

COVER STORY



YORKSHIRES PREMIER AVIATION SOCIETY



**D-CAVE GERMAN AIR RESCUE
LEEDS BRADFORD 21 MAY 2006
CLIFFORD HADWIN**

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

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

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

SOCIETY NEWS

Members present at the June meeting were entertained by a talk on the Yorkshire Air Museum at Elvington, given by Eric and Cath Humphrey.

With the help of slides, the history of the museum was fully covered, from its early origins as a wartime bomber base used by our French allies, through to its present-day role as a museum and Allied Air Forces Memorial, complete with its own Station Chapel.

Eric referred to his special responsibility, the Barnes Wallis Collection, and the fact that this exhibition covered much wider interests than just "the Bouncing Bomb". He also mentioned that the Yorkshire Air Museum was proud of its "Halifax" leanings.

In reply to a question, Eric said that the present runway at Elvington had no direct connection with the museum organisation.

Eric and Cath concluded by extending a warm welcome to those (few) members of the Society who have not so far paid them a visit at the museum.

Before the meeting began, new member Martin Zapletal was welcomed to his first attendance.

Clifford Hadwin



MOVEMENTS MAY 2006

With the onset of the Summer Season, in order to save a bit of space in the magazine there are some slight changes to the format of the movements. As, strictly speaking, the Bmi Regional Embraers and Eastern Airways Jetstream 41s are based here these will now be presented in table form at the end of the movements, followed by a round up of any activity at Jet 2 and then the review of the month. If you have any comments about this change in presentation your views can be relayed to the editor, as we, of course, want to keep all our readers happy.

01 Monday

G-STRH	Boeing 737/700	0510 0642	G-JEDO	DHC-8 400	0807 0852
G-WOWE	DHC-8 300	0826 0901	TC-SUH	Boeing 737/800	0839 1018
N672FH	Boeing 737/300	0857 <u>Res.</u>	PH-OFC	Fokker 100	0925 1028
EI-CSG	Boeing 737/800	1030 1114	G-FRYI	King Air 200	1115 1839
G-WOWD	DHC-8 300	1253 1326	G-BYAI	Boeing 757	1320 1507
G-MIDV	Airbus 320	1323 1435	G-WOWA	DHC-8 300	1340 2435
CS-DFW	Hawker 800XP	1345 1605	OE-GTA	Lear Jet 31A	1403 1450
G-JEDW	DHC-8 400	1442 1514	G-JEBA	BAe 146/300	1602 1650
PH-KZN	Fokker 70	1616 1711	N79EL	Beechjet 400A	1618 1635
EI-CSW	Boeing 737/800	1622 1705	G-FIBS	Squirrel	1734 1748
G-JEDL	DHC-8 400	1911 1953	G-JEDU	DHC-8 400	1915 1953
G-WOWD	DHC-8 300	2008 2039	PH-OFN	Fokker 100	2112 0631(02)
G-MIDV	Airbus 320	2138 0655(02)	EI-CSG	Boeing 737/800	2200 2232
F-GMLK	MD-83	2254 0026(02)			

02 Tuesday

G-BYAI	Boeing 757	0030 0634	D-CCAA	Lear Jet 35A	0157 0345
G-STRH	Boeing 737/700	0610 0729	G-JEDK	DHC-8 400	0757 0847
G-JEDO	DHC-8 400	0804 0854	G-WOWA	DHC-8 300	0840 0914
G-MIDV	Airbus 320	0930 1036	PH-OFN	Fokker 100	0954 1046
EI-CSW	Boeing 737/800	1030 1118	G-BCOL	Cessna F.172M	1041 1611
G-BYAI	Boeing 757	1235 1455	G-WOWE	DHC-8 300	1248 1324
XZ303	Gazelle	1249 1331	G-STRH	Boeing 737/700	1256 1412
G-MIDV	Airbus 320	1315 1441	G-WOWD	DHC-8 300	1347 1424
G-JEDP	DHC-8 400	1425 1508	G-JECJ	DHC-8 400	1458 1545
PH-KZH	Fokker 70	1619 1717	EI-DLL	Boeing 737/800	1626 1700
G-SALA	PA-32 Cherokee 6	1652 0750(03)	G-OPJB	Boeing 757	1729 0910(03)
9H-AER	Airbus 320	1744 1851	G-DBCF	Airbus 319	1800 1916
G-JECH	DHC-8 400	1918 1952	G-JEDU	DHC-8 400	1921 2001
G-WOWE	DHC-8 300	2043 2113	PH-OFA	Fokker 100	2100 0621(03)
EI-DHE	Boeing 737/800	2152 2224	G-MIDV	Airbus 320	2154 0652(03)
EC-HTR	Beechjet 400A	2216 1707(03)			

03 Wednesday

SP-LLI	Boeing 737/400	0058 0153	G-JEDK	DHC-8 400	0745 0835
G-JEDO	DHC-8 400	0806 0847	G-WOWD	DHC-8 300	0823 0905
PH-OFA	Fokker 100	0927 1032	G-MIDV	Airbus 320	0934 1038
EI-CSH	Boeing 737/800	1020 1055	OH-AFK	Boeing 757	1153 1348
G-DNCN	Jet Ranger	1246 1435	G-WOWA	DHC-8 300	1249 1327
G-MIDV	Airbus 320	1311 1432	G-WOWE	DHC-8 300	1401 1440
G-JECJ	DHC-8 400	1411 1451	EC-JFB	Boeing 737/800	1513 1640
EI-DHI	Boeing 737/800	1604 1653	G-JEAM	BAe 146/300	1607 1647
HB-VJI	Lear Jet 31A	1619 1743(04)	PH-KZI	Fokker 70	1656 1749
G-DBCD	Airbus 320	1746 1900	G-BYAI	Boeing 757	1802 0753(04)

G-JEDL	DHC-8 400	1906 2003	G-JEDU	DHC-8 400	1913 2000
G-NICI	Robinson R.44	1916 1954	TC-OAE	Airbus 321	1950 2118
G-WOWA	DHC-8 300	1957 2030	PH-KLD	Fokker 100	2104 1754(04)
G-MIDV	Airbus 320	2138 0649(04)	EI-DCD	Boeing 737/800	2326 2359

04 Thursday

G-CDKD	Boeing 737/600	0455 0610	EC-JND	Airbus 320	0625 0727
N66DN	Lear Jet 45	0746 0831	G-JEDW	DHC-8 400	0752 0834
G-JEDO	DHC-8 400	0806 0846	G-WOWB	DHC-8 300	0823 0856
G-MIDV	Airbus 320	0938 1034	PH-OFI	Fokker 100	1009 1122
EI-DHE	Boeing 737/800	1021 1110	G-BHKJ	Cessna 421C	1136 1150
G-IFIT	PA-31 Chieftain	1226 Res.	G-WOWD	DHC-8 300	1235 1307
G-MIDV	Airbus 320	1315 1435	OK-TVF	Boeing 737/800	1319 1418
G-OOAP	Airbus 320	1346 1558	G-WOWA	DHC-8 300	1351 1437
G-JEDP	DHC-8 400	1406 1445	G-JECJ	DHC-8 400	1410 1453
N66DN	Lear Jet 45	1507 1535	EI-DLK	Boeing 737/800	1613 1654
PH-KZN	Fokker 70	1617 1721	EC-JND	Airbus 320	1627 1730
G-DBCC	Airbus 319	1750 1847	LX-LAR	Lear Jet 35A	1756 2214
G-JECH	DHC-8 400	1905 1958	G-JEDK	DHC-8 400	1922 2005
G-WOWD	DHC-8 300	2002 2035	G-BYAI	Boeing 757	2039 0709(05)
PH-OFH	Fokker 100	2148 0625(05)	G-MIDW	Airbus 320	2158 0650(05)
D-CIFA	C.550 Citation 2	2210 2306	EI-DHE	Boeing 737/800	2237 2310
OM-AAE	Boeing 737/300	2356 0140(05)			

05 Friday

G-JEDW	DHC-8 400	0752 0831	G-JEDO	DHC-8 400	0758 0850
G-OPJB	Boeing 757	0801 0901	G-WOWA	DHC-8 300	0825 0905
PH-OFH	Fokker 100	0921 1045	G-MIDW	Airbus 320	0928 1033
G-VUEA	C.550 Citation 2	1003 1054	EI-DHR	Boeing 737/800	1030 1119
N101DW	PA-32R Saratoga	1042 1524	EC-IDT	Boeing 737/800	1101 1232
G-STRI	Boeing 737/300	1147 1441	G-JDBC	PA-34 Seneca	1217 1447(17)
N500CS	King Air B.200	1221 1522	G-MIDW	Airbus 320	1313 1439
N900NS	Falcon 900EASy	1334 1557	I-ERJE	Lear Jet 45	1353 1457
G-WOWD	DHC-8 300	1357 1442	G-WOWC	DHC-8 300	1359 1450
G-JECJ	DHC-8 400	1408 1504	G-BYAI	Boeing 757	1415 1633
G-JEBA	BAe 146/300	1602 1658	EI-DHI	Boeing 737/800	1639 1731
G-IMGL	King Air B.200	1700 1752	G-BMJC	Cessna F.152	1727 1815
G-CBAK	Robinson R.44	1739 1814	G-MIDY	Airbus 320	1753 1856
PH-OFM	Fokker 100	1828 1923	G-JEDW	DHC-8 400	1911 2006
G-JEDL	DHC-8 400	1915 2004	PH-OFF	Fokker 100	2055 0613(06)
G-WOWB	DHC-8 300	2107 2135	G-MIDW	Airbus 320	2121 2202
EI-DHR	Boeing 737/800	2214 2247			

06 Saturday

G-BYAI	Boeing 757	0148 0803	EC-JBL	Boeing 737/800	0657 0817
G-JECH	DHC-8 400	0753 0847	G-JEDP	DHC-8 400	0807 0853
G-JECJ	DHC-8 400	0814 0851	G-CJAA	Hawker 800B	0900 1016
PH-OFF	Fokker 100	0923 1022	G-WOWB	DHC-8 300	0941 1018
EI-DHR	Boeing 737/800	1032 1118	I-ERJE	Lear Jet 45	1111 1225
G-STRI	Boeing 737/300	1203 1311	G-BYAI	Boeing 757	1301 1415
G-HOOT	Twin Squirrel	1307 1819	EC-JNF	Boeing 737/800	1504 1618
EI-DAY	Boeing 737/800	1612 1705	PH-JCH	Fokker 70	1621 1722
G-WOWA	DHC-8 300	1731 1811	G-CBAK	Robinson R.44	1831 1850
G-STRI	Boeing 737/300	1957 2113	G-BYAI	Boeing 757	2051 2232
PH-OFH	Fokker 100	2101 0619(07)	SP-LMC	Boeing 737/500	2349 0141(07)

07 Sunday

G-BYAI	Boeing 757	0400 0714	G-STRI	Boeing 737/300	0706 0840
N860AA	Gulfstream G-550	0925 1454(08)	PH-OFH	Fokker 100	0928 1104
G-FIBS	Squirrel	1020 1253	HB-JIB	MD-90	1220 1347

EI-DCP	Boeing 737/800	1306 1354	G-JEBC	BAe 146/300	1328 1415
G-JEBA	BAe 146/300	1351 1437	G-STR1	Boeing 737/300	1503 1643
PH-KZH	Fokker 70	1611 1728	G-MIDP	Airbus 320	1718 1902
EI-CSY	Boeing 737/800	1939 2029	G-JECH	DHC-8 400	1944 2023
G-WOWA	DHC-8 300	1950 2019	G-BYAI	Boeing 757	2002 0715(08)
G-JECJ	DHC-8 400	2049 2119	PH-OFF	Fokker 100	2102 0625(08)
G-MIDP	Airbus 320	2209 0658(08)			

08 Monday

G-STR1	Boeing 737/300	0300 0618	OO-LAC	King Air 200C	0746 1702
TC-SUG	Boeing 737/800	0822 1034	G-JEDI	DHC-8 400	0828 0903
PH-OFF	Fokker 100	0917 1025	G-MIDP	Airbus 320	0945 1039
EI-DAP	Boeing 737/800	1048 1130	G-STR1	Boeing 737/300	1128 1224
N900NS	Falcon 900EASy	1131 1146	G-JEAV	BAe 146/200	1201 1243
G-WOWC	DHC-8 300	1243 1328	G-BYAI	Boeing 757	1300 1519
G-MIDP	Airbus 320	1333 1435	G-WOWA	DHC-8 300	1346 1425
G-JECJ	DHC-8 400	1413 1500	CS-DNV	Hawker 800XP	1429 1621
PH-KZC	Fokker 100	1618 1721	G-JEBA	BAe 146/300	1626 1706
EI-DHJ	Boeing 737/800	1655 1734	G-DBCA	Airbus 319	1759 1854
G-JECH	DHC-8 400	1916 1951	G-JECM	DHC-8 400	1942 2008
G-WOWC	DHC-8 300	2023 2052	PH-OFN	Fokker 100	2059 0619(09)
G-MIDP	Airbus 320	2143 0659(09)	EI-DAP	Boeing 737/800	2223 2254
G-STR1	Boeing 737/300	2306 0747(09)			

09 Tuesday

G-BYAI	Boeing 757	0059 0625	G-JEDI	DHC-8 400	0803 0849
G-JECM	DHC-8 400	0810 0851	G-WOWD	DHC-8 300	0838 0912
PH-OFF	Fokker 100	0923 1029	N66DN	Lear Jet 45	0929 1027
G-MIDP	Airbus 320	0937 1031	EI-DHY	Boeing 737/800	1056 1132
G-BCLL	PA-28 Cherokee C	1304 1526	G-WOWA	DHC-8 300	1232 1306
G-BYAI	Boeing 757	1248 1458	G-MIDP	Airbus 320	1322 1432
G-WOWC	DHC-8 300	1336 1413	G-STR1	Boeing 737/300	1343 1450
G-JEDL	DHC-8 400	1400 1438	G-JECJ	DHC-8 400	1410 1543
G-VUEA	C.550 Citation 2	1447 1613	OO-LFS	Lear Jet 45	1557 1650
PH-WXC	Fokker 70	1619 1719	EI-DCW	Boeing 737/800	1623 1656
G-SALA	PA-32 Cherokee 6	1752 0925(10)	G-DBCB	Airbus 319	1756 1901
9H-AER	Airbus 320	1800 1912	N64VB	Be.58 Baron	1829 1850
N66DN	Lear Jet 45	1834 1848	G-JECH	DHC-8 400	1913 1957
G-JECL	DHC-8 400	1916 1952	G-WOWA	DHC-8 300	1941 2012
PH-OFB	Fokker 100	2056 0654(10)	EI-DLL	Boeing 737/800	2158 2233
G-MIDP	Airbus 320	2200 0657(10)	SP-LLD	Boeing 737/400	2346 0153(10)
G-STR1	Boeing 737/300	2349 0822(10)			

10 Wednesday

G-BYAI	Boeing 757	0207 0816	G-JECL	DHC-8 400	0750 0839
G-WOWE	DHC-8 300	0828 0910	G-JECH	DHC-8 400	0836 0913
G-WCIN	C.560 Citation XL	0851 1222	40086	C.21A(Lear Jet)	0918 1302
PH-OFB	Fokker 100	0931 1032	G-MIDP	Airbus 320	0937 1037
G-PFCL	Cessna 172S	0950 1405	EI-CSY	Boeing 737/800	1043 1119
XZ335	Gazelle	1058 1123	G-BXIF	PA-28 Archer	1202 1511
G-CDEA	SAAB 2000	1218 1308	EI-DKD	Boeing 737/800	1316 1438
G-MIDP	Airbus 320	1326 1435	G-BYAI	Boeing 757	1342 0846(11)
G-JEDU	DHC-8 400	1422 1503	G-WOWA	DHC-8 300	1459 1532
G-JEBD	BAe 146/300	1607 1644	EI-DCP	Boeing 737/800	1625 1705
PH-KZA	Fokker 70	1634 1728	G-BFTT	Cessna 421C	1648 1727(11)
1624	C.130H Hercules	1655 0740(12)	G-OOFT	PA-28 Warrior	1701 1810
G-DBCF	Airbus 319	1801 1855	G-STR1	Boeing 737/300	1805 2100
G-JEDO	DHC-8 400	1912 1957	TC-OAE	Airbus 321	1944 2106
G-JECM	DHC-8 400	1950 2024	PH-OFK	Fokker 100	2055 0626(11)

