-MAJE | Jetstream 41   | 0926 1017     |
| G-BYRM | Jetstream 31   | 0938 1051     | G-IONA | ATR-42         | 0943 1031     |
| PH-KLE | Fokker 100     | 0947 1046     | EI-COB | Boeing 737     | 0949 1028     |
| G-RJXK | EMB 135        | 0958 1048     | G-BXWE | Fokker 100     | 1007 1106     |
| G-CELD | Boeing 737 300 | 1010 1131     | G-RJXA | EMB 145        | 1032 1343     |
| EC-HZU | Airbus 320     | 1049 1226     | EC-IDA | Boeing 737 800 | 1056 1258     |
| G-CELU | Boeing 737 300 | 1206 1335     | G-MAJE | Jetstream 41   | 1218 1440     |
| G-CELV | Boeing 737 300 | 1241 1348     | G-RJXK | EMB 135        | 1316 1403     |
| EC-ICL | Airbus 320     | 1323 1436     | G-JEDL | DHC-8          | 1350 1443     |
| G-IONA | ATR-42         | 1359 1505     | G-IPAL | Citation Bravo | 1410 1844     |
| G-WPAS | MD 900         | 1412 1441     | EI-CJI | Boeing 737     | 1421 1456     |
| G-BXWE | Fokker 100     | 1428 1537     | PH-OFA | Fokker 100     | 1432 1603     |
| G-CELC | Boeing 737 300 | 1502 1605     | G-OLDJ | Lear Jet 45    | 1550 1643     |
| G-ROWN | King Air 200   | 1615 1649     | G-BYRM | Jetstream 31   | 1636 1720     |
| G-BXWF | Fokker 100     | 1646 1736     | G-RJXA | EMB 145        | 1648 1745     |
| G-RJGR | Boeing 757     | 1654 1818     | G-MAJE | Jetstream 41   | 1700 1749     |
| G-CELD | Boeing 737 300 | 1704 1804     | G-CELC | Boeing 737 300 | 1715 0848(17) |
| G-JEDL | DHC-8          | 1725 1809     | G-IONA | ATR-42         | 1728 1811     |
| G-BZSD | PA-46 Malibu   | 1731 1756     | G-CELS | Boeing 737 300 | 1733 1837     |
| D-CAAM | Dornier 228    | 1742 1902     | G-BXWE | Fokker 100     | 1822 1915     |
| G-RJXK | EMB 135        | 1849 1314(17) | G-CELV | Boeing 737 300 | 1906 0614(17) |
| EI-CJI | Boeing 737     | 1919 1950     | G-BXWF | Fokker 100     | 1932 2008     |
| PH-OFB | Fokker 100     | 1943 0631(17) | G-MAJE | Jetstream 41   | 1959 1538(18) |
| G-CELU | Boeing 737 300 | 2004 0829(17) | G-BYRM | Jetstream 31   | 2010 0659(19) |
| G-CELS | Boeing 737 300 | 2028 0721(17) | G-IONA | ATR-42         | 2030 2057     |
| G-RJXA | EMB 145        | 2039 0753(17) | G-CELD | Boeing 737 300 | 2050 0704(17) |
| G-CELC | Boeing 737 300 | 2121 0641(17) | G-BXWE | Fokker 100     | 2158 0716(17) |
| EI-CNT | Boeing 737     | 2316 2345     |        |                |               |

# 17 Saturday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-HTRL | PA-34 Seneca   | 0228 0302     | G-JALC | Boeing 757     | 0336 0710     |
| G-JEDP | DHC-8          | 0811 0850     | G-CELS | Boeing 737 300 | 0928 1337     |
| G-BXWE | Fokker 100     | 0951 1102     | El-COB | Boeing 737     | 0954 1026     |
| G-CELD | Boeing 737 300 | 1013 1128     | G-BZSD | PA-46 Malibu   | 1017 0934(19) |
| G-CELV | Boeing 737 300 | 1020 1322     | PH-OFA | Fokker 100     | 1022 1115     |
| G-BIXI | Cessna 172RG   | 1146 1537     | G-CELY | Boeing 737 300 | 1236 1826     |
| G-CELC | Boeing 737 300 | 1306 1906     | N900CB | Cessna 421C    | 1317 1038(26) |
| VP-CCO | Citation II    | 1319 1401     | G-JEDF | DHC-8          | 1357 1436     |
| PH-OFF | Fokker 100     | 1404 1558     | G-RJXA | EMB 145        | 1437 1421(18) |
| G-CELU | Boeing 737 300 | 1553 0641(18) | G-RJXK | EMB 135        | 1603 1500(18) |
| G-CELD | Boeing 737 300 | 1727 1132(18) | G-CCFC | Robinson R-44  | 1742 1809     |
| TF-ELM | Boeing 737 300 | 1810 1231(18) | El-COA | Boeing 737     | 1825 1902     |
| G-CELV | Boeing 737 300 | 1850 1102(18) | PH-OFA | Fokker 100     | 1954 0621(18) |
| G-CELS | Boeing 737 300 | 2023 1151(18) | G-JALC | Boeing 757     | 2103 0824(18) |
| G-BXWE | Fokker 100     | 2133 0708(18) |        |                |               |

# 18 Sunday \*diversion

|        |                 |               |        |                |               |
|--------|-----------------|---------------|--------|----------------|---------------|
| G-CELC | Boeing 737 300  | 0056 0705     | G-CELY | Boeing 737 300 | 0143 0903     |
| CS-DHI | Citation Bravo* | 0911 1757     | PH-OFF | Fokker 100     | 0948 1051     |
| G-MIDM | Airbus 321      | 0956 1111     | G-JEMC | BAe ATP        | 1130 1146     |
| G-CELC | Boeing 737 300  | 1203 1316     | G-CELU | Boeing 737 300 | 1226 1339     |
| HB-VNI | Citation Excel  | 1241 1508     | G-JEDP | DHC-8          | 1402 1440     |
| PH-OFA | Fokker 100      | 1456 1603     | G-CELY | Boeing 737 300 | 1553 1651     |
| G-HMMV | CitationJet     | 1556 1616     | CS-DFE | Falcon 2000    | 1600 1645     |
| G-JEMC | BAe ATP         | 1641 1700     | G-BVCE | BAe 146 300    | 1643 1727     |
| TF-ELM | Boeing 737 300  | 1653 1844     | G-RJXA | EMB 145        | 1703 1821     |
| G-BVJB | Fokker 100      | 1706 1754     | G-MAJI | Jetstream 41   | 1709 1759     |
| G-MAJE | Jetstream 41    | 1711 1802     | G-CELD | Boeing 737 300 | 1714 1807     |
| G-CELV | Boeing 737 300  | 1729 1831     | G-RJXK | EMB 135        | 1736 1817     |
| G-CELS | Boeing 737 300  | 1746 1836     | G-RJXD | EMB 145        | 1804 1846     |
| G-BYCP | King Air B200   | 1834 1948     | G-CELC | Boeing 737 300 | 1849 1133(19) |
| G-MIDU | Airbus 320      | 1923 2033     | El-CJF | Boeing 737     | 1937 2010     |
| PH-OFH | Fokker 100      | 1945 0622(19) | G-CELU | Boeing 737 300 | 2004 0746(19) |
| G-MAJE | Jetstream 41    | 2008 0702(19) | G-RJXK | EMB 135        | 2020 0718(19) |
| OE-FMG | King Air C90A   | 2027 0425(19) | G-CELS | Boeing 737 300 | 2041 0723(19) |
| G-CELD | Boeing 737 300  | 2048 0656(19) | G-IONA | ATR-42         | 2111 0733(19) |
| G-RJXA | EMB 145         | 2118 0726(19) | G-BVJB | Fokker 100     | 2136 0715(19) |
| El-CNT | Boeing 737      | 2141 2210     | G-CELY | Boeing 737 300 | 2202 0853(19) |
| G-CELV | Boeing 737 300  | 2205 1322(19) | G-BXWE | Fokker 100     | 2308 0720(19) |
| G-JALC | Boeing 757      | 2311 1200(19) |        |                |               |

# 19 Monday

|        |              |           |        |                  |               |
|--------|--------------|-----------|--------|------------------|---------------|
| G-JEDP | DHC-8        | 0811 0850 | G-CELS | Boeing 737 300   | 0920 1142     |
| G-MAJE | Jetstream 41 | 0922 1019 | G-BXWE | Fokker 100       | 0930 1459     |
| PH-OFA | Fokker 100   | 0937 1053 | G-BYRM | Jetstream 31     | 0941 1055     |
| El-CNT | Boeing 737   | 0943 1029 | N750NS | Citation X       | 0951 1023     |
| G-IONA | ATR-42       | 1000 1045 | G-BVJB | Fokker 100       | 1002 1103     |
| G-RJXK | EMB 135      | 1013 1100 | G-CELD | Boeing 737 300   | 1016 1145     |
| G-RJXA | EMB 145      | 1128 1400 | G-CELU | Boeing 737 300   | 1206 1342     |
| G-MAJE | Jetstream 41 | 1212 1447 | El-CJC | Boeing 737       | 1318 1403     |
| G-BYAN | Boeing 757   | 1323 1451 | G-RJXK | EMB 135          | 1331 1416     |
| G-JEDP | DHC-8        | 1348 1431 | CS-DNR | Falcon 2000      | 1407 1556     |
| G-IONA | ATR-42       | 1419 1512 | PH-OFE | Fokker 100       | 1424 1616     |
| G-BVJB | Fokker 100   | 1433 1540 | G-CELY | Boeing 737 300   | 1514 0733(20) |
| G-BYRM | Jetstream 31 | 1627 1713 | D-ASTS | CL604 Challenger | 1630 1700     |
| G-BXWE | Fokker 100   | 1647 1732 | G-RJXK | EMB 135          | 1653 1737     |
| G-MAJE | Jetstream 41 | 1708 1744 | G-RJXA | EMB 145          | 1710 1749     |
| G-JEDP | DHC-8        | 1725 1801 | G-IONA | ATR-42           | 1730 1807     |



|        |                |                 |        |                 |                 |
|--------|----------------|-----------------|--------|-----------------|-----------------|
| G-CELC | Boeing 737 300 | 1738 1910       | G-CELS | Boeing 737 300  | 1748 1832       |
| G-RKJT | PA-46 Malibu   | 1759 0824(22)   | G-CELD | Boeing 737 300  | 1803 1130(20)   |
| G-BVJB | Fokker 100     | 1824 1916       | G-CELV | Boeing 737 300  | 1900 0705(20)   |
| N2683Y | Cessna 421C    | 1903 0935(14/5) | G-KDMA | Citation Encore | 1905 1229(13/5) |
| EI-CNV | Boeing 737     | 1914 1951       | G-BXWE | Fokker 100      | 1928 0717(20)   |
| G-MAJE | Jetstream 41   | 1948 0708(20)   | PH-OFC | Fokker 100      | 1954 0617(20)   |
| G-BYRM | Jetstream 31   | 2001 0654(20)   | G-CELU | Boeing 737 300  | 2005 1611(20)   |
| G-IONA | ATR-42         | 2024 0723(20)   | G-RJXK | EMB 135         | 2032 0720(20)   |
| G-CELS | Boeing 737 300 | 2036 0715(20)   | G-RJXA | EMB 145         | 2047 0727(20)   |
| EI-CJF | Boeing 737     | 2055 2120       | G-BFTT | Cessna 421C     | 2103 1513(20)   |
| G-JALC | Boeing 757     | 2128 2238       | G-CELC | Boeing 737 300  | 2151 0737(20)   |
| G-BVJC | Fokker 100     | 2153 0712(20)   |        |                 |                 |

## 20 Tuesday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-JALC | Boeing 757     | 0406 0818     | G-JEDJ | DGC-8          | 0808 0846     |
| G-BXWE | Fokker 100     | 0919 1450     | G-CELC | Boeing 737 300 | 0925 1117     |
| G-MAJE | Jetstream 41   | 0934 1015     | EI-COB | Boeing 737     | 0941 1022     |
| G-IONA | ATR-42         | 0944 1032     | G-BYRM | Jetstream 31   | 0946 1044     |
| G-BVJC | Fokker 100     | 0950 1102     | PH-KLD | Fokker 100     | 1017 1110     |
| G-CELS | Boeing 737 300 | 1020 1152     | G-RJXK | EMB 135        | 1023 1059     |
| G-RJXA | EMB 145        | 1054 1340     | G-MAJE | Jetstream 41   | 1206 1437     |
| G-CELV | Boeing 737 300 | 1216 1318     | G-CELC | Boeing 737 300 | 1220 1333     |
| G-RJXK | EMB 135        | 1315 1355     | EI-CJF | Boeing 737     | 1322 1401     |
| G-JEDJ | DHC-8          | 1342 1427     | G-IONA | ATR-42         | 1358 1502     |
| G-BVJC | Fokker 100     | 1414 1533     | PH-OFG | Fokker 100     | 1431 1608     |
| G-BYAX | Boeing 757     | 1516 1645     | G-BYRM | Jetstream 31   | 1627 1715     |
| G-BXWE | Fokker 100     | 1633 1727     | G-RJXA | EMB 145        | 1652 1736     |
| G-MAJE | Jetstream 41   | 1658 1748     | G-RJXK | EMB 135        | 1700 1745     |
| G-JALC | Boeing 757     | 1706 1828     | G-CELD | Boeing 737 300 | 1709 1805     |
| G-CELC | Boeing 737 300 | 1719 1821     | G-JEDJ | DHC-8          | 1723 1800     |
| G-IONA | ATR-42         | 1729 1811     | G-CELS | Boeing 737 300 | 1750 1839     |
| G-BVJC | Fokker 100     | 1755 1857     | LX-GDL | Citation II    | 1813 1835     |
| G-CELV | Boeing 737 300 | 1854 0729(21) | EI-CJI | Boeing 737     | 1920 1956     |
| G-BXWE | Fokker 100     | 1922 0720(21) | G-CELC | Boeing 737 300 | 1948 1322(21) |
| G-BYRM | Jetstream 31   | 1953 0705(21) | G-MAJE | Jetstream 41   | 2004 0711(21) |
| G-IONA | ATR-42         | 2026 0718(21) | G-CELS | Boeing 737 300 | 2042 0716(21) |
| G-RJXK | EMB 135        | 2044 0732(21) | PH-OFB | Fokker 100     | 2046 0614(21) |
| G-RJXA | EMB 145        | 2049 0714(21) | G-CELD | Boeing 737 300 | 2057 0701(21) |
| G-CELU | Boeing 737 300 | 2120 0727(22) | G-BVJC | Fokker 100     | 2137 0709(21) |

