

COVER STORY



YORKSHIRES PREMIER AVIATION SOCIETY



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2004-2005

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Denis STENNING, Geoff WARD

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

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

5 June Eric and Cath Humphreys will be giving an illustrated talk on the history of aviation in Yorkshire and about the Yorkshire Air Museum at Elvington. It will be titled
'The Yorkshire Air Museum and Allied Air Forces Memorial'

AIR YORKSHIRE AVIATION SOCIETY NEWS

At the last club meeting on 1 May 2005 Cliff Jayne, chairman, opened to welcome 36 members present. The fact that the next day was a UK holiday meant the turn out was encouraging.

Cliff firstly brought to our attention the availability of a Royal British Legion "Victory Badge" to express "thanks" for Services. For a donation of just £2.00 you can have one for yourself.

Our speaker was then introduced being Chris Warn to give a talk with many slides on "Spotting Stateside in the 60's and 70's". Chris was brought up in Watford Hertfordshire and it is the second time he has made time to entertain us with a multitude of interesting stories, on aircraft and airports, with considerable variation.

His viewing some forty years ago, at airports, company offices and in aircraft cockpits, was easier as few barriers existed. A free tour at Boeing, without booking first, was not out of the ordinary and you were made welcome.

The range of aircraft he showed us was wide, some of these were BAC 111, DC10, C130, DC6, 707, DC8, Tristar, Warbirds, Many older small aircraft restored, Helicopters, Spraying types, Grave yards' Flying Boats, Water Bombers, Fire Chiefs Aircraft, World War Two and earlier, Lockheed Lightning, Business Jets and more.

At the conclusion members showed appreciation to some excellent photography and an interesting talk.

John Dale



MOVEMENTS MARCH

February 11 Friday

G-JEDW	DHC-8 400	0807 0840	PH-KLI	Fokker 100	0917 1034
G-DRFC	ATR-42	0923 1358	G-RJXA	EMB 145	0926 1448
G-BYRM	Jetstream 31	0935 1013	G-RJXD	EMB 145	0939 1017
G-MAJF	Jetstream 41	0943 1026	G-BXWE	Fokker 100	1008 1101
G-RJXJ	EMB 135	1010 1055	EI-CJC	Boeing 737	1015 1048
G-RJXC	EMB 145	1122 1402	EC-IXY	Airbus 321	1130 1304
G-RJXD	EMB 145	1151 1513	G-REDN	Puma	1200 1350
G-BYRM	Jetstream 31	1209 1340	OE-GPG	IAI Astra SPX	1238 1529
G-MAJF	Jetstream 41	1241 1433	G-OPJM	JetRanger	1259 1315
EI-COB	Boeing 737	1302 1334	G-CBEI	PA-22 Colt	1312 1426
G-RJXJ	EMB 135	1319 1409	G-FCED	PA-31T2 Cheyenne	1320 1521
G-BXWE	Fokker 100	1338 1526	PH-OFJ	Fokker 100	1412 1543
G-JEDU	DHC-8 400	1432 1519	G-BYRM	Jetstream 31	1621 1728
G-DRFC	ATR-42	1630 1739	G-SMTJ	Airbus 321	1646 1822
G-RJXA	EMB 145	1649 1742	G-RJXJ	EMB 135	1656 1803
G-RJXD	EMB 145	1711 1809	G-RJXC	EMB 145	1713 1805
G-MAJF	Jetstream 41	1715 1759	G-JEDM	DHC-8 400	1736 1826
G-BXWE	Fokker 100	1812 1902	EI-CJG	Boeing 737	1934 2014
G-RJXA	EMB 145	1939 1024(12)	G-CCWY	Pilatus PC-12	2000 0954(12)
G-RJXD	EMB 145	2019 1358(13)	G-BYRM	Jetstream 31	2022 0723(14)
PH-OFF	Fokker 100	2035 0629(12)	G-MAJF	Jetstream 41	2041 1037(12)
G-DRFC	ATR-42	2046 0548(12)	G-RJXJ	EMB 135	2054 1507(13)
G-RJXC	EMB 145	2112 0821(12)	G-BXWE	Fokker 100	2139 0729(12)

February 12 Saturday

G-JEDM	DHC-8 400	0830 0919	PH-OFF	Fokker 100	0931 1038
G-DBCC	Airbus 319	0947 1136	EI-CNV	Boeing 737	1005 1041
EC-FZC	DC-9 83	1010 1143	G-RJXC	EMB 145	1132 1130(13)
G-RJXA	EMB 145	1325 1421(13)	G-JEBF	BAe 146 300	1357 1541
PH-KZM	Fokker 70	1400 1545	XZ586	Sea King HAR.3	1532 1551
EI-COB	Boeing 737	1618 1654	OE-LFI	Fokker 70	1710 1758
N125GW	Lear Jet 45	1830 1916	G-MAJF	Jetstream 41	1911 1528(13)
G-BXWE	Fokker 100	2057 0716(13)	PH-KLG	Fokker 100	2215 0639(13)

MARCH

01 Tuesday

G-JECG	DHC-8 400	0808 0842	G-DRFC	ATR-42	0926 1351
PH-OFF	Fokker 100	0929 1026	G-RJXD	EMB 145	0943 1449
G-MAJF	Jetstream 41	0953 1031	G-BXWE	Fokker 100	0955 1053
G-BUVC	Jetstream 31	1002 1037	G-RJXK	EMB 135	1017 1401
EI-CNX	Boeing 737	1029 1108	G-RJXG	EMB 145	1031 1342
G-BUVC	Jetstream 31	1207 1344	G-MAJF	Jetstream 41	1243 1423
G-CCYH	EMB 145	1300 1527	EI-COB	Boeing 737	1302 1330
G-BXWE	Fokker 100	1332 1518	PH-OFF	Fokker 100	1359 1540
G-JECG	DHC-8 400	1415 1507	G-DRFC	ATR-42	1610 1700
G-BUVC	Jetstream 31	1622 1720	G-JIVE	Hughes 369E	1645 1718
G-RJXD	EMB 145	1654 1742	G-RJXG	EMB 145	1658 1733
G-RJXK	EMB 135	1702 1754	G-MAJF	Jetstream 41	1706 1751
G-JECF	DHC-8 400	1712 1806	G-CCYH	EMB 145	1717 1810

G-BXWE	Fokker 100	1758 1918	EI-CNZ	Boeing 737	1925 2007
G-DRFC	ATR-42	1929 0654(02)	G-RJXD	EMB 145	1941 0733(02)
G-BUVC	Jetstream 31	2001 0718(02)	G-CCYH	EMB 145	2004 0749(02)
G-MAJF	Jetstream 41	2009 1126(02)	PH-OFF	Fokker 100	2014 1218(02)
G-RJXG	EMB 145	2119 0940(02)	G-RJXK	EMB 135	2125 0714(02)
G-BXWE	Fokker 100	2155 0720(02)	G-BYAU	Boeing 757	2224 1223(02)

02 Wednesday

G-JECG	DHC-8 400	0900 1000	G-DRFC	ATR-42	0924 1433
G-RJXD	EMB 145	0948 1029	G-BUVC	Jetstream 31	0953 1059
G-MAJL	Jetstream 41	0955 1112	G-CCYH	EMB 145	1002 1511
G-RJXK	EMB 135	1026 1427	EI-CNZ	Boeing 737	1050 1143
G-BXWE	Fokker 100	1054 1151	G-RJXD	EMB 145	1227 1405
G-BUVC	Jetstream 31	1229 1415	EI-COX	Boeing 737	1242 1350
G-RJXG	EMB 145	1305 1022(03)	G-MAJK	Jetstream 41	1316 1409
G-MAJL	Jetstream 41	1328 1449	G-EYES	Cessna 402C	1333 1454
G-JEDR	DHC-8 400	1423 1500	G-BXWE	Fokker 100	1425 1548
G-MAJD	Jetstream 41	1546 0708(07)	G-DRFC	ATR-42	1639 1709
G-BUVC	Jetstream 31	1645 1728	G-MAJL	Jetstream 41	1704 1755
G-JECG	DHC-8 400	1711 1750	G-CCYH	EMB 145	1717 1759
G-RJXK	EMB 135	1719 1805	G-RJXF	EMB 145	1739 1822
G-RJXD	EMB 145	1802 1835	PH-OFF	Fokker 100	1810 1430(03)
G-BXWE	Fokker 100	1843 1945	CS-DFY	Hawker 800XP	1900 0954(03)
EI-CNV	Boeing 737	1917 1952	G-DRFC	ATR-42	1949 0731(03)
G-CCYH	EMB 145	1951 0824(03)	G-MAJL	Jetstream 41	2004 0737(03)
G-RJXF	EMB 145	2012 2123	G-BYRM	Jetstream 31	2014 0723(03)
G-RJXK	EMB 135	2108 0834(03)	G-BYAU	Boeing 757	2129 0932(03)
G-RJXD	EMB 145	2145 0857(03)	G-BXWE	Fokker 100	2220 0800(03)

03 Thursday

G-JEDR	DHC-8 400	0820 0904	G-MAJL	Jetstream 41	0950 1030
G-BYRM	Jetstream 31	1004 1035	G-DRFC	ATR-42	1008 1353
EI-CNZ	Boeing 737	1018 1044	G-CCYH	EMB 145	1027 1105
G-BXWE	Fokker 100	1029 1115	G-RJXD	EMB 145	1053 1146
G-RJXK	EMB 135	1132 1415	G-BNDY	Cessna 425	1148 1137(11)
G-BYRM	Jetstream 31	1223 1341	G-MAJL	Jetstream 41	1235 1435
EI-CNZ	Boeing 737	1249 1328	G-CCYH	EMB 145	1253 1404
EC-ILG	Airbus 321	1320 1504	N758LL	Cessna 172	1336 n/s+
G-BXWE	Fokker 100	1412 1531	G-GBRU	JetRanger	1416 1703(4/4)
G-RJXD	EMB 145	1424 1509	G-JEDR	DHC-8 400	1437 1532
G-RJXG	EMB 145	1501 1547	G-BYRM	Jetstream 31	1616 1720
G-DRFC	ATR-42	1622 1709	G-BYAL	Boeing 757	1640 1747
G-EHMS	MD 900	1644 1822	G-MAJL	Jetstream 41	1655 1739
G-RJXD	EMB 145	1701 1745	G-JEDI	DHC-8 400	1713 1803
G-RJXG	EMB 145	1751 1829	G-BXWE	Fokker 100	1804 0731(04)
G-CCYH	EMB 145	1838 1921	PH-OFF	Fokker 100	1859 1958
EI-CNW	Boeing 737	1914 1955	G-DRFC	ATR-42	1934 0723(04)
G-RJXD	EMB 145	1940 0719(04)	G-BYRM	Jetstream 31	1959 0658(04)
G-MAJL	Jetstream 41	2002 0711(04)	G-RJXG	EMB 145	2018 0737(04)
PH-KLE	Fokker 100	2041 1151(04)	G-BYAL	Boeing 757	2204 1159(04)
G-CCYH	EMB 145	2212 0715(04)	G-RJXB	EMB 145	2220 0813(04)
G-MIDJ	Airbus 321	2239 2326	G-BYAL	Boeing 757	2353 0147(04)

04 Friday

G-JEDV	DHC-8 400	0804 0845	G-SIRS	Citation Excel	0908 0944
G-RJXD	EMB 145	0916 1005	G-MAJL	Jetstream 41	0936 1019
G-OAKJ	Jetstream 31	0941 1015	G-DRFC	ATR-42	1004 1351
G-RJXB	EMB 145	1013 1054	G-CCYH	EMB 145	1024 1108
EI-CNZ	Boeing 737	1027 1103	G-RJXG	EMB 145	1059 1345

G-BXWE	Fokker 100	1102 1147	EC-ILG	Airbus 321	1153 1313
G-RJXK	EMB 135	1204 1410	G-OAKJ	Jetstream 31	1218 1342
G-MAJL	Jetstream 41	1243 1429	EI-COX	Boeing 737	1246 1325
G-RJXB	EMB 145	1331 1449	G-CCYH	EMB 145	1333 1505
G-JIVE	Hughes 369E	1405 1432	G-BXWE	Fokker 100	1426 1150(05)
G-JEDR	DHC-8 400	1438 1519	PH-KLE	Fokker 100	1503 1613
CS-DHG	Citation Bravo	1555 1647	G-DRFC	ATR-42	1611 1729
G-OAKJ	Jetstream 31	1628 1721	G-RJXB	EMB 145	1643 1746
G-RJXG	EMB 145	1700 1850	G-MAJL	Jetstream 41	1704 1805
G-RJXK	EMB 135	1706 1752	G-NIKO	Airbus 321	1712 1834
G-CCYH	EMB 145	1716 1811	G-CCWY	Pilatus PC-12	1724 <u>n/res</u>
G-JEDU	DHC-8 400	1727 1808	G-CDCX	Citation X	1735 1759
CS-DNU	Hawker 800XP	1744 0944(05)	G-RJXB	EMB 145	1929 0705(05)
EI-CJC	Boeing 737	1933 2006	G-DRFC	ATR-42	1952 1709(06)
G-CCYH	EMB 145	1954 0837(05)	G-OAKJ	Jetstream 31	2009 0700(07)
G-MAJL	Jetstream 41	2021 1459(06)	G-RJXK	EMB 135	2051 1503(06)
G-MIDO	Airbus 320	2053 2129	G-BYAU	Boeing 757	2205 2317
PH-OFD	Fokker 100	2323 1723(05)			

05 Saturday

G-RJXG	EMB 145	0001 0759	G-BYAA	Boeing 767	0422 0614
G-JEDW	DHC-8 400	0824 0908	G-MIDI	Airbus 321	0949 1105
EI-CNV	Boeing 737	1004 1035	EC-GOU	DC-9 83	1023 1136
N95D	PA-34 Seneca	1100 1139	G-RJXF	EMB 145	1107 1103(06)
G-CCYH	EMB 145	1155 1344(06)	G-WINA	Citation Excel	1415 1509(06)
G-JIVE	Hughes 369E	1417 1421	G-JEBF	BAe 146 300	1450 1552
PH-KZF	Fokker 70	1458 1641	OE-LFG	Fokker 70	1505 1648
EI-CNW	Boeing 737	1631 1703	G-JIVE	Hughes 369E	1645 1650
G-RJXA	EMB 145	1828 1611(06)	G-BXWE	Fokker 100	2057 0703(06)
PH-KLE	Fokker 100	2145 0614(06)	G-GMPB	BN2T Defender	2210 2221

06 Sunday

EC-HKP	DC9 83	0906 1012	G-FIBS	Ecureuil	0922 1631(25)
PH-KLE	Fokker 100	0924 1030	G-RJXI	EMB 145	1009 1422
EI-HRE	CL604 Challenger	1055 1537	EI-CNZ	Boeing 737	1222 1310
G-BWY	Cessna F152	1322 1353	G-JEDI	DHC-8 400	1355 1505
PH-OFI	Fokker 100	1501 1553	G-BXLO	Jet Provost T.4	1529 <u>n/res</u>
N909PS	Citation I	1601 1628	G-SIRS	Citation Excel	1607 0732(07)
G-BPBO	PA-28RT Arrow	1627 1702	EI-CJG	Boeing 737	1633 1714
G-MAJL	Jetstream 41	1643 1759	G-MAJM	Jetstream 41	1645 1742
G-CCYH	EMB 145	1649 1740	G-RJXI	EMB 146	1707 1752
G-JEDR	DHC-8 400	1712 1757	G-DBCA	Airbus 319	1808 1858
G-DRFC	ATR-42	1943 2049	G-RJXK	EMB 135	1946 1848(07)
G-MAJL	Jetstream 41	2017 1414(07)	PH-OFH	Fokker 100	2031 0623(07)
G-IONA	ATR-42	2034 0727(07)	G-CCYH	EMB 145	2047 0724(07)
G-RJXI	EMB 145	2054 0720(07)	G-RJXA	EMB 145	2121 0755(07)
G-BXWE	Fokker 100	2145 0705(07)			

07 Monday

G-JECF	DHC-8 400	0809 0845	G-MAJD	Jetstream 41	0923 1012
G-CCYH	EMB 145	0927 1003	G-RJXI	EMB 145	0929 1102
PH-OFH	Fokker 100	0932 1026	G-OAKJ	Jetstream 31	0941 1020
G-BXWE	Fokker 100	0945 1113	EI-CNZ	Boeing 737	1009 1047
G-IONA	ATR-42	1105 1358	G-JDBC	PA-34 Seneca	1131 1529
G-RJXA	EMB 145	1135 1218	G-CCYH	EMB 145	1144 1353
G-OAKJ	Jetstream 31	1212 1343	G-MAJD	Jetstream 41	1231 1430
EI-COB	Boeing 737	1241 1320	G-HART	Cessna 152 (MOD)	1254 1338
G-RJXI	EMB 145	1322 1451	G-BXWE	Fokker 100	1335 1524
PH-KZK	Fokker 70	1411 1545	G-JECF	DHC-8 400	1418 1500