G-MIDP	Airbus 320	2159 0702(11)	EI-CSY	Boeing 737/800	2208 2248
G-STRJ	Boeing 737/300	2242 0605(11)			
11 Thursday					
G-JECL	DHC-8 400	0753 0827	G-JECH	DHC-8 400	0811 0850
G-WOWC	DHC-8 300	0818 0904	PH-OFK	Fokker 100	0928 1028
G-MIDP	Airbus 320	0931 1033	EI-DCW	Boeing 737/800	1042 1124
G-MOOO	Lear Jet 45	1101 1212	N41VP	Citation Encore	1146 1652
G-CBSO	PA-28 Archer	1204 1316(12)	G-WOWE	DHC-8 300	1227 1304
EC-HRP	Airbus 320	1256 1445	G-MIDP	Airbus 320	1322 1438
G-STRJ	Boeing 737/300	1324 1443	G-WOWB	DHC-8 300	1345 1425
LX-LAR	Lear Jet 35A	1413 1614	G-OOAP	Airbus 320	1416 1600
G-JECJ	DHC-8 400	1420 1503	G-JEDI	DHC-8 400	1514 1544
G-MSPT	Eurocopter EC.135	1545 1636	EI-CSI	Boeing 737/800	1611 1700
PH-KZC	Fokker 70	1654 1754	G-DBCB	Airbus 319	1802 1853
G-BYHM	Hawker 800B	1846 1317(12)	G-JECG	DHC-8 400	1921 2007
G-JECM	DHC-8 400	1940 0933(12)	G-WOWE	DHC-8 300	1953 2028
G-BYAI	Boeing 757	2108 0720(12)	PH-OFI	Fokker 100	2112 0617(12)
N64VB	Be.58 Baron	2114 0628(12)	G-MIDP	Airbus 320	2144 0701(12)
EI-DLM	Boeing 737/800	2220 2249	G-JEBC	BAe 146/300	2226 2253
G-STRJ	Boeing 737/300	2239 0540(12)			
12 Friday					
G-WOWD	DHC-8 300	0825 0900	G-JECH	DHC-8 400	0828 0907
G-MIDP	Airbus 320	0914 1032	N64VB	Be.58 Baron	0920 1138
PH-OFM	Fokker 100	0934 1038	EI-DLK	Boeing 737/800	1024 1108
EC-HJQ	Boeing 737/800	1106 1233	G-STRJ	Boeing 737/300	1134 1246
G-FIBS	Squirrel	1202 1228	PH-HLM	PA-34 Seneca	1236 1539
G-WOWC	DHC-8 300	1240 1322	G-MIDP	Airbus 320	1324 1442
N565F	Gazelle	1351 1502	G-WOWE	DHC-8 300	1353 1420
G-JECH	DHC-8 400	1408 1453	G-BYAI	Boeing 757	1435 1629
G-OECM	Commander 114	1508	G-EJRS	PA-28 Cadet	1511 1545
OE-IMB	CL.604 Challenger	1536 1733	G-JIVE	Hughes 369E	1557 1632
EI-DHC	Boeing 737/800	1608 1701	G-JEDI	DHC-8 400	1618 1711
PH-JCH	Fokker 70	1620 1722	G-MRMR	PA-31 Chieftain	1748 1806
G-MIDZ	Airbus 320	1805 1907	VP-BSO	Falcon 900EASy	1853 1952
G-STRJ	Boeing 737/300	1900 1243(13)	G-JEDO	DHC-8 400	1920 2010
G-JEDP	DHC-8 400	2012 2041	G-WOWC	DHC-8 300	2108 2138
PH-OFG	Fokker 100	2110 0611(13)	G-MIDV	Airbus 320	2144 2217
13 Saturday					
EI-DHM	Boeing 737/800	0001 0042	G-BYAI	Boeing 757	0133 0709
EC-JEX	Boeing 737/800	0721 0849	G-JECH	DHC-8 400	0754 0844
G-JECJ	DHC-8 400	0756 0833	G-JEDW	DHC-8 400	0846 0929
PH-OFG	Fokker 100	0915 1027	G-WOWC	DHC-8 300	0936 1015
G-PFFN	King Air 200	1012 1212(14)	EI-DHY	Boeing 737/800	1017 1102
G-BVMA	King Air 200	1153 1225	G-BYAI	Boeing 757	1211 1417
G-BVMA	King Air 200	1452 1148(14)	EC-IDT	Boeing 737/800	1546 1657
PH-WXD	Fokker 70	1609 1710	EI-DHC	Boeing 737/800	1613 1652
G-WOWE	DHC-8 300	1746 1818	G-STRJ	Boeing 737/300	1909 2028
PH-OFN	Fokker 100	2059 0626(14)	G-BYAI	Boeing 757	2103 2232
14 Sunday					
SP-LLI	Boeing 737/400	0005 0159	G-BYAI	Boeing 757	0415 0712
G-STRJ	Boeing 737/300	0548 0740	PH-OFN	Fokker 100	0936 1034
HB-JIB	MD-90	1237 1341	F-GHBD	King Air C.90	1245 1337
EI-DAP	Boeing 737/800	1322 1401	G-JEDJ	DHC-8 400	1330 1413
G-JEDB	BAe 146/300	1343 1433	G-STRJ	Boeing 737/300	1517 1633
CS-DRJ	Hawker 800XPi	1535 1626	PH-KZG	Fokker 70	1622 1719
G-MIDW	Airbus 320	1818 1907	G-JEDJ	DHC-8 400	1918 2000

G-JEAV	BAe.146/200	1926 2007	EI-DHI	Boeing 737/800	1946 2022
G-WOWE	DHC-8 300	1959 2033	OE-IMB	CL.604 Challenger	2017 1513(15)
G-BYAI	Boeing 757	2101 0732(15)	PH-KLG	Fokker 100	2110 0634(15)
G-MIDW	Airbus 320	2145 0652(15)			

15 Monday

G-STRH	Boeing 737/700	0059 0622	G-STRJ	Boeing 737/300	0311 1248
G-JEDJ	DHC-8 400	0747 0836	G-JEDO	DHC-8 400	0809 0901
G-WOWB	DHC-8 300	0842 0914	TC-SUM	Boeing 737/800	0857 1020
G-FRYI	King Air 200	0906 1152	G-MIDW	Airbus 320	0929 1046
PH-KLG	Fokker 100	0933 1052	EI-DHI	Boeing 737/800	1043 1139
G-STRH	Boeing 737/700	1136 1244	G-WOWD	DHC-8 300	1212 1256
G-BYAI	Boeing 757	1316 1501	G-MIDW	Airbus 320	1321 1438
G-WOWE	DHC-8 300	1349 1421	G-JECJ	DHC-8 400	1429 1503
HB-DGI	Mooney M.20K	1535 1430(17)	G-JEBF	BAe.146/300	1611 1559
EI-DCW	Boeing 737/800	1633 1717	PH-KZB	Fokker 70	1708 1812
G-DBCB	Airbus 319	1753 1854	XV221	Hercules	1847 1908
G-JECM	DHC-8 400	1911 1958	G-WOWD	DHC-8 300	1949 2024
PH-KLD	Fokker 100	2106 0617(16)	G-MIDW	Airbus 320	2144 0710
EI-DHI	Boeing 737/800	2211 2241	G-JEAV	BAe 146/200	2246 0020(16)
G-STRH	Boeing 737/700	2322 0747(16)			

16 Tuesday

G-BYAI	Boeing 757	0102 0629	G-JEDU	DHC-8 400	0746 0822
EI-REX	Lear Jet 60	0749 0912	G-JECG	DHC-8 400	0806 0857
N709EL	Beechjet 400A	0816 0836	G-WOWC	DHC-8 300	0833 0905
PH-KLD	Fokker 100	0915 1028	G-MIDW	Airbus 320	0931 1038
EI-DHI	Boeing 737/800	1025 1112	N50VC	C.525 Citationjet+	1032 1046(17)
N226TS	Cirrus SR.22	1222 1351	G-BYAI	Boeing 757	1246 1459
G-VONA	Sikorsky S.76A	1256 1327	G-MIDW	Airbus 320	1312 1425
1624	C-130H Hercules	1315 0919(18)	G-STRH	Boeing 737/700	1337 1455
G-JECF	DHC-8 400	1404 1445	G-JEDJ	DHC-8 400	1410 1512
G-WOWD	DHC-8 300	1515 1552	EI-DHS	Boeing 737/800	1605 1700
G-GBRU	Jet Ranger	1615 1647	ZF573	BN.2T Islander	1637 1933
PH-OFN	Fokker 100	1705 1806	OO-FPB	Citation Bravo	1717 1313(17)
G-FLIP	Cessna FA.152	1736 1034(18)	9H-AEI	Airbus 320	1759 1910
G-DBCF	Airbus 319	1815 1903	G-JEDO	DHC-8 400	1913 2001
G-JECM	DHC-8 400	1918 2003	N709EL	Beechjet 400A	2029 2036
G-WOWE	DHC-8 300	2039 2117	PH-OFH	Fokker 100	2053 0624(17)
G-MIDW	Airbus 320	2129 0720(17)	EI-DHI	Boeing 737/800	2153 2217
G-STRH	Boeing 737/700	2357 0445(17)			

17 Wednesday

SP-LLF	Boeing 737/400	0002 0203	G-BYAI	Boeing 757	0017 0814
N66DN	Lear Jet 45	0637 0728	G-JECM	DHC-8 400	0748 0830
G-JECG	DHC-8 400	0805 0847	ES-NOI	Antonov AN.72	0808 1814
G-WOWC	DHC-8 300	0827 0858	PH-OFH	Fokker 100	0936 1027
G-MIDW	Airbus 320	0938 1055	G-STRH	Boeing 737/700	1026 1246
EI-DLL	Boeing 737/800	1043 1153	G-FIBS	Squirrel	1132 1500
N208EC	Cessna 208A	1222 1503	G-WOWD	DHC-8 300	1230 1306
G-CCFC	Robinson R.44	1259 1301	EI-DKD	Boeing 737/800	1316 1438
G-MIDW	Airbus 320	1337 1427	EI-REX	Lear Jet 60	1340 1527
G-BYAI	Boeing 757	1359 0749(18)	G-WOWE	DHC-8 300	1402 1444
G-JEDJ	DHC-8 400	1406 1452	G-VONE	Twin Squirrel	1454 1534
N66DN	Lear Jet 45	1456 0846(18)	OE-HTJ	Dornier 328J	1509 0916(19)
G-EMHH	Twin Squirrel	1514 1525	G-CDLP	Twin Squirrel	1535 1935(22)
G-CCFC	Robinson R.44	1547 1615	G-JEBD	BAe 146/300	1559 1650
PH-KZP	Fokker 70	1617 1759	EI-DHR	Boeing 737/800	1658 1734
G-DBCD	Airbus 319	1818 1907	G-CCFC	Robinson R.44	1835 1857

G-JEDW	DHC-8 400	1927 2003	G-JECH	DHC-8 400	1931 2011
TC-OAI	Airbus 321	2005 2127	G-WOWD	DHC-8 300	2016 2059
PH-KLG	Fokker 100	2106 0615	G-STRH	Boeing 737/700	2209 0550(18)
G-MIDW	Airbus 320	2216 0704(18)	EI-DAP	Boeing 737/800	2242 2315

18 Thursday

G-JEDW	DHC-8 400	0743 0821	ES-NOI	Antonov AN.72	0814 1921
G-WOWB	DHC-8 300	0828 0902	G-JECG	DHC-8 400	0850 0930
PH-KLG	Fokker 100	0922 1027	G-MIDW	Airbus 320	0932 1039
EI-DAP	Boeing 737/800	1011 1100	G-WOWC	DHC-8 300	1211 1248
G-STRH	Boeing 737/700	1213 1402	G-FLIP	Cessna FA.152	1240 1259
EC-INZ	Airbus 320	1311 1439	G-MIDW	Airbus 320	1320 1430
G-WOWD	DHC-8 300	1334 1418	G-OOAU	Airbus 320	1404 1617
G-JEDV	DHC-8 400	1411 1447	G-FLIP	Cessna FA.152	1452 1521
G-JEDJ	DHC-8 400	1506 1547	EI-DHJ	Boeing 737/800	1609 1658
PH-KZB	Fokker 70	1649 1748	G-FLIP	Cessna FA.152	1728 1351(19)
ZF573	BN.2T Islander	1803 1909	N66DN	Lear Jet 45	1809 1619(20)
N60162	Cessna 182	1811 0939(19)	G-DBCF	Airbus 319	1853 1948
G-WOWC	DHC-8 300	1926 2000	G-JEDO	DHC-8 400	1942 2026
G-JEDN	DHC-8 400	2039 2112	G-BYAI	Boeing 757	2047 0712(19)
PH-OFF	Fokker 100	2108 0615(19)	G-STRH	Boeing 737/700	2200 0528(19)
G-MIDW	Airbus 320	2207 0703(19)	EI-DAP	Boeing 737/800	2210 2245

19 Friday

G-JEDW	DHC-8 400	0752 0846	G-JECG	DHC-8 400	0802 0851
G-WOWD	DHC-8 300	0843 0913	PH-OFF	Fokker 100	0919 1035
G-MIDW	Airbus 320	0937 1101	EI-DHY	Boeing 737/800	1047 1128
EC-IDA	Boeing 737/800	1101 1231	G-STRH	Boeing 737/700	1141 1258
CS-DFC	Falcon 2000	1144 1247	G-IMAC	CL.600 Challenger	1146 1935
G-WOWA	DHC-8 300	1211 1251	G-DGHD	Robinson R.44	1302 1319
G-MIDW	Airbus 320	1343 1444	G-WOWC	DHC-8 300	1406 1435
G-JEDJ	DHC-8 400	1408 1458	G-BYAI	Boeing 757	1438 1629
ZF573	BN.2T Islander	1528 1711	EI-CSZ	Boeing 737/800	1617 1700
G-TREC	Cessna 421C	1619 1825	PH-KZE	Fokker 70	1633 1739
G-JEDP	DHC-8 400	1637 1722	G-MIDU	Airbus 320	1746 1855
G-RXVH	Cessna 182T	1822 1753(25)	G-JEDO	DHC-8 400	1858 1953
G-STRH	Boeing 737/700	1902 0616(20)	G-JECJ	DHC-8 400	1916 1955
G-WOWA	DHC-8 300	1939 2007	PH-OFJ	Fokker 100	2106 0625(20)
G-MIDW	Airbus 320	2142 2233	EI-DHY	Boeing 737/800	2254 0042(20)

20 Saturday

G-BYAI	Boeing 757	0155 0709	EC-JBL	Boeing 737/800	0731 0853
G-JEDJ	DHC-8 400	0755 0836	G-JECH	DHC-8 400	0801 0850
G-JEDP	DHC-8 400	0820 0858	CS-DFO	C.560 Citation XL	0939 1115
G-WOWA	DHC-8 300	0948 1024(22)	PH-OFJ	Fokker 100	0950 1105
EI-DHM	Boeing 737/800	1100 1139	G-STRH	Boeing 737/700	1129 1253
OE-LCR	Canadair CRJ	1209 1247	G-BYAI	Boeing 757	1227 1415
CS-DHL	Citation Bravo	1435 1000(21)	EC-ISE	Boeing 737/800	1546 1655
G-WOWD	DHC-8 300	1600 1631	PH-KZO	Fokker 70	1613 1714
EI-DAP	Boeing 737/800	1615 1659	G-WOWB	DHC-8 300	1743 1818
CS-DNM	Hawker 800XP	1748 1014(21)	G-OONE	Mooney M.20J	1756 1828
G-STRH	Boeing 737/700	1922 2029	PH-KLD	Fokker 100	2105 0616(21)
G-BYAI	Boeing 757	2120 2236			

21 Sunday

SP-LLD	Boeing 737/400	0044 0207	G-BYAI	Boeing 757	0422 0720
G-STRH	Boeing 737/700	0534 0735	G-RACI	King Air C.90	0826 1021
G-ONAL	King Air 200	0852 0935	OO-LFS	Lear Jet 45	0854 1019
PH-KLD	Fokker 100	0922 1025	G-FIBS	Squirrel	1017 1040
CS-DNZ	C.560 Citation XL	1030 1159	G-JTCA	PA-23 Aztec	1034 1105

HB-JIB	MD-90	1228 1400	N66DN	Lear Jet 45	1249 1300
G-JECE	DHC-8 400	1311 1355	EI-CSI	Boeing 737/800	1324 1409
G-JEBD	BAe 146/300	1348 1445	G-STRH	Boeing 737/700	1414 1546
D-CAVE	Lear Jet 35A	1532 1743	PH-JCH	Fokker 70	1616 1716
G-MIDW	Airbus 320	1823 1909	CS-DNZ	C.560 Citation XL	1904 0901(22)
LZ-BHE	Airbus 320	1907 1959	G-JEAS	BAe 146/200	1911 2003
OO-LFS	Lear Jet 45	1921 1945	G-RACI	King Air C.90	1935 2007
CS-DHL	Citation Bravo	1842 1005(22)	G-JECE	DHC-8 400	1950 2031
ZF573	BN.2T Islander	1952 2038	G-ONAL	King Air 200	1954 2017
G-WOWB	DHC-8 300	2006 2040	EI-DCB	Boeing 737/800	2009 2055
G-BYAI	Boeing 757	2033 0706(22)	G-JTCA	PA-23 Aztec	2047 2102
PH-OFF	Fokker 100	2101 0634(22)	G-MIDW	Airbus 320	2201 0750(22)