## 21 Wednesday

|        |                |               |        |                 |           |
|--------|----------------|---------------|--------|-----------------|-----------|
| G-JALC | Boeing 757     | 0024 1105     | G-CELC | Bo44ing 737 300 | 0031 1117 |
| G-JEDJ | DHC-8          | 0811 0851     | G-AZFR | Cessna 401B     | 0830 0920 |
| G-CELS | Boeing 737 300 | 0918 1141     | G-BXWE | Fokker 100      | 0928 1445 |
| G-MAJE | Jetstream 41   | 0941 1021     | PH-OFH | Fokker 100      | 0943 1046 |
| G-IONA | ATR-42         | 0949 1037     | G-BYRM | Jetstream 31    | 0951 1042 |
| EI-CNV | Boeing 737     | 0957 1030     | G-BVJC | Fokker 100      | 1004 1101 |
| G-RJXA | EMB 145        | 1012 1053     | G-CELD | Boeing 737 300  | 1014 1125 |
| G-RJXK | EMB 135        | 1049 1346     | G-ROWN | King Air 200    | 1112 1654 |
| G-GRGS | Citation Ultra | 1138 1826     | G-CELV | Boeing 737 300  | 1213 1333 |
| G-MAJB | Jetstream 41   | 1216 1448     | G-RJXA | EMB 145         | 1323 1406 |
| EI-CNW | Boeing 737     | 1328 1400     | G-JEDJ | DHC-8           | 1350 1422 |
| G-IONA | ATR-42         | 1408 1504     | PH-KLG | Fokker 100      | 1432 1619 |
| G-BMKK | PA-28R Arrow   | 1434 1609     | G-BVJC | Fokker 100      | 1437 1536 |
| G-BXWE | Fokker 100     | 1636 1731     | G-CBDA | Jetstream 31    | 1644 1722 |
| G-RJXK | EMB 135        | 1649 1736     | G-RJXG | EMB 145         | 1651 1745 |
| G-CELC | Boeing 737 300 | 1705 1122(22) | G-CELD | Boeing 737 300  | 1709 1812 |
| G-MAJE | Jetstream 41   | 1715 1752     | G-JEDJ | DHC-8           | 1723 1802 |
| G-IONA | ATR-42         | 1727 1814     | G-CELS | Boeing 737 300  | 1745 1835 |

|                    |                 |               |        |                |               |
|--------------------|-----------------|---------------|--------|----------------|---------------|
| G-JEMC             | BAe ATP         | 1805 1829     | G-BVJC | Fokker 100     | 1824 1907     |
| G-CELX             | Boeing 737 300  | 1842 1401(22) | El-CJE | Boeing 737     | 1916 1951     |
| G-BXWE             | Fokker 100      | 1926 0717(22) | PH-OFF | Fokker 100     | 1954 0624(22) |
| G-JALC             | Boeing 757      | 2000 1014(22) | G-CELV | Boeing 737 300 | 2003 1725(22) |
| G-MAJE             | Jetstream 41    | 2006 0709(22) | G-CBDA | Jetstream 31   | 2009 0655(22) |
| G-RJXG             | EMB 145         | 2026 0740(22) | G-CELS | Boeing 737 300 | 2029 0737(22) |
| G-IONA             | ATR-42          | 2032 0733(22) | G-CELD | Boeing 737 300 | 2049 0804(22) |
| G-RJXK             | EMB 135         | 2058 0715(22) | G-BVJC | Fokker 100     | 2137 0725(22) |
| <b>22 Thursday</b> |                 |               |        |                |               |
| G-JEDJ             | DHC-8           | 0812 0847     | G-BXWE | Fokker 100     | 0918 1500     |
| G-CELS             | Boeing 737 300  | 0923 1138     | G-MAJE | Jetstream 41   | 0933 1019     |
| G-CBDA             | Jetstream 31    | 0935 1046     | PH-KLG | Fokker 100     | 0940 1044     |
| G-IONA             | ATR-42          | 0947 1031     | El-COA | Boeing 737     | 0952 1036     |
| G-BVJC             | Fokker 100      | 1009 1111     | G-RJXK | EMB 135        | 1020 1055     |
| G-CELU             | Boeing 737 300  | 1027 1133     | G-JEMC | BAe ATP        | 1108 1129     |
| G-RJXG             | EMB 145         | 1204 1337     | G-MAJE | Jetstream 41   | 1212 1435     |
| G-CELD             | Boeing 737 300  | 1218 1355     | G-OOAP | Airbus 320     | 1303 1510     |
| G-BRIG             | Boeing 767      | 1310 1441     | G-RJXK | EMB 135        | 1314 1409     |
| El-CNW             | Boeing 737      | 1332 1412     | G-XLAB | Boeing 737 800 | 1352 1458     |
| G-IONA             | ATR-42          | 1358 1512     | G-JEDJ | DHC-8          | 1402 1444     |
| PH-OFB             | Fokker 100      | 1404 1608     | EC-IMU | Airbus 320     | 1413 1605     |
| G-BVJC             | Fokker 100      | 1415 1544     | N453TM | BAe 125 800A   | 1452 1535     |
| G-BYAK             | Boeing 757      | 1455 1633     | G-BYRA | Jetstream 31   | 1629 1728     |
| G-BXWE             | Fokker 100      | 1643 1734     | G-RJXK | EMB 135        | 1651 1754     |
| G-MAJE             | Jetstream 41    | 1700 1752     | G-RJXG | EMB 145        | 1702 1746     |
| G-CELU             | Boeing 737 300  | 1710 1806     | G-CELC | Boeing 737 300 | 1712 1822     |
| G-JEDJ             | DHC-8           | 1717 1812     | G-IONA | ATR-42         | 1725 1809     |
| G-CELS             | Boeing 737 300  | 1739 1837     | G-ROWN | King Air 200   | 1743 1815     |
| G-BVJC             | Fokker 100      | 1819 1932     | G-RKJT | PA-46 Malibu   | 1848 0657(26) |
| G-CELX             | Boeing 737 300  | 1914 0735(23) | G-JALC | Boeing 757     | 1919 0718(23) |
| El-CJC             | Boeing 737      | 1925 1956     | G-BXWE | Fokker 100     | 1928 0722(23) |
| PH-KLG             | Fokker 100      | 1943 0623(23) | G-MAJE | Jetstream 41   | 2001 0655(23) |
| G-BYRA             | Jetstream 31    | 2010 0651(23) | G-CELD | Boeing 737 300 | 2032 0741(23) |
| G-IONA             | ATR-42          | 2034 0727(23) | G-RJXK | EMB 135        | 2037 0715(23) |
| G-CELS             | Boeing 737 300  | 2039 0738(23) | G-RJXG | EMB 145        | 2047 0751(23) |
| G-CELU             | Boeing 737 300  | 2052 1222(23) | G-BVJC | Fokker 100     | 2203 0732(23) |
| G-CELV             | Boeing 737 300  | 2218 0845(23) |        |                |               |
| <b>23 Friday</b>   |                 |               |        |                |               |
| G-CELC             | Boeing 737 300  | 0101 0706     | G-JEDJ | DHC-8          | 0804 0847     |
| G-MAJE             | Jetstream 41    | 0914 1441     | G-BXWE | Fokker 100     | 0919 1445     |
| G-BYRA             | Jetstream 31    | 0925 1044     | G-FPLB | King Air B200  | 0926 1419     |
| G-CELS             | Boeing 737 300  | 0930 1135     | G-IONA | ATR-42         | 0937 1018     |
| PH-OFB             | Fokker 100      | 0947 1216     | El-CNW | Boeing 737     | 0951 1051     |
| G-CELC             | Boeing 737 300  | 1025 1128     | G-RJXK | EMB 135        | 1027 1105     |
| G-MAJB             | Jetstream 41    | 1047 1117     | EC-ICK | Airbus 320     | 1113 1240     |
| G-MIDH             | Airbus 321      | 1116 1225     | EC-HKR | Boeing 737 800 | 1118 1248     |
| G-RJXG             | EMB 145         | 1145 1339     | VP-CTJ | Citation II    | 1152 1306     |
| G-CELD             | Boeing 737 300  | 1220 1337     | G-CELV | Boeing 737 300 | 1225 1322     |
| G-MAJB             | Jetstream 41    | 1257 1342     | G-RJWW | Maule M.5 235C | 1317 1601     |
| G-RJXK             | EMB 135         | 1327 1410     | El-CJF | Boeing 737     | 1331 1407     |
| G-JEDJ             | DHC-8           | 1349 1430     | G-IONA | ATR-42         | 1400 1507     |
| PH-OFA             | Fokker 100      | 1411 1606     | G-CELV | Boeing 737 300 | 1522 1614     |
| G-JEMC             | BAe ATP         | 1425 1543     | G-MIDH | Airbus 321     | 1530 1631     |
| G-BTKL             | Bolkow 105DBS/4 | 1542 1646     | G-BYRM | Jetstream 31   | 1627 1732     |
| G-RJXG             | EMB 145         | 1652 1829     | G-RJXK | EMB 135        | 1655 1750     |
| G-BXWE             | Fokker 100      | 1657 1740     | G-MAJE | Jetstream 41   | 1708 1753     |
| G-CELC             | Boeing 737 300  | 1713 1811     | G-JEDJ | DHC-8          | 1722 1801     |



|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-CELS | Boeing 737 300 | 1726 0815(24) | G-IONA | ATR-42         | 1729 1813     |
| G-CELU | Boeing 737 300 | 1807 1852     | G-CELX | Boeing 737 300 | 1905 0840(24) |
| EI-CJC | Boeing 737     | 1932 1952     | G-BXWE | Fokker 100     | 1931 2110     |
| G-BVJD | Fokker 100     | 1956 1139(24) | G-CELD | Boeing 737 300 | 2002 0722(24) |
| G-BYRM | Jetstream 31   | 2004 0715(26) | G-MAJE | Jetstream 41   | 2006 1450(25) |
| G-IONA | ATR-42         | 2025 1144(24) | N453TM | BAe 125 800A   | 2028 2048     |
| G-BXTS | DA-20 Katana   | 2033 0926(24) | G-CELU | Boeing 737 300 | 2043 0707(24) |
| G-RJXK | EMB 135        | 2046 0810(24) | G-CELC | Boeing 737 300 | 2051 0638(24) |
| EI-CNV | Boeing 737     | 2055 2125     | G-RJXG | EMB 145        | 2116 0727(24) |
| G-CELV | Boeing 737 300 | 2119 1319(24) | G-OOAW | Airbus 320     | 2131 0712(24) |
| PH-OFE | Fokker 100     | 2210 0630(24) | G-BXWE | Fokker 100     | 2325 0736(24) |

#### 24 Saturday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-JALC | Boeing 757     | 0345 1221     | G-MIDK | Airbus 321     | 0704 0819     |
| G-JEDP | DHC-8          | 0812 0900     | G-CELS | Boeing 737 300 | 0916 1903     |
| EI-CJG | Boeing 737     | 0945 1034     | G-BXWE | Fokker 100     | 1001 1128     |
| PH-OFA | Fokker 100     | 1004 1104     | G-CELU | Boeing 737 300 | 1020 1131     |
| G-JEMC | BAe ATP        | 1041 1056     | G-RJXK | EMB 135        | 1125 1507(25) |
| G-CELD | Boeing 737 300 | 1215 1337     | G-CELC | Boeing 737 300 | 1233 1824     |
| G-JEDP | DHC-8          | 1344 1432     | G-JEMC | BAe ATP        | 1429 1444     |
| G-RJXG | EMB 145        | 1432 1424(25) | G-IONA | ATR-42         | 1441 1543(25) |
| G-CELX | Boeing 737 300 | 1514 0845(25) | PH-KZM | Fokker 70      | 1516 1603     |
| G-CELU | Boeing 737 300 | 1706 1125(25) | N671B  | A.36 Bonanza   | 1727 1754     |
| EI-CNZ | Boeing 737     | 1825 1857     | G-CELV | Boeing 737 300 | 1850 0707(25) |
| G-OOOK | Boeing 757     | 1930 0718(25) | PH-OFC | Fokker 100     | 1932 0622(25) |
| G-MIDK | Airbus 321     | 1954 2149     | G-CELD | Boeing 737 300 | 2002 0640(25) |
| G-BXWE | Fokker 100     | 2123 0710(25) | G-OOAW | Airbus 320     | 2303 2354     |

#### 25 Sunday

|        |                  |               |        |                |               |
|--------|------------------|---------------|--------|----------------|---------------|
| G-CELC | Boeing 737 300   | 0038 1103     | G-CELS | Boeing 737 300 | 0043 1136     |
| G-JALC | Boeing 757       | 0129 0750     | G-BVJC | Fokker 100     | 0808 1635     |
| PH-KLE | Fokker 100       | 0935 1040     | VP-CTJ | Citation II    | 0944 1043     |
| N401NK | CL604 Challenger | 0946 1228(28) | G-DBCA | Airbus 319     | 0959 1100     |
| G-CELV | Boeing 737 300   | 1206 1316     | G-CELD | Boeing 737 300 | 1230 1337     |
| G-JEDK | DHC-8            | 1340 1419     | PH-KLE | Fokker 100     | 1417 1557     |
| N750NS | Citation X       | 1448 1501     | G-CELX | Boeing 737 300 | 1519 0836(26) |
| G-MAJE | Jetstream 41     | 1629 1831     | G-JEAJ | BAe 146 200    | 1643 1733     |
| G-MAJI | Jetstream 41     | 1654 1737     | G-RJXG | EMB 145        | 1700 1749     |
| G-CELU | Boeing 737 300   | 1715 1814     | G-CELC | Boeing 737 300 | 1728 1844     |
| G-RJXK | EMB 135          | 1730 1816     | G-CELS | Boeing 737 300 | 1800 1854     |
| G-RJXI | EMB 145          | 1803 1850     | G-MIDR | Airbus 320     | 1813 1920     |
| G-IONA | ATR-42           | 1818 0718(26) | G-CELV | Boeing 737 300 | 1913 2009     |
| G-CELY | Boeing 737 300   | 1918 1323(26) | EI-CJE | Boeing 737     | 1929 2003     |
| PH-KLE | Fokker 100       | 1946 0618(26) | G-CELD | Boeing 737 300 | 1959 0738(26) |
| G-RJXK | EMB 135          | 2002 0722(26) | G-BVJC | Fokker 100     | 2005 0741(26) |
| G-MAJE | Jetstream 41     | 2038 0706(26) | G-RJXG | EMB 145        | 2040 0735(26) |
| G-CELS | Boeing 737 300   | 2042 0724(26) | G-CELU | Boeing 737 300 | 2102 0702(26) |
| EI-COA | Boeing 737       | 2112 2149     | G-BVJD | Fokker 100     | 2159 0712(26) |
| G-OOOK | Boeing 757       | 2204 2309     | G-JALC | Boeing 757     | 2305 1119(26) |
| G-CELC | Boeing 737 300   | 2318 1130(26) |        |                |               |

