

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

At our May meeting we had the pleasure of welcoming Tim Jeans, Managing Director of Monarch Scheduled Services.

It was very interesting to hear of Tim's previous aviation experience, having worked for Manchester Airport, Ryanair and Mytravel. He gave us some insight as to how low cost airlines operate, costing out, preparing new services, introducing other airports.

Monarch has a mixture of aircraft, Boeing and Airbus. Monarch and other airlines regret the decision of Boeing to cancel production of new 757s, a valued aircraft, so useful for many low cost and scheduled services. We reviewed the prospect of the new Boeing 787 aircraft for the future, longer routes, better fuel consumption, 20% less, so more beneficial.

Tim had kindly agreed to a question and answer session, and some interesting questions were posed. He was thanked for a most enjoyable and entertaining afternoon – he had certainly brightened the very wet May day outside.

We had thirty-nine members present and were very pleased to see Eric Martin MBE who had brought the scroll for us to read, signed by both the Queen and Prince Philip, but the medal itself is away at the moment, being mounted with other awards. We gave him a round of applause and presented him with our *Air Yorkshire* CDM (Eric will be sharing this with his wife, Renee, as Cadbury's Dairy Milk is one of her favourites!).

Lawrie Coldbeck



MOVEMENTS - APRIL 2006

01 Saturday

G-JEDU	DHC-8 400	0807 0846	G-JEDM	DHC-8 400	0817 0901
G-JECL	DHC-8 400	0859 1011	PH-OFB	Fokker 100	0925 1029
G-WOWB	DHC-8 300	0933 1034	CS-DHM	Citation Bravo	0956 1033
EC-GXU	MD-83	1009 1135	EI-DLE	Boeing 737/800	1027 1117
G-FRYI	King Air B.200	1035 1106(02)	G-RJXI	EMB 145	1042 1129
G-RJXL	EMB 135	1132 1506(02)	N249SR	Hawker 800A	1152 1730
G-STRJ	Boeing 737/300	1217 1319	EI-DAC	Boeing 737/800	1606 1647
PH-WXA	Fokker 70	1613 1723	G-NIVA	Eurocopter EC.155	1642 1240(02)
SE-DZI	Boeing 737/800	1831 2042	PH-OFB	Fokker 100	2056 0626(02)
G-RJXF	EMB 145	2136 0701(02)			

02 Sunday

EC-GOM	MD-83	0853 0956	G-ZAPU	Boeing 757	0901 1039
G-MIDR	Airbus 320	0925 1044	PH-OFB	Fokker 100	0932 1033
G-LIDE	PA-31 Chieftain	0945 1905	G-RJXI	EMB 145	1102 1350
G-JEDL	DHC-8 400	1303 1357	G-JIVE	Hughes 369E	1340 1407
G-BYAK	Boeing 757	1345 1550	G-JEBE	BAe 146/300	1347 1435
EI-CSC	Boeing 737/800	1417 1455	G-CCXJ	Cessna 340A	1457 1513
PH-WXD	Fokker 70	1614 1716	G-CCFC	Robinson R.44	1641 1700
G-RJXC	EMB 145	1647 1743	G-MAJI	Jetstream 41	1650 1739
G-RJXI	EMB 145	1653 1747	G-RJXE	EMB 145	1718 1800
G-RJXL	EMB 135	1727 1813	G-MIDR	Airbus 320	1809 1923
G-WOWD	DHC-8 300	1841 1930	G-JECL	DHC-8 400	1929 2004
EI-DLF	Boeing 737/800	1958 2045	G-RJXL	EMB 135	2009 0715(03)
G-MAJH	Jetstream 41	2011 0701(03)	G-JEAJ	BAe 146/200	2022 2109
G-RJXI	EMB 145	2050 0710(03)	PH-OFE	Fokker 100	2100 0623(03)
-RJXE	EMB 145	2103 0718(03)	G-MIDR	Airbus 320	2154 0659(03)
G-STRJ	Boeing 737/300	2209 1004(03)	G-RJXC	EMB 145	2222 0748(03)

03 Monday

CS-DFT	C.560 Citation XLS	0727 0848	G-JEDL	DHC-8 400	0741 0821
G-WOWB	DHC-8 300	0843 0925	G-RJXI	EMB 145	0917 0957
G-RJXE	EMB 145	0919 1511	G-MIDR	Airbus 320	0927 1037
PH-OFE	Fokker 100	0930 1030	G-MAJH	Jetstream 41	0934 1015
G-MAJD	Jetstream 41	0937 1335	G-RJXL	EMB 135	1007 1045
VP-CLD	C.550 Citation 2	1013 1323	EI-DCH	Boeing 737/800	1024 1109
G-RJXC	EMB 145	1118 1458	G-RJXI	EMB 145	1143 1349
G-IMGL	King Air B.200	1214 1454	G-JEAW	BAe 146/200	1217 1251
G-CCXJ	Cessna 340A	1225 1425	G-BXYT	PA-28RT Arrow	1238 1632
G-MAJH	Jetstream 41	1247 1423	G-RJXL	EMB 135	1312 1415
G-MIDR	Airbus 320	1318 1446	G-JECE	DHC-8 400	1404 1451
G-FPLB	King Air B.200	1503 1825	G-CCXJ	Cessna 340A	1548 1644
G-JEBC	BAe 146/300	1603 1705	EI-CSW	Boeing 737/800	1611 1701
PH-JCT	Fokker 70	1615 1722	G-MAJH	Jetstream 41	1648 1759
G-CCYH	EMB 145	1650 1739	G-RJXI	EMB 145	1658 1754
G-RJXL	EMB 135	1708 1801	G-RJXE	EMB 145	1717 1803
G-DBCA	Airbus 319	1744 1854	G-WOWC	DHC-8 300	1835 1911
CS-DFR	C.560 Citation XL	1934 2047	G-CCYH	EMB 145	1937 0726(04)
G-RJXE	EMB 145	1950 0827(04)	G-MAJD	Jetstream 41	1953 0659(04)
G-JECG	DHC-8 400	2001 2033	G-MAJH	Jetstream 41	2003 0718(04)

G-RJXL	EMB 135	2037 0707(04)	G-RJXI	EMB 145	2056 0712(04)
PH-OFL	Fokker 100	2105 0631(04)	G-STRJ	Boeing 737/300	2115 2234(04)
G-MIDR	Airbus 320	2148 0703(04)	El-DCH	Boeing 737/800	2155 2227
G-BYAN	Boeing 757	2321 0730(04)			

04 Tuesday

G-WOWC	DHC-8 300	0910 0953	G-JECL	DHC-8 400	0913 0955
G-RJXI	EMB 145	0922 1003	G-MIDR	Airbus 320	0929 1033
G-CCYH	EMB 145	0932 1509	G-MAJH	Jetstream 41	0937 1024
G-GBRU	Jet Ranger	0950 0958	PH-OFL	Fokker 100	0951 1054
G-RJXL	EMB 135	1001 1405	G-MAJF	Jetstream 41	1006 1044
El-DAC	Boeing 737/800	1013 1051	G-FIBS	Squirrel	1129 1302(07)
G-RJXE	EMB 145	1137 1346	G-RJXI	EMB 145	1144 1444
G-JEAL	BAe 146/200	1154 1233	G-MAJH	Jetstream 41	1245 1338
G-MIDR	Airbus 320	1323 1433	G-JEDU	DHC-8 400	1354 1430
G-JEDL	DHC-8 400	1416 1458	G-MAJD	Jetstream 41	1427 1503
G-MDCA	PA-34 Seneca	1515 1623	El-CSC	Boeing 737/800	1618 1652
G-MAJH	Jetstream 41	1627 1722	G-RJXI	EMB 145	1646 1732
G-RJXL	EMB 135	1659 1744	PH-KZI	Fokker 70	1701 1758
G-CCYH	EMB 145	1709 1754	G-MAJD	Jetstream 41	1725 1903
G-RJXE	EMB 145	1740 1819	EC-HTR	Beechjet 400A	1756 1701(05)
G-DBCD	Airbus 319	1803 1856	G-MAJI	Jetstream 41	1816 1852
G-OPEN	Jet Ranger	1821 1903	G-WOWE	DHC-8 300	1826 1910
G-JECE	DHC-8 400	1926 2005	G-RJXI	EMB 145	1936 0719(05)
G-MAJH	Jetstream 41	1949 0715(05)	G-CCYH	EMB 145	1956 0735(05)
G-RJXL	EMB 135	2032 0709(05)	G-MAJI	Jetstream 41	2056 0651(05)
PH-OFE	Fokker 100	2105 0647(05)	G-RJXE	EMB 145	2122 0801(05)
El-DAC	Boeing 737/800	2152 2221	G-MIDR	Airbus 320	2159 0735(05)
G-BYAR	Boeing 757	2209 1133(05)			

05 Wednesday

SP-LLF	Boeing 737/400	0014 0200	G-JEDL	DHC-8 400	0804 0843
G-WOWE	DHC-8 400	0909 0951	G-SGEC	King Air B.200	0913 1004
G-RJXI	EMB 145	0920 1001	G-CCYH	EMB 145	0923 1505
PH-OFL	Fokker 100	0927 1030	G-MAJI	Jetstream 41	0931 1348
G-MAJH	Jetstream 41	0941 1021	G-BUUM	PA-28RT Arrow	0958 1407
G-MIDR	Airbus 320	1005 1108	G-RJXL	EMB 135	1022 1414
El-DCH	Boeing 737/800	1028 1122	G-BNYB	PA-28 Dakota	1032 1636
G-RJXE	EMB 145	1104 1738	G-JEAV	BAe 146/200	1144 1228
G-RJXI	EMB 145	1152 1444	N5144Q	MDH 369E	1200 1219
G-MAJH	Jetstream 41	1243 1432	G-MIDR	Airbus 320	1335 1438
G-JECG	DHC-8 400	1409 1459	N583CD	Cirrus SR.22	1441 1109(06)
G-JEBC	BAe 146/300	1606 1707	El-DLF	Boeing 737/800	1610 1658
G-MAJI	Jetstream 41	1616 1721	CS-DFO	C.560 Citation XL	1618 1718
G-RJXE	EMB 145	1645 1737	G-RJXI	EMB 145	1647 1729
G-MAJH	Jetstream 41	1650 1749	G-RJXL	EMB 135	1653 1747
PH-KZI	Fokker 70	1655 1759	G-CCYH	EMB 145	1712 1804
G-GBRU	Jet Ranger	1714 1510(14)	G-BKWY	Cessna F.152	1723 1746
G-CLOW	King Air 200	1734 0612(06)	G-DBCA	Airbus 319	1740 1855
G-BJVT	Cessna F.152	1814 1842	G-WOWC	DHC-8 300	1831 1910
G-JIVE	Hughes 369E	1834 1853	G-JEDO	DHC-8 400	1920 1956
G-RJXI	EMB 145	1932 0717(06)	G-MAJI	Jetstream 41	1953 0652(06)
G-CCYH	EMB 145	1959 0729(06)	G-MAJH	Jetstream 41	2003 0659(06)
G-RJXL	EMB 135	2032 0708(06)	G-RJXE	EMB 145	2037 0714(06)
G-BYAR	Boeing 757	2045 2221	El-DCH	Boeing 737/800	2210 2243
G-DBCE	Airbus 319	2214 0657(06)	PH-OFC	Fokker 100	2236 0637(06)
G-HTRL	PA-34 Seneca	2327 0054(06)			

06 Thursday

G-JEDL	DHC-8 400	0748 0831	G-JEDR	DHC-8 400	0814 0850
N66DN	Lear Jet 45	0817 0914	G-WOWC	DHC-8 300	0858 0937
G-RJXI	EMB 145	0916 1357	G-RJXE	EMB 145	0925 1015
G-MAJH	Jetstream 41	0929 1351	G-DBCE	Airbus 319	0932 1041
PH-OFK	Fokker 100	0934 1104	G-MAJI	Jetstream 41	0938 1018
G-JEBC	BAe 146/300	0958 1901	El-DCH	Boeing 737/800	1035 1114
G-CCYH	EMB 145	1043 1159	G-BJMR	Cessna 310R	1054 1420(10)
G-HRPN	Robinson R.44	1059 1408	G-RJXE	EMB 145	1206 1449
G-MAJI	Jetstream 41	1244 1441	G-RJXL	EMB 135	1248 1409
G-JEBF	BAe 146/300	1256 1417	G-OOAX	Airbus 320	1314 1447
G-DBCE	Airbus 319	1326 1439	EC-ISI	Airbus 320	1330 1509
G-JEDP	DHC-8 400	1348 1452	G-JECG	DHC-8 400	1404 1456
G-CCYH	EMB 145	1429 1517	El-DCF	Boeing 737/800	1557 1655
PH-KZM	Fokker 70	1621 1728	G-MAJH	Jetstream 41	1624 1723
G-RJXI	EMB 145	1652 1746	G-RJXE	EMB 145	1657 1739
G-RJXL	EMB 135	1700 1803	G-MAJI	Jetstream 41	1707 1752
G-CCYH	EMB 145	1719 1814	G-DBCD	Airbus 319	1800 1859
G-WOWB	DHC-8 300	1824 1906	G-CLOW	King Air B.200	1843 1904
G-JEDN	DHC-8 400	1922 2009	G-JECE	DHC-8 400	1926 2000
G-RJXE	EMB 145	1945 0800(07)	G-MAJH	Jetstream 41	1949 0712(07)
G-CCYH	EMB 145	2002 0716(07)	G-MAJI	Jetstream 41	2007 0740(07)
G-RJXL	EMB 135	2035 0718(07)	G-RJXI	EMB 145	2051 0723(07)
PH-OFJ	Fokker 100	2101 0643(07)	G-MIDW	Airbus 320	2203 0721(07)
El-DCG	Boeing 737/800	2215 2251			