22 Monday

G-STRH	Boeing 737/700	0239 0607	G-JECE	DHC-8 400	0802 0835
G-WOWE	DHC-8 300	0833 0907	G-JECH	DHC-8 400	0842 0923
G-MATX	Pilatus PC-12	0915 0954	TC-SUI	Boeing 737/800	0924 1054
PH-OFF	Fokker 100	0928 1052	G-MIDU	Airbus 320	0952 1046
EI-DHC	Boeing 737/800	1030 1121	G-STRH	Boeing 737/700	1126 1235
G-WOWD	DHC-8 300	1213 1245	G-BYAI	Boeing 757	1301 1501
G-MIDU	Airbus 320	1321 1440	G-WOWB	DHC-8 300	1406 1445
G-JEDW	DHC-8 400	1544 1621	PH-JCT	Fokker 70	1610 1718
EI-DHJ	Boeing 737/800	1619 1656	G-JEBD	BAe 146/300	1739 1817
LZ-BHC	Airbus 320	1753 1851	G-DBCE	Airbus 319	1829 1911
G-MATX	Pilatus PC-12	1901 1917	G-JECG	DHC-8 400	1909 1957
G-BFTT	Cessna 421C	1915 1620(23)	G-WOWD	DHC-8 300	1955 2019
G-JEBG	BAe 146/300	2045 2128	CS-DXE	C.560 Citation XLS	2053 1448(23)
PH-OFF	Fokker 100	2100 0614(23)	G-LSAC	Boeing 757	2124 <u>Res.</u>
G-MIDU	Airbus 320	2153 0654(23)	EI-DHC	Boeing 737/800	2209 2245
G-STRH	Boeing 737/700	2258 0751(23)			

23 Tuesday

G-BYAI	Boeing 757	0050 0622	G-JECE	DHC-8 400	0745 0833
G-IFTE	BAe 125/700	0807 2159	G-WOWC	DHC-8 300	0828 0908
G-JECG	DHC-8 400	0831 0910	PH-OFF	Fokker 100	0921 1027
G-MIDU	Airbus 320	0936 1041	EI-DAP	Boeing 737/800	1038 1125
G-WOWE	DHC-8 300	1217 1252	G-BYAI	Boeing 757	1250 1455
G-MIDU	Airbus 320	1318 1431	G-WOWD	DHC-8 300	1347 1428
G-JEDW	DHC-8 300	1409 1503	G-STRH	Boeing 737/700	1435 1546
G-STRH	Boeing 737/300	1442 1525	PH-KZP	Fokker 70	1613 1712
ZF573	BN.2T Islander	1621 1654	9H-AEO	Airbus 320	1752 1908
G-DBCF	Airbus 319	1834 1915	P4-LJG	C.750 Citation X	1904 0801(24)
G-JECG	DHC-8400	1921 0901(24)	G-JEDN	DHC-8 400	1953 2040
G-WOWE	DHC-8 300	2008 2046	PH-OFF	Fokker 100	2123 0631(24)
G-JEAV	BAe 146/200	2131 2207	G-MIDU	Airbus 320	2155 0656(24)
EI-DAP	Boeing 737/800	2241 2327			

24 Wednesday

SP-LME	Boeing 737/300	0025 0212	G-STRH	Boeing 737/700	0030 0827
G-BYAI	Boeing 757	0243 0806	G-JEDU	DHC-8 400	0736 0831
G-WOWD	DHC-8 300	0828 0906	D-COEB	King Air 350	0846 1621
HB-VNZ	Citation Bravo	0853 1018	PH-OFF	Fokker 100	0921 1026
G-JEAS	BAe 146/200	0936 1012	G-MIDU	Airbus 320	0948 1050
EI-DHS	Boeing 737/800	1029 1116	CS-DFX	Hawker 800XP	1207 1311
G-WOWC	DHC-8 300	1237 1315	G-HRPN	Robinson R.44	1244 1258(31)
G-DBCG	Airbus 319	1341 1445	G-BYAI	Boeing 757	1349 1522
G-WOWE	DHC-8 300	1356 1432	EI-DGZ	Boeing 737/800	1401 1527
G-JEDW	DHC-8 400	1405 1452	ZF573	BN.2T Islander	1424 1515
G-JEBF	BAe 146/300	1557 1655	PH-WXC	Fokker 70	1622 1736

EI-DCR	Boeing 737/800	1638 1722	G-STRH	Boeing 737/700	1749 0644(25)
G-DBC	Airbus 319	1840 1929	G-JEDO	DHC-8 400	1914 1952
G-JEDT	DHC-8 400	1930 2012	TC-OAL	Airbus 321	1935 2057
G-WOWC	DHC-8 300	1942 2013	G-CCFC	Robinson R.44	2004 2022
G-BYAI	Boeing 757	2051 0751(25)	PH-OFB	Fokker 100	2105 0612(25)
EI-DHS	Boeing 737/800	2216 2248	G-MIDT	Airbus 320	2349 0659(25)

25 Thursday

G-JEDU	DHC-8 400	0744 0823	G-JEDW	DHC-8 400	0820 0901
G-WOWE	DHC-8 300	0830 0904	PH-OFB	Fokker 100	0925 1023
G-MIDT	Airbus 320	0934 1033	EI-DHI	Boeing 737/800	1017 1104
G-MUVG	Cessna 421C	1151 1547	G-WOWD	DHC-8 300	1225 1254
G-STRH	Boeing 737/700	1306 1409	G-MIDT	Airbus 320	1318 1430
EC-IMU	Airbus 320	1332 1453	G-WOWC	DHC-8 300	1342 1421
ZF573	BN.2T Islander	1349 1939	G-OOAU	Airbus 320	1353 1610
G-JECE	DHC-8 400	1406 1500	EI-REX	Lear Jet 60	1416 1629
G-JEDM	DHC-8 400	1521 1602	G-RVRJ	PA-27 Aztec	1541 1712
EI-DAP	Boeing 737/800	1611 1721	PH-KZA	Fokker 70	1617 1718
G-WVIP	King Air 200	1748 1935	G-DBCE	Airbus 319	1754 1854
G-JECG	DHC-8 400	1922 2004	G-JEDR	DHC-8 400	1926 2012
G-ZXZX	Lear Jet 45	1928 1955	G-RWEW	Robinson R.44	1955 n/s+
G-BYAI	Boeing 757	2100 0707(26)	G-WOWC	DHC-8 300	2103 2137
PH-OFF	Fokker 100	2108 0620(26)	G-MIDT	Airbus 320	2135 0704(26)
EI-DHI	Boeing 737/800	2158 2235	G-STRH	Boeing 737/700	2208 0543(26)

26 Friday

G-JEDU	DHC-8 400	0742 0821	G-JECL	DHC-8 400	0825 0900
G-TAME	Schweizer 333	0850 1409(27)	G-WOWA	DHC-8 300	0913 0940
PH-OFF	Fokker 100	0930 1031	OY-JRI	Beech 1900C	0935 1027
EI-CSZ	Boeing 737/800	1059 1145	EC-III	Boeing 737/800	1117 1234
G-CJAD	C.525 Citationjet	1122 1128(3/6)	G-ONAL	King Air 200	1209 1224
G-STRH	Boeing 737/700	1307 1421	N66DN	Lear Jet 45	1321 1505
G-DBCI	Airbus 319	1351 1452	G-JECE	DHC-8 400	1417 1528
G-WOWC	DHC-8 300	1438 1519	G-BYAI	Boeing 757	1442 1759
G-WOWB	DHC-8 300	1447 1533	EI-DAG	Boeing 737/800	1626 1720
PH-OFN	Fokker 100	1635 1739	G-JEBA	BAe 146/300	1651 1747
G-CBAK	Robinson R.44	1733 1810	CS-DRB	Hawker 800XP	1751 0610(27)
HB-IGI	Falcon 900EX	1812 1841	G-MIDZ	Airbus 320	1847 1941
G-ONAL	King Air 200	1851 1916	G-JEDN	DHC-8 400	1923 2005
G-JECI	DHC-8 400	1928 2008	G-WOWC	DHC-8 300	1937 2013
G-STRH	Boeing 737/700	2015 0605(27)	EI-CSD	Boeing 737/800	2252 2334
PH-KLE	Fokker 100	2254 0613(27)	G-MIDV	Airbus 320	2350 0038(27)

27 Saturday

G-BYAI	Boeing 757	0322 0704	EC-JAP	Boeing 737/800	0743 0859
G-JECE	DHC-8 400	0748 0830	G-FIBS	Squirrel	0810 0833
G-JEDW	DHC-8 400	0813 0856	G-ISSY	Eurocopter 120B	0814 0852
G-JEDN	DHC-8 400	0816 0903	PH-OFN	Fokker 100	0925 1032
G-WOWB	DHC-8 300	0947 1039	EI-DHI	Boeing 737/800	1028 1111
G-BYAI	Boeing 757	1211 1413	G-STRH	Boeing 737/700	1213 1311
OE-LCR	Canadair CRJ	1234 1314	G-HIEL	Robinson R.22B	1338 1341
G-JECF	DHC-8 400	1448 1552	EC-JHK	Boeing 737/800	1532 1653
EI-CSY	Boeing 737/800	1610 1650	G-WOWC	DHC-8 400	1634 1709
G-ETHU	Eurocopter EC.135	1642 1720	PH-KZE	Fokker 70	1717 1806
CS-DXC	C.560 Citation XLS	1854 1018(28)	G-STRH	Boeing 737/700	1916 2029
G-WOWD	DHC-8 300	2006 2041	PH-KLE	Fokker 100	2109 0622(28)
G-BYAI	Boeing 757	2113 2238			

28 Sunday

EI-DJU	Boeing 737/800	0010 0104	G-BYAI	Boeing 757	0424 0757
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G-STRH	Boeing 737/700	0547 0740	PH-OFA	Fokker 100	0957 1101
G-CCLC	Diamond DA.40	1121 1241(29)	G-VIPI	Hawker 800B	1130 1139
HB-JIB	MD-90	1243 1434	G-JEDU	DHC-8 400	1255 1346
G-JEBA	BAe 146/300	1345 1428	OY-JRI	Beech 1900C	1417 1451
EI-DLC	Boeing 737/800	1439 1517	G-STRH	Boeing 737/700	1512 1624
PH-JCH	Fokker 70	1612 1719	LZ-BHE	Airbus 320	1857 1944
G-JEAY	BAe 146/200	1906 1955	G-JEDU	DHC-8 400	1912 2004
EI-DHC	Boeing 737/800	1940 2024	PH-KLG	Fokker 100	2108 0616(29)
G-BYAI	Boeing 757	2121 0721(29)			

29 Monday

G-MIDP	Airbus 320	0156 0705	G-STRH	Boeing 737/700	0252 0600
G-JEDK	DHC-8 400	0751 0838	TC-SUL	Boeing 737/800	0902 1021
CS-DNS	Falcon 2000	0932 1045	PH-KLG	Fokker 100	0934 1032
G-FOZZ	Beech A.36	0953 1019	G-OTVI	Robinson R.44	0954 1040
EI-DCI	Boeing 737/800	1011 1057	G-STRH	Boeing 737/700	1129 1237
G-OTVI	Robinson R.44	1143 2009	G-WOWC	DHC-8 300	1230 1309
G-MIDT	Airbus 320	1329 1437	G-BYAI	Boeing 757	1334 1501
G-WOWD	DHC-8 300	1348 1427	G-JEDN	DHC-8 400	1418 1454
G-CCLC	Diamond DA.40	1457 0756(30)	G-JEBA	BAe 146/300	1613 1651
PH-WXD	Fokker 70	1621 1712	EI-CSY	Boeing 737/800	1629 1706
G-FOZZ	Beech A.36	1735 1816	LZ-BHC	Airbus 320	1759 1849
G-JECJ	DHC-8 400	1915 1959	G-WOWC	DHC-8 300	1932 2002
G-JEDO	DHC-8 400	1937 2011	PH-OFJ	Fokker 100	2107 0702(30)
G-MIDT	Airbus 320	2147 0659(30)	EI-DCI	Boeing 737/800	2200 2231
G-STRH	Boeing 737/700	2254 0736(30)			

30 Tuesday

G-BYAI	Boeing 757	0050 0639	G-JEDO	DHC-8 400	0747 0827
G-JECE	DHC-8 400	0813 0852	G-BXXT	Be.76 Duchess	0825 1302
G-WOWA	DHC-8 300	0844 0919	G-MIDT	Airbus 320	0928 1037
PH-OFG	Fokker 100	0941 1029	VP-BUL	Dauphin	1000 1657(2/6)
XZ304	Gazelle	1017 1040	EI-DLC	Boeing 737/800	1026 1119
G-HEBE	Jet Ranger	1044 1212	CS-DNU	Hawker 800XP	1116 1235
G-JDBC	PA-34 Seneca	1141 1650	G-WOWD	DHC-8 300	1240 1328
G-BYAI	Boeing 757	1258 1447	G-MIDT	Airbus 320	1321 1433
G-STRH	Boeing 737/700	1337 1452	G-WOWC	DHC-8 300	1359 1438
EI-DMG	Cessna 441	1403 1505	G-JEDN	DHC-8 400	1412 1510
G-JEDW	DHC-8 400	1414 1459	G-JIVE	Hughes 369E	1433 1456
ZH536	BN.2T Islander	1502 1631	XZ304	Gazelle	1552 1614
EI-DAI	Boeing 737/800	1612 1647	D-CEWR	Lear Jet 45	1615 1456(1/6)
PH-KZP	Fokker 70	1621 1715	G-BSBW	Jet Ranger	1651 1837
G-CDLP	Twin Squirrel	1719 1827	G-DBCF	Airbus 319	1755 1849
9H-AEK	Airbus 320	1812 1918	G-JECL	DHC-8 400	1909 1951
G-JECI	DHC-8 400	1938 2021	G-WOWD	DHC-8 300	2007 2040
PH-OFJ	Fokker 100	2107 0634(31)	G-MIDP	Airbus 320	2143 0701(31)
EI-DLC	Boeing 737/800	2152 2220	G-STRH	Boeing 737/700	2335 0024(31)

31 Wednesday

G-BYAI	Boeing 757	0010 0809	G-JECI	DHC-8 400	0751 0836
N66DN	Lear Jet 45	0816 0859	G-JEDK	DHC-8 400	0818 0856
G-WOWC	DHC-8 300	0833 0909	G-FIBS	Squirrel	0834 1147
PH-OFH	Fokker 100	0923 1021	G-MIDO	Airbus 320	0935 1051
G-GURN	PA-31 Turbo Navajo	1030 1746	EI-DLC	Boeing 737/800	1035 1109
G-STRH	Boeing 737/700	1048 1155	G-JDBC	PA-34 Seneca	1146 1430(4/6)
G-BYCS	Jodel DR.1051	1203 1815	G-WOWA	DHC-8 300	1233 1311
EC-JRL	Boeing 737/800	1321 1444	G-MIDO	Airbus 320	1329 1436
G-BYAI	Boeing 757	1340 1508	G-WOWD	DHC-8 300	1352 1426
G-JEDU	DHC-8 400	1357 1447	G-FIBS	Squirrel	1426 1549

EI-CSZ	Boeing 737/800	1614 1651	G-LFSK	PA-28 Cherokee	1618 n/s+
G-JEBA	BAe 146/300	1619 1653	PH-KZH	Fokker 70	1622 1717
ZH536	BN.2T Islander	1640 1905	G-CDLP	Twin Squirrel	1733 1826
G-DBCE	Airbus 319	1753 1858	TC-OAK	Airbus 321	1853 2048
G-JECE	DHC-8 400	1909 2000	G-JECG	DHC-8 400	1917 1956
G-WOWD	DHC-8 300	1952 2024	G-STRH	Boeing 737/700	2055 0542(01)
G-BYAI	Boeing 757	2101 0759(01)	PH-OFB	Fokker 100	2111 0620(01)
G-MIDX	Airbus 320	2143 0702(01)	EI-DLC	Boeing 737/800	2204 2233
CS-DFU	C.560 Citation XL	2324 1449(01)			

Overshoots

08/5	XX261 Hawk("Anglesey 45", 1020)
10/5	G-BXXT Duchess(1140); XX311 Hawk("VYT 45", 1419); ZH554 Tornado("Rebel 48", 1526)
11/5	G-BXXT Duchess(1525)
14/5	G-MRMJ Dauphin(1246, cloud break to Coney Park)
15/5	XX238 Hawk("Anglesey 45", 1218)
16/5	XX156 Hawk("Anglesey 26", 1557)
19/5	XX261 Hawk("Anglesey 45", 1450)
22/5	ZK453 King Air 200("Cranwell 64", 1546)
24/5	G-RAFO King Air 200("Cranwell 71", 1629)
25/5	ZA674 Chinook("Vortex 545", 1043); ZA714 Chinook("Vortex 556", 1110)
31/5	ZK453 King Air 200("Cranwell 77", 1120); G-RAFP King Air 200("Cranwell 60", 1445)