G-RVRW	PA-23 Aztec	1425 1550	N64VB	B.58 Baron	1433 1450
G-RJXA	EMB 145	1440 1522	G-OAKJ	Jetstream 31	1618 1718
G-IONA	ATR-42	1633 1710	G-HART	Cessna 152(MOD)	1654 1707
G-RJXI	EMB 145	1656 1740	G-MAJD	Jetstream 41	1700 1755
G-CCYH	EMB 145	1708 1750	G-JEDK	DHC-8 400	1711 1753
G-RJXA	EMB 145	1713 1801	G-BXWE	Fokker 100	1758 1901
G-MAJL	Jetstream 41	1803 0730(09)	El-COX	Boeing 737	1913 1951
G-BYAU	Boeing 757	1932 0736(08)	G-RJXI	EMB 145	1937 0712(08)
G-IONA	ATR-42	1939 0650(08)	G-OAKJ	Jetstream 31	1955 0656(08)
G-RJXA	EMB 145	2002 0743(08)	G-MAJD	Jetstream 41	2006 0659(08)
PH-OFE	Fokker 100	2014 0643(08)	G-CCYH	EMB 145	2047 0722(08)
G-RJXK	EMB 135	2129 0707(08)	G-BXWE	Fokker 100	2145 0703(08)

08 Tuesday

G-JEDR	DHC-8 400	0814 0848	G-MAJD	Jetstream 41	0921 1011
G-IONA	ATR-42	0927 1350	G-CCYH	EMB 145	0930 1456
PH-OFE	Fokker 100	0935 1035	G-OAKJ	Jetstream 31	0938 1015
G-RJXH	EMB 145	0942 1018	G-SGEC	King Air B200	0944 1054
G-BXWE	Fokker 100	0946 1048	G-ROWN	King Air 200	1000 1111
El-COB	Boeing 737	1003 1037	G-RJXK	EMB 135	1005 1409
G-BVMA	King Air 200	1009 1052	G-RJXA	EMB 145	1042 1344
G-JDBC	PA-34 Seneca	1129 1313	G-RJXH	EMB 145	1204 1507
G-OAKJ	Jetstream 31	1208 1336	El-COX	Boeing 737	1238 1310
G-MAJD	Jetstream 41	1245 1432	G-BXWE	Fokker 100	1327 1517
G-RVRW	PA-23 Aztec	1345 1532	G-JEDR	DHC-8 400	1406 1452
PH-OFE	Fokker 100	1411 1538	N909PS	Citation I	1529 1621
G-AXGG	Cessna F150J	1556 1338(09)	G-ROWN	King Air 200	1559 1641
G-IONA	ATR-42	1610 1704	G-OAKJ	Jetstream 31	1618 1726
G-CCYH	EMB 145	1645 1730	G-RJXK	EMB 135	1701 1741
G-RJXA	EMB 145	1706 1745	G-RJXH	EMB 145	1709 1802
G-JEDO	DHC-8 400	1712 1754	G-SGEC	King Air B200	1731 1812
G-BXWE	Fokker 100	1806 1903	El-CNX	Boeing 737	1914 1945
G-CCYH	EMB 145	1933 0720(09)	G-IONA	ATR-42	1939 0543(09)
G-RJXH	EMB 145	1955 0717(09)	G-OAKJ	Jetstream 31	2001 0656(09)
PH-KLG	Fokker 100	2006 0615(09)	G-MAJK	Jetstream 41	2009 1821(10)
G-RJXK	EMB 135	2037 0701(09)	G-RJXA	EMB 145	2042 0726(09)
G-BXWE	Fokker 100	2135 0708(09)	G-BYAU	Boeing 757	2227 1130(09)

09 Wednesday

G-DRFC	ATR-42	0452 0646	G-JEDT	DHC-8 400	0809 0846
G-RJXH	EMB 145	0919 1003	G-DRFC	ATR-42	0921 1347
G-CCYH	EMB 145	0925 1455	G-OAKJ	Jetstream 31	0932 1007
PH-OFJ	Fokker 100	0936 1033	G-MAJL	Jetstream 41	0947 1025
G-BXWE	Fokker 100	0949 1044	G-RJXK	EMB 135	0959 1405
El-CNZ	Boeing 737	1001 1039	I-ERJA	Citation I	1036 1826(12)
G-RJXA	EMB 145	1038 1353	N45YM	PA-46 Malibu	1100 1133
G-BKBV	TB-10 Tobago	1121 1625	G-ZIZI	CitationJet	1145 1734
G-RJXH	EMB 145	1151 1507	G-OAKJ	Jetstream 31	1210 1339
G-MAJL	Jetstream 41	1243 1425	El-CNV	Boeing 737	1301 1328
G-RVRW	PA-23 Aztec	1306 1428	G-BXWE	Fokker 100	1335 1515
PH-OFB	Fokker 100	1401 1534	G-JEDT	DHC-8 400	1413 1453
ZG845	Islander AL.1	1541 1555	N5020A	Cessna T182T	1609 1554(10)
G-OAKJ	Jetstream 31	1611 1737	G-DRFC	ATR-42	1615 1703
CS-DNX	Hawker 800XP	1657 1759	G-RJXK	EMB 135	1659 1801
G-CCYH	EMB 145	1704 1749	G-JEDR	DHC-8 400	1707 1757
G-RJXA	EMB 145	1709 1746	G-MAJL	Jetstream 41	1712 1754
G-RJXH	EMB 145	1714 1809	G-BXWE	Fokker 100	1804 1859
El-COB	Boeing 737	1915 1959	G-DRFC	ATR-42	1937 0653(10)

G-CCYH	EMB 145	1951 0753(10)	G-MAJL	Jetstream 41	2003 0721(10)
G-RJXH	EMB 145	2007 0725(10)	G-OAKJ	Jetstream 31	2009 0703(10)
PH-OFJ	Fokker 100	2012 0637(10)	G-OLDR	Lear Jet 45	2015 2035
G-BYAU	Boeing 757	2036 1034(10)	G-RJXK	EMB 135	2048 0715(10)
G-RJXA	EMB 145	2051 0901(10)	G-BXWE	Fokker 100	2146 0712(10)
10 Thursday					
G-JECG	DHC-8 400	0831 0909	G-RJXH	EMB 145	0920 1002
PH-KLI	Fokker 100	0924 1038	G-DRFC	ATR-42	0926 1348
G-MAJL	Jetstream 41	0928 1012	G-OAKJ	Jetstream 31	0936 1007
G-BXWE	Fokker 100	0948 1047	EI-CNW	Boeing 737	1000 1043
G-CCYH	EMB 145	1010 1533	G-CCVP	B.58 Baron	1017 1615
G-RJXK	EMB 135	1023 1058	G-CCKH	DA-40D Star	1105 1341
HB-POY	PA-46 Malibu	1127 0828(11)	G-RJXH	EMB 145	1151 1500
G-RJXA	EMB 145	1202 1357	G-OAKJ	Jetstream 31	1213 1347
G-MAJL	Jetstream 41	1227 1429	EI-CNV	Boeing 737	1248 1322
EC-ILG	Airbus 321	1317 1535	G-BYKK	Robinson R-44	1320 1348
G-BXWE	Fokker 100	1334 1537	G-RJXK	EMB 135	1336 1413
N345SF	A.36 Bonanza	1408 1453	PH-OFG	Fokker 100	1415 1547
G-JECG	DHC-8 400	1418 1522	G-RACI	King Air C-90	1425 1412(16)
G-BYAO	Boeing 757	1511 1634	G-DRFC	ATR-42	1609 1659
G-OAKJ	Jetstream 31	1617 1718	G-RJXH	EMB 145	1650 1745
G-RJXK	EMB 135	1655 1751	G-RJXA	EMB 145	1702 1748
G-MAJL	Jetstream 41	1708 0727(11)	G-JEDU	DHC-8 400	1715 1759
G-CCYH	EMB 145	1734 1819	G-BXWE	Fokker 100	1813 1905
EI-CNV	Boeing 737	1919 1956	G-DRFC	ATR-42	1941 0644(11)
G-OAKJ	Jetstream 31	2003 0707(11)	G-CCYH	EMB 145	2006 0731(11)
G-RJXH	EMB 145	2014 0718(11)	G-MAJK	Jetstream 41	2028 1513(13)
G-RJXK	EMB 135	2045 0711(11)	G-RJXA	EMB 145	2049 0752(11)
PH-OFG	Fokker 100	2051 0620(11)	G-MIDW	Airbus 320	2141 0728(11)
G-BYAO	Boeing 757	2334 1204(11)			
11 Friday					
G-JECG	DHC-8 400	0813 0847	G-RJXH	EMB 145	0915 0953
G-DRFC	ATR-42	0927 1355	G-CCYH	EMB 145	0930 1013
PH-OFG	Fokker 100	0934 1032	G-MAJL	Jetstream 41	0937 1016
G-OAKJ	Jetstream 31	0941 1018	G-BXWE	Fokker 100	0944 1052
G-RJXK	EMB 135	1001 1048	EI-COB	Boeing 737	1010 1046
G-RJXA	EMB 145	1102 1358	EC-ILG	Airbus 321	1107 1401
G-BVMA	King Air 200	1120 1156	G-ROWN	King Air 200	1135 1217
G-BOWY	PA-28RT Arrow	1144 1600	G-RJXH	EMB 145	1158 1512
G-OAKJ	Jetstream 31	1207 1349	G-MAJL	Jetstream 41	1232 1428
G-CCYH	EMB 145	1255 1455	EI-COX	Boeing 737	1259 1336
G-RJXK	EMB 135	1319 1409	G-BXWE	Fokker 100	1340 1519
PH-OFG	Fokker 100	1419 1552	G-JEDK	DHC-8 400	1429 1501
G-DRFC	ATR-42	1618 1703	G-OAKJ	Jetstream 31	1625 1726
G-CCYH	EMB 145	1648 1736	G-SMTJ	Airbus 321	1701 1835
G-RJXK	EMB 135	1705 1743	G-RJXH	EMB 145	1710 1802
G-MAJL	Jetstream 41	1716 1759	G-OTSP	Twin Squirrel	1717 0810(12)
G-JECF	DHC-8 400	1719 1808	G-RJXA	EMB 145	1724 1815
G-BXWE	Fokker 100	1806 1937	G-BNDY	Cessna 425	1810 1802(15)
D-IGME	CitationJet	1823 1930	EI-CNW	Boeing 737	1924 2002
G-CCYH	EMB 145	1926 0907(12)	G-DRFC	ATR-42	1947 1714(13)
G-RJXH	EMB 145	1951 1341(13)	G-OAKJ	Jetstream 31	1956 0713(14)
PH-OFG	Fokker 100	2012 0628(12)	G-MAJL	Jetstream 41	2018 1244(15)
G-RJXK	EMB 135	2038 0829(12)	G-RJXA	EMB 145	2107 1413(13)
G-BYAU	Boeing 757	2149 0619(12)	G-BXWE	Fokker 100	2214 0722(12)

12 Saturday

G-JEDN	DHC-8 400	0825 0916	PH-OFG	Fokker 100	0931 1034
G-DBCB	Airbus 319	0950 1059	EI-CNV	Boeing 737	1009 1047
EC-GVI	DC-9 83	1021 1138	G-BORL	PA-28 Warrior II	1028 1054
G-RJXK	EMB 135	1134 1506(13)	N45YM	PA-46 Malibu	1157 1441(13)
EC-HVV	Falcon 100	1317 1434	G-JEBE	BAe 146 300	1327 1440
G-CCYH	EMB 145	1331 1100(13)	CS-DNU	Hawker 800XP	1334 1506
G-HPSB	Rockwell 114B	1338 1503	G-BHAW	Cessna F172N	1421 1320(2/4)
PH-KZD	Fokker 70	1444 1550	OE-LFK	Fokker 70	1552 1652
G-XKEN	PA-34 Seneca	1600 1622	EI-CNX	Boeing 737	1622 1705
PH-OFD	Fokker 100	2037 0615(13)	G-BXWE	Fokker 100	2047 0704(13)

13 Sunday

EC-FZC	DC-9 83	0855 1019	PH-OFD	Fokker 100	0924 1030
G-RJXF	EMB 145	0950 1604	G-BHDE	TB-10 Tobago	1052 1111
G-BIXH	Cessna F152	1212 1304	EI-COB	Boeing 737	1221 1255
PH-KZI	Fokker 70	1407 1538	G-JECG	DHC-8 400	1415 1456
N64VB	B.58 Baron	1629 1649	G-RJXH	EMB 145	1646 1736
G-MAJK	Jetstream 41	1652 1756	G-MAJM	Jetstream 41	1703 1748
G-RJXA	EMB 145	1706 1802	G-JEDK	DHC-8 400	1717 1805
G-RJXK	EMB 135	1732 1821	EI-CNT	Boeing 737	1739 1811
G-DBCA	Airbus 319	1819 1909	G-DRFC	ATR-42	1939 0649(14)
G-MAJK	Jetstream 41	2009 0707(14)	G-RJXK	EMB 135	2024 0704(14)
G-RJXH	EMB 145	2053 0737(14)	G-RJXA	EMB 145	2056 0726(14)
PH-OFJ	Fokker 100	2104 0615(14)	G-RJXF	EMB 145	2110 0718(14)
G-BXWE	Fokker 100	2146 0711(14)	N601HW	CL601 Challenger 3R2221	1243(18)

14 Monday

G-JECF	DHC-8 400	0812 0855	G-RJXF	EMB 145	0913 1002
G-DRFC	ATR-42	0916 1350	G-MAJK	Jetstream 41	0919 1010
PH-OFJ	Fokker 100	0926 1031	G-RJXA	EMB 145	0928 1119
G-OAKJ	Jetstream 31	0947 1020	G-BXWE	Fokker 100	1002 1051
EI-COB	Boeing 737	1007 1040	G-RJXK	EMB 135	1015 1048
G-RJXH	EMB 145	1046 1346	N58GT	B.58 Baron	1131 1245
G-RJXF	EMB 145	1145 1511	G-OAKJ	Jetstream 31	1216 1348
G-MAJK	Jetstream 41	1231 1429	EI-COX	Boeing 737	1249 1322
G-BXWE	Fokker 100	1324 1522	G-RJXA	EMB 145	1357 1452
G-RJXK	EMB 135	1359 1434	G-JECF	DHC-8 400	1409 1456
PH-OFK	Fokker 100	1440 1545	G-DRFC	ATR-42	1616 1701
G-OAKJ	Jetstream 31	1624 1711	G-RJXA	EMB 145	1650 1739
G-JEDI	DHC-8 400	1703 1748	G-RJXF	EMB 145	1705 1800
G-MAJK	Jetstream 41	1708 1802	G-RJXK	EMB 135	1713 1757
G-RJXH	EMB 145	1716 1755	G-BXWE	Fokker 100	1802 1901
G-BYAI	Boeing 757	1915 0733(15)	EI-CNT	Boeing 737	1921 1954
G-RJXA	EMB 145	1932 0720(15)	G-DRFC	ATR-42	1940 0647(15)
G-OAKJ	Jetstream 31	1954 0658(15)	G-RJXF	EMB 145	1956 0721(15)
G-MAJK	Jetstream 41	2018 0702(15)	G-RJXK	EMB 135	2032 0711(15)
PH-OFB	Fokker 100	2051 0616(15)	G-RJXH	EMB 145	2055 0723(15)
G-BXWE	Fokker 100	2147 0705(15)			

15 Tuesday

G-JEDT	DHC-8 400	0759 0844	G-RJXF	EMB 145	0911 1455
G-OAKJ	Jetstream 31	0933 1006	G-DRFC	ATR-42	0935 1348
G-MAJK	Jetstream 41	0937 1013	G-RJXA	EMB 145	0939 1020
PH-OFJ	Fokker 100	0941 1047	G-RJXK	EMB 135	0957 1404
EI-COB	Boeing 737	1000 1033	G-BXWE	Fokker 100	1039 1131
G-RJXH	EMB 145	1056 1356	G-RJXA	EMB 145	1206 1512
G-OAKJ	Jetstream 31	1209 1344	G-SYDD	PA-28 Archer 3	1233 1418
G-MAJK	Jetstream 41	1235 1432	EI-COX	Boeing 737	1251 1325

G-CCFS	DA-40D Star	1358 1708(25)	PH-KLE	Fokker 100	1401 1539
G-JEDT	DHC-8 400	1408 1503	G-BXWE	Fokker 100	1411 1542
G-JIVE	Hughes 369E	1543 1548	G-DRFC	ATR-42	1609 1710
G-JIVE	Hughes 369E	1618 1645	G-OAKJ	Jetstream 31	1635 1723
G-RJXF	EMB 145	1655 1742	G-RJXH	EMB 145	1700 1744
G-JEDK	DHC-8 400	1702 1748	G-MAJK	Jetstream 41	1710 1754
G-MAJL	Jetstream 41	1751 1559(16)	G-RJXA	EMB 145	1808 1855
G-BXWE	Fokker 100	1813 1910	G-XLAF	Boeing 737 800	1820 0743(16)
EI-CNT	Boeing 737	1912 1952	G-DRFC	ATR-42	1932 0650(16)
G-RJXF	EMB 145	1939 0728(16)	N109TK	Agusta A109C	1940 2001
PH-OFK	Fokker 100	1959 0618(16)	G-OAKJ	Jetstream 31	2011 0656(16)
G-MAJK	Jetstream 41	2013 0707(16)	G-RJXH	EMB 145	2045 0731(16)
G-RJXA	EMB 145	2049 0718(16)	G-BYAI	Boeing 757	2226 1130(16)
G-DBCB	Airbus 319	2228 0721(16)			

