

*Coverdale*



## YORKSHIRES PREMIER AVIATION SOCIETY



CONCORDE MANCHESTER AVIATION VIEWING PARK  
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ALAN SINFIELD

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2003-2004

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

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

04 July 2004 - Ron Fletcher with all about Sheffield and maybe the "F" word  
01 August 2004 - Adrian Benson presents a photo journal of an airline pilot

## AIR YORKSHIRE AVIATION SOCIETY NEWS

The May meeting was well attended, and although not previously announced it turned out to be the annual quiz. Everyone I spoke to afterwards said that they had thoroughly enjoyed it. However, what made it a bit special was that our two youngest members almost swept the board. A deserved winner was Richard Dix, with Ashley Somers in third place, and in second place was 'Golden Oldie' Terry Sykes. Thanks to David, Jim and Paul for all the work they did to make it run smoothly.

By the time you read these notes the summer season will be well under way, hopefully bringing with it some interesting visitors to LBIA. Although the winter period is naturally much quieter, we did have a considerable number of exotic visitors this year. A couple that come to mind are the Greenlandair Boeing 757 and the Australian Gulfstream 4.

*David Valentine*



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



# MOVEMENTS MARCH 2004

## 01 Monday

G-BYCP	King Air 200	0906 1002	G-JEDI	DHC-8	0909 0947
G-CELU	Boeing 737 300	0917 1345	G-RJXB	EMB 145	0919 1008
G-MAJC	Jetstream 41	0925 1014	G-RJXC	EMB 145	0927 1048
PH-OFK	Fokker 100	0937 1041	El-CJI	Boeing 737	0941 1024
G-CBCS	Jetstream 31	0943 1044	SE-RAA	EMB 135	0959 1406
G-CELC	Boeing 737 300	1011 1211	G-BXWE	Fokker 100	1034 1126
G-RJXJ	EMB 135	1051 1132	G-CITY	PA-31 Navajo	1101 1547
G-BYOD	T67C Firefly	1121 1328	G-RJXB	EMB 145	1201 1341
G-MAJC	Jetstream 41	1215 1445	G-JALC	Boeing 757	1225 1337
G-BYAF	Boeing 757	1253 1430	G-BWEU	Cessna F152	1305 T/Res
G-RJXC	EMB 145	1317 1451	El-CNV	Boeing 737	1320 1402
G-BXWE	Fokker 100	1403 1515	G-RJXJ	EMB 135	1410 1539
G-CELV	Boeing 737 300	1443 1825	PH-OFG	Fokker 100	1523 1618
N909PS	Citation I	1615 1712	G-CBCS	Jetstream 31	1630 1708
G-CELC	Boeing 737 300	1639 1829	G-RJXC	EMB 145	1644 1722
G-RJXB	EMB 145	1647 1732	SE-RAA	EMB 135	1651 1739
G-JEDI	DHC-8	1658 1742	G-MAJC	Jetstream 41	1701 1749
G-RJXJ	EMB 135	1723 1802	G-BXWE	Fokker 100	1759 1856
G-CELV	Boeing 737 300	1910 1130(02)	G-RJXC	EMB 145	1926 0722(02)
TF-ELD	Boeing 737 400	1934 2019	G-JEDI	DHC-8	1940 2031
G-CBCS	Jetstream 31	1953 0655(02)	G-MAJC	Jetstream 41	2000 0700(02)
G-RJXJ	EMB 135	2003 0749(02)	PH-OFJ	Fokker 100	2021 0623(02)
G-CELU	Boeing 737 300	2028 0718(02)	G-CELC	Boeing 737 300	2030 0708(02)
SE-RAA	EMB 135	2033 0704(02)	G-RJXB	EMB 145	2041 0734(02)
El-CNX	Boeing 737	2105 2137	G-CELV	Boeing 737 300	2117 1829(02)
G-BXWE	Fokker 100	2138 0714(02)	G-JALC	Boeing 757	2317 0934(02)

## 02 Tuesday

G-JEDI	DHC-8	0827 0905	G-CELU	Boeing 737 300	0917 1338
G-RJXC	EMB 145	0922 1019	G-RJXB	EMB 145	0926 1502
G-MAJC	Jetstream 41	0929 1008	G-CBCS	Jetstream 31	0938 1042
El-COB	Boeing 737	0942 1024	G-BYLR	Cessna 404	0946 1014
XZ344	Gazelle AH.1	0948 1004	G-BXWE	Fokker 100	0952 1049
G-CELC	Boeing 737 300	1009 1835(03)	SE-RAA	EMB 135	1012 1404
G-JIVE	Hughes 369E	1020 1157	G-RJXJ	EMB 135	1034 1407
N701AR	TBM 700	1106 1425	G-RJXC	EMB 145	1210 1445
G-MAJC	Jetstream 41	1213 1435	El-CJE	Boeing 737	1311 1423
G-BXWE	Fokker 100	1319 1522	N101U	CitationJet	1349 0816(03)
PH-OFF	Fokker 100	1441 1559	G-BYAS	Boeing 757	1516 1632
G-BYRA	Jetstream 31	1623 1712	G-RJXC	EMB 145	1650 1730
SE-RAA	EMB 135	1653 1751	G-RJXJ	EMB 135	1655 1739
G-MAJC	Jetstream 41	1657 1743	N909PS	Citation I	1659 1721
G-JEDN	DHC-8	1701 1748	G-RJXB	EMB 145	1704 1753
G-CELV	Boeing 737 300	1735 1834	G-BXWE	Fokker 100	1801 1903
G-JALC	Boeing 757	1905 1233(03)	TF-ELD	Boeing 737 400	1922 2000
G-RJXC	EMB 145	1924 0721(03)	G-JEDN	DHC-8	1935 2020
G-BYRA	Jetstream 31	1950 0650(03)	G-RJXB	EMB 145	1958 0714(03)
G-MAJC	Jetstream 41	2002 0655(03)	G-CELU	Boeing 737 300	2016 0724(03)
PH-OFE	Fokker 100	2025 0621(03)	G-CELV	Boeing 737 300	2030 0704(03)



SE-RAA	EMB 135	2034 0707(03)	G-RJXJ	EMB 135	2048 0732(03)
G-CELV	Boeing 737 300	2112 0833(03)	G-BXWE	Fokker 100	2130 0702(03)
<b>03 Wednesday</b>					
G-JEDN	DHC-8	0807 0850	G-CELU	Boeing 737 300	0914 1338
G-RJXC	EMB 145	0916 1455	G-BYRA	Jetstream 31	0925 1042
G-MAJC	Jetstream 41	0929 1010	G-RJXB	EMB 145	0933 1015
PH-OFB	Fokker 100	0942 1039	G-BXWE	Fokker 100	0944 1050
EI-CON	Boeing 737	0946 1024	G-CELV	Boeing 737 300	1008 1840
SE-RAA	EMB 135	1012 1358	G-RJXJ	EMB 135	1035 1335
G-MAJC	Jetstream 41	1211 1445	G-RJXB	EMB 145	1213 1506
EI-CJE	Boeing 737	1312 1354	G-BXWE	Fokker 100	1328 1515
PH-OFE	Fokker 100	1414 1553	G-CELV	Boeing 737 300	1440 0941(04)
G-BYRA	Jetstream 31	1630 1718	G-RJXJ	EMB 135	1645 1740
G-RJXC	EMB 145	1650 1729	SE-RAA	EMB 135	1653 1744
G-JEDN	DHC-8	1700 1747	G-RJXB	EMB 145	1710 1800
G-MAJC	Jetstream 41	1713 1750	G-BXWE	Fokker 100	1802 1903
TF-ELD	Boeing 737 400	1909 1953	G-GMPB	Islander	1918 1936
G-RJXC	EMB 145	1933 0742(04)	G-JEDN	DHC-8	1943 2024
G-BYRA	Jetstream 31	1955 0653(04)	G-RJXB	EMB 145	1957 0715(04)
G-CELU	Boeing 737 300	2003 0636(04)	PH-OFE	Fokker 100	2006 0619(04)
G-MAJC	Jetstream 41	2015 0656(04)	G-CELV	Boeing 737 300	2020 0703(04)
SE-RAA	EMB 135	2036 0706(04)	G-RJXJ	EMB 135	2048 0720(04)
G-CELC	Boeing 737 300	2106 0710(04)	G-JALC	Boeing 757	2136 2250
G-BXWE	Fokker 100	2225 0737(04)			
<b>04 Thursday</b>					
G-FHAJ	Airbus 320	0253 1038	EC-HVQ	CitationJet	0813 1714(05)
G-CELS	Boeing 737 300	0919 1139	G-RJXB	EMB 145	0924 1006
G-RJXJ	EMB 135	0927 1049	G-MAJC	Jetstream 41	0930 1502
PH-OFG	Fokker 100	0933 1043	G-BYRA	Jetstream 31	0936 1045
EI-CON	Boeing 737	0938 1023	G-BXWE	Fokker 100	0951 1104
D-IHAN	King Air B200	0955 1249	SE-RAA	EMB 135	1002 1406
G-CELC	Boeing 737 300	1013 1206	G-CELD	Boeing 737 300	1033 1834
G-RJXC	EMB 145	1107 1450	G-CELV	Boeing 737 300	1116 1307
G-RJXE	EMB 145	1208 1347	G-CELU	Boeing 737 300	1247 1349
G-OOOK	Boeing 757	1252 1425	G-BYAF	Boeing 757	1300 1443
EC-IMU	Airbus 320	1312 1528	EI-CJI	Boeing 737	1314 1404
G-RJXJ	EMB 135	1318 1520	G-BXWE	Fokker 100	1344 1543
PH-OFF	Fokker 100	1402 1604	G-BYAL	Boeing 757	1446 1644
N909PS	Citation I	1457 1551	G-RANI	Twin Squirrel	1554 1750
G-CELV	Boeing 737 300	1559 1310(05)	G-BYRA	Jetstream 31	1618 1718
G-CELC	Boeing 737 300	1644 1830	G-RJXC	EMB 145	1646 1733
G-RJXE	EMB 145	1650 1737	SE-RAA	EMB 135	1653 1743
G-JEDN	DHC-8	1706 1748	G-RJXJ	EMB 135	1708 1756
G-CELS	Boeing 737 300	1715 1831(05)	G-MAJC	Jetstream 41	1728 1812
G-BXWE	Fokker 100	1802 1910	G-CELV	Boeing 737 300	1900 0745(05)
TF-ELD	Boeing 737 400	1911 1955	G-RJXC	EMB 145	1929 0752(05)
G-JEDN	DHC-8	1949 2022	G-RJXJ	EMB 135	1952 0805(05)
G-BYRA	Jetstream 31	1959 0729(05)	G-CELU	Boeing 737 300	2010 0734(05)
G-MAJC	Jetstream 41	2027 1032(05)	G-CELC	Boeing 737 300	2030 0724(05)
SE-RAA	EMB 135	2035 0713(05)	G-RJXE	EMB 145	2044 0719(05)
G-CELD	Boeing 737 300	2109 1341(05)	PH-KLI	Fokker 100	2125 0616(05)
G-BXWE	Fokker 100	2150 0740(05)	G-FHAJ	Airbus 320	2232 2346
<b>05 Friday</b>					
G-JALC	Boeing 757	0230 0707	G-RJXE	EMB 145	0951 1037
G-CELC	Boeing 737 300	1010 1204	SE-RAA	EMB 135	1019 1058
EI-CJI	Boeing 737	1024 1104	PH-OFF	Fokker 100	1028 1119
G-RJXC	EMB 145	1045 1121	G-BXWE	Fokker 100	1049 1149

EC-III	Boeing 737 800	1101 1249	EC-GZE	Airbus 320	1107 1243
G-UVIP	Cessna 421C	1141 1529	G-CELU	Boeing 737 300	1213 0616(06)
G-RJXE	EMB 145	1231 1345	G-MAJC	Jetstream 41	1238 1442
SE-RAA	EMB 135	1326 1403	EC-HXA	Airbus 320	1329 1503
G-RJXD	EMB 145	1408 1513	PH-OFI	Fokker 100	1412 1557
G-RJXC	EMB 145	1417 1456	G-MIDH	Airbus 321	1634 1736
G-CELC	Boeing 737 300	1641 1846	G-CBCS	Jetstream 31	1645 0659(08)
G-RJXE	EMB 145	1650 1745	G-RJXC	EMB 145	1659 1741
SE-RAA	EMB 135	1705 1757	G-JEDN	DHC-8	1709 1753
G-MAJC	Jetstream 41	1720 1802	G-RJXD	EMB 145	1724 1815
G-CELV	Boeing 737 300	1907 0725(06)	G-BXWE	Fokker 100	1928 2021
G-RJXC	EMB 145	1945 1413(07)	G-RJXD	EMB 145	2014 1246(06)
G-CELC	Boeing 737 300	2035 0702(06)	EI-COB	Boeing 737	2112 2145
PH-OFA	Fokker 100	2116 0619(06)	SE-RAA	EMB 135	2121 1517(07)
G-RJXE	EMB 145	2124 0806(06)	G-CELS	Boeing 737 300	2129 0709(06)
G-BVJD	Fokker 100	2219 0659(06)			

#### 06 Saturday

G-JALC	Boeing 757	0322 0713	G-JEDF	DHC-8	0855 0935
G-CELV	Boeing 737 300	0925 1131	G-BVJD	Fokker 100	0938 1103
EI-CON	Boeing 737	0942 1027	PH-OFI	Fokker 100	0947 1042
G-CELC	Boeing 737 300	1017 1236	G-CELU	Boeing 737 300	1021 1332
G-RJXE	EMB 145	1125 1258(07)	G-RJXJ	EMB 135	1157 1543(07)
G-BTUY	BAe 146 300	1324 1434	G-CELD	Boeing 737 300	1355 0919(07)
PH-OFA	Fokker 100	1427 1553	G-MFAC	Cessna F172H	1531 1600
OE-LFL	Fokker 70	1551 1647	G-JEDF	DHC-8	1623 1710
G-CELV	Boeing 737 300	1711 1306(07)	TF-ELD	Boeing 737 400	1827 1904
G-CELC	Boeing 737 300	1838 1213(07)	PH-OFI	Fokker 100	2000 0642(07)
G-CELU	Boeing 737 300	2013 1341(07)	G-BVJD	Fokker 100	2053 0656(07)
G-JALC	Boeing 757	2117 0756(07)			

#### 07 Sunday

PH-KLI	Fokker 100	0936 1034	G-BVJD	Fokker 100	0938 1056
N671B	A.36 Bonanza	1045 1227(17)	CS-DFC	Falcon 2000	1155 1418
EI-CJF	Boeing 737	1320 1401	PH-OFI	Fokker 100	1405 1559
G-MAJC	Jetstream 41	1434 1502	G-JALC	Boeing 757	1443 1124(08)
G-CELD	Boeing 737 300	1607 1705	G-RJXE	EMB 145	1607 1705
G-MAJC	Jetstream 41	1634 1746	G-CELS	Boeing 737 300	1640 1828
G-CELC	Boeing 737 300	1645 1838	G-MAJF	Jetstream 41	1648 1737
G-JEDN	DHC-8	1651 1740	G-RJXC	EMB 145	1700 1751
SE-RAA	EMB 135	1738 1813	G-BVJA	Fokker 100	1819 1913
G-IFTE	BAe 125 700B	1840 1007(08)	G-CELV	Boeing 737 300	1916 0840(08)
G-JEDN	DHC-8	1941 2014	TF-ELD	Boeing 737 400	1951 2035
PH-KLI	Fokker 100	1958 0626(08)	G-MAJC	Jetstream 41	2002 0707(08)
SE-RAA	EMB 135	2008 0711(08)	G-CELU	Boeing 737 300	2018 0715(08)
G-CELC	Boeing 737 300	2021 1303(08)	G-RJXJ	EMB 135	2031 0817(08)
G-RJXC	EMB 145	2033 0727(08)	G-CELC	Boeing 737 300	2040 0705(08)
G-RJXE	EMB 145	2045 0723(08)	G-CELS	Boeing 737 300	2113 1339(12)
G-CELD	Boeing 737 300	2129 1826(08)	EI-CNX	Boeing 737	2153 2225
G-BVJC	Fokker 100	2201 1042(08)			

#### 08 Monday

G-JEDN	DHC-8	0815 0855	G-CELU	Boeing 737 300	0920 1332
G-RJXC	EMB 145	0927 1016	G-RJXE	EMB 145	0931 1115
G-MAJC	Jetstream 41	0934 1010	G-MIDH	Airbus 321	0936 1108
PH-OFG	Fokker 100	0938 1101	G-CBCS	Jetstream 31	0942 1044
EI-CJL	Boeing 737	0945 1025	SE-RAA	EMB 135	0959 1049
G-CELC	Boeing 737 300	1027 1203	N6039X	Rockwell 114B	1040 1442
G-RJXJ	EMB 135	1153 1506	G-RJXC	EMB 145	1213 1339
G-MAJC	Jetstream 41	1221 1607	G-BIXH	Cessna F152	1224 1320