#### 26 Monday

|        |                |           |        |                |                |
|--------|----------------|-----------|--------|----------------|----------------|
| G-CELV | Boeing 737 300 | 0040 1320 | G-ROWN | King Air 200   | 0631 0708      |
| G-JEDP | DHC-8          | 0812 0847 | G-MAJE | Jetstream 41   | 0920 1012      |
| G-CELS | Boeing 737 300 | 0924 1140 | G-BNDY | Cessna 425     | 0929 1317(29)  |
| PH-KLD | Fokker 100     | 0933 1053 | EI-COA | Boeing 737     | 0937 1023      |
| G-BVJC | Fokker 100     | 0946 1448 | G-IONA | ATR-42         | 0952 1034      |
| G-BYRM | Jetstream 31   | 0955 1042 | G-BVJD | Fokker 100     | 0958 1127      |
| G-RJXK | EMB 135        | 1018 1058 | G-CELU | Boeing 737 300 | 1021 1133      |
| G-RJXI | EMB 145        | 1025 1353 | N671B  | A.36 Bonanza   | 1028 1158(1/5) |

|        |                |                 |        |                |               |
|--------|----------------|-----------------|--------|----------------|---------------|
| G-OGRG | Citation Ultra | 1050 1555(27)   | G-RJXG | EMB 145        | 1100 1154     |
| G-AVGD | PA-28 Cherokee | 1128 1627       | G-CELD | Boeing 737 300 | 1210 1349     |
| G-MAJE | Jetstream 41   | 1221 1444       | G-BYAN | Boeing 757     | 1252 1433     |
| G-RJXK | EMB 135        | 1317 1402       | El-CJE | Boeing 737     | 1327 1405     |
| G-JEDP | DHC-8          | 1350 1437       | G-IONA | ATR-42         | 1407 1508     |
| G-BVJD | Fokker 100     | 1421 1540       | PH-OFG | Fokker 100     | 1427 1609     |
| G-CELX | Boeing 737 300 | 1510 1326(27)   | G-BYRA | Jetstream 31   | 1622 1718     |
| G-BVJC | Fokker 100     | 1641 1742       | G-RJXI | EMB 145        | 1658 1739     |
| G-RJXK | EMB 135        | 1704 1751       | G-MAJE | Jetstream 41   | 1706 1747     |
| G-RKJT | PA-46 Malibu   | 1708 0640(27)   | G-CELU | Boeing 737 300 | 1715 1805     |
| G-IONA | ATR-42         | 1721 1811       | G-JEDP | DHC-8          | 1724 1809     |
| G-CELC | Boeing 737 300 | 1728 1131(27)   | G-CELS | Boeing 737 300 | 1735 1837     |
| N900CB | Cessna 421C    | 1759 0812(10/5) | G-BVJD | Fokker 100     | 1815 1913     |
| G-CELV | Boeing 737 300 | 1848 0732(27)   | El-CJE | Boeing 737     | 1918 1948     |
| G-BVJC | Fokker 100     | 1930 2217       | PH-OFC | Fokker 100     | 1938 0610(27) |
| G-BYRA | Jetstream 31   | 1949 0655(27)   | G-MAJE | Jetstream 41   | 2006 0659(27) |
| N170SW | Global Express | 2016 1543(28)   | G-IONA | ATR-42         | 2018 0735(27) |
| G-CELD | Boeing 737 300 | 2025 0728(27)   | G-CELS | Boeing 737 300 | 2030 0725(27) |
| G-RJXK | EMB 135        | 2035 0708(27)   | G-JALC | Boeing 757     | 2039 2214     |
| G-RJXI | EMB 145        | 2044 0752(27)   | G-CELU | Boeing 773 300 | 2050 0705(27) |
| El-CJC | Boeing 737     | 2055 2124       | G-BVJB | Fokker 100     | 2125 0717(27) |
| G-BVJD | Fokker 100     | 2141 0719(27)   |        |                |               |

## 27 Tuesday

|        |                |               |        |                |               |
|--------|----------------|---------------|--------|----------------|---------------|
| G-JALC | Boeing 757     | 0345 1006     | G-JEDP | DHC-8          | 0816 0848     |
| G-BJIR | Citation II    | 0902 1410     | G-MAJE | Jetstream 41   | 0913 1010     |
| G-CELS | Boeing 737 300 | 0924 1134     | G-BVJB | Fokker 100     | 0929 1451     |
| El-CON | Boeing 737     | 0938 1019     | PH-OFK | Fokker 100     | 0940 1040     |
| G-BYRA | Jetstream 31   | 0950 1043     | G-RJXK | EMB 135        | 0958 1056     |
| G-BVJD | Fokker 100     | 1001 1103     | G-IONA | ATR-42         | 1003 1047     |
| G-CELU | Boeing 737 300 | 1022 1126     | G-RJXI | EMB 145        | 1038 1342     |
| G-CELD | Boeing 737 300 | 1201 1339     | G-MAJE | Jetstream 41   | 1211 1447     |
| G-CELV | Boeing 737 300 | 1231 1610     | G-RJXK | EMB 135        | 1320 1404     |
| El-CNT | Boeing 737     | 1331 1406     | G-JEDP | DHC-8          | 1351 1435     |
| G-BVJD | Fokker 100     | 1357 1540     | PH-KLG | Fokker 100     | 1408 1607     |
| G-IONA | ATR-42         | 1420 1508     | G-DAEX | Falcon 900EX   | 1422 1504     |
| G-BYAD | Boeing 757     | 1452 1637     | G-BUVC | Jetstream 31   | 1627 1718     |
| G-RJXI | EMB 145        | 1657 1745     | G-RJXK | EMB 135        | 1701 1754     |
| G-BVJB | Fokker 100     | 1703 1739     | G-MAJE | Jetstream 41   | 1705 1747     |
| G-CELU | Boeing 737 300 | 1708 1811     | G-CELC | Boeing 737 300 | 1720 1826     |
| G-CELS | Boeing 737 300 | 1729 1830     | G-JEDP | DHC-8          | 1731 1813     |
| G-BMDK | PA-34 Seneca   | 1737 1821     | G-IONA | ATR-42         | 1741 1819     |
| G-RKJT | PA-46 Malibu   | 1807 0706(29) | G-BVJD | Fokker 100     | 1816 1953     |
| G-CELX | Boeing 737 300 | 1844 0724(28) | El-CJE | Boeing 737     | 1912 1949     |
| G-BYCP | King Air B200  | 1914 1940     | G-JALC | Boeing 757     | 1919 2024     |
| G-BVJB | Fokker 100     | 1928 0713(28) | PH-OFA | Fokker 100     | 1937 0654(28) |
| G-CELD | Boeing 737 300 | 2004 0754(28) | G-BUVC | Jetstream 31   | 2006 0659(28) |
| G-MAJE | Jetstream 41   | 2008 0704(28) | G-CELS | Boeing 737 300 | 2023 0720(29) |
| G-RJXK | EMB 135        | 2032 0719(28) | G-IONA | ATR-42         | 2045 0734(28) |
| G-CELU | Boeing 737 300 | 2049 0729(28) | G-RJXI | EMB 145        | 2052 0748(28) |
| G-CELV | Boeing 737 300 | 2112 1322(28) | G-BXWF | Fokker 100     | 2227 0739(28) |

## 28 Wednesday (\*=diversion)

|        |                |           |        |              |           |
|--------|----------------|-----------|--------|--------------|-----------|
| G-CELC | Boeing 737 300 | 0057 1118 | G-JALC | Boeing 757   | 0323 1113 |
| G-JEDJ | DHC-8          | 0847 0934 | G-BVJB | Fokker 100   | 0920 1446 |
| G-CELX | Boeing 737 300 | 0940 1147 | G-MAJE | Jetstream 41 | 0949 1021 |
| El-CNZ | Boeing 737     | 0952 1029 | G-IONA | ATR-42       | 0957 1032 |
| G-BUVC | Jetstream 31   | 1001 1041 | PH-KZM | Fokker 70    | 1005 1055 |
| G-CELU | Boeing 737 300 | 1009 1141 | G-BXWF | Fokker 100   | 1012 1101 |



|        |                 |               |        |                |               |
|--------|-----------------|---------------|--------|----------------|---------------|
| G-RJXK | EMB 135         | 1014 1057     | G-RJXI | EMB 145        | 1052 1341     |
| CS-DHG | Citation Bravo* | 1133 1300     | G-CELD | Boeing 737 300 | 1219 1335     |
| G-MAJM | Jetstream 41    | 1221 1441     | 40083  | C-21A          | 1254 1350     |
| G-RJXK | EMB 135         | 1327 1431     | EI-CJF | Boeing 737     | 1335 1403     |
| N750NS | Citation X      | 1338 1657     | G-JEDJ | DHC-8          | 1346 1428     |
| G-IONA | ATR-42          | 1406 1503     | G-BXWF | Fokker 100     | 1416 1545     |
| G-BMIV | Turbo Arrow III | 1423 1836     | PH-WXA | Fokker 70      | 1456 1608     |
| G-RJXI | EMB 145         | 1641 1746     | G-BVJB | Fokker 100     | 1648 1731     |
| G-BUVC | Jetstream 31    | 1659 1738     | G-MAJM | Jetstream 41   | 1701 1754     |
| G-CELC | Boeing 737 300  | 1710 1806     | G-RJXK | EMB 135        | 1714 1757     |
| G-JEDJ | DHC-8           | 1721 1800     | G-IONA | ATR-42         | 1726 1811     |
| G-CELC | Boeing 737 300  | 1750 1842     | G-DAEX | Falcon 900EX   | 1809 1832     |
| G-CELU | Boeing 737 300  | 1831 0704(29) | G-BXWF | Fokker 100     | 1817 1916     |
| G-CELV | Boeing 737 300  | 1900 1324(29) | EI-CNW | Boeing 737     | 1914 1945     |
| G-BVJB | Fokker 100      | 1926 0715(29) | G-JALC | Boeing 757     | 1958 1013(29) |
| PH-OFK | Fokker 100      | 2001 0616(29) | G-CELD | Boeing 737 300 | 2009 2151     |
| G-MAJM | Jetstream 41    | 2016 1448(29) | G-BUVC | Jetstream 31   | 2019 0650(29) |
| G-IONA | ATR-42          | 2026 0723(29) | G-CELC | Boeing 737 300 | 2040 0828(29) |
| G-RJXI | EMB 145         | 2042 0820(29) | G-RJXK | EMB 135        | 2048 0710(29) |
| PH-KZA | Fokker 70*      | 2052 0848(29) | CS-DHG | Citation Bravo | 2056 1707(29) |
| G-CELC | Boeing 737 300  | 2111 1118(29) | G-BXWE | Fokker 100     | 2338 0717(29) |

## 29 Thursday

|        |                |               |        |                |                |
|--------|----------------|---------------|--------|----------------|----------------|
| G-JEDK | DHC-8          | 0814 0853     | G-CELS | Boeing 737 300 | 0919 1155      |
| G-BXWE | Fokker 100     | 0921 1453     | G-IONA | ATR-42         | 0943 1025      |
| G-BVJB | Fokker 100     | 0945 1111     | G-BUVC | Jetstream 31   | 0949 1049      |
| PH-OFB | Fokker 100     | 0954 1053     | G-RJXK | EMB 135        | 1004 1056      |
| G-CELU | Boeing 737 300 | 1006 1135     | G-MAJB | Jetstream 41   | 1022 1105      |
| EI-CJE | Boeing 737     | 1033 1109     | 40108  | C-21A          | 1043 1158      |
| G-MAJJ | Jetstream 41   | 1047 1123     | G-RJXI | EMB 145        | 1138 1337      |
| G-CELD | Boeing 737 300 | 1145 1356     | EI-CJF | Boeing 737     | 1242 1328      |
| G-XLAC | Boeing 737 800 | 1245 1340     | EC-GZD | Airbus 320     | 1248 1412      |
| G-CELC | Boeing 737 300 | 1259 1606     | G-BRIG | Boeing 767     | 1302 0705(1/5) |
| G-OAP  | Airbus 320     | 1306 1437     | G-RJXK | EMB 135        | 1326 1420      |
| G-JEDK | DHC-8          | 1349 1429     | G-IONA | ATR-42         | 1402 1509      |
| PH-OFF | Fokker 100     | 1408 1559     | G-ROWN | King Air 200   | 1417 1440      |
| G-BVJB | Fokker 100     | 1424 1541     | G-BYAL | Boeing 757     | 1434 1638      |
| G-HAMA | King Air 200   | 1455 1832     | G-OAKJ | Jetstream 31   | 1633 1719      |
| G-BXWE | Fokker 100     | 1642 1735     | G-RJXK | EMB 135        | 2650 0707(30)  |
| G-RJXI | EMB 145        | 1658 1739     | G-CELU | Boeing 737 300 | 1703 1806      |
| G-CELC | Boeing 737 300 | 1705 1824     | G-MAJM | Jetstream 41   | 1721 1754      |
| G-JEDK | DHC-8          | 1732 1811     | G-IONA | ATR-42         | 1742 1830      |
| G-CELS | Boeing 737 300 | 1756 1852     | G-RJXG | EMB 145        | 1809 1856      |
| G-BVJB | Fokker 100     | 1814 1910     | G-OLDC | Lear Jet 45    | 1828 2110      |
| G-LAOR | Hawker 800XP   | 1839 0958(30) | G-CELV | Boeing 737 300 | 1844 0733(30)  |
| PH-OFB | Fokker 100     | 1925 0616(30) | G-BXWE | Fokker 100     | 1930 0716(30)  |
| G-PIDS | Boeing 757     | 2000 0704(30) | G-OAKJ | Jetstream 31   | 2004 0648(30)  |
| G-MAJM | Jetstream 41   | 2015 0652(30) | G-CELD | Boeing 737 300 | 2019 0746(30)  |
| G-IONA | ATR-42         | 2047 0722(30) | G-RJXI | EMB 145        | 2049 1346(30)  |
| G-CELS | Boeing 737 300 | 2052 0718(30) | G-CELU | Boeing 737 300 | 2056 0657(30)  |
| EI-CJF | Boeing 737     | 2116 2159     | G-CELC | Boeing 737 300 | 2123 0849(30)  |
| G-RJXG | EMB 145        | 2126 2209     | G-BVJB | Fokker 100     | 2156 0731(30)  |