16 Wednesday

G-RJXK	EMB 145	0032 0704	G-JEDT	DHC-8 400	0807 0854
PH-OFK	Fokker 100	0910 1034	G-DRFC	ATR-42	0924 1350
G-RJXF	EMB 145	0931 1510	G-MAJK	Jetstream 41	0934 1012
G-RJXA	EMB 145	0938 1017	G-OAKJ	Jetstream 31	0948 1020
G-HRPN	Robinson R-44	1000 0901(17)	EI-COB	Boeing 737	1004 1037
G-RJXK	EMB 135	1006 1406	G-BXWE	Fokker 100	1009 1119
G-RJXH	EMB 145	1023 1343	G-SOBI	PA-28 Archer II	1048 1127
G-BZTG	PA-34 Seneca	1050 1435(18)	G-RJXI	EMB 145	1210 1453
G-OAKJ	Jetstream 31	1212 1338	G-MAJK	Jetstream 41	1224 1452
N34FA	TB-20 Trinidad	1242 1503	EI-COX	Boeing 737	1248 1322
PH-KLG	Fokker 100	1348 1538	G-BXWE	Fokker 100	1409 1556
G-JEDT	DHC-8 400	1429 1521	G-DRFC	ATR-42	1616 1706
G-OAKJ	Jetstream 31	1624 1719	G-RJXI	EMB 145	1651 1734
G-RJXH	EMB 145	1659 1758	G-RJXK	EMB 135	1709 1753
G-JEDJ	DHC-8 400	1717 1805	G-OSPG	BAe 125 800B	1723 0700(17)
G-BXWE	Fokker 100	1820 1912	N109TK	Agusta A109C	1912 1934
EI-CNT	Boeing 737	1923 2001	G-RJXI	EMB 145	1932 0715(17)
G-DRFC	ATR-42	1939 0653(17)	G-OAKJ	Jetstream 31	2003 0655(17)
PH-OFJ	Fokker 100	2005 0631(17)	G-RJXF	EMB 145	2008 0726(17)
G-MAJK	Jetstream 41	2017 0703(17)	G-BYAI	Boeing 757	2035 0805(17)
G-RJXH	EMB 145	2047 0730(17)	G-RJXK	EMB 135	2105 0709(17)
G-XLAF	Boeing 737 800	2126 2228	G-BXWE	Fokker 100	2145 0722(17)

17 Thursday

G-JEDK	DHC-8 400	0814 0855	N587PB	King Air C90B	0842 1517
PH-OFJ	Fokker 100	0918 1048	G-MAJK	Jetstream 41	0922 1016
G-RJXF	EMB 145	0928 1453	G-RJXI	EMB 145	0930 1012
G-DRFC	ATR-42	0935 1355	G-OAKJ	Jetstream 31	0943 1024
G-RJXK	EMB 135	0956 1050	EI-COB	Boeing 737	100 1034
G-BXWE	Fokker 100	1006 1123	G-RJXH	EMB 145	1046 1353
G-RJXI	EMB 145	1200 1511	G-OAKJ	Jetstream 31	1211 1346
G-MAJK	Jetstream 41	1228 1500	EI-CNV	Boeing 737	1241 1320
EC-ILG	Airbus 321	1312 1457	G-RJXK	EMB 135	1324 1405
PH-OFG	Fokker 100	1348 1537	G-BXWE	Fokker 100	1411 1528
G-JEDN	DHC-8 400	1420 1506	G-BYAI	Boeing 757	1505 1620
G-DRFC	ATR-42	1611 1702	G-OAKJ	Jetstream 31	1631 1720
G-RJXH	EMB 145	1649 1750	G-RJXK	EMB 135	1657 1742
G-RJXF	EMB 145	1707 1758	G-RJXI	EMB 145	1712 1805
G-JEDR	DHC-8 400	1714 1800	G-MAJK	Jetstream 41	1717 1755
N111SX	PA-46 Malibu	1726 1900(18)	G-BXWE	Fokker 100	1802 1911
EI-CNW	Boeing 737	1933 2010	G-DRFC	ATR-42	1942 0707(18)
G-RJXF	EMB 145	1951 0726(18)	G-HRPN	Robinson R-44	1952 1650(18)

PH-OFD	Fokker 100	1956 0637(18)	G-RJXI	EMB 145	2000 0729(18)
G-OAKJ	Jetstream 31	2006 0657(18)	G-MAJK	Jetstream 41	2016 0720(18)
N109TK	Agusta A109C	2017 2021	G-RJXK	EMB 135	2042 0718(18)
G-RJXH	EMB 145	2044 1348(18)	G-BXWE	Fokker 100	2141 0715(18)
G-BYAI	Boeing 757	2237 1151(18)			
18 Friday					
G-JEDK	DHC-8 400	0809 0853	G-RJXI	EMB 145	0919 1021
G-DRFC	ATR-42	0922 1356	G-MAJK	Jetstream 41	0928 1014
PH-OFD	Fokker 100	0931 1106	G-RJXF	EMB 145	0935 1024
G-OAKJ	Jetstream 31	0940 1111	G-BXWE	Fokker 100	0952 1102
G-RJXK	EMB 135	1001 1408	El-CNV	Boeing 737	1010 1040
G-RJXF	EMB 145	1213 1509	G-BMJC	Cessna 152	1215 1615(22)
G-MAJK	Jetstream 41	1223 1427	El-CNZ	Boeing 737	1238 1314
G-OAKJ	Jetstream 31	1248 1351	G-RJXI	EMB 145	1303 1456
EC-IXY	Airbus 321	1334 1504	G-BXWE	Fokker 100	1340 1521
PH-OFE	Fokker 100	1353 1541	G-JEDT	DHC-8 400	1452 1533
G-DRFC	ATR-42	1609 1700	G-OAKJ	Jetstream 31	1621 1721
G-SMTJ	Airbus 321	1652 1809	G-RJXK	EMB 135	1654 1744
G-MAJK	Jetstream 41	1658 1751	G-RJXH	EMB 145	1702 1757
G-RJXF	EMB 145	1704 1801	G-RJXI	EMB 145	1706 1747
G-JEDR	DHC-8 400	1715 1803	G-DBCC	Airbus 319	1806 1912
G-MAJC	Jetstream 41	1813 0733(23)	G-BTDV	PA-28 Warrior II	1818 0807(19)
El-CNT	Boeing 737	1925 2000	G-RJXI	EMB 145	1947 1054(20)
G-MAJK	Jetstream 41	1958 1458(20)	PH-OFD	Fokker 100	2001 1004(19)
G-RJXF	EMB 145	2005 1415(20)	G-OAKJ	Jetstream 31	2010 0702(21)
G-RJXK	EMB 135	2049 1139(19)	G-BYAI	Boeing 757	2120 0617(19)
G-DBCC	Airbus 319	2133 0710(19)			
19 Saturday					
G-JEDK	DHC-8 400	0836 0920	G-BPBO	PA-28RT Arrow	0940 1252
PH-KLD	Fokker 100	0942 1048	G-MIDP	Airbus 320	0954 1107
EC-FZC	DC-9 83	1000 1121	El-CJG	Boeing 737	1033 1111
G-TRIN	TB-20 Trinidad	1136 1611(20)	OE-LFI	Fokker 70	1255 1356
G-JEBG	BAe 146 300	1346 1436	PH-WXD	Fokker 70	1423 1538
G-RJXH	EMB 145	1456 1349(20)	G-CBEI	PA-22 Colt	1651 1509(20)
El-CNX	Boeing 737	1705 1744	G-GOJP	PA-46 Malibu	1738 1719(20)
G-JIVE	Hughes 369E	1758 1824	G-BTDV	PA-28 Warrior II	1840 1558(22)
G-XMEN	Ecureuil	1846 1326(22)	PH-OFK	Fokker 100	2001 0622(20)
G-DBCC	Airbus 319	2109 0709(20)			
20 Sunday					
EC-GOM	DC9-83	0851 0952	PH-OFK	Fokker 100	0930 1038
G-RJXD	EMB 145	0949 1609	El-CNZ	Boeing 737	1223 1258
G-DRFC	ATR-42	1344 1705	G-JEDK	DHC-8 400	1358 1501
PH-OFK	Fokker 100	1411 1547	G-MAJK	Jetstream 41	1633 1757
TF-JXA	DC-9 82	1645 1913	G-RJXH	EMB 145	1649 1734
El-CNX	Boeing 737	1651 1729	G-HMMV	CitationJet	1656 1752
G-RJXF	EMB 145	1658 1806	G-MAJJ	Jetstream 41	1701 1755
G-JEDR	DHC-8 400	1711 1803	G-RJXK	EMB 135	1728 1814
G-DBCA	Airbus 319	1834 1927	G-DRFC	ATR-42	1934 0659(21)
PH-KLI	Fokker 100	2006 0618(21)	G-MAJK	Jetstream 41	2010 0712(21)
G-RJXK	EMB 135	2013 1058(21)	G-RJXH	EMB 145	2038 0725(21)
G-RJXF	EMB 145	2041 0720(21)	G-RJXD	EMB 145	2056 0736(21)
G-BXWE	Fokker 100	2157 1713(21)	G-SFCJ	CitationJet	2215 0653(21)
21 Monday					
G-JECE	DHC-8 400	0814 0849	G-RJXF	EMB 145	0913 0955
PH-KLI	Fokker 100	0920 1039	G-RJXH	EMB 145	0923 1137
G-MAJK	Jetstream 41	0935 1016	G-OAKJ	Jetstream 31	0947 1024

G-DRFC	ATR-42	0949 1034	G-MIDF	Airbus 321	0956 1104
EI-CNZ	Boeing 737	1012 1046	G-RJXD	EMB 145	1056 1343
G-OAKJ	Jetstream 31	1216 1337	G-MAJK	Jetstream 41	1227 1421
G-RJXF	EMB 145	1240 1520	G-DRFC	ATR-42	1242 1349
G-BYCP	King Air B200	1244 1753	EI-COX	Boeing 737	1258 1335
G-RJXK	EMB 135	1326 1406	G-MIDF	Airbus 321	1355 1516
PH-OFK	Fokker 100	1401 1550	G-RJXH	EMB 145	1408 1501
TF-JXA	DC9-82	1414 1547	G-JECE	DHC-8 400	1419 1505
G-DRFC	ATR-42	1605 1706	G-OAKJ	Jetstream 31	1619 1715
G-RJXH	EMB 145	1658 1739	G-MAJK	Jetstream 41	1701 1744
G-RJXK	EMB 135	1707 1824	G-RJXF	EMB 145	1709 1811
G-JEDK	DHC-8 400	1722 1805	G-RJXD	EMB 145	1725 1802
G-IPAL	Citation Bravo	1801 1846	G-MIDF	Airbus 321	1803 1854
G-BYAU	Boeing 757	1913 0744(22)	G-DRFC	ATR-42	1926 0646(22)
G-RJXH	EMB 145	1939 0727(22)	EI-CJG	Boeing 737	1941 2018
G-OAKJ	Jetstream 31	1958 0659(22)	G-RJXF	EMB 145	2002 0711(22)
G-MAJK	Jetstream 41	2006 0702(22)	PH-OFD	Fokker 100	2012 0620(22)
G-RJXD	EMB 145	2040 0738(22)	G-RJXK	EMB 135	2054 0653(22)
G-BXWE	Fokker 100	2147 0706(22)	TF-JXA	DC9 82	2150 0717(22)

22 Tuesday

G-RJXB	EMB 145	0306 1604	G-JEDT	DHC-8 400	0832 0917
PH-OFD	Fokker 100	0920 1034	G-RJXI	EMB 145	0929 1002
G-MAJK	Jetstream 41	0932 1018	G-DRFC	ATR-42	0940 1347
G-RJXD	EMB 145	0943 1455	G-OAKJ	Jetstream 31	0945 1032
G-BXWE	Fokker 100	0951 1057	G-RJXK	EMB 135	0955 1414
TF-JXA	DC9-82	1022 1223	EI-CNZ	Boeing 737	1025 1059
G-RJXH	EMB 145	1027 1342	G-RJXI	EMB 145	1153 0731(24)
G-OAKJ	Jetstream 31	1219 1335	G-MAJK	Jetstream 41	1230 1431
CS-DNJ	Hawker 800XP	1240 1406	EI-CJC	Boeing 737	1248 1323
G-BXWE	Fokker 100	1335 1519	F-GBPB	King Air 90	1339 n/s +
PH-OFB	Fokker 100	1415 1537	G-JEDR	DHC-8 400	1420 1500
G-BJVT	Cessna F152	1556 1001(24)	G-DRFC	ATR-42	1602 1705
G-OAKJ	Jetstream 31	1617 1721	TF-JXA	DC9-82	1644 1814
G-RJXH	EMB 145	1648 1730	G-RJXD	EMB 145	1653 1749
G-RJXK	EMB 135	1700 1751	G-MAJK	Jetstream 41	1703 1753
G-JEDJ	DHC-8 400	1718 1802	G-RJXB	EMB 145	1757 1839
G-BXWE	Fokker 100	1759 1858	G-DRFC	ATR-42	1928 0648(23)
EI-CJG	Boeing 737	1936 2010	G-RJXD	EMB 145	1940 0722(23)
PH-KLG	Fokker 100	1945 0620(23)	G-OAKJ	Jetstream 31	2001 0700(23)
G-MAJK	Jetstream 41	2014 0718(23)	G-RJXH	EMB 15	2035 0716(23)
G-RJXK	EMB 135	2038 0705(23)	G-RJXB	EMB 145	2041 2005(23)
TF-JXA	DC9-82	2047 0725(23)	G-BXWE	Fokker 100	2137 0710(23)
G-BYAU	Boeing 757	2230 1130(23)			

23 Wednesday

G-JEDT	DHC-8 400	0802 0848	EI-MAX	Lear Jet 31A	0827 1630
G-RJXH	EMB 145	0915 1005	G-RJXD	EMB 145	0917 1014
G-DRFC	ATR-42	0920 1353	PH-KLG	Fokker 100	0923 1038
G-MAJK	Jetstream 41	0938 1024	G-OAKJ	Jetstream 31	0941 1026
G-BXWE	Fokker 100	0944 1055	TF-JXA	DC9-82	0959 1203
EI-CNZ	Boeing 737	1001 1035	G-RJXK	EMB 135	1010 1405
G-BPBO	PA-28RT Arrow	1138 1711	G-RJXH	EMB 145	1152 1340
G-OAKJ	Jetstream 31	1221 1350	G-MAJK	Jetstream 41	1232 1422
EI-COX	Boeing 737	1244 1316	G-RJXD	EMB 145	1313 1454
G-BXWE	Fokker 100	1325 1512	PH-KLG	Fokker 100	1359 1536
G-JEDT	DHC-8 400	1415 1456	G-DRFC	ATR-42	1618 1724
G-OAKJ	Jetstream 31	1633 1721	TF-JXA	DC9-82	1643 1809

G-RJXD	EMB 145	1646 1732	G-RJXH	EMB 145	1651 1742
G-RJXK	EMB 135	1702 1748	G-MAJK	Jetstream 41	1706 1752
G-JECF	DHC-8 400	1709 1755	G-BXWE	Fokker 100	1821 1913
G-MAJC	Jetstream 41	1907 1421(24)	El-CJG	Boeing 737	1926 2009
G-RJXD	EMB 145	1935 1406(24)	G-DRFC	ATR-42	1955 0642(24)
PH-KLE	Fokker 100	1957 0619(24)	G-MAJK	Jetstream 41	2011 0708(24)
G-OAKJ	Jetstream 31	2013 0702(24)	G-BYAU	Boeing 757	2022 0810(24)
G-RJXK	EMB 135	2038 0705(24)	G-RJXH	EMB 145	2043 0715(24)
TF-JXA	DC9 82	2105 0724(24)	G-BXWE	Fokker 100	2152 0711(24)
G-RJXB	EMB 145	2158 0729(24)			