07 Friday

SP-LMD	Boeing 737/400	0002 0159	G-JEDL	DHC-8 400	0749 0844
G-JEDR	DHC-8 400	0827 0912	G-WOWB	DHC-8 300	0854 0941
G-RJXI	EMB 145	0925 1453	G-CCYH	EMB 145	0928 1520
PH-OFK	Fokker 100	0935 1119	G-MAJH	Jetstream 41	0938 1034
G-MAJI	Jetstream 41	0955 1339	G-RJXL	EMB 135	1020 1104
El-DAG	Boeing 737/800	1034 1117	CS-DRI	Hawker 800XP	1038 1258
EC-ICN	Airbus 320	1049 1211	G-RJXE	EMB 145	1101 2040
EC-HKQ	Boeing 737/800	1107 1230	G-MIDP	Airbus 320	1126 1224
TF-ELM	Boeing 737/300	1129 1253	G-MOOO	Lear Jet 45	1213 1301
G-BLYE	TB.10 Tobago	1221 1311	G-MAJH	Jetstream 41	1250 1426
G-DBCF	Airbus 319	1310 1448	G-RJXL	EMB 135	1322 1418
G-JECG	DHC-8 400	1401 1455	G-JEBF	BAe 146/300	1606 1702
El-DLJ	Boeing 737/800	1614 1710	PH-KZK	Fokker 70	1616 1710
G-MAJI	Jetstream 41	1621 1719	G-JOEM	Airbus 320	1628 1837
G-MAJH	Jetstream 41	1646 1751	G-RJXI	EMB 145	1656 1736
G-RJXI	EMB 145	1708 1802	G-CCYH	EMB 145	1723 1806
TF-ELM	Boeing 737/300	1749 1854	G-WOWE	DHC-8 300	1819 1859
G-JECE	DHC-8 400	1926 2000	G-DBCE	Airbus 319	1930 2035
G-RJXI	EMB 145	1936 2015	G-CCYH	EMB 145	1958 2241
G-MAJI	Jetstream 41	2008 2041	G-MAJH	Jetstream 41	2018 1752(09)
G-JEDR	DHC-8 400	2055 2151	PH-OFN	Fokker 100	2107 0632(08)
G-RJXL	EMB 135	2115 0820(08)	El-DAG	Boeing 737/800	2234 2317
G-MIDT	Airbus 320	2312 0707(08)	G-RJXI	EMB 145	2321 1115(08)

08 Saturday

G-JECG	DHC-8 400	0802 0848	G-JEDU	DHC-8 400	0806 0844
G-JEDN	DHC-8 400	0810 0854	G-WOWB	DHC-8 300	0936 1029
G-MIDT	Airbus 320	0941 1100	D-IETZ	C.525 Citationjet	0951 1035
PH-OFB	Fokker 100	0957 1058	El-DCG	Boeing 737/800	1033 1118
EC-FZC	MD-83	1039 1151	G-RJXL	EMB 135	1132 1213
CS-DXA	C.560 Citation XLS	1147 0957(09)	01-0030	C-37A(Gulf. 5)	1259 1630

G-STRJ	Boeing 737/300	1342 1503	G-RJXK	EMB 135	1428 1506(09)
G-CDZM	Boeing 737/800	1438 1623	EI-DAL	Boeing 737/800	1605 1731
PH-KZO	Fokker 70	1625 1753	G-SGEC	King Air B.200	1708 1723
G-MAJD	Jetstream 41	2055 0725(10)	PH-OFH	Fokker 100	2100 0632(09)
G-RJXI	EMB 145	2143 0654(09)			

09 Sunday

SP-LLF	Boeing 737/400	0014 0152	EC-HKP	MD-83	0841 0952
PH-OFB	Fokker 100	0918 1025	G-DBCH	Airbus 319	0954 1053
G-RJXD	EMB 145	1121 1342	G-CBWB	PA-34 Seneca	1223 1715
G-JECE	DHC-8 400	1315 1404	EI-DLJ	Boeing 737/800	1340 1443
G-BYAK	Boeing 757	1342 1619	G-JEBF	BAe 146/300	1350 1503
CS-DFX	Hawker 800XP	1520 1613	G-RJXA	EMB 145	1523 1611
PH-KZH	Fokker 70	1620 0026(10)	ZG845	BN.2T Islander	1624 1717
G-RJXD	EMB 145	1650 1737	G-MAJF	Jetstream 41	1659 1746
G-RJXH	EMB 145	1708 1803	G-RJXK	EMB 135	1737 1840
G-WOWB	DHC-8 300	1858 1940	G-JEAY	BAe 146/200	1907 2001
G-JECE	DHC-8 400	1912 2003	G-MIDO	Airbus 320	1924 2005
EI-DLJ	Boeing 737/800	1950 2034	G-MAJH	Jetstream 41	2008 0655(10)
G-RJXK	EMB 135	2022 0719(10)	G-MAJF	Jetstream 41	2036 2101
N601HW	CL.601 Challenger	2041 1808(13)	G-RJXD	EMB 145	2045 0729(10)
G-RJXH	EMB 145	2051 0716(10)	G-RJXA	EMB 145	2055 0744(10)
PH-OFI	Fokker 100	2135 0714(10)	G-STRJ	Boeing 737/300	2239 1008(10)
G-MIDS	Airbus 320	2242 0708(10)			

10 Monday

G-JECE	DHC-8 400	0752 0841	G-BYSE	Jet Ranger	0757 1535
G-JECH	DHC-8 400	0817 0901	G-AYSY	Cessna F.177RG	0843 1048
G-WOWE	DHC-8 300	0855 0943	G-RJXD	EMB 145	0916 1508
G-RJXH	EMB 145	0923 1005	G-MAJH	Jetstream 41	0925 1340
G-MIDS	Airbus 320	0934 1040	G-MAJD	Jetstream 41	0936 1020
PH-OFN	Fokker 100	1001 1055	G-RJXK	EMB 135	1017 1102
EI-CSV	Boeing 737/800	1041 1132	N66DN	Lear Jet 45	1044 0933(11)
G-RJXA	EMB 145	1047 1346	G-GDEZ	Hawker 1000B	1053 1821
G-RJXH	EMB 145	1148 1447	G-FIBS	Squirrel	1215 1446
G-MAJD	Jetstream 41	1244 1428	G-WOWD	DHC-8 300	1315 1350
G-RJXK	EMB 135	1322 1405	G-MIDS	Airbus 320	1324 1436
EC-HVV	Falcon 100	1418 1538	G-JECG	DHC-8 400	1423 1500
G-BVDH	PA-28RT Arrow	1426 1928	G-WOWC	DHC-8 300	1457 1533
G-BZXJ	Schweizer 269C	1603 1641	G-JEBF	BAe 146/300	1609 1701
PH-KZR	Fokker 70	1611 1733	G-MAJH	Jetstream 41	1617 1720
EI-DAL	Boeing 737/800	1620 1718	G-RJXH	EMB 145	1634 1726
CS-DXG	C.560 Citation XLS	1639 1724	G-MAJD	Jetstream 41	1652 1754
G-RJXA	EMB 145	1654 1739	G-RJXK	EMB 135	1657 1743
G-RJXD	EMB 145	1709 1758	G-BVMA	King Air B.200	1734 0847(11)
G-DBCE	Airbus 319	1800 1911	G-BYAF	Boeing 757	1837 0720(11)
G-JEDR	DHC-8 400	1914 1955	G-JECL	DHC-8 400	1925 2001
G-RJXH	EMB 145	1938 0711(11)	G-MAJH	Jetstream 41	1951 0650(11)
G-RJXD	EMB 145	1953 0724(11)	G-WOWD	DHC-8 300	2011 2051
G-MAJD	Jetstream 41	2014 0658(11)	G-RJXK	EMB 135	2023 0714(11)
G-RJXA	EMB 135	2041 0741(11)	PH-OFA	Fokker 100	2103 0635(11)
G-STRJ	Boeing 737/300	2108 0841(11)	G-MIDV	Airbus 320	2138 0655(11)
EI-CSV	Boeing 737/800				

11 Tuesday

G-JEDO	DHC-8 400	0801 0844	CS-DNK	Hawker 800XP	0812 0942
G-WOWB	DHC-8 300	0829 0912	G-JEDR	DHC-8 400	0851 0936
G-RJXH	EMB 145	0915 0958	G-MIDV	Airbus 320	0920 1037
PH-KLI	Fokker 100	0928 1034	G-RJXD	EMB 145	0930 1514

G-MAJH	Jetstream 41	0934 1338	G-MAJD	Jetstream 41	0939 1015
N846MA	C.560 Citation V	1004 1628	G-RJXK	EMB 135	1006 1407
EI-DLF	Boeing 737/800	1020 1109	G-RJXA	EMB 145	1052 1345
G-RJXH	EMB 145	1142 1447	G-WOWE	DHC-8 300	1218 1302
G-MAJD	Jetstream 41	1232 1431	PH-MRO	Cessna 421C	1237 1616
G-MIDV	Airbus 320	1310 1435	G-WOWD	DHC-8 300	1348 1426
G-JECF	DHC-8 400	1409 1449	G-JEDU	DHC-8 400	1418 1457
G-MAJH	Jetstream 41	1613 1726	PH-KZG	Fokker 70	1631 1729
G-RJXH	EMB 145	1642 1733	G-RJXA	EMB 145	1645 1735
G-MAJD	Jetstream 41	1651 1748	G-RJXK	EMB 135	1654 1752
EI-DHZ	Boeing 737/800	1657 1740	G-RJXD	EMB 145	1709 1755
G-DBCA	Airbus 319	1815 1919	G-NESV	Eurocopter 135T	1817 1832
HB-JIB	MD-90	1902 2011	G-JEDO	DHC-8 400	1915 2029
G-RJXH	EMB 145	1920 0704(12)	G-JECH	DHC-8 400	1924 2027
G-RJXD	EMB 145	1947 0716(12)	G-MAJD	Jetstream 41	2003 0658(12)
G-WOWE	DHC-8 300	2005 2039	G-MAJH	Jetstream 41	2008 0706(12)
G-RJXK	EMB 135	2045 0710(12)	PH-OFB	Fokker 100	2107 0629(12)
G-RJXA	EMB 145	2120 0747(12)	G-MIDV	Airbus 320	2145 0650(12)
EI-DLF	Boeing 737/800	2156 2225			

12 Wednesday

SP-LLE	Boeing 737/400	0041 0207	G-BYAP	Boeing 757	0052 1141
G-JECG	DHC-8 400	0742 0838	G-JEDR	DHC-8 400	0831 0921
G-WOWC	DHC-8 300	0841 0925	G-RJXH	EMB 145	0906 1002
G-RJXD	EMB 145	0917 1504	G-MIDV	Airbus 320	0929 1034
PH-OFH	Fokker 100	0931 1044	G-MAJD	Jetstream 41	0935 1339
G-MAJH	Jetstream 41	0937 1023	G-RJXK	EMB 135	1018 1408
EI-CSW	Boeing 737/800	1031 1124	G-RJXA	EMB 145	1051 1445
G-RJXH	EMB 145	1154 1343	G-WOWB	DHC-8 400	1243 1325
G-MAJH	Jetstream 41	1248 1428	N109MJ	Agusta A.109E	1312 1800
G-MIDV	Airbus 320	1336 1434	G-JEDO	DHC-8 400	1411 1501
G-WOWE	DHC-8 300	1547 1628	G-JEBF	BAe 146/300	1558 1706
G-MAJD	Jetstream 41	1604 1730	EI-DAL	Boeing 737/800	1615 1711
PH-WXC	Fokker 70	1618 1725	G-RJXA	EMB 145	1652 1737
G-MAJH	Jetstream 41	1657 1749	G-RJXH	EMB 145	1659 1745
G-RJXK	EMB 135	1702 1754	G-RJXD	EMB 145	1708 1802
G-DBCE	Airbus 319	1750 1906	G-JECH	DHC-8 400	1915 2009
G-JECF	DHC-8 400	1930 2007	G-RJXA	EMB 145	1933 0718(13)
G-RJXD	EMB 145	1955 0743(13)	G-MAJD	Jetstream 41	1957 0659(13)
G-MAJH	Jetstream 41	2014 0650(13)	G-RJXK	EMB 135	2025 0708(13)
G-BYAP	Boeing 757	2048 2158	G-RJXH	EMB 145	2051 0714(13)
PH-KLE	Fokker 100	2111 0635(13)	G-MIDV	Airbus 320	2149 0656(13)
G-RHUM	ATR.42 300	2156 2226	EI-CSW	Boeing 737/800	2204 2239

13 Thursday

G-JECG	DHC-8 400	0749 0837	G-JEDR	DHC-8 400	0806 0852
G-WOWD	DHC-8 300	0848 0949	G-RJXA	EMB 145	0921 2102(14)
G-RJXH	EMB 145	0928 1013	G-MIDV	Airbus 320	0930 1039
G-MAJD	Jetstream 41	0933 1019	G-FIBS	Squirrel	0939 1350
G-MAJL	Jetstream 41	0954 1331	PH-OFN	Fokker 100	1001 1058
G-RJXK	EMB 145	1010 1053	VP-CBM	C.550 Citation 2	1017 1309
EI-CSW	Boeing 737/800	1030 1115	G-RJXD	EMB 145	1044 1358
G-BVMA	King Air B.200	1047 1429	G-RJXH	EMB 145	1157 1456
N66DN	Lear Jet 45	1237 1349	G-MAJD	Jetstream 41	1241 1436
G-WOWB	DHC-8 300	1244 1340	EC-ICN	Airbus 320	1306 1459
G-OOAX	Airbus 320	1311 1443	G-MIDV	Airbus 320	1334 1448
G-RJXK	EMB 135	1337 1418	ZG845	BN.2T Islander	1356 1451
G-JEDO	DHC-8 400	1405 1516	G-JEDV	DHC-8 400	1412 1506

D-AETV	CL.604 Challenger	1500 1630	G-WOWE	DHC-8 300	1524 1633
PH-KZD	Fokker 70	1617 1734	G-MAJL	Jetstream 41	1624 1719
G-RJXH	EMB 145	1654 1746	EI-DAC	Boeing 737/800	1659 1751
G-MAJD	Jetstream 41	1701 1754	G-RJXD	EMB 145	1705 1758
G-RJXC	EMB 135	1707 1800	G-RJXC	EMB 145	1749 1835
G-DBCA	Airbus 319	1811 1925	G-JECH	DHC-8 400	1922 2006
G-JEDI	DHC-8 400	1929 2010	G-RJXH	EMB 145	1946 2032
G-MAJL	Jetstream 41	1959 0729(18)	G-MAJD	Jetstream 41	2026 0657(14)
G-RJXC	EMB 145	2029 0741(14)	G-RJXC	EMB 135	2043 1052(14)
G-RJXD	EMB 145	2059 1825(14)	G-MIDW	Airbus 320	2204 0704(14)
EI-CSW	Boeing 737/800	2219 2257	PH-OFC	Fokker 100	2330 0623(14)
G-WOWE	DHC-8 300	2336 0017(14)			