G-BYAF	Boeing 757	1313 1435	SE-RAA	EMB 135	1325 1403
G-BVJC	Fokker 100	1337 1512	EI-CJF	Boeing 737	1350 1421
G-RJXE	EMB 145	1353 1454	PH-KLI	Fokker 100	1408 1553
G-CELV	Boeing 737 300	1456 0920(11)	G-BYRA	Jetstream 31	1621 1722
G-CELC	Boeing 737 300	1638 1830	G-JEDN	DHC-8	1645 1738
SE-RAA	EMB 135	1647 1746	G-RJXC	EMB 145	1652 1741
G-RJXE	EMB 145	1703 1744	G-RJXJ	EMB 135	1710 1755
G-MAJM	Jetstream 41	1715 1751	G-BVJC	Fokker 100	1759 1908
G-CELV	Boeing 737 300	1918 0708(11)	TF-ELD	Boeing 737 400	1937 2015
G-JEDN	DHC-8	1942 2018	G-RJXE	EMB 145	1944 0735(09)
G-RJXJ	EMB 135	1954 0723(09)	PH-OFA	Fokker 100	1957 0615(09)
G-MAJM	Jetstream 41	2001 0656(09)	G-CELU	Boeing 737 300	2006 0726(09)
G-CBCS	Jetstream 31	2011 0648(09)	G-CELC	Boeing 737 300	2030 1830(09)
SE-RAA	EMB 135	2037 0714(09)	G-RJXC	EMB 145	2046 0720(09)
EI-CJI	Boeing 737	2050 2115	G-CELD	Boeing 737 300	2110 0717(09)
G-BVJC	Fokker 100	2137 0701(09)	G-JALC	Boeing 757	2146 0939(09)

## 09 Tuesday

OY-SBT	SN601 Corvette	0736 2215	G-JEDN	DHC-8	0813 0905
G-CELU	Boeing 737 300	0918 1337	G-RJXJ	EMB 135	0927 1514
G-CBCS	Jetstream 31	0929 1039	G-MAJM	Jetstream 41	0932 1013
G-RJXC	EMB 145	0934 1018	G-BVJC	Fokker 100	0937 1056
PH-OFI	Fokker 100	0941 1032	EI-CON	Boeing 737	1009 1043
SE-RAA	EMB 135	1013 1401	G-CELD	Boeing 737 300	1015 1126
G-RJXE	EMB 145	1037 1449	G-CITY	PA-31 Navajo	1149 1718
G-RJXC	EMB 145	1209 1340	G-MAJM	Jetstream 41	1212 1432
G-BKWY	Cessna F152	1239 1319	G-OACG	PA-34 Seneca	1305 1342
EI-CJG	Boeing 737	1334 1409	PH-OFH	Fokker 100	1359 1555
G-BVJC	Fokker 100	1402 1519	G-BYAX	Boeing 757	1508 1627
G-DENZ	PA-44 Seminole	1539 1134(15)	G-CBCS	Jetstream 31	1617 1717
G-JEDP	DHC-8	1642 1733	G-RJXC	EMB 145	1650 1741
G-RJXE	EMB 145	1654 1738	G-RJXJ	EMB 135	1658 1755
SE-RAA	EMB 135	1702 1744	G-CELD	Boeing 737 300	1712 1826
G-MAJM	Jetstream 41	1715 1757	G-BVJC	Fokker 100	1804 1906
G-IPAL	Citation Bravo	1858 2238(10)	G-JALC	Boeing 757	1902 1104(10)
TF-ELD	Boeing 737 400	1932 2009	G-RJXE	EMB 145	1934 0725(10)
G-JEDP	DHC-8	1940 2015	G-CBCS	Jetstream 31	1955 0653(10)
PH-KLI	Fokker 100	1958 0619(10)	G-RJXJ	EMB 135	2000 0740(10)
G-MAJM	Jetstream 41	2005 0659(10)	G-CELU	Boeing 737 300	2010 0724(10)
G-CELD	Boeing 737 300	2023 0843(10)	G-RJXC	EMB 145	2042 0715(10)
SE-RAA	EMB 135	2055 0721(10)	G-CELC	Boeing 737 300	2116 0710(10)
G-BVJC	Fokker 100	2125 0706(10)			

## 10 Wednesday

G-HRPN	Robinson R-44	0802 0820	G-JEDN	DHC-8	0809 0855
N250AC	PA-31 Navajo	0847 1845	G-CELU	Boeing 737 300	0919 1344
G-RJXE	EMB 145	0928 1020	G-RJXC	EMB 145	0930 1506
G-MAJM	Jetstream 41	0934 1013	G-CBCS	Jetstream 31	0937 1122
PH-OFH	Fokker 100	0940 1048	G-BVJC	Fokker 100	0942 1059
EI-CJC	Boeing 737	0955 1045	G-BYRA	Jetstream 31	1010 1055
G-CELC	Boeing 737 300	1021 1832	SE-RAA	EMB 135	1029 1405
G-RJXJ	EMB 135	1042 1353	G-RJXE	EMB 145	1213 1443
G-MAJM	Jetstream 41	1218 1434	EI-CJE	Boeing 737	1325 1402
G-BVJC	Fokker 100	1336 1509	PH-OFD	Fokker 100	1358 1556
G-CELD	Boeing 737 300	1441 1822	G-BYRA	Jetstream 31	1631 1721
G-JEDN	DHC-8	1643 1735	G-RJXE	EMB 145	1648 1728
G-MAJM	Jetstream 41	1657 1746	SE-RAA	EMB 135	1704 1742
G-RJXC	EMB 145	1717 1806	G-RJXJ	EMB 135	1724 1813
G-BVJC	Fokker 100	1803 1905	TF-ELV	Boeing 737 400	1912 1947

G-RJXE	EMB 145	1930 0718(11)	G-JEDN	DHC-8	1933 2015
G-MAJB	Jetstream 41	1954 0655(11)	PH-OFF	Fokker 100	2002 0627(11)
G-MAJM	Jetstream 41	2006 0704(11)	G-RJXC	EMB 145	2008 0735(11)
G-BYRA	Jetstream 31	2011 2047	G-CELC	Boeing 737 300	2020 0720(11)
G-JALC	Boeing 757	2029 0604(11)	G-CELU	Boeing 737 300	2035 0637(11)
SE-RAA	EMB 135	2041 0710(11)	G-CELD	Boeing 737 300	2113 0727(11)
G-RJXJ	EMB 135	2132 0733(11)	G-BVJC	Fokker 100	2135 0700(11)

# 11 Thursday

G-JEDN	DHC-8	0813 0901	G-DJAR	Airbus 320	0840 1005
G-CELD	Boeing 737 300	0921 1131	G-MAJM	Jetstream 41	0924 1013
G-RJXE	EMB 145	0927 1011	G-MAJB	Jetstream 41	0930 1044
PH-OFF	Fokker 100	0933 1036	G-RJXC	EMB 145	0936 1057
EI-CON	Boeing 737	0940 1025	G-BVJC	Fokker 100	0943 1050
SE-RAA	EMB 135	1007 1356	G-CELC	Boeing 737 300	1017 1216
G-RJXJ	EMB 135	1052 1341	G-CELC	Boeing 737 300	1136 1303
HB-GPG	King Air 200	1154 1705(12)	G-RJXE	EMB 145	1203 1451
G-CELU	Boeing 737 300	1248 1338	G-OOAP	Airbus 320	1251 1415
EC-IEQ	Airbus 320	1304 1443	G-MAJH	Jetstream 41	1311 1445
EI-CJE	Boeing 737	1324 1400	G-RJXC	EMB 145	1327 1511
G-BVJC	Fokker 100	1345 1520	G-BYAF	Boeing 757	1430 1542
N147VC	Cirrus SR-22	1435 1811	G-BYAH	Boeing 757	1450 1752
PH-OFG	Fokker 100	1509 1605	G-CELV	Boeing 737 300	1546 1827
G-CBCS	Jetstream 31	1637 1733	G-MAJB	Jetstream 41	1644 1720
SE-RAA	EMB 135	1648 1745	G-RJXJ	EMB 135	1653 1737
G-CELC	Boeing 737 300	1656 1835	G-JEDN	DHC-8	1659 1742
G-RJXE	EMB 145	1701 1748	G-RJXC	EMB 145	1708 1809
G-CELD	Boeing 737 300	1715 1347(12)	G-MAJH	Jetstream 41	1718 1756
G-BVJC	Fokker 100	1806 1902	G-CELC	Boeing 737 300	1853 0529(12)
G-DJAR	Airbus 320	1918 2048	G-JEDN	DHC-8	1936 2023
TF-ELV	Boeing 737 400	1941 2019	G-RJXE	EMB 135	1945 0946(12)
G-CELU	Boeing 737 300	1958 1831(12)	PH-OFF	Fokker 100	2001 0618(12)
G-RJXC	EMB 145	2004 0722(12)	G-MAJH	Jetstream 41	2011 0708(12)
G-CBCS	Jetstream 31	2014 0705(12)	SE-RAA	EMB 135	2036 0716(12)
G-CELC	Boeing 737 300	2039 0714(12)	G-RJXJ	EMB 135	2056 0717(12)
G-CELV	Boeing 737 300	2123 0733(12)	G-BVJC	Fokker 100	2159 0724(12)

# 12 Friday

G-JALC	Boeing 757	0211 1444	G-JEDN	DHC-8	0829 0931
G-RJXJ	EMB 135	0938 1014	G-CELV	Boeing 737 300	0945 0932(13)
G-MAJH	Jetstream 41	0949 1102	G-CBCS	Jetstream 31	0954 1050
PH-OFG	Fokker 100	0958 1111	G-RJXC	EMB 145	1002 1124
EI-COB	Boeing 737	1006 1042	G-BVJC	Fokker 100	1012 1121
SE-RAA	EMB 135	1016 1108	G-CELC	Boeing 737 300	1021 1217
G-ZAPU	Boeing 757	1044 1251	EC-IEQ	Airbus 320	1055 1226
EC-ICD	Boeing 737 800	1057 1256	G-RJXJ	EMB 135	1207 1510
HB-JRA	CL604 Challenger	1219 1440	EC-HRP	Airbus 320	1246 1426
G-RJXE	EMB 145	1256 1342	G-MAJF	Jetstream 41	1302 1446
SE-RAA	EMB 135	1324 1407	G-RJXC	EMB 145	1410 1451
PH-OFF	Fokker 100	1435 1603	G-BVJC	Fokker 100	1438 1538
EI-CJE	Boeing 737	1452 1535	G-CELC	Boeing 737 300	1644 1836
G-BUVD	Jetstream 31	1648 1724	SE-RAA	EMB 135	1651 1746
G-RJXE	EMB 145	1653 1740	G-RJXC	EMB 145	1656 1734
G-RJXJ	EMB 135	1700 1758	G-JEDN	DHC-8	1703 1742
G-MAJF	Jetstream 41	1710 1749	G-RKJT	PA-46 Malibu	1727 1051(14)
G-BVJC	Fokker 100	1814 1925	G-CELS	Boeing 737 300	1915 0612(13)
TF-ELV	Boeing 737 400	1917 1959	G-RJXC	EMB 145	1927 0831(13)
G-JEDN	DHC-8	1944 2030	G-RJXJ	EMB 135	1947 1547(14)
G-MAJF	Jetstream 41	2000 1455(14)	G-BUVD	Jetstream 31	2003 0654(15)



PH-OFG	Fokker 100	2012 0618(13)	G-CELD	Boeing 737 300	2016 0722(13)
G-CELC	Boeing 737 300	2032 0703(13)	SE-RAA	EMB 135	2035 1501(14)
G-RJXE	EMB 145	2050 1427(14)	EI-CJG	Boeing 737	2121 2148
G-CELU	Boeing 737 300	2129 1335(13)			

### 13 Saturday

G-JALC	Boeing 757	0321 0718	G-JEDF	DHC-8	0854 0926
G-CELD	Boeing 737 300	0916 1241	G-BXWF	Fokker 100	0930 1056
PH-OFB	Fokker 100	0934 1045	EI-CON	Boeing 737	0939 1026
G-CELC	Boeing 737 300	1006 1128	G-CELS	Boeing 737 300	1026 1258(14)
G-RJXC	EMB 145	1230 1301(14)	G-BTUY	BAe 146 300	1254 1425
PH-OFG	Fokker 100	1400 1556	OE-LFI	Fokker 70	1614 1701
G-JEDF	DHC-8	1625 1705	G-CELC	Boeing 737 300	1710 1212(14)
TF-ELD	Boeing 737 400	1831 1905	G-CELV	Boeing 737 300	1842 0912(14)
G-CELD	Boeing 737 300	1902 1329(14)	G-CELU	Boeing 737 300	1956 1834(14)
PH-OFE	Fokker 100	2001 0614(14)	G-BVJA	Fokker 100	2119 0654(14)
G-JALC	Boeing 757	2123 0756(14)			

### 14 Sunday

G-BVJB	Fokker 100	0935 1119	PH-OFI	Fokker 100	1008 1056
EI-CJF	Boeing 737	1313 1357	PH-OFB	Fokker 100	1354 1550
G-JALC	Boeing 757	1422 1119(15)	G-CELV	Boeing 737 300	1545 1716
G-RJXC	EMB 145	1624 1748	G-MAJF	Jetstream 41	1640 1757
G-CELC	Boeing 737 300	1644 1840	G-MAJK	Jetstream 41	1648 1737
G-RJXE	EMB 145	1711 1803	G-JEDJ	DHC-8	1713 1755
SE-RAA	EMB 135	1735 1818	G-BVJD	Fokker 100	1844 2025
G-CELS	Boeing 737 300	1859 1304(15)	TF-ELD	Boeing 737 400	1910 1950
G-JEDJ	DHC-8	1954 2032	PH-OFI	Fokker 100	2000 0618(15)
G-CELD	Boeing 737 300	2004 0722(15)	G-MAJF	Jetstream 41	2010 0657(15)
SE-RAA	EMB 135	2013 0705(15)	G-CELC	Boeing 737 300	2037 1208(15)
G-RJXJ	EMB 135	2041 0733(15)	G-RJXE	EMB 145	2101 0714(15)
G-RJXC	EMB 145	2103 0731(15)	G-CELU	Boeing 737 300	2123 0727(15)
G-CELV	Boeing 737 300	2130 0835(15)	G-BXWE	Fokker 100	2149 0720(15)
EI-CNW	Boeing 737	2152 2217			

### 15 Monday

G-JEDJ	DHC-8	0825 0903	G-RJXE	EMB 145	0911 1000
G-CELD	Boeing 737 300	0922 1330	G-UVIP	Cessna 421C	0924 1537
G-MAJF	Jetstream 41	0928 1010	G-BUVD	Jetstream 31	0934 1041
G-RJXC	EMB 145	0936 1128	G-BXWE	Fokker 100	0938 1131
PH-OFB	Fokker 100	0943 1047	EI-CJI	Boeing 737	0945 1021
SE-RAA	EMB 135	1013 1052	G-CELU	Boeing 737 300	1023 1413
G-RJXJ	EMB 135	1112 1502	G-FRYI	King Air 200	1204 1223
G-RJXB	EMB 145	1210 1341	G-MAJF	Jetstream 41	1220 1436
G-BYAF	Boeing 757	1312 1432	SE-RAA	EMB 135	1317 1410
TF-ELV	Boeing 737 400	1327 1407	G-RJXC	EMB 145	1403 1454
G-BXWE	Fokker 100	1409 1524	G-CELV	Boeing 737 300	1442 1822
PH-OFD	Fokker 100	1512 1611	G-BYRA	Jetstream 31	1618 1718
G-CELC	Boeing 737 300	1636 1837	G-RJXB	EMB 145	1655 1733
G-RJXC	EMB 145	1658 1738	G-MAJF	Jetstream 41	1702 1747
G-JEDJ	DHC-8	1706 1758	SE-RAA	EMB 135	1712 1751
G-RJXJ	EMB 135	1715 1809	G-IEIO	PA-34 Seneca	1721 1418(17)
G-BXWE	Fokker 100	1757 1921	TF-ELD	Boeing 737 400	1912 1957
G-RJXC	EMB 145	1934 0719(16)	G-CELU	Boeing 737 300	1936 1005(17)
G-CELS	Boeing 737 300	1939 0717(18)	G-JEDJ	DHC-8	1942 2020
G-BYRA	Jetstream 31	1449 0657(16)	G-CELD	Boeing 737 300	1959 0727(16)
G-RJXJ	EMB 135	2003 0722(16)	G-MAJF	Jetstream 41	2011 0703(16)
PH-KLG	Fokker 100	2014 0620(16)	G-CELC	Boeing 737 300	2026 0738(16)
G-JALC	Boeing 757	2036 0928(16)	SE-RAA	EMB 135	2039 0701(16)
G-RJXB	EMB 145	2048 0725(16)	G-CELV	Boeing 737 300	2110 1830(16)