## 30 Friday

|        |                |           |        |              |           |
|--------|----------------|-----------|--------|--------------|-----------|
| G-CELC | Boeing 737 300 | 0045 1118 | G-JEDK | DHC-8        | 0821 0904 |
| G-BXWE | Fokker 100     | 0915 1459 | G-MAJM | Jetstream 41 | 0919 1016 |
| G-CELS | Boeing 737 300 | 0926 1135 | G-IONA | ATR-42       | 0941 1025 |
| G-OAKJ | Jetstream 31   | 0944 1053 | PH-OFK | Fokker 100   | 0946 1043 |
| G-BYRA | Jetstream 31   | 1002 1104 | G-BVJB | Fokker 100   | 1008 1108 |

|        |                |                |        |                |                 |
|--------|----------------|----------------|--------|----------------|-----------------|
| G-RJXK | EMB 135        | 1014 1113      | EI-CJE | Boeing 737     | 1018 1058       |
| G-CELU | Boeing 737 300 | 1023 1138      | EC-GZD | Airbus 320     | 1048 1201       |
| G-HPSE | Rockwell 114B  | 1051 1435      | EC-IDA | Boeing 737 800 | 1110 1234       |
| G-CELD | Boeing 737 300 | 1208 1340      | G-MAJL | Jetstream 41   | 1216 1454       |
| G-CELV | Boeing 737 300 | 1231 1327      | EI-CJF | Boeing 737     | 1253 1330       |
| G-IDAB | Citation Bravo | 1319 1902      | G-RJXK | EMB 135        | 1344 1751       |
| G-IONA | ATR-42         | 1405 1505      | G-JEDK | DHC-8          | 1408 1501       |
| G-BVJB | Fokker 100     | 1418 1541      | PH-OFK | Fokker 100     | 1425 1601       |
| G-CELX | Boeing 737 300 | 1508 1609      | G-BYRA | Jetstream 31   | 1638 1725       |
| G-RJXI | EMB 145        | 1642 1745      | G-BXWE | Fokker 100     | 1654 1754       |
| G-CELU | Boeing 737 300 | 1716 1814      | G-MAJL | Jetstream 41   | 1718 1802       |
| G-CELC | Boeing 737 300 | 1921 0652(01)  | G-IONA | ATR-42         | 1729 1807       |
| G-CELS | Boeing 737 300 | 1732 1830      | G-JEDO | DHC-8          | 1735 1818       |
| HB-VNI | Citation Excel | 1756 1553(5/5) | G-RKJT | PA-46 Malibu   | 1815 1447(11/5) |
| G-BVJB | Fokker 100     | 1820 1915      | G-FCLA | Boeing 757     | 1853 2014       |
| G-CELV | Boeing 737 300 | 1856 0725(01)  | PH-OFK | Fokker 100     | 1936 0629(01)   |
| G-BXWE | Fokker 100     | 1946 0722(01)  | G-BYRA | Jetstream 31   | 2004 1045(3/5)  |
| G-CELD | Boeing 737 300 | 2007 0837(01)  | G-MAJL | Jetstream 41   | 2018 1455(2/5)  |
| G-CELS | Boeing 737 300 | 2032 0729(01)  | G-IONA | ATR-42         | 2038 2114       |
| G-RJXI | EMB 145        | 2042 0819(01)  | G-CELU | Boeing 737 300 | 2053 0709(01)   |
| G-RJXK | EMB 135        | 2108 0814(01)  | G-CELV | Boeing 737 300 | 2111 0841(01)   |
| EI-CJF | Boeing 737     | 2149 2219      | G-BVJB | Fokker 100     | 2152 0911(01)   |
| C-GTDK | Airbus 320     | 2255 0612(01)  |        |                |                 |

#### From and to

01) N228CX/F-n/s-T Southend: 02) CS-DFC/Northolt-Rome: 04) CS-DFC/Rome-Luton: 05) N708SP/Edinburgh-St Mawgan: 06) N708SP/St Mawgan-Manchester; SE-IAD/Lille: 07) D-COEB/Paderborn-n/s-Bielefeld; F-GSLZ/Strasbourg-Teesside; CS-DHH/Amsterdam-Dublin: 08) CS-DHE/Cambridge-n/s-Luton; C-GQPA/Strasbourg-Monreal: 13) N671B/F-n/s-T Isle of Man: 15) HB-GJR/Lausanne-n/s-Edinburgh; HB-GPG/F-n/s-T Geneva: 16) D-CAAM/Rennes-Vienna: 17) N900CB/St Mawgan-n/s-Guernsey; VP-CCO/Biggin Hill-St Mawgan: 18) CS-DHI/F and T Nice; HB-VNI/F and T Mannheim; CS-DFE/Nice-Le Bourget; OE-FMG/F-n/s-T Innsbruck: 19) N750NS/F and T Jersey; CS-DNR/Northolt-Santa Maria (Portugal); D-ASTS/Karlsruhe-Hamburg; N2683Y/Liverpool-n/s-Szczecin(Poland): 20) LX-GDL/Cardiff-Luxembourg: 22) N453TM/F and T Cork: 23) VP-CTJ/Biggin Hill-Southampton; N453TM/Cork-Stansted: 24) N671B/F and T Isle of man: 25) VP-CTJ/Southampton-Aberdeen; N401NK/Amsterdam-n/s-Farnboro; N750NS/F and T Jersey: 26) N671B/F-n/s-T Isle of Man; N900CB/Guernsey-n/s-Lelystad; N170SW/Rogers(USA)-Frankfurt: 28) CS-DHG/Le Bourget-Southend and Southend-London City; N750NS/Le Bourget-Jersey: 30) HB-VNI/Mannheim-n/s-Amsterdam:

#### Overshoots

01) ZF512/LOP89: 05) ZF406/LOP45: 06) ZF416/LOP43: 07) G-RAFL/CWL74; ZF485/LOP43: 13) XX838/Colt89; XV202/Ascot650: 15) G-RAFN/CWL74; G-RAFP/CWL72; G-RAFL/CWL72 (again): 16) G-RAFL/CWL72; G-RAFO/CWL72 (again): 19) ZF212/LOP42: 22) G-BXXT: 24) G-BXXT: 26) G-RAFP/CWL53: 27) G-BXXT: 29) G-RAFL/CWL45:

#### LBA movements review, April 2004

Night stopping on the 1st was TBM700 N228SX from and to Southend and on the 2<sup>nd</sup> Falcon 2000 CS-DFC of Netjets was from Northolt to Rome as "Skyshare 409P-5124". CS-DFC was back on the 4th when it did the return trip from Rome and departed to Luton as "Skyshare 5125-250P". Lear Jet 45 N708SP on the 5th is registered to a firm called Tapetto Magico Inc. and it was from Edinburgh to St Mawgan, it came back on the 6th from St Mawgan to Manchester. Also on the 6th the PA-28 Cherokee SE-IAD arrived from Lille on delivery to the Leeds Flying School to whom it will be reregistered G-LSFK. Night stopping on the 7th was the King Air 350 D-COEB on a flight from Paderborn to Bielefeld and it was joined by the Falcon 100 F-GSLZ of ATP SA from Strasbourg to Tees-side and the Citation Bravo CS-DHH of Netjets from Amsterdam to Dublin as "Skyshare 2188-2189".

Netjets were back on the 8th when Citation Bravo CS-DHE was night stopping from Cambridge to Luton as "Skyshare 2023-31P", also noted that day was the Excaire Challenger C-GQPA from Strasbourg on its



way home to Montreal. An old friend on the 13th was the Bonanza N671B night stopping from and to its base on the Isle of Man until the 20th. Swiss day on the 15th when we had the King Air 350 HB-GJR night stopping from Lausanne to Edinburgh and the King Air 200 HB-GPG also on a night stop from and to Geneva. From Rennes to Vienna on the 16th was the Cirrus Airways Dornier 228 D-CAAM using the callsign "AZE 021-022" which is in fact an Arcus Air callsign. Night stopping on the 17th was the Cessna 421C N900CB from St Mawgan to its base in Guernsey on the 26th, joining it was Citation II VP-CCO from its base at Biggin Hill to St Mawgan. A busy day on the 18th with Citation Bravo CS-DHI of Netjets diverting from Sheffield City and operating as "Skyshare 6263-6264" from and to Nice, Citation Excel HB-VNI of Century Aviation from and to Mannheim and Falcon 2000 CS-DFE from Nice to Le Bourget as "Skyshare 8114-114P" whilst the King Air C90A OE-FMG was night stopping from and to Innsbruck with the callsign "FTY 2".

The 19th also proved fairly busy with the first visit of the month from Citation X N750NS which was from and to Jersey as "Beauport 6NS", also visiting we had the Falcon 2000 CS-DNR from Northolt to Santa Maria in Portugal as "Skyshare 115P- 804P", Challenger D-ASTS from Karlsruhe to Hamburg as "Bavarian 101" and Cessna 421C N2683Y night stopping from Liverpool to Szczecin (Poland). The 20th found us with Citation II LX-GDL from Cardiff to Luxembourg and the 22nd saw BAe 125 800A M453TM from and to Cork where it is thought to be based. On the 23rd N453TM was back this time from Cork to Stansted and the same day saw Citation II VP-CTJ of St Merryn Meat from Biggin Hill to Southampton. Returning on the 24th was Beech Bonanza N671B from and to the Isle of Man. The Citation II VP-CTJ was back with us on the 25th when it was from Southampton to Aberdeen and others that day were Citation X N750NS from and to Jersey as "Beauport 6NS" and Challenger N401NK as "TAG 348" on a night stop from Amsterdam to Farnboro.

Back yet again on the 26th was Bonanza N671B night stopping from and to the Isle of Man, also night stopping were Cessna 421C N900CB from Guernsey to Lelystad and the Wal-mart Global Express N170SW from Rogers in Arkansas to Frankfurt. Another Sheffield City diversion on the 28th was Netjets Citation Bravo CS-DHG which was unusual in that it arrived on its registration from Le Bourget and departed to Southend as "Skyshare 9359", later in the day it returned as "Skyshare 9360-886P" from Southend to London City, also with us was the Citation X N750NS using its callsign of "Beauport 6NS" from Le Bourget to Jersey. Final foreigner noted this month was the Citation Excel HB-VNI back again on the 30th and night stopping on a flight from Manheim to Amsterdam. Once again not much on the military side to cause excitement, on the 8th the Irish Air Corps CN235 was using its registration as a callsign when it was "Irish 253" from and to Casement. On the 14th Gazelle XZ311 was from and to Elvington as "Army 315". The USAF provided C-21A 40083 on the 28th from Lakenheath to Ramstein as "Jalopy 45" and C-21A 40108 on the 29th from Ramstein to Stavanger also as "Jalopy 45".

A few other notes are to hand. Planet Air used the Spanair Airbus 320 EC-ICL on the 2nd and the 9th then for the final time on the 16th on their last flight. On the 4th Jet2 were using the Boeing 737 TF-ELV of Islandsflug, it arrived from Belfast as "Channex 287P" and departed to Venice as "Channex 215". It returned from Venice at 0130 the following morning as "Channex 216" and departed later to Brussels as "ICB431P" which is an Islandsflug callsign. On the 10th they again used Islandsflug when Boeing 737 TF-ELM was from Belfast to Geneva as "Channex 287P-287" returning on the 11th from Geneva to Belfast as "Channex 288-288P". On the 17th there was one more Islandsflug charter when TF-ELM was from Belfast to Geneva as "Channex 287P-287" with the return flight the following day Geneva to Belfast as "Channex 288-288P". Crew training during the month was the Emerald BAe ATP G-JEMC, it used the callsign "Gemstone 04T" on the 21-22-23-24. We had a couple of charters from Excel Airways this month when Boeing 737 G-XLAB was from Birmingham to Montichiari in Italy on the 22nd as "Expo 129P-3128" then Boeing 737 G-XLAC did the return flight on the 29th from Montichiari to EMA using "Expo 3129-129P". BMI used Airbus 321 G-MIDK on a charter on the 24th when it was from Heathrow to Hamburg then back from Hamburg to Heathrow using callsigns "Midland 9761-7901-7902-9762". We also had the first visit of a BMI Airbus 319 to the LBA when G-DBCA called in on the 25th. Jet2 took yet another Boeing 737 delivery on the 25th when G-CELY arrived here on the 25th and went off to Belfast the next Day. The Skyservice Airbus C-GTDK arrived on the 30th from Glasgow to operate on summer schedules from here. Finally the Cessna 421A N132CK which had arrived on the 20th of March departed to Weston in Ireland on the 28th. Looking through the movements it is clear that Jet2 is taking up over four full pages on its own and since the aircraft are all residents I intend to leave them out in future as we normally do with resident aircraft. This will free up more

space for the editor to put in other things plus more of your photographs and it will ease the load on my typing fingers (both of them!). If of course there is an outcry from more than half the members we will have to try some other solution but according to my computer this is line 869 and Jet2 has accounted for about 240 of them.