BMI REGIONAL Embraer (G-RJ—/G-CC(YH)) operations:-

	GLASGOW			EDINBURGH				PARIS/LBG			BRUSSELS		
	1XV/ 1VX	2XV/ 6VX	3XV/ 3VX	403/ 404	409/ 410	405/ 406	407/ 408	493/ 494	495/ 496	497/ 498	611/ 612	613/ 614	615/ 616
01										XH			XJ
02	XH	XH	XH	XG	XG			XC	XC	XC	XJ	XJ	XJ
03	XC	XC	XC	XG	XG	XG	XG	XH	XH	XH	XJ	XJ	XJ
04	XC	XC	XC	XG	XG	XG	XG	XH	XH	XH	XJ	XJ	XJ
05	XC	XG	canx	XG		XC	XC	XH	XH	XH	XJ	XJ	XJ
06								XJ					
07			XC				XJ		XG	XG			XD
08	XC	XB	XD	XG	XG	XG	XG	XD	XD	canx	XJ	XJ	XJ
09	XG	XG	XG	XD	XD	XD	XD	XB	XB	canx	XJ	canx	XB
10	XG	XG	XG	XD	XG	XD	XD	XB	canx	XB	canx	XB	XJ
11	XG	XG	XG	XD	XD	XD	canx	XB	XB	XB	XK	XK	XK
12	XG	XK	XK	XB	canx	XG	XG	XD	XD	XD	XK	XB/XF	XF
13								XK					
14			Xi				XK		XC	XC			XD
15	XD	XD	XD	XC	XC	XC	XC	Xi	Xi	Xi	XK	XK	XK
16	XD	XD	XD	XC	XC	XC	XC	Xi	Xi	Xi	XK	XJ	XJ
17	XD	XD	XD	XC	XC	XC	XC	Xi	XJ	XJ	XJ	Xi/XG	XG
18	XD	XD	XD	XG	XD	XG/XA	XA	XC	XC	XC	XJ	XJ	XJ
19	XD	XD	XD	XC/YHcanx		YH/XE	XE	XA	XA	XA	XJ	XJ	XJ
20								XJ					
21			XB				canx		canx	XC			XJ
22	XB	XB	XB	XA	canx	XC	XC	XC	XA	XA	XJ	XJ	XJ
23	XC	XA	XA	XB	XB	XB	XB	XA	XC	XC	XJ	XJ	XJ
24	XA	XA	XA	XB	XB	XB/XF	XF	XC	XC	XC	XJ	XJ	XJ
25	XF	XF	XA	XA	XA	XA	XC	canx	XJ	canx	canx	canx	canx
26	XC	XC	XC	XF	XF	XF	XF	XA	canx	XA	XJ	canx	XJ
27								XJ					
28									XA				
29								XH		XH		XJ	

30	XH	XA	XA	XG	XG	XG	XG	XA	XH	XH	XJ	XJ	XJ
31	XA	XH	XH	XG	XA	XG	XG	XH	XA	XA	XJ	XJ	XJ
	1VX/	2VX/	3VX/	403/	409/	405/	407/	493/	495/	497/	611/	613/	615/
	1XV	6XV	3XV	404	410	406	408	494	496	498	612	614	616

CORK

471/

472

HEATHROW

01J/ 2LJ/ 2LJ/

4JL 8JL 7JL

OTHER FLIGHTS

01	XJ												XH('9172, f. Blackpool), XC('9112, f. EMA)
02													
03													
04	XJ												
05	XJ												XC('9353, t. Heathrow), XG('9854, t. Manchester)
06			XH	XH									
07	XJ		XH			XH/XC							XG('9873, f. Manchester), XD('9871, f. Aberdeen)
08	XJ												XC('9111, t. Aberdeen), XB('9112, f. Aberdeen)
09													
10													XJ('9131, t. Aberdeen), XJ('9132, f. Aberdeen)
													XJ('9133, t. Aberdeen), XK('9134, f. Aberdeen)
11	XK												
12	XG												XG('9853, t. Heathrow), XF('9854, t. Manchester)
13			XD	XD/XF									
14	XK		XF			XF/XI							XC('9873, f. Manchester), XD('9871, f. Aberdeen)
15	XD												
16													XK('9121, t. Manchester), XJ('9122, f. Manchester)
17													
18	XG												
19	XJ												XE('9853, t. Heathrow), XD('9854, t. Manchester)
20			XA/XC			XC/XA							
21	XJ		XA/XD			XD/XB							XC('9871, f. Aberdeen), XA('9171, f. Aberdeen)
22	XB												
23													
24													
25	XJ												
26													XC('9854, t. Manchester), XF('9853, t. Heathrow)
27			XA	XA									
28			XA/XF			XF							XA('9872, f. Manchester), XG('9871, f. Aberdeen)
29													XG('9711, t. Nice), XG('9712, f. Birmingham)
30													
31													
	471/		01J/	2LJ/	2LJ/								
	472		4JL	8JL	7JL								

EASTERN AIRWAYS Jetstream 41 (G-MA—) operations:-

ABERDEEN			SOUTHAMPTON			INVERNESS		
11JE/	13JE/	15JE/	470C/	472C/	474C/476C/	92CD/	94CD/	
12JE	14JE	16JE	471C	473C	475C 477C	93CD	95CD	
01	JG					JD		
02	JD	JG	JG	JG	JD JD	JD		
03	JD	JG	JG	JG	JD JD	JD		
04	JD	JG	JG	JG	JD JD	JD		
05	JD	JG	JG	JG	JD JD	JD		
06								

07						JG		JG
08	JD	JG	JG	JG	JG	JD	JD	JD
09	JD	JG	JG	JG	JG	JD	JD	JD
10	JD	JG	JG	JG	JG	JD	JD	JD
11	JD	JG	JG	JG	JG	JD	JD	JD
12	JD	JG	JG	JG	JG	JD	JD	JD
13								
14						JG		JG
15	JD	JG	JG	JG	JG	JD	JD	JD
16	JD	JG	JG	JG	JG	JD	JD	JD
17	JD	JG/JK	JK/JG	JG	JG	JD	JD	JD
18	JD	JG	JG	JG	JG	JD	JD	JD
19	JD	JG	JG	JG	JG	JD	JD	JD
20								
21						JD		JD
22	JG	JG	JG	JD	JD	JE	JE	JG
23	JG	JE	JE	JE	JE	JG	JG	JG
24	JG	JG	JG	JE	JE	JE	JE	JG
25	JG	JE	JE	JE	JE	JG	JG	JG
26	JG	JE	JE	JE	JE	JG	JG	JG
27	—							
28	—					JE		JE
29	—	JE						JE
30	JE	JG	JG	JG	JG	JE	JE	JE
31	JE	JG	JG	JG	JG	JE	JE	JE
	11JE/ 13JE/ 15JE/			470C/ 472C/	474C/476C/			92CD/ 94CD/
	12JE 14JE 16JE			471C 473C	475C 477C			93CD 95CD

SUNDAY. F/T Aberdeen(14JE/15JE):- 07 G-MAJI; 14(below) ; 21 G-MAJJ; 27 **G-MAJV**(First visit)

Other Flights:- 14/5 G-MAJA f. Humberside('071P) t. Aberdeen('15JE),('14JE canx)
 21/5 G-MAJG t/f Cardiff('1663/4), Leeds United supporters
 22/5 G-MAJE f. Southampton('011P), inbound '473C canx.

JET 2 NEWS

First this month we can record the arrival of Boeing 757 **G-LSAC**, which was delivered from Southend on 22/5 as "Channex 101E" and is now resident. However, on the 25th **G-LSAB** was delivered to Manchester to commence operations from there, leaving **G-LSAA** and **G-LSAC** as Leeds based. In prospect for the near future is **G-LSAD** which is currently at Lasham for checks and is the former Greek Airways machine SX-ALW.

On to news of the Boeing 737/300 fleet, starting with **G-CELB** which positioned to Newcastle for the day on 5/5 before spending a week at Manchester from 12/5 to 19/5 in exchange for G-CELK which spent the week operating flights from Leeds, in between checks at Multiflight. **G-CELD** returned to Leeds on 8/5 after being temporary based at Manchester. **G-CELE** arrived from Manchester on 24/5 to stand in for G-CELU which had left for Romania, 'LE in turn replaced at Manchester by 757 G-LSAB. **G-CELF** positioned from Belfast to Leeds on 1/5 and operated Leeds flights until 4/5, when it returned to Belfast. **G-CELG** positioned from Manchester on 3/5 and operated Leeds flights until 8/5. **G-CELJ** was swapped with G-CELS, which had just returned from major overhaul in Romania, on 25/5 and now seems to be Leeds based. **G-CELK** arrived from Manchester on 12/5 and spent a week operating flights from Leeds with Leeds based G-CELB spending to week at Manchester. **G-CELO** has reverted to its former identity of TF-ELO following some problems with the CAA and remains at Lasham being worked on. **G-CELP** positioned from Belfast on 29/5 to operate the Leeds - Rome flight before returning to Belfast. **G-CELS** returned from major overhaul in Bucharest on 20/5 and then

moved to Manchester on 25/5 with G-CELJ moving over the pennines to live at Leeds. **G-CELU** set off the Bucharest on 20/5 for major overhaul. **G-CELW** arrived on 5/5 at 0330 for maintenance with Multiflight, staying until 8/5 when it returned to Exeter. **N672FH**, as touched on last month this aircraft is on loan from Futura and arrived on 1/5 from Malaga as "Channex 110P". During May it operated every day, one sometimes two flights and as we go to press is still in evidence however, it is now registered **EC-JUC**. Again more details next month.

Finally, a new resident is PA-31 Navajo G-IFIT which was used by Channel Express at Bournemouth as a company hack. The aircraft arrived from Bournemouth on 4/5 and lives in the Multiflight hangar.

REVIEW

Airlines. Well here we go with a bumper bundle for the start of the summer season. As the flights for the first week were only outbound, with no passengers to come back various aircraft were leased in to operate them. Starting with **Astraeus** who are basing a Boeing 737/700 here for the summer and from mid-month to the end this aircraft turned out to be G-STRH. Before this however, apart from a mixture of the companies 737s, their Boeing 757 G-OPJB positioned in on 2/5 and 5/5 to operate flights as well as a trio of other airlines machines. Blue Line MD-83 F-GMLK positioned in from Charles de Gaulle to operate the Funchal on the 1st while Globespan Boeing 737/500 G-CDKD arrived from Edinburgh on 4/5 for the trip to Faro. Finally, also on the 4th Travel Service Boeing 737/800 OK-TVF arrived from Prague and was utilised on the Zakynthos. **Thomsonfly** are basing a Boeing 757 for the entire summer with this months' incumbent being G-BYAI. They also had to sub lease at the start of the season with Air Finland Boeing 757 OH-AFK arriving from Helsinki on 3/5, to operate the Mahon. A welcome addition to the summer IT flights is **Onur Air** who are running a series of flights to Bodrum using Airbus 321s, with the following being first visits, TC-OAE(3/5), TC-OAI(17/5), TC-OAK(31/5) and TC-OAL(24/5). Boeing 737/800s of **Futura** are gracing us with two visits a week and first visits were made by EC-JEX(13/5), EC-JFB(3/5), EC-JRL(31/5) and two Irish registered examples, EI-DJU(28/5) and EI-DKD(10/5). Also producing 737/800s on first visits were **Air Europa** with EC-JBL and EC-JNF both appearing on the 6th. **Iberworld** produced Airbus 320 EC-JND on its' first visit on 4/5 and on 11/5 used EC-HRP, an example borrowed from Spanair. Finally two other of our summer regulars produced new Airbus 320s, with **Air Malta** sending 9H-AER on 2/5 and 9H-AEO on 23/5 and LZ-BHE of **Balkan Holidays** appearing on 21/5.

On to the schedule airlines, and no sooner did we welcome **Central Wings** to our midst than we now with them adieu. Various reasons are given for them pulling out but the flights were reported to have had pretty good payloads, so it is with sadness we report the last flight operated by Boeing 737/300 SP-LME, on its first visit to Leeds on 24/5. The company did however manage to produce a little gem in the shape of Boeing 737/300 OM-AAE of Slovak Airlines, which they utilised on 4/5. **Eastern Airways** operated a strange flight on 10/5 when SAAB 2000 G-CDEA arrived from Groningen("Eastflight 568P"), stayed a short time and then routed to Inverness("Eastflight 037P"), empty on both occasions! As noted in the table above Jetstream 41 G-MAJV paid its' first visit on 28/5. **Air Southwest** Dash 8 G-WOWA caused a few problems on 20/5 when it suffered a complete radio failure after departure. The crew carried out the prescribed procedure of entering the hold before carrying out an instrument approach, causing several flights to be held on the ground until they landed around 20 minutes after take off. The aircraft stayed until the 22nd when it positioned to Bristol as "Swallow 01P". **Flybe** commenced a new route from Leeds on 27/5 with a weekly flight f/t Bergerac, the first flight being flown by DHC-8 400 G-JECF. Another of the companies Dash 8s, G-JECG went u/s on arrival from Southampton on 23/5 with BAe 146 G-JEAV("Jersey 897") arriving from Glasgow to collect the stranded passengers. The influx of first visits by **Ryanair** 737/800s in inevitably slowing with just four this month, EI-DCR(24/5), EI-DCW(9/5), EI-DHS(16/5) and EI-DLM(11/5). **British Midland's** latest Airbus 319 G-DBCI made its first appearance on 26/5 and for the record Airbus 319s are now normally only seen on the teatime Heathrow rotation with the other flights operated by Airbus 320 aircraft.

Enimex Antonov An.72 ES-NOI was utilised for flying in horses for the York race meeting, visiting on 17/5 and 18/5, from and to Shannon on each occasion and using the same call-sign "Enimex 4501/2".

Danish Air Transport Beech 1900 OY-JRI was used to operate a charter to and from Wick("Ariabird 915/6") on 26/5 - 28/5. The aircraft commenced from Coventry as "Ariabird 915P" on the 26th heading back there a '916P on the 28th.

Bizjets(Foreign). Quite a mixed collection again this time round, kicking off on the 1st when new Lear Jet 31A OE-GTA("Transip 363") routed from Munich to Wien. On the 2nd we had the first of three Lear Jet 35As operating ambulance flights, D-CCAA("Ambulance 387") arrived from Malaga in the early hours before heading home to Karlsruhe. On 21/5 D-CAVE("Ambulance 447") of the same company was from Venice to Karlsruhe while LX-LAR("Lion King 2 Ambulance") appeared on the 4th(Tours – Luxembourg) and 11th(Tenerife – Luxembourg). Also on the 2nd Beechjet 400 EC-HTR visited from and to Valencia while the following day Lear Jet 31A HB-VJI("TAG Aviation 992") arrived from Le Bourget, night stopped and routed to Geneva. The 4th saw Citation 2 D-CIFA ("Frankenair 1689") route from Palma to Norwich and on the 5th Lear Jet 45 I-ERJE paid the first of two visits. The aircraft flew from Gdansk to Edinburgh("Jet Italia 1490/1626") only to return the following day from Le Bourget("Jet Italia 1608") before heading to Cannes. A first visit was made on 7/5 by Gulfstream 550 N860AA, operated by ALA Services and routing from Le Bourget to Luton. Lear Jet 45 OO-LFS("Abelag 23N") made its' first visit of the month on the 9th when it arrived from Cannes and went to Luton. This machine was back on the 21st to fly to and from Cardiff for the football, positioning from and to Brussels. Citation Encore N41VP was in evidence on the 11th, from Southampton to Edinburgh while Citationjet N50VC was from and to Guernsey, its home on 16/5. The 12th saw a couple of interesting machines, Challenger OE-IMB("Jet Alliance 6105") from Saint Petersburg to Barcelona and Falcon 900EASy VP-BSO("Shell 753/4") from Zurich to Rotterdam. The Challenger routed from Barcelona back to Saint Petersburg on 14/5. Lear Jet 60 EI-REX("Highflyer 60A") made the first of three visits on the 16th, Dublin to Manchester, the others being Manchester – Dublin on the 17th and Belfast City – Dublin on 25/5. Also on the 16th Citation Bravo OO-FPB("Flying Group 362L/071L") was noted from Barcelona to London City with a night stop. On the 17th Dornier 328 Jet OE-HTJ("Tyrol Jet 32") arrived from Karup and stayed until the 19th before heading to Farnborough. Citation X P4-LJG arrived from Dublin on 23/5 for a night stop and departure to Belfast City. We then had a pair of Swiss, Citation Bravo HB-VNZ("Jet Aviation 301/2") Farnborough – Nice on 24/5 and Falcon 900EX HB-IGI("Eurocat 301/2") Zurich – Northolt on 26/5. We then round of the month with the arrival of Lear Jet 45 D-CEWR("Cirrus 8472") from Cannes on the 30th. This aircraft stay until 1/6 when it routed to Hanover as "Cirrus 8275". Falcon 900EASy N900NS visited from and to Jersey on the 6th and 8th and we had visits by both D.F.S Beechjets, N79EL on the 1st(Venice – EMA) and N709EL(Birmingham – EMA, EMA – Birmingham) on 16/5. The Lear Jet N66DN was again very busy, routing Northolt – Luton, Luton – Northolt on 4/5 and again on 9/5. On 17/5 it arrived from Luton before routing to Siegerland, only to return in the evening and night stop. The 18th saw 'DN depart to Northolt and once again return in evening to night stop, before heading to Le Bourget on the 20th. Returning from Le Bourget on the 21st it then went to Luton and on the 26th was back from Luton to fly a charter to Faro.