El-CJG	Boeing 737	2124 2157	G-BXWE	Fokker 100	2154 0711(16)
<b>16 Tuesday</b>					
D-ISWA	CitationJet	0758 0826(17)	G-JEDJ	DHC-8	0811 0852
OY-GKC	Citation Excel	0904 1648	N250AC	PA-31 Navajo	0913 1105
G-MAJF	Jetstream 41	0921 1012	G-CELD	Boeing 737 300	0924 1331
G-RJXC	EMB 145	0932 1016	G-RJXB	EMB 145	0934 1036
El-CJG	Boeing 737	0937 1021	G-BXWE	Fokker 100	0939 1101
PH-OFH	Fokker 100	0942 1033	G-BYRA	Jetstream 31	0949 1044
SE-RAA	EMB 135	1014 1343	G-CELC	Boeing 737 300	1028 1129
G-RJXJ	EMB 135	1038 1516	G-MAJF	Jetstream 41	1213 1436
G-RJXC	EMB 145	1215 1502	G-RJXB	EMB 145	1320 1447
TF-ELV	Boeing 737 400	1323 1408	G-BXWE	Fokker 100	1335 1520
G-RJXG	EMB 145	1403 1433	PH-OFB	Fokker 100	1457 1555
G-BYAJ	Boeing 757	1507 1634	G-BYRA	Jetstream 31	1623 1721
G-RJXB	EMB 145	1632 1734	G-JEDJ	DHC-8	1646 1740
SE-RAA	EMB 135	1650 1736	G-MAJF	Jetstream 41	1653 1750
G-RJXG	EMB 145	1700 1747	G-CELC	Boeing 737 300	1703 1832
G-RJXC	EMB 145	1706 1756	G-BXWE	Fokker 100	1803 1916
40086	C-21A	1816 1902	G-JALC	Boeing 757	1857 1108(17)
TF-ELD	Boeing 737 400	1911 1953	G-RJXB	EMB 145	1928 0708(17)
G-JEDJ	DHC-8	1927 2118	G-CELD	Boeing 737 300	1955 0720(17)
G-RJXC	EMB 145	2003 0713(17)	G-BYRA	Jetstream 31	2006 0650(17)
G-MAJF	Jetstream 41	2010 0657(17)	G-CELC	Boeing 737 300	2028 0704(17)
G-JEDP	DHC-8	2035 2112	G-RJXG	EMB 145	2040 2226
PH-OFB	Fokker 100	2045 0612(17)	SE-RAA	EMB 135	2049 0700(17)
G-CELV	Boeing 737 300	2113 0850(17)	G-BXWE	Fokker 100	2133 0715(17)
G-RJXK	EMB 135	2138 0723(17)			

### 17 Wednesday

G-JEDJ	DHC-8	0808 0853	G-CELD	Boeing 737 300	0910 1334
G-RJXC	EMB 145	0915 1036	G-RJXB	EMB 145	0917 1013
PH-OFF	Fokker 100	0920 1038	G-MAJF	Jetstream 41	0923 1009
G-BYRA	Jetstream 31	0931 1043	El-CNW	Boeing 737	0937 1029
G-BXWE	Fokker 100	0946 1124	G-CELC	Boeing 737 300	1007 1828
SE-RAA	EMB 135	1011 1401	G-RJXK	EMB 135	1025 1343
CS-DNQ	Falcon 2000	1213 1252	G-MAJF	Jetstream 41	1220 1437
G-RJXB	EMB 145	1222 1514	G-BNSR	T-67M Firefly	1257 1500
G-RJXC	EMB 145	1308 1445	TF-ELV	Boeing 737 400	1315 1358
G-BXWE	Fokker 100	1413 1521	PH-OFA	Fokker 100	1433 1556
G-PZAZ	PA-31 Navajo	1443 1627	G-CELV	Boeing 737 300	1446 1822
G-CELU	Boeing 737 300	1509 0711(18)	G-BYRA	Jetstream 31	1630 1714
40108	C-21A	1642 1747	G-RJXC	EMB 145	1646 1726
G-JEDJ	DHC-8	1649 1734	SE-RAA	EMB 135	1651 1749
G-RJXK	EMB 135	1655 1738	G-MAJF	Jetstream 41	1701 1752
G-RJXB	EMB 145	1720 1804	G-BXWE	Fokker 100	1756 1907
El-CJE	Boeing 737	1913 1947	G-RJXC	EMB 145	1920 0714(18)
G-JEDJ	DHC-8	1934 0849(18)	PH-KLI	Fokker 100	1953 0616(18)
G-MAJF	Jetstream 41	2002 0656(18)	G-BYRA	Jetstream 31	2004 0651(18)
G-CELD	Boeing 737 300	2009 0637(18)	G-JALC	Boeing 757	2012 0956(18)
G-RJXB	EMB 145	2015 0724(18)	G-CELC	Boeing 737 300	2019 0703(18)
SE-RAA	EMB 135	2034 0706(18)	G-JEDP	DHC-8	2040 2119
G-RJXK	EMB 135	2053 0734(18)	G-CELV	Boeing 737 300	2105 0931(18)
G-BXWE	Fokker 100	2129 0719(18)			

### 18 Thursday

G-OECM	Rockwell 114B	0715 n/res?	40108	C-21A	0745 0903
G-CELS	Boeing 737 300	0917 1125	G-MAJF	Jetstream 41	0919 1007
G-RJXB	EMB 145	0922 1050	G-RJXC	EMB 145	0926 1012
PH-OFB	Fokker 100	0937 1052	G-BUVD	Jetstream 31	0947 1040

G-BXWE	Fokker 100	0951 1140	TF-ELD	Boeing 737 400	0958 1030
SE-RAA	EMB 135	1002 1401	G-CELC	Boeing 737 300	1017 1204
G-RJXK	EMB 135	1032 1515	G-CELU	Boeing 737 300	1134 1412
G-RJXC	EMB 145	1206 1338	LZ-SFL	Antonov 12BP	1209 1619
G-MAJB	Jetstream 41	1212 1444	EC-ICK	Airbus 320	1214 1415
G-CELD	Boeing 737 300	1244 1358	G-OOAW	Airbus 320	1256 1433
G-BYAH	Boeing 757	1310 1449	G-RJXB	EMB 145	1323 1452
TF-ELV	Boeing 737 400	1351 1426	PH-KLI	Fokker 100	1403 1558
G-BXWE	Fokker 100	1411 1522	G-BYAI	Boeing 757	1449 1647
G-CELV	Boeing 737 300	1555 1827	G-CELC	Boeing 737 300	1640 1839
G-RJXC	EMB 145	1642 1737	G-BUVD	Jetstream 31	1644 1718
SE-RAA	EMB 135	1652 1754	G-JEDJ	DHC-8	1655 1740
G-RJXB	EMB 145	1657 1744	G-MAJB	Jetstream 41	1709 1750
G-RJXK	EMB 135	1722 1817	G-CELS	Boeing 737 300	1724 2021
G-BXWE	Fokker 100	1802 1926	EI-COB	Boeing 737	1910 2025
G-JALC	Boeing 757	1927 0740(19)	G-JEDJ	DHC-8	1930 2008
G-CELU	Boeing 737 300	1933 1316(19)	G-RJXB	EMB 145	1936 0706(19)
G-BUVD	Jetstream 31	1953 0656(19)	G-MAJB	Jetstream 41	2003 0700(19)
G-RJXK	EMB 135	2018 0719(19)	G-CELD	Boeing 737 300	2023 0721(19)
G-CELC	Boeing 737 300	2029 0709(19)	G-RJXC	EMB 145	2039 0731(19)
SE-RAA	EMB 135	2042 0714(19)	PH-OFF	Fokker 100	2047 0616(19)
G-CELV	Boeing 737 300	2109 1832(19)	G-BXWE	Fokker 100	2232 0729(19)

# 19 Friday

G-CELS	Boeing 737 300	0039 1400	G-JEDJ	DHC-8	0812 0855
G-RJXB	EMB 145	0908 1155	G-BXWE	Fokker 100	1020 1151
G-CELC	Boeing 737 300	1039 1221	EC-IDT	Boeing 737 800	1137 1311
EC-GZE	Airbus 320	1144 1338	G-MAJB	Jetstream 41	1246 1458
EC-ICL	Airbus 320	1348 1513	TF-ELV	Boeing 737 400	1350 1431
G-RJXB	EMB 145	1355 1452	G-RJXK	EMB 135	1357 1517
PH-KLE	Fokker 100	1414 1608	G-BXWE	Fokker 100	1428 1540
SE-RAA	EMB 135	1434 1523	G-RJXC	EMB 145	1439 1548
CS-DNQ	Falcon 2000	1504 1544	G-CELC	Boeing 737 300	1651 1835
G-BUVC	Jetstream 31	1654 1723	G-RJXB	EMB 145	1703 1744
G-JEDJ	DHC-8	1706 1747	G-RJXK	EMB 135	1710 1817
G-MAJB	Jetstream 41	1713 1754	G-OTSP	Twin Squirrel	1744 0933(20)
SE-RAA	EMB 135	1802 1846	G-BXWE	Fokker 100	1814 1909
N79EL	Beechjet 400A	1822 1838	G-RJXC	EMB 145	1906 2002
G-CELU	Boeing 737 300	1920 1335(21)	TF-ELD	Boeing 737 400	1924 2008
G-RJXB	EMB 145	1939 0809(20)	G-JEDJ	DHC-8	1948 2027
G-BUVC	Jetstream 31	1958 0652(22)	G-RJXK	EMB 135	2000 1552(21)
PH-KLG	Fokker 100	2005 0623(20)	G-MAJB	Jetstream 41	2016 1454(21)
G-CELS	Boeing 737 300	2023 0606(20)	G-CELC	Boeing 737 300	2032 0703(20)
SE-RAA	EMB 135	2127 1500(21)	G-CELV	Boeing 737 300	2135 0728(20)
EI-CNW	Boeing 737	2140 2235	G-BXWE	Fokker 100	2206 0706(20)
G-RJXC	EMB 145	2310 1418(21)			

# 20 Saturday

G-JALC	Boeing 757	0337 0725	G-JEDF	DHC-8	0850 0930
PH-KLE	Fokker 100	0932 1046	G-CELV	Boeing 737 300	0938 1240
EI-CJC	Boeing 737	0948 1027	G-BXWE	Fokker 100	1005 1143
G-CELC	Boeing 737 300	1019 1138	G-CELS	Boeing 737 300	1033 1351
G-RJXB	EMB 145	1157 1301	PH-KLG	Fokker 100	1416 1604
G-RJXB	EMB 145	1553 1303(21)	G-CELC	Boeing 737 300	1725 1228(21)
G-CELV	Boeing 737 300	1843 0929(21)	TF-ELD	Boeing 737 400	1918 1959
G-CELS	Boeing 737 300	2020 1308(21)	G-BVJD	Fokker 100	2108 0705(21)
PH-OFF	Fokker 100	2117 0624(21)	G-JALC	Boeing 757	2147 0813(21)

# 21 Sunday

G-CELV	Boeing 737 300	0835 0933(24)	PH-KLG	Fokker 100	0941 1041
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G-BVJD	Fokker 100	1001 1102	G-RKJT	PA-46 Malibu	1301 1440(24)
EI-CJI	Boeing 737	1321 1400	PH-OFH	Fokker 100	1402 1602
G-JALC	Boeing 757	1448 1826	G-CELV	Boeing 737 300	1546 1709
G-RJXB	EMB 145	1615 1801	G-MAJB	Jetstream 41	1640 1748
G-CELC	Boeing 737 300	1651 1836	G-RJXC	EMB 145	1658 1757
N79EL	Beechjet 400A	1712 1723	G-BUVD	Jetstream 31	1716 1752
SE-RAA	EMB 135	1732 0724(22)	G-MIDS	Airbus 320	1806 1929
G-JEDP	DHC-8	1813 1902	G-CELS	Boeing 737 300	1908 2006
TF-ELD	Boeing 737 400	1930 2012	G-CELD	Boeing 737 300	1958 1324(22)
G-CELU	Boeing 737 300	2010 0716(22)	G-MAJB	Jetstream 41	2012 0722(22)
G-RJXK	EMB 135	2035 0732(22)	G-RJXC	EMB 145	2051 0727(22)
G-RJXB	EMB 145	2054 0750(22)	G-CELC	Boeing 737 300	2107 0720(22)
G-RJXD	EMB 145	2113 2145	PH-KLE	Fokker 100	2117 0625(22)
G-JEDP	DHC-8	2126 2208	EI-CNW	Boeing 737	2130 2203
G-CELV	Boeing 737 300	2138 0839(22)	G-CELS	Boeing 737 300	2205 0728(25)
G-BXWF	Fokker 100	2218 0708(22)			

## 22 Monday

G-JALC	Boeing 757	0140 1121	G-EMHH	Twin Squirrel	0702 0737
EI-DMG	Cessna 441	0844 1519	G-CELU	Boeing 737 300	0926 1338
G-RJXC	EMB 145	0929 1018	G-MAJB	Jetstream 41	0931 1021
PH-OFG	Fokker 100	0934 1045	G-RJXK	EMB 135	0936 1049
G-BUVC	Jetstream 31	0938 1041	G-BVJD	Fokker 100	0942 1111
EI-CNY	Boeing 737	0945 1024	SE-RAA	EMB 135	1006 1403
G-BOIC	PA-28R Arrow	1026 n/s+	G-CELC	Boeing 737 300	1034 1210
G-JEDP	DHC-8	1040 1115	VP-CSN	Citation Ultra	1118 1133
G-RJXB	EMB 145	1129 1221	G-STRE	Boeing 737 300	1155 1241
G-RJXC	EMB 145	1202 1351	G-MAJB	Jetstream 41	1216 1448
G-BYAU	Boeing 757	1305 1434	EI-CJF	Boeing 737	1320 1358
G-RJXK	EMB 135	1327 1458	G-BVJD	Fokker 100	1355 1516
PH-KLI	Fokker 100	1401 1548	G-CELV	Boeing 737 300	1446 1833
G-RJXB	EMB 145	1452 1535	G-BVWZ	PA-32 Saratoga	1504 1208(23)
G-OAKJ	Jetstream 31	1614 1716	G-CELC	Boeing 737 300	1630 1826
SE-RAA	EMB 135	1646 1738	G-RJXK	EMB 135	1653 1836
G-MAJB	Jetstream 41	1705 1743	G-RJXB	EMB 145	1723 1812
G-RJXC	EMB 145	1730 1816	G-BVJD	Fokker 100	1803 1904
G-JEDP	DHC-8	1809 1851	TF-ELD	Boeing 737 400	1915 1953
G-CELD	Boeing 737 300	1925 0711(23)	PH-OFG	Fokker 100	1951 0624(23)
G-OAKJ	Jetstream 31	1955 0706(23)	G-RJXB	EMB 145	1958 0715(23)
G-MAJB	Jetstream 41	2000 0657(23)	G-CELC	Boeing 737 300	2025 1127(23)
G-CELU	Boeing 737 300	2030 0717(23)	SE-RAA	EMB 135	2033 0701(23)
G-JALC	Boeing 757	2037 0928(23)	G-RJXK	EMB 135	2042 0729(23)
G-JEDP	DHC-8	2059 2135	EI-CJG	Boeing 737	2101 2128
G-CELV	Boeing 737 300	2108 1822(23)	G-RJXC	EMB 145	2116 0720(23)
G-BVJB	Fokker 100	2225 0705(23)			

## 23 Tuesday

G-JEDP	DHC-8	0807 0849	VP-CTJ	Citation II	0904 1021
G-CELU	Boeing 737 300	0917 0716(24)	G-MAJB	Jetstream 41	0920 1009
G-RJXC	EMB 145	0924 1446	G-BVJB	Fokker 100	0926 1051
PH-OFK	Fokker 100	0929 1041	G-AOKJ	Jetstream 31	0933 1043
G-RJXB	EMB 145	0936 1014	EI-CNY	Boeing 737	0957 1035
SE-RAA	EMB 135	1002 1350	G-CELD	Boeing 737 300	1017 1343
N671B	A36 Bonanza	1021 1055(8/4)	G-RJXK	EMB 135	1033 1337
G-RJXB	EMB 145	1158 1508	G-MAJB	Jetstream 41	1212 1433
EI-CJF	Boeing 737	1316 1356	G-BVJB	Fokker 100	1340 1517
PH-KLG	Fokker 100	1358 1548	G-BYAK	Boeing 757	1459 1618
G-BUVD	Jetstream 31	1632 1719	G-RJXK	EMB 135	1641 1741
SE-RAA	EMB 135	1651 1755	G-JEDM	DHC-8	1654 1746

G-MAJB	Jetstream 41	1657 1750	G-RJXC	EMB 145	1659 1737
G-RJXB	EMB 145	1712 1758	G-CELC	Boeing 737 300	1727 1832
CS-DFP	Citation Excel	1733 1819	G-PFFN	King Air 200	1744 1810
N64VB	B.58 Baron	1748 1813	G-BVJB	Fokker 100	1753 1915
G-JALC	Boeing 757	1913 1105(24)	TF-ELD	Boeing 737 400	1916 1954
G-MUVG	Cessna 421C	1935 1551(24)	G-JEDM	DHC-8	1940 2017
G-RJXC	EMB 145	1942 0712(24)	G-BUVD	Jetstream 31	1948 0652(24)
G-RJXB	EMB 145	2003 0727(24)	G-MAJB	Jetstream 41	2006 0655(24)
G-CELD	Boeing 737 300	2013 0907(24)	G-CELC	Boeing 737 300	2031 0702(24)
PH-OFJ	Fokker 100	2036 0618(24)	G-RJXC	EMB 135	2049 0756(24)
G-RJXI	EMB 145	2121 2152	G-BVJB	Fokker 100	2135 0705(24)
G-CELV	Boeing 737 300	2217 0915(25)			