24 Thursday

G-OMNH	King Air 200	0758 n/s +	G-JEDR	DHC-8 400	0833 0919
G-BOUF	Cessna F172N	0848 0912	G-DRFC	ATR-42	0910 1356
G-RJXH	EMB 145	0918 0958	PH-KLE	Fokker 100	0922 1035
G-RJXI	EMB 145	0924 1451	G-MAJK	Jetstream 41	0929 1007
G-FISH	Cessna 310R	0938 1228	G-OAKJ	Jetstream 31	0945 1032
G-BXWE	Fokker 100	0955 1053	G-RJXK	EMB 135	1004 1103
TF-JXA	DC9-82	1019 1503	G-CITY	PA-31 Navajo	1021 1831
N909PS	Citation I	1026 1156	El-COX	Boeing 737	1028 1113
G-RJXB	EMB 145	1050 1354	G-RJXH	EMB 145	1149 1528
G-OAKJ	Jetstream 41	1222 1346	G-MAJK	Jetstream 41	1237 1426
El-CNZ	Boeing 737	1313 1342	G-BXWE	Fokker 100	1330 1525
G-JPSX	Falcon 900EX	1332 1551	G-RJXK	EMB 135	1334 1808
EC-IXY	Airbus 321	1347 1512	PH-KLE	Fokker 100	1351 1541
G-OBOF	Boeing 757	1403 1538	G-JECF	DHC-8 400	1425 1517
G-BYAU	Boeing 757	1453 1626	G-OAKJ	Jetstream 31	1615 1718
G-DRFC	ATR-42	1617 1713	G-RJXD	EMB 145	1650 1757
G-RJXI	EMB 145	1656 1810	G-RJXB	EMB 145	1700 1221(25)
G-MAJK	Jetstream 41	1704 1752	G-RJXH	EMB 145	1712 1814
G-JEDT	DHC-8 400	1725 1802	G-BXWE	Fokker 100	1758 1852
El-COX	Boeing 737	1930 1009	TF-JXA	DC9-82	1934 0710(25)
G-DRFC	ATR-42	1949 0709(25)	G-RJXI	EMB 145	1951 1343(25)
PH-OFE	Fokker 100	1954 0624(25)	G-RJXH	EMB 145	1959 1025(25)
G-OAKJ	Jetstream 31	2006 1356(25)	G-MAJK	Jetstream 41	2017 1101(25)
N54175	Cirrus SR-22	2028 1428(25)	G-RJXK	EMB 135	2041 1106(25)
G-RJXD	EMB 145	2053 1518(25)	G-BXWE	Fokker 100	2134 0708(25)
G-BYAU	Boeing 757	2232 1151(25)			

25 Friday

G-JECF	DHC-8 400	0811 0848	PH-OFE	Fokker 100	0926 1034
G-BXWE	Fokker 100	0947 1050	TF-JXA	DC9 82	0951 1215
El-CNZ	Boeing 737	0959 1044	EC-ILG	Airbus 321	1054 1228
G-CLAC	PA-28 Warrior II	1210 1358	G-MAJK	Jetstream 41	1239 1423
El-COB	Boeing 737	1251 1324	G-RJXK	EMB 135	1332 1413
G-BXWE	Fokker 100	1335 1515	G-RJXH	EMB 145	1350 1039(27)
PH-KLE	Fokker 100	1410 1532	G-BPBO	PA-28RT Arrow	1414 1658
G-JEDI	DHC-8 400	1435 1517	G-RJXB	EMB 145	1457 1420(26)
G-OAKJ	Jetstream 31	1626 1350(28)	G-NIKO	Airbus 321	1630 1756
TF-JXA	DC9 82	1639 1814	G-RJXK	EMB 135	1652 1437(27)
G-RJXI	EMB 145	1705 1749	G-MAJK	Jetstream 41	1707 1453(27)
G-RJXD	EMB 145	1710 0816(26)	G-JEDR	DHC-8 400	1724 1805
G-BXWE	Fokker 100	1751 0722(26)	El-CNT	Boeing 737	1912 1953
PH-OFI	Fokker 100	0951 0620(26)	G-RJXI	EMB 145	2048 1238(28)
TF-JXA	DC9 82	2055 0716(26)	G-BYAU	Boeing 757	2118 2221

26 Saturday

G-DRFC	ATR-42	0218 1715(27)	G-JECF	DHC-8 400	0839 0918
PH-OFJ	Fokker 100	0913 1037	TF-JXA	DC9 82	0942 1151

G-DBCB	Airbus 319	0952 1049	EC-GVI	DC9 83	1004 1135
EI-COX	Boeing 737	1035 1158	G-RJXD	EMB 145	1131 1226
N79EL	Beechjet 400A	1222 1236	G-JEBF	BAe 146 300	1324 1437
PH-KZI	Fokker 70	1356 1533	OE-LFG	Fokker 70	1449 1545
TF-JXA	DC9 82	1622 1758	EI-CNX	Boeing 737	1709 1737
PH-KLG	Fokker 100	2017 0619(27)	TF-JXA	DC9 82	2036 1141(27)
G-MIDZ	Airbus 320	2052 0655(27)			
27 Sunday					
EC-HNC	DC9 83	0913 1034	PH-KLG	Fokker 100	0937 1045
G-RJXE	EMB 145	0942 1343	EI-COB	Boeing 737	1228 1302
G-JEDR	DHC-8 400	1358 1441	PH-KZA	Fokker 70	1405 1550
EI-CJC	Boeing 737	1632 1719	G-MAJK	Jetstream 41	1638 1008(28)
G-RJXE	EMB 145	1650 1733	G-RJXK	EMB 135	1659 1747
G-BXWE	Fokker 100	1936 0713(28)	G-JEDR	DHC-8 400	1945 2028
G-RJXD	EMB 145	1953 0733(29)	G-RJXK	EMB 135	2040 1059(28)
G-RJXE	EMB 145	2054 0735(28)	PH-KZP	Fokker 70	2125 0728(28)
28 Monday					
PH-OFE	Fokker 100	0943 1047	EI-COB	Boeing 737	1016 1052
CS-DNV	Hawker 800XP	1023 1110	G-RJXE	EMB 145	1033 1341
TF-JXA	DC9 82	1103 1225	G-MAJG	Jetstream 41	1220 1421
G-RJXK	EMB 135	1327 1746	G-JECF	DHC-8 400	1358 1438
PH-WXD	Fokker 70	1412 1608	G-OLDL	Lear Jet 45	1426 1645
G-BXWE	Fokker 100	1428 1540	G-RJXI	EMB 145	1504 0725(29)
EI-CNX	Boeing 737	1616 1652	G-OAKJ	Jetstream 31	1637 0702(29)
G-RJXE	EMB 145	1648 1736	G-CEGP	King Air 200	1657 1059(29)
G-MAJG	Jetstream 41	1711 0707(29)	TF-JXA	DC9 82	1755 1851
G-BXWE	Fokker 100	1804 1908	G-DRFC	ATR-42	1815 0646(29)
EI-CNT	Boeing 737	1838 1910	D-ITAN	CitationJet	1848 1243(29)
G-BYAP	Boeing 757	1920 0716(29)	G-JECF	DHC-8 400	1931 2006
PH-WXA	Fokker 70	1945 0619(29)	G-RJXK	EMB 135	2031 0719(29)
G-RJXE	EMB 145	2043 0737(29)	TF-JXA	DC9 82	2127 0731(29)
G-BXWE	Fokker 100	2137 0650(29)	G-WNAA	Agusta A109E	2158 0004(29)
N601HW	Challenger 3R	2330 1316(1/04)			
29 Tuesday					
G-JEDR	DHC-8 400	0829 0927	G-RJXD	EMB 145	0917 1037
G-BXWE	Fokker 100	0926 1142	G-MAJG	Jetstream 41	0929 1010
G-RJXF	EMB 145	0941 1027	PH-OFJ	Fokker 100	0951 1103
G-OAKJ	Jetstream 31	0955 1032	TF-JXA	DC9 82	0958 1135
CS-DFF	Falcon 2000	1005 1217	EI-COX	Boeing 737	1019 1052
G-RJXK	EMB 135	1024 1411	G-RJXE	EMB 145	1042 1137
G-BLTU	T-67B Firefly	1119 1324	G-DRFC	ATR-42	1154 1353
G-RJXF	EMB 145	1209 1347	G-OAKJ	Jetstream 31	1212 1336
G-MAJG	Jetstream 41	1225 1417	G-RJXD	EMB 145	1306 1454
G-JECF	DHC-8 400	1400 1450	G-RJXE	EMB 145	1404 1500
PH-KZF	Fokker 70	1409 1602	G-BXWE	Fokker 100	1453 1539
G-OAKJ	Jetstream 31	1614 1714	G-DRFC	ATR-42	1620 1709
EI-COB	Boeing 737	1623 1702	G-RJXK	EMB 135	1648 1736
G-RJXD	EMB 145	1658 1741	G-MAJG	Jetstream 41	1700 1753
G-RJXF	EMB 145	1708 1743	G-RJXE	EMB 145	1711 1757
TF-JXA	DC9 82	1719 1813	EI-CNX	Boeing 737	1830 1909
G-BXWE	Fokker 100	1837 1919	G-JIVE	Hughes 369E	1847 1935
G-JECF	DHC-8 400	1925 1959	G-DRFC	ATR-42	1942 0713(30)
G-RJXD	EMB 145	1951 0732(30)	PH-KLI	Fokker 100	1953 0623(30)
G-OAKJ	Jetstream 31	1955 0657(30)	G-RJXE	EMB 145	2002 0740(30)
G-MAJG	Jetstream 41	2020 0712(30)	G-RJXK	EMB 135	2037 0725(30)
TF-JXA	DC9 82	2049 0749(30)	G-RJXF	EMB 145	2052 0736(30)

G-BXWE	Fokker 100	2202 0717(30)	G-BYAP	Boeing 757	2252 1126(30)
30 Wednesday					
G-MAJG	Jetstream 41	0938 1013	G-OAKJ	Jetstream 31	0944 1026
PH-KLD	Fokker 100	0950 1057	El-COB	Boeing 737	1001 1042
G-RJXK	EMB 135	1005 1053	G-BXWE	Fokker 100	1009 1104
G-RJXH	EMB 145	1036 1110	G-RJXF	EMB 145	1038 1129
G-RJXE	EMB 145	1114 1345	G-DRFC	ATR-42	1132 1353
TF-JXA	DC9 82	1146 1244	G-OAKJ	Jetstream 31	1228 1350
G-MAJG	Jetstream 41	1237 1423	D-ITAN	CitationJet	1241 1849
G-RJXH	EMB 145	1246 1447	G-RJXK	EMB 135	1332 1417
G-JECF	DHC-8 400	1400 1439	G-RJXF	EMB 145	1404 1506
PH-JCT	Fokker 70	1407 1558	G-BXWE	Fokker 100	1454 1550
CS-DFR	Citation Excel	1459 1943	G-DRFC	ATR-42	1609 1700
El-COX	Boeing 737	1612 1653	G-OAKJ	Jetstream 31	1632 1723
G-RJXE	EMB 145	1648 1731	G-RJXK	EMB 135	1650 1739
G-MAJG	Jetstream 41	1657 1745	G-RJXH	EMB 145	1702 1751
G-RJXF	EMB 145	1705 1754	G-BXWE	Fokker 100	1826 1917
TF-JXA	DC9 82	1832 1933	El-CNV	Boeing 737	1841 1913
G-JECF	DHC-8 400	1919 1958	G-DRFC	ATR-42	1940 0724(31)
G-RJXH	EMB 145	1941 0731(31)	G-RJXF	EMB 145	1955 0718(31)
G-MAJG	Jetstream 41	2003 0710(31)	PH-OFB	Fokker 100	2007 0619(31)
G-OAKJ	Jetstream 31	2012 0658(31)	G-RJXK	EMB 135	2023 0809(31)
G-BYAP	Boeing 757	2038 0833(31)	G-RJXE	EMB 145	2046 0733(31)
G-BXWE	Fokker 100	2152 0713(31)	TF-JXA	DC9 82	2203 0721(31)

31 Thursday

N79EL	Beechjet 400A	0700 0737	G-JEDR	DHC-8 400	0817 0855
G-RJXF	EMB 145	0931 1008	G-RJXH	EMB 145	0933 1050
G-DRFC	ATR-42	0935 1400	G-OAKJ	Jetstream 31	0937 1015
G-BXWE	Fokker 100	0938 1038	PH-OFB	Fokker 100	0949 1047
G-MAJG	Jetstream 41	0952 1029	TF-JXA	DC9 82	1000 1134
G-WOWC	DHC-8 300	1020 1112	G-RJXE	EMB 145	1034 1123
G-RJXK	EMB 135	1059 1408	El-COB	Boeing 737	1105 1142
G-RJXF	EMB 145	1148 1341	G-OAKJ	Jetstream 31	1206 1346
G-MAJG	Jetstream 41	1238 1428	G-OOAX	Airbus 320	1257 1442
EC-ILG	Airbus 321	1301 1518	G-RJXH	EMB 145	1320 1445
G-RJXE	EMB 145	1359 1507	N89WC	Sikorsky S-76B	1403 1529
PH-KZK	Fokker 70	1426 1603	G-BXWE	Fokker 100	1431 1538
G-JECF	DHC-8 400	1440 1521	G-BYAP	Boeing 757	1516 1629
G-DRFC	ATR-42	1615 1706	El-CJG	Boeing 737	1621 1658
G-OAKJ	Jetstream 31	1626 1720	G-RJXF	EMB 145	1656 1739
G-MAJG	Jetstream 41	1659 1747	G-RJXK	EMB 135	1704 1744
G-RJXH	EMB 145	1711 1751	G-RJXE	EMB 145	1713 1758
G-OLDR	Lear Jet 45	1724 1917	TF-JXA	DC9 82	1727 1824
G-BXWE	Fokker 100	1826 1920	El-CNZ	Boeing 737	1832 1906
G-WOWC	DHC-8 300	1858 2019	G-JEDR	DHC-8 400	1913 2003
G-DRFC	ATR-42	1935 0648(01)	G-RJXH	EMB 145	1939 0938(01)
G-RJXE	EMB 145	1955 0743(01)	G-OAKJ	Jetstream 31	1958 0718(01)
G-MAJG	Jetstream 41	2017 0733(01)	G-RJXK	EMB 135	2028 0714(01)
G-RJXF	EMB 145	2047 0728(01)	TF-JXA	DC9 82	2051 0752(01)
PH-OFH	Fokker 100	2057 0621(01)	G-BXWE	Fokker 100	2145 0701(01)

Overshoots

2) G-RAFP/CWL62 and CWL 66: 03) G-OBLC: 07) G-RAFM/CWL 65: 10) G-RAFK/CWL 72; G-OBLC: XX835/COLT 48: 14) G-RAFJ/CWL 66: 15) XX250/YT 52: 16) G-RAFP/CWL 75; G-RAFL/CWL 65; G-RAFN/CWL 77; G-YPOL/Police 42: 18) G-BXXT: 22) G-FCLC/Topjet 752M; G-BXXT; XX838/COLT 83: 23) ZF239/LOP 29; XX838/COLT 81; G-BZTG; G-RAFK/CWL 65: 25) G-BXXT (twice): 31) G-ARFJ/CWL 63; G-BZTG:

From and to

02) CS-DYF/Split-n/s-Florence: 03) N758LL/Prestwick-n/s+: 04) CS-DHG/Palma-Campbelltown; CS-DNU/ F-n/s-T Palma: 05) N95D/Birmingham-Welshpool: 06) EI-IRE/Dublin-Stansted; N909PS/F and T Jersey: 07) N64VB/Hawarden-Elstree: 08) N909PS/F and T Jersey: 09) N45YM/F and T Aldernay; I-ERJA/F-n/s-T Nice; N5020A/Billund-n/s-Sherburn; CS-DNX/Cannes-London City: 10) HB-POY/Altenrhein-n/s-Coventry; N345SF/ F and T Blackpool: 11) D-IGME/F and T Frankfurt: 12) N45YM/F-n/s-T Aldernay; CS-DNU/Palma-Inverness; EC-HVV/F and T Malaga: 13) N64VB/Birmingham-Elstree; N601HW/Bangor-n/s-Gander: 14) N58GT/F and T Elstree: 15) N109TK/Barton-Chorley: 16) N34FA/F and T Thruxton; N109TK/Cheltenham-Chorley: 22) CS-DNJ/London City-Cannes; F-GBPB/Weston-n/s+: 23) EI-MAX/F and T Dublin: 24) N909PS/Jersey-Sheffield; N54175/Wick- n/s-Groningen: 26) N79EL/Blackbushe-EMA: 28) CS-DNV/EMA-Palma; D-ITAN/Speyer-n/s-Edinburgh; N601HW/F-n/sT Gander: 29) CS-DFF/Le Bourget-Nice: 30) D-ITAN/Edinburgh-Speyer; CS-DFR/Milan- Amsterdam: 31) N79EL/EMA-Blackbushe; N89WC/F and T Dublin:

LBA Movements review, March 2005

Nothing to note on the 1st but on the 2nd the Netjets Hawker 800XP CS-DYF was night stopping from Split to Florence as "Skyshare 431E-738P". On the 3rd the Cessna 172 N758LL arrived from its base at Prestwick for maintenance with Multiflight and was still present at the end of the month. More Netjets on the 4th when the Citation Bravo CS-DHG was from Palma to Campbelltown as "Skyshare 340P-632P" (which indicates it positioned in and out?) and the Hawker 800XP CS-DNU was night stopping from and to Palma with the callsigns "Skyshare 634P-736S". Seneca N95D on the 5th was Birmingham to its base at Welshpool where it operates for Zeta Aviation. Making a first visit here on the 6th was Challenger EI-IRE from Dublin to Stansted and also noted was the Citation I N909PS from and to its home in Jersey. Beech Baron N64VB on the 7th was from Hawarden to Elstree, Air-Britain seems to think this aircraft is based at the LBA but we know better don't we? Silversteels Citation N909PS was back on the 8th and was once again from and to Jersey. Another Channel Islander on the 9th was the PA-46 Malibu Mirage N45YM from and to its base at Aldernay and also that day we had Hawker 800XP CS-DNX from Cannes to London City as "Skyshare 259V-051P" and two night stoppers. These were the Eurojet Italia Citation I-ERJA from and to Nice as "Jet Italia 474" and the Cessna T182T N5020A which was on delivery from Billund to Sherburn where it now lives.