**Terry Sykes**



## CONEY PARK MOVEMENTS MAY 2004

|          |        |                           |       |                               |
|----------|--------|---------------------------|-------|-------------------------------|
| 06/05/04 | G-BZVG | AS350B3 ECUREUIL          | 11:45 | 12:10                         |
| 07/05/04 | G-FIBS | AS350B3 ECUREUIL          | 12:35 | 12:45                         |
| 08/05/04 | G-ZWAR | EUROCOPTER EC120B         | 12:50 | 13:20                         |
| 10/05/04 | G-ZWAR | EUROCOPTER EC120B         | 11:10 | 11:40                         |
| 10/05/04 | G-ROZI | ROBINSON R44 ASTRO        | 09:00 | New Resident?                 |
| 10/05/04 | G-TASS | SCHWEIZER 269CS           | 09:30 | 10:30                         |
| 11/05/04 | G-OLCP | AS355N TWIN SQUIRREL      | 14:00 | 14:10                         |
| 11/05/04 | G-FIBS | AS350B3 ECUREUIL          | 16:00 | 16:30                         |
| 12/05/04 | G-JIVE | HUGHES 369E               | 12:00 | 12:15                         |
| 12/05/04 | ZE449  | SA330L PUMA HC1           | 13:45 | 13:45                         |
| 12/05/04 | G-VONA | SIKORSKY S-76A            | 17:00 | 17:30                         |
| 13/05/04 | G-JETU | AS355F2 TWIN SQUIRREL     | 13:00 | 13:30                         |
| 17/05/04 | G-BTIS | AS355F1 TWIN SQUIRREL     | 16:30 | 09:30 N/S to 18 <sup>TH</sup> |
| 19/05/04 | G-JIVE | HUGHES 369E               | 10:00 | 10:05                         |
| 21/05/04 | G-SCUR | EUROCOPTER EC120B         | 15:05 | 17:00                         |
| 24/05/04 | N8066G | BELL JETRANGER?           | 15:35 | 16:00                         |
| 25/05/04 | G-MLSN | HUGHES 369E               | 09:20 | 09:30                         |
| 27/05/04 | G-NEWZ | BELL 206B-3 JETRANGER III | 13:20 | 13:30                         |
| 29/05/04 | N109TF | AUGUSTAA109A II           | 10:45 | 14:30                         |
| 30/05/04 | G-FIBS | AS350B3 ECUREUIL          | 10:15 | 10:25                         |

**Geoff Ward**

## LOCAL REVIEW MAY 2004

### HELICOPTER ACTIVITY

|     |        |               |   |
|-----|--------|---------------|---|
| 1/5 | G-BGID | Bell 47G      | Bagby(Refuel) – Minskip                       |
| 2/5 | G-WYPA | Bo.105        | "Helimed 63A", Harewood House – Teesside      |
|     | G-PASG | Bo.105        | "Helimed 99A", Harewood House – Knottingley   |
| 3/5 | G-EWAW | Jet Ranger    | Teesside – Ridding Park – Elvington- Brighton |
|     | G-SHAA | Enstrom 280   | Clitheroe – Sherburn and return               |
| 5/5 | G-JMXA | A.109E        | "Jaymax 2", Blackpool – Northallerton         |
| 6/5 | G-JWEB | R.44          | Dewsbury – Malham – Sherburn                  |
|     | G-LEEZ | Long Ranger   | Saddleworth – Sutton Bank – Northallerton     |
|     | G-NEWS | Jet Ranger    | Harlesden – Sherburn(Refuel)                  |
|     | G-GAZI | Gazelle       | Seaham – Plymouth                             |
| 7/5 | G-BYZE | Twin Squirrel | Pateley Bridge – Bedford                      |
|     | G-TOPS | Twin Squirrel | "Silver 21", Bagby(Refuel) – Newcastle        |
|     | G-LNTY | Twin Squirrel | LBA – Batley – Devonshire Arms                |
|     | G-BXZD | Gazelle       | Shawbury – Gamston                            |
|     | G-CLKE | R.44          | Beverly – Blackburn                           |
|     | N109AR | A.109C        | Chester – Sandtoft – Bristol                  |



|      |        |                |  |
|------|--------|----------------|--|
|      | G-TILI | Jet Ranger     | Brighton – Wike – Finningley                 |
| 8/5  | G-PKPK | Schweizer 269C | Louth – Sandtoft – Louth                     |
|      | G-HARH | S.76B          | Carnaby(Bridlington) – Humberside(Refuel)    |
|      | G-USTS | A.109E         | Newcastle Heliport – Sheffield City          |
|      | G-BWZI | A.109A         | Tring – Thirsk Race Course – Bagby(Refuel)   |
| 10/5 | G-EYRE | Jet Ranger     | Sheffield – Temple Newsham                   |
| 13/5 | G-BSYI | Twin Squirrel  | "Premier 17" LBA – Thornton Watlass – Sywell |
|      | G-ROZI | R.44           | Coney Park – Wike – Devonshire Arms          |
|      | G-RAMI | Jet Ranger     | Devonshire Arms – Wike – Coney Park          |
|      | F-GFDG | Gazelle        | Darwin – Wike/Eccup and return               |
| 14/5 | G-IJBB | Enstrom 480    | Gamston – Sheffield/Parkway                  |
| 15/5 | G-OMDR | Jet Ranger     | Kings Lynn – Driffield                       |
|      | G-ZELE | Gazelle        | Gamston – Blackberry Farm(Teesside)          |
| 16/5 | G-MANN | Gazelle        | York – Panshanger                            |
|      | G-BZGO | R.44           | Blackpool – Devonshire Arms                  |
| 17/5 | G-CCDE | R.22B          | Newcastle – Sherburn(Refuel)                 |
|      | G-CBHL | Squirrel       | Ripon Race Course – Carlisle                 |
|      | G-OJRH | R.44           | Emley Moor – Kellingley                      |
| 18/5 | G-OMGH | R.44           | Wycombe Air Park – Fishburn                  |
|      | G-PERE | R.22B          | Nottingham – Sandtoft – Gamston              |
| 19/5 | G-ELLI | Jet Ranger     | Harrogate – Devonshire Arms                  |
|      | G-WEGO | R.44           | Near Teesside – Wickenby – Spalding          |
|      | G-XXEA | S.76B          | "Sparrowhawk 1R", Leeds University-Carr Gate |
| 20/5 | G-BLTK | R.22B          | Blackbushe – Sherburn                        |
|      | N188S  | A.109A         | LBA – Cullingworth – Hawksworth(nr. Baildon) |
|      | G-JWEB | R.44           | Pudsey – Sherburn – Hazelwood Castle         |
|      | G-WOOF | Enstrom 480    | Barton – Devonshire Arms                     |
| 21/5 | N58SD  | Hughes 369D    | Brighton – Faldingworth                      |
|      | N500XV | Hughes 369D    | Tadcaster – Clitheroe                        |
| 22/5 | G-SEFI | R.44           | Huddersfield – Pooley Bridge(Ullswater)      |
|      | G-BZIN | R.44           | Garforth – Woolley Edge                      |
| 23/5 | G-LIMO | Long Ranger    | Sheffield – Wetherby – Denham                |
|      | G-VEIT | R.44           | Sheriff Hutton(York) – Sherburn(Refuel)      |
| 24/5 | G-SCUR | EC.120B        | Denham – Sheffield                           |
|      | G-PALS | Enstrom 280C   | Sheffield – Site nr. Humber Bridge N/Tower   |
| 25/5 | G-MLSN | Hughes 369E    | Site in Pool in Wharfedale – Coney Park      |
|      | G-USTS | A.109E         | Site nr. Teesside – Keel University          |
| 28/5 | G-RIDL | R.22B          | Connington – Site nr.Scarboro'(n/s)          |
|      | G-CCFC | R.44           | Cockerham – York Race Course – LBA(Refuel)   |
| 30/5 | G-JWEB | R.44           | Sherburn – Devonshire Arms                   |
| 31/5 | G-BXYD | EC.120         | Walton Wood – Devonshire Arms                |

An interesting aircraft crossing the Leeds Zone on 23/5, mid-morning, was Nepal registered Super Puma 9N-RAG which had been on long term rebuild at Aberdeen. On 27/5 MD.600 N5144Q c/s "Bladerunner 001" was airborne from Skipton, routing to Leeds to do an ILS before heading for a private site near Manchester.

During the race meeting at York this month the following helicopters were noted visiting the race course:-

- 11/5 G-RAMI Jet Ranger; G-OMCC Squirrel; G-JIVE Hughes 369E; G-BWZI A.109A; G-OLCP Twin Squirrel c/s "Starspeed 35"; G-BSYI Twin Squirrel c/s "Premier 17"
- 12/5 G-JIVE Hughes 369E; G-FFRI Twin Squirrel(To Sherburn, refuel); G-VIET R.44 (To Bagby, refuel); G-CCFC R.44; plus "Premier 23 Combine", a pair of S.76s which then went to Elvington for fuel and onwards to Newmarket
- 13/5 N800HL Bell 222( To Battersea); G-RAMI Jet Ranger; G-ROZI R.44; G-REDI R.44; G-CCKS Hughes 369E; G-TGRA A.109A; G-JETU Twin Squirrel c/s "Woodstock 12"

## LOCAL AIRFIELDS

**Bagby:-** A trio consisting Jabirus G-BYFC & G-BYTK plus Eurostar G-OTUN arrived from Consett on the 16<sup>th</sup> later heading for White Waltham. Calling in for fuel on the 20<sup>th</sup> was R.44 c/s "Scotia 44"(G-CBFJ?) while on 25/5 YAK 50 G-BWYK arrived from Petersfield. The 28<sup>th</sup> saw a formation of 6 microlights arrive with Blade G-CBHG acting as radio ship. Also:- 1/5 G-ARVT PA-28, G-OALH P.92 Echo; 2/5 G-BVEH D.117, HA-LFZ Alouette, G-BWWZ Kitfox; 3/5 G-BOGK ARV.2, G-CBJH Foxbat, G-BZWZ RV.6; 11/5 G-ARDT PA-22; 14/5 G-BKCC PA-28; 15/5 G-ATNB PA-28, G-BORS PA-28; 16/5 G-BRUI PA-44; G-ARYH PA-22, G-ATJL PA-24; 20/5 G-HPAD Jet Ranger; 22/5 G-BSRK ARV.2; 23/5 G-MZML Blade, G-MZBH Coyote; 26/5 G-BPUU C.140; 27/5 G-OGAN Europa; 30/5 G-BTLB WA.52, G-BTRP Hughes 369E; 31/5 G-MYJW Cyclone

**Beverley:-** Noted visiting on 16/5 was J/3C Cub G-AKTH. Others:- 18/5 G-BHJU DR.400; 20/5 G-BWSI Cavalier, G-BSYZ PA-28(To Texel, Holland); 23/5 G-APXY C.150; 27/5 G-BSGD PA-28; 30/5 G-OMAC FR.172E(To Isle of Wight)

**Brighton:-** PA-18 OY-AVT has taken up residence again and has been very active around the area all month. A Fly-in on 2/5 had a reasonable attendance, only aircraft of note being Coyotes G-CCEG and G-BYOU, and Taylorcraft G-BRPX plus about 40 others. Another Fly-in took place over the Bank Holiday Weekend with star visitor being Dove G-ARHW, which arrived from Leicester, on the 30<sup>th</sup>. A quartet calling in for fuel whilst enroute to Prestwick on 16/5 consisted of PA-28s G-ATOJ & G-ATOM along with Bulldog G-ASAL and PA-38 G-BNIM. On 22/5 PA-32 G-IFFR arrived from Perth in company with C.172R D-EGLL. Visitors:- 1/5 G-AKUW Super Ace; 8/5 G-ASJY GY.80; 16/5 N40GD SR.22; 22/5 G-ALFA Auster 5, G-BPHR(A17-48, RAAF) Tiger Moth; 23/5 G-BPAA Acro, G-AWOF Vagabond; 28/5 G-BAPR D.11; 31/5 G-MSTG P-51D Mustang

**Burn:-** The gliding site was visited on 21/5 by Islander G-OSEA from Crosland Moor

**Church Fenton:-** Visiting here on 5/5 was PA-28 G-DOME

**Dishforth:-** An unusual visitor on 20/5 was Duchess N810Y, F/T Yeovilton

**Eddsfield:-** Noted arriving here from Bidford on 7/5 was Bolkow Junior D-ECGI and on the 23<sup>rd</sup> DR.400 G-BAKM was noted

**Elvington:-** An aerobatic competition took place over the weekend 7<sup>th</sup> - 9<sup>th</sup> with among those taking part CAP.232s F-GKKI & F-GYRO. Visiting on 8/5 was DR.107 G-IDII from Wittering. Others:- 1/5 G-UANT PA-28; 3/5 G-AYMK PA-28; 13/5 G-BFDI PA-28; 17/5 G-AZGY Emeraude; 18/5 G-DIWI PA-32; 20/5 G-BJWW F.172N, G-BBZV PA-28R

**Felixkirk:-** Noted on Air Test from here on 26/5 was Rans S.6 G-CCLH

**Gamston:-** Appearing to be resident is PA-32 PH-MDW which has been active throughout the month, as has R.44 G-FOFO. The 13<sup>th</sup> saw King Air 200 N295CP visiting from Hawarden along with Commander 112 N6003F from Top Farm. On the 27<sup>th</sup> PA-28 N495AF(ex.G-SUEB) arrived from Cambridge and Be.36 N7205T called in for fuel. Iceland Foods Citation VP-CED paid two visits on 28/5, F/T Hawarden. Others:- 1/5 G-BXDF Baron, N6339U PA-28; 2/5 G-BFNJ PA-28; 6/5 G-OECH AA-5A; 10/5 G-BVOA PA-28, G-BDKH Emeraude; 13/5 G-ASXI Nipper, G-HASO DA.40; 14/5 N79EL Beechjet; 15/5 G-BXWP PA-32; 16/5 G-BXMU Wilga, G-BMMK C.182P; 17/5 G-FIGA C.152, G-BZVF C.182T; 21/5 N79EL Beechjet, G-CBCV Bulldog; 22/5 G-AZRD C.401A; 26/5 G-BLST C.421C; 27/5 G-ODJB R.22B, G-MOAN Ximango; 29/5 G-DCAV PA-32R; 30/5 G-OIIO R.22B, G-CBLZ Long Eze, G-ATVX Junior, G-BYDX AG.5B