#### 24 Wednesday

G-JEDM	DHC-8	0816 0856	G-CELU	Boeing 737 300	0914 1330
G-RJXC	EMB 145	0918 1007	G-MAJB	Jetstream 41	0924 1014
G-BUVD	Jetstream 31	0935 1038	PH-KLG	Fokker 100	0940 1045
G-RJXB	EMB 145	0942 1501	G-BVJB	Fokker 100	0944 1100
EL-CJC	Boeing 737	0950 1027	N181PC	TBM 700	0957 1254
G-GMAA	Lear Jet 45	1003 1844	G-BHFJ	PA-28R Arrow	1011 1432
G-CELC	Boeing 737 300	1022 1822	G-NEWR	PA-31 Navajo	1049 1711
G-RJXC	EMB 135	1054 1334	N132CK	Cessna 421A	1128 n/s+
CS-DNQ	Falcon 2000	1142 1314	G-BUVO	Cessna F182P	1153 1340
G-RJXC	EMB 145	1208 1513	G-MAJB	Jetstream 41	1210 1437
SE-RAA	EMB 135	1213 1404	EL-CJI	Boeing 737	1325 1402
PH-KLE	Fokker 100	1350 1556	G-BVJB	Fokker 100	1400 1524
N64VB	B.58 Baron	1431 1554	G-BFOD	Cessna F182Q	1457 1533(26)
G-CELD	Boeing 737 300	1503 1831	G-CBDA	Jetstream 31	1636 1756
G-RJXC	EMB 135	1544 1733	G-JEDM	DHC-8	1656 1737
SE-RAA	EMB 135	1658 1751	G-RJXB	EMB 145	1701 1744
G-MAJB	Jetstream 41	1706 1748	G-RKJT	PA-46 Malibu	1712 1326(25)
G-RJXC	EMB 145	1715 1803	G-BVJB	Fokker 100	1800 1908
TF-ELD	Boeing 737 400	1905 1946	G-RJXB	EMB 145	1940 0720(25)
G-RJXC	EMB 145	1959 0725(25)	G-MAJB	Jetstream 41	2006 0744(25)
PH-OFK	Fokker 100	2014 0623(25)	G-CELU	Boeing 737 300	2017 0628(25)
G-JEDM	DHC-8	2020 2048	G-JALC	Boeing 757	2022 1013(25)
G-CELD	Boeing 737 300	2025 0732(25)	G-CBDA	Jetstream 31	2028 0652(25)
G-RJXC	EMB 135	2043 0757(25)	SE-RAA	EMB 135	2100 0717(25)
G-CELC	Boeing 737 300	2120 0714(25)	G-BVJB	Fokker 100	2132 0706(25)

#### 25 Thursday

40108	C-21A	0641 0738	G-RJXC	EMB 145	0916 1009
G-RJXB	EMB 145	0923 1507	G-CBDA	Jetstream 31	0931 1052
G-BVJB	Fokker 100	0933 1102	G-CELS	Boeing 737 300	0935 1135
PH-OFD	Fokker 100	0937 1041	EL-CNY	Boeing 737	0949 1024
SE-RAA	EMB 135	1004 1047	G-JEDI	DHC-8	1006 1050
G-CELC	Boeing 737 300	1015 1209	G-OGRG	Citation Ultra	1018 1730
G-MAJB	Jetstream 41	1021 1057	N6039X	Rockwell 114B	1038 1429
G-RJXC	EMB 135	1055 1343	G-CELD	Boeing 737 300	1125 1312
G-RJXC	EMB 145	1155 1457	G-MAJB	Jetstream 41	1228 1445
G-CELU	Boeing 737 300	1237 1339	G-OOAW	Airbus 320	1308 1622
EC-GZD	Airbus 320	1313 1441	G-BYAU	Boeing 757	1319 1454
SE-RAA	EMB 135	1329 1415	EL-CJC	Boeing 737	1333 1408
G-BVJB	Fokker 100	1340 1525	G-DENZ	PA-44 Seminole	1405 1546(28)
G-OEST	Jetstream 31	1430 1711	G-KITZ	Europa XS T-G	1432 1515
PH-KLI	Fokker 100	1434 1650	G-BYAW	Boeing 757	1449 1643
G-CELV	Boeing 737 300	1612 1827	G-CBDA	Jetstream 31	1618 1722
G-CELC	Boeing 737 300	1644 1835	G-RJXC	EMB 135	1647 1748
G-RKJT	PA-46 Malibu	1655 0648(29)	G-RJXC	EMB 145	1701 1744



SE-RAA	EMB 135	1705 1755	G-MAJB	Jetstream 41	1707 1751
G-RJXB	EMB 145	1709 1801	G-CELS	Boeing 737 300	1714 1150(28)
G-JEDI	DHC-8	1742 1815	G-BVJB	Fokker 100	1753 1909
G-CELD	Boeing 737 300	1855 1839(26)	G-JALC	Boeing 757	1929 0718(26)
TF-ELV	Boeing 737 400	1936 2018	G-RJXC	EMB 145	1941 0713(26)
G-CBDA	Jetstream 31	1952 0653(26)	G-CELX	Boeing 737 300	1959 1320(28)
G-JEDI	DHC-8	2003 2034	G-MAJB	Jetstream 41	2006 0651(26)
G-RJXB	EMB 145	2008 0744(26)	G-CELU	Boeing 737 300	2013 0721(26)
PH-OFF	Fokker 100	2032 0617(26)	G-CELC	Boeing 737 300	2043 0708(26)
G-RJXC	EMB 135	2051 0732(26)	SE-RAA	EMB 135	2054 0710(26)
G-BVJB	Fokker 100	2155 0703(26)	G-CELV	Boeing 737 300	2203 1318(26)

## 26 Friday

G-OOOB	Boeing 757	0408 0715(27)	VP-CTJ	Citation II	0757 0810
G-JEDI	DHC-8	0819 0905	G-CELU	Boeing 737 300	0913 1337
G-RJXC	EMB 135	0918 1048	PH-KLI	Fokker 100	0926 1042
G-MAJB	Jetstream 41	0931 1011	G-CBDA	Jetstream 31	0934 1035
G-BVJB	Fokker 100	0936 1059	G-RJXC	EMB 145	0938 1015
EI-CJI	Boeing 737	0947 1027	G-GOJP	PA-46 Malibu	0949 1831
SE-RAA	EMB 135	1003 1510	G-CELC	Boeing 737 300	1017 1207
G-TAMY	Cessna 421B	1019 1715	G-RJXB	EMB 145	1040 1125
EC-IMU	Airbus 320	1116 1238	EC-III	Boeing 737 800	1136 1245
G-RJXC	EMB 145	1208 1342	G-MAJB	Jetstream 41	1230 1443
G-OLDR	Lear Jet 45	1250 1724	EI-CJF	Boeing 737	1321 1354
EC-IAZ	Airbus 320	1333 1448	G-BVJB	Fokker 100	1338 1515
G-RJXC	EMB 135	1357 1451	G-RJXB	EMB 145	1402 1454
CS-DFH	Falcon 900	1404 1551	PH-OFK	Fokker 100	1622 1718
G-CELC	Boeing 737 300	1634 1845	G-CBCS	Jetstream 31	1636 1720
G-RJXC	EMB 145	1652 1747	VP-CTJ	Citation II	1659 1744
G-RJXB	EMB 145	1701 1738	G-MAJB	Jetstream 41	1708 1752
G-JEDI	DHC-8	1711 1755	SE-RAA	EMB 135	1713 1800
G-RJXC	EMB 135	1733 1812	G-BVJB	Fokker 100	1815 1906
G-CELV	Boeing 737 300	1903 1213(28)	G-RJXB	EMB 145	1923 1850(28)
TF-ELD	Boeing 737 400	1945 2021	G-JEDI	DHC-8	1948 2028
G-CBCS	Jetstream 31	1954 0658(29)	SE-RAA	EMB 135	2002 2037
G-MAJB	Jetstream 41	2012 1501(28)	G-CELU	Boeing 737 300	2016 0616(27)
G-CELC	Boeing 737 300	2042 0706(27)	G-RJXC	EMB 135	2102 1505(28)
G-RJXC	EMB 145	2105 0814(27)	EI-CJI	Boeing 737	2107 2143
PH-OFE	Fokker 100	2109 0639(27)	G-CELD	Boeing 737 300	2120 0717(27)
G-BVJB	Fokker 100	2145 0712(27)			

## 27 Saturday

G-JALC	Boeing 757	0305 0728	G-JEDI	DHC-8	0850 0932
G-CELD	Boeing 737 300	0922 1244	G-BVJB	Fokker 100	0928 1104
EI-CJG	Boeing 737 0930	1020	G-CELC	Boeing 737 300	1006 1125
G-CELU	Boeing 737 300	1026 1336	G-RJXC	EMB 145	1121 1151
G-JEAM	BAe 146 300	1301 1422	N900CB	Cessna 421C	1333 0934(15/4)
PH-OFG	Fokker 100	1401 1559	G-JEDE	DHC-8	1627 1708
G-CELC	Boeing 737 300	1706 1103(28)	TF-ELV	Boeing 737 400	1831 1910
G-CELD	Boeing 737 300	1839 1130(28)	G-CELU	Boeing 737 300	2011 1343(28)
PH-KLI	Fokker 100	2030 0618(28)	G-BXWF	Fokker 100	2059 0711(28)
G-JALC	Boeing 757	2117 0759(28)	G-OOOB	Boeing 757	2141 0715(28)

## 28 Sunday

G-RJGR	Boeing 757	0033 1104	G-BXWF	Fokker 100	0929 1108
PH-OFA	Fokker 100	0945 1049	G-BXWE	Fokker 100	1034 1729
CS-DFE	Falcon 2000	1206 1309	G-JEDE	DHC-8	1349 1422
EI-CJI	Boeing 737	1359 1430	PH-OFG	Fokker 100	1413 1602
G-LENY	PA-34 Seneca	1521 1805	N79EL	Beechjet 400A	1526 1535
G-MAJB	Jetstream 41	1637 1750	G-CELV	Boeing 737 300	1642 1836

G-JEAM	BAe 146 300	1645 1731	G-MAJL	Jetstream 41	1649 1740
G-CELD	Boeing 737 300	1708 1802	G-CELC	Boeing 737 300	1714 1853
G-RJXK	EMB 135	1734 1843	G-RJXG	EMB 145	1801 1856
G-CELS	Boeing 737 300	1804 0725(29)	G-MIDZ	Airbus 320	1833 1944
G-IONA	ATR-42	1846 0742(29)	G-CELC	Boeing 737 300	1903 1331(29)
TF-ELV	Boeing 737 400	1929 2019	PH-OFA	Fokker 100	1931 0631(29)
G-MAJB	Jetstream 41	2001 0706(29)	G-CELU	Boeing 737 300	2016 0755(29)
G-BXWE	Fokker 100	2023 0721(29)	G-CELC	Boeing 737 300	2043 1141(29)
G-CELD	Boeing 737 300	2101 1301(29)	G-RJXK	EMB 135	2112 0715(29)
G-RJXB	EMB 145	2114 0748(29)	G-OOOB	Boeing 757	2129 2240
EI-CNT	Boeing 737	2139 2208	G-BVJC	Fokker 100	2148 2230
G-CELV	Boeing 737 300	2258 0718(29)	G-OWAX	King Air 200	2333 0702(29)

## 29 Monday

SX-BLV	Boeing 757	0419 0531	G-BVJD	Fokker 100	0621 0739
G-JEDM	DHC-8	0822 0858	G-BXWE	Fokker 100	0921 1456
PH-OFG	Fokker 100	0929 1041	G-MAJB	Jetstream 41	0934 1016
G-CBCS	Jetstream 31	0944 1037	EI-COX	Boeing 737	0947 1026
G-RJXK	EMB 135	1003 1050	G-IONA	ATR-42	1010 1058
G-CELV	Boeing 737 300	1012 1122	G-BVJD	Fokker 100	1014 1109
G-RJXB	EMB 145	1046 1349	G-HMMV	CitationJet	1123 1317
G-MAJB	Jetstream 41	1213 1439	G-CELU	Boeing 737 300	1217 1347
G-BYAO	Boeing 757	1248 1436	G-CELS	Boeing 737 300	1307 0719(30)
G-RJXK	EMB 135	1322 1404	EI-CJI	Boeing 737	1325 1402
G-JEDM	DHC-8	1344 1432	PH-OFH	Fokker 100	1358 1614
G-BVJD	Fokker 100	1410 1542	F-GGGT	Citation II	1447 1727
G-IONA	ATR-42	1450 1538	G-CBCS	Jetstream 31	1626 1711
G-BXWE	Fokker 100	1642 1736	G-RJXB	EMB 145	1644 1733
G-MAJB	Jetstream 41	1656 1743	G-RJXK	EMB 135	1658 1746
G-CELV	Boeing 737 300	1723 1818	G-JEDM	DHC-8	1726 1801
CS-DNJ	Hawker 800XP	1729 1840	N79EL	Beechjet 400A	1731 1748
G-CELC	Boeing 737 300	1741 1838	G-IONA	ATR-42	1754 1830
G-BVJD	Fokker 100	1815 1903	G-RKJT	PA-46 Malibu	1832 0653(1/4)
TF-ELD	Boeing 737 400	1910 1949	G-CELC	Boeing 737 300	1914 1137(1/4)
G-BXWE	Fokker 100	1929 0723(30)	G-CBCS	Jetstream 31	1953 0657(30)
G-CELU	Boeing 737 300	1957 0741(30)	G-MAJB	Jetstream 41	2001 0712(30)
PH-KLE	Fokker 100	2008 0633(30)	G-RJGR	Boeing 757	2027 0800(30)
G-CELC	Boeing 737 300	2031 1342(30)	G-IONA	ATR-42	2036 0736(30)
G-RJXK	EMB 135	2039 0710(30)	G-RJXB	EMB 145	2042 0729(30)
G-STRA	Boeing 737 300	2049 2137	EI-CNT	Boeing 737	2054 2132
G-CELV	Boeing 737 300	2106 0710(1/4)	G-BVJD	Fokker 100	2139 0721(30)
G-CELD	Boeing 737 300	2226 0708(30)			

## 30 Tuesday

G-JEDJ	DHC-8	0823 0907	F-GOSB	King Air 350	0902 1510
G-CELS	Boeing 737 300	0917 1149	G-MAJB	Jetstream 41	0928 1015
PH-OFK	Fokker 100	0930 1027	G-BXWE	Fokker 100	0933 1452
EI-CNT	Boeing 737	0935 1025	G-CBCS	Jetstream 31	0944 1052
G-IONA	ATR-42	1012 1056	G-RJXK	EMB 135	1014 1113
G-CELD	Boeing 737 300	1017 1140	G-RJXB	EMB 145	1027 1338
G-BVJD	Fokker 100	1117 1208	G-CELU	Boeing 737 300	1215 1821
G-MAJB	Jetstream 41	1218 1437	EI-CJE	Boeing 737	1321 1358
G-RJXK	EMB 135	1327 1412	G-JEDJ	DHC-8	1348 1429
G-IONA	ATR-42	1424 1512	PH-KLE	Fokker 100	1433 1601
G-BBSA	AA-5 Traveller	1444 1620	G-BXWF	Fokker 100	1457 1546
G-BYAK	Boeing 757	1506 1627	G-CBCS	Jetstream 31	1620 1717
G-BXWE	Fokker 100	1647 1741	G-RJXB	EMB 145	1659 1747
G-RJXK	EMB 135	1703 1755	G-JEDJ	DHC-8	1730 1807
G-IONA	ATR-42	1733 1815	G-RJGR	Boeing 757	1736 1100(31)



G-CELD	Boeing 737 300	1739 1829	G-CELS	Boeing 737 300	1813 1900
G-BXWF	Fokker 100	1845 1931	TF-ELD	Boeing 737 400	1924 2001
G-BXWE	Fokker 100	1936 0715(31)	G-CBCS	Jetstream 31	1950 0654(31)
G-MAJB	Jetstream 41	1958 0706(31)	PH-OFG	Fokker 100	2013 0619(31)
G-CELC	Boeing 737 300	2026 1123(1/4)	G-IONA	ATR-42	2029 0730(31)
G-RJXK	EMB 135	2033 0711(31)	G-CELS	Boeing 737 300	2045 0723(31)
G-CELD	Boeing 737 300	2047 0703(31)	G-RJXB	EMB 145	2049 0728(31)
G-BXWF	Fokker 100	2203 0721(31)			