To round off this section, the usual listing of Netjet flights("Fraction" call-signs in brackets):-

1/5	CS-DWF	Hawker 800XP	From Seville('5FV) to Northolt('778W)
8/5	CS-DNV	Hawker 800XP	From Reykjavik('5QL) to Palma('5QL)
14/5	CS-DRJ	Hawker 800XPi	From Biggin Hill('7LY) to Luton('7LY)
19/5	CS-DFC	Falcon 2000	From Cork('954R) to Biggin Hill('2RK)
20/5	CS-DFO	C.560 Citation XL	From Edinburgh('6RN) to Le Bourget('6RN)
20/5	CS-DNM	Hawker 800XP	F/T Palma('8MZ)
20/5	CS-DHL	Citation Bravo	From Londonderry('290F) n/s to Cardiff('916U)
21/5	CS-DNZ	C.560 Citation XL	From Northolt('416P) to Cardiff('657Q)
21/5	CS-DNZ	C.560 Citation XL	From Cardiff('657W) n/s to Bremen('6LH)
21/5	CS-DHL	Citation Bravo	From Cardiff('916W) n/s to Stockholm('1VU)
23/5	CS-DXE	C.560 Citation XLS	F/T Le Bourget('3FZ) n/s
24/5	CS-DFX	Hawker 800XP	From Dublin('194D) to Haugesund('5GF)
26/5	CS-DRB	Hawker 800XP	From Biggin Hill('5YR) to Karlsruhe('5YR)
27/5	CS-DXC	C.560 Citation XLS	From Geneva('3DY) n/s to Malaga('3DY)
30/5	CS-DNQ	Falcon 2000	From Nice('2MF) to Le Bourget('2MF)
31/5	CS-DFU	C.560 Citation XLS	From Malaga('6ZU) n/s to Zurich('6ZU)

Bizjets(British). The first visitor in this category was Citation 2 G-VUEA("Flyvue 372/3) which arrived from Nice on the 5th before heading home to Liverpool. This aircraft returned on the 9th to fly the outbound trip back to Nice. On the 6th we had the first of two flights operated by Club 328/Bookajet when Hawker 800B G-CJAA("Space Jet 25") arrived from Southampton for a charter to Istanbul. On

11/5 similar type G-BYHM("Space Jet 26") arrived from Naples, heading to Alicante later in the day. A first visitor on the 10th was Citation XL G-WCIN of Air Link which was from and to Marseille. Northern Executive's Lear Jet 40 G-MOOO("Neatax 1A/B") put in an appearance on 11/5 routing from Manchester to Barcelona. Also on its' first visit was Challenger G-IMAC("Gama 355"), on 19/5 from Prestwick to Cork while the company Lear Jet 45 G-ZXZX("Gama 444") was from Farnborough to Olbia on 25/5. We finish with two BAe.125s, G-IFTE("Interflight 123A/B), Biggin Hill to Dublin on 23/5 and G-VIPI, Farnborough to Edinburgh on 28/5.

Foreign GA. This month we had two aircraft passing through which were on delivery. King Air C.90 F-GHBD, which had formerly been operated by Aero-Stock, arrived from Grimbergen on the 14/5 before setting off to Prestwick and onwards to the U.S.A. via Reykjavik. Coming the other way was brand new Cessna 182T N60162, which arrived from Wick on 18/5 and after staying overnight routed to Kyrizt in Germany. The aircraft was registered to American King Air Ferries(About whom you will hear again next month) and was cancelled from the American register on 25/5, as sold in Germany. Other visitors included a trio of King Airs, N500CS of FML Aviation which was from Hawarden to Tollerton on 5/5, OO-LAC from and to Wevelgem on 8/5 and D-COEB from and to Beilefeld on 24/5. Baron N64VB made three visits during the month, Elstree – Sleep on 9/5, Sleep – n/s – Biggin Hill on 11/5, and Biggin Hill – Elstree on 12/5. PA-34 PH-HLM also visited on 12/5, routing from Lelystad to Cranfield while Cessna 208 N208EC operated by Lancton Taverns was from Biggin Hill to Le Bourget on 17/5. Cessna 441 EI-DMG was f/t Swansea on 30/5 while fellow countryman Cessna 421 N132CK, which arrived as long ago as 27/2 finally returned home to Weston on 2/5 after maintenance with Multiflight.

Finally a couple of singles worthy of mention were Mooney M20K HB-DGI which arrived from Troyes on the 15th and stayed until the 17th, when it left for Zurich, along with Cirrus SR.22 N226TS which was from and to Turweston on 16/5. The Cirrus had just arrived back from a two month holiday in the South of France where it has been used by Hollywood celebrity couple Brad Pitt and Angelina Jolie. Ms. Jolie, who owns her own SR.22 in the States did her instrument rating while in Nice and her partner qualified for his private pilots license.

British GA. Kicking off this section is London Executive Aviation who arrived on the 1st with King Air 200 G-FRYI("Lonex 508Y") from and to Cambridge and again on 15/5 as "Lonex 592" from Stapleford to London City. The company were also in evidence on 12/5 when PA-31 G-MRMR("Lonex 01") was from and to Stapleford. Other King Air 200 visitors this month included, G-IMGL("Poolex 2B/P") Wolverhampton to Blackpool on 5/5, G-WVIP("Prestige 01") Cardiff to Exeter on 25/5, G-PFFN from and to Leicester on 13/5, G-BVMA Edinburgh to Luton on 13/5 and G-ONAL Teesside to Stapleford on 26/5. 'AL' was also used on 21/5, when it was a first visitor, to ferry supporters of Leeds United to Cardiff along with King Air 90 G-RACI and Aztec G-JTCA. Cessna 421C visitors were, G-BHKJ Hawarden to Edinburgh on 4/5, G-TREC Booker to Dublin 19/5, G-BFTT f/t Goodwood on 22/5 and former resident G-MUVG f/t IOM on 25/5. The Cessna 425 G-BNDY, which arrived for work at Multiflight on 22/4 returned home to Newcastle on 19/5, the pilot arriving in Cessna 182T G-RVXH which in turn stayed for maintenance until the 25th.

The PA-34 G-JDBC of Jaydee Aviation spent a large part of the month based here for crew training. Again this month we had a first visit by a PC-12, this time G-MATX of Matrix Ltd which routed from Oxford to Dublin and return on 22/5. Of the small singles the most interesting has to be Jodel DR.1051 G-BYCS which was from and to Dunkeswell on 31/5. Cessna F.172M G-BCOL arrived on 2/5 from Old Manor Farm, Anwick for the pilot to take an exam and another of the type G-PFCL visited from Elstree to Liverpool on 10/5. Apart from a number of Cherokees the other more interesting visitors were Mooney M.20J G-OONE(Welshpool – Thruxton) on 20/5, DA-40 G-CCLC (Gamston – Full Sutton) with a night stop on 28/5 and on the 29th Beech 36 G-FOZZ(Blackpool – Fairoaks). Regular Commander 114 G-OECM arrived from Carlisle for maintenance with Multiflight on 12/5 with PA-28 G-EJRS routing from and to Carlisle to collect the pilot.

Helicopters. The star of this section is Dauphin VP-BUL which arrived from Stansted on 30/5 to be worked on by Multiflight. On 2/6, following numerous local test flights the aircraft returned to Stansted. Other aircraft visiting Multiflight for checks were Twin Squirrel G-CDLP from Accrington(17/5 – 22/5) and the R.44 G-HRPN(24/5 – 31/5) from Nun Monkton. The Gazelle N565F visited again this month,

arriving from Selby on 12/5 before routing onwards to Belfast International. Twin Squirrel G-HOOT("Alan Mann 02") paid a visit on 6/5, from and to Westland Heliport while EC.135T G-MSPT was logged from Cockermouth to a site near Stansted on 11/5. S.76A G-VONA ("Premier 07") was from a site near Bristol to Stone Aston on 16/5 and Twin Squirrel G-VONE("Premier 10") arrived the next day from and to Abergavenny. Another Twin Squirrel G-EMHH("Costock 5") was also noted on the 16th, arriving from Scarborough before heading for Birmingham. We then had visit from two Eurocopter types on the 27th, EC.120B G-ISSY("Omega 37") from Stapleford to RAF Halton and EC.135T G-ETHU from Crosland(Huddersfield) to a site near Leeming.

We had a brand new R.44, G-RWEW arrive from Sywell on 25/5 having been collected by Hughes G-JIVE. The aircraft is to be operated by Northern Heli Charters of Halifax so will presumably eventually be based at Shelf also. Another R.44 of interest was the camera mounted G-OTVI which spent the day shadowing the Yorkshire Air Ambulance on 28/5, probably filming some publicity material. Other R.44s noted included G-NICI(f/t Clitheroe on 3/5), G-CCFC(f/t York race course three times on 17/5) and G-DGHD also to York on the 19th. R.44 G-CBAK made another couple of trips to the IOM during the month. We had a trio of visiting Jet Rangers, G-DNCN(f/t Walton Wood on 3/5), G-HEBE(f/t Flint on 30/5) and also on the 30th G-BSBW f/t Calverley, a round trip of about 4 miles!

Finally on 26/5 Schweizer 333 G-TAME("Pipeline 01") diverted in while routing from Carlisle to Sheffield. After an overnight stay R.22B G-HIEL arrived from Sheffield with a pilot to collect 'ME and both returned to Sheffield.

Military. Well for once its nice to get one over on our big rival across the Pennines! The Royal Saudi Air Force, following their diversion here late last year seemed to like the place so much they have now moved their operations from Manchester to Leeds/Bradford. C-130H Hercules 1624("Saudi Air Force 904") arrived from Wejh in Saudi on 10/5 and stayed until 12/4 when it left for Gander. The same aircraft then returned from Gander on 16/5 and then stayed until 18/5 before heading home to Prince Sultan Air Force Base. The aircraft look very impressive parked up on the Multiflight apron. We also had a visit this month by a RAF Hercules when XV221("Ascot 5068/9") routed from Lyneham to Brize Norton on 15/5. The U.S. Air Force were in evidence on the 10th with C.21A(Lear Jet 35) 84-0086 visiting from and to Mildenhall as "Jalopy 86". The following Army Air Corps Gazelles were logged, XZ303("Armyair 788", Shawbury – Topcliffe) on 2/5, XZ335("Armyair 780", Catterick – Shawbury) on 10/5 and XZ304("Armyair 788", Shawbury – Catterick and return) on 30/5.

Finally this month we had RAF Islanders calling in for fuel while on "operational duties" in the area. ZF573 was most active visiting as follows, 16/5("Ascot 7986", ??? – Northolt), 18/5("Ascot 7970", Northolt - ???), 19/5("Ascot 7971", Sheffield – Waddington), 21/5("Ascot 7973", f/t Northolt), 23/5("Ascot 7975", Northolt – Waddington), 24/5("Ascot 7976", Waddington – Northolt) and 25/5("Ascot 7977", Northolt – Waddington), phew! Partner in crime ZH536 was less active visiting on 30/5("Ascot 7961", Northolt – Waddington) and 31/5("Ascot 7962", f/t Waddington).

Residents. Not a lot to report this time around apart from the arrival of PA-31 G-IFIT which is detailed in the Jet 2 news. C.152 G-FLOP left early in the month with G-FLIP replacing it from 16th to 18th and G-FLAP being based from 19/5 to the end of the month, when this left and was not replaced. Based Leeds Flying School PA-28 G-BODD departed to Full Sutton for checks on the 31/5 with G-LFSK arriving as a temporary replacement.

Trevor Smith

HELICOPTER ACTIVITY

1/5	G-SYPS	MD.902 Explorer	"Police 33", Sheffield – Cantley Hall
	G-HMPH	Jet Ranger	Baslow – Wetherby
2/5	G-DSPI	R.44	Mansfield – Thorpe Underwood
3/5	N449J	Agusta A.109E	Dublin – 3/W Sherburn – Abergavenny
	G-HEBE	R.44	Sheffield – Manchester
	G-ILET	R.44	Redditch – Site nr. Teesside(LBA.1015)
	G-BZGO	R.44	Blackburn – Doncaster – Sheffield
4/5	G-FOFO	R.44	Gamston – Farningley – Horncastle
	G-ZELE	Gazelle	Stainsby Hall – Holmfirth

	G-BTFX	Jet Ranger	Manchester – Redcar Race Course
5/5	N449J	Agusta A.109E	Dublin – Barnsley
	G-GSPY	R.44	Whitby – Pool-in-Wharfdale
6/5	G-DSPI	R.44	Wellesbourne – York
	G-ZELE	Gazelle	Peterlee – Squires Café – Devonshire Arms
	YU-HEY	Gazelle	Squires Café – Devonshire Arms – Teesside
7/5	G-RCNB	EC.120B	Ellwood – Gamston(Refuel)
8/5	G-MGAN	R.44	Newcastle – Castle Howard – Sherburn
9/5	G-JIVE	Hughes 369E	Devonshire Arms - Shelf
10/5	G-RFUN	R.44	Pennine Manor(?) – Hungerford
	G-OPJC	Jet Ranger	Ripon Race Course – Southwell Race Course
11/5	EI-HHH	Agusta A.109E	Eire – Barnsley – Sheffield(Refuel)
	G-BZGO	R.44	Blackpool – Selby
12/5	N565F	Gazelle	Selby – LBA – Aldergrove
	G-REGE	R.44	Devonshire Arms – Brighton
	G-JONH	R.22B	Sandtoft – Middlethorpe Hall
14/5	G-MRMJ	Dauphin	Coney Park – Carleton(Skipton)n/s – Elstree
16/5	G-MOMO	Agusta A.109E	Stansted – Doncaster – Walton Wood
	G-BBOR	Jet Ranger	Bagby – Middleham – Masham
18/5	N555GS	Agusta A.109E	Chorley – Keighley(Also 25/5)
19/5	G-ESLH	Agusta A.109E	Wolverhampton – Scunthorpe
	G-BXZD	Gazelle	Newcastle – Pontefract
21/5	G-FIBS	Squirrel	LBA – Wakefield – Cardiff
	G-MAAX	Long Ranger	Cardiff – Eldwick – Sherburn
23/5	G-EEZA	R.44	Fricklestone(Warton) – Sandtoft
	G-OGAZ	Gazelle	Glasgow – Sandtoft – Stapleford
25/5	N5120	Bell 430	Wigan – Harrogate – Gainsborough
	G-USTS	Agusta A.109E	Magharafelt(N.I.) – Pickering
	G-TAGG	Eurocopter 135	Hawick – Pudsey
27/5	G-FIBS	Squirrel	Elvington – Ascot Race Course
	G-ETHU	Eurocopter 135	Denham – Crosland(Huddersfield)
	G-OJAZ	R.44	Gamston – Site 4/N Finningley
	G-GMPS	MD.902 Explorer	“Police 151”, Barton – Carr Gate
28/5	G-PKPK	Schweizer 269C	Wickenby – Site 3/W Wetherby
29/5	G-USTS	Agusta A.109E	Richmond – Gloucester
	G-RFUN	R.44	Hungerford – York Race Course(n/s) – Sheffield
30/5	G-MRSN	R.22B	Great Heck – Coney Park
	G-LADZ	Enstrom 480	Barton – Devonshire Arms
31/5	N5120	Bell 430	Wigan – Scunthorpe – Carlisle
	G-WALI	R.44	Derby – Huddersfield

Hughes 369HS G-BPLZ has been registered to a new owner in Leeds and was first noted early in the month, landing at a private site in Pudsey(New Farnley), from Sherburn. Also new to the area is R.22B G-OLIZ which lives at a private site 1 mile north of Emley Moor, believed to be called Wigsley. G-RWEW is a new R.44 registered to Northern Heli Charters of Halifax. This aircraft arrived at Leeds/Bradford in late May, collected from Sywell by Shelf based Hughes 369 G-JIVE, so it seems likely it will also live at Shelf eventually.

R.44 G-OAJC was noted on the 19th routing from Alwoodley(Leeds) to Southend, possibly on the first leg of a trip to Spain, where it spends a lot of its time.

On 29/5 the R.44 camera ship G-OTVI was shadowing the Ambulance MD.902 G-SASH presumably filming some promotional material. The pair left LBA on a task to Mytholmroyd then onwards to the L.G.I. before returning to LBA.

LOCAL AIRFIELDS

Bagby:- A new resident here is DA-42 Twin Star G-DJET which was delivered from Gamston on 1/6. An interesting machine calling for fuel on 11/5 and 27/5 was Westland Scout G-BYKJ from Oaksey Park. Another golden oldie on the 13th was 1960s vintage Aztec N37LW, the former G-ASND/G-EEVA. After a night stop the aircraft routed to Sleaford. On 30/5 Cessna 180 N180FN was noted, arriving from Newmarket. Visitors:- 3/5 G-WMBT R.44(Refuel); 4/5 G-BTMA C.172N; 6/5 G-AKSY 5; 7/5 G-OZOI C.182RG(From Compton Abbas); 9/5 G-ANRP Auster 5, G-CLUE PA-34(From Marshland); 11/5 G-TOTO F.177RG; 16/5 G-BBOR Jet Ranger(Refuel), G-BFHP Citabria, G-ATLM F.172G; 17/5 G-ATFR Pawnee; 25/5 G-CCZM Skyranger(To Sywell), G-BRWX C.172P, G-WBVS DA-40; 27/5 G-GBRU Jet Ranger; 28/5 G-SKYO T.67M(F/T Truro), G-BSPE F.172P; 31/5 G-BNNS PA-28(From Turweston), G-BYSA Europa, G-RIXS Europa.