**Harewood:-** The strip here was visited on 30/5 by C.152 G-KATT from Wolverhampton

**Haxey:-** The C.182G G-ASSF mentioned last month would appear to be resident here

**Hibaldstow:-** The parachute centre has a "new" Dornier 28 HA-VOC, first noted on 22/5. This joins the two other Do.28s HA-ACL and HA-ACO along with SMG.92 Turbo Finist HA-YDF. Also active this month from here was Terrier G-ASDK, and would appear resident. Former stored T.33 Shooting Star G-WGHB is now reported to have moved to Booker. Visiting on 24/5 was RV.6 G-RVAV from Chester-le-Street

**Humberside:-** Crew training here on 11/5 was Boeing Sentry ZH 102 c/s "NATO 14"

**Husthwaite:-** Noted visiting this microlight site near Thirsk were Coyote G-BUWK from Heathfield(Sussex) on 13/5 and Eurostar G-PROW to Fenland on 27/5

**Kirkbymoorside:-** Visitors:- 3/5 G-BLTU T.67B; 11/5 G-BLOW T.67A; 12/5 G-BLPI T.67B, G-BJHB M.20J; 13/5 G-BUUG T.67M; 24/5 G-ARAW C.182C

**Linton-on-Ouse:-** An early morning arrival here on 18/5 was Citation Encore N652NR which has very recently taken up residence at Kerry with Cross Jet

**Leeming:-** On 12/5 C.152(Tailwheel) G-HART c/s "Atlantic 44" arrived from Coventry



**Mount Eyrie:-** Noted arriving here on the 1<sup>st</sup> was C.182RG N409SA. The aircraft night-stopped before departing to Leicester. On the same day T.67 G-FLYG and Zenair G-CBGB were also visiting. DR.253 G-BOSM visited on 18/5 from a strip near Stafford

**Rufforth:-** Noted on Air Test from here on 6/6 was Pegasus Quik G-CCKM while G-CULL was similarly engaged on 16/5. Aircraft visiting for the races at York included:- 11/5 G-HTRL PA-34("Air Med 053"), G-LENY PA-34("Air Med 023"), G-BFIB PA-31, G-ATJL PA-24; 12/5 N31RB AG-5B, G-BUFH PA-28, G-BORS PA-28, G-BFIB PA-31, G-JTCA Aztec("Eastex 31P/A"); 13/5 G-IDPH PA-28, G-ILTS PA-32R, G-BFIB PA-31. Others:- 1/5 G-SEXE Falke; 15/5 G-MOAC F.33A, G-KHOM Falke; 16/5 G-RFIO Ximango; 19/5 G-WAIR PA-32; 20/5 G-KHAS Falke; 23/5 G-BKFZ PA-28R; 25/5 G-WARY PA-28; 26/5 G-MCCF T.600N(n/s to Eshott); 27/5 G-KKES TB.10; 30/5 G-BANW Emeraude, D-MUAG Ikarus

**Sandtoft:-** Be.24R Sierra N39TA arrived early morning on 13/5 with an American delivery pilot and has taken up residency here. On the 22<sup>nd</sup> Do.28 HA-VOC, from Hibaldstow was circuit training while the 24<sup>th</sup> saw Ikarus C.42 D-MUAG arrive from Headcorn and on the 27<sup>th</sup> Maule MX.7 N14HF was noted. Others:- 1/5 G-CBUY Coyote, G-VARG Katchina, G-BHKT D.117; 14/5 G-TERY PA-28, G-BJBW PA-28; 15/5 G-BBCN HR.200; 16/5 G-BEZI AA-5, G-AZCN Pup, G-BUPW Kitfox, G-CCCM Skyranger; 18/5 G-AWTV Be.19; 19/5 G-CIFR PA-28; 21/5 G-DOME PA-28; 22/5 G-TSIX Harvard; 23/5 G-BWDX Europa; 26/5 G-BNHB ARV.2, G-CBRR Eurostar, G-KIMM PA-28; 28/5 G-HOPY RV.6; 28/5 G-BAEM DR.400; 30/5 Jabirus G-ROYC & G-TYKE, Quiks G-CBZT & G-CCKM, G-CCPH Eurostar; 31/5 G-OSND FRA.150M

**Sheffield:-** New resident is Stampe SV.4C G-AYZI. (This aircraft was however damaged in a forced landing shortly after take off from runway 28 on 13/6. It landed in a field just beyond the runway and overturned, fortunately with no serious injury to the pilot.) Arriving early morning on the 28<sup>th</sup> was Scotair Dornier 328 G-BZOG c/s "Suckling 002P". The aircraft arrived empty from Manchester to transport Tony Blair to Northolt. On 20/5 Schweizer 269C PH-HHB was noted operating a couple of local flights from here. An early evening arrival on 12/5 was TB.20 D-EJPR, while on 30/5 SR.22 N866C called enroute to Glenforsa. Visitors:- 2/5 G-ETCW Glstar; 7/5 G-BYTI PA-24; 10/5 G-WIRE Twin Squirrel; 12/5 G-PEPL MD.600; 15/5 G-NROY PA-28RT, G-BYPU PA-32R, G-RACY C.182S; 16/5 G-GWYN F.172M; 16/5 G-BICS R.2100, G-BHDE TB.10; 18/5 G-BHLW C.120; 19/5 G-VICC PA-28; 21/5 G-BSKW PA-28; 26/5 G-BCEF AA.5, G-AVSF PA-28; 29/5 G-PERE R.22B; 30/5 G-ATNB PA-28, G-BMSD PA-28

**Sherburn:-** Noted on CofA Air Test on 20/5 was Robin HR.200 G-JPAT and on 23/5 Pitts Special G-FCUK was similarly engaged. A German invasion on the 22<sup>nd</sup> with the arrival of PA-28 D-EKSY, PA-28R D-EEDU, TB.10 D-EVIN, M.20J D-ECPU, D.120B D-ECUW and PA-22 D-ECEO plus another not fully identified. On the 16<sup>th</sup> Be.36 N59VT was noted visiting and on the 20<sup>th</sup> PA-24 N9469P along with PA-28R N2943D. On the 28<sup>th</sup> a formation of 5 Sky Arrows were logged departing for Perth, G-ROME acted as radio ship. On the same day a Tucano c/s "LOP 02" arrived from Linton and was hangared for the weekend. Others:- 1/5 G-BMZE TB.9, G-OLPT RC.114; 2/5 G-BELP PA-28, G-LBRC PA-28R, G-ESTR RV.6, G-BUPW Kitfox; 9/5 G-OEAC M.20J; 13/5 G-PACT PA-28, G-ASAL Bulldog, G-BNIM PA-38; 14/5 G-AYWM Airtourer; 15/5 G-BHJU DR.400; 16/5 G-ZAIR Zenair; 22/5 G-ZERO AA-5B; 23/5 G-ASDK Terrier, G-BXOJ PA-28, G-BCDY FRA.150; 28/5 G-BIAP PA-16, G-ASLV PA-28; 30/5 G-BMMP G.109B, G-BYPN Rallye; G-BPMB Maule MX.7

**Sherburn Fly-in(31/5):-** Over 50 visitors were logged during the day while the airfield was closed for two hours in the afternoon to facilitate a flying display. Visitors included:-

G-APJB Prentice, G-APVF Putzer Elster, G-APZX Tri-Pacer, G-ARRS Emeraude, G-AYZI Stampe SV-4C, G-AZRL Super Cub, G-AXDV Pup, G-AXNS Pup, G-AYGA Jodel D.117, G-AYTV Tempete, G-BCAH Chipmunk, G-BIWN Jodel D.117, G-BOGK ARV.2, G-BPXY Aeronca Chief, G-BPVZ Silvalre, G-BWGT Jet Provost, G-BYLL Falco, G-BYPY Ryan ST.3KR, G-BZUL Jabirus, G-BZWZ Vans RV.6, G-EOFS Europa, G-HURR Hurricane, G-LEZZ Glstar, G-RVDJ Vans RV.6A, G-SUTN Sky Arrow, OY-AVT Super Cub.

The Police MD.900 G-YPOL and Helimed Bolkow Bo.105 G-PASX were also present

**Snitterby:-** This airstrip near Hibaldstow is home to Wassmer 52 D-EFVS

**Walton Wood:-** Visitors:- 6/5 G-BZMG R.44; 13/5 G-USTS A.109E; 17/5 G-BZJJ R.22B; 20/5 G-CCJE Schweizer 269C; 24/5 G-REDI R.44, G-ASAZ UH.12E; 27/5 G-RAMY Jet Ranger

**Wickenby:-** Leaving here heading for Lognes, France on 28/5 was PA-32 F-BNTC

**Wombledon:-** Europa G-MEGG was noted on Air Test on 12/5. Other Europa visitors included G-BVIZ on 19/5 and G-JERO on 26/5. Noted visiting on the 16<sup>th</sup> was Be.36 N7205T from Tattenhill and SIAI-Marchetti S.205 G-AVEH

Aircraft noted crossing the area included:-

|      |        |              |  |
|------|--------|--------------|--|
| 1/5  | N249SP | Cessna 210L  | Southend - Inverness(York 1152 @ 3000')          |
|      | N642P  | PA-31 Navajo | Southend - Edinburgh(York 1220 @ 4000')          |
| 2/5  | G-ZAAZ | Rans RV.8    | Strip nr.Wattisham - Perth(OTR.1325 8000')       |
| 13/5 | OO-JKM | Beech F.33   | Wevelgem - Cumbernauld(Harrogate 0825, 3000')    |
| 17/5 | HB-OYZ | PA-28R Arrow | Overhead Wetherby 1435 @ 2500' routing North     |
| 19/5 | ZA947  | Dakota       | Orbiting Humber Bridge at 1500 @ 2000'           |
| 22/5 | N171JB | PA-28R Arrow | Kirknewton - North Weald(York 1015 @ 4000')      |
|      | N550RE | Cessna 210   | Oban - Antwerp(York 1226 @ 4000')                |
| 24/5 | LX-PNC | Cirrus SR.22 | Overhead Hull area 1435 @ 3000' enroute Emden    |
| 27/5 | N65MJ  | Be.58 Baron  | Donegal - Lelystad(4/S LBA 1144 @ 3000')         |
|      | N999F  | Beech F.33   | Newcastle - Jersey(5/E LBA 1147 @ 3500')         |
| 28/5 | D-EMFX | TB.10 Tobago | } Flying in formation along the coast enroute to |
|      | D-KGFR | Grob 109B    | } Cambridge(Hull 1505 @ 2000')                   |
| 30/5 | N21738 | Cessna 172S  | On delivery Wick - Oxford(Abm.LBA 1554 3000')    |
|      | G-BKPC | Cessna A.185 | Parachute drop over Barnoldswick(1650)           |
| 31/5 | PH-TFS | TB.200XL     | Overhead Goole 1520 @ 4000' heading South        |

*Trevor Smith*

## AVIATION HUMOUR

Taking out an F-16 Fighting Falcon Air Force Fighter Jet sounds pretty hard, right? I think the Iraqi Army and Air Force would agree. However, down in Florida a little pig found out that isn't always the case.

As the jet was accelerating for takeoff, it struck the pig with the landing gear causing it to lose control. The pilot being unable to steer the plane and traveling at great speed, elected to EJECT rather than end up as a burning ball of flames. You got it! A small little pig takes out a \$16 million top of the line fighter jet. That's what happens to our tax paying dollars.

In a similar type incident, I had a friend who upon landing in the early morning hours up in Oklahoma City struck a deer. The deer ran out in front of him and impacted on the right propeller. He was able to control the plane and taxi to the ramp but the propeller was destroyed along with the deer.

These are only two of the numerous reports of aircraft striking wild life. It usually involves birds and planes, although, at the smaller airports around the country, you're likely to run into anything...

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Today two mechanics taxied a 727 into one of the satellite ramps at Terminal A in Newark. The accident sheared the top off the fuselage from just above the radome and going all the way back to the front door. I was wondering, is this kind of damage repairable or would this be a total loss?

(reply): Yes, it is possible to retrain the mechanics, but generally, it's easier to just take them out back, shoot them, and call it a total loss.

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CAPTAIN (on PA explaining a delay): "Sorry, folks, but our landing has been delayed by a mechanical failure. The automatic machine that beats up and loses your luggage is not functioning properly and we'll have to wait for repairs.





## LEEDS/BRADFORD NEWS

News that had been doing the local rumours network for several months became official on the 15th June. JET2 are to launch a Paris service, starting in September. How this leaves the BMI service remains to be seen. Unlike KLM who can rival JET2 through Amsterdam using their onward network, BMI have no such luxury. Indeed Air France is not even part of the Star Alliance, of which BMI is a part. The press announcement read as follows:-

OOH LA LA, jet2.com SAYS 'BONJOUR' TO PARIS! (15 June 2004)  
Low-cost regular access to Paris on the horizon for Yorkshire folk.

It's the one everyone has been waiting for - Jet2.com has announced Paris as its latest destination with daily low-cost flights to 'The City of Love' beginning 1st September 2004. With one-way prices starting from £24 (inc taxes) demand is sure to be high with the Leeds Bradford-based airline delivering the 'Jewel in the Crown' of destinations for the region's leisure and business travellers. Flights go on sale from Tuesday 15th June for travel between 1st September 2004 and 3rd April 2005.

Renowned for its fashion, art, and restaurants, Paris is arguably Europe's most exciting and romantic destination with its multitude of impressive attractions. So, why not visit the River Seine for a romantic stroll, take in the city's heights from The Eiffel Tower, visit the fashion house of Chanel or choose a sidewalk café along the Champs Elysée?

For music lovers, Paris is one of the best places to listen to live jazz, either from smoky holes-in-the-wall or its popular clubs - and Disneyland Resort Paris is on the doorstep with easy access via regular shuttle services from Charles de Gaulle or the high-speed TGV from the city centre.

Philip Meeson, boss of Jet2.com, commented: "This is a truly exciting announcement for us and is one of our sexiest destinations. We can now give the people what they want - access to a fantastic destination that has a huge array of attractions. Demand for low cost travel to Paris from Leeds Bradford has been huge, with the region's travellers all wanting access to regular low cost flights. Jet2.com is now turning demand into reality."