### 31 Wednesday

G-CELU	Boeing 737 300	0035 0738	G-JEDJ	DHC-8	0830 0902
G-CELS	Boeing 737 300	0914 1142	G-BXWE	Fokker 100	0921 1453
G-CBCS	Jetstream 31	0931 1036	G-MAJB	Jetstream 41	0934 1013
PH-KLD	Fokker 100	0949 1047	EI-CON	Boeing 737	0951 1021
G-IONA	ATR-42	0955 1031	G-RJXK	EMB 135	1002 1056
G-BXWF	Fokker 100	1009 1129	G-CELD	Boeing 737 300	1026 1127
G-RJXB	EMB 145	1028 1340	I-NATS	Falcon 2000	1052 1434
G-MAJB	Jetstream 41	1217 1440	G-CELU	Boeing 737 300	1221 1338
G-RJXK	EMB 135	1311 1404	EI-CJE	Boeing 737	1344 1416
G-JEDJ	DHC-8	1351 1428	G-IONA	ATR-42	1400 1508
PH-OFK	Fokker 100	1406 1607	G-BXWF	Fokker 100	1410 1538
G-CBCS	Jetstream 31	1644 1721	G-RJXK	EMB 135	1648 1801
G-RJXB	EMB 145	1651 1737	G-BXWE	Fokker 100	1656 1744
G-MAJB	Jetstream 41	1700 1756	G-CELD	Boeing 737 300	1712 1812
G-IONA	ATR-42	1727 1805	G-JEDJ	DHC-8	1731 1814
G-CELS	Boeing 737 300	1753 1847	TF-ELD	Boeing 737 400	1918 2002
G-BXWE	Fokker 100	1929 0717(01)	G-BVJC	Fokker 100	1937 2023
G-CBCS	Jetstream 31	1953 0730(01)	G-CELU	Boeing 737 300	2000 0746(01)
G-RJGR	Boeing 757	2004 1031(01)	PH-OFB	Fokker 100	2012 0627(01)
G-MAJB	Jetstream 41	2017 0659(01)	G-IONA	ATR-42	2031 0734(01)
G-CELS	Boeing 737 300	2037 0721(01)	G-RJXK	EMB 135	2040 0715(01)
G-RJXB	EMB 145	2044 0758(01)	G-CELD	Boeing 737 300	2114 0708(01)
G-BVJC	Fokker 100	2302 0740(01)			

### Overshoots

01) G-RAFJ/CWL82: 02) XX494/CWL05; G-DENZ: 03) XX846/Colt89; G-BYVZ/UAX73: 04) ZF137/LOP52; ZF208/LOP58: 06) G-BSFK/Oxford69: 08) XX499/CWL73: 09) ZF379/LOP56: 10) G-RAFN/CWL63: 11) G-JDBC/JDA34R: 15) ZF208/LOP51; G-SYPS/Police33: 18) XX744(?)Colt01: 22) XX294/Red09; XX242/Red08; G-RAFK/CWL45; XX842/Colt88: 23) XX227/Scampton06; XX308/Scampton08; XX233/Scampton06 (again); XX266/Scampton08 (again); XX266 (again)/Scampton06 (again); XX233 (again)/Scampton08 (again): 24) G-RAFM/CWL19 and WL45; XX266/Scampton06; XX242/Scampton08: 25) G-AXZP:

### From and To

01) N909PS/Southampton-Jersey: 02) N701AR/Cannes-Dollis Grove; N101U/F-n/s-T Geneva; N909PS/F and T Jersey: 04) EC-HVQ/Barcelona-n/s-Ronchi de' Legionari; N909PS/Jersey-Oxford; D-IHAN/Carlisle-Manchester: 07) N671B/Isle of Man-n/s-???; CS-DFC/Nice-Frankfurt: 08) N6039X/F and T Guernsey: 09) OY-SBT/F and T Aarhus: 10) N250AC/Liverpool-Dublin: 11) HB-GPG/Sion-n/s-Geneva; N147VC/F and T Denham: 12) HB-JRA/Paderborn-Southampton: 16) D-ISWA/Donaueschingen-n/s-Birmingham; OY-GKC/F and T Billund; N250AC/Dublin-Liverpool: 17) CS-DNQ/Northolt-Geneva: 18) LZ-SFL/Ostend-Baku: 19) CS-DNQ/ Le Bourget-Nice; N79EL/Blackbushe-EMA: 21) N79EL/EMA-Blackbushe: 22) EI-DMG/ Waterford-Swansea; VP-CSN/Edinburgh-Roskilde: 23) VP-CTJ/Aberdeen-Biggin Hill; N671B/F-n/s-T Isle of Man; CS-DFP/Shannon-London City; N64VB/Elstree-Hawarden: 24) N181PC/Norwich-Birmingham; N132CK/Weston-n/s; CS-DNQ/EMA-Inverness; N64VB/Hawarden-Elstree: 25) N6039X/Guernsey-Plymouth: 26) VP-CTJ/Biggin Hill-Aberdeen and Aberdeen-Biggin Hill; CS-DFH/Le Bourget-Nice: 27) N900CB/Farnboro-n/s-St Mawgan: 28) CS-DFE/Nice-Luxembourg; N79EL/EMA-Ganston: 29) F-GGGT/Birmingham-Norwich; CS-DNJ/Florence-Nice; N79EL/Gamston-EMA: 30) F-GOSB/F and T Toussus-le-Noble: 31) I-NATS/Bari-Newcastle

### LBA Movements Review, March 2004

First foreigner of the month was the Citation I N909PS on the 1st which was from Southampton to Jersey, this returned on the 2nd from and to Jersey and was joined by the TBM700 N701AR from Cannes to Dolly's

Grove (near Dublin) and the CitationJet M101U which night stopped from and to Geneva. N909PS was back yet again on the 4th when it was from Jersey to Oxford whilst night stopping was the CitationJet EC-HVQ from Barcelona to Ronchi de' Legionari in Italy as AD1901 and the King Air D-IHAN was from Carlisle to Ringway. The Beech A.36 Bonanza N671B arrived from its base on the Isle of Man on the 7th and night stopped until the 17th when it departed to points unknown, whilst also on the 7th the Falcon 2000 CS-DFC of Netjets was from Nice to Frankfurt as "Skyshare 398P-5398". From and to Guernsey on the 8th was the Rockwell 114B N6039X and on the 9th the Aalborg Air Taxi Corvette was from and to Aarhus. Navajo N250AC was from its base over at Liverpool to Dublin when it visited on the 10th. Night stopping on the 11th was King Air HB-GPG of Pocaïr SA from Sion to Geneva and the same day saw Cirrus SR-22 N147VC from and to Denham.

Another Swiss visitor was Challenger HB-JRA of the Swiss Air Ambulance on the 12th from Paderborn to Southampton as "SAZ 243-4". A short gap until the 16th then we had three within an hour and a half, CitationJet D-ISWA of Wal-mart came from Donaueschingen and night stopped before departing to Birmingham, Navajo N250AC was from Dublin back to Liverpool and the Citation Excel OY-GKC was from and to Billund as "Lego 22" giving a clue to its owner. Netjets were back on the 17th when Falcon 2000 CS-DNQ was from Northolt to Geneva as "Skyshare 8295-951P". The star of the 18th would appear to have been the Antonov 12BP LZ-SFL of Air Sofia which was from Ostend to Baku/Bina in Azerbaijan as "SFB 9299-9300". Falcon 2000 CS-DNQ of Netjets was back on the 19th from Le Bourget to Nice as "Skyshare 002P -4002" and it was joined by the Beechjet 400A N79EL from Blackbushe to EMA. The Beechjet returned on the 21st doing the reverse flight from EMA to Blackbushe. On the 22nd Dawn Meat's Cessna 441 EI-DMG was from Waterford to Swansea and the Scottish and Newcastle Citation Ultra VP-CSN was from Edinburgh to Roskilde. On the 23rd Citation II VP-CTJ registered to St Merryn Meat Ltd was from Aberdeen to Biggin Hill whilst Bonanza N671B was night stopping from and to the Isle of Man and Baron N64VB was from Elstree to Hawarden, meanwhile the Netjets Citation Excel CS-DFP was from Shannon to London City as "Skyshare 9887-875P".

Baron N64VB was back on the 24th doing the previous days trip in reverse whilst the TBM700 N181PC was from Norwich to Birmingham and Netjets Falcon 2000 CS-DNQ was "Skyshare 9895-107P" from EMA to Inverness, the Cessna 421A N132CK arrived on a flight from Weston and was still present at the end of the month. Rockwell 114 N6039X was from Guernsey to Plymouth on the 25th. Doing two flights on the 26th was the Citation II VP-CTJ and it was from Biggin Hill to Aberdeen and return, we also had netjets back again this time with Falcon 900 CS-DFH from Le Bourget to Nice as "Skyshare 897P-9897". Noted night stopping on the 27th was Cessna 421C N900CB from Farnboro to St Mawgan. Another Netjets on the 28th was Falcon 2000 CS-DFE as "Skyshare 4959-955P" from Nice to Luxembourg and also noted was the Beechjet 400A N79EL from EMA to Gamston. N79EL did the return trip from Gamston to EMA on the 29th and was joined by the Citation II F-GGGT from Birmingham to Norwich and the Netjets Hawker 800XP CS-DNJ as "Skyshare 600P-4960" Florence to Nice. From and to Toussus-le-Noble on the 30th was the King Air 350 F-GOSB and to end the month we had Falcon 2000EX I-NATS from Bari to Newcastle.

Military notes are as follows, Gazelle XZ344 was "Army 415" from Harrogate to Barkston Heath on the 2nd. The remainder were USAF C-21A 40086 from Lakenheath to Ramstein as "Bursar 07" on the 16th and the C-21A 40108 which was "Bursar 08" from Ramstein to Lakenheath on the 17th then "Jalopy 19" from and to Ramstein on the 18th and finally "Bursar 23" on the 25th from Ramstein to Lakenheath. On the ILS we had the last visit of an RAF Jetstream on the 8th when XX499 operated as "CWL73", and two RAF King Airs making first ILS runs were G-RAFJ as "CWL82" on the 1st and G-RAFN as "CWL63" on the 10th. Also noted on the ILS this month were the Red Arrows doing their annual checks on the 22/23/24. One slight anomaly is the Jaguar XX744 reported on the ILS yet again on the 18th as "Colt 91", the "Boys Big Book of RAF serials" says this is in private hands and stored - so did anyone actually record the serial?

The resident Rockwell 114B N6107Y arrived from Carlisle on the 18th freshly done up as G-OECM, did a local flight and is believed to be still present. The leased EMB 135 SE-RAA departed as "Swedestar 821" back home to Linköping on the 26th at the end of its lease. Resident Cessna T310 N6834L was destroyed on the 30th when it was returning to the LBA following a report of smoke in the cockpit, the sole occupant was the owner/pilot who died in the crash at Wycoller Park, Lancs.

**Terry Sykes**





## LEEDS HELICOPTER MOVEMENTS APRIL 2004

08/04/04	G-OCMM	AUGUSTAA109A II	09:40	10:00
08/04/04	G-CPTS	BELL 206B JETRANGER II	15:04	15:30
13/04/04	G-ROZI	ROBINSON R44 ASTRO	13:15	17:25
13/04/04	G-TASS	SCHWEIZER 269CS	15:30	17:35
17/04/04	G-CCAP	ROBINSON R22 BETA	14:30	10:25 N/S to 19th
20/04/04	XW908	GAZELLE AH1	17:10	17:45
20/04/04	G-CCAP	ROBINSON R22 BETA	19:30	13:30 N/S to 21st
21/04/04	G-BTIS	AS355F1 TWIN SQUIRREL	19:00	12:00 N/S to 22nd
25/04/04	G-OLWF	ROBINSON R44 ASTRO	10:45	14:00
25/04/04	G-TGRZ	BELL 206B JETRANGER II	11:05	12:15
26/04/04	G-OCMM	AUGUSTAA109A II	12:00	16:15

**Geoff Ward**

## LOCAL REVIEW APRIL 2004

### HELICOPTER ACTIVITY

01/4	G-XXEA	S.76B	"Rainbow 1R", Church Fenton(ILS) – York
	G-BROX	R.22B	Brighton – Farningley - Sandtoft
	N430CE	Bell 430	Hull – Chorley
03/4	N958SD	MD.600N	Selby – Sherburn(Refuel)
04/4	G-USTS	A.109A	Le Touquet – Gamston – Newcastle
	G-HRBS	R.22B	Wycombe Air Park – Fishburn(Teesside)
05/4	G-TRYG	R.22B	Nottingham – Middlethorpe Hall(York)
	G-BXRR	Westland Scout	Draycott – Gamston(Refuel) – Malton
06/4	N621MM	A.109E	South Kirkby – Site nr. Lyneham, also 14/4
07/4	G-BVGS	R-22B	Pudsey – Sherburn
08/4	HA-LFZ	Alouette 3	Stainsby Hall – Harrogate
09/4	N500TY	Hughes 369D	Skipton – Site W. of Barnard Castle
10/4	G-LYNC	R.22B	Gamston – North Coates
	G-BZGO	R.44	Rochdale – Devonshire Arms
11/4	N59SD	Hughes 369D	Welton Top(Hull) – Faldingworth
12/4	G-OLWF	R.44	Blackberry Farm – Bagby(Refuel)
	G-LEEZ	Long Ranger	Cullingworth, Pleasure flying all day.
13/4	G-VEIT	R.44	Site E/York – Humberside
	G-ROZI	R.44	Boston – Coney Park – Site 2/S Ripon
14/4	G-HPAD	Jet Ranger	Harewood, filming at Emmerdale set all day
	XZ 311	Gazelle	"Army 315", Imphall Barracks(York) - Elvington
15/4	G-MLTY	Dauphin	Heathrow – Site N/Gamston – LBA
	N620LH	Twin Squirrel	LBA – Elvington – Perth
	G-DFKI	Gazelle	Brighton – Tadcaster - Catterick
	G-HPAD	Jet Ranger	Humberside – Whitby
16/4	G-SUMX	R.22B	Sandtoft – Site S. of Leicester
	G-CCFC	R.44	Wycombe – Bagby – Southwell Race Course
17/4	N600MG	MD.600	Stainsby Hall – Sandtoft
	G-BXYK	R.22B	Oxenhope – Halifax – Crosland Moor
	G-FIBS	Squirrel	Coney – Site between Pateley Bridge & Ripon
	G-BBCA	Jet Ranger	Wolverhampton – Thirsk Race Course
	G-CCFC	R.44	Newbury Race Course – Thirsk Race Course
19/4	G-GOON	MD.600N	Hexham – Hull – Skipton – Hexham
	G-BYKK	R.44	Manchester – Whitby and return

20/4	G-JWEB	R.44	Sherburn - Devonshire Arms
	G-WUSH	EC.120B	Sherburn(Refuel) - Newcastle Heliport
22/4	G-MLTY	Dauphin	LBA - Shepley - Rudding Park
23/4	G-LNTY	Twin Squirrel	Norrad Edge - Site near Dublin
	G-LNAA	MD.900	"Helimed 09A" Blackpool - Halifax
24/4	G-LOYD	Gazelle	Site near Teesside - Gamston(Refuel)
25/4	G-TGRZ	Jet Ranger	Hereford - Churwell(Morley) - Coney Park
	G-HPOL	MD.900	"Police 19" Rufforth - Hull Royal Infirmary
26/4	G-LIMO	Long Ranger	Oulton Hall - Dearne, numerous return trips
	G-HPAD	Jet Ranger	Oulton Hall - Dearne, numerous return trips
	N555GS	A.109A	Chorley - Saltburn-by-Sea and return
29/4	G-GOON	MD.600N	Hexham - Wakefield(Morrisons Depot)
30/4	G-FIBS	Squirrel	Skipton - Helmsley - Coney Park

New resident in the area is Jet Ranger G-TILI which has replaced/joined R.22B G-BROX living near Finningley. As with its predecessor it is a regular visitor to a building site on the southern boundary of Sandtoft aerodrome. The 5<sup>th</sup> saw Twin Squirrel N8066G, operating out of Crosland Moor, working overhead Halifax at 1310 and Leeds City Centre 1325 before heading back to Huddersfield.

On the 25<sup>th</sup> three balloons took off from Temple Newsam(Leeds) at approx.1830 to publicise a Balloon Meeting which will take place on the weekend of 15/5,16/5. One was G-HOTI a Colt 77A which along with a Jumbo jet special shape example landed in the Shadwell/Roundhay area of Leeds. The other EC-IMI piloted by World Champion David Bareford landed near Eccup reservoir at around 1930.

#### LOCAL AIRFIELDS

**Bagby:-** Operating locally on the 25<sup>th</sup> was PA-22 G-CBEL, possibly a new resident. Visiting on 15/4 was PA-34 G-EMER from Old Sarum. An interesting arrival on 24/4 was Bensen B.8M Gyroplane G-BZOF. Others:- 4/4 G-RVAW RV.6; 5/4 G-BRLO PA-38; 6/4 G-BBBK PA-28, G-BMCK PA-28R; 9/4 G-BZXV Quantum, G-BZGB Chipmunk; 11/4 G-BRCV Aeronca Champ; 12/4 G-ARRS Emeraude, G-BRAR Aeronca Champ; 17/4 G-SKEW CAP 232; 22/4 G-AYRG F.172K; 24/4 G-BOGK ARV.2; 26/4 G-BOIO C.152; 29/4 G-BZMG R.44

**Beckwithshaw:-** The Jet Ranger G-OMLS(ex.D-HAFN) registered to an owner here last month has now been sold in the U.S.A. so will probably never grace the area again.