Beverley:- Visitors:- 6/5 G-RRCU DR.220; 11/5 G-RATZ Europa; 20/5 G-IDPH PA-28; 21/5 G-CDGP CH.601; 23/5 G-BNOH PA-28(To Skegness); 25/5 G-BTOT PA-15; 27/5 G-BJOA PA-28; 28/5 G-ENIL F.172M(From Fenland); 29/5 G-CBAK R.44.

Bingley:- Alpi Aviation Pioneer 300 G-CEAR has recently been registered to Mr. A Parker in the town.

Brighton:- The most exciting news here is that Hispano HA-1112 Buchon(Me.109) G-BWUE has at last taken to the skies. The first flight, lasting fifteen minutes took place on 19/5 and the aircraft has flown quite regularly since. The Sommers-Kendall SK-1 G-AOBG, which has been stored dismantled here for some time, has recently been registered to a new owner in Woodley. Hopefully this may mean a restoration project as it would be interesting to see this single seat jet racer back in the skies. Resident Robin DR.400 G-BICP is reported to have been badly damaged, probably written off in an accident at Moorholm strip on 16/4. A new resident is Super Cub G-ECUB. Noted departing to Tattenhill on 6/5 was PA-24 N84VK while on the 14th C.182RG N409SA was noted, heading home to Ronaldsway. Visitors:- 5/5 G-BTHE C.150L; 6/5 G-ASMS C.150A, G-PARI C.172RG; 11/5 G-HMPH Jet Ranger; 19/5 G-IIT Pitts, G-TILI Jet Ranger; 21/5 G-ATBI Sundowner(To Oxford); 25/5 G-JONH R.22B; 27/5 G-OJON Taylor Titch, G-BZYB Gazelle, G-BXZD Gazelle, G-CTDH CT.2K; 28/5 G-AVER F.150H, G-BZVS Jungmann, G-ASHX PA-28; 29/5 G-OLIZ R.22B.

Church Fenton:- The Douglas C-47A N3851B took to the skies on 25/5 after its repainting and is now reregistered N473DC. Painted in USAF colours as 2100882, the aircraft first flew around lunchtime with a trip around York for air-to-air photography with an RAF Tutor, with a flypast at Sherburn before returning to land. In the afternoon '882 returned home to Liverpool, passing over Leeds city centre at 1505 at 1000', with its first show appearance due the next week in Antwerp.

Cranwell:- Logged departing here for Scandinavia on 15/5 was Pilatus PC-21 HB-HZC accompanied by another of the type HB-HZA using call-sign "PCH 121". They had arrived from Stans on 8/5.

Crosland Moor:- An accident which happened here on 12/11/05 has just come to light. Europa G-FLRT was destroyed while taking off and was cancelled from the register on 9/5. The aircraft lost power on departure and in attempting a forced landing struck a dry stone wall. An interesting arrival from Cambridge on 24/5 was Eurocopter EC.155 G-NIVA while the unique Hyperbipe aerobatic biplane G-HIPE was noted on 29/5, outbound to Lt. Gransden. Visitors:- 12/5 G-RIZZ(from Sibson); 21/5 G-MISH C.182S.

Cuxwold:- This little used farm strip near Humberside was visited by Cessna 182s G-BAMJ and N1320S on 18/5 as they were returning home from the meeting at Middleham(q.v.).

Doncaster(Aeroventure):- Whirlwind XD165 is reported to have left here in a swap deal for Dragonfly WN499, which was last reported languishing on the dump at Caenarfon. The fuselage of AV-8B Harrier 162068 arrived here from storage at St. Athan in early May.

Doncaster(Robin Hood):- Airlines. The star visitor of the month was Antonov AN.12BK ER-AXY of Airline Transport Inc. This aircraft arrived as "NRP 403" on 3/5 and night stopped before positioning out empty the following evening. Air Atlantic also operated a couple of freight charters with Electras, G-LOFB("Neptune 713") on the 23rd and G-FIJV("Neptune 704") on the 30th while another of the type G-SLOFD("Neptune 188T") carried out 7 circuits on a training detail on the 19th. Jetstream 31 OY-SVJ("BNW 205P") arrived on the 20th to operate a charter the following day. Thomsonfly Boeing 737/300 G-THOL made its first visit on 3/5 while Boeing 767/300s operating the new long haul programme included, G-OBYH(13/5), G-OBYI(5/5) and G-OBYJ(6/5). The airline suffered aircraft shortages towards the end of the month necessitating the loan of Hola Boeing 737/300 EC-IOR from 23/5. Unfortunately the aircraft had to turn back on 27/5 with a problem and was grounded until the 30th. This led to Boeing 757 EC-ISY being utilised on 28th and Boeing 737/800 EC-IYI on the 29th. Other

aircraft leased in were MD-90 HB-JIE of Fly Hello on 11/5 and Flightline BAe 146/300 G-CLHD on 30/5. A new airline to record is Balkan who operate a weekly Bourgas flight, the first being flown by Tu.154 LZ-HMQ on 18/5. Other crew training flights were, Globespan Boeing 767 G-CDPT on 1/5, 2/5, 3/5, 17/5 and 18/5, Airbus 320 G-OZBB of Monarch on 11/5 and Airbus 320 G-DHRG of My Travel on 18/5. **Bizjets.** Nothing much to excite here with Citation XL HB-VNH ("Swissbird 112") on 1/5, Black and Decker's Falcon 900B N32B on 16/5, Citation XL CS-DNW("Fraction 362Z/881R") on 25/5 and Lear Jet 35A D-CAVE("Ambulance 467") on 27/5. The British machines were all Citations, G-IPAL("Go-Jet 05T") training on 9/5, G-KDMA arrived 0130 on 10/5, G-IKOS("Lonex 512K") on 10/5 and G-VUEA(Flyview 232/3") on 11/5 and 24/5. **General Aviation.** On 6/5 SR.22 N147GT arrived from Blackbushe along with Elstree based Cessna 182P N22NN. Other SR.22s were N121HT on 11/5 while on the 14th Leeds based N54105 diverted in due bad weather and stayed overnight. TB.20 N33NW was in evidence on the 20th and Cessna 303 N57MT arrived from Hurn on 30/5. Sheffield based Schweizer 269C OO-DLM also paid a short visit on the 30th. Others:- 1/5 G-CDKR DA.42(ILS); 2/5 G-MOUT C.182T; 5/6 G-LENX C.172P, G-FIBS Squirrel; 6/5 G-BSGL PA-28; 9/5 G-AVII Jet Ranger("Bristows 91A/B"); 12/5 G-BZRN R.44; 13/5 G-BKMA M.20K; 15/5 G-GRND A.109E, G-OSCH C.421C, G-BWHF PA-31(Sheffield wx div); 17/5 G-SYPS MD.902("Police 33"); 18/5 G-BGRE King Air 200("Martin 02, ILS); 25/5 G-EIRE C.182S, G-BOJI PA-28, G-OBKE A.109E(n/s); 28/5 G-BVGA Jet Ranger. **Military.** Irish Air Corps CN.235 252 arrived on an ambulance flight on 8/5 while on the 20th Islander ZF573("Ascot 7972") called in for fuel whilst on task in the vicinity. Others were all ILS traffic with BAe 125 ZD620("Northolt 36") on 17/5, Grob Tutor G-BYVT("UAV 10") on 18/5, Bell 412 ZJ237("Shawbury 94") on 23/5 and Boeing AWACS ZH104 ("NATO 33") on 31/5 joining the usual mix of King Airs and T.67Ms.

Eddsfield:- Noted on the 14th and 29th was Cessna 182RG N883DP, calling for fuel from its base at Mt. Airey. AG-5B N136SA arrived from Popham on 20/5 for an overnight stay. Visitors:- 6/5 G-BSYG PA-18; 11/5 G-AWDA Nipper; 14/5 G-CDAP Eurostar; 18/5 G-BDNX AA-1B(n/s to Kimbolton); 21/5 G-BPUU C.140; 28/5 G-AVYL PA-28(To Old Buckenham).

Elvington:- PA-34 G-CLUE used here on all three days of the York Race Meeting while PA-32 G-BKEK was noted on 18/5. Visitors:- 8/5 G-CBDK Bulldog(n/s to Fife); 23/5 G-BLVI T.67M; 25/5 G-DCSE R.44, G-AWUN F.150H; 28/5 G-AVNS PA-28, G-DCKK F.172N(both from N. Weald); 31/5 G-ETDA PA-28(From Blackbushe), G-BOYU A.150L.

Fadmoor:- Noted on the 17th, outbound to Liverpool was C.182RG N883DP.

Full Sutton:- Noted passing through on the 1st was Cessna T.206H N6007N, which was on delivery from the Lakeland Airfield, Florida to new owners in Poland. On 11/5 PA-32 N101DW was logged inbound from Leicester while another of the type, N112WM has been noted quite often and may even be resident. Visitors:- 5/5 G-TSGJ PA-28; 8/5 G-RVDR RV.6; 16/5 G-FILL PA-31(To Peterborough); 27/5 G-PLLE C.182Q; 29/5 G-CCLC DA.40.

Gamston:- DA.42 G-GSYJ was delivered to the Diamond Agency on 25/5, while a pair of DA.40TDIs G-DIAM and G-JKMG are also due shortly. Citation XL("Fraction 765Z") was noted on 5/5. Ronaldsway based C.182RG N409SA was logged arriving from its' home on 8/5 and on the 11th Leeds based Citation 2 N550PD was noted, as was Hawker 800XP N5736 on 31/5. Also on the 11th C.172L D-EIQU called in before routing out over the Rough Oil Rigs in the North Sea on a survey detail. Beechjet N79EL was logged inbound from East Midlands on 17/5 while on the 19th PA-32R N88NA was noted outbound to Luxembourg and Be.36 N36665 was seen on 23/5. Visitors:- 3/5 G-OPEN Jet Ranger; 5/5 G-BOTH C.182Q, G-BKGW C.152; 10/5 G-BJOA PA-28; 14/5 G-VALV R.44; 18/5 G-BGRE King Air 200("Martin 02"); 19/5 G-PFFN King Air 200(To Cranfield); 22/5 G-CFGL Citation Bravo; 24/5 G-AVSB PA-28(From Dundee); 25/5 G-ROWS PA-28; 27/5 G-BWZA Europa; 29/5 G-FITZ C.335; 31/5 G-CDEL DA.40.

Humberside:- Resident Citation XL G-CBRG, operated by Stadium City has been sold with the crew informing Humberside ATC that its arrival on 25/5 as "Stadium 06" was the last flight. Also leaving recently was Eastern Airways Jetstream 32 G-OAKJ, which left on delivery to Norway as LN-HTB. The Dauphins OO-NHU and OO-NHZ have both been noted operating flights to the rigs at various times during the month. Visitors:- 8/5 G-CDLY SR.22; 11/5 D-EIPE Cessna FR.172K; 15/5 N57MT C.303; 17/5 N9205M M.20E, N357J Citationjet, Nimrod("Vulcan 51", ILS); 18/5 N129SC PA-32(From Ronaldsway), N59GG King Air 90; 20/5 PH-SGH T.67M(weather div.); 22/5 D-IFAO C.340A, G-ONAL King Air 200; 24/5 ZA714("Vortex 561", ILS); 25/5 N53GX Global Express, G-EDAV Bulldog; 25/5 VH-XNB A.109E(Refuel); 27/5 G-PJNZ Commander 114; 30/5 C-FMFL Falcon 50, G-BVEZ Jet Provost

Leconfield:- Not often used by visiting aircraft, however S.76B G-XEEA("Rainbow 1") was noted on 4/5.

Leeming:- Cranwell based Grob G.115 G-RAFA paid a visit on 26/5, returning home early evening.

Linton-on-Ouse:- Thank you to Ian Hall for saving me a job of recording the civil visitors here on 10/5, a list appears in last months magazine. Noted visiting on 24/5 was King Air 200 G-KVIP("Prestige 4").

Middleham(Park Farm):- The new strip here played host to the Flying Farmers on 17/5 with the visitors including three American registered aircraft, C.182P N1320S, Maule MX.7 N5647S and the Be.36 N767CM. Also present were, G-BAMJ C.182P, G-BBOR Jet Ranger, G-BSPE F.172P, G-BSZD DR.400, G-BZPH RV.4, G-CHIX DR.400, G-GOSL DR.400, G-HIND Maule MT.7, G-HOPE Be.36. The aircraft stayed overnight before leaving late afternoon the following day. PA-32 N2989M was noted on 29/5, outbound to Fairoaks.

Mt. Airey:- PA-24 N218SA was noted, arriving from Oxford on 4/5.

Netherthorpe:- Thorp T.18 G-BSVN has just been registered to an owner in Sheffield so may end up as a new resident in the near future. Sherburn based R.44 G-RONN is reported to have been substantially damaged in a heavy landing here on 4/5 while Tiger Moth G-AMCK was noted on Air Test on 18/5. Visitors:- 10/5 G-BPWG C.150M; 12/5 G-AXXK Bell 47G; 28/5 G-BIZV PA-18(To Carlisle); 30/5 G-BAMV DR.400(From Goodwood); 31/5 G-ALTO C.140(From Derby).

Pocklington:- Cessna 182C G-ARAW was noted visiting on the 9th while on the 28th PA-32 G-BKMT was logged outbound to Perth.

Rufforth:- The only movement noted during the York Race Meeting was R.44 G-VEIT which arrived for a refuel on the 18th. Visitors:- 5/5 G-SGEC King Air 200(To Plymouth. Also 11/5); 10/5 G-KIZZ Kiss; 23/5 G-BYBC Jet Ranger; 25/5 G-RFIO Ximango; 31/5 G-CCIO Skyranger.

Sandtoft:- The Enstrom 280C G-BXEE which has been here for training sorties recently, rolled over on landing in early May and was extensively damaged. The aircraft was cancelled from register on 31/5 so is presumed to be a write off. Just come to light is the fact that Europa G-BVOS was extensively damaged in a landing accident here on 23/3, when it bounced on landing. Dornier 28 HA-ACO was noted on the 2nd, visiting from Hibaldstow while Schweizer OO-DLM arrived from Sheffield on the 4th. Gamston based C.310R N234SA was logged on the 6th and PA-28RT N2943D was noted departing to Blackpool on 9/5 while the 19th saw another visit by PA-46 N9275Y. Visitors:- 1/5 G-TYAK Yak 52; 2/5 G-CCYY PA-28(To Fairoaks); 6/5 G-DNCN Jet Ranger; G-BYSE Jet Ranger, G-HMPH Jet Ranger; 10/5 G-BPWD C.120; 11/5 G-BTXT Maule; 14/5 G-AYYU Sundowner, G-ARRS Emeraude; 16/5 G-ATGO F.172F; 18/5 G-BDNX AA-1B; 21/5 G-PUSI C.303(From Waterford); 27/5 G-DBUG R.44(From Edinburgh), G-SLNW R.22B(From Barton), G-RRCU Jodel DR.221; 28/5 G-BXHY Europa(From White Waltham), G-UAPO R.90; 30/5 G-GYAV C.172N.

Sheffield:- A new resident is C.152 G-BKAZ, formerly at Full Sutton. Also new are a pair of Jet Rangers G-HMPH and G-TTMB. This was a good month for bizjets, starting on the 3rd when Citation 2 OY-TMA arrived from Odense for an overnight stay and Citation Encore D-CASA, operated by Adolf Weurth GmbH. was noted on 11/5. Citation XL S5-BAZ of Linxair arrived early on the 25th and the same evening Hawker 800XP N485LT, operated by River Island Clothing company was logged outbound to Gloucester. Augusta A.109E Power EI-HHH called in for fuel on 11/5, this aircraft having just been reregistered from D-HPWR. Another of the type, Australian registered VH-XNB visited for fuel on the 26th before routing to a park five minutes flying time north of the airfield and on 31/5 Bell 430 N5120 operated by JJB Sports also called for a top up. Also noted on the 11th was Be.36 N767CM, arriving from its base at Garforth before routing onwards to Seppe. Islander ZF573("Ascot 7971") called in for fuel on 19/5 while on task in the local area and was back on the 28th as "Ascot 7979". Visitors:- 3/5 G-BSEU PA-28(From Blackbushe); 4/5 G-GATE R.44; 8/5 G-THSL PA-28R(From Southend); 10/5 G-TTMB Jet Ranger, G-BFTT C.421C; 11/5 G-AVYL PA-28; 17/5 G-DGHD R.44, G-BGHJ F.172N; 18/5 G-RCED RC.114; 19/5 G-ATOU M.20E; 27/5 G-BPLZ Hughes 369E; 28/5 G-FITZ C.335, G-DACF C.152; 29/5 G-BWXC T.67M(F/T Cranwell), G-CTCG DA.42(To Hamburg); 31/5 G-HOLZ Jet Ranger.