Jet2.com will fly direct to Paris Charles de Gaulle from Leeds Bradford International Airport seven days a week - departing at 11.00am, arriving at 1.40pm. Return flights leave Paris at 2.20pm, arriving Leeds Bradford at 3.00pm (all times are local). Full timetable and schedules can be found on the Jet2.com website at [www.jet2.com](http://www.jet2.com).

At the same time as their launch JET2 opened up their WEB site to take bookings on all flights through to April 2005. So if you're thinking of taking advantage of some cheap flights over this period now is possibly the best time to book while the fares are low.

The new check in area has finally opened, initially it was only used by My Travel, but later in June Britannia were also availing themselves of the new facility. Press release:-

As Leeds Bradford International Airport starts the busiest summer season on record, they are delighted to announce the opening of an additional check in hall, offering a further 16 check in desks bringing the total to 42.

Ed Anderson, Managing Director comments, "As we experience such huge growth, it's important we offer our passengers the best facilities when starting their journey. We are looking towards a record-breaking summer season with more destinations than ever before on offer to our customers. We hope you will be choosing LBA when booking your summer holiday this year."

The summer started with a busy month. May saw 220,788 passengers passing through the terminal, an increase of 10% on the same month last year. Scheduled passengers represented 72% of the traffic carrying 158,764 people to popular destinations such as Prague, Amsterdam, Barcelona and the new destinations of Murcia and Venice, operated by jet2.com.

Yorkshire's own low cost airline not only celebrated the launch of two new destinations, plus the arrival of their seventh aircraft 'Jet2 Yorkshire', they also experienced their busiest month of operation since the start of their flights in February 2003. With 82,545 passengers choosing to fly to any of their 12 destinations they currently have on offer from Leeds Bradford, they certainly offer value for money and plenty of choice to the people of Yorkshire.

Britannia have released details of a couple of charters to Barbados over the winter period. All are Boeing 767 operated.

|                   |          |        |             |
|-------------------|----------|--------|-------------|
| LBA-BGI - 767-200 | 18th Feb | BY740A | 0940/1430   |
| LBA-BGI - 767-300 | 11th Mar | BY698A | 1105/1605   |
| BGI-LBA - 767-200 | 04th Mar | BY740B | 1615/0420+1 |
| BGI-LBA - 767-300 | 04th Feb | BY698B | 1635/0440+1 |

#### AIRLINE NEWS

**Aer Lingus** has started talks with plane makers Airbus and Boeing to buy as many as 14 planes to replace and expand its fleet. Chief Executive Willie Walsh told the Reuters news agency that the airline was looking to order at least 11 and as many as 14 planes, partly to replace its current fleet of seven Airbus A330s.

Walsh was speaking on the sidelines of the International Air Transport Association's annual meeting in Singapore. He said it was a good time to be talking to manufacturers, given Aer Lingus's financial position.

Aer Lingus currently operates around 30 aircraft, and last year signed a deal with Airbus to buy or lease 17 new planes. The new order could be worth up to \$2.1 billion. Walsh said a decision would be made in the next few months, as the planes would not be needed until at least 2008.

**Air Berlin** will inaugurate non-stop service to Manchester from 3 German cities on November 1st. Daily flights will depart from Dusseldorf and Berlin Tegel and 4 times a week service from Paderborn. Air Berlin will also serve Southampton from Paderborn with 3 flights a week.

**Air France** have announced they are delaying delivery of its A.380 by 6 months. The announcement was made, only two weeks after Virgin Atlantic said it was delaying the delivery of its first Airbus A380 by 18 months.

**Air Malta** have announced the creation of 2 bases in the UK at Birmingham and Manchester Airports. This summer the airline will base 2 Airbus A.320s there to operate charter flights to destinations in Greece, Italy, Portugal and Spain.

**American Airlines** will inaugurate non-stop service from Miami to Manchester on November 1st. AA will operate a daily flight for the 2004/2005 winter season with its Boeing 767-300ER. The airline is looking at the possibility of making this route year round as well as making its Boston to Manchester route year round by operating it in the winter.

**Civair** is a new South African carrier which is looking to start low cost service to the UK by the end of the year. At this time the airline has set a start date of October 30th for a 3 times a week service from Cape Town to London Stansted. This should be followed by twice weekly service from Durban to Stansted, all with Boeing 747's.

**Easyjet** shares slumped by more than 20% on the 7th June, after the carrier said high fuel prices could cut its profits by £4m. Easyjet said the European air market continued to be extremely competitive and fuel prices remained "a concern". But it added it would "vigorously" defend its market share and that it had the



financial strength to do so. The warning on profits came as the carrier said passenger numbers hit 2.1 million in May, up 19% on last year.

EasyJet has outlined the next stage in its ongoing expansion plans at London's Gatwick Airport, resulting in at least an additional eight services each day including new routes to Budapest, Murcia, Cologne, Rome, and Venice as follows:

*From September:*

Start services to Budapest and Cologne. Increase frequency to Madrid to 2 flights a day

*From November:*

Start services to Rome and Venice. Increase frequency to Cologne to 2 flights a day

*From February:*

Start services to Murcia. Increase frequency to Geneva to 5 flights a day

**Jetstar**, Qantas' new low cost airline, is offering advertisers the chance to brand the outside of its aircraft for \$1 million a piece. The airline is in talks with a couple of companies about advertising on its fleet of Boeing 717 planes, all but one of which have been left blank specifically for this purpose.

**LOT** becomes the latest airline to announce it will create a low cost subsidiary. Plans are to start operations by the end of the year. For this LOT will transfer 3 to 5 Boeing 737-300 from its mainline operation with Krakow being the first base for flights.

**Olympic Airways** plans to lease 4 Boeing 737s for the summer season, adding to its current fleet of 40 aircraft, to cope with extra demand for the 2005 summer Olympic Games to be held in Athens from August 13th.

**SN Brussels Airlines** said it would fight the planned closure this year of Berlin-Tempelhof, the oldest of three airports serving the German capital. SN Brussels operates 4 flights a day from Brussels to THF using its Avro RJJs; however the airport is scheduled to close from October 31st.

**Thomas Cook** has announced it is transforming its charter airline into a low-cost carrier which will fly under the old name "Condor" with immediate effect.

**Virgin America** will be the name of Virgin's US airline. As expected the airline selected Airbus for its fleet and has placed an order for 11 A.319s and 7 A.320s. In addition it will lease 15 A320s from GE Capital with deliveries starting in early 2005. Eventually Virgin America is planning to operate up to 105 aircraft.

The airline has also named New York as Corporate Headquarters and San Francisco as Principal Base of Operations.

This will be the only airline to call Manhattan home. It will centralize corporate functions for the company in New York, the country's largest travel market, at what it calls "Airline HQ," including marketing, human resources, and finance responsibilities. The airline anticipates more than 300 employees working at this facility initially.

This also will be the first and only airline with its principal operations based in California. In San Francisco, the country's third largest travel market, the airline will centralize all operations responsibilities, including pilots, flight attendants, maintenance technicians, engineers, dispatching and other work functions, at what it calls "Ops HQ." The airline anticipates more than 1,500 employees working at this facility.

#### **AIRCRAFT NEWS**

Airbus has attacked the high proportion of composites used in Boeing's 7E7 Dreamliner, branding the aircraft's development 'rushed' and 'ridiculous'. The 7E7 will contain double the amount of composites used in the Airbus A380 - including most of the fuselage and wings. But Airbus claims Boeing has rushed through the technology before it is sufficiently matured.

Colin Stuart, Airbus vice-president of marketing, said composites should be introduced with caution in aircraft design. 'If you start to look at the various loads on composites (in an all-composite fuselage), it is absolutely the wrong thing to do.'

Current composite material is unsuitable for many areas of the fuselage claimed Alain Garcia, executive vice-president of engineering. 'It's perfect for tension and fatigue, but poor for compression.' Airbus has stepped up the war of words with Boeing after the US company criticised weight increases in the A380. Airbus claims the 7E7 will be heavier than Boeing has admitted. 'The 7E7 carries the weight penalty of a compromised and rushed design,' the company said.

Dr Jürgen Klenner, Airbus senior vice-president of structure engineering, said today's carbon fibre is often no more than 'black aluminium' - with the same attributes as traditional materials - offering few benefits for the extra cost. Carbon fibre does have weight advantages, but according to Klenner the cost of the raw material is up to 500 per cent higher. 'We do not apply a material because it is trendy; we do it when we are convinced it is mature enough. There are crucial questions that have not yet been answered,' he said.

There are concerns that composites present a higher fire risk, delaminate in humid conditions, and are more expensive to repair. Prof Phil Irving, civil aviation authority expert in damage tolerance at Cranfield University, said engineers should drip-feed composites into aircraft design to avoid 'unexpected failures'. 'There is always a risk when introducing something new on to an aircraft, no matter how many tests. There's always something we haven't realised.' Bird strike, stones or taxiing accidents would greatly reduce the compressive strength of composites such as carbon fibre. 'You can avoid the problem by making it thicker, but that has economic implications. It's rather difficult to see how you can have a whole fuselage made of composites.'

Airbus chief executive Noel Forgeard claimed the 7E7 would have identical technology to the A380. 'This is why Boeing has strongly discounted it to sell it,' he said. Airbus accused Boeing of tinkering with the 7E7's supposedly advanced technology during its development, saying the final product will be more conventional and heavier than originally claimed. Stuart said: 'They have rushed this aircraft through in a ridiculous way.' But Boeing denies this, pointing out that the aircraft was developed in parallel to, rather than after, the company's now-cancelled project, the Sonic Cruiser.

A Boeing spokesman said: 'We've put a great amount of work into composites, drawing on the work we've already done on the 777 and a whole variety of military aircraft. The 7E7 is a bold move, but if you look at the efficiency and environmental advantages it's a move in the right direction.'

The 7E7 will contain 50 per cent of its weight in composites, making it lighter and more fuel-efficient, Boeing claims. The A380 structure contains under 25 per cent composites, while Airbus chose not to use the carbon fibre wing planned for its future military aircraft. Boeing announced it expects up to 200 orders for the 7E7 in 2004. Only Japan's All Nippon Airways and Air New Zealand have placed orders, compared with 129 orders to date for the A380.

Airbus's approach for the A380 is in sharp contrast to Boeing's claims for the smaller Dreamliner. Airbus is focused on shipping up to 550 people between megahub airports, while Boeing believes flying faster and lighter point-to-point is the future of air travel.

Airbus vowed to increase production of single-aisle jets by 20 percent next year but shares in its parent company fell on concerns about the impact of high fuel prices on the fragile airline industry. French financial daily *Les Echos* reported recently that Airbus had told suppliers at a meeting in late May that it could boost production to as many as 370 planes in 2005 and 443 in 2006.

A spokesman for Airbus declined to discuss next year's production or delivery goals, but said the plane maker expected to deliver between 300 and 305 planes to airlines this year and that production of single-aisle jets would rise in 2005. 'We are still expecting 300 to 305 deliveries this year,' Airbus spokesman David Voskuhl said. 'We have already decided on a 20 percent increase in single-aisle production rates for some time next year, with a possible further increase before year-end.'



## OTHER NEWS

Boeing has won a \$3.9 billion Pentagon deal to build the US Navy's next generation of submarine-hunter surveillance aircraft. The Pentagon picked Boeing's proposal to build a modified version of its 737 commercial jet, which offers long term cost savings. The decision is a blow to Lockheed Martin, which bid to upgrade its existing sub-hunter P-3 Orion planes. The Pentagon said full production could take the deal to \$20 billion later on.

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

David Wooler

## VISIT TO RAF MUSEUM, HENDON, LONDON

Saturday 18 September 2004

Another opportunity for members and guests to enjoy a Society coach trip

Coach Fare £23 per person

Deposit £10 per person (non returnable deposit)

Required on booking, please

Cheques payable to *Air Yorkshire Aviation Society*

### Pick-up Points

7.00am Public Car Park opposite Guiseley Theatre, The Green

7.10am Finkhill Car Park near St Margaret's Hall, Horsforth

Return Time to be advised – Museum closes at 6.00pm

Admission to the Museum is Free of Charge

### Requirements

The Museum has asked to be informed as soon as possible of any special requirements, for example they have a very limited number of wheelchairs and we can reserve one in advance

Coach hire is again from Kevin Jackson Travel

There are toilet facilities on board the coach

No meals are included in the cost of this trip

Booking - see Paul Windsor at Society meetings

Or contact him on 0113 250 4424

Or on mobile 07765 203 373

# MILITARY AVIATION



## MILITARY NEWS

### GKN sells Augusta Westland

GKN, the industrial conglomerate, has sold its stake in Augusta Westland, the Yeovil-based helicopter manufacturer, to Finmeccanica, Italy's largest defence group. The Italians have assured Yeovil workers that their jobs are safe. Augusta Westland is the world's second largest producer of helicopters, behind Eurocopter.

Credit: The Times. Bob Kilbey

### Farnborough Air Show

The Show is to take place on 24 and 25 July. This year's Show will particularly commemorate the centenary of the meeting of Charles Rolls with Henry Royce by a unique display of Rolls-Royce powered aircraft. Tickets (£20 in advance) are available from 0870 906 3859 or [www.farnborough.com](http://www.farnborough.com)

Credit: Air Show leaflet

### Eurofighter Typhoon News

According to a 'leaked report' in the Daily Mail, the Eurofighter Typhoon could be unsafe to fly in clouds because of faulty computers. The report claims that digital instrument displays are prone to failure which has led to a ban on 'dynamic manoeuvres or flying in clouds unless two qualified pilots are on board. In contrast, RAF News reports that the Typhoon has achieved its initial release to service, which marks the step from test-flying to normal service-regulated flying. In commenting on the Daily Mail report, the RAF stated that this merely referred to one isolated incident.

Credits: Daily Mail. Lesley Kilbey. RAF News

### St Athan now under command of HMS Sultan!

RAF No 4 School of Technical Training, based at St Athan, now comes under the command of the newly-formed Defence College of Electro-Mechanical Engineering, with its Headquarters at the Royal Navy's HMS Sultan, based at Portsmouth.

Credit: RAF News

### Parachute Training Update

As noted last month, the first two jumps on the Forces Initial Parachute Training Course were traditionally from balloons. Balloon jumps have now been abandoned, however, (on grounds of cost?) and the first two jumps are now carried out from Skyvans. Further, 'P' Company, the pre-parachute selection course, is now based at Catterick, having moved from its traditional base at Aldershot.