14 Friday

SP-LMD	Boeing 737/300	0016 0154	G-JEDO	DHC-8 400	0758 0844
G-JEDR	DHC-8 400	0802 0847	G-WOWB	DHC-8 300	0826 0903
G-CBAK	Robinson R.44	0853 0938	PH-OFI	Fokker 100	0928 1033
G-MAJD	Jetstream 41	0932 1027	EI-DLL	Boeing 737/800	1030 1113
G-RJXC	EMB 145	1048 1347	EC-JIB	Airbus 320	1050 1219
EC-IDA	Boeing 737/800	1100 1234	G-MAJD	Jetstream 41	1244 1338(17)
G-WOWC	DHC-8 300	1255 1332	G-RJXC	EMB 135	1311 1411
G-DBCH	Airbus 319	1351 1455	G-JECG	DHC-8 400	1409 1458
G-JEBF	BAe 146/300	1602 1709	G-GBRU	Jet Ranger	1604 1608
EI-DLF	Boeing 737/800	1611 1655	PH-KZF	Fokker 100	1614 1721
G-RJXC	EMB 145	1651 1735	G-RJXC	EMB 135	1657 0811(15)
G-VCED	Airbus 320	1706 1839	G-WOWE	DHC-8 300	1731 1811
G-NICI	Robinson R.44	1816 1852	G-JEDR	DHC-8 400	1912 1949
G-JECE	DHC-8 400	1919 1953	G-RJXC	EMB 145	2034 0705(15)
PH-OFF	Fokker 100	2106 0634(15)	G-MIDW	Airbus 320	2117 1142(15)
G-ZAPT	King Air 200C	2206 2227	EI-CSV	Boeing 737/800	2209 2247
D-CGRC	Lear Jet 35A	2319 1146(15)			

15 Saturday

G-ZAPT	King Air 200C	0703 1008	G-JECG	DHC-8 400	0755 0834
G-JEDN	DHC-8 400	0802 0859	G-JEDV	DHC-8 400	0804 0845
PH-OFF	Fokker 100	0926 1025	G-RJXC	EMB 145	0931 1030
G-WOWB	DHC-8 300	0937 1018	EC-GQG	MD-83	0951 1125
EI-DCK	Boeing 737/800	1043 1127	G-STRJ	Boeing 737/300	1103 1259
G-RJXC	EMB 135	1112 1746(17)	G-JIVE	Hughes 369E	1440 1504
EI-DAI	Boeing 737/800	1604 1643	PH-KZD	Fokker 70	1617 1706
G-WOWC	DHC-8 300	1732 1812	SE-DZI	Boeing 737/800	1804 1907
PH-OFN	Fokker 100	2104 0614(16)	G-RJXC	EMB 145	2132 0659(16)

16 Sunday

G-FCED	PA-31T Cheyenne	0058 0256	SP-LLF	Boeing 737/400	0108 0204
EC-HNC	MD-83	0843 1000	G-DBCG	Airbus 319	0922 1033
PH-KLD	Fokker 100	0924 1018	G-OPEN	Jet Ranger	1033 1234
G-CCYH	EMB 145	1045 1329	G-BHFJ	PA-28RT Arrow	1200 1255
G-JEDI	DHC-8 400	1304 1346	EI-DLL	Boeing 737/800	1317 1400
G-JEBF	BAe 146/300	1339 1430	G-BYAJ	Boeing 757	1346 1609
G-JIVE	Hughes 369E	1513 1540	G-RJXC	EMB 145	1530 1441(17)
G-RJXI	EMB 145	1604 0733(18)	PH-KZA	Fokker 70	1613 1712
TF-ELA	Boeing 737/300	1631 1721	G-MAJI	Jetstream 41	1637 1751
G-CCYH	EMB 145	1646 1343(17)	G-CBAK	Robinson R.44	1736 1852
G-JEDI	DHC-8 400	1903 1957	G-JEAS	BAe 146/200	1906 2000
EI-DLL	Boeing 737/800	1921 2011	G-WOWC	DHC-8 300	1930 2004
G-MIDV	Airbus 320	2035 0649(17)	TF-ELA	Boeing 737/300	2112 2205
PH-KZA	Fokker 70	2117 1801(18)			

17 Monday

G-JECI	DHC-8 400	0748 0841	G-STRH	Boeing 737/700	0855 0954
PH-KLI	Fokker 100	0922 1101	EI-DLF	Boeing 737/800	1034 1127
G-ZMAM	PA-28 Archer	1114 1528	N565F	Gazelle	1204 1426
G-WOWD	DHC-8 300	1215 1250	G-MIDV	Airbus 320	1311 1447
G-BEYV	Cessna T.210M	1359 <u>Res</u>	G-JECJ	DHC-8 400	1413 1500
G-WOWC	DHC-8 300	1416 1455	G-JDBC	PA-34 Seneca	1448 1516
G-JEBF	BAe 146/300	1555 1657	EI-DLL	Boeing 737/800	1613 1655
PH-KZK	Fokker 70	1617 1717	G-MAJD	Jetstream 41	1621 0701(18)
G-CCYH	EMB 145	1650 1743	G-BYAV	Boeing 757	1807 0714(18)
G-RJXG	EMB 145	1915 0742(18)	G-JEAY	BAe 146/200	1925 2007
G-JECG	DHC-8 400	1928 2011	G-WOWD	DHC-8 300	1947 2019
G-RJXK	EMB 135	2033 0707(18)	G-CCYH	EMB 145	2041 0716(18)
G-STRH	Boeing 737/700	2051 1042(18)	PH-OFF	Fokker 100	2116 0650(18)
G-MIDV	Airbus 320	2136 0653(18)	EI-DLF	Boeing 737/800	2156 2247

18 Tuesday

G-JECJ	DHC-8 400	0752 0834	G-JECL	DHC-8 400	0809 0854
G-WOWC	DHC-8 300	0832 0907	G-CBSO	PA-28 Archer	0858 1627
G-CCYH	EMB 145	0916 1523	G-MIDV	Airbus 320	0928 1047
PH-OFF	Fokker 100	0930 1027	G-MAJD	Jetstream 41	0936 1021
G-MAJL	Jetstream 41	0949 1328	G-RJXI	EMB 145	0953 1034
G-RJXK	EMB 135	1008 1413	EI-DLL	Boeing 737/800	1031 1111
G-RJXG	EMB 145	1039 1344	G-GURN	PA-31 Turbo Navajo	1056 1545
G-RJXI	EMB 145	1225 1500	G-WOWE	DHC-8 300	1234 1310
G-MAJD	Jetstream 41	1248 1426	G-MIDV	Airbus 320	1307 1442
G-JEDV	DHC-8 400	1402 1451	G-WOWD	DHC-8 300	1411 1449
G-JECG	DHC-8 400	1419 1508	G-MAJL	Jetstream 41	1604 1718
EI-DAI	Boeing 737/800	1608 1659	PH-KZF	Fokker 100	1613 1716
G-MAJD	Jetstream 41	1642 1750	G-RJXG	EMB 145	1652 1736
G-RJXI	EMB 145	1654 1738	G-RJXK	EMB 135	1658 1743
G-CCYH	EMB 145	1714 1758	G-DBCC	Airbus 319	1745 1910
G-JEDN	DHC-8 400	1917 1955	G-JECH	DHC-8 400	1925 2000
G-RJXI	EMB 145	1936 0722	G-MAJL	Jetstream 41	1946 0711
HB-JIB	MD-90	1958 2114	G-CCYH	EMB 145	2001 0727(19)
G-MAJD	Jetstream 41	2005 0729(19)	G-WOWE	DHC-8 300	2021 2059
G-RJXK	EMB 135	2023 0706(19)	G-RJXG	EMB 145	2045 0742(19)
PH-KLG	Fokker 100	2106 0618(19)	G-MIDV	Airbus 320	2154 0704(19)
EI-DLL	Boeing 737/800	2221 2300	G-BYAU	Boeing 757	2309 1131(19)

19 Wednesday

G-JEDN	DHC-8 400	0748 0838	OK-TVC	Boeing 737/800	0753 0905
G-JECL	DHC-8 400	0812 0855	G-WOWA	DHC-8 300	0840 0912
PH-KLG	Fokker 100	0923 1026	G-RJXI	EMB 145	0925 1003
G-MIDV	Airbus 320	0927 1039	G-CCYH	EMB 145	0930 1812
G-MAJD	Jetstream 41	0939 1032	G-MAJL	Jetstream 41	0945 1349
G-RJXK	EMB 135	1012 1414	ZE701	BAe 146 CC.2	1023 1546
EI-DLL	Boeing 737/800	1029 1110	N104AJ	King Air C.90A	1036 0717(20)
G-RJXG	EMB 145	1048 1341	G-RJXI	EMB 145	1151 1450
G-WOWD	DHC-8 300	1227 1304	G-MAJD	Jetstream 41	1245 1422
D-HAHN	Squirrel	1326 1443	G-MIDV	Airbus 320	1329 1434
G-HRPN	Robinson R.44	1350 1453	G-JECG	DHC-8 400	1407 1448
G-WOWE	DHC-8 300	1437 1516	PH-WXA	Fokker 70	1613 1716
EI-DCS	Boeing 737/800	1618 1659	G-MAJL	Jetstream 41	1628 1722
G-RJXG	EMB 145	1644 1754	G-RJXI	EMB 145	1650 1745
G-MAJD	Jetstream 41	1654 1748	G-RJXK	EMB 135	1703 1750
G-CCYH	EMB 145	1705 1800	G-JEDV	DHC-8 400	1716 1805
G-DBCE	Airbus 319	1757 1856	G-JIVE	Hughes 369E	1858 1917

G-JEDO	DHC-8 400	1906 2012	G-JECJ	DHC-8 400	1913 1956
G-RJXI	EMB 145	1933 0722(20)	G-MAJL	Jetstream 41	1947 0652(20)
G-CCYH	EMB 145	1956 0709(20)	G-WOWD	DHC-8 400	1958 2041
G-MAJD	Jetstream 41	2006 0702(20)	G-BYAU	Boeing 757	2029 2158(20)
G-RJXK	EMB 135	2035 0712(20)	G-RJXG	EMB 145	2040 0753(20)
PH-OFH	Fokker 100	2105 0620(20)	CS-DFT	C.560 Citation XLS	2115 1129(20)
G-MIDV	Airbus 320	2140 0658(20)	EI-DLL	Boeing 737/800	2146 2221

20 Thursday

G-JEDN	DHC-8 400	0750 0839	G-JEDO	DHC-8 400	0813 0839
G-WOWA	DHC-8 300	0825 0907	G-FIBS	Squirrel	0836 0856
G-RJXI	EMB 145	0914 1511	G-CCYH	EMB 145	0922 1000
G-MIDV	Airbus 320	0927 1039	PH-OFH	Fokker 100	0930 1031
G-MAJL	Jetstream 41	0936 1327	G-MAJD	Jetstream 41	0940 1020
G-RJXK	EMB 135	1006 1048	EI-DCM	Boeing 737/800	1040 1135
G-RJXG	EMB 145	1056 1333	G-CCYH	EMB 145	1159 1456
N8702K	Cessna 340A	1240 1752	G-MAJD	Jetstream 41	1245 1439
G-JIVE	Hughes 369E	1248 1342	G-OOAX	Airbus 320	1257 1435
EC-ICN	Airbus 320	1308 1459	G-RJXK	EMB 135	1312 1757
G-MIDV	Airbus 320	1316 1444	G-JEDV	DHC-8 400	1417 1505
G-JECG	DHC-8 400	1419 1500	CS-DNO	Hawker 800XP	1436 1919
G-WOWD	DHC-8 300	1513 1604	G-MAJL	Jetstream 41	1602 1718
EI-DAW	Boeing 737/800	1607 1650	PH-KZI	Fokker 70	1614 1724
G-RJXG	EMB 145	1643 1742	G-CCYH	EMB 145	1648 1738
G-RJXI	EMB 145	1704 1806	G-MAJD	Jetstream 41	1709 1750
G-DBCF	Airbus 319	1806 1900	G-JEDT	DHC-8 400	1917 2003
G-JECJ	DHC-8 400	1919 1953	G-CCYH	EMB 145	1934 0719(21)
G-MAJL	Jetstream 41	1949 0704(21)	G-RJXI	EMB 145	2001 0720(21)
G-MAJD	Jetstream 41	2009 0713(21)	G-WOWD	DHC-8 300	2019 2046
G-RJXG	EMB 145	2024 0742	G-RJXK	EMB 135	2057 0709(21)
PH-OFA	Fokker 100	2109 0617(21)	G-MIDO	Airbus 320	2134 0701(21)
EI-DCS	Boeing 737/800	2213 2247			

21 Friday

G-JECJ	DHC-8 400	0752 0837	G-JECL	DHC-8 400	0815 0909
G-RJXI	EMB 145	0918 1452	G-MAJD	Jetstream 41	0930 1018
G-MIDO	Airbus 320	0933 1043	PH-OFD	Fokker 100	0935 1035
G-CCYH	EMB 145	0940 1510	G-MAJL	Jetstream 41	0943 1344
G-RJXK	EMB 135	1005 1045	EI-DCS	Boeing 737/800	1026 1121
G-KVIP	King Air B.200	1029 1106	D-ANKE	CL.604 Challenger	1043 1115
G-RJXG	EMB 145	1-47 1403	EC-ICN	Airbus 320	1102 1222
G-TOPS	Twin Squirrel	1116 1249	EC-HZS	Boeing 737/800	1214 1332
G-WOWE	DHC-8 300	1233 1304	G-MAJD	Jetstream 41	1235 1421
G-RJXK	EMB 135	1315 1410	G-MIDO	Airbus 320	1320 1439
G-WOWD	DHC-8 300	1411 1443	G-JECG	DHC-8 400	1414 1449
G-JEBF	BAe 146/300	1640 1658	G-MAJL	Jetstream 41	1617 1721
PH-KZE	Fokker 70	1622 1725	G-VCED	Airbus 320	1630 1813
G-MAJD	Jetstream 41	1645 1748	G-RJXI'	EMB 145	1651 1739
EI-DCM	Boeing 737/800	1655 1755	G-RJXG	EMB 145	1700 1804
G-RJXK	EMB 135	1704 1752	G-CCYH	EMB 145	1722 1802
G-MIDP	Airbus 320	1818 1905	G-JEDN	DHC-8 400	1907 1949
G-JEDI	DHC-8 400	1935 2011	G-WOWE	DHC-8 300	1938 2009
G-RJXI	EMB 145	1942 1041(22)	G-CCYH	EMB 145	1956 2031
G-MAJD	Jetstream 41	2001 0656(24)	G-MAJL	Jetstream 41	2007 1746(23)
G-RJXK	EMB 135	2028 0816(22)	G-RJXG	EMB 145	2049 1806(23)
PH-OFM	Fokker 100	2101 0615(22)	G-MIDO	Airbus 320	2144 0657(22)
EI-DCS	Boeing 737/800	2206 2243			

22 Saturday

G-JECG	DHC-8 400	0757 0833	G-JEDT	DHC-8 400	0802 0858
G-JEDP	DHC-8 400	0808 0843	G-MIDO	Airbus 320	0938 1033
EC-FZC	MD-83	0941 1125	G-WOWE	DHC-8 300	0946 1018
PH-KLI	Fokker 100	0949 1045	El-DCM	Boeing 737/800	1020 1120
G-TRAT	Pilatus PC-12	1133 1240	G-RJXK	EMB 135	1139 1504(23)
I-ERJE	Lear Jet 45	1210 1038	G-BNDY	Cessna 425	1322 n/s+
G-TRAT	Pilatus PC-12	1509 1543	G-CDZM	Boeing 737/800	1607 2336
El-DLK	Boeing 737/800	1609 1651	PH-WXD	Fokker 70	1612 1714
G-WOWD	DHC-8 300	1735 1809	PH-KLE	Fokker 100	2105 0618(23)
G-RJXH	EMB 145	2121 0656(23)			

23 Sunday

SP-LMC	Boeing 737/300	0011 0147	G-LIDE	PA-31 Chieftain	0112 0126
EC-HKP	MD-83	0844 0951	PH-OFFH	Fokker 100	0934 1031
G-DBCW	Airbus 319	0936 1034	G-RJXC	EMB 145	1056 1348
El-DAW	Boeing 737/800	1314 1404	G-JEDM	DHC-8 400	1339 1427
G-JEBF	BAe 146/300	1344 1436	G-BYAP	Boeing 757	1402 1822
CS-DFO	C.560 Citation XL	1405 1525	D-IETZ	C.525 Citationjet	1409 1607
G-RJXF	EMB 145	1540 1624	G-BMJC	Cessna F.152	1609 1654
PH-KZO	Fokker 70	1621 1715	G-MAJI	Jetstream 41	1638 1736
G-RJXC	EMB 145	1653 1741	G-MIDT	Airbus 320	1655 1901
G-RJXK	EMB 135	1722 1819	N66DN	Lear Jet 45	1850 1934
G-JEAY	BAe 146/200	1915 2016	G-JEDI	DHC-8 400	1929 2013
G-WOWD	DHC-8 300	1934 2007	G-RJXK	EMB 135	1958 0712(24)
G-MAJL	Jetstream 41	2010 0703(24)	G-RJXG	EMB 145	2050 0718(24)
G-RJXC	EMB 145	2056 0724(24)	G-RJXF	EMB 145	2109 0806(24)
El-DAW	Boeing 737/800	2112 2151	G-MIDT	Airbus 320	2217 0700(24)
PH-OFFK	Fokker 100	2231 0628(24)			

24 Monday

G-JECJ	DHC-8 400	0750 0835	G-JEDN	DHC-8 400	0832 0905
HB-VNZ	Citation Bravo	0854 1901	G-OOAW	Airbus 320	0857 1005
G-WOWE	DHC-8 300	0901 0943	G-RJXC	EMB 145	0920 1050
G-RJXG	EMB 145	0922 0959	G-MAJD	Jetstream 41	0931 1030
G-MAJL	Jetstream 41	0933 1022	PH-OFC	Fokker 100	0936 1036
G-MIDT	Airbus 320	0941 1041	El-DLK	Boeing 737/800	1015 1058
G-RJXK	EMB 135	1019 1406	CS-DRF	Hawker 800XPI	1032 1213
G-RJXF	EMB 145	1105 1352	G-RJXG	EMB 145	1152 1449
N900NS	Falcon 900EASy	1218 1617	G-WOWA	DHC-8 300	1236 1306
G-MAJL	Jetstream 41	1238 1348	G-IJIM	Pilatus PC-12	1256 1409
G-RJXC	EMB 145	1308 1507	G-MAJD	Jetstream 41	1323 1424
G-MIDT	Airbus 320	1345 1440	G-WOWD	DHC-8 300	1355 1436
G-JECG	DHC-8 400	1408 1454	VP-CBM	C.550 Citation 2	1515 1822
G-JEBF	BAe 146/300	1551 1647	El-DCK	Boeing 737/800	1609 1658
G-MAJL	Jetstream 41	1622 1724	PH-KLI	Fokker 100	1635 1731
G-RJXG	EMB 145	1640 1728	G-MAJD	Jetstream 41	1652 1739
G-RJXF	EMB 145	1700 1745	G-RJXK	EMB 135	1702 1756
G-RJXC	EMB 145	1718 1801	G-DBCA	Airbus 319	1758 1856
G-BYAS	Boeing 757	1904 2002	G-JECL	DHC-8 400	1910 2002
G-JEDM	DHC-8 400	1915 2004	G-RJXG	EMB 145	1927 0724(25)
G-WOWA	DHC-8 300	1935 2009	G-RJXC	EMB 145	1954 0710(25)
G-MAJL	Jetstream 41	2007 0706(25)	G-MAJD	Jetstream 41	2012 0648(25)
G-RJXK	EMB 135	2037 0721(25)	G-RJXF	EMB 145	2047 0735(25)
G-OOAW	Airbus 320	2102 2136	PH-OFFJ	Fokker 100	2109 0615(25)
G-MIDZ	Airbus 320	2156 0728(25)	El-DLK	Boeing 737/800	2158 2231

25 Tuesday

G-JEDN	DHC-8 400	0806 0845	HB-JEB	Gulfstream G-200	0814 1530
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G-WOWD	DHC-8 300	0837 0919	G-JECM	DHC-8 400	0912 0957
N918BG	Gulfstream 3	0921 1002	G-RJXG	EMB 145	0924 1508
G-RJXC	EMB 145	0927 1009	PH-OFK	Fokker 100	0930 1030
G-MAJD	Jetstream 41	0934 1026	G-MAJL	Jetstream 41	0937 1040
G-XLMB	C.560 Citation XL	1000 1044	G-RJXK	EMB 135	1006 1413
EI-DLL	Boeing 737/800	1016 1050	G-MIDZ	Airbus 320	1020 1112
G-RJXF	EMB 145	1036 1410	G-FRYI	King Air B.200	1052 0958(26)
CS-DHO	Citation Bravo	118 1151	G-RJXC	EMB 145	1158 1438
G-CBWD	PA-28 Warrior	1221 1644	G-JDBC	PA-34 Seneca	1242 1427
G-WOWE	DHC-8 300	1250 1324	G-MAJL	Jetstream 41	1252 1343
G-SASC	King Air 200C	1318 1606	G-MAJD	Jetstream 41	1325 1424
G-JEDP	DHC-8 400	1345 1432	G-WOWA	DHC-8 300	1348 1420
G-MIDZ	Airbus 320	1354 1447	G-JECG	DHC-8 400	1408 1455
G-BYZA	Twin Squirrel	1541 1710	EI-DHR	Boeing 737/800	1609 1657
G-JDBC	PA-34 Seneca	1619 1722	G-MAJL	Jetstream 41	1621 1719
PH-KZI	Fokker 70	1635 1728	G-RJXC	EMB 145	1641 1738
G-MAJD	Jetstream 41	1649 1746	G-RJXK	EMB 135	1654 1751
G-RJXG	EMB 145	1706 1804	G-RJXF	EMB 145	1708 1744
G-DBCC	Airbus 319	1753 1859	HB-JIB	MD-90	1835 1946
G-JEDL	DHC-8 400	1912 1957	G-JEDO	DHC-8 400	1929 2008
G-RJXC	EMB 145	1932 0723(26)	G-RJXG	EMB 145	2000 0715(26)
G-MAJL	Jetstream 41	2002 0711	G-MAJD	Jetstream 41	2004 0700(26)
G-WOWE	DHC-8 300	2007 2045	G-RJXK	EMB 135	2027 0718(26)
G-RJXF	EMB 145	2043 0753(26)	PH-KLD	Fokker 100	2128 0616(26)
G-MIDP	Airbus 320	2146 0655(26)	EI-DLL	Boeing 737/800	2151 2221
G-BYAS	Boeing 757	2249 1128(26)			

26 Wednesday

SP-LLD	Boeing 737/400	0011 0159	G-JEDI	DHC-8 400	0750 0837
D-IFHI	King Air C.90	0757 1408	G-JEDN	DHC-8 400	0826 0903
G-WOWD	DHC-8 300	0833 0907	G-CBSO	PA-28 Archer	0852 1656(27)
G-RJXC	EMB 145	0919 1506	PH-KLD	Fokker 100	0926 1031
G-RJXG	EMB 145	0929 1007	G-MIDP	Airbus 320	0931 1041
G-MAJL	Jetstream 41	0934 1026	G-MAJD	Jetstream 41	0939 1035
EI-DCO	Boeing 737/800	1011 1053	G-RJXK	EMB 135	1033 1338
G-RJXF	EMB 145	1058 1400	G-RJXG	EMB 145	1147 1441
G-WOWB	DHC-8 300	1243 1317	G-MAJL	Jetstream 41	1245 1339
LX-LAR	Lear Jet 35A	1252 1451	G-MIDP	Airbus 320	1320 1429
G-MAJD	Jetstream 41	1336 1425	G-WOWE	DHC-8 300	1414 1444
G-JECG	DHC-8 400	1423 1455	G-JEBF	BAe 146/300	1604 1707
EI-DCK	Boeing 737/800	1607 1659	G-MAJL	Jetstream 41	1613 1724
PH-KZP	Fokker 70	1615 1734	G-RJXG	EMB 145	1638 1732
G-RJXK	EMB 135	1644 1744	G-BMJC	Cessna F.152	1646 1727
G-MAJD	Jetstream 41	1656 1750	G-RJXB	EMB 145	1701 1754
G-DBCA	Airbus 319	1751 1850	G-JEDI	DHC-8 400	1914 1955
G-JECL	DHC-8 400	1920 2007	G-WOWB	DHC-8 300	1954 2022
G-MAJD	Jetstream 41	2002 0709(27)	G-MAJL	Jetstream 41	2005 0653(27)
G-RJXC	EMB 145	2008 0742(27)	G-RJXG	EMB 145	2011 0718(27)
G-CEGR	King Air 200	2014 0909(27)	G-BYAS	Boeing 757	2018 2128
G-RJXB	EMB 145	2032 0713(27)	G-RJXK	EMB 135	2056 0722(27)
PH-OFA	Fokker 100	2109 0612(27)	EI-DCO	Boeing 737/800	2155 2229
G-MIDS	Airbus 320	2158 0657(27)			

27 Thursday

N66DN	Lear Jet 45	0739 0839	G-JEDM	DHC-8 400	0748 0845
G-JEDN	DHC-8 400	0814 0859	G-WOWA	DHC-8 300	0833 0906
G-RJXG	EMB 145	0917 0953	PH-OFA	Fokker 100	0927 1028
G-MIDS	Airbus 320	0929 1038	G-MAJL	Jetstream 41	0934 1041

G-MAJD	Jetstream 41	0937 1031	G-RJXB	EMB 145	0947 1444
G-RJXK	EMB 135	1013 1057	EI-DCM	Boeing 737/800	1018 1059
PH-AIJ	PA-34 Seneca	1022 1543	G-RJXC	EMB 145	1032 1346
G-AXZO	Cessna 180	1112 1216	N45552	PA-18 Super Cub	1134 n/s+
G-RJXG	EMB 145	1146 1507	G-MAJD	Jetstream 41	1251 1342
G-OOAX	Airbus 320	1304 1441	G-WOWE	DHC-8 300	1308 1358
G-MIDS	Airbus 320	1311 1433	G-RJXK	EMB 135	1322 1407
EC-ICN	Airbus 320	1325 1457	G-MAJL	Jetstream 41	1328 1424
G-JEDP	DHC-8 400	1355 1436	G-WOWB	DHC-8 300	1415 1453
G-JECG	DHC-8 400	1420 1504	G-HRPN	Robinson R.44	1459 1541
G-MAJD	Jetstream 41	1614 1721	EI-CTA	Boeing 737/800	1625 1701
PH-KZE	Fokker 70	1631 1732	G-MRMR	PA-31 Chieftain	1634 1758
G-RJXB	EMB 145	1644 1734	EI-REX	Lear Jet 60	1649 1719(28)
G-MAJG	Jetstream 41	1653 1745	G-RJXC	EMB 145	1656 1739
G-RJXK	EMB 135	1658 1753	G-RJXG	EMB 145	1702 1804
G-DBCC	Airbus 319	1802 1900	G-JECG	DHC-8 400	1923 2005
G-JEDL	DHC-8 400	1929 2013	G-RJXH	EMB 145	1932 0716(28)
G-RJXG	EMB 145	1956 0720(28)	G-MAJD	Jetstream 41	1959 0649(28)
N66DN	Lear Jet 45	2003 2019	G-MAJG	Jetstream 41	2009 0707(28)
G-WOWE	DHC-8 300	2044 2124	G-RJXC	EMB 145	2047 0713(28)
PH-KLD	Fokker 100	2122 0654(28)	G-RJXK	EMB 135	2126 0646(28)
G-MIDS	Airbus 320	2151 0705(28)	EI-DCM	Boeing 737/800	2210 2239
28 Friday					
N79EL	Beechjet 400A	0717 0740	G-JEDU	DHC-8 400	0753 0902
G-JEDW	DHC-8 400	0803 0848	G-CBAK	Robinson R.44	0847 0926
G-WOWD	DHC-8 300	0851 0928	N750GF	C.750 Citation X	0907 1634
G-RJXG	EMB 145	0919 1451	G-MAJG	Jetstream 41	0921 1019
G-RJXC	EMB 145	0924 1347	G-MAJD	Jetstream 41	0934 1023
G-MIDS	Airbus 320	0936 1042	PH-KLD	Fokker 100	0939 1044
G-RJXH	EMB 145	1003 1050	EI-DHR	Boeing 737/800	1026 1107
G-FIBS	Squirrel	1047 1318	N184CD	Cirrus SR.20	1109 1531
EC-ISI	Airbus 320	1126 1300	G-JIVE	Hughes 369E	1212 1257
G-WOWB	DHC-8 300	1231 1324	G-KVIP	King Air B.200	1241 1314
G-MAJG	Jetstream 41	1247 1342	CS-DRG	Hawker 800XPi	1251 1352
TF-ELM	Boeing 737/300	1254 1339	G-MIDS	Airbus 320	1306 1437
G-RJXH	EMB 145	1317 1512	G-MAJD	Jetstream 41	1330 1422
G-RJXJ	EMB 135	1333 1416	EC-HZS	Boeing 737/800	1349 1510
G-WOWE	DHC-8 300	1400 1442	G-JECG	DHC-8 400	1415 1502
CS-DRC	Hawker 800XP	1600 1721	G-JEBF	BAe 146/300	1605 1700
G-MAJG	Jetstream 41	1610 1723	PH-WXD	Fokker 70	1618 1728
EI-DCO	Boeing 737/800	1627 1713	G-VCED	Airbus 320	1636 1827
G-RJXC	EMB 145	1643 1741	G-RJXG	EMB 145	1649 1733
G-MAJD	Jetstream 41	1701 1744	G-RJXJ	EMB 135	1706 1759
G-RJXH	EMB 145	1714 1802	G-MIDP	Airbus 320	1808 1906
G-BONC	PA-28RT Arrow	1816 1736(01)	G-JEDO	DHC-8 400	1912 2002
TF-ELM	Boeing 737/300	1919 2005	G-JEDK	DHC-8 400	1924 1958
G-RJXG	EMB 145	1933 1742(30)	G-RJXH	EMB 145	1952 1303(01)
G-MAJD	Jetstream 41	1955 1336(01)	G-MAJG	Jetstream 41	2000 1414(30)
G-WOWB	DHC-8 300	2033 2102	G-RJXC	EMB 145	2034 1559(01)
G-RJXJ	EMB 135	2041 0812(29)	PH-OFK	Fokker 100	2114 0617(29)
ZH886	C-130 Hercules	2117 2149	G-MIDV	Airbus 320	2143 0652(29)
G-BYAI	Boeing 757	2158 0729(29)	EI-DHR	Boeing 737/800	2201 2239
29 Saturday					
G-JECG	DHC-8 400	0755 0838	G-JEDL	DHC-8 400	0805 0850
G-JEDP	DHC-8 400	0814 0853	PH-KZI	Fokker 70	0925 1027
G-MIDV	Airbus 320	0948 1044	G-WOWB	DHC-8 300	0950 1023

N900NS	Falcon 900EASy	1033 1821	EI-DCB	Boeing 737/800	1038 1119
G-DCSG	Robinson R.44	1041 1130	EC-GOM	MD-83	1108 1215
G-RJXJ	EMB 135	1122 1044(01)	G-BOKA	PA-28 Dakota	1127 1754
G-DCSG	Robinson R.44	1255 1320	G-CDZM	Boeing 737/800	1455 1619
EI-DHE	Boeing 737/800	1612 1650	PH-KZK	Fokker 70	1615 1708
G-FIBS	Squirrel	1722 1734	G-WOWA	DHC-8 300	1804 1838
PH-KLD	Fokker 100	2101 0635(30)	G-MIDV	Airbus 320	2122 0655(30)
G-BYAI	Boeing 757	2144 0735(01)			

30 Sunday

SP-LLI	Boeing 737/400	0017 0154	EC-GVI	MD-83	0911 1106
PH-KLD	Fokker 100	0913 1120	G-CBAK	Robinson R.44	1200 1233
G-JEDU	DHC-8 400	1307 1400	EI-CSH	Boeing 737/800	1326 1418
G-JEBF	BAe 146/300	1340 1430	G-BYAP	Boeing 757	1406 1619
PH-KZE	Fokker 70	1628 1719	G-MAJI	Jetstream 41	1638 1728
G-MAJG	Jetstream 41	1722 1351(01)	G-JEAW	BAe 146/200	1910 1956
EI-CSH	Boeing 737/800	1935 2019	G-WOWA	DHC-8 300	1943 2015
G-RJXG	EMB 145	2045 0712(02)	G-JECJ	DHC-8 400	2056 2128
PH-OFC	Fokker 100	2107 0634(01)	G-MIDV	Airbus 320	2137 0655(01)
F-GMLK	MD-83	2156 1245(01)			

Overshoots

06/4	ZF286 Tucano("LOP 09", 1028); G-GAFT PA-44("Atlantic 47T", 1048)
10/4	ZF205 Tucano("LOP 92", 1058)
11/4	G-RAFP King Air 200("Cranwell 64", 1117); ZD279 Lynx("Armyair 918", 1332); ZE763 Tornado("Chariot 2", 1355)
12/4	ZK452 King Air 200("Cranwell 64", 1203)
13/4	G-RAFO King Air 200("Cranwell 77", 1109); XZ193 Lynx("Armyair 900", 1420)
18/4	ZJ235 Bell 412("Shawbury 89", 1052 & 1315); ZK452 King Air 200("Cranwell 66", 1202)
24/4	XV221 Hercules("Ascot 673", 1416/3 Approaches)
27/4	ZK452 King Air 200("Cranwell 61", 1214)
28/4	XV184 Hercules("Ascot 670", 1146"); XV212 Hercules("Ascot 640", 1156); ZK451 King Air 200("Cranwell 77", 1457)

Airlines. This month we welcome a new operator to our midst, **Central Wings**, who seem to want to capture the niche market of insomniac flyers. Their flights from and to Warsaw, which commenced on 5/4 are scheduled to arrive at 0015 with the return flight leaving at 0130. Flights are operated by Boeing 737 aircraft borrowed from LOT, with the following being logged as first visits, 737/400s SP-LLD(26/4), SP-LLE(12/4), SP-LLF(5/4), SP-LLI(30/4) and 737/300s SP-LMC(23/4) and SP-LMD(7/4). The flight on 19/4 was operated by Travel Service Boeing 737/800 OK-TVC and arrived at a much more hospitable time of the day! **Air Southwest** have doubled their number of daily flights to the airport with the addition of direct flights f/t Bristol(First flight DHC-8 G-WOWD on 10/4) and f/t Newquay(First flight G-WOWC on 10/4) each lunchtime. Due to aircraft shortages, the evening flight on 12/4 was operated by Air Atlantic ATR-42 G-RHUM, which was making its first visit to Leeds. **Eastern Airways** completed the trio of airlines with new services by the introduction of flights to Inverness commencing on 24/4, the first "Eastflight 92CD/93CD" being operated by Jetstream 41 G-MAJI.

British Midland suffered aircraft shortages early in the month resulting in some Teesside - Heathrow flights routing via Leeds to pick up passengers, 7/4 A.320 G-MIDP("Midland 2TW") and A.319 G-DBCE("Midland 5TW") with A.320 G-MIDO("Midland 5TW") on 9/4. Airbus 319 G-DBCG paid its' first visit on 16/4. BAe 146 G-JEBC of **Flybe** diverted in on 6/4 with a shattered windscreen following a bird strike whilst routing from Birmingham to Edinburgh("Jersey 211"). The aircraft stayed until the evening for repairs before heading back to Birmingham empty as "Jersey 044J". '146 G-JEBF("Jersey 042J") positioned from Birmingham to collect the stranded passengers. The companies' new DHC-8 400 G-JECM made its initial appearance here on 25/4. **KLM** Fokker 70 PH-KZI went u/s on arrival from Amsterdam on 16/4 resulting in a visit to Multflight for repairs, before positioning back home on the evening of the 18th.

Ryanair continue to provide first visiting Boeing 737/800s with this month's collection comprising of EI-CSH(30/4), EI-DAI(15/4), EI-DCB(29/4), EI-DCM(20/4), EI-DCS(19/4), EI-DLJ(7/4), EI-DLK(22/4), EI-DLL(14/4). **Thomsonfly** used Titan Boeing 757 G-ZAPU to operate an outbound Alicante flight on 2/4. This was in fact the previous days' flight, as on arrival the inbound 737/800 SE-DZI positioned out empty to Doncaster. A day trip to Keflavic was operated by '757 G-BYAI("Britannia 838A/B") on 30/4 and this heralded the end of this famous call-sign on the airwaves, with all flights falling under the "Thomson" banner the following day. Finally this month we feature **Astreus**, who needed to borrow aircraft to operate the Funchal flights at the back end of the month. First Choice Airbus 320 G-OOAW was utilised on the 24th while Blue Line MD-83 F-GMLK positioned from Toulouse on 30/4 ready to operate the flight on 1/5. An interesting outbound flight on 17/4 was operated by 737/700 G-STRH, which positioned to Banjul in The Gambia as "Flystar 537P".

Jet 2. Before the summer season gets into full swing I thought we could take this opportunity to survey the status of the fleet(If you have any comments or can update this listing you could drop us a line).

Starting with the Boeing 737/300s, their current base in brackets:- **G-CELA**(Newcastle) Positioned from Newcastle on 14/4 to operate t/f Geneva. Arrived for maintenance at Multiflight from 26/4 to 28/4. **G-CELB**(Leeds) Jet 2 Yorkshire titles. Went to Blackpool 20/4 to substitute for G-CELC. **G-CELC** (Blackpool) Positioned from Blackpool on 18/4 for work at Multiflight, operated t/f Belfast on 21/4 before heading home later in the day. **G-CELD**(Leeds) Went to Manchester on 22/4, on loan to mid May. **G-CELE**(Manchester) Arrived from major maintenance in Bucharest on 20/4 before operating various flights from Leeds until 22/4, when it returned to Manchester. **G-CELF** (Manchester). **G-CELG**(Manchester). **G-CELH** (Manchester). **G-CELI**(Manchester) Jet 2 Manchester titles. **G-CELJ** (Manchester). **G-CELK**(Manchester). **G-CELO**(Leeds?) This aircraft is still not reported in service. **G-CELP** (Stansted) Still in Channel Express green livery. Arrived from Stansted for work at Multiflight on 9/4, staying until 12/4. It was back on the 14th, this time arriving at 0147 and staying until 17/4 before routing back to Stansted. On 22/4 it positioned f/t Stansted to operate two return trips to Amsterdam due aircraft shortages here. **G-CELR** (Edinburgh) Globespan titles. Arrived for maintenance from Edinburgh at 0323 on 22/4, staying until 26/4. **G-CELS**(Leeds) Went to Bucharest on 30/4 for major overhaul. **G-CELU**(Leeds). **G-CELV** (Leeds). **G-CELW** (Exeter) This aircraft is a solely freight version with blanked out windows, still in Channel Express green livery. It arrived from Exeter at 0303 on 14/4 and stayed in Multiflight until 20/4. **G-CELX**(Leeds). **G-CELY** (Belfast). **G-CELZ** (Belfast/Newcastle) Seems to be a floater, filling in wherever needed. This aircraft arrived for maintenance at Multiflight on 3/4 before routing to Manchester on 8/4. It then arrived at 0247 on 29/4 from Newcastle for further work before heading to Edinburgh on 1/5. **TF-ELA**(Edinburgh) Positioned from Edinburgh on 16/4 to operate t/f Geneva. **TF-ELM** (Edinburgh) Twice positioned from Edinburgh to help out, operating the Bergamo on 7/4 and Barcelona on 28/4. **N672FH**(Leeds) This aircraft is on lease from Futura, more details next month.

The Boeing 757 fleet comprising **G-LSAA**, **G-LSAB**, **G-LSAC** are all Leeds based, however 'AC is yet to enter service, but is expected in late May. Finally BAe 146/300 **G-FLTC** is leased from Flightline to mainly operate the Manchester - Gatwick flights, however it is utilised on others.

Bizjets(Foreign). Kicking off this month with a bumper bundle of Netjet("Fraction") flights:-

1/4	CS-DHM	Citation Bravo	From Stuttgart('543F) to Luton('1WV)
3/4	CS-DHT	C.560 Citation XLS	From London City('6YP) to Frankfurt('299L)
3/4	CS-DFR	C.560 Citation XL	From Frankfurt('300V) to Oslo/Forebu('6XV)
5/4	CS-DFO	C.560 Citation XL	From Milan/Malpensa('6QN) to Northolt('571A)
7/4	CS-DRI	Hawker 800XPi	F/T London City('5HI)
8/4	CS-DXA	C.560 Citation XLS	From London City('3UK) to Jersey('3UK)
9/4	CS-DFX	Hawker 800XP	From Biggin Hill('5GF) to Le Bourget('5GF)
10/4	CS-DXG	C.560 Citation XLS	From Jersey('3QH) to Le Bourget('3QH)
11/4	CS-DNK	Hawker 800XP	From Amsterdam('8KY) to Cannes('8KY)
19/4	CS-DFT	C.560 Citation XLS	From Basle/Mulhouse('6YP) to Milan/Linate('6YP)
19/4	CS-DNO	Hawker 800XP	From London City('8QM) to Shannon('8QM)
22/4	CS-DFO	C.560 Citation XLS	From Milan/Linate('6QN) to Oslo/Fornebu('6QN)
24/4	CS-DRF	Hawker 800XPi	From Hawarden('5TP) to Malaga('5TP)
25/4	CS-DHO	Citation Bravo	From Dublin('097V) to Inverness('1ZQ)

28/4 CS-DRG	Hawker 800XPi	From Farnborough('5VQ) to London City('5VQ)
28/4 CS-DRC	Hawker 800XP	From Northolt('778Q) to London City('5LE)

Starting on the 1st we had Hawker 800A N249SR operated by Kintore Ltd, from and to Dublin. Citation 2 VP-CLD of Pan Maritime was from and to Filton on the 3rd and the following day Beechjet 400A EC-HTR visited from Hamburg to Valencia. Citationjet D-IETZ was noted on 8/4 ("Global Jet 227B/C", Nice – Mannheim) and again on 22/4 ("Global Jet 237C/235B", London City – Nice). Wal-Mart Challenger N601HW arrived from Gander on 9/4 and stayed until the 13th before heading home. Operating from and to Malaga on 10/4 was Falcon 100 EC-HVV ("Mayoral 711/2") and on the 11th Citation V N846MA was from and to Filton. Bernard Mathews made the first of two visits from and to Norwich on 13/4 in Citation 2 VP-CBM, the second being on 24/4. We then had a pair of German Challengers, D-AETV ("JTV 213", Munich – Ibiza) on 13/4 and D-ANKE ("Jet Connection 880", Ibiza – Frankfurt) on 21/4. In between these two, fellow countryman Lear Jet 35A D-CGR ("Jet Executive 353/363") arrived from Wien on 14/4 and after night stopping routed to Frankfurt. The 22nd saw Lear Jet 45 I-ERJE ("Jet Italia 1438") arrive from Cannes, stay overnight and then head to Mont Lucon. Citation Bravo HB-VNZ ("Jet Aviation 301/2") was in evidence on the 24th from Zurich to Liverpool while the following day saw two first visits. First Gulfstream G-200 (Galaxy) HB-JEB was f/t Geneva as "TAG Aviation 861" and this was followed by older brother, Gulfstream 3 N918BG of BHG Inc. from Dublin to Farnborough. Old faithful, Lear Jet 35A LX-LAR ("Lion King 2 Ambulance") showed up on 26/4, from Murcia to Luxembourg. "Highway 60A", Lear Jet 60 EI-REX was from and to Dublin on 27/4 and the following day Citation X N750GF was from and to Gloucester.

Lear Jet 45 N66DN was quite busy yet again, operating as follows, Luton to Altenrhein on 6/4, Altenrhein, n/s to Luton on 10/4, Luton to Faro on 13/4 and from and to Luton twice on 27/4. Falcon 900EASy N900NS was in evidence on 24/4 and 29/4, from and to Jersey on each occasion. Finally, Beechjet 400A N79EL operated from East Midlands to Venice on 28/4.

Bizjets(British). Not a lot to report in this section, starting with Northern Executive Lear Jet 45 G-MOOO ("Neatex 1A/B") arriving from Manchester on 7/4 to operate a charter to Cannes. The only other two visitors were both operated by Aviation Beauport, Hawker 1000A G-GDEZ ("Beauport 1EZ") on 10/4 and Citation XL G-XLMB ("Beauport 951/2"), both from and to Jersey.

Foreign G.A. The most interesting arrival in this section, in my opinion, was PA-18 Super Cub N45552 which arrived from Popham on 27/4 and was still present at the end of the month. This is one of a dozen of the type which were imported in August 2004, all registered in the N45— sequence and have been stored in containers at Stoken Farm, Steverton, Hampshire since then. A pair of Cirrus types also appeared, SR.22 N583CD arrived from Wevelgem on 5/4 and after night stopping departed to Porta Westfalica while SR.20 N184CD was from and to Monewden on 28/4. A couple of Dutch visitors were Cessna 421C PH-MRO, from and to Midden Zeeland on 11/4 and PA-34 Seneca PH-AIJ, from and to Antwerp on 27/4. King Air C.90 N104AJ is operated by Lux Flug and arrived from Saarbrücken on 19/4, night stopped and went to Bergamo, while another of the type, D-IFHI was logged on the 26th. This aircraft is operated by RWL, German Flight Academy and was from and to its base of Monchengladbach using call-sign "Rhientrainer 747/147". Completing this section is regular Cessna 340A N8702K which visited from and to Dunsfold on 20/4.

British G.A. This section is dominated by King Air 200s this month, starting on the 1st with G-FRYI ("Lonex 407"), f/t Biggin Hill and this aircraft was back on the 25th f/t Oxford as "Lonex 498Y". On the 3rd G-IMGL ("Poolex 02A/B") was from Edinburgh to Connington and the same day G-FPLB ("Calibrator 238") was f/t Durham/Tees on a calibration detail. Onto the 5th we had G-CLOW ("Silver 25") operating from Blackbushe to Luxembourg and making the return trip the following day. G-ZAPT ("ZAP 900Y/A") was from Stansted to Jersey on 14/4 and this aircraft was also active the following day on the return trip. On the 21st G-KVIP ("Prestige 4") arrived from Durham/Tees to fly onwards to Jersey, however this time we had to wait until the 28th for the return from Jersey with the aircraft this time positioning out to Exeter. Operated by Gama Aviation on behalf of the Scottish Air Ambulance Service G-SASC ("Gama 109") was on its' first visit when it flew f/t Glasgow on 28/4. Arriving from Biggin Hill for a night stop on 26/4 was G-CEGR ("Cega 528"), routing to Goodwood the

next day. Finally on this prolific type, G-SGEC arrived from Gamston on 5/4 to operate to Palma, returning on the 8th and G-BVMA f/t Dublin on 10/4 and f/t Luton on 15/4.

We had a pair of first visiting Pilatus PC-12s, with brand new machine G-TRAT visiting twice on 22/4 and G-IJIM noted on the 24th, both aircraft eventually departing to Bournemouth. PA-31 G-LIDE was noted on 2/4 f/t Ronaldsway ("Causeway 02A/B") and was back on the 22nd f/t Belfast Int. ("Causeway 3A/B"). There were two other Navajos, G-MRMR was from Stapleford to London City on 27/4 as "Lonex 407M", while G-GURN was logged on 18/4 appropriately f/t Guernsey, this aircraft is modified with winglets. Air Medical operated two flights during the month, PA-34 G-HTRL ("Air Med 075") on the 5th and Cheyenne G-FCED ("Air Med 056") on 16/4, both from Oxford to Heathrow.

Star of the singles was tail dragger Cessna 180 G-AXZO which arrived from Hurstbourne Tarrant on 27/4 before routing to Sherburn. Although not confirmed it is believed this aircraft came to collect the pilot of Super Cub N45552(q.v.) which arrived shortly after it. Cherokee types were predominant with PA-28RTs G-BXYT(f/t Kemble, 3/4), G-BUUM(f/t Belfast Int. 4/4), G-BVDH(f/t Blackpool, 10/4), G-BONC(f/t Fowlmere, 28/4) and ordinary PA-28s G-BNYB(f/t Goodwood, 3/4), G-ZMAM(f/t White Waltham, 17/4), G-CBSO(f/t Lydd, 18/4 & 26/4), G-CBWD(f/t Blackbushe, 25/4) and G-BOKA(f/t Fair Oaks, 29/4). Cessna 177 G-AYSY arrived from Durham/Tees on 10/4 to do a flight as "Exam 02". Finally there were two aircraft which came for maintenance with Multiflight, Cessna 310R G-BJMR arrived from Rufforth on 6/4 and stayed until the 10th and Cessna 425 G-BNDY arrived from Newcastle on the 22nd and was still present at the end of the month.

Helicopters. The star of this bit is Squirrel D-HAHN of Hahn Helicopter Flugdienste, unsurprisingly based at Frankfurt/Hahn. The aircraft overflew in the morning before returning early afternoon from Carlisle to visit Multiflight for a refuel before carrying on to Cranfield. We had three American registered aircraft, MD.369HS N5144Q ("Bladerunner 001") to the Devonshire Arms on 5/4, A.109 N109MJ from the Isle of Man to Weston on 12/4 and Gazelle N565F, f/t its base near Langham in Norfolk on 17/4. On the 1st EC.155 G-NIVA("Starspeed 55") visited from the Lake District to Cockermouth while a couple of Twin Squirrels were G-TOPS("Silver 51") on 21/4 and G-BYZA("Omega 18") on 25/4, from Stapleford to Westland Heliport. The Northumbria Police EC.135T G-NESV ("Police 28A"), which had been operational over Leeds from 1700 to 1815 on 11/4, called for fuel before heading home to Durham/Tees Valley.

Jet Rangers G-GBRU and G-OPEN paid numerous visits during the month as did Hughes 369E G-JIVE and Squirrel G-FIBS. The R.44 G-CBAK called regularly routing either from or to the Isle of Man from its' base at Towton, near Church Fenton. Also noted on a couple of occasions was R.44 G-HRPN, from Nun Monkton to Walsall. Other R.44s included G-CCFC(Malton - Booker, 2/4), G-NICI(f/t Clitheroe, 14/4) and G-DCSG on 29/4, which arrived from Wellesbourne before routing to Adel, about 2 miles Northeast of the airport. Finally Jet Ranger G-BYSE was an early arrival on 10/4, from Skegness to Coventry and the same day Schweizer 269C G-BZXJ visited, f/t Liverpool.

Military. Once again in this section we have an interesting arrival, this time C.37A(Gulfstream 5) 01-0030 of the U.S. Air Force. The aircraft, using call-sign "Spar 49" arrived from Mildenhall at lunchtime on the 8th before heading for Offutt Air Force Base, Omaha late afternoon. Army Air Corps Islander ZG845 was logged on two visits, on 9/4 f/t Belfast Int. ("Armyair 586") and on 13/4 from Belfast to Norwich("Armyair 598"). Prince Andrew, who was visiting the Yorkshire Air Ambulance headquarters on 19/4, arrived from Northolt in BAe 146("Kittyhawk 12R") and on the 28th Hercules ZH886 ("Ascot 5098") arrived from Eindhoven, to drop off one passenger on compassionate leave before heading home to Lyneham.

Residents. We have one new resident to report this month, Cessna T.210M G-BEYV which arrived from Top Farm on 17/4 and has since made two trips to Switzerland. Robin HR.200 G-BXDT finally arrived back from Oxford in its' new Multiflight scheme on 14/4. Finally Hawker 800XPs N5736, which has been missing since the back end of last year arrived from St. Johns, Newfoundland on 30/4 so must have been back to the States for more work following the recent fitment of its winglets.

Trevor Smith



HELICOPTER ACTIVITY - APRIL

2/4	G-BXAY	Jet Ranger	Rugby – York – Sandtoft(Refuel)
	G-OSSI	R.44	Shelf – Devonshire Arms
3/4	G-MGAN	R.44	Castle Howard – Ferrybridge(Also 7/4)
	N591JM	Agusta A.109C	York Race Course – Lancaster(Also 10/4)
5/4	G-FOFO	R.44	Chesterfield – Doncaster – Lincoln
	G-CCYG	R.44	Blackpool – Devonshire Arms(Also 17/4, 27/4)
	G-HOLZ	Jet Ranger	Worksop – Devonshire Arms
	G-RAMI	Jet Ranger	Harewood House – Swinton Hall Hotel
	G-FANY	Long Ranger	Harewood House – Swinton Hall Hotel
	N5144Q	MD.369HS	"Bladerunner 001" LBA – Devonshire Arms
	G-XXEA	Sikorsky S.76B	"Rainbow 1R", Bradford – York
6/4	G-ODJB	R.22B	Elvington – Costock
7/4	G-MOMO	Agusta A.109E	Stansted – Sheffield
	G-GATT	R.44	Blackburn – Belton(Nr. Sandtoft)
	G-GGTT	Bell 47G	Sherburn – Devonshire Arms
	G-WARK	Schweizer 269C	Sherburn – Devonshire Arms
	G-ZBED	R.22B	Sherburn – Devonshire Arms
8/4	G-UNYT	R.22B	Sheffield – Sherburn(Refuel) – Fishburn
9/4	G-GATE	R.44	Durham/Tees – Sheffield
	G-EWAW	Jet Ranger	Donnington Park - Sherburn(Squires Café)
10/4	G-MAAX	Long Ranger	Sherburn – Ripon(Filming sortie)
	G-KPAO	R.44	Site 12 N/E York – Shobdon
	G-EDES	R.44	Harrogate – Fenland
11/4	G-ZELE	Gazelle	Blackey Ridge – Sherburn(Squires Café)
13/4	G-LAIN	R.22B	Wetherby – Shipley(Survey) – Newcastle
14/4	G-MAAX	Long Ranger	Sherburn – Thorner – Gleneagles
	YU-HEY	Gazelle	Teesside – Sherburn(Squires Café)
	G-NOSY	R.44	Keepers Cottage(Harrogate) – Coney Park
	G-FOFO	R.44	Chesterfield – Gamston – Mablethorpe
	G-IRYC	Schweizer 269C	Carlton Moor – Skegness
16/4	G-OMCD	R.44	Site in Cornwall – Site West of Hull
	G-BSBW	Jet Ranger	Middleham – Calverley(Leeds)
19/4	G-ONGA	R.44	Barton-on-Humber – Nr. Elstree
20/4	G-LILA	Long Ranger	Sheffield – Edinburgh
	N449J	Agusta A.109E	Barnsley – Dublin
22/4	G-FIBS	Twin Squirrel	Full Sutton – Kirmington Vale
	G-OHCP	Twin Squirrel	Scarborough – Sheffield
	G-PASH	Twin Squirrel	Elvington – Newbury Race Course
	G-DGHD	R.44	W/Wood – Withensea – Newton-on-Ouse
	G-STER	Jet Ranger	Doncaster – Castle Bolton
	G-GRND	Agusta A.109S	Doncaster – Devonshire Arms
23/4	G-WYSP	R.44	Teesside – Devonshire Arms
	G-SIMS	R.22B	Teesside – Devonshire Arms
24/4	G-RULE	R.44	Chester – Pontefract Race Course
	G-GDSG	Agusta A.109S	Bovingdon – Pontefract Race Course
	G-NOSY	R.44	Morpeth – Ecclesfield(Sheffield)

26/4	G-BFYI	Bell 47G	Sherburn – Goathland
27/4	G-REGE	R.44	4/W Hull – Harkness Grange(Scarborough)
	G-SIVJ	Gazelle	Ellwood – Gamston – Fowlmere
	G-CCFC	R.44	Beverley R/C – Southwell R/C
28/4	G-CDKU	R.44	Blackberry Farm – Wike(Leeds)
	G-JETU	Twin Squirrel	Scarborough – Liverpool – Dublin
29/4	G-ODHB	R.44	York – Sherburn – Blackburn
	G-DMSS	Gazelle	Devonshire Arms – Murton(York)
30/4	G-OHLI	R.44	Hollins Hall(Baildon) – Banbury
	G-FIBS	Squirrel	Keighley("Film Site") – Elstree

Rotorway Executive G-BPCM, has just been registered to D. Rigby in Barnsley. As this aircraft was last reported as stored, dismantled at Wern it is probable that it may be some time before it takes to the skies once more. Also just registered to a local owner is Hughes 369HS G-BPLZ for J. Rawding of Newark.

Operating in the area all month was Twin Squirrel G-TOPS("Silver 51"), which was fitted with a boom on either side of the fuselage used, for carrying out laser mapping of rivers. For example on the 1st it was occupied in mapping the Wharfe between Wetherby and Ilkley, flying at a height of 300 meters and very slowly along the course of the river. Commencing the 14th the River Aire got the treatment, with the helicopter operating out of Brighton and it was over the Leeds – Shipley area on the 16th to 18th, using Coney Park for refuels. On the 20th to 22nd the River Ouse was under the spotlight, with Bagby being used regularly for fuel, while from the 24th it was the turn of the River Swale with a fuel bowser being used for fuel, in a field 4 miles North of Knaresborough.

Another Twin Squirrel that was active throughout the month was G-CPOL, which operated from a private site along side Walton Wood airfield at Pontefract. First noted on 10/4 it was filming around the Dewsbury/ Wakefield/ Cleckheaton area for most of the week. From the 17th attentions were turned to the Sheffield/Barnsley area until 22/4 when it was the turn of Halifax/Huddersfield.

Towards the end of the month R.44 G-RONN replaced regular G-NOSY on the daily morning traffic patrols around the Leeds area for Radio Aire.

LOCAL AIRFIELDS

Bagby:- An unidentified Cessna 182 arrived from Oxford on 14/4 using the call sign "Roll Right 40". PA-24 N218SA was logged on 20/4, outbound to Newmarket. Visitors:- 1/4 G-BSER PA-28; 4/4 G-OPEN Jet Ranger; 5/4 G-PIGS Rallye; 6/4 G-AWUU F.150J; 14/4 G-CCVL Zodiac(From Sywell), G-BFXW AA-5, G-NINA PA-28; 15/4 G-GBRU Jet Ranger; 16/4 G-BPTL C.172N, G-BFFY F.150M; 20/4 G-IDPH PA-28(From Newmarket); 23/4 G-AXNS Pup, G-BYZR Sky Arrow; 24/4 G-ZELE Gazelle, G-ANRP Auster 5(From Moorsholm); 27/4 G-BAMM PA-28, G-BUDW Colibri; 29/4 G-BZTH Europa; 30/4 G-OZOI F.182RG.

Beverley:- An interesting arrival late afternoon on the 28th was J-3C Cub HB-ODH while early the following morning PA-28 N235PF was noted heading outbound to Kirknewton. Visitors:- 2/4 G-BBIO HR.100; 12/4 G-ARCW Apache; 14/4 G-BHRH FA.150K, G-BKEV F.172M; 16/4 G-RVRF PA-38; 18/4 G-CBAK R.44; 23/4 G-AYGX FR.172G, G-AXNS Pup, G-JDEE TB.10; 26/4 G-GKRG C.172RG(From Conington); 29/4 G-ARHP PA-22(From Fishburn).

Brighton:- Gazelle XZ299 which arrived locally some time ago has been registered to S. Atherton as G-CDXE. On 23/4 Cessna FR.182RG N409SA arrived from Eddisfield to refuel before setting off home to the Isle of Man. Visitors:- 1/4 G-BSCE R.22B; 5/4 G-CDOV Skeyranger, G-BPJD Rallye; 7/4 G-GATT R.44; 11/4 G-SWWN Gazelle(Fuel); 14/4 G-BGWS Enstrom, G-CBPY YAK 52, G-BJXB T.67A, G-CCNP CT.2K; 16/4 G-AZCN Pup(To Derby), G-ARHP PA-22(To North Weald), G-FLAV PA-28, G-BRTP C.152, G-AXTC PA-28; 17/4 G-BGVZ PA-28(From Woodvale), G-BAHD C.182P; 18/4 G-OBAX T.600N; 22/4 G-RODD C.310R(From Marshland), G-NDOL Europa; 27/4 G-IJMI Extra; 30/4 G-CTDH CT.2K.

Church Fenton:- As predicted last month the DC-3 N5831B arrived here on 20/4 and is reported to be being re-sprayed during its stay. The aircraft arrived mid afternoon from North Weald with PA-28R G-AVXF following shortly after, to pick up the crew.

Cranwell:- A civil visitor on 25/4 was Cessna 172S G-UFCH, from Newtownards.

Crosland Moor:- Mooney M.20 OY-DFD was noted again this month, routing to Little Staughton on 5/4. Visitors:- 4/4 G-BFXW AA-5; 5/4 G-CDDG PA-28; 17/4 G-BWRR C.182Q(To Chester-le-Street), G-AZTW C.177(To Henlow); 22/4 G-PROW Eurostar; 24/4 G-ATJN Jodel D.117; 28/4 G-PTAG Europa; 30/4 G-OBMS F.172N

Dishforth:- A visitor on 16/4 was Robin HR.100 G-BWFG("Atlantic 50"), from Coventry(n/s).

Doncaster:- Airlines produced several interesting aircraft on crew training details this month, starting with Globespan, who sent their brand new Boeing 767 G-CDPT("Globespan 767T") on the 10th (12 approaches am and 12 more pm!), 14th and 18th. On 4/4 Boeing 757 G-OOBD("Jetset 757T") did 15 circuits and similar type G-WJAN ("Kestrel 05K") made 3 approaches on the 26th. Airbus 300 G-OJMR("Monarch 300T") did 7 circuits around lunchtime on 12/4. Excel Airways Boeing 737/800 G-XLAA was based here from 22/4 to 24/4 to operate a series of charters while Dornier 328 G-BZOG("Suckling 641/2") was noted on the 13th and 14th. Two new Thomsonfly Boeing 737/300s made first visits, G-THOJ on 7/4 and G-THOK on 22/4. Two 757 first visits were G-BYAP on 1/4 and G-BYAR on 5/4 while they borrowed Titan 757 G-ZAPU on 8/4 as well as Flightline BAe.146 G-CLHD on the 1st. On 30/4 Boeing 767 G-OBYG positioned in ready to commence long haul flights early next month. Finally for the record Ryanair first visits by 737/800s were, EI-DAL(7/4), EI-DCF(6/4), EI-DCK(15/4), EI-DCM(22/4), EI-DHM(3/4), EI-DHZ(4/4), EI-DLF(2/4), EI-DLJ(11/4), EI-DLK(28/4), EI-DLL(13/4). **Bizjets.** Again there were a few highlights beginning on the 6th with Citationjet N357A paying its first visit and on the 17th Lear Jet 31 CS-DDZ("Omni 312"). Lear Jet 55 N1852 operated by Hastens Sangar AB, Sweden was noted on the 24th and 27th while also on the 27th Gulfstream 3 N918BG of BHG Flights LLC paid two visits. Citation Bravo CS-DHQ("Fraction 7EV") was logged on the 27th and the same day company Hawker 800XP CS-DNX was circuit training all afternoon. There was also a quartet on first visiting Citations, G-DJWM(7/4), G-VUEZ("Flyvue 372", 11/4), G-FIRM("Marshall 10B/C, 27/4) and G-JMDW(30/4). Goldair Lear Jet 45 G-CDNK was logged on the 26th and 27th. **General Aviation.** On the second Sherburn based T.210M D-EBWS made a short visit while Cessna T.310R N234SA made 2 ILS approaches. Others:- 4/4 G-BYKO PA-28; 5/4 G-VMFC PA-32; 8/4 G-BBEY Aztec("Skytrain 01"); 9/4 G-BYZA Twin Squirrel ("Omega 18"), G-BOIG PA-28("Skytrain 04"), G-SASH MD.902("Helimed 99E"); 11/4 G-MLTY Dauphin, G-GAFT PA-44(ILS); 12/4 G-HEVN TB.10; 14/4 G-LJRM S.76B, G-BYKB Commander 114, G-BAHX C.182P; 17/4 G-BEZA PA-31; 18/4 G-OMST PA-28, G-BBZV PA-28; 19/4 G-SGEC King Air 200(ILS), G-CDTG DA.42(n/s); 23/4 G-CDKR DA.42(3 ILS); 26/4 G-BWFG HR.200("Atlantic 50"), G-BWYH C.310R("Saltyre 692"); 28/4 G-BRNC C.152, G-ZEBY PA-28; 29/4 G-PORK AA-5, G-ZERO AA-5B, G-BTJA Silvalire; 30/4 G-MAAX Long Ranger. **Military.** Agusta A.109E ZR323("Ascot 1426"), recently acquired by 32 Royal Squadron, hence the serial, was noted on 7/4. Only other visitor of note was Hercules XV184("Ascot 670") on 25/4 and 29/4. As ever this report is thanks to the RHADS web-site.

Eddsfield:- Cessna FR.182RG N409SA arrived for a night stop on 22/4, from Isle of Man. Visitors:- 5/4 G-PIGS Rallye, G-AXAT Jodel D.112, G-DISO D.120; 15/4 G-AKSY Auster 5; 16/4 G-DASS Ikarus(From Fiskerton, Lincs), G-AZYS Emeraude, G-JAME CH.601; 17/4 G-OMCD R.44(To Gloucester), G-CCZN Rans S.6; 28/4 G-HIND Maule MX.7; 30/4 G-BDJD D.117, G-JWEB R.44.

Elvington:- PA-34 G-BNEN("Air Taxi 105") was logged on 6/5, from Blackbushe to Durham/Tees. On 7/4 a trio of PA-28s arrived from Wellesbourne, G-AZSF, G-BRDX and G-WAVS, however when making the return home in the afternoon VS went u/s so stayed overnight with G-BRDX returning the next day to collect it. Visitors:- 1/4 G-BTZA Be.33(From Kirknewton); 3/4 G-BODE PA-28; 16/4 G-BNOZ C.152; 18/4 G-BHRH FA.150K; 24/4 G-OOGS Cougar(Circuits); 26/4 G-JWJW Jungmiester; 27/4 G-JANO PA-28; 28/4 G-BBGI Fuji 200.

Fadmoor:- Noted visiting on 24/4 was Cessna F.172M G-BBKI from East Winch.

Full Sutton:- A new resident is J-3C Cub G-BEUI. Noted paying a visit from Blackpool on 4/4 was PA-32 N112WM, the aircraft returned on 12/4. Visitors:- 7/4 G-EEJE(To Rotterdam); 8/4 G-GUMS C.182P(To Popham), G-ATRR PA-28; 10/4 G-BJXZ C.172N; 16/4 G-BTRN PA-28; 20/4 G-BOXV Pitts; 26/4 G-APYN PA-22; 28/4 G-GBHI TB.10 (From Fife); 29/4 G-GEHP PA-28RT(From Gloucester).

Gamston:- The latest DA.42 Twin Star registered to the agency is G-DJET while another of the type G-CDSZ was delivered on the 3rd. King Air 200 G-GBMR(Ex. N771SC) was noted on a full CofA Air

Test on 3/4. On 11/4 PA-44 G-GAFT ("Atlantic 47") arrived to collect the new DA.40 G-KAFT, the latter departing to Wolverhampton. The most interesting visitor this month was Beech 1900D CS-DOC, which was noted on 3/4 routing outbound to Liverpool. This aircraft is newly delivered to Netjets Europe and is used for ferrying their many crews around the continent. Other Netjet visitors included, 1/4 Citation CS-DHL ("Fraction 1LF"), Citation XLS CS-DXA on 24/4 and Citation XLS ("Fraction 6UQ") on 29/4. A visitor from Perranporth on 5/4 was PA-28 N586SE. Newly registered Citation XLS N560PL was noted on 19/4 while Citation Bravo N58HK arrived from Gloucester on 26/4. On 24/4 Hughes 269 OO-DLM put in an appearance, from Sheffield while the 28th saw a visit by Commander 114 N115MD. Beechjet N79EL was noted on the 26th and again on the 30th, outbound to Luton. Visitors:- 1/4 G-BLZP C.152; 4/4 G-CFGL Citation XL(Also 7/4), G-BXXT Cougar; 5/4 G-ECGC F.172N; 7/4 G-JMTT PA-28R(From Andrewsfield); 8/4 G-ARFH PA-24(To Le Touquet); 19/4 G-CDKU R.44; 13/4 G-BVOA PA-28(To Rochester); 14/4 G-OCAM AA-5A, G-BWFP YAK 52; 16/4 G-BHFJ PA-28R; 18/4 G-GEOS Ximango(To Perth); 23/4 G-DIGI PA-32; 26/4 G-VMJM TB.10, G-RACI King Air 90; 27/4 G-PJMT Lancair(From Exeter); 29/4 G-SACO PA-28, G-RMMT Europa, G-SHUG PA-28R.

Grindale:- ZK-KAY, which is a Pacific Aerospace PAC 750XL, arrived from its base at Cark on the 3rd to be used by the Parachute Club, staying until 7/4 only to return on the 24th for another stint. Joining it on the 25th was Cessna 208 D-FLOH which stayed until the 27th before heading to South Cerney.

Hazelwood Castle:- AA-5 G-BFXW paid a brief visit on 9/4 before routing to Croft Farm, Worcester.

Heslerton:- Visiting Moor Farm on 14/4 was GlaStar G-SACH, from Leicester.

Hibaldstow:- A pair of C.182s were noted visiting on the 2nd, G-MICI from Ronaldsway and G-MISH from Gamston.

Holym:- A visitor here on 29/4 was CH-601 G-JAME from Askern.

Humberside:- The Dauphin OO-NHZ was again active the whole month operating flights out to the North Sea rigs. Visitors:- 3/4 G-EDAV Bulldog; 12/4 EI-DMG C.441; 13/4 I-ZACM PA-28RT; 15/4 CS-DNO Hawker 800XP; 17/4 G-RVPL RV.8(From Great Massingham); 21/4 N57MT C.303; 22/4 N53GX Global Express; 24/4 N508QS Gulfstream 5; 27/4 G-PUMA Puma; 30/4 N58YD Baron

Kirkbymoorside:- Gamston based T.67M G-CDHC was noted visiting on 16/4 while on 22/4 similar type G-KONG was from North Weald to East Kirkby.

Leeming:- An interesting visitor on 28/4 was Dove G-DHDV operated by Air Atlantique, f/t Coventry.

Linton-on-Ouse:- Irish Air Corps Pilatus PC-6 266("Irish 266") was a visitor here from 27/4 to 29/4, passing over Leeds at 0910 and 1112 on respective days.

Middleham:- Visiting the strip here on 21/4 was PA-32 N2989M, outbound to Newmarket.

Netherthorpe:- A new resident here is recently registered Cessna FRA.150L G-PHLY, formerly G-BBKU. Visitors:- 1/4 G-NOSY R.44, G-BYZR Sky Arrow; 5/4 G-BOWP Jodel D.120; 6/4 G-FTIL DR.400(To Wyton); 13/4 G-LAIN R.22B; 14/4 G-BCSL Chipmunk, G-SHWK C.172S, G-BWWZ Tailwind; 15/4 G-BOUF C.172N; 16/4 G-MISH C.182S, G-XTUN Bell 47G; 18/4 G-CCCJ HN.700; 24/4 G-CCDX Eurostar, G-CBTO Rans S.6, G-AVRP PA-28; 30/4 G-PIGS Rallye.

Nine Scores Farm(Finningley):- Visiting this strip on 26/4 was PA-22 G-BUVA, from Nottingham.

North Cliffe:- A new strip here, near Holme-on-Spalding Moor is home to Cessna F.172F G-ATAF.

Oxenhope:- Noted visiting this strip on 23/4 was Cessna FR.172K G-DAVD, from Spanhoe.

Pocklington:- Noted visiting the Wolds Gliding site on 26/4 was PA-28 G-ELZN, from Sibson.

Rufforth:- A new resident here is Coyote G-CDYB. On 5/4 C.182RG N883DP arrived from Mt. Airey, departing later to Earls Colne while on 27/4 Maule MX.7 N535TK arrived from Beccles. Visitors:- 1/4 G-SGEC King Air 200(Also 20/4); 8/4 G-BVIK Maule MXT-7(From Graveley, Herts.); 14/4 G-YNYS C.172S(n/s to 16th); 16/4 G-BNUX Dimona; 23/4 G-DAYS Europa, G-BVRA Europa; 27/4 G-BAXZ PA-28.