Beech A36 Bonanza N345SF on the 10th was from and to its home at Blackpool whilst night stopping was the PA-46 Malibu Mirage HB-POY from Altenrhein to Coventry. The CitationJet D-IGME of Atlas Aviation on the 11th was from and to Frankfurt. Malibu Mirage N45YM on the 12th was once again from and to Aldernay and we had a pair of biz-jets in the shapes of Hawker 800XP CS-DNU from Palma to Inverness as "Skyshare 052E-473P" and Falcon 100 EC-HVV from and to Malaga as "Mayoral 711-2". Baron N64VB was back on the 13th this time from Birmingham to Elstree and night stopping was the Wal-Mart Challenger N601HW which was from Bangor to Gander and was here until the 18th. From and to Elstree on the 14th was the Swiftair Baron N58GT which is reported to be fitted with winglets. The Agusta A109C N109TK on the 15th was from Barton to Chorley and then on the 16th it was from Cheltenham to Chorley which gives us a clue as to where it may be based. Also noted on the 16th was the TB-20 Trinidad N34FA from and to Thruxton. King Air C90 N587PB of Air Montgomery was from and to Fair Oaks on the 17th when it was calling "Monty 22A-B" and it was joined by the Agusta A109C N109TK which was from Cheltenham to Chorley again whilst night stopping was the PA-46 Malibu Mirage N111SX of Saxon Aviation from and to Bournemouth.

The next foreigner wasn't until the 22nd when the Netjets Hawker 800XP CS-DNJ was from London City to Cannes as "Skyshare 774P-177Q" and the King Air 90 F-GBPB arrived from Weston for maintenance with Multiflight and was still here at the end of the month. On the 23rd the Lear Jet 31A EI-MAX of Airlink Airways was from and to Dublin as "Highflyer 31A". Citation I N909PS was back with us on the 24th from Jersey to Sheffield and night stopping was the Cirrus SR-22 from Wick to Groningen. On the 26th we had a visit from the DFS Furniture Beechjet 400A N79EL which was from Blackbushe to its home at EMA. Netjets were back on the 28th when their Hawker 800XP CS-DNV was from EMA to Palma as "Skyshare 223P-522Y" and the Atlas CitationJet D-ITAN was night stopping from Speyer to Edinburgh, meanwhile the Wal-Mart Challenger N601HW arrived from Gander and stayed until the 1st of April when it went back to Gander. The Netjets Falcon 2000 CS-DFF on the

29th was calling "Skyshare 482P-848R" when it was from Le Bourget to Nice. The Atlas CitationJet D-ITAN did the return journey from Edinburgh to Speyer on the 30th and we also had Netjets Citation Excel CS-DFR that day as "Skyshare 137P-813P" from Milan to Amsterdam. Finally on the 31st the DFS Beechjet 400A N79EL was from EMA to Blackbushe and Sikorsky S.76B N89WC was from and to Dublin.

On to other stuff now and on the 2nd the Cessna 402C G-EYES was using the callsign "Atlantic 10". On the 3rd the Standard Aviation Cessna 425 G-BNDY arrived for maintenance at Multiflight and stayed until the 11th. Using the callsign "Lonex 323L" on the 4th was the Citation Excel G-SIRS. Britannia Boeing 767 G-BYAA arrived from Barbados as "Britannia 740B" early in the morning of the 5th and positioned out to Gatwick as the "Britannia 999P", later that day the Citation Excel G-WINA came in for a night stop as "Lonex 329P-328" and the Greater Manchester Police BN2 Defender G-GMPB did a quick visit as "Police 152". On the 6th the Ecureuil G-FIBS came in to Multiflight for maintenance and departed on the 25th, arriving at Multiflight to be based as the Jet Provost G-BXLO and night stopping was the Citation Excel G-SIRS as "Lonex 323A-345P". Also positioning in for a night stop that day was the ATR-42 of Highland Airways G-IONA as "Atlantic 008P-Midland 611" from the Isle of Man to Brussels and on loan to Midland for a while. On the 7th the Seneca G-JDBC of Bowden Aviation was using the callsign "Jaydee 01G" and Aztec G-RVRW was "Raven 88T" whilst the tail wheel Cessna 152 G-HART was "Atlantic 44". The Raisback conversion King Air G-ROWN was noted a couple of times on the 8th as "Hangar 81" and Seneca G-JDBC was still "Jaydee 01G" with Aztec G-RVRW still as "Raven 88T". Lear Jet 45 G-OLDR on the 9th was "Goldair 91E-F". Baron G-CCVP on the 10th belongs to Richard Nash Cars but it was using callsign "Silver 24", and King Air C90 G-RACI arrived that day for maintenance and stayed until the 16th. King Air G-ROWN was back on the 11th as "hangar 81" and night stopping was the Twin Squirrel G-OTSP as "Omega 42".

Yet another arriving for maintenance on the 12th was Cessna F172N G-BHAW which was here until April 2nd and using the Air Taxis callsign was Seneca G-XKEN as "ATX 949-950". Diamond DA-40 G-CCFS arrived on the 15th for reported night training and stayed until the 25th but was only noted flying on the 22nd and 23rd. The Air Excel Boeing 737 800 G-XLAF positioned in on the 15th from Brize Norton did a night stop and then went to Barcelona and back before positioning out to Gatwick late on the 16th, using callsigns "XPO 179P-4008-4009-009P". Night stopping on the 16th was the Houston Jet Services BAe 125 G-OSPG as "OXY 086-167". Two first visits reported on the 19th were the Jersey European BAe 146 G-JEBG and the KLM Fokker 70 PH-WXD. The 20th saw the arrival from Manston of the all white MD-82 TF-JXA which is on lease to Jet2, it came in as "Channex 201P" and positioned out to Manchester as "Channex 101P", night stopping on the same day was the CitationJet G-SFCJ using the callsign "Hangar 36DD-8525". On the 21st TF-JXA returned from Manchester as "Channex 102P" and began services to Amsterdam and Palma for Jet2, others that day were King Air 200 G-BYCP as "Lonex 391" and Citation Bravo G-IPAL as "Gojet 215B-C". King Air 200 G-OMNH arrived as "Silver 21" on the 24th it went into Multiflight for maintenance and was still there at the end of the month, the same day saw Cessna 310R G-FISH of Edinburgh Air Charter as "EDC 225", Navajo G-CITY as "Euromanx 01-01A" and Falcon 900EX G-JPSX of Sorven Air arriving on its registration and departing as "KRH87R". Lear Jet 45 G-OLDL on the 28th was "Goldair 77B-C" and night stopping that day was King Air 200 G-CEGP as "Cega 862" whilst the Warwickshire and Northampton Air Ambulance Agusta A109E G-WNAA was from Gatwick to Coventry very late at night as "Helimed 53A". Calling "Slingsby one" on the 29th was the T-67B G-BLTU. Finally on the 31st the Air Southwest DHC Dash Eight G-WOWC did a VIP flight from Bristol to Newquay and then returned from Newquay to Bristol, and Lear Jet 45 G-OLDR was operating as "Goldair 36B-C".

The only military this month was the Islander ZG845 on the 9th as "Army 599" from Belfast International to Liverpool. Pilatus PC-12 G-CCWY seems to have replaced PA-46 G-RKJT and become resident at LBA. The Hawker 800XP N5736 of Ogdens disappeared off to America on January 31st but it returned on the 18th of this month complete with new blended winglets fitted and is back as a resident again. The resident Cherokee G-AVWD has been away at Bagby for the fitting of a new engine and it returned here on the 24th. It is now a Cherokee 160 instead of a Cherokee 140.

Terry Sykes



CONEY PARK

03/04/05	G-WAFU	ROBINSON R44 RAVEN	11:00	11:10
03/04/05	G-BLGV	BELL 206B JET RANGER II	11:00	11:10
03/04/05	G-BSCE	ROBINSON R22 BETA	12:05	12:20
03/04/05	G-BSCE	ROBINSON R22 BETA	13:55	14:15
03/04/05	G-WAFU	ROBINSON R44 RAVEN	14:55	15:35
03/04/05	G-BLGV	BELL 206B JET RANGER II	14:55	15:40
05/04/05	G-PKPK	SCHWEIZER 269C	10:45	12:10
05/04/05	G-BYOM	SIKORSKY S-76C	12:55	13:00
06/04/05	G-BWDO	SIKORSKY S-76B	16:20	16:40
07/04/05	G-RFDS	AGUSTA A109A II	12:20	14:40
10/04/05	N7242N	AGUSTA A109	13:30	13:35
11/04/05	G-OMMT	ROBINSON R44 ASTRO	13:05	13:25
12/04/05	G-SCUR	EC120B COLIBRI	15:05	15:30
13/04/05	N7242N	AGUSTA A109	13:35	14:00
16/04/05	G-ETHU	EUROCOPTER EC135-T1	09:20	09:40
19/04/05	G-PKPK	SCHWEIZER 269C	11:45	13:40
19/04/05	G-RFDS	AGUSTA A109A II	12:15	15:00
20/04/05	G-GATT	ROBINSON R44 RAVEN II	09:45	10:30
20/04/05	G-BPRL	AS355F1 ECUREUIL 2	13:25	
20/04/05	G-GATT	ROBINSON R44 RAVEN II	13:30	14:15
21/04/05	G-PUME	AS332L SUPER PUMA	15:30	17:45
24/04/05	N109MT		12:50	12:55
29/04/05	G-POTT	ROBINSON R44 ASTRO	09:05	15:30
29/04/05	G-BYOM	SIKORSKY S-76C	13:17	13:40
29/04/05	G-VONE	AS355N ECUREUIL 2	13:25	13:35
29/04/05	G-VONB	SIKOKRSKY S-76B	13:35	13:45
29/04/05	G-OLCP	AS355N ECUREUIL 2	13:40	13:55
29/04/05	G-NOIR	BELL 222	13:55	14:00

Geoff Ward

LOCAL REVIEW - APRIL

HELICOPTER ACTIVITY

1/4	G-JLEE	Jet Ranger	High Wycombe – Doncaster Race Course
	G-BWNJ	Hughes 269C	Cuxwold(Humberside) – Caunton
	G-BWZI	Agusta A.109A	Doncaster Race Course – Tring
2/4	G-MAMK	R.44	Skegness – Howden(Hull)
	G-LHEL	Twin Squirrel	Site 6/W of Hull - Battersea
	G-LNTY	Twin Squirrel	LBA – York – Doncaster Race Course
	G-MOMO	Agusta A.109E	Heathrow – Doncaster Race Course
	G-ESLH	Agusta A.109E	Skipton – Penniston – Derby
	G-MAYB	R.44	South Milford – Beverley – Barnsley
	G-OSSI	R.44	Wicksley, local flights, house hunting.
3/4	G-TRYG	R.44	Wellesbourne Mountford – Market Rasen
	G-ASAZ	Hiller UH.12E	Sherburn – Barkston Ash

	G-GSJH	Jet Ranger	Lake District – Devonshire Arms
4/4	G-ECMM	Agusta A.109E	South Kirkby – Lyneham
5/4	N500TY	MD.369E	"Bladerunner 001", Manchester – Stainsby Hall
	N600PV	MD.600N	"Bladerunner 001", Stainsby Hall – Shoreham
6/4	HA-LFM	Gazelle	Tadcaster – Birmingham
	G-BWDO	Sikorsky S.76B	Battersea – Shadwell(Leeds)(Charles Kennedy)
	G-BOYF	Sikorsky S.76B	"Premier 23", Doncaster Race Course – Sheffield
	G-VONB	Sikorsky S.76B	"Premier 24", Doncaster Race Course – Sheffield
7/4	G-RFDS	Agusta A.109A	Lyneham – Wakefield – Coney Park
8/4	YU-HET	Gazelle	Lancaster – Worksop
	G-OMCC	Squirrel	Blackbushe - Oulton Hall – Harrogate - Bury
9/4	N2105J	Bell 222	Weston(Dublin) – Doncaster Race Course
	G-STER	Jet Ranger	Burley-in-Wharfedale – Donnington Park
	G-MAYB	R.44	South Milford – Adel(N.Leeds) – Royton
	G-ZELE	Gazelle	Barnsley – Gamston(Refuel) – Leicester
	G-DEVL	EC.120B	Welton Top(Hull) – Norwich
11/4	G-SUEZ	Jet Ranger	Edinburgh – Gamston(Refuel) – Manston
	G-HURN	R.22B	Fishburn – Sandtoft(Refuel) – Sywell
	G-RCMS	Agusta A.109A	Battersea – Cantley Hall(Doncaster)
12/4	G-ELIT	Long Ranger	Wetherby – Barnoldswick – Goole – Gamston
	G-LIMO	Long Ranger	"Pilgrim 07", Filey – Sheffield
	G-SCUR	EC.120B	Coney – Wetherby Race Course – Baildon
13/4	G-MOMO	Agusta A.109E	"Cabair 3", Hull – Connington
14/4	G-LNTY	Twin Squirrel	LBA – Thorp Park – Site nr. Gamston
	G-PUME	Super Puma	Kirklevington(N.Yorks) – Battersea(Mr. Howard)
15/4	G-ETHU	Eurocopter 135	Denham – Wath(Patley Bridge), n/s and return
16/4	G-DMRS	R.44	Costock – Scarborough – Beverley(Refuel)
	G-GATE	R.44	Teesside – Saddleworth
	G-NEEL	Rotorway Exec.	Skegness – Wakefield and return
17/4	G-TOYZ	Jet Ranger	Walton Wood – York(Numerous return trips)
	G-BYKK	R.44	Blackpool – Patley Bridge
	G-BSBW	Jet Ranger	Calverley – Richmond and return
	G-BSYI	Twin Squirrel	"Premier 18", Denham -LBA – Ripon – Gatwick
20/4	G-MLTY	Dauphin	LBA – Bawtry – York(Middlethorpe Hall)
	G-OGJP	MD.500	Gamston – Tadcaster – Gloucester
21/4	G-PBEK	Agusta A.109A	Manchester – Wetherby Race Course
22/4	G-RCMS	Agusta A.109E	"Premier 45", LBA – Wetherby
23/4	G-FIBS	Squirrel	Ripon – LBA – Skipton
	G-IJBB	Enstrom 480	"Bladerunner 10" Devonshire Arms - Oldcotes
24/4	N109MJ	Agusta A.109	Coney Park(Refuel) – Site N. Ripon
	G-GBRU	Jet Ranger	Wombledon – Blakeney Ridge – Teesside
27/4	F-GGTJ	Gazelle	Bristol International – Rothwell(Leeds)
	N620LH	Twin Squirrel	LBA – Elvington – Gainsborough
	G-ZZWW	Rotorway Exec.	Warrington – Pontefract Race Course
	G-ELIT	Long Ranger	Whitby – Halifax – LBA
29/4	G-DMRS	R.44	Fishburn – Gamston – Costock
	G-EMHH	Twin Squirrel	Devonshire Arms(Dep.2300) – Costock
30/4	G-BWZI	Agusta A.109A	Tring – Thirsk Race Course – Bagby(Refuel)
	N109TF	Agusta A.109A	Rotherham – Chestham(Brighton)

Tony Blair and his entourage arrived in Shipley at lunchtime on 29/4 onboard a squadron of helicopters, from Cardiff. Those identified, as they visited Coney Park for fuel were, G-VONE Squirrel("Premier 14"), G-VONB Sikorsky S.76B ("Starspeed 18"), G-NOIR Bell 222("Starspeed 25"), G-OLCP Squirrel("Starspeed 42"), G-BYOM Sikorsky S.76B ("Starspeed 45").

The R.44 G-WYSP, formerly based at Todmorden, appears to have moved to Darley near Harrogate replacing Schweizer 269C G-TASS which crashed last year. Jet Ranger G-GBRU have moved into a private site near Wombledon. Beckwithshaw based Jet Ranger G-OMLS(ex. N80367, D-HAFN) arrived at Coney Park on 23/4, from Gloucester where it had been painted.