**Brighton:-** The resident Spitfire G-MKXI has returned home after spending the last couple of years sunning itself in Florida under the guise of N965RF. On 23<sup>rd</sup>/24<sup>th</sup> an aerobatic competition was held here with Pitts G-BLAG, G-BOXH, G-BPLY, G-BTUL, G-FARL, G-ICAS, G-IICI, G-IIIV, G-ODDI; Yaks G-CBPY, G-ODJR, G-YAKX; RV.4 G-BXPI; Nipper G-AWDA; CAP.20 G-BIPO; CAP 232 F-GYRO. Vintage Beech 17 Staggerwing G-BRVE was noted outbound to Turweston on 11/4, while arriving the next day was Isaacs Fury G-PFAR. Visitors:- 4/4 G-ERRY AA.5B, G-BGMT Rallye; 8/4 G-BZVS Jungmann; 9/4 G-AKUW Super Ace, G-BTSN C.150G; 10/4 G-RIVT RV.6; 11/4 G-BTFO PA-28, G-JUDE DR.400, G-BROR PA-18, G-BPZX Chief; 12/4 G-OTYE Eurostar; 17/4 G-AYMK PA-28, G-TRYG R.44; 24/4 G-OGAN Europa, G-BBBO Sipa 903, G-BIWN D.117, G-ARHP PA-22; 25/4 G-BUVA PA-22

**Church Fenton:-** On 26/4 a Sea King c/s "Navy 820" made an emergency landing here after suffering a bird strike while routing Northbound along the A.1. Later the same day Jet Ranger G-EWAW routing Conington to Teesdale also diverted in due bad weather.

**Crosland Moor:-** An early morning arrival on 24/4 was TB.20 OO-DMB from Antwerp while the following day Wassmer 52 D-EFVS was outbound for Fenland.

**Eddsfild/Octon Grange:-** PA-32 G-DCAV was an arrival from Fowlmere on 12/4 while departing enroute to Kemble on 25/4 was Dimona G-OMRG. Others 20/4 G-BUVM DR.350; 24/4 G-AWGK F.150K

**Elvington:-** Leeds-based Jet Provost G-JPTV spent the day here on the 13<sup>th</sup>. Visitors:- 8/4 G-MICK F.172N; 9/4 G-MASF PA-28; 10/4 G-BLYE TB.10, G-BPMF PA-28; 23/4 G-DOLY C.303

**Fadmoor:-** Noted arriving on 9/4 was PA-24 G-ATIA from Leicester.

**Felixkirk:-** Visitors on 23/4 was Skyranger G-TEDI from Rufforth and Quik G-CBZT

**Finningley/Nine Scores Farm:-** Another new strip on the map, being 4 miles N/E of Finningley. Resident is Murphy Rebel G-BUTK while visiting 17/4 was PA-28 G-ATDA

**Full Sutton:-** The based/leased PA-38 has changed again and is now G-BSOT. Visitors:- 23/4 G-RIZZ PA-28; 25/4 G-BSGL PA-28



**Gamston:-** An arrival on the 30<sup>th</sup> was King Air N65LW, possibly on delivery as it had an American pilot. On the 1<sup>st</sup> TB-20 PH-ESE was noted departing for Lelystad closely followed by another of the type G-KUBB heading to the same destination, the latter presumably on delivery to Holland. Another Dutch visitor was Cessna 207 PH-OTJ on the 27<sup>th</sup>. This aircraft stayed until 29/4 when it left for Cumbernauld. Visiting on 5/4 was C.182R OO-WAL from Wevelgem, while on 16/4 PA-28 N6339U arrived from Wickenby along with Baron N58YD from Nottingham. Netjets Hawker 800XP CS-DNU ("Skyshare 7687") visited on 9/4, while unidentified on the 11<sup>th</sup> was "Skyshare 161P", and on the 19<sup>th</sup> Hawker 800XP, "Skyshare 656P" arrived from Luton. Others:- 4/4 G-ATNB PA-28; 5/4 G-BHRO RC.112; 8/7 G-KINE AA-5A; 9/4 N65JF PA-28; 11/4 G-OARI PA-28R, F-GOTC CAP.232; 12/4 G-GOCTI PA-32; 13/4 G-RIBS Katana, G-BEZO PA-28, G-ASXI Nipper; 16/4 G-FLPI RC.112A; 20/4 G-CHIX DR.400; 22/4 G-TORS R.22B, G-AYXU Citabria; 25/4 G-BSTM C.172L; 26/4 G-HARN PA-28; 29/4 N421CA C.421C

**Garton:-** This strip to the N/E of Hull, home of F.172N G-LANE, was visited on 16/4 by Jodel D.120A G-DIZO

**Haxey:-** This strip near Doncaster is home to F.172H G-AXSI and noted on 9/4 was C.182G G-ASSF, also possibly a new resident.

**Heslerton/Moor Farm:-** Glaxar G-SACH was inbound on 15/4 but due to strong cross winds, after three aborted landings he returned to his private strip near Worcester.

**Hollym:-** This strip near Withensea was visited on 10/4 by PA-28 G-EHGF from Barton.

**Humberside:-** On 7/4 Premier 1 N200PR was inbound but due to a "technical fault with the undercarriage", he decided initially to divert to Luton and then opted for Farnborough. It has since been reported the aircraft went to Blackbushe where he ran off the end of the runway striking some trees and ending up in a car park. The aircraft was written off but the pilot, the sole occupant, was not seriously injured. The 20<sup>th</sup> saw Gulfstream 4 N809C outbound to Gothenburg and C.210 N249SP from Southend.

**Kirkbymoorside:-** On 7/4 T-67B G-BLPI arrived from RAF Wyton to collect another of the type G-BLTU, with both aircraft returning to Wyton. Visitor:- 8/4 G-KELS RV.7

**Pocklington:-** Noted departing here for Kemble on 25/4 was Europa G-TERN

**Rufforth:-** PA-34 c/s "Palmer 214" arrived from Rochester on 9/4 while on the 29<sup>th</sup> C.401 N37WC paid a visit F/T Blackpool. Others:- 5/4 G-BZBF C.172M; 6/4 G-FLAK Baron; 8/4 G-AYGC F.150K; 9/4 G-OPEP PA-28(n/s); 12/4 G-APVF Elster; 13/4 G-CBVZ CT.2K; 14/4 G-BTWN MX.7; 15/4 G-BLTK RC.112; G-REDB C.310Q; 20/4 G-DOME PA-28; 23/4 G-TEWS PA-28

**Sandtoft:-** Based Avia F.3L G-AGFT was noted on local air test on 11/4. An aerobatic competition took place here on 3/4 with among the competitors: Pitts G-BPLY, G-ICAS, G-IIIV; CAP.232s F-GKKI, F-GOTC, G-SKEW; Extras G-CBUA, G-IIUI; YAK 52 G-BWVR and Acrosport G-BKCV. The airfield was inundated with Microlights over the Easter weekend including:- 9/4 G-CCBM, G-MZFP, G-BZHG, G-MWBR, G-MZNX, G-MWWR, G-MTGJ, G-PROW, G-MWVO, G-MYIR, G-BYNP; 10/4 G-TEDI, G-CBUY, G-BYRS, G-BYOS, G-CBSX; 12/4 G-CCAD, G-MWRW, G-JONY. Leeds based Jet Provost G-JPTV was a visitor on 9/4 while TB.21 N297GT was noted on the 23<sup>rd</sup> outbound to Dunkeswell. Others:- 4/4 G-BJHB M.20J; 8/4 G-HALC PA-28R; 9/4 G-BIVA R.2112; 12/4 G-ATVK PA-28, N65JF PA-28; 13/4 G-BSER PA-28; 14/4 G-AYKJ D.117; 17/4 G-JULZ Europa, G-AXHV D.117; 23/4 G-OPNH Glassair, G-OJAB Jabiru.

**Sheffield:-** Activity here seems to continue gathering a pace with yet more new residents arriving. New with Alpha Helicopters is R.22B G-FLYH while Jet Ranger G-EYRE is also new. Former Blackpool resident, Mooney M.20K N101UK has moved in this month as have Rockwell 114 G-SAAB and TB.10 G-PCAT. The latest addition to the Leeds Flying School fleet, PA-28 SE-IAD made its first visit on 8/4. The aircraft has been allocated the new registration G-LFSK. Visiting on 9/4 was Mooney M.20 N7423V from Hinton-in-the-Hedges and on the 14<sup>th</sup> C.177RG D-EOLL was an evening arrival. Calling in for fuel on 8/4 was Chipmunk G-AORW enroute Prestwick to Conington. Visitors:- 5/4 G-GURN PA-31; 8/4 G-BLTU T.67B; 10/4 G-AWWO DR.1050; G-BHRW DR.221; 11/4 G-BORL PA-28, G-BTNT PA-28; 12/4 G-PDOC PA-44("Docair 04") G-NDOL Europa; 15/4 G-BEOH PA-28R; 18/4 G-ORDB Citation 2, G-CCFS DA.40; 26/4 G-WARY PA-28, G-BTFF T.310R; 29/4 G-BLST C.421C

**Sherburn:-** Resident Schweizer 269C G-SAND is reported to have been sold in the Ukraine. Giving the neighbours a rude awakening on 10/4 was Jet Provost G-BWGT, while rather more sedate was Puss Moth G-AAZP which arrived from Hungerford late in the afternoon. Others:- 3/4 G-CBFN HR.200, G-TILI Jet Ranger; 8/4 G-JDEE TB.20, N600PV MD.600; 9/4 G-CCFU DA.40, G-BFRR FRA.150M; 10/4 G-AVBH PA-28; 11/4 G-MALA PA-28, N2943D PA-28R, G-AYHA AA-1, G-ATJN D.117; 12/4 G-ASNI Emeraude, G-BMZE TB.9, G-AORW Chipmunk; 13/4 G-BVWZ PA-32R, G-LKTB PA-28; 16/4 G-BCXE DR.400; 17/4 G-BNRX PA-34, G-CBUA Extra; 19/4 G-BBDMAA-5; 20/4 G-TRYG R.44; 22/4 G-JNAS AA.5A; 24/4 G-COCO F.172M; 25/4 G-RVAW RV.6, G-LEGG F.182Q; 26/4 G-ATRX PA-32

**Sturgate:-** Noted outbound on 13/4 was AA-5B Tiger PH-MLG, enroute Southend, this aircraft has now been reregistered as G-CCXX

**Walton Wood:-** The mystery of the Irish invasion has been solved courtesy of Northwest Air News, as all the aircraft have routed through Liverpool. Apparently the aircraft need an emergency locator beacon fitting in order to allow them to operate legally over water and Heliscott are the nominated company for this work. Aircraft that have sneaked in during March were R.22s EI-GAV(3/3), EI-MUR(3/3), EI-EWM(4/3), EI-OBJ(11/3), EI-GPT(30/3) and R.44 EI-CZM(13/3). This month the flow seems to have slowed with only R.22s EI-EWM(1/4) and EI-GPT(7/4) re-visiting. The EC.120 G-BXYD is now confirmed as a new resident as is R.22B G-BPTZ. Visitors:- 2/4 G-TILI Jet Ranger; 5/4 G-BXYC Schweizer 269; 6/4 G-MGEE R.22B; 9/4 G-TOYZ Jet Ranger; 13/4 G-HRPN R.44; 16/4 G-BYBC Jet Ranger; 19/4 G-CCJE Schweizer 269C; 20/4 G-ROZI R.44; 23/4 G-BZIN R.44; 26/4 G-BBNG Jet Ranger; 29/4 G-JWEB R.44

**Wickenby:-** Noted flying locally from here on 9/4 was PA-28RT N84718. A Fly-in on 12/4 produced approx.40 aircraft including, TB.20 N34FA, TB.10 G-CPMS, Europa G-IMAB, PA-28s G-VICC, G-BJAG, G-ATAS and MCR.01 G-POOP! Visitors:- 15/4 G-BJVV DR.400, G-CBBT Bulldog; 16/4 G-WOOF Enstrom; 17/4 G-EVVA PA-28R

**Wombledon:-** On 8/4 C.172H G-CCCC arrived to collect Europa G-CBWF with both machines going to Ronaldsway. Visitors:- 8/4 G-RIXS Europa; 12/4 G-OMAL T.660N; 13/4 G-HOFC Europa(F/T Abergavenny).

Aircraft crossing the area included:

02/4	N999F	Beech F.33	Newcastle – Chambery(Hull 1355 @ 5000')
05/4	SE-FYT	PA-28	Marham – Warton(GAM.0848 @ 1500' – POL.)
	N208ST	Cessna 208	Perth – Denham(GAM.1510 @ 9500')
07/4	N171JB	PA-28	Stapleford – Edinburgh(York 1144 @ 1500')
09/4	N34FA	TB.20	Elstree – Carlisle(Harrogate 1155 @ 2500')
12/4	PH-FLE	????	POL.1148 @ 2500' enroute to Northampton
	N418WS	Baron	Blackbushe – Glasgow(York 1606 @ 4500')
15/4	N14HF	Maule MX.7	York 1229 @ 7000' to strip near Kemble
	PH-PMA	TB.20 Trinidad	Hull 1504 @ 4000', following coast to Newcastle
18/4	N961SP	Cessna 172	Abeam LBA.1500 @ 3000' enroute to Wycombe
24/4	N8289A	PA-28 Warrior	Hull 1215 @ 5000' enroute to Teesside
26/4	N70VB	Aerostar	Blackbushe – Glenrothies(York 1556 @ 5000')
28/4	D-IROL	Dornier 228	GAM.1440 @ 5000' enroute to Gothenberg
29/4	N26HE	Cessna 421C	Oxford – Teesside(GAM.0840 @ 6000')

**Trevor Smith**



Twin Pioneer Coventry Mike Willingale





## LEEDS/BRADFORD NEWS

Lots of construction work going on around the airport at the moment. As you arrive along White House Lane, a roundabout has appeared at the point where the terminal loop exits back onto White House Lane. This is in connection with the new Travelodge (see next press release below). Where you exit White House Lane to join the "Airport Loop", traffic coming up White House Lane now has to **Give Way** to traffic arriving at the airport from the main Bradford to Harrogate road.

In front of the terminal will be very short stay parking, and as we close for press, signs are being erected to suggest that the first ten minutes will be free, but after that the fees are quite high, no doubt to discourage long stayers abusing the facility. Below is the press release appertaining to the Travelodge.

Construction work is underway on a new multi-million pound Travelodge hotel at Leeds Bradford International Airport designed by Leeds-based architects Philip Lees & Associates.

The 48-bedroom hotel, which is being built by Marshall (Building Contractors) Limited of Elland, has been designed for Gregory Property Developments and is due to start operating this September. The hotel, to be managed by Travelrest Services Ltd, will be opposite the terminal building close to the public car parks, check-in halls and catering facilities including a Food Village, Burger King and Yates bar.

The hotel's design incorporates traditional stone walling and slate roofing in a modern style which will blend into the open landscape setting. Philip Lees & Associates is also acting as project manager for the scheme through its management services division.

Gregory Property Developments director, Peter Wilkinson, says: "Leeds Bradford International Airport is continuously expanding and increasing its importance in the region, especially the commercial community which is steadily developing business on an international basis. We have a long-standing relationship with Philip Lees & Associates who were a natural choice for this scheme. The practice provides a first-class service whether it is for architectural design, project management or planning services."

Chair of the airport board, Councillor Tony Cairns, says: "The Travelodge development marks another important step forward for Leeds Bradford International Airport and couldn't be at a better time as we look forward to more passengers using the airport. The hotel will be ideally situated for passengers, visitors and airline crew needing somewhere to stay when travelling to and from the region."

Philip Lees & Associates managing director, Philip Lees, says: "We are delighted to be working on this exciting hotel scheme with Gregory Property Developments and Leeds Bradford International Airport Limited. It has been particularly crucial that the design element complements the landscape and environment in which the hotel sits." Sanderson Weatherall acted for Leeds Bradford International Airport on the development.

Passenger figures for April have been released, and again show an increase. Note the title pun on the press release - as bad as one of mine...almost!

Leeds Bradford International Airport had an Egg-cellent April

More and more people are flying off their Easter holidays from Leeds/Bradford with 189,249 people passing through our terminal in the month of April, an increase of 30% year on year. Over the past year Leeds/Bradford has been the UK's fastest growing regional airport.

The scheduled carriers had an extremely productive month with 154,682 passengers, an increase 44% last year. The bmi service to London Heathrow saw an increase of 15% with healthy increases also on their services to Edinburgh (4%) and Glasgow (6%). Jet2.com, Yorkshire's own low cost airline, carried

63,566 passengers during the month of April which also saw the launch of their two new destinations Murcia and Venice. Ed Anderson, managing director at Leeds/Bradford comments: "We are now looking forward to what will be our busiest summer ever. We will shortly be opening a brand new check-in hall offering an even easier transition for our passengers when starting their journey at Yorkshire's premier airport."

As we all start to think of this summer's holidays, the tour operators have now launched the summer 2005 brochures! We are delighted to have a new destination of Zakynthos with Thomsons Holidays, This brings the total destinations offered from Leeds/Bradford to forty-two.

Sally Ramsey, marketing manager at LBA said: "Zakynthos (also known as Zante) is the third largest of Greek Ionian islands. Filled with glorious sandy beaches, clear blue waters and dramatic scenery, it has a resort to suit every taste. You can fly from Leeds/Bradford on a Monday day flight for summer 2005. If you would like further details please log on to our website [www.lbia.co.uk](http://www.lbia.co.uk) or see your local travel agent for further details."