Sherburn:- A fly-in on 29/5 produce in excess of fifty visitors and had displays by the Hurricane and Mustang from Brighton. R.22B G-CDBF has left here, having been registered to Wisky Charters of Hoylake. Star of the month was the DC-3 N473DC which made a low approach and go around on 25/5 while on its initial flight from Church Fenton(q.v.). Visiting on 3/5 was Robin DR.500 HB-KFJ, which arrived from Elstree along with PA-28 G-KCIN. On the 4th Hughes 369E N59SD called in for fuel, enroute to Faldingworth while Cessna 210L N249SP arrived from Liverpool the next day. On 11/5

Barton based PA-28R N2934D was noted, with TB.20 N882 arriving on 24/5 from Ronaldsway. SR.22 N121HT from Goodwood, arrived on the 25th and another of the type N8159Q was also noted, night stopping before heading to Cranfield on the 26th. Visitors:- 3/5 G-DAYS Europa, G-BOWP Jodel D.120A; 4/5 G-WARH PA-28, G-BRNX Tri-Pacer; 6/5 G-OALH P.92 Echo, G-BPMF PA-28; 9/5 G-GRWW R.44(From Southampton); 10/5 G-LAIN R.22B, G-BNOJ PA-28, G-BOZI PA-28; 11/5 G-AXJX PA-28; 12/5 G-EFAM C.182S; 13/5 G-FIBS Squirrel; 23/5 G-ETDA PA-28, G-AZEW Pup; 24/5 G-JFWI F.172N, G-HALC PA-28R; 25/5 G-BVNS PA-28, G-BMVL PA-38, G-CBEI PA-22, G-BJCI PA-18, G-JERO Europa; 27/5 G-ATDO Bolkow Junior; 28/5 G-WAVY Grob 109, G-EYCO DR.400, G-IJOE PA-28RT; 30/5 G-BRSJ PA-28, G-BLYE TB.10; 31/5 G-BPOT PA-28, G-OWRD Squirrel.

Sturgate:- Sandtoft based PA-28R SX-AJM was noted on the 4th and PA-24 N214SA was noted heading home to Fadmoor on 8/5. Visitors:- 2/5 G-BLST C.421C; 11/5 G-ARJV Apache; 14/5 G-PIKK PA-28, G-DIGI PA-32; 24/5 G-BSCY PA-28, G-BBYP PA-28; 25/5 G-PEKT TB.10, G-ASSF C.182G, G-AXMA PA-24.

Walton Wood:- Visitors:- 2/5 G-HRPN R.44; 3/5 G-STER Jet Ranger, G-DNCN Jet Ranger, G-GAZL Gazelle; 5/5 G-GATE R.44; 6/5 G-BPTZ R.22B; 12/5 G-OTJB R.22B; 16/5 G-MOMO A.109E(Refuel); 17/5 G-OPEN Jet Ranger; 19/5 G-DCSE R.44; 23/5 G-JWEB R.44; 25/5 G-PEPL MD.600N, G-RAMY Jet Ranger; 26/5 G-IDPH PA-28; 31/5 G-TILI Jet Ranger.

Wickenby:- Taking up residence here is T.600N G-CBGU. YAK 18 RA2933K was logged on the 10th, outbound to Seething. Visitors:- 5/5 G-BYBC Jet Ranger; 17/5 G-SABA PA-28R; 25/5 G-ALBK Auster 5; 28/5 G-LYAK YAK 52(To Lt. Gransden).

Wombledon:- Note visiting from Plaistowes Farm, St Albans on 11/5 was Jabiru G-JAJP along with Europa G-OPRC.

Yearby:- Arriving with jockey Darrel Holland for Redcar races on 4/5 was his PA-28 G-IDPH.

York Race Course:- Helicopters visiting the course during the May Meeting included:-

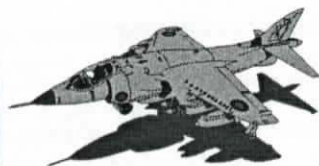
- 17/7 G-BYBC Jet Ranger, G-CCFC R.44, G-DGHD R.44, G-GDSG A.109E, G-RAMI Jet Ranger, N800HL Bell 222, G-XXEA S.76B("Rainbow 1R"), Jet Ranger "Costock 40" and Squirrels "Air Medina 12" and "Woodstock 26".
- 18/7 EI-MITA.109E(From Knocksedan, Dublin), G-DCSE R.44, G-DGHD R.44, G-LEEZ Long Ranger, G-MOMO A.109E and Agusta A.109 "Premier 15".
- 19/7 G-BYBC Jet Ranger, G-DGHD R.44, G-JIVE H.369E, G-VEIT R.44 and Twin Squirrel "Premier 12".

OVERFLIGHTS

6/5	N6015Y	Cessna 172S	Over Hull 1226 @ 3000', delivery to Lithuania
7/5	N14HF	Maule MXT.7	Bramshill - Newcastle(York 1210 @ 3500')
	N1320S	Cessna 182P	Bramshill - Newcastle(York 1214 @ 4500')
8/5	N66IKK	PA-28 Archer	Newcastle - Fair Oaks(York 1313 @ 4000')
11/5	N184CD	Cirrus SR.20	Norwich - Ronaldsway(Harrogate 1627 @ 3000')
19/5	N85WA	MD.902 Explorer	Carlisle - Coventry(LBA 1055 @ 1500')
	D-IROL	Dornier 228	Hamburg - Liverpool(Goole 1152 @ 8000')
25/5	N999F	Beech F.33	Newcastle - Cherbourg(3/E LBA 1058 @ 5000')
29/5	G-PUML	Super Puma	Over Scarborough 0925 @ 800' heading South
	G-ASCC	Beagle E.3	Lambley - Cumbernauld(5/W LBA 1325 @ 2000')
31/5	HA-HUA	YAK 18	Eat Fortune - White Waltham(5/E LBA 0851 @ 2000')
	N78GG	Beech 33	Blackbushe - Perth(Goole 0902 @ 3000')

Trevor Smith

MILITARY AVIATION



D-Day + 62 years! A pilgrimage

For many years, I have wanted to visit the D-Day sites, especially the venues where my regiment, The Parachute Regiment, was involved. I hasten to add that I did not serve with the Regiment until two years later in 1946! To enable this visit, I have been on the mailing list of Leger Holidays of Rotherham, which specialises in Battlefield Tours. When I received this year's brochure, I couldn't believe my eyes when I found a tour entitled "The Dakota Experience". This involved a flight in a Dakota from Coventry Airport or Biggin Hill, to Caen in Normandy, with a return by ferry from Calais to Dover, then a feeder coach back to Coventry or Biggin. The significance for me is that I completed my parachute course on Dakotas and this was too good an opportunity to miss in my eightieth year!

Air Atlantique operates three Dakotas from Coventry Airport, which we left at 1004 hours, landed at Biggin Hill Airport in Kent to take on more tour-participants and landed at Caen at 1202, two minutes ahead of schedule. We speedily boarded our coach to convey us to our hotel, Kyriad Hotel, a very modern hotel on the outskirts of Caen, with US-standard facilities. The rest of the day included settling into the Hotel and a briefing by our Battlefields Guide, the brilliant Tony Lee. Our stay was for four nights, giving three full days for touring.

First day, Tuesday, was devoted to "the British Sector", initially to Pegasus Bridge and Café Gondree. Pegasus Bridge was one of the first objectives on D-Day, as it was vital that it be captured before the Germans destroyed it, as it was an important canal crossing for subsequent British troop movements. Responsibility for the capture of the Bridge was detailed to glider-borne troops of a 'crack' regiment, The Oxfordshire and Buckinghamshire Light Infantry, led by Major John Howard, brilliantly portrayed by Richard Todd, himself a Parachute Regiment veteran of D-Day, in the film, "The Longest Day". Six gliders were involved, three alighted close to the Bridge, two some distance away and one was lost in flight. Thanks to the flying qualities of members of The Glider Pilot Regiment and the fighting qualities of the Ox and Bucks, the Bridge was soon secured and the airborne troops awaited the relief provided by the Commando troops of 1st Special Service Brigade, led by Brigadier Lord Lovat, which duly arrived.

The first building to be liberated in France was the Café Gondree, owned by Georges and Therese Gondree, and still owned by their daughter, Arlette Gondree-Pritchett. She publishes postcards of the Café and the Bridge and sells other postcards and memorabilia of D-Day; the Café is also something of a museum, with mementos from many airborne units. Another nearby bridge, over the River Orne, also an essential capture, was equally successfully overcome.

Another vital 6th Airborne Division objective was the capture of the town of Ranville. This was achieved and the town has the distinction of being the first to be liberated in France. It is now the site of the main Parachute Regiment cemetery in Normandy. After our visit to Pegasus Bridge and Café Gondree, we visited the cemetery and I laid a poppy cross on behalf of The Parachute Regimental Association and Spenborough Branch of The Royal British Legion.

Finally, for the day, we visited Sword Beach (where British and French troops had come ashore), Juno Beach (Canadian troops) and Gold Beach (British troops). In 2006, these are beautiful, tranquil beaches but, in 1944, these were the scenes of much carnage. Therefore, our final visit of the day was to Bayeux Cemetery, the largest Commonwealth War Graves Commission Cemetery in Normandy, where I again laid a Poppy Cross.

Second day, Wednesday, was devoted mainly to the US Sector - Omaha and Utah Beaches. Omaha was the landing point which suffered by far the largest number of casualties, vividly (and correctly) portrayed in the film, "Saving Private Ryan" although the main theme of the film was fictional.

Before visiting Omaha and Utah, we visited the Merville Battery, which had had to be destroyed, to prevent it wreaking havoc on Allied troops. The Battery site exists along with an accompanying museum. We passed through the city of Caen, originally intended to be captured on D-Day, but not finally captured until 19 July and proved to be an obstacle to British, Canadian and French advances.

A sombre visit was next, to the Normandy American Cemetery, where over 9000 US casualties are buried, mainly from Omaha Beach. Next we visited Utah Beach, a more successful operation with many fewer casualties. The third US thrust were airborne assaults by 82nd US Airborne Division (The "All Americans") and 101st US Airborne Division (The "Screaming Eagles") behind Utah Beach. These assaults are commemorated by an Airborne Museum, which we visited.

We also visited the town of St Mere Eglise, where paratroops were dropped in the middle of the town. It became notable as one para landed on the church tower and was suspended by his canopy and harness. The standard drill if this happens, is to cut oneself free with a knife, but if he did so he would have plunged to his death, so he had to remain suspended and became deafened by the bells which were being rung to celebrate liberation! This incident, well portrayed in "The Longest Day", is commemorated today by a dummy, complete with canopy and harness, suspended from the tower in perpetuity.

Thursday was devoted to the inland battles. First visit was to Jerusalem Cemetery, a small British Cemetery of 47 graves. The story behind this is very poignant: a local farmer gathered together dead British soldiers and buried them in the corner of one of his fields. When the Imperial War Graves Commission team arrived after the war, to exhume the bodies and move them to an official cemetery the farmer argued, "Here they fell, here they must stay!" The Commission agreed to his demand and the site is now an official War Cemetery, still in the corner of the farmer's field!

On our way to the Canadian War Cemetery, we visited the memorial of the 2nd Tactical Air Force, primarily a memorial to the tank-busting Typhoon pilots who were killed in action and whose names are recorded on the memorial. Amongst them are the names of 14 pilots of 609 (West Riding) Squadron, based pre-war at Yeadon Aerodrome.

We lunched in Falaise, scene of "The Corridor of Death", the only escape route for two German Armies, as the Normandy campaign came to an end.

Credits: Postcards from Café Gondree
Michelin Map "Battle of Normandy"
"Formation Badges Europe 1944-45"
Leger booklet "D-Day Dakota Experience and Operation Overlord"
Pegasus: The Yearbook 2006

Eric Martin

MILITARY NEWS

D-Day + 62 years – Addendum

The article on my visit to Normandy was written late at night before I had recovered from the trauma of my return ferry and feeder coach journey from which I did not arrive at Bradford Interchange until 0130 hours on a Saturday morning, to be met by my ever-dutiful son-in-law, Rob, who, incidentally, performs a duty to the Society every month by editing my contributions, inserting commas where I have left them out, etc.

To return to the point: In my tiredness when writing the article, I omitted an extremely important visit – that to *Arromanches*, site of the fabulous Mulberry Harbour, an 'artificial' harbour constructed from pre-cast blocks which were towed to France and fastened together to provide much-needed harbour facilities, before the capture of Cherbourg, a brilliant concept initiated by Churchill – in fact, it became known as "Port Churchill"! Pieces of the harbour are still in situ and there is a superb museum, which relates the whole story as well as displaying a mass of material about the whole Normandy Campaign.

Credit: Leger booklet op cit

William Roberts RIP

I rarely include obituaries in these columns, although I could include some every month with the advancing ages of World War II veterans. However, a death has occurred recently which is worthy of note – that of William Roberts, aged 105, who was one of the last survivors (perhaps *the* last survivor) of the Royal Flying Corps and the newly formed Royal Air Force. He joined the RFC at the age of seventeen and trained as a rigger. William went on to become a physical training instructor in the RAF, but opted to return to civilian life, where he was apprenticed to marine engineering, but lost his job when he had completed his indentures. He re-joined the RAF in motor transport, became a Leading Aircraftman and served until 1926. On his return to 'civvy' life again, he worked with buses and had a link with Yorkshire at one stage, in that he became foreman of the Halifax Corporation bus depot. His final job, before retirement, was as chief engineer to Chesterfield Corporation transport department.

We *will* remember him!

Credit: The Guardian via Ted Bates

The Icarus Cup: St-Hilaire Du Touvet 21-24 September 2006

Not especially military, but I couldn't resist including notice of what has been described as "Europe's barmiest air show" – "a sky-based carnival dedicated to non-powered craft, which means everything from paper planes to parachutes, hot-air balloons to kites. Last year, 800 maniacal men in their flying machines gathered to loop and spin (and mostly crash) against the cut-glass skies of the Chartreuse Mountains, near Grenoble. Four straight days of fume-free aerobatic shows, including speed-slaloming hang-gliders and illuminated balloon ballets long into the night". Farnborough and Fairford, please copy!

Credit: The Sunday Times Travel Section

Farewell Sea Harrier!

A belated farewell to the Royal Navy's Sea Harrier, which has been "squeezed out" by other items. 801 Naval Air Squadron decommissioned its five remaining Sea Harriers as long ago as last March.

Credit: The Daily Mail via Lesley Kilbey

Eric Martin

ORGANISED VISIT TO SOUTHSIDE LBIA

We had a very enjoyable afternoon on 21 May, visiting "the other side". The Aviation Academy provided tea/coffee and delicious biscuits on arrival, and then we assembled in the top-of-the-range training suites for an enlightening description of the courses and facilities available at the Academy, a division of Craven College. Members then divided into four groups of more manageable numbers and we followed each other round the site, each group exploring in turn the Academy premises, the hangars, the Yorkshire Air Ambulance control room and helicopter, and the new Multiflight hangars. The rain got progressively heavier and wetter, and the last group to return to base from the new hangars was rescued by a car-shuttle, for which we were very grateful.

Our thanks go to the personnel and organisations on Southside for agreeing to this visit, and especially to the Aviation Academy for their welcome and hospitality.

Thank you also to our own Committee for arranging such an interesting afternoon – especially Alan and Jim for making the initial approaches and Paul for ensuring that the security requirements were fulfilled.



PRESS RELEASES

Students from five Leeds schools have completed an airside exercise at Leeds Bradford International Airport (LBIA), following the conclusion of a pioneering Fire Fighting Programme run by LBIA and Park Lane College Leeds.



The students from St Mary's School, Prince Henry's Grammar School, Horsforth, Benton Park and Guiseley Schools (kitted in uniform, breathing apparatus, goggles, and boots as part of the exercise), followed a scenario that a tanker had crashed and leaked fuel.

They have experienced the role of an Aviation Fire Fighter as part of a BTEC First Diploma in Public Services, following a combination of practical skills and classroom-based sessions. The students have carried out practical exercises with the Fire Department at Leeds Bradford International Airport as part of their course, alongside lectures from tutors from the Public Services Department of Park Lane College Leeds.

Roger Morton, the Programme Manager for Public Services at Park Lane College Leeds, said: 'This has been an innovative project which has combined academic and practical work, for which we are very thankful to the LBIA. The students have come a long way since they joined the project in September last year, both personally and academically.'

Ray Booth, Sub Officer for Leeds Bradford International Airport Fire Service, said: 'As the students were coming to train at an airport fire service, the first thing they needed to learn was discipline. With time they have been able to develop their teamwork and communication skills which have culminated in this excellent demonstration.'

Leeds Bradford to Aberdeen route commences on 29th October

Flybe, one of Europe's leading low-cost airlines, announces the launch of a new route from Leeds-Bradford to Aberdeen for winter 2006, opening up the first low cost route to Scotland from Leeds-Bradford Airport.