Sandtoft:- A new resident is Pegasus Quik G-CDOW. Enstrom 280 G-BXEE, which has just been registered to new owners in Kirkby-in-Ashfield, arrived from Market Deeping on 3/4 and was active most of the month on local training sorties. Also on local training was R.44 G-ICAB("Northumbria 03") on 7/4 while Alouette HA-LFZ called in for fuel on 9/4 and 22/4. Getting to be a regular visitor, Malibu N9275Y visited on 16/4 from Welshpool. Visitors:- 1/4 G-FBWH PA-28R; 4/4 G-BVLP PA-38; 5/4 G-OMNI PA-28R(From Gloucester), G-BCJN PA-28; 7/4 G-WORM T.600N; 12/4 G-BHDZ F.172N; 14/4 G-CDSZ DA.42, G-BKEV F.172M, G-BWWZ Kitfox, G-BHLW C.120, G-BPWD C.120, G-BWNK Chipmunk; 15/4 G-ARRS Emerald; 16/4 G-BVRA Europa, G-DAYS Europa, G-CBYH Foxbat, G-OPEN Jet Ranger; 17/4 G-BATV PA-28, G-GAND Jet Ranger; 18/4 G-CCUZ T.600N; 20/4 G-BUIF PA-28; 22/4 G-BXZD Gazelle; 23/4 G-BJMR C.310R, G-CCRV Skyranger; 26/4 G-BZJC T.600N; 28/4 G-BWJH Europa, G-

SDOI Foxbat(From Kirknewton) with Quik G-CCHO; 29/4 G-BUVM DR.250; 30/4 G-BYEB Jodel D.112, G-BJZN T.67B

Sheffield:- The Hughes 269 OO-DLM is still active and showing no sign of taking up a British registration while Liverpool based Schweizer 269 G-CCVG was used for training from 11/4 to 25/4. On 15/4 Delia Smith arrived on board King Air 200 G-CLOW("Silver 25") to see Norwich play Sheffield United. Cirrus SR.22 N23AM was logged on 26/4, f/t Panshanger while another of the type N203CD routed from Tibenham to Liverpool on 28/4. Visitors:- 1/4 G-OKYM PA-28; 2/4 G-BCJO PA-28R(To Inverness); 5/4 G-BPTZ R.22B, G-DEND F.150M; 6/5 G-SKYW Twin Squirrel(To Norwich), G-BJXZ F.172N; 7/4 G-AWMP F.172H; 8/4 G-ARWS C.175; 9/4 G-PASH Twin Squirrel; 10/4 G-BXYD EC.120B; 12/4 G-TANS TB.10; 14/4 G-EJRS PA-28, G-AYAC PA-28R, G-BPWD C.120; 16/4 G-OLFC PA-38, G-OPCS Hughes 369E, G-OSLD Europa, G-CDBY MCR.01; 17/4 G-BKGW Rallye (From Turweston); 18/4 G-AVGD PA-28; 22/4 G-CPOL Twin Squirrel, G-EEZA R.44; 23/4 G-HALC PA-28R; 24/4 G-AYCT F.172H; 26/4 G-FTIN DR.400; 27/4 G-BFVG PA-28, G-BUIF PA-28, G-IOSO DR.1050; 28/4 G-WNTR R.22B; 29/4 G-ZELE Gazelle, G-AZEW Pup; 30/4 G-PIKK PA-28, G-BHDX F.172N(From Elstree), G-REDB C.310Q.

Sherburn:- On 8/8 Fishburn based Rallye G-BPJD was logged outbound to Grimbergen while SR.22 N184CD was logged on 20/4, f/t Audley End. A pair of unidentified RAF Pumas("Iceberg") were noted visiting on 27/4. Visitors:- 1/4 G-BAMJ C.182P(f/t Enstone), G-BYLL Falco; 4/4 G-MDCA PA-34, G-CLUE PA-34; G-TANS TB.10; 5/4 G-DINAAA-5B(From Shobdon), G-CCUZ T.600N; 7/4 G-FOFO R.44; 8/4 G-BICW PA-28(F/T Blackbushe); 10/4 G-GHOW F.182Q and G-CCDT RC.114(Both from Top Farm), G-ARNJ PA-22; 14/4 G-CONT Ikarus, G-EDAV Bulldog, G-XIII RV.7, G-BYBD F.172H, G-BXOZ PA-28(From White Waltham); 15/4 G-AZWS PA-28R; 16/4 G-JONZ C.172P, G-ATFD DR.1050; 17/4 G-DLTR PA-28, G-CDKY R.44; 18/4 G-BPWG C.150M; 20/4 G-BEYV T.210M; 22/4 G-BXTD Europa, G-GPMW PA-28RT; ; 23/4 G-ARYR PA-28, G-BGPJ PA-28; 24/4 G-AXAT Jodel D.112; 25/4 G-BPVA C.172F; 26/4 G-BTYI PA-28, G-WBVS DA.40; 27/4 G-AXZO C.180, G-BNHK C.152, G-CBMM Blade, G-III Pitts; 29/4 G-BTJA Silhouette, G-RVRL PA-38, G-BPXY Aeronca; 30/4 G-ARNJ PA-22, G-BORJ C.152.

Sturgate:- Zlin Z.242L G-BWTC, which was formerly at Oxford, is now resident here. Gamston based PA-24 N61970 was noted on 22/4 and T.310R N234SA on 27/4. Visitors:- 1/4 G-BKDJ DR.400; 5/4 G-COVD Robin 2160; 8/4 G-BFDI PA-28, G-BHRC PA-28; 10/4 G-MEGA PA-28R; 14/4 G-ZIPY Tailwind; 22/4 G-DIVA Hawk XP, G-BFEV Pawnee; 24/4 G-MOUT C.182S; 26/4 G-BUVA PA-22(To Beeches Farm, Swindon); 28/4 G-PETH PA-24; 30/4 G-AVWL PA-28.

Sutton Bank:- An unidentified Lynx c/s "Armyair 903" was logged visiting on 13/4. On 28/4 Grob 109 G-WAVY was logged outbound to Shennington.

Waddington:- Cessna 172P G-ETDC was logged on the 14th, visiting from RAF Kinloss.

Walton Wood:- Jet Ranger G-CCBL arrived from Teesside for maintenance on 18/4 with TB.10 G-BGXD arriving to collect the pilot. On 28/4 brand new R.44 G-CDXA called in for fuel while on delivery from Wellesbourne to Aberdeen. There were a couple of fix wing visitors on 30/4, PA-28 G-EHGF and PA-22 G-ARNJ. Visitors:- 4/4 G-GBRU Jet Ranger(To Kemble); 5/4 G-CDBF R.22B, G-CDBG R.22B, G-TILI Jet Ranger; 7/4 G-JWEB R.44(To Boroughbridge); 9/4 G-MAYB R.44(From White Waltham); 10/4 G-XTUN Bell 47G; 12/4 G-OAWD Twin Squirrel, G-CDKU R.44, G-EWAW Jet Ranger, G-WIZI Enstrom 480, G-HUGS R.44; 14/4 G-NOSY R.44, G-XTUN Bell 47G; 18/4 G-FOFO R.44; 26/4 G-RAMY Jet Ranger.

Wickenby:- Cessna FR.182RG N883DP was noted visiting from Beverley on 14/4. Visitors:- 1/4 G-DCSE R.44, G-BLVI T.67M; 5/4 G-XTRA Extra, G-MLLA TB.200; 6/4 G-BWJH Europa; 7/4 G-SKYC T.67M; 8/4 G-BFYM PA-28; 14/4 G-NULA CT.2K, G-BPCL Bulldog(To Thruxton), G-BFKF FA.152; 16/4 G-GAZL Gazelle; 23/4 G-ATLA C.182J; 24/4 G-CBUA Extra; 26/4 G-ODAC C.152; 29/4 G-BWMX Chipmunk(To Top Farm), G-PKPK S.269C.

Yearby:- Not often mentioned, this strip near Redcar played host to PA-28 G-CIFR from Sleep on 14/4.

OVERFLIGHTS

1/4	N191ME	Cessna TU.206G	Blackpool - Skegness(POL 1122 @ 2500')
	N147LK	Cirrus SR.22	Blackbushe - Perth(LBA 1225 @ 2500')
2/4	N103ZZ	PA-31 Navajo	Cranfield - Wick(York 1238 @ 4500')
3/4	N123DV	Cirrus SR.22	Over York 0958 @ 5000' to Durham/Tees

10/4	N225ME	Cessna TU.206G	Over Harrogate 1445 @ 3000' enroute Wick
	OY-BTZ	PA-31 Navajo	Survey over Hull 1015 – 1130 @ 8000'
14/4	N951SF	Be.58 Baron	Elstree – Newcastle(York 1037 @ 2200')
	N84VK	PA-24 Comanche	Tattenhill – Durham/Tees(York 1311 @ 3000')
16/4	G-OMEZ	Zenair CH.601	Perth – Rochester!(York 1546 @ 2000')
19/4	D-HAHN	Squirrel	Cranfield – Carlisle(Huddersfield 0947 @ 2000')
	HB-CYC	Cessna 172RG	Southend – Cumbernauld(Ripon 1802 @ 4000')
23/4	N586PB	Pilatus PC-12	Over Hull 1240 @ 5000', enroute Groningen
24/4	N85LB	Cessna 340A	Manchester – Newcastle(POL 1609 @ 4000')
26/4	N226TS	Cirrus SR.22	Blackbushe – Berwick(York 1615 @ 6000')
29/4	N37LW	PA-23 Aztec	Overhead York 0722 @ 3000' heading South
	HA-YAK	YAK 52	Leicester – Fishburn(Sherburn 1203 @ 2000')

The Cirrus SR.22 N147LK on 1/4 is of interest as it is the first aircraft to be assembled at the new factory at Sandown in the Isle of Wight and had actually only recently flown back to the USA where it had been for testing. The aircraft are shipped from the States in kit form for assembly and this particular machine is the first of four examples to be operated by Free Flight, a sort of Netjets for the smaller person.

Trevor Smith

Being a lovely day today (Wednesday May 10th) in North Yorkshire I decided to get the bike out and pedal to Linton on Ouse to see what was going on ... good excuse for a pint as well. Expecting to see the usual ever present Tucanos, I was surprised to see on the apron in front of the hangars, 16 light aircraft, all lined up, with no pilot presence at all. Why? Was it a reunion? On checking registrations, a lot were from flying schools, but certainly not all! Quite a few from Carlisle, and they all departed by Linton's ATC at 4pm. If you have any theories please let me know why all the civil aircraft were there. So, here goes with the list:

G-ARCF	PA22
G-BGHJ	Cessna 172, reported returning to Humberside
G-BGXT	Tobago
G-BMYD	Beech Bonanza
G-BHIB	Cessna 182, returned to Sherburn
G-BRZS	Cessna 172, departed via Menwith Hill, to Blackpool
G-BUIF	PA28
G-BTXT	Maule
G-EJRS	PA 28, departed to Carlisle
G-EWHT	Robin
G-FLPI	Rockwell Commander, departed Newcastle
G-GBRB	PA28 Cherokee
G-KOKL	Super Dimona, departed to Rufforth
G-OECM	Rockwell Commander, departed Carlisle, owned by a car delivery company
G-PIKK	PA 28 Cherokee, departed to Coventry
G-SVPN	PA 32 Saratoga

Well there we are, the full list of visitors to Linton today, but why?

Answers on a post card, please to

Many thanks for two great magazines, keep up the good work, it is much appreciated out here.

Cheers for now, **Ian Hall**

Re my email yesterday - possible explanation:

RAF Linton on Ouse has been trying and pioneering a warning for light aircraft of close proximity aircraft. Someone told me that yesterday there was an air safety day explaining this new innovation. The new system has been tried out on Tucano aircraft at the base.

Cheers for now, **Ian Hall**



CONEY PARK

02/03/06	G-REGE	ROBINSON R44 RAVEN	13:55	14:30
09/03/06	G-PSHR	BELL 206B JETRANGER III	12:40	13:30
10/03/06	N9VL	AGUSTA A109A-II	13:35	19:30
11/03/06	G-BZGC	AEROSPATIALE AS355F1 ECUREUIL 2	15:35	15:50
13/03/06	G-BSCE	ROBINSON R22 BETA	11:50	12:00
13/03/06	N9VL	AGUSTA A109A-II	12:15	19:15
16/03/06	G-SKYN	AS355F1 ECUREUIL 2	11:35	11:45
17/03/06	G-SKYN	AS355F1 ECUREUIL 2	15:55	16:05
21/03/06	G-HDTV	AGUSTA A109A II	10:12	13:15
22/03/06	G-ONTV	BELL 206B-3 JETRANGER III	16:36	16:44
23/03/06	G-ONTV	BELL 206B-3 JETRANGER III	11:18	11:23
23/03/06	G-HOLZ		11:35	12:30
25/03/06	XW847	GAZELLE	13:00	15:00
27/03/06	G-OLDN	BELL 206L LONGRANGER	18:12	18:25
31/03/06	G-BZRN	ROBINSON R44 RAVEN	10:50	14:00
31/03/06	G-JIVE	HUGHES 369E	11:00	13:30
01/04/06	G-TOPS	AS355F1 ECUREUIL 2	12:29	13:50
01/04/06	G-TOPS	AS355F1 ECUREUIL 2	16:00	16:20
01/04/06	G-TOPS	AS355F1 ECUREUIL 2	11:18	12:00
05/04/06	G-PBEK	AGUSTA A109A	10:55	16:15
05/04/06	G-CPTS	BELL 206B JETRANGER	14:45	15:10
07/04/06	G-VONB	SIKOKRSKY S-76B	13:30	16:30
10/04/06	N7242N	AGUSTA A109	14:15	14:30
12/04/06	G-BSCE	ROBINSON R22 BETA	13:15	13:30
14/04/06	G-NOSY	ROBINSON R44 ASTRO	14:45	15:20
17/04/06	G-TOPS	AS355F1 ECUREUIL 2	09:07	11:00
18/04/06	G-TOPS	AS355F1 ECUREUIL 2	10:49	12:35
18/04/06	G-TOPS	AS355F1 ECUREUIL 2	14:58	15:40
20/04/06	G-TOPS	AS355F1 ECUREUIL 2	12:35	12:50
26/04/06	N9VL	AGUSTA A109A-II	09:25	13:45
26/04/06	G-GACB	ROBINSON R44 RAVEN II	15:00	15:10
27/04/06	G-MDGE	ROBINSON R22 BETA	11:15	11:40
28/04/06	G-BZRN	ROBINSON R44 RAVEN	08:45	12:15
29/04/06	G-PKPK	SCHWEIZER 269C	13:20	15:00
30/04/06	G-GACB	ROBINSON R44 RAVEN II	11:50	12:05
30/04/06	G-MDGE	ROBINSON R22 BETA	11:55	12:25

Geoff Ward



LEEDS BRADFORD AIRLINE REPORT - APRIL 2006

INBOUND DIVERSIONS

06 BEE211 EXT EDI G-JEBC B463 BHX BEE044J

REGULAR FLIGHTS

AEA274	TFS	07/EC-HKQ	14/EC-IDA	21/EC-HZS	28/EC-HZS	
AEU551	FNC	03/G-STRJ	10/G-STRJ	17/G-STRH	24/G-OOAW	
AEU981	CMF	01/G-STRJ	08/G-STRJ	15/G-STRJ		
BAL012A	ALC	04/G-BYAN	11/G-BYAF	18/G-BYAU	25/G-BYAS	
BAL203A	AGP	02/G-BYAK	09/G-BYAK	16/G-BYAJ	23/G-BYAP	30/G-BYAP
BAL348A	ACE	05/G-BYAR	12/G-BYAP	19/G-BYAU	26/G-BYAS	
BAL418A