**Jet2** has once again been picking up silver-ware, this time coming runners-up in the annual Travel Awards survey. Attached press release explains all:

Fast-expanding low cost airline, Jet2.com, which operates out of Leeds/Bradford and Belfast International airports, has received a major independent customer satisfaction award beating twenty-seven other major airlines to be the number one UK-based 'Best Short-Haul Airline'. At an awards ceremony in Rhodes yesterday, Mariella Frostrup announced that Jet2.com was second overall, behind Nordic-based airline Finnair, in the category which covers all charter, no-frills and scheduled short-haul airlines. More than 22,000 travel consumers took part in the annual Travel Awards survey held by the Guardian, the Observer and Guardian Unlimited online users – only Finnair and Jet2.com were singled out for achieving such high satisfaction scores in a demanding field.

Jet2.com was the number one ranked UK-based low cost airline ahead of BMI Baby (10th), Flybe (17th), easyJet (18th) and Ryanair (24th) – it was also placed ahead of all other UK airlines including national flag carrier British Airways (8th). Philip Meeson, Jet2.com boss, said: "Already, this has been a fantastic year for us so far – absolutely fantastic. In February we were awarded the title of the world's most punctual airline flying into Amsterdam's Schiphol Airport, in March we surpassed the half-a-million passenger mark and in April we added three new routes: Leeds to Venice and Murcia and Belfast to Prague. However, this latest accolade is a real achievement for everyone associated with Jet2.com both in Yorkshire and in Northern Ireland as not only was it voted for by the public who fly with us, it reflects the fantastic job our staff do for us. Perhaps, unlike some airlines, for us low cost doesn't mean no-frills, and it certainly doesn't mean we neglect things like customer service and punctuality. These operating principles have been given a huge public endorsement and all of us at the airline are absolutely delighted with this award."

Travel Awards 2004 - rank, airline and percentage satisfaction score

1. Finnair	82.5%
2. Jet2.com	81.2%
3. Air Berlin	76.8%
4. JMC	75.9%
5. Thomas Cook	74.9%
6. SAS	74.2%
7. Swissair	73.2%
8. British Airways	71.2%
9. Tap Air Portugal	71.2%
10. BMI Baby	71.1%

· Total votes cast in this category: 14,324. The average airline score was 65.8%

· Travellers were asked to rate the quality of service they received on their airline by ticking one of four boxes: excellent, good, fair or poor. This score was translated into a percentage average.



STOP PRESS: Just delivered latest Jet2 Boeing 737 G-CELB, arrived in the dark and immediately hangered in Multiflight, presumably to avoid prying eyes...but it was too late - the aircraft had already been photographed and placed on local enthusiasts WEB sites! The reason for the apparent secrecy - the aircraft had a large red "Yorkshire" added to the fuselage side behind Jet2 and a white rose on the nose. The aircraft carried out circuits for the local press on Monday 24th May.

## AIRPORT NEWS

**Doncaster/Sheffield Airport** has pig farmer demanding action from the owners of the UK's newest airport, in a safety dispute that he says could cost him his livelihood. Richard Longthorp, of East Yorkshire, claims Peel Holdings have demanded he decrease pig stocks at his Finningley farm near Doncaster/Sheffield Airport. But he says repeated requests for more information have been ignored, putting the future of his business at risk. A spokesman for Peel Holdings declined to comment on the situation. Mr Longthorp said the problem started in 2000 when Peel Holdings contacted him to say his pigs would have to go. He was told the animals attract lots of birds which could get caught in the engines of passing aircraft and cause a major air traffic accident. "I was shocked because it never occurred to me," he told BBC Radio Humberside. "But when we realised the seriousness of the situation we enquired of Peel what it was they wanted so we could hopefully come to a joint solution to the problem." But apart from a meeting in November last year, in which Mr Longthorp said nothing was resolved, he claims he has not heard from the company. Initially he said he was reluctant to invest in new breeding stock. But after four years with no resolution to the problem he has decided to carry on regardless. "I've been trying to find out from Peel what it was they wanted, but this has been going on for so long that we've taken the decision to invest in new breeding stock," he said. "We're in the final stages of negotiating to purchase another 1,200 breeding animals and then they'll start arriving some time during the summer. And I don't care how many bits of paper Peel come along with, we ain't moving."

### Airports Passenger Figures for February 2004

	Feb 2004	Feb 2003	% +/-
Heathrow	4,805,253	4,476,446	+7.35%
Gatwick	1,922,243	1,828,301	+5.14%
Stansted	1,458,491	1,212,031	+20.33%
Manchester	1,305,491	1,105,844	+18.05%
Birmingham	600,558	549,955	+9.20%
Edinburgh	567,852	527,431	+7.66%
Luton	507,722	469,632	+8.11%
Glasgow	505,391	501,221	+0.83%
Bristol	308,929	261,309	+18.22%
Belfast Int	297,669	272,178	+9.37%
Newcastle	274,219	194,350	+41.10%
Nottingham Int	266,160	259,832	+2.44%
Liverpool	232,333	237,398	-2.13%
Aberdeen	176,446	176,866	-0.24%
Prestwick	143,183	105,084	+36.26%
Leeds/Bradford	143,167	106,171	+34.85%
Belfast City	142,121	133,680	+6.31%
London City	127,052	115,345	+10.15%
Cardiff	125,020	95,789	+30.52%
Southampton	109,493	54,817	+99.74%
Jersey	86,472	82,820	+4.41%
Guernsey	64,223	58,506	+9.77%
Isle Of Man	56,032	52,797	+6.13%
Teesside	46,551	38,793	+20.00%
Bournemouth	36,946	31,896	+15.83%
Inverness	36,282	29,818	+21.68%
Humberside	28,176	27,561	+2.23%
Norwich	28,087	25,772	+8.98%
Exeter	24,356	19,962	+22.01%
Blackpool	20,712	5,641	+267.17%
Coventry	47	0	n/a

## AIRLINE NEWS

**Air France** and KLM announced Tuesday May 4th that Air France has been successful in acquiring the Dutch airline, with 89.22 percent of KLM shareholders offering their holdings and thereby creating the biggest European airline. Air France nonetheless extended its all-share offer to May 21st in an operation that also makes Air France-KLM the third-biggest carrier world-wide in terms of sales.

The take-over has the effect of reducing the French State's stake from 54 percent of Air France to 44.7 percent of Air France-KLM, a de facto privatisation of the French airline, the statement said.

**British Airways** pre-tax profits have surged to £230m (\$406m) for the year, from £135m in 2003. The carrier said its restructuring plan - which has seen it junk routes, mothball planes and cut jobs - had helped to boost profits.

BA added it had "exceeded" future size and shape targets, saving £869m compared with a target of £650m. "We ended the year a stronger business despite the challenges facing our industry," the company said.

**EUjet** announced details of a new low fares scheduled service which will commence in September from its base at Shannon Airport and from its UK hub at Kent International Airport.

The airline will initially operate three return flights per day between Dublin and Shannon and weekend scheduled services from Shannon to Faro, Malaga, Murcia and to Geneva during the ski season. EUjet will also operate daily services from Shannon to Kent via Dublin. Later the company plans to announce additional routes from its Kent hub.

**Evergreen International Aviation** hopes to gain independence from fire-fighting the old-fashioned way. The McMinnville, Oregon-based Company is working with the FAA to obtain certification for Evergreen "Supertankers" - retrofit Boeing 747s capable of carrying 24,000 gallons of fire retardant each. Supertanker spokesman Justin Marchand says the flight-test aircraft has made more than fifty flights and eighty-two drops and carried 536,000 gallons - 1.5 million pounds - of retardant.

Why a 747? "I like the analogy 'why send in a single soldier when you can send in the army,'" says Marchand. Consider that an Evergreen Supertanker will carry in one load what it would take seven other fire-fighting planes to haul, and it will be able to get to the fire clipping along at Mach .86 (near 600 mph).

Each Supertanker will carry 24,000 gallons of flame retardant, which weighs 9 pounds per gallon. That's 216,000 pounds of material that will be leaving the plane in eight seconds. That would be an interesting ride. Or maybe not. According to Marchand, data collected so far and borne out by the flight tests show only a "negligible" g-loading (or un-loading?) when a drop is made. "Since it is a fully pressurised system, you can't even tell [when a drop is made] from a cockpit aspect," says Marchand. Neither does hauling such a big load put the jumbo on the cusp of weight problems.

**JetGreen**, an Irish low-fares airline that only began services on Monday 3rd May, had ceased operations from noon on the 12th May. JetGreen said it would be unable to repatriate passengers from abroad and advised them to make their own way to Ireland and submit a compensation claim to the Commission for Aviation Regulation.

**JAT** intends to give up contract with Airbus and renew its fleet by purchase of planes from USA Boeing. By such decision, Belgrade air carrier is gambling with a large sum of money, probably losing the down payment of \$23m. A contract with Airbus for purchase of eight A.319's, in value of \$400m, was signed in 1998. At the moment of signing of the contract Airbus offered several favourable conditions by which it wanted to stimulate its penetration to a new market. The basic price of a plane was decreased from \$31m to \$29m and it included a training package for several crews.

"We are not afraid of the announcements from JAT that the contract might be cancelled", Airbus director said for 'Blic'. "We are sure that everything is going to be o.k. We never give up. If a contract is being cancelled, there must be a reason for that. I do not see any reason for that", Airbus director said clearly.



They also claim that the contract will have to be respected or our country will bear the consequences. JAT explains by economic reasons. Namely, JAT has been a Boeing customer for decades already. JAT pilots and other staff have certificates for piloting Boeing planes. Serbian Government is being waited to give the final say. "The contract with Airbus was signed at difficult times when Slobodan Milosevic was leading the country. That contract is very damaging for JAT. Down payment of \$23m has been paid to Airbus and we expect to reach a gentleman's agreement with Airbus so as not to lose that money. The contract has over 200 pages", Vesna Prlja-Jovanovic explains for 'Blic'.

**Easyjet** shares dived by almost a quarter on May 5th after the no-frills airline cut its profit outlook for the year. Europe's second-biggest budget carrier said cut-throat competition was keeping its fares under pressure.

Chief executive Ray Webster said pricing by budget and full-service airlines continued to be "unprofitable and unrealistic". His comments came as Easyjet reported half-year losses of £27.3m (\$48.3m), down from a £48.1m loss last year.

**Virgin US**, the proposed new low-cost airline, is poised to announce an order for up to thirty Airbus aircraft in a deal that will further the European manufacturer's inroads into the fast-growing sector. The deal could be worth as much as \$1.6bn at list prices, although such large orders are usually heavily discounted. An announcement is expected shortly, together with a decision about where the new airline will be based. The location is expected to be either San Francisco or Boston.

Securing a deal with Virgin US would mark a significant victory for Airbus, given that Virgin's other low-cost operations - such as Virgin Blue in Australia - use Boeing aircraft. The Virgin US order is expected to include a mix of A319 and A320 short-haul aircraft, to be delivered from next spring. Virgin could buy up to twenty of the aircraft and lease a further ten.

#### AIRCRAFT NEWS

Citizens of Toulouse, France, and European aircraft maker Airbus celebrated as a "gigantic" new assembly line for the new Airbus built A380 "super-jumbo" was unveiled to acclaim and many other fine adjectives on Friday 7th May.

Fittingly for a huge plane, the factory itself is very big: 49 metres long, 250 metres wide and 46 metres tall. The first flight of an A380 will take place in 2005 and by 2008 production should reach four aircraft per month.

Airbus, the consortium of European companies, has displaced Boeing as the world's leading producer of commercial aircraft. That sits very poorly with Washington Senator Patty Murray, who railed against US inaction during comments on the Senate floor. Murray, who is up for re-election this year, says Europe is engaging in unfair trade practices that are resulting in the "subsidised slaughter" of American companies.

Aviation Partners Boeing has announced that it has entered into an agreement in principle with Continental Airlines to put Blended Winglets on eleven 757-200 and eleven 737-800 aircraft. The agreement, which is subject to certain conditions, includes options for additional winglets. Continental could potentially install Blended Winglets on its entire 757-200, 737-800 and 737-700 fleets - which will eventually comprise over two hundred aircraft.

A limousine company based in Mexico has come up with what it thinks is the ultimate luxury car - a converted Boeing 727 passenger plane. The company has taken the wings off the Boeing and turned it into a big diesel-powered car, capable of whizzing fifty people along the highway, at up to 200 kilometres an hour.

Starting this month, anyone with a spare \$1,500 will be able to book a three-hour trip in the converted 727, taking advantage of its dance club, bar and lounge - and hope it does not hit any pot-holes.

Sixty people worked on the plane's transformation for three months. The six-tonne plane is 18 metres long and 3.9 metres high. It has a six-cylinder, turbocharged diesel engine in the back and air brakes and suspension.

The interior is decked with neon strobe lights and audio and video systems. Passengers can boogie on a dance floor, make a pit stop at a bar or retire to a "romantic" space in the back of the aircraft-turned-luxury-automobile.

## OTHER NEWS

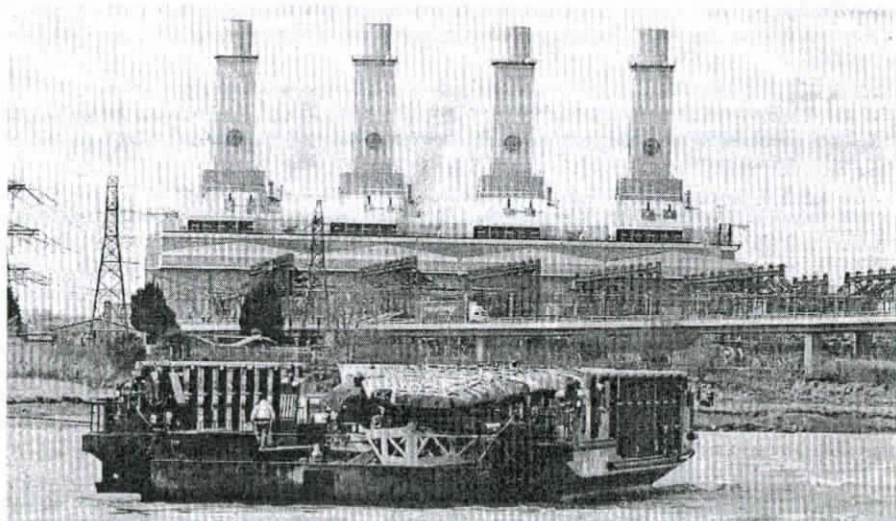
Gamebookers.co.uk is offering a variety of bets on budget airline carrier Ryanair and its rival EasyJet. UK Country manager Luke Brill commented, "The battle of the budget airlines has captured the public's attention, so we have decided to open up these markets on two very interesting companies."

Ryanair to buy out (takeover) EasyJet by year-end 2005	25/1
EasyJet to buy out Ryanair by year-end 2005	25/1
Ryanair to be subject of successful takeover bid in 2004	33/1
EasyJet to be subject of successful takeover bid in 2004	33/1
Either to be bought out by any other company in 2004	25/1
Ryanair and Aer Lingus to merge by year-end 2005	500/1
Ryanair to make transatlantic passenger flights this year	7/1
Michael O' Leary to quit his Ryanair post this year	15/1
Michael O' Leary to be on the queen's birthday honours list this year	50/1
Michael O' Leary to run for president (of Ireland) this year	50/1
Ryanair to join statutory free travel scheme for over 65's by year-end 2005	500/1

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**CREDITS:** Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, LBA website, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, James Horton

**David Wooler**



The first A380 wing sets sail:

Dozens of well-wishers at Connah's Quay Docks watched the starboard wing of Airbus' super jumbo sail down the River Dee on the barge *Afon Dyfrdwy*, for a four-hour trip to the Port of Mostyn, the first phase of its four-week journey to France. The lifeboat and crew from Flint Lifeboat Station followed not too far behind. The port wing would be transported later in the week, then both wings would be transported to Bordeaux after Easter, for their final destination in Toulouse at the end of April.

Credit: *Flintshire Leader*, 15 April 2004.



## MILITARY MATTERS



### PARACHUTE TRAINING 1947 Part II

Having arrived in the UK from my 2 PARA base in Palestine (how green the fields looked, as anyone who has served in the Middle or Far East could testify!), I was posted to the Parachute Regiment's spiritual home, Aldershot to the Depot, Parachute Regiment and Airborne Forces, based at Maida Barracks for that horror-of-horrors, the Pre-Parachute Course. This was intended to improve physical fitness and confidence before the Parachute course to come later, provided one successfully completed the pre-course! Having come from an active operational unit engaged on demanding anti-terrorist operations, I was not in a high state of fitness, so found the course somewhat challenging. In addition to the usual Army gymnasium-PT, there was a variety of chores, forced marches, log race, speed marches, cross countries and the like. Further, there were a number of challenging tasks on various pieces of apparatus including the Trainasiun, a giant structure like a mammoth climbing frame. Despite all the horrors, I managed to complete the course successfully and was posted to No 1 Parachute Training School, then based at RAF Upper Heyford (of F111 fame), later at RAF Abingdon, now at RAF Brize Norton, to join 225 Initial Parachute Training Course. The first week was spent on 'ground' training to familiarise us with the three phases of a parachute jump – exit, flight and landing. This included practising all three by means of apparatus known as "the fan": fastening oneself to a wire rope and jumping from the roof of a hangar, arrested by a propeller-like device, hence "fan". Most of the time was spent practising landing 'rolls', to lessen the impact of landing.