Daily flights to Aberdeen will run throughout the winter season and with seats on sale from just £24.99 one way including taxes and charges, Flybe will undercut its competitor's fares on this route by over 75%.

Launching on 29th October, Flybe's new service to Aberdeen will provide a convenient, cost-effective service direct from their doorstep to the Scottish city for business and leisure travellers alike. As Scotland's third largest city, Aberdeen is famous for its Gothic architecture and its heritage as a key trading port as well as its vibrant nightlife and culture.

The new route to Aberdeen comes hot on the heels of the recently launched service to Bergerac in France and sees Flybe significantly growing its base at Leeds Bradford. The airline now operates a total of five routes from the airport providing numerous international and domestic travel options for people in Yorkshire.

With the recent upgrade of its Economy Plus service, business travellers can benefit from the option of pre-allocated seats and access to Flybe's executive lounge at Leeds-Bradford airport, as well as its recently launched online check-in service.

Flybe's latest routes are now available for booking at www.flybe.com:

Mike Rutter, Chief Commercial Officer Flybe comments, "The new route to Aberdeen sees us extending our domestic network from Leeds Bradford and meeting demand for a low fares, frequent and fast service from Yorkshire to Scotland.

"Over the past year we have aggressively increased our services and passenger numbers from our regional bases across the UK and we will continue in our goal to bring more destinations directly to people's doorsteps, pushing the growth of regional air travel."

Tower: "12345, are you a Cessna?"

12345: "No....I'm a male hispanic."

GATHER YE ROSEBUDS

We had noticed a Twin Otter floatplane arriving and departing from the next bay as we sipped coffee and gazed out from the beach bar over the sun kissed Ionian Sea. Curiosity got the better of us and we decided to get the local bus to Gouvia and investigate further.

The marina area at Gouvia was considerably bigger than we had expected. At first there was no sign of the floatplane in the hundreds of yachts and boats, but then it joined the circuit and landed in the bay. We watched it taxi in and were then able to spot the mooring some half a mile away.

As we approached the mooring we noted two float planes and a small portakabin office nearby. The logo on the door proclaimed, "AirSea Lines operated by Pegasus Aviation". The lady behind the desk was very helpful and explained that the next flight was PEV103 to Paxos at 1510hrs. There were seats available and we could return immediately on PEV104 or stay overnight. The return fare would be sixty euros.

A chance to fly on a floatplane at that price was too tempting to turn down. However they could not take credit card payments, so we decided to pop into the nearby village and find an ATM. Armed with the necessary cash we returned an hour or so later to find an even better offer of a frequent flyer fare of fifty euros. Tickets in hand we adjourned to a local café for lunch full of anticipation and speculating if our travel insurance covered this little jolly.

We returned at 1445hrs for check-in and a short wait with our five fellow passengers. We boarded SX-BPV a Twin Otter floatplane in a smart blue and white colour scheme. After a short safety briefing from the co-pilot in English and Greek we were ready to go. Incidentally there are six emergency exits on the Twin Otter, the same as a B737!

We had a lengthy taxi out into the bay to a "runway" marked by white, round buoys. We were rapidly airborne in around five/six seconds and heading south over Corfu Airport and Corfu Town for the island of Paxos. It was slightly bumpy ride over the land but much smoother as we headed out over the sea.

At 1000 feet the views were stunning in the afternoon sunshine. We flew at around 140 knots with a comforting steady roar from the twin turboprop PT6A engines. After around fifteen minutes flying we were circling the landing zone at Paxos and dropped into the bay alongside a departing excursion boat with its rail lined with people taking photos of our landing.

The turn round was brisk and within thirty minutes we were airborne again as PEV104, with fourteen passengers. If anything the take-off run was even shorter as we rose rapidly off the sea and over the circling arms of the bay. This time a northerly heading just to the east of our previous path. I found the rotating ventilation holes in the window a novelty.

As we passed over Corfu Airport I noted two My Travel A320s and a First Choice B757 on the apron, but the movement at 1000 feet was too great to take a decent photo. Soon we were over Gouvia Bay again and descending to land on the slightly choppy sea at around eighty knots; my fastest ever speedboat ride. A lengthy taxi to the jetty and the jolly was over. We moored next to SX-BMG another Twin Otter floatplane in the same colour scheme.

My wife's huge smile said everything ... it was a "blast".

Jim Stanfield

A THREE LEGGED ROVER

When I was a lad my train spotting mates used to buy a British Rail rover ticket and travel around the rail network visiting stations and spotting trains. It has always been an ambition to do this by air. So today my 0700hrs Jet2 (G-CELX) flight from LBA to BFS is the first leg of an attempt at such a round trip, made possible by the LCCs.

As we cross the Irish Sea bound for BFS the cloud totally obscures the view. Only 54 on board so plenty of room: I have a row to myself. A snooze refreshes me after the early start.

We touch down in NI on time with the weather getting brighter by the minute. A quick look around the stands and then up to the pleasant public viewing gallery. Plenty of activity early, with lots of easyJets coming and going, but by mid-morning things have slowed. A walk down to the cargo area to log a few and then an early lunch at Starbucks. Then a lengthy check-in and a wait for my onward flight to Bristol with easyJet, the next stage of my triangular rover.

We take off at 1440hrs for the short hop to Bristol with 101 passengers on board. Magnificent views of the IOM as we cross the Irish Sea at 24000 ft heading south east towards the mainland. The aircraft for this leg is easyJet B737/700 G-EZJP. The 700 series is noticeably quieter in the cabin than the Jet2 300 series. The captain advises us that the weather at Bristol is one mile visibility with very low cloud base. We descend through thick cloud and land on R27 at Bristol. We are fifteen minutes early and taxi to a stand in front of the new terminal.

It is 24 years since I last flew into Bristol (Lulsgate). The Airport is now booming with new buildings and around 5.2m passengers per year. However the old terminal (now offices) and apron, where we parked in Systime's Cessna 421 (G-EAGL) in 1982, are still in use.

The Airport is very busy with the late afternoon rush just starting. Views are possible of the runway and apron from the cafés/bars, but it is not good for photography. There are constant easyJet movements with a mix of A319s and B737s. This is definitely easyJet country.

I now have a two hour wait for the final leg of this rover. I am due to fly back to Leeds with Air Southwest. Their flight to Manchester is already delayed and passengers are offered vouchers for refreshments. The outbound from Leeds to Newquay rotates through on time. This must be my return aircraft so things are looking good. There are, however, two diversions from Cardiff standing on the Bristol apron so the weather further to the west is still poor.

The sun is now shining brightly and I take a stroll to the old apron and then on to the cargo area. The old apron is easily viewed from a footpath between the new and old terminals. I log a few aircraft through the hedge. The cargo area is difficult to see because of the local terrain.

Time for a coffee and chocolate muffin before boarding for Leeds, but there is a hitch. My flight to Leeds now shows a delay with further information due at 1830hrs. At 1845hrs there is still no news, but two Air Southwest Dash 8s land in quick succession. To my relief the Leeds flight is called and we are bussed to the old apron to board.

We take-off on R27 over the Bristol Channel in Dash 8 G-WOWE (Cloud Surfer). The flight back to Leeds starts in glorious evening sunshine with stunning views of the Welsh Valleys highlighted by the setting sun. There are 31 passengers on board and we climb to 16000ft as we head north and then north west for an approach and landing on R32. We land at 2010hrs so are just forty minutes behind schedule.

The three legged round rover worked. Must try another sometime ... maybe more legs!

Jim Stanfield

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

I am beginning to think about the programme of meetings for 2007. Possible speakers include:

Adrian Benson	Monarch Airlines Captain
Chris Warn	Ex Air Yorkshire Member
Alan Lord	Aviation Journalist
Andy Rackam	Ex LBIA and now at Inverness Airport
Philip Firth	Aviation Academy and previously many roles in the Travel industry
Stuart Powney	Atlantic Airlines
Charles Parker	History of the Royal Observer Corps or Aircraft made in Lincoln

(which of these two subjects would you prefer?)

A number of Air Yorkshire members have also given me cuttings from newspapers which I intend to follow up. However, if any members have ideas for speakers then please let me know.

I would also like OUR members to appear as speakers at some of our meetings, doing slide shows or anything else with an aviation theme.

If you are interested in showing your slides/photos please let me know via
alan.sinfield@airyorkshire.org.uk or 01274 619679

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

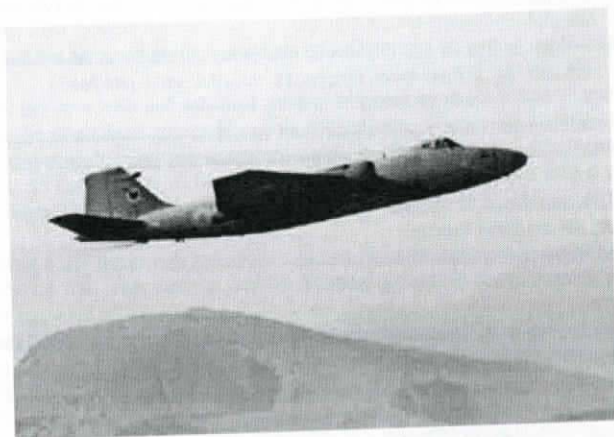
- 2 July** Roger Fozzard, an Air Yorkshire member who now lives on the East coast. Roger will present *Around the World in 80 slides (or a few more!)*
- 6 August** Martin Powell – Martin will be presenting a slide show based on a recent trip to the USA, followed by visits to Singapore, Thai Air Force bases and the Scilly Isles. He was an early member of the West Riding Branch of Air Britain and is an active member of the Rossendale Aviation Society.
- 3 September** Mr Paul Gowland of the Yorkshire Air Ambulance will give us a talk/presentation on the role of the Air Ambulance. Further details to follow.
- 1 October** Paul Jackson – previously a member of the West Riding Branch of Air Britain. Paul left Hull in 1969 and has been a full-time aviation journalist since 1979, now being the editor of Jane's *All the World's Aircraft*. Paul's talk will be on the history of Jane's and showing how the book is put together today.
- 5 November** Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.
- 3 December** Christmas get-together, including coffee/tea and mince pies.

2007

- 7 January** Peter Hampson, Airport Solutions, speaking on the subject *Aviation Disaster Management*.
We welcome back Peter Hampson (ex Manchester Airport) who now runs his own consultancy business. He will be describing aviation accidents, how they are managed and what lessons have been learnt to improve safety in the future. The presentation will include photographs of aircraft accidents, details of the Accident Investigation Process in different countries and Peter's own personal experiences of managing fatal and non-fatal accidents.
A fascinating insight – not to be missed.
- 4 February** Annual Air Yorkshire Quiz. This year's quiz seemed to be very popular, so why not come along and see if you can win a prize.

Alan Sinfield

CURTAIN COMES DOWN AS THE CANBERRA MAKES ITS LAST OPERATIONAL FLIGHT



A 39 (1 PRU) Sqn Canberra departs to carry out a mission during the aircraft's last operational detachment, once again in the Gulf Region
Picture: Sgt Graham Spark

An era almost unmatched in RAF history comes to an end today, Friday 23 June 2006, when two Canberra PR9 aircraft of No. 39(1 PRU) Squadron land back at their home base, Royal Air Force Marham in Norfolk, for the final time. Their return from what is the aircraft's final ever deployment marks the end of operational service for the Canberra, the first variant of which took its maiden flight in 1949.

At the same time the curtain also comes down on No. 39 (1 PRU) Squadron as it prepares to disband with due ceremony. The retirement of the Canberra, and the disbandment of the Squadron, signal the end of an operational career unequalled by any other aircraft in the Service – almost two thirds of the time that the RAF has been in existence.

Right to the end, the Canberra has been providing invaluable information to those pursuing peaceful objectives overseas - this time the Canberras and 39 Squadron have spent the last five months in the Middle East flying dangerous missions on an almost daily basis. Furthermore in the last few years 39 (1 PRU) Sqn and the Canberra have been deployed almost constantly on operations around the world, providing high quality imagery to a variety of 'customers'.

Originally conceived at the end of the Second World War, the Canberra was introduced to the RAF as its first jet bomber in 1951, replacing such stalwarts as the Avro Lincoln and Washington (lend-lease Boeing B-29 Superfortress), and it went on to fulfil just about any requirement that could be devised for one aircraft type.

Canberra PR9 navigator Wing Commander Clive Mitchell, is the current, and final, RAF officer to be in charge of 39 (1 PRU) Sqn. He has a lengthy, if interrupted, association with the aircraft. Speaking during the Squadron's final operational deployment he reflected on the aircraft and the Squadron's many achievements:

"I joined the RAF in 1982 and, on completion of my navigator training was posted to 100 Sqn at RAF Wyton where I had my first experience of the aircraft, flying five different marks of Canberra over a three-year period," he said.

"The Canberra is a classic airframe. What can you say about it? It first flew in 1949 and here we are in 2006 and it's still flying operationally and will be until five weeks before it retires."

Distinguished history

The design of the Canberra began in 1944 at English Electric in Preston. It entered RAF service on 25 May 1951 as a medium bomber, although photographic reconnaissance (PR) variants appeared soon after. The prototype PR9 flew for the first time on 08 July 1955.

39 Squadron was equipped with PR Canberras from July 1958, receiving its first PR9 version in October 1962 which it flew until May 1982 when it disbanded at RAF Wyton. The Squadron reformed at Wyton in July 1992 as 39 (1 PRU) Sqn, again with Canberra PR9s, subsequently moving to its current home at RAF Marham soon after.

The Canberra bomber wings in the United Kingdom propelled Bomber Command into the jet age, and paved the way for the Valiant, Vulcan and Victor strategic V-bombers – all of which the Canberra was destined to outlive in RAF service.

Wg Cdr Mitchell has a deep appreciation of the Canberra 's illustrious history:

"The aircraft entered service in 1951 with 101 Squadron at Binbrook. It's since served on 26 different stations, with 63 squadrons and, of course, I've got the last three in service, still on operations right up until they retire."

At a time when such a historic aircraft is about to retire it would be easy to let emotions take over practical considerations. But how important has the aircraft really been to the UK?

"I think the fact that we're still operating them in the Middle East speaks for itself. If it didn't have a use, then it wouldn't be flying any more. In the last ten years, particularly, it's really come into its own and has been producing great imagery for all sorts of people."

Canberra – your flexible friend

With the exception of the reconnaissance function, the main Canberra period was drawing to a close from about 1970, and many aircraft were converted to perform secondary roles, which they did for many more years. Functions included radar calibration, unmanned target drones and target towing aircraft used by both the RAF and Royal Navy, as well as electronic countermeasures and electronic warfare training, and a considerable number of airframes engaged over the years on a wide variety of trials work.

It is, however, in the photographic reconnaissance role that the Canberra has secured its place in aviation history. Taskings during the Cold War in support of NATO security were interspersed with deployments to some exotic locations, undertaking surveying and mapping of foreign countries. There were also taskings in support of the civilian community, such as supporting police investigations.



A 39 Sqn Canberra PR9 proudly showing the Squadron Badge and the aircraft number
Picture: Sgt Graham Spark

For Wg Cdr Mitchell, this flexibility – the fact that it has flown in so many different roles – speaks for itself:

"It does and the crews who fly it may be old but they are very good at the jobs they do and what they're required to do. I know some of our coalition partners who have provided us with (photography) equipment have been surprised at the results we've achieved with their equipment.

"The fact we're flexible, we can move around where the weather is good, we can change things at a moment's notice on a sortie to produce what's required to get the job done."

A sad day

How does Wg Cdr Mitchell feel being in charge when the aircraft and the Squadron come to an end?

"Obviously it's a huge honour. I'm the last in a line of 307 commanding officers of Canberra squadrons, and to take it out of Service in such a high profile manner, being on operations right up until the end doing a very useful job, is just a huge privilege and responsibility."

And will he shed a tear when Squadron disbands and the aircraft leaves Service?

"Personally I think it's going to be very sad. I have characters on the Squadron who have been flying the aircraft for many years with thousands of flying hours. I'm relatively new, having only done two tours with around 1,400 hours, but it will still be a very sad moment when it finally goes.

"I know from some of the things I'm organising there's a huge groundswell of opinion towards the Canberra, people love it and they would love to see it on the airshow circuit.

"In many ways we do miss the halcyon days of the 1950s when the aircraft was breaking all sorts of records. The Canberra has always been the bridesmaid and never the bride. So it's going to be very sad that something that's been flying for two thirds of the time of powered flight has finally got to retire.

<http://www.raf.mod.uk/links/index.html>

No BA Pilots in Heaven..

A British Airways mechanic passes away...

Upon being met at the Pearly Gates, he is asked by St. Peter what is his most heartfelt desire. "To NEVER be around any BA captains!" was his emphatic response.

A few weeks later, while relaxing in the Angel's lounge who should walk in but a British Airways captain in all his regalia. Furious, the mechanic marches off to find St. Peter to complain.

St. Peter calms the man by saying, "There are no BA captains in Heaven. That was God... he just likes to pretend that he is one."



C-FETN DHC-2 Beaver Mk 111 c/n 1668TB38 Downsview on 27 May 2006 *Ian Morton*



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