Credit: Parachute 2 Newsletter.

### First Flight of Sentinel R1

The first flight of the first of the RAF's Sentinel 1 aircraft took place recently at Greenville, Texas. The Sentinel is the platform for the UK's airborne stand-off radar system (ASTOR). Five Sentinels are to enter service with 5 Squadron at Waddington in 2005, so we may see them around!

*Eric Martin*



## MILITARY MATTERS

### 40 years of The Red Arrows

The Red Arrows are currently celebrating their fortieth display season. In commemoration, some Arrow points:

- The Arrows first display was on 6 May 1965 at Little Rissington as an introduction to the media. The weather was poor so it is debatable how much the media saw of the event!
- The first public display was outside the UK. The team helped celebrate French National Air Day at Clermont Ferrand on 9 May 1965.
- The British public first saw the Reds in Action at Biggin Hill on 15 May 1965. The team has appeared at every International Air Tattoo since 1972 and, in 1985, made history by flying for the first time in formation with Concorde, at Fairford.
- After a display in Jordan in 1966, a Jordanian company placed an order for a million Christmas cards featuring the Red Arrows.
- The Arrows moved from Kemble to their current base at Scampton in 1983. They spent five years at Cranwell 1995-2000.
- Six of the twelve Hawk aircraft which make up the team have been used every year since the Hawk was introduced in 1980. The Hawk replaced the Folland Gnat, which had been the display aircraft since 1965.
- The Reds have yet to display in New Zealand. The aircraft don't carry enough fuel to get them there!
- During May to September last year, Red Arrows pilots clocked up 1698 flying hours in 2234 sorties. In the preceding winter training period they flew for 1355 hours, in 2419 sorties.
- Red Arrows merchandise may be purchased from The Red Arrows Merchandise Company Limited 21 Howard Drive FARNBOROUGH GU14 9TQ. Profits from all sales are donated to The Red Arrows Trust, a registered charity.
- The Red Arrows may be supported by joining The Red Arrows Club; details on [www.redarrowsclub.com](http://www.redarrowsclub.com)

As these notes were being prepared, announcements were made in two of the tabloids, that the Red Arrows were being disbanded, as an economy measure, to help to cover the costs of the Eurofighter Typhoon. A source close to the Arrows, however, reports that these reports are totally without foundation.  
*Credit: RAF News Special Issue*



## PRESS RELEASES

Saturday 5th June saw the historic 60year commemoration for the D Day Landings Diamond Jubilee. To help mark this historic event Leeds Bradford International Airport hosted a vintage 1940's Dakota DC3.



This classic aircraft was part of the Berlin Airlift and is the only passenger configuration DC3 flying in Europe.

Upon arrival at Leeds Bradford the plane commenced a short 15 minute flight to allow some civic dignitaries a chance to experience a piece of this living aircraft history.

Three British Legion Standard Bearers returned on the Dakota to Northern Ireland where they represented Leeds Bradford Airport for the very first time at the commemoration service in the air at Portrush, this was followed by a fly past of classic war birds.

Sally Ramsey, Marketing Manager at Leeds Bradford International Airport said, "At a time when Leeds Bradford is expanding and looking towards the future of the Aviation business, we were very proud to be involved in acknowledging the 60th anniversary of the D Day landings in this exclusive and historical way"



This week sees the official opening of brand new check-in facilities at Leeds Bradford International Airport, making the start of your journey from 'Yorkshire's Premier Airport' even speedier and more efficient. "Check In Hall B" is home to an extra 16 check in desks taking the total at Leeds Bradford to 42.

In what is commonly thought of as the most "stressful" time for passengers at an airport, you will see the new check in hall is both bright and spacious, making the transition to the departure lounge much easier and comfortable.

To celebrate at what is becoming one of the UK's fastest expanding Airports there will be a variety of entertainers for all ages including, Punch and Judy, a Jazz Band and Face Painter. These will be accompanied by representatives of "Virgin Vie Cosmetics" in the terminal offering "mini makeovers" for passengers in aid of charity.

Ed Anderson, Managing Director of Leeds Bradford International Airport comments: "This is an exciting time for all staff working at Leeds Bradford Airport and the new check in facilities are an excellent addition to the terminal. Our passenger numbers are breaking all records, and so I am sure that both existing and new passengers will appreciate the extra space, efficiency and comfort that this will now provide."

Ends



SEARCH-WORD WORDFINDER  
Air-Yorkshire Aviation Group

Aircraft manufacturers

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H O R F B H U Y Z R I Y A W V D E D Z K K F N M X C A Z U T

Here is the word list

find the words in the puzzle.

AVRO AUSTER AIRSPEED ANTONOV AEROSPATIALE AIRBUS BOEING AERMACCHI BOMBARDIER  
BEECHCRAFT BELLANCA BELL BRANTLY BEAGLE CONVAIR CESSNA CIRRUS CANADAIR DOUGLAS  
DASSAULT DORNIER EMBRAER ENSTROM FAIRCHILD FOKKER FUJI FOUGA GRUMMAN GROB  
HILLER HARBIN ILYUSHIN KAMAN LOCKHEED MOONEY MAULE NORTHROP PIPER PILATUS  
YAKOVLEV SAAB TUPOLEV SIKORSKY SWEARINGEN WESTLAND

Compiled by Terry Sykes

## MICROSOFT FS2002 – WHAT'S NEW?

It is some time now since I promised to stop rattling on about FS2002 and flight simulators in general, at least for a while. However, in the last twelve months or so, several programs have come onto the market aimed at adding even more realism to simulated flight. I have had to eliminate FS2004 in this article, as it just would not run on my PC. Other than the new active weather engine though, FS2004 appears very similar to FS2002 but with additional default aircraft. In any event, some 2004 aircraft available on the internet will run perfectly well on FS2002. There is a down side to adding all these new features. At the time of writing, FS2002 has eaten up 14.3GB of space on my PC, with its 244622 (yes, almost ¼ million) files and 2053 folders.

So - any of you out there who are thinking of getting into flight simulation - beware. It's demanding of your PC and very addictive, for reasons which will become obvious.

I will try to keep the subject related to LBIA, our own local airport which is going through something of a boom period at present.

**Let's start with Leeds Bradford Airport.** Microsoft's version of LBIA is to say the least a rough representation. In fairness, they provide some 21,000 detailed airports world wide in FS2002, so the smaller ones have to be fairly basic while, at the same time, having a degree of realism. Runway layouts are reasonable but don't bear too close a scrutiny. The scenery is generic and representation of major roads is very basic. 'Autogen' has improved the scenery in FS2002 and even more so in FS2004 but Microsoft's ground breaking aircraft have now been surpassed by some of those available free on the Internet. These files are quite easy to download from the various web sites. **FS Nordic** offers a scenery package for LBIA which is surprisingly good. It consists of replacement runway textures complete with simulated cracks and weathering, improved runway and taxiway markings which include CAT II and CAT III holding points etc. all with illuminated signs. There are perimeter chain link fences, trees and shrubbery, lighting standards on the apron, the fuel farm, the fire station and an accurate representation of the tower with the illuminated LBIA sign on the front. There is the terminal building (though not the very latest, yet to be finished, areas), the ILS glide slope and localiser aeralis, the Multiflight complex on the south side (but not the two new hangers) and the AE Turbines Factory. Cookridge water tower and the BT tower adjacent to it are also shown though seem slightly too large and out of position. Some static aircraft are shown parked up, most notably a rather nice Emerald Isles 748 with its doors open and steps in place. BP fuel bowzers are shown, as is a fire engine outside the fire station. Runway and other lighting have also been enhanced. The package blends in well with the photographic scenery and, altogether, is a vast improvement on the default Microsoft LBIA scenery. See [www.fsnordic.net/](http://www.fsnordic.net/) to download.

**A Flight One 737-400** package originally intended for FS2000 is the most impressive aircraft I have come across for a long time. Sadly, having checked with *JustFlight*, this is no longer available. This for me is 'the bee's knees' of flight simulation aircraft. It is a G-Max design 737-400 with a hollow fuselage; see through windows, fuselage skin which has thickness to it, reflective paint work and many other attractive external features. However, it's on the inside where it excels. The instrumentation is virtually a digital replica of the real thing with only minor changes to accommodate viewing on a computer screen. Panning around the cockpit, reveals digital photographic views, giving you an almost unprecedented touch of realism. There is an overhead panel where everything works. You can start the APU and hear it spool up. There are even working windscreen wipers. Also included are over wing views where the wing has been digitally photographed, a digital photograph of the cabin interior looking towards the cockpit, a throttle quadrant with rotating trim wheels etc. Co-pilot call out of flap settings and altitude is there as is a Load Manager program plus a fully working Flight Management Computer. Also available is 'Textomatic'. This allows you to change the aircraft into any one of 81 authentic airline colour schemes. Creating a new 737-400 is as simple as A, B, C as the computer does almost everything for you. You can have just one 737-400 or all 81 if you wish. The engine sounds are some of the best I have heard, being recordings of the real thing. This package is very good. I haven't come across anything quite like it so keep an eye open for it at the computer shop 'trade



in' section. I could write an article on this one program alone. Why it is no longer available I just don't know - it is so good.

One program that is available is **FS Traffic**. This program creates thousands of AI (artificially intelligent) flights around the world. Where ever you land, you will see aircraft appropriate to that region or airport, land and take off to a real timetable. Fly into Amsterdam and you will see lots of KLM aircraft. All aircraft are of G-Max design and look good both on the ground parked up, taxiing around, taking off or in the air. These flights are all part of the active scenery.

**VFR Photographic Scenery** for England and Wales is a must have. I still think that it's brilliant. Agreed, there were some known minor issues with it originally, but overall it's great. For those not familiar with this scenery let me explain. It is a series of almost 250,000 colour photographs of the whole of England and Wales taken from 5500ft, looking vertically downwards. Imagine though, looking at such a photograph. You would have no idea how high the land was at any given point. It would look completely flat. That was how the assembled photograph did look. To solve this problem, an existing terrain mesh was used. This had been created by flying an aircraft repeatedly over the UK, travelling first North then South in a rigid grid pattern, measuring the height of the land below the aircraft in relation to average sea level. The resulting data was then turned into a mesh pattern. This mesh was then placed over an accurate coastal outline of the UK. At every point where the height of the land had been measured, the grid was raised to that known level. Model railway enthusiasts construct hills and tunnels for their layouts by using chicken wire. This is moulded into shape before being covered in paper and paste. This is a principle similar to what was done to the mesh supporting the 250,000 aerial photos which, by this stage, had been seamlessly joined together into a single photograph. With the resulting photograph now draped over the mesh, hills and valleys appeared and were digitally enhanced to correct any distortions caused by draping a flat photograph over a undulating mesh surface. There is still no real impression of height for any buildings on the ground, but you can see shadows and in many instances especially with belts of trees and hedgerows, you do get the illusion of a 3D image. When FS2002 was evolving, the existing terrain mesh was fairly basic. Even the most detailed ones sampled the height or elevation at intervals of 90 metres or even more, leaving mountains for example, with rounded tops.

In 2002, Intermap Technologies Inc (USA) carried out the most detailed elevation survey of the UK ever, acquiring data on a 5metre x 5metre grid pattern to a height accuracy of 500mm. This survey was accomplished digitally from 20,000ft, using a system called Interferometric Synthetic Aperture RADAR. The resulting terrain mesh was 18 times more accurate and detailed than any previously available mesh. As the new mesh was fully compatible with the existing *JustFlight* VFR Photographic Scenery, it was made available on a CD titled **VFR Terrain**. Height variation and contours are improved and the results are impressive. When flying VFR, you are looking down and seeing almost exactly what you would see if piloting a real aircraft. It is quite fascinating. It works well with the clouds provided with FS2002 and lifts flight simulation to yet another level. The scenery is now even more accurate especially around the coast line, with enhanced cliff faces, estuaries, beaches, coves etc. It also provides some replacement animated water features which floatplanes can land on and which include reflections. Originally the coast line was the weak area, with the land almost level with the sea in some areas where it should have been elevated. This has now been corrected.

Take off from Liverpool and fly over North Wales, before turning towards the west coast and then heading north following the coast line over Southport, Blackpool, Fleetwood, Morecambe Bay and into the Lake District. Then head back to LBA. You will be astounded by the detail. As an alternative, try a flight from LBA to Liverpool and view the rugged Pennines. I just can't imagine anyone wanting to go back to the default generic scenery after a trip like that. From any direction or angle of view, once above 1500ft the view is impressive, especially if you set the visibility to five or ten miles in order to induce a degree of haze. Obviously it works to best effect with hilly or mountainous districts where it gives spectacular results. Try flying down the Welsh valleys.

VFR Terrain is available at Air Supply in Yeading, but must be used in conjunction with VFR Photographic Scenery and Microsoft Flight Simulator 2002/2004. For once, with this scenery package, this really is 'as real as it gets.'

**John Booth 2004**

## FREE AIR



I have just received the June edition of Air Yorkshire, and noted your comments under Free Air.

In my opinion there is absolutely no competition in who LBIA should be named after. Not only does my suggestion have very strong Yorkshire connections, his name is most appropriate to our beloved airport.

My entry is Peter Sallis, but not under his real name, but that of the character he plays in the Yorkshire based sit-com, which is of course **\*\*FOGGY\*\***

**Dave Wooler**

Cliff

If you put my Email address in the magazine, we can ask other members for theirs.

That way, we would be able to give members any reminders of speakers etc.

alan.sinfield@blueyonder.co.uk

Cheers

**Alan**

Sorry, Alan, that your suggestion was omitted from last month's magazine.

**Cliff**



LBA Tower under construction  
c1960's

Mr H Bowman, right foreground  
in the Hard Hat

Juliet Bravo, many thanks from everybody for your interesting "Views from the Tower". With your current trend moving down scale from RAS to RIS, this may give some inspiration for another topic.

**David Tennant**



'You fly over a pub called the  
George, past a pretty church  
and there's a huge Sainsbury's  
on your left...'





The winner of the Annual Quiz, Richard Dix, is presented with the Trophy, which he keeps for one year.

  
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*Alan Sinfield*



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