Since the early days of parachute training, the initial jumps were from tethered balloons, the theory being that it was better for these jumps to be made from a stable platform with an opportunity to "talk down" the trainees during the descent. I made my first jump on the 19th August, the birthday of my future wife, although we hadn't met then. With trepidation, my 'stick' (of four Royal Engineers Sappers and myself) drew our parachutes and made our way to the balloon on the DZ (Drop Zone). "Seven up, five down" was the call from our RAF PJI Parachute Jumping Instructor, i.e.

seven hundred feet up and five to descend. The first jump was from a door aperture, as in the Dakota. As the officer in the stick, it fell to me to jump first. "Stand in the door" and then "Green on – GO!" were the commands. Afterwards I had no recollection of these but then, 120 feet – falling, falling, falling! From a balloon, the 'drop' is the length of the static line, plus the length of the rigging lines, before the fall is arrested. I remember thinking, "if it's like this all the way down, I'm dammed if I'll jump again". Then blessed relief, the chute fully developed and it was like 'walking on air'. My landing was reasonably light, I collapsed my chute, bundled it up and made my way to the NAAFI van for a welcome cup of tea. Windy weather conditions (after all, it was August!) meant that our second balloon jump was delayed by four days and this time the jump was through an aperture in the floor as some aircraft still had exits of this type. This time I was third to jump from the stick and I was more apprehensive – I knew what was coming! Again, blessed relief when the chute fully developed and further relief when I believed that aircraft jumps were more pleasant. Two days later, the first aircraft jump from one of my beloved Dakotas (I have a Corgi model on top of the TV set). Again, I was the first to jump in a stick of four. From an aircraft, there is no sensation of falling, the slipstream propels you through the air instead of downwards. It would be tedious to describe every jump, but five more followed with increasing size of stick leading the eighth jump with sticks of eight

from three aircraft simultaneously. This involved jumping with a kit bag which is lowered on a rope to hit the ground first. The only other jump which merits special comment was the sixth, which was a night jump, when I lost track of the DZ lights and landed like a bag of cement.

On the 30th August, there was a 'wings' parade, when everyone who had completed the course received their 'wings'. There had been a number of 'drop-outs' due to refusals, injuries and the like. A copy of my original wings is appended to this article – I never wore them but preserved them for prosperity and wore a fancier padded pair!

Credits: My 'Record of Parachute Descents'  
Harclerode, P (1992) PARA! Cassell

## MILITARY NEWS

### Joint Strike Fighter Cannot Land on Carriers!

The Press, both broadsheet and tabloid, has recently reported that the JSF cannot land on aircraft carriers due to the increase in weight because of the development of the Rolls-Royce/Pratt & Whitney engine. The JSF, amongst other functions, is to replace the Sea Harrier, making it *vital* that it can be carrier-borne. Not much point in having a Fleet defence fighter that can only be shore-based! The MOD has responded that the problem merely demonstrates the teething problems created by any complex weapons system – and the JSF is more complex than any aircraft produced to date.

Credits: Lesley and Rob Kilbey  
Daily Mail, etc.

### RAF Waddington International Air Show (26 and 27 June)

The projected programme for this Show has now become available. It is to be a bumper year for 'Team' enthusiasts with The Red Arrows, Patrulla Aguila (Spain), Frecce Tricolori (Italy), Team Iskri (Poland), Army Air Corps Blue Eagles, Royal Navy Black Cats, Team Condor (glider pair), Team Honda (SU26), RAF Falcons Parachute Display Team and Utterly Butterly (wing-walkers) scheduled to appear. 'Star' of the individual aircraft to display is the first appearance of the 'Connie' (Lockheed Constellation L-749) in the UK since 1998. A rare civilian aircraft amongst the galaxy of over twenty military aircraft scheduled to be on show. Admission on the day £15, unless you want to treat yourself to The Enthusiasts' Chalet for £80. Regrettably, I am at a University Reunion Weekend - would anyone else like to write up the Show for Military Matters? It is not intended to be my exclusive domain!

Credit: Air Show leaflet (I will have copies at the June meeting)  
[www.waddingtonairshow.co.uk](http://www.waddingtonairshow.co.uk)

### Defence Goes Critical

This is the title of the leading article in the current issue of the prestigious "The Air League Newsletter". The article goes on to state "The British services are facing their worst peacetime crisis ever as the funding shortfall, brought about largely by extended overseas policy commitments and Treasury-imposed new accounting methods, threatens to remove key elements of defence capability at a stroke". In examining the implications for the RAF, the article suggests, "The resulting RAF fleet would be one of the smallest in any developed country...The cuts, which seem destined to include a drastic reduction in front line pilots, squadrons and bases, will also threaten future programmes, such as MFTS and FSA as well as JSF and Typhoon". Further examples of the effects of the cuts are detailed, including the Harrier, the Nimrod MRA4 and the Apaches. The article urges Members of the Air League, and others concerned for Military Aviation, to write to the Press and their MPs.

Credit: The Air League Newsletter Issue 3: May/June 2004  
Copies of the Newsletter are regularly placed on the Society's "sales table"

### Australia selects Airbus for Tanker Role

The Australian Department of Defence has announced that it has selected the Airbus A330-200 Multi Role Tanker Transport to replace its ageing fleet of Boeing 707 Tankers. The new tankers will be operated by RAAF 33 Squadron from its base at Richmond, New South Wales. The Airbus won the order following fierce competition from the Boeing 767-200C Tanker.

Credit: AirForces Monthly



## **BAE and Serco withdraw from MFTS**

BAE Systems and Serco have withdrawn from their roles as 'bidders' for the Military Flying Training System (MFTS) contracts; this leaves three consortia in the running: Ascent (Lockheed Martin UK and Rolls Royce), Boeing & Thales and Team Vector (Lear Siegler, Kellogg Brown & Root). MFTS will train personnel from all three Services, catering for the needs of fast jet, multi-engine and rotary-wing pilots, weapons systems operators and rear aircrew.

Credit: AirForces Monthly

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274 873 336)

*Eric Martin*

## **A VIEW FROM THE TOWER**



### **"REQUESTING A RADAR ADVISORY SERVICE"**

Anyone who has listened to Leeds Approach frequency 123.75 will almost certainly have heard the phrase "Requesting a radar advisory service" from a pilot.

In this month's article I will try to explain what a radar advisory service (RAS) actually is.

An RAS is a type of radar service provided outside controlled airspace, whereby the radar controller will pass information to the pilot which will ensure that the aircraft maintains at least 5 miles or at least 3000 feet from any unknown traffic. This information will consist of the bearing, distance and level of the unknown aircraft. Also given will be any instructions to the pilot to ensure the above separation is not eroded eg "turn left heading...".

When a pilot requests an RAS he must adhere to several conditions:

1. An RAS can only be given to aircraft flying on instruments ie IFR.
2. The pilot must be able to accept instructions from ATC that may result in flying in cloud ie the pilot must be suitably qualified.
3. The pilot is not legally required to follow any ATC instructions when receiving an RAS. However, if the pilot doesn't wish to comply, he becomes responsible for his own separation.
4. The pilot must inform ATC before he changes his level or heading.

Any controller providing an RAS will continue, not surprisingly, to pass information to the pilot until the conflict is resolved.

Whilst the aim of ATC is to always provide at least the minimum separation stated earlier, it is accepted that this is not always possible. For example, if the unknown aircraft happens to be a fast military jet, as I'm sure you can appreciate, it is quite likely to make sharp turns or climb/descend very quickly with no warning.

A lesser form of an RAS is an RIS (Radar Information Service). No prizes for guessing that this will be the next article.

*Jonathan Bates*

## AVIATION HUMOUR

### Real Air Traffic Controller Conversations

"TWA 2341, for noise abatement turn right 45 degrees."

"Centre, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

*From an unknown aircraft waiting in a very long takeoff queue: I'm f...ing bored!*

*Ground Traffic Control: Last aircraft transmitting, identify yourself immediately!*

*Unknown aircraft: I said I was f...ing bored, not f...ing stupid!*

*O'Hare Approach Control to a 747: United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound.*

*United 239: Approach, I've always wanted to say this... I've got the little Fokker in sight.*

A student became lost during a solo cross-country flight.

While attempting to locate the aircraft on radar,

ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long rollout after touching down.

San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."

*Tower: Eastern 702, cleared for takeoff, contact Departure on frequency 124.7.*

*Eastern 702: Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway.*

*Tower: Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?*

*Continental 635: Continental 635, cleared for take off, roger; and yes, we copied Eastern... we've already notified our caterers.*

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

**Ken Cothliff**



## WARTON'S GATE-GUARDIAN GIVES LEGACY OF MEMORIES

Recently, as I drove home from the Lake District, encountering the manic nose-to-tail, and at times frightening driving conditions of the M6, I turned off at Preston onto the more civilised driving environment of the A59, for my return to Leeds.

My progress was halted as I approached the large BAE Systems Establishment at Warton, but as I glided to a halt, virtually outside the main gate, I pondered in pure nostalgia at the two imposing gate-guardians: an English Electric Canberra and a Lightning. The sight of these two magnificent aircraft, especially the Canberra, made me smile and drift into thoughts and memories of many, many years ago.

Standing proud in the watery sunlight stood two of the finest aircraft the old English Electric company has ever produced. The Lightning was an instant winner, with both aircrew and ground mechanics; and the Canberra, Britain's first jet bomber, and the most potent bomber aircraft of its time, was an aircraft of which I had very fond memories and in which I had been so much involved.

I mused at the period in my RAF career when I had been associated with this aircraft as it commenced to come into squadron service. Wistfully, my mind slipped back many years, remembering the time I arrived here at Warton on a Canberra induction course as a naive 18-year-old in the early fifties, and the knowledge I was taught about these past magnificent aeroplanes, but then I also recounted my later, innocent, involvement here in a web of seduction.

My graduation from RAF St Athan as an aircraft rigger was a far cry from the life of an apprentice compositor but the excitement of being around aeroplanes was something I had always wanted, so when my posting came to report for duty at an operational bomber base, my early life's dream fulfilment was complete.

Number 2 hangar at RAF Hemswell was the home to 109 Squadron, a squadron of tremendous war-time history and pride - every bit as much as 617 (Dambuster) Squadron - (which I also served with for a time). As the first beam bomber squadron flying dangerous, secretive raids with the elite Pathfinder group, some of its ageing Mosquitoes were still being flown when I arrived. I will never forget the sight one was greeted with on entering the hangar. On a wall hung the squadron crest but directly underneath laid part of a Mossie wing, still in D-day black and white markings, a tribute, I believe, to squadron personnel who were lost during this monumental period of WW2.

And so for the next few months I learnt much about these "wooden wonders", as daily we worked diligently to keep them serviceable for flying.

Later, rumours started going around that the squadron's ageing Mossies were imminently going to be replaced by the record-breaking English Electric Canberra bomber.

And so, one pleasant, sunny afternoon, as aircrew and ground personnel were enjoying a break outside No. 2 hangar, we all watched as 109 Squadron and Hemswell's first Canberra touched down and slowly taxied past the admiring ensemble. Smiling, the pilot of this new, pristine black and silver-grey B Mk. 2 aeroplane waved; unrehearsed, the whole personnel of 109 cheered and clapped. It was, I remember, a very unforgettable moment.

Pondering over my legacy of memories of a time long gone, when the world was so much different, I thought of my affiliation with squadron life and Teddy Petter's acclaimed jet bomber design.

Only days after the arrival of our first Mk. 2, "Chieffie" started telling certain ground crew that, in due course, they would be sent to English Electric at Warton.



Armed with an RAF travel warrant, it took two buses, three trains and a tram to get to the gates of Warton, to be greeted I vividly remember by a very smart, smiling "old lady" whose welcome and help to get settled locally was, for us all, very much appreciated.

The course life was difficult and hectic, but very interesting. Wandering the factory with our instructors and also meeting many of the people who were building the Canberra, was for me very educational. But as the days progressed I seemed to be meeting the "old lady" more and more, as she advised and helped with our well-being. At times we were allowed in the area where the aeroplanes were being built and I could write much about my factory floor experiences.

Our "Ageing Aunt", as many of my fellow classmates had started to call her, was helpful and co-ordinated the course well, even to being helpful when I mentioned I would like my motor-bike with me at Warton. She later somehow organised a company driver going to Leeds, to give me a lift.

But as we all started to get to know what was expected of us, on this, what turned out to be a very demanding Canberra course, my friendship with the "old lady" became more and more convivial. One day, as we were heading to the area of the undercarriage section, I was waylaid by my "Ageing Aunt" who said that as I played rugby (how she knew, I don't know) would I be interested in playing for the local club.

And so it transpired, on a pleasant Saturday afternoon, I lined up to play in a tough, local derby. When I crashed over to score the only try of the first half, I was surprised as I staggered to my feet, my eyes fixed on a beautiful pair of very high-heeled shoes, nice legs, a bright red coat and the joyous, smiling face of ... our "Ageing Aunt". Later, as I was leaving the field with the ecstatic cheers from the home crowd after a monumental win, I was greeted by the "old lady". Congratulating me on my performance, she grabbed my hand tightly and kissed me passionately. "It's my birthday today, would you like to come for a meal and then the pictures?" she tantalizingly asked.

The dressing room was amassed with jubilation and much raucous banter, mostly directed at me. Later, as I left, everyone was turning towards the bar to celebrate, but my mind was elsewhere, as across the corridor I faced my alluring "Ageing Aunt".

Walking towards my motor-bike, hand in hand, I felt I was on a high. Firing up the BSA, I waited for the "old lady" to struggle to get onto the pillion. Her coat fell apart revealing a nylon-clad leg, then, as she struggled, her skirt started to creep further up with an exciting show of stocking top, suspenders and then provocative flesh. She didn't seem to be in any hurry to cover up this sensual sight. Feeling a desire and excitement I had never known before, I banged the bike into gear, and as we roared away from the rugby club, I could feel her voluptuous body thrilling me with every movement. I then realised that I was falling into her web of seduction.

Time went by very quickly and in no time the course was over. Even today I can still remember much of what we were taught technically about the English Electric Canberra bomber. After examinations and a few farewell handshakes (and "beers"), I said goodbye to Warton and returned, on my trusted BSA B31, to 109 Squadron at RAF Hemswell.

On my arrival back at 109 I was greeted with the news that we now had three new Canberras and that the flying side had moved out to an airfield dispersal site (to accommodate the arrival of more planes), far away from the main hangars and our working home was to be in Nissan huts.





"He's back from his holidays", "Chiefie" sarcastically told all that would listen, but as I tried to explain otherwise, it all fell on deaf ears. In the initial stages we had few problems with the Canberras, but it soon became apparent that when there was a query it was, "Ask Tempest", "Go see Tempest", and so on. What did I get in the way of remuneration for this knowledge and responsibility? ... 5s.6d.-a-day (27.5p).

Congratulating me on my past achievements, the squadron C.O. told me he was making me his personal Canberra aircraft's rigger. A proud moment indeed and an opportunity for my so-called fellow mates to decide that I warranted a "tar-and-feather" initiation – (drag trousers off reluctant, screaming airman: lather private parts with engine grease and anything resembling dirt: then, to make the unfortunate airman completely humiliated, throw him out of the crew hut).

Fortunately, as I was being stalked, my fighting qualities making things awkward, "Chiefie" called for me to report to the Squadron commander, which brought my initiation to an abrupt end.

"914's in the circuit", he excitedly told me, "do what is necessary". And so, as I marshalled 914 into its dispersal pan for the first time, it also started my long affection with this B Mk. 2 Canberra.

My daydream outside of Warton was interrupted by someone sounding a car horn, so I continued my drive.

What happened to 914? A rumoured mishap in Cyprus may have been her end.

What happened to the lovely "old lady"? I don't know - just one of those "passing ships in the night" situations. But as I drove away, I looked in my rear-view mirror; the Mercedes on my tail was being driven by a smiling, fair-haired old lady in a red coat!

(Oh, by the way, my "Ageing Aunt" was 27!).

**Alan Tempest**



G-BEBS Leeds Bradford c1986 Norman Smart

## FREE AIR



Dear Editor

The renaming of Finningley, after a world renowned Yorkie, prompted me to wonder if there is any Yorkshireman/woman famous enough to have Leeds/Bradford International Airport re-named after him/her.

The trend in recent years is clear - John Lennon, Charles de Gaulle, JFK, Robin Hood etc. After some consideration of sportsmen, authors, playwrights, politicians, entertainers, my own humble suggestion would be that famous and much loved son of Huddersfield, Harold Wilson.

So, how about it, readers?

*Jim Stanfield*

Accepting the challenge, I put forward the following names:

"Dicky" Bird – put the wind up pilots especially at takeoff.

Betty Boothroyd – to keep everyone in order.

Guy Fawkes – to make things go with a bang.

Sir George Cayley, the father of aeronautics – born at Scarborough

*Cliff Jayne*

### VISIT TO RAF MUSEUM, HENDON, LONDON

Saturday 18 September 2004

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

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Deposit £10 per person (non returnable deposit)

Required on booking, please

Cheques payable to *Air Yorkshire Aviation Society*

#### Pick-up Points

7.00am Public Car Park opposite Guiseley Theatre, The Green

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

Return Time to be advised – Museum closes at 6.00pm

Admission to the Museum is Free of Charge

#### Requirements

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

Coach hire is again from Kevin Jackson Travel

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Booking - see Paul Windsor at Society meetings

Or contact him on 0113 250 4424

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