The T.V. camera fitted R.44 G-PIXX(Newsflight 1") owned by former T.V. star Mike Smith and based at Denham has been active in the area this month. On 18/4 it routed from Leicester to a site 6 miles North of Goole from where, after landing and then 45 minutes filming, it positioned to Brighton for fuel. It was later noted landing at Oakdale Golf Club, Harrogate to drop a passenger before routing to Barton. The 28th saw it positioning from Denham to Crosland Moor for a job but, as it overflew Gamston, the weather closed in so he landed, before carrying on to Huddersfield in the afternoon.

LOCAL AIRFIELDS

Bagby:- On 11/3, early evening, R.44 G-OMMT called in for fuel whilst routing from Wellesbourne to Aberdeen. It was accompanied by brand new R.44 G-CDKY which it had obviously been to collect, the latter routing to a private site North of Edinburgh. Visitors:- 1/4 G-LOW R.44; 3/4 G-RODC Skybolt, G-CBZA Blade; 4/4 G-ANRP Auster 5; 5/4 G-SKEW CAP 232; 7/4 G-BEAC PA-28; 10/4 G-VTAL Bonanza(From Wellesbourne); 11/4 G-BSYG PA-12; 12/4 G-ARYR PA-28; 13/4 G-USTS A.109E; 16/4 N218SA PA-24, G-JLCA PA-34(Both from Newbury Race Course); 17/4 G-BLTM HR.200, G-BVAL Koliber; 19/4 G-BUWK Coyote(To Heathfield, Sussex), G-BRCV Aerona Chief, G-BXKW T.67C; 20/4 G-ILTS PA-32R; 22/4 G-PIGS Rallye; 29/4 G-MWYE Coyote; 30/4 G-BZUH Coyote(Weather Div.).

Beverley:- Visitors:- 19/4 G-GGTT Bell 47G; 29/4 G-BIZG C.152, G-AVUG F.150G.

Brighton:- A new resident is PA-28 G-SGSE as is PA-22 Colt G-CBEI. The latter, formerly based at Bagby, replaces Cessna 140 G-BRPF which succumbed to an accident last year. Visiting on 16/4 was Cessna T.310R N234SA, from Gamston. Others:- 2/4 G-BXYJ DR.1050; 4/4 G-BVMI Super Cub; 9/4 G-BRZS C.172P, G-SGSE PA-28, G-KIMK P.68B(F/T Thurrock); 10/4 G-BXPO Thorp T.211, G-RATZ Europa, G-CDEX Europa, G-BNDT Colibri; 16/4 G-BTYW C.120, G-WYSP R.44, G-OJRH R.44; 17/4 G-ARWS C.175; 24/4 G-LINC Hughes 369(From Worksop), G-BDPA PA-28, G-AYCJ C.206, G-AXPC Pup, G-EXLL Zodiac, G-BNDT Colibri, G-RIVT RV.6, G-MYTE Coyote.

Brighton(Aerobatics Competition 22nd/23rd)

G-BNSO Slingsby T.67M	G-BOXH Pitts Special	G-BRZX Pitts Special
G-BWZG Robin 2160	G-CBUA Extra EA.230	G-CCTF Pitts Special
G-CPXC CAP 10C	G-EGUL Christen Eagle	G-FILL Extra EA.300L
G-GDTU CAP 10B	G-ICAS Pitts Special	G-IICI Pitts Special
G-LAZA Laser Z200 Lazer	G-LOOP Pitts Special	G-MRKI Extra EA.300
G-PITZ Pitts Special	G-SKEW CAP 232	G-TENG Extra EA.300
G-TIII Pitts Special	G-WAZZ Pitts Special	G-YKSO YAK 50
N22JW Extra EA.300		

As mentioned later, when it first appeared at Sandtoft, the American registered Extra N22JW is new on the aerobatics circuit being a new resident at Weston/Dublin. Other visitors noted over the two day event included:-

G-ATJN Jodel D.119	G-ATLA Cessna 182J	G-BAHD Cessna 182P
G-BGXS PA-28 Dakota	G-BXZM Cessna 182S	G-DMSS Gazelle
G-FUZZ PA-18 Super Cub	G-RAMY Jet Ranger	G-RJMS PA-28RArrow

Church Fenton:- Chipmunk G-BBRV visited on 6/4 while on the 9th Harvard G-TSIX, operating from here, carried out two local photography sorties over York. Jet Ranger G-OPEN was noted on a training detail on 4/4 as was R.44 G-OSSI on 11/4 and Schweizer 269C G-ODNH on 12/4.

Crosland Moor:- Noted visiting on 1/4 was Denham based AA.5A Cheetah N90704.

Doncaster:- Scheduled services were finally up and running on 28/4 when 737/300 G-THOG("Thomson 521") departed for Palma at 0925. Two 737/300s and one 737/800 are based at present with a 757("Britannia 995F") arriving on 30/4 ready to commence the summer IT flights. Ryanair(737/200) operate a daily Dublin service at lunchtimes("Ryanair 1968") and Pegasus(737/800) operate on Fridays("Sunturk 429") with a Thomas Cook 757("Topjet 101L") on Saturdays. Airlines are also using the airport for training with Astraes(757s) being noted early May and British Airways and Virgin showing interest. The radar suite at Liverpool is not yet up and running so

Waddington are providing radar vectoring on a dedicated frequency of 125.35. Aircraft are positioned over the "FNY" beacon and are then passed to Finningley Tower (128.775) in order to complete the procedural approach. Visiting on 2/4, for the racing at Doncaster, was Cessna U.206G N206CF from Navan along with unidentified Citation ("Skyshare 807Q") and Seneca G-OACG("Cega 336"). Crew training on the 3rd was Cessna T.310R N234SA using call sign "Skytrain 01", while Be.36 N767CM called on 16/4, from Oxford to Garforth and PA-24 N7456P on 25/4. Military trainers this month included Hercules("Ascot 640") on the 5th and a pair of Boeing AWACS, "NATO 09" on the 25th and "NATO 28" on the 27th. Visitors:- 1/4 G-AXNS Pup. G-BWGT Jet Provost; 2/4 G-SAAB Commander 114; 3/4 G-AZOT PA-34, G-CCKH DA.40, G-OAJS PA-39, G-BOYI PA-28(From Sleaford); 5/4 G-BNOP PA-28, G-JAVO PA-28; 6/4 G-VMJM TB.10(From Enstone); 10/4 G-EDAV Bulldog, G-BNDT Colibri, G-BJMR T.310R; 11/4 G-CBAL PA-28(From Rochester), G-SAGA Grob 109B(To Wycombe), G-CCWM DR.400; 12/4 G-AWET PA-28(To Old Buckenham), G-BSKW PA-28, G-ZIPA Commander 114; 13/4 G-AXKX Bell 47G; 14/4 G-DYNE C.414A, G-BLVI T.67M; 15/4 G-IEYE DR.400; 17/4 G-BHEV PA-28R, G-IFLI AA.5; 19/4 G-BBSAA.5; 20/4 G-OKAG PA-28R; 22/4 G-LANE F.172N, G-OIMC C.152, G-ORJA King Air 200("Clifton 9T"); 24/4 G-CBPI PA-28RT; 26/4 G-SGEC King Air 200; 27/4 G-JPRO Jet Provost, G-OPHR DA.40.

Eddsfild; Visitors:- 4/4 G-BWZG Robin 2160; 10/4 G-CDBY Banbi, G-CDAP Eurostar, G-BTWF Chipmunk; 11/4 G-LVES C.182S; 16/4 G-BNSP T.67M.

Elvington; Glassair III G-BOVU was a visitor, F/T Deenethorpe on 23/7. Others:- 13/4 G-BWEU C.152; 23/4 G-BOY F.172N; 24/4 G-BOMP PA-28(From Little Gransden); 28/4 G-NSUK PA-34; 30/4 G-PLAC Navajo(From Biggin Hill).

Fadmoor; TB.20 G-PEKT arrived from Deauville on 15/4, night stopped before heading to Ashbourne. On 23/4 Cessna T.210N G-SEEK arrived from a farm strip at Little Shelford and the 29th saw a visit by F.172M G-BCOL from Old Manor Farm, Anwick.

Felixkirk; Noted visiting on 11/4 was Rans Coyote G-MWYE.

Full Sutton; Noted arriving from Stapleford on 17/4 was Cessna TR.182RG N14MT, it stayed until 20/4 before retuning home. Visitors:- 4/4 G-RVDR RV.6A, G-BLHR Cougar; 6/4 G-RJWW Maule MX.7; 16/4 G-BBSA AA.5.

Gamston; First clearing up from last month, King Air 200 N910KG was ex. D-ICIR and on delivery to the States. Diamond DA.42 Twin Star OE-FAB was first noted on 26/4 when it was inbound from Stapleford and is being used as the agencies demonstrator, usually under the call-sign of "Diamond 1". Citation XL VP-BSD was back on the 3rd, routing outbound to Shannon while Beechjet N79EL was in evidence on the 5th and 25th. Bell 222 N2105J paid two refuelling visits on the 9th from Doncaster race course, the second time routing onwards to Weston (Dublin). Visiting on 19/4 was new Sherburn resident, Cessna 182T N5020A along with CAP 232 F-GOTC. On 24/4 Brighton based Super Cub OY-AVT was logged outbound to Rochester and the following day PA-28R N171JB was F/T Kirknewton. Guernsey based Commander 114 N114ED was noted on 28/4. Visitors:- 1/4 G-BWFZ Rebel; 2/4 G-BDSH PA-28; 6/4 G-CCUS DA.40; 7/4 G-XXEA S.76B("Rainbow 1R", To Buckingham Palace); 9/4 G-BKGW C.152, G-BOAH PA-28; 10/4 G-BYEE M.20K, G-BZPH RV.4, G-GBRB PA-28(From Newmarket); 11/4 G-JDBC PA.34, G-FIGAC.152; 12/4 G-JURG Commander 112; 14/4 G-UROP Baron; 16/4 G-OLRT R.22B, G-OKYM PA-28; 17/4 G-BWNT Chipmunk, G-BRND C.152; 19/4 G-AVWD PA-28; 22/4 G-NRSC Aztec; 23/4 G-BVMA King Air 200(From Sindal, Denmark), G-BGGI PA-38; 24/4 G-FLAP FA.152, G-BTIK C.152(From Andrewsfield), G-ERIC Commander 112; 26/4 G-FMAM PA-28; 27/4 G-UFCC C.172S; 29/4 G-AZVP F.177RG.

Grindale; Visiting the parachute centre on 3/4 was Leeds based AA.5B G-BFXW.

Humberside; On 26/4 King Air 90 N587PB("Monty 22A") diverted from Leeds/Bradford. Visitors:- 6/4 El-BUF Cessna 210N, G-ESTA Citation 2; 10/4 G-FNEY F.177RG; 12/4 ZF407 Tucano("LOP 64", ILS); 13/4 ZF293 Tucano("LOP 61", ILS), ZF294("LOP 66", ILS), N29MR Citationjet; 14/4 N95HC Falcon 50; 15/5 N95D Seneca(From Welshpool), N409SA C.182RG; 16/4 G-JPSX Falcon 900EX; 17/4 G-CLOS PA-34; 18/4 ZF343("LOP 63", ILS); 22/4 F-GFDJ King Air E.90.

Kirkbymoorside; Visiting on 14/4 was T.67M G-SKYC from Bagby to Panshanger. The newly registered T.67C G-CDHC(ex.PH-SGC) was noted on 19/4 as was T.67M G-FLYG on 22/4.

Leconfield; Visitors are rarely logged here however a pair of Royal Navy Sea Kings were noted on 12/4. ZA295("Navy WR") routed directly home to Yeovilton whereas ZA293("Navy WO") called into Waddington for a refuel enroute.

Leeming(Ladybank House):- Puss Moth G-AAZP was inbound to a "private strip near Leeming" on 11/4, from Hungerford. As there are two, Ladybank House and Hinkle Grange, it could have been either. The reason I have put it under Ladybank House is that Mr. Sampson, who owns the strip and based PA-18 G-BVMI, was noted on 12/4 on the initial test flight of his newly constructed Vans RV.9A G-IINI.

Linton-on-Ouse:- Making a brief visit on 19/4 was Lear Jet 31A EI-MAX("Highflyer 31A").

Mt. Airey:- On 15/4 based C.182RG N883DP arrived early evening accompanied by another of the type N409SA, from Leicester. With low cloud in the area both aircraft elected to make an ILS at Humberside and then route visually inbound. 'DP knowing the area was successful, however 'SA being a stranger returned to Humberside to land, return the following day and then route onwards to Ronaldsway. Visitors:- 10/4 G-AXTC PA-28; 15/4 N218SA PA-24(n/s); 29/4 G-JPOT PA-32R

Netherthorpe:- Visitors:- 2/4 G-BXYC Schweizer 269C, G-CCVA Quik, G-MWPF Flash, G-AYFG Condor; 11/4 G-BLTM HR.200; 12/4 G-GGTT Bell 47G; 16/4 G-CCSR Eurostar; 21/4 G-OLOW R.44; 23/4 G-BUZN C.172H; 24/4 G-JLAT Eurostar, G-BKFI VP.1(To Fishburn); 29/4 G-BGHI Taylor Monoplane(From Cranwell).

North Coates:- A notable arrival here on 19/4 was Pegasus Quik G-CCFB, from Perth.

North Moor:- This predominantly Microlight airfield had a visit on 2/4 from RV.7 G-SEVN.

Pocklington:- Noted on Air Test from here on 10/4 was Zenair Zodiac G-EXLL.

Rufforth:- Newly built Rans Coyote G-SAUU carried out an Air Test on 23/4. Noted visiting on the 3rd was Beech 36 D-EKDN, from Elstree. A couple of visitors from RAF Halton were Chipmunk G-BCSA on the 1st and Grob 109 G-CHAR on the 7th. Visitors:- 2/4 G-BYJK Quantum(From Wattisham), G-MYYD Cyclone Chaser, G-IKUS Ikarus, G-BAMU DR.400; 9/4 G-OPEP PA.28RT; 10/4 G-KKES TB.20; 11/4 G-BPAS TB.20(From Exeter, n/s); 12/4 G-BERW Commander 114; 16/4 G-CTCL TB.20; 14/4 G-POOP MCR.01; 21/4 G-AYJW FR.172G(From Coventry); 22/4 G-REDB C.310Q; 29/4 G-EGTR PA-28(From Elstree)

Sandtoft:- Jet Ranger G-TILI has made the short hop from Finningley to take up residence here while former stable mate, R.22B G-BROX has been crated off to the USA for modifications. An interesting trio arrived from Farthings Corner, Kent on the 2nd consisting of Jodels, D.120 G-AYGG and D.117 G-BFGK along with PA-22 G-ARNG. PA-24 Comanche N84VK visited, F/T Tattenhill on 24/4 and Sherburn based SR.22 N40GD was noted on the 27th. Visitors:- 1/4 G-ERIS Hughes 369E; 2/4 G-BHDZ F.172N; 3/4 G-TOYZ Jet Ranger, G-SONA TB.10, G-BTWF Chipmunk, G-TOMJ CT.2K with Eurostars G-CBWG, G-CCDX, G-CCEJ; 4/4 G-BBSA AA.5; 7/4 G-WYSP R.44; 10/4 G-BEZI AA.5; 12/4 G-BRVI R.22B; 16/4 G-BRGG Luscombe Silhouette(From Popham), G-BNDE PA-38(From Earls Colne); 19/4 G-TEFC PA-28, G-APYN PA-22, G-BBPX PA-34; 21/4 G-BTEX PA-28; 22/4 G-CBPD Ikarus, G-SCUR EC.120B; 23/4 G-ATRO PA-28(From Seething), G-AVUT PA-28, G-CCDE R.22B; 24/4 G-FLYG T.67C, G-BROR PA-18; 29/4 G-BJXB T.67C, G-BEZZ Jodel D.112, G-OACF DR.400

Sandtoft(Aerobatics Competition 8th/9th)

F-GKKI	AP 232	F-GOTC	CAP 232	G-BOXH	Pitts Special
G-BNSP	Slingsby T.67M	G-CBUA	Extra.230	G-FILL	Extra EA.300L
G-ICAS	Pitts Special	G-III	Pitts Special	G-ODDI	Pitts Special
G-SKEW	CAP 232	N22JW	Extra EA.300		

The Extra N22JW is new on the circuit and lives at Weston/Dublin. It arrived and departed with another of the type in formation, however the other was not positively identified. Other visitors noted on the 9th included:-

G-AVYL	PA.28 Cherokee	G-EKOS	Cessna FR.182G	FLYA	Mooney M.20J
G-POOP	MCR-01 Club	G-RJMS	PA-28R Arrow	G-WMLT	Cessna 182Q

Sheffield:- Teesside based PA-34 G-AZOT is temporary resident with the aeroclub as is T.67M G-BLVI. PA-46 N825WS was the months first visitor, arriving early on the 1st from De Kooye. The Hughes 369 ZK-HOQ, which arrived late last month, returned to its temporary home of Inverness on the 2nd while on the 3rd and 18th Jersey based Citation N909PS was in evidence. Visiting on 17/4 was Lear Jet 45 N66SG, departing later to Newcastle. Citation Bravo CS-DHB arrived on 22/4, departing early evening to Glasgow as "Skyshare 041L". Visitors:- 1/4 G-DMRS R.44, G-JCBJ S.76B("JCB 2", refuel), G-MRMR PA-31("Lonex 430A"); 2/4 G-TSGJ PA-28; 8/4 G-CEGP King Air 200("Cega 811"); 9/4 G-RIGH PA.32, G-WMLT C.182Q; 10/4 G-OPEP PA-28RT, G-CTRL R.22B, G-BYJS TB.20(From Oxford), G-IEYE DR.400; 11/4 G-ATLM F.172G; 12/4 G-BPWD C.120, G-BSKW PA-28; 17/4 G-CCPX

DA.40; 19/4 G-AVGI PA-28, G-BPMF PA-28; 21/4 G-BAVL Aztec; 22/4 G-ROAR C.401; 24/4 G-IJOE PA-28RT, G-OTUI TB.20; 25/4 G-AVZR PA-28; 29/4 G-OSCH C.421C.

Sherburn:- A new resident is R.44 G-NOSY which arrived from Gloucester on 29/4 with SR.22 N40GD acting as crew ferry to collect it. Noted on local aerobatic details recently has been Extra 230 SE-XVB, so this also seems to be a new inhabitant. BN.2T Turbo Islander N121MT was a notable visitor, F/T Elstree, on 2/4. On the 10th Be.36 N345SF arrived from Blackpool while another of the type, N24136 was from White Waltham on the 23rd. TU.206G N191ME was F/T Blackpool on 24/4 along with C.340A N340DW from Coventry. On 22/4 the following aircraft arrived late morning and the during to afternoon took part in a navigation competition:- G-BKEV F.172M, G-BNFV DR.400(From Headcorn), G-BVTM F.152(From Halton), G-BYJF Thorp T.211 and PA-28s G-BRVT, G-ELZN, G-WACP. Visitors:- 2/4 G-ZELE Gazelle; 3/4 G-JLCA PA-34, G-BGPJ PA-28, G-BEIP PA-28; 5/4 G-BNRA TB.10; 7/4 G-BLDG Pawnee; 8/4 G-BUUX PA-28; 10/4 G-OPRC Europa, G-BFHP Citabria, G-BYTI PA-24, G-EYCO DR.400, G-PLAN F.150M; 11/4 G-WARW PA-28, G-PBUS Jabiru, G-ATCX C.182H(To Thurrock); 12/4 G-LAIN R.22, G-BGKU PA-28; 16/4 G-AVZR PA-28, G-BZHG Tecnam Echo, G-AYCJ C.206; 17/4 G-JONH R.22B, G-CBPI PA-28R, G-AZRR C.310Q; 19/4 G-AYEF PA-28; 20/4 G-IANC TB.10(To Biggin Hill); 21/4 G-EIWT FR.182, G-BDKH Emerald, G-BVNS PA-28; 22/4 G-TVEE Hughes 369HS; 25/4 G-BPNA C.150L; 27/4 G-LYND PA-25, G-MGOO Renegade; 29/4 G-BHAA C.152.

Snitterby:- The unique Hyperbipe biplane G-HIPE visited on 10/4, arriving from Crosland Moor.

Sturgate:- The Zlin 50 G-MATE, formerly based at Gamston, is now resident here following rebuild after its accident last year. Cessna 421C N60GM was noted on maintenance on the 6th and on the 11th TB.20 N882 was logged departing back home to Ronaldsway. Visitors:- 1/4 G-BEZF AA.5; 2/4 G-AVFP PA-28; 9/4 G-CBPY YAK 52; 12/4 G-BCZM F.172M; 13/4 G-NATT Commander 114, G-BOTH C.182Q; 25/4 G-BORW C.172P; 27/4 G-BJWW F.172P

Sutton Bank:- Noted visiting from its base at Currock Hill on 13/4 was Grob 109 G-KNEK while on the 21st Falke G-BTWD arrived from Rufforth.

Walton Wood:- Arriving from Newmarket on 18/4 was PA-28 G-IDPH which brought jockey Darrell Holland for Pontefract races. Visitors:- 4/4 G-BZXJ Schweizer 269C; 5/4 G-HRPN R.44; 8/4 G-IIPM Squirrel; 11/4 G-BYCF R.22B; 19/4 G-CCTL R.44, G-CCVG Schweizer 269C; 22/4 G-BPMB Maule MX.7; 25/4 G-CBVI R.44, G-CBDF R.22B; 27/4 G-JWEB R.44, G-HPAD Jet Ranger; 29/4 G-HIEL R.22B

Wickenby:- Calling in for fuel on 17/4 was Chipmunk G-BZDU, routing Newcastle to Duxford. Visitors:- 2/4 G-WACM C.172S, G-BLAX C.152; 3/4 G-AVEH Sial S.205(From Crowland); 10/4 G-BIVAR R.2112, G-BIZI DR.400; 13/4 G-RAMY Jet Ranger; 17/4 G-BKFZ PA-28R

Willow Farm(Finningley):- A visitor on 23/4 was Robin DR.221 G-RRCU, F/T Hucknall.

A TV star crossing the area this month was Sikorsky S.61N G-BPWB("Coastguard WB") which was heading for Aberdeen from Yeovilton on 5/4, passing over York at 1300 @ 1800'.

Other aircraft routing overhead the area this month included:-

1/4	G-OPSS	Cirrus SR.22	Turweston - Teesside(York 1355 @ 4000')
	OY-BTZ	PA-31 Navajo	East Midlands - Newcastle(York 1619 @ 3500')
2/4	G-OMOL	Maule MX.7	Southend - Perth(Hull 1339 @ 4000')
	N191ME	Cessna U.206G	Newmarket - Blackpool(S/W LBA 1608 @ 3000')
	N47494	PA-28R Arrow	Carlisle - Panshanger(Hull 1636 @ 3000')
9/4	OY-JRR	Turbo Beaver	Headcorn - Peterlee(Hull 1017 @ 2500')
10/4	N26634	PA-24 Comanche	Southend - Dundee(Hull 1229 @ 3500')
11/4	N999F	Beech F.33	Troyes - Newcastle(Goole 1420 @ 4500')
	N674BW	AA.5A Cheetah	Denham - Teesside(York 1705 @ 7000')
12/4	D-EEL	Diamond DA.40	Over Goole 1601 @ 1700' enroute Edinburgh
16/4	N836TP	Beech 36TP	Yeovil - Inverness(York 1020 @ 3500')
21/4	N28TE	Baron	Blackbushe - Prestwick(LBA 1226 @ 5000')
22/4	G-WOTG	Islander	Overhead York 0852 @ 5000' enroute Glasgow
	OY-SAV	Cessna 402B	Over LBA 1114 @ 4000, to Liverpool for survey
27/4	N808VT	Cherokee	Abm LBA 1603 @ 3000' enroute Blackpool

Just tidying up from last month ZS-NBU was a Be.58 Baron and had routed Keflavik - Wick - Blackbushe.

Trevor Smith

BAGBY AIRFIELD

Visit to Bagby airfield on Wednesday, May 4th, no hangar inspection, but I saw:

F-GOTC	Cap.	Full session of aerobatics as the owner was practising for the world championships in Spain in June. Lucky you if you see this, superb flying!
G-BETM	PA25	In for maintenance, it had not come far as this is the tug plane for nearby gliders at Sutton Bank.
G-SFHR	PA23	Maintenance
G-BDGM	PA28	Wreck

On the ground:

G-AYYX	Rallye Club
G-BBEY	Aztec
G-BGGG	Tomahawk
G-BOID	Bellanca Citabria
G-BOLF	Tomahawk doing air certificate test
G-BTFP	Tomahawk
G-EJMG	Cessna 150
G-ILTS	PA 32
G-SKYC	Firefly
G-SUZN	PA 28 in for maintenance

As usual a great welcome from this friendly airfield.

Ian Hall

PS - Keep up the good work with the magazine, a very interesting issue for this month.

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

- | | |
|-------------|--|
| 5 June | Eric and Cath Humphreys will be giving an illustrated talk on the history of aviation in Yorkshire and about the Yorkshire Air Museum at Elvington. It will be titled <i>'The Yorkshire Air Museum and Allied Air Forces Memorial'</i> |
| 3 July | Jonathon Hinkles (Commercial Director at Astraesus)
Please try and attend this meeting, as I am sure it will be very interesting. It is important that we have a good turn out. Also, perhaps start thinking about questions that Jonathon could be asked |
| 7 August | Terry Sykes - our own member
Terry Sykes will give a slide show based on his many visits to New Zealand and its airfields |
| 4 September | Andy Ormshaw - ATC and Safety Services Manager at LBA |
| 2 October | Paul Isherwood (Airport Archivist at Manchester Airport)
Paul has agreed to give us another slide show. I am sure it will be interesting and amusing. |
| 6 November | Annual General Meeting
Nominations for Officers and Committee members will be required |
| 4 December | Pre-Christmas Get Together |
| 8 January | Philip Meeson, Group Chief Executive, Jet2 |

LETTER TO THE EDITOR

Dear Cliff

Whatever has happened to the May magazine?

The chap who does the movements clearly states he likes February "it's a very easy month to type". That may be the case, especially when no movements are included for the 12th and we get two 26th's! He actually includes one movement from the 12th in his comments later (the Sea King) but there is none of them in the lists. The 26th and 26th is a typo missed in proof-reading I suspect. The magazine has done this before and nothing was said back then as I overlooked it a couple of times. But seeing as the movements are the one thing I buy Air Yorkshire for, not jokes or reports of airfields far away, I think it is important we get them right.

For months the Coney Park movements have reported Augusta helicopters when they are actually Agusta. This is written by someone who knows about helicopters presumably but the mistake is there every time. Who proof reads?

So I hope you do not mind me getting in touch and asking if the above things can be put right. I think I have been patient for some while about errors and none of us is perfect. The thing is, if nothing is said it will continue and, basically, I think it shows the magazine up when things like that happen regularly. So my comments are meant to be entirely constructive. The "Augusta" is a glaring mistake for an aviation magazine!

Many thanks for 'listening'. I hope to hear from you soon.

I hope you are keeping well
Best wishes
jamie



Boeing 737-76Q Air Berlin D-ABAB Manchester International 24 April 2005
Norman Smart



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

As we close for press, no announcement has been made by the airport concerning an exciting new route. The service will commence on 17th June, to Lahore in Pakistan via Stockholm.

The service will be operated every Monday, Thursday and Saturday by Swedish operator Swe Fly. The flights to Stockholm will be by MD-80, where passengers will join a Boeing 767 for the Stockholm to Lahore leg of the route.

WV443/921 Departs Leeds at 16.40 (Arrives Lahore at 07.15 next day)

WV922/444 (Departs Lahore at 09.00) Arrives Leeds at 15.55

A notam (Notice To Air Men) was issued for Leeds/Bradford, which I have translated back into long hand and reads as follows:

Runway 09/27 Not Available Due Parked Aircraft

30th April Until 30th October ESTIMATED 1400-0900.

This basically advises runway 09/27 (the Crosswind Runway) will not be available except between the hours of 0900 and 1400. Jet2 regularly park night stopping Boeing 737's on the 27 threshold overnight, but it appears the airport has identified a need at times during the afternoon to park airliners here too. In practice, I have heard aircraft using 27 after 1400, but I assume this notam gives the airport the right to withdrawn the runway if parking becomes a premium.

Jet2 have announced they are to commence a three times a week service (Tuesday, Friday and Sunday) to Tenerife, commencing 4th October. Shortly after this announcement it became apparent the airline had also acquired two Boeing 757s. This was confirmed when the aircraft were registered G-LSAA and G-LSAB.

Jet2 have also now carried over 2 million passengers, press release as follows:

Low cost airline Jet2.com is celebrating its two millionth passenger just two years after the first flight left Leeds.

The company, which has its headquarters at Leeds/Bradford Airport, hit the magic mark on a flight from Amsterdam to Yorkshire. Passenger number two million was Dutchman Willem Elbers who was himself celebrating his 54th birthday. He said: "I'm based in Holland, working for a subsidiary of the national railway, but I do a lot of work in Leeds and York and I fly many times with Jet2.com. In fact, I fly regularly to Leeds Bradford. I will probably be passenger number three million before long."

The airline's chief executive, Philip Meeson, said: "It is fantastic for us to have achieved so much in such a short space of time. We have grown quickly but carefully, choosing the destinations that people in the North want to travel to. I'd like to thank everyone who has flown Jet2.com so far for their

feedback and kind words and their ideas for new routes. I can promise that we intend to continue with our expansion and we will have news of more developments in the coming months. We have firmly established ourselves as the North's low cost airline and we aim to remain so, continuing to bring low cost travel, and open up new destinations, to the people of the North of England."

Earlier this year, readers of Holiday Which? and Wanderlust magazines voted Jet2.com their favourite British low cost airline.

AIRLINE NEWS

Air Canada has picked Boeing for its long haul fleet. The airline has placed a firm order for 18 Boeing 777s and has taken purchase rights for an additional 18 Boeing 777s. The first aircraft, a Boeing 777-300ER will arrive next year and will be placed into service on the Vancouver to Tokyo route. Air Canada is scheduled to take 3 Boeing 777-300ERs in 2006.

Air Canada also placed an order for 14 Boeing 787s as well as purchase rights for 46 additional Boeing 787s. First delivery of the Dreamliner is due in 2010.

Air India has approved the purchase of 50 new aircraft and picked Boeing. According to Boeing 35 of those will be firm orders while the remaining 15 will be options for later deliveries.

Firm order: 5 B777-200LRs, 10 B777-300ERs and 20 B787s
Options: 3 B777-200LRs, 5 B777-300ERs and 7 B787s

Air India becomes the 19th airline to select Boeing's new Dreamliner and the manufacturer appears close to announcing a 20th airline. Air India will inaugurate service from London to Kolkata on 4th June. The flight will operate three times a week and will continue to Dhaka. The airline will also inaugurate service from Birmingham to Amritsar on 15th May. This route will start and end in Delhi and Toronto.

Air Scotland applied to the CAA to fly transatlantic routes from Glasgow this summer. The airline would like to start service in July with twice a week service to New York and Miami and once a week service to Havana and Toronto. For this Air Scotland is planning to lease a pair of Lockheed Tristar-500s from Globe Jet. In 2006 the airline would look to expand with service to Orlando's International or Sanford Airport.

Air Scotland has applied to the British department of transport for a licence to run two flights a week to Baghdad and one to Arbil in the Kurdish north. If approved, the airline would look to start the operation in November, likely with a Lockheed 1011.

BMI is to turn most of its Heathrow service into a low cost operation by scrapping business class on all but four of its routes. The company plans to introduce low fares - starting at £25 one way - and charge for on-board food on 13 of its routes from the airport. The move follows a six month study of the views of 10,000 air passengers.

Business class services on flights from Heathrow to Glasgow, Edinburgh, Belfast City and Brussels will not be affected. The move brings the Heathrow operation into line with the company's budget airline, bmibaby, which operates out of five UK airports. Nigel Turner, bmi's Chief Executive said: "More than half of air passengers travel on business. They or their companies choose to travel in economy. Our leisure travellers are getting lowest fares but a full service. Now they can choose what they want and what they want to pay for when they travel."

The changes do not affect the services run by the company's regional operation out of Aberdeen, Edinburgh and Nottingham East Midlands airports. bmi has leased a Boeing 757-200 from Icelandair to operate its route from Manchester to Washington in order to move the A.330 that operated the route to London Heathrow for service to India.

Bmibaby is planning to add 3 Boeing 737s to its fleet later this year. This will take the airline's fleet of 737s to 19 aircraft. New routes are expected to be announced within the coming months.

Britannia Airways is now officially Thomsonfly. This is not the airline's first name change as it began life in 1962 as Euravia.

Monarch has taken delivery of its first Boeing 767-300, registered G-DIMB. The aircraft was previously operated by MyTravel.

Northwest Airlines has placed an order for 18 Boeing 787-800s. In addition the airline took options and purchase rights for an additional 50 B787s. Deliveries are scheduled to start in August 2008 and the airline is scheduled to take delivery of 6 aircraft in 2008, 6 in 2009 and 6 in 2010.

Phuket Air is no longer allowed to fly to the Netherlands. Dutch Aviation Authorities (IVW) suspended all landing rights after it found an operating pilot without the required medical certificate. The Dutch authorities had increased inspections of the airline after a series of incidents on flights to London. The British DOT has suspended the airline's permit because of operational safety concerns.

Singapore Airlines Ltd said it has been notified by European aircraft maker Airbus Industrie of a delay in the delivery of an A380 super-jumbo jetliner.

"We have been notified by Airbus of a delay and are working with them to minimise it. We are still working towards an entry into commercial service (of the A380) in the second half of 2006", the spokesman said.

The spokesman would not give the reason for the delay or any other details. SIA is set to be the first carrier worldwide to fly the double-decker A380, billed as the biggest airliner ever built.

SIA chief executive Chew Choon Seng said last year the airline hoped to start flying the plane in April 2006. Chew has also said that while the A380 can accommodate more than 550 passengers, SIA will configure it to seat less than 500 people to provide for space and other luxuries on board.

SIA has ordered 10 A380 aircraft, with an option to buy an additional 15. The aircraft has a price tag of about \$275 million.

Virgin Atlantic's *Flying Lady* is to have cosmetic surgery as part of the airlines 21st Birthday celebrations. The lady will now be repainted on the fleet to feature an "enhanced" bust and a Jennifer Lopez style Bottom!

AIRCRAFT NEWS

A retrofitted 747 fire fighting super-tanker is not yet approved to fly by the FAA, and may not be ready for this summer. "We don't know how much it drops and how accurate it is," Rose Davis, spokeswoman for the National Interagency Fire Center, told The Arizona Republic. The 747 can carry 24,000 gallons of water and retardant in four tanks, about eight times what ordinary tankers carry. Critics worry that the airplane can't fly low enough to be effective, and the massive drops might be hazardous to firefighters on the ground.

Airbus has confirmed it had asked Britain for funding to develop its new A350 plane, despite US warnings that such a move could trigger a transatlantic trade war with Europe. The United States pulled out of a 1992 bilateral aviation trade agreement last year under which Airbus tapped European governments for a third of development funding for new aircraft in the form of launch aid. Washington also filed a complaint with the World Trade Organisation as a warning against Airbus again receiving such loans, which it sees as unfair subsidies.

"It would have gone in about five weeks ago," Airbus UK spokesman Howard Berry said of the latest launch aid application to the UK government. "We're keen to get a decision by mid-June," he added. A decision then would coincide with the Paris air show, the industry's largest, where the rivalry between the world's two biggest plane makers Airbus and Boeing usually takes centre stage.

The world's biggest builder of airliners says the A350 project would create or support more than 30,000 UK jobs and has pledged to source from Britain sophisticated composites which will be used to make the plane lighter.

Airbus is also seeking funding from the other governments of Airbus' founding nations. "Certainly Airbus is talking to all the governments - France, Germany, Spain and the UK," Berry said.

A Boeing company spokesman said a swift response from Washington was likely. "The US government has made it clear that application for launch aid for the A350 will lead immediately to litigation at the WTO," a Boeing spokesman said.

In turn, Europe's top trade negotiator said Boeing was entitled to its opinion. "Boeing is entitled to its view ... but it is not a matter for Boeing, it is a matter for the US government," European Union Trade Commissioner Peter Mandelson told reporters.

Airbus has estimated it will cost three billion euros to develop the twin-engined A350, a long-range, upgraded variant of the mid-sized A330 and Chief Executive Noel Forgeard has said Airbus was likely to ask European governments for up to one billion euros in repayable loans to develop it. In comparison it has cost twelve billion euros to develop the mammoth Airbus A380 double-decker which flew for the first time last month and is set to enter service late next year.

Mandelson had reiterated that a fight at the WTO was not desirable. "Taking cases to the WTO is, in my view, not the appropriate way to deal with a dispute between two hugely successful companies for whom there is adequate room for both to prosper in the global market," he said.

Washington took its aircraft subsidies case to the WTO worried that soft loans from EU states for the Airbus A350 could challenge Boeing's new 787 Dreamliner, due in 2008. It has already said it would reopen its case against the 25-nation EU bloc if member states approved fresh support for Airbus, opening what could be the largest commercial dispute ever.

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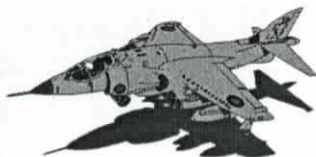
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David Wooler



Alphajets of the Patrouille-de-France at RAF Honington 27 June 1992
Norman Smart

MILITARY AVIATION



Future UK Maritime Air Power

Over the next decade, the Royal Navy will advance its air capability with the acquisition of two new large aircraft carriers and the F35B Joint Combat Aircraft (The VSTOL version of the F35 Joint Strike Fighter). These will replace the Invincible Class carriers and the Sea Harrier FA2; the F35B will also replace the RAF Harrier GR7 and GR9, which operate from carriers as part of the Joint Force Harrier.

The two new carriers, to be known as HMS Queen Elizabeth and HMS Prince of Wales, will each carry in excess of 40 aircraft including F35Bs, Merlin helicopters and the future Maritime Airborne Surveillance and Control (MASC) aircraft. The ships will be built and equipped for short vertical take-off and landing (SVTOL) operations, but can be converted to conventional take-off and landing (CTOL) operations.

The airframe for the MASC aircraft has not yet been selected and three are under consideration: a derivative of the Merlin helicopter, a version of the V-22 Osprey tilt rotor and the E2 Hawkeye. The latter would require conventional take-off and landing, a limiting factor, but the Hawkeye is the only alternative which could be bought "off the shelf", the other two alternatives would require modification and further investment from their present configuration.

The Queen Elizabeth Class aircraft carriers will be the largest warships ever built for the Royal Navy, up to 58000 tons displacement, larger than the Invincible Class. Design discussions are still ongoing, considering such topics as the inclusion of side armour or armoured bulkheads. The design will be adaptable as, on occasions, the carriers may need to carry RAF Chinook cargo helicopters or Army Air Corps Apache attack helicopters. This might lead to personnel from all three services, navy, army and air force, being carried for particular operations. This might eventually lead to the continued narrowing of the divisions between the three separate services. Perhaps the Canadians were right in having only one combined Armed Force?

Credit: AirForce Monthly

The Assault Glider Project

Brief mention has been made previously about this Project, but progress is now being made. In early 2001, a few veterans of the Midlands Branch of The Glider Pilot Regimental Association decided to build a complete Airspeed Horsa glider, to serve as a memorial to Airborne Forces who served in the Midlands during World War II. Horsas were built in Birmingham and many were tested and assembled at the Shropshire airfields of RAF Cosford, Shawbury, Sleep, Tilstock and Peplow. Three Midlands regiments provided glider-borne infantry battalions.

It is appropriate, therefore, that RAF Shawbury is the location for the building of the glider. Increasing numbers of volunteers, now totaling thirty, have been involved in the painstaking work. Financial contributions have been received from a number of sources, notably veterans, the National Heritage Lottery Fund and Midlands firms. The Young Offenders Institute at Stoke Heath manufactured some wood and metal components and a link was also established with the US 'Silent Wings' airborne forces museum.

There is no complete Horsa anywhere in the world. Assembly of the main fuselage and tail sections is virtually complete; effort is now being directed to the wings, flying controls and undercarriage components.

Credit: Pegasus The Yearbook

MILITARY NEWS

RAF leads way in UAVs

The Chief of the Air Staff, Sir Jock Stirrup recently claimed, in an address, that the RAF is in the lead in the operational use of UAVs (Unmanned Aerial Vehicles). The RAF has one unit, Flight 1115, consisting of seven pilots and eight sensor operators, which has been operating pilotless Predator aircraft over Iraq. They were trained at Nellis US Air Force Base in Nevada, where RAF personnel routinely pass out at the top of their courses.

Royal Squadron to acquire new helicopters

32 (The Royal) Squadron RAF, based at Northolt, is to exchange its three Twin Squirrel helicopters for three Agusta Westland A109 Power helicopters in 2006. The Squadron also operates BAe 146 and HS125 in the VIP and communications roles.

Dakota leads VE commemoration

A flight over Big Ben, the Houses of Parliament and Whitehall by a Battle of Britain Flight Dakota marked the opening of a ceremony at the Cenotaph in Whitehall to mark the 60th anniversary of VE (Victory in Europe) Day. This was the first in a series of ceremonies to commemorate VE Day and VJ (Victory over Japan) Day.

King Air complete first year of service

The seven Beech King Air 200s which replaced Jetstreams at RAF Cranwell in the multi-engined pilot training role, have completed their first year of service. The aircraft operate with 45 Squadron. The Squadron Commander reports that the King Air has been a great success, leading to considerable improvements in availability and pilot training. The Squadron trains about 60 students per year; students from elementary flying training complete about 70 hours on King Airs plus 30 hours on simulators. The aircraft are owned and serviced by Serco under contract and have civilian registrations.

Credit: RAF News

Eric Martin



Lightning T5 XS452 at RAF Lakenheath 6 June 1970
Norman Smart

Thomson Holidays will carry 7000 more passengers on holiday this year from Leeds Bradford compared with 2004, and they've added new routes for both this and next summer seasons as the UK's largest tour operator invests in 'Yorkshire's Premier Airport'.

A new flight, operating this summer, will take travellers to the beautiful Greek island of Zakynthos and for summer 2006 new routes to Bulgaria (Varna), Turkey (Bodrum) and Cyprus (Paphos) have been added. Next year's new destinations will represent a 34% increase in the number of Thomson holidays available from Lbia and offer people of the region even more choice from their local airport.

Miles Morgan, Sales and Marketing Director for Thomson, said, "We are investing significantly in our operations at Leeds Bradford Airport; the airport has great passenger facilities and our customer feedback shows that they enjoy the airport experience. These new destinations offer local people the chance to travel to areas which are becoming increasingly popular holiday destinations."

The new routes are in addition to the range of holiday destinations offered by Thomson for this summer including Algarve, Corfu, Costa Blanca, Costa de la Luz, Costa del Sol, Costa Dorada, Fuerteventura, Ibiza, Lanzarote, Majorca, Minorca, Tenerife and Turkey. With prices starting from only £200 per person the choice of destinations enables Yorkshire holidaymakers to choose beach, cruise or sightseeing holidays.

As part of a rebranding process, all Thomson Britannia aircraft have been rebranded with the name Thomsonfly.com and for extra comfort many of the Boeing aircraft that they use have undergone complete refits with new interiors to make the cabins feel more spacious and relaxing.

Ed Anderson, Managing Director at Leeds Bradford International Airport said: "We are delighted that Thomson's Leeds Bradford programme for summer 2006 is showing such significant growth. We see this as a major boost for the travelling public based in our core catchment area of West and North Yorkshire and a great vote of confidence in Leeds Bradford Airport."

"We are forecasting a passenger throughput of 2.7 million passengers in 2005 and 3 million passengers by the end of 2006. The new Thomson routes will make a significant contribution to the airport hitting these targets."

Holidays, flights and accommodation can be booked at www.thomson.co.uk or by calling the call centre on 0870 550 2555.

Leeds Bradford International Airport has been recognised for its part in the Leeds Floral Initiative by being awarded second place in the 'Best Large Retail Outlet' category in this year's **'Leeds in Bloom'** competition.

Neil Rennison, Engineering Facilities Supervisor and Tony Smith, Groundsman, accepted the award on behalf of the airport from the Mayor of Leeds at a prestigious ceremony at Leeds Civic Hall.

'Leeds in Bloom' is a year round initiative established in 1991 to encourage residents and businesses to join in with the City Council in decorating their homes or premises with flowers, creating spaces that are pleasant to work, play and relax in.

Groundsman, Tony Smith commented, "I was honoured to accept this award on behalf of my colleagues and the airport and it was great to be part of an initiative that helps to create a bright and vibrant city."



Leeds Bradford Airport is pleased to announce the arrival of new concessionaire Ki4Health Limited's service **"Relax Me Now"** which will add a touch of calm, well-being and zen-like qualities to the Departure Lounge at LBA in the form of their new On-Site Seated Acupressure Massage treatments for passengers.

On-Site Massage is an acupressure massage of Japanese origin. It is received fully clothed (no oils used) and seated in a specially designed, yet ultra comfy chair. The treatment concentrates on the stress bearing parts of the body; back, shoulders, neck, head, arms, and hands. Designed to act on the muscular, circulatory and nervous systems to calm the mind, relax the muscles and energise the body. Any symptom of stress is reduced and it feels great!

"This extremely popular and effective massage is just the ticket for easing tensions, leaving passengers to look forward to their holiday or business trip" said Daniel Pitt, Director of Ki4Health Limited.

Chair of the LBA Board, Cllr Tony Cairns said "The new service, which will be open daily throughout the summer, will stimulate interest and activity for passengers of Leeds Bradford Airport which we hope they will enjoy."

Located on the first floor of the Departure Lounge, he added, "LBA is fast becoming a place to receive a little pampering and luxury before jetting off on holiday or business."

No appointment is necessary, so why not visit Ki4Health's "Relax Me Now" on the first floor of the Departure Lounge at LBA or contact them on 0113 250 9696 ext 2386 or 07890 155969.

Price List:

(Neck and Shoulders)	5 minutes	£ 5.00
	10 minute treatment	£ 9.50
	20 minute treatment	£15.00

WOLVERHAMPTON MUNICIPAL AIRPORT AT PENDEFORD

In his interesting article on Halfpenny Green, now renamed Wolverhampton Airport (May 2005 magazine), Jim Stanfield asks where the previous Wolverhampton Airport was. In a street atlas of the Industrial West Midlands, dating from the early 1960s, I found Wolverhampton Municipal Airport at Pendeford, about 2.5 miles north of Wolverhampton.

The following summary is taken from the History of Pendeford web page which includes more details and photographs: <http://www.localhistory.scit.wlv.ac.uk/articles/Pendeford/Airport.htm>

Pendeford airfield opened on 27th June 1938 at a cost of £80,000. It had hangars, a control tower and grass runways. The opening was attended by Amy Johnson who entertained the crowds with an aerobatic routine in a glider.

The aircraft manufacturers Boulton Paul, originally of Norwich, opened a new factory at Pendeford. They were attracted by the proximity of the new airfield. During the Second World War Boulton Paul produced their famous Defiant aircraft at Pendeford. It was designed as a fighter and was similar in size and shape to the Hurricane.

At the beginning of the Second World War the airfield had been requisitioned by the Air Ministry and it remained as a training station for pilots for the duration of hostilities. There were eventually 108 Tiger Moth trainers based at the airfield.

The airfield remained in use for a quarter century after the end of the war and in 1950 it was used for the prestigious King's Cup Air Race. Scheduled flights began in 1953 and included a service from Derby to Jersey which called at the airport and one from Wolverhampton to Ronaldsway in the Isle of Man.

In 1967 Wolverhampton Council's Public Works and Estates Committee recommended that the airport should be closed when the current agreement expired in 1971. The main reason for closure was that the airport was losing money and taking up land which could be used for building but safety considerations also played a part. The airport was closed on 31st December 1970 and a housing estate now occupies the land.

The airport sign was rescued by a local historian and is now preserved by the Boulton Paul Association in their visitor centre and workshops situated in part of the former works. Much work has been done since the Association was set up in 1991 and a fine collection of Boulton Paul related material and artefacts are under restoration and on display. The centrepiece is a full-scale replica Defiant.

A photograph of the airport sign can be found on the contacts page of the Boulton Paul Association web site: <http://homepage.ntlworld.com/markansell/bpa/index.html>

Peter Martin



FROM THE CHAIRMAN

There are vast numbers ... who will render faithful service in this war,
but whose names will never be known, whose deeds will never be recorded.
This is a War of the Unknown Warriors.
Winston Churchill

May 8th 1945 was their day. Churchill's Unknown Warriors had endured six years of sacrifice to bring freedom to war-torn Europe. But did our Service men and women get the thanks their bravery warranted? Sadly the answer is no.

Even today, men and women who fought in that conflict are still suffering from the trauma of that time.

We owe these people a debt of "thanks" for if it were not for the sacrifice that they made we would not be enjoying the freedoms that we today take for granted.

There are three key dates for celebrations this year:

Victory in Europe Day on 8th May

WWII Commemoration Day on 10th July

Victory over Japan Day on 21st August

The Royal British Legion is celebrating the 60th Anniversary of the end of World War II by organising the NATION'S BIGGEST THANK YOU on July 10th and we of the Air Yorkshire Aviation Society will play our part.

At our July 3rd meeting we shall serve coffee/tea and cake at the interval and we shall be asking our members to give a donation for their refreshments. All profits will be sent to the Royal British Legion as our Thank You to Churchill's Unknown Warriors.

So please give generously - THEY DESERVE IT

Thanks

Cliff Jayne



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SPOT THE DIFFERENCE

Compiled by Paul Whincup



Paint scheme switched on the tail
Registration altered on the Tail Was OE-LFI to OE-EFI
Front Passenger window missing
Extra over wing exit
Euro flag by rear registration missing
Right hand wing missing
Extra set of main landing gear
Oversize front wheel
R of Austrian Arrows missing
Vhf antenna on forward roofline missing



**THE NATION'S
BIGGEST THANK YOU**
FOR VICTORY IN 1945

WWII ANNIVERSARY APPEAL BY THE ROYAL BRITISH LEGION

MD-83 EC-HNC
Spanair
Tenerife Sur Airport
20 February 2005
Alan Sinfeld



Boeing MD90 HB-JIB
British JET.com
Leeds Bradford
1 May 2005
Norman Smart

Boeing 737-800 EI-DCV
Ryanair
Frankfurt Hahn
15 April 2005
Peter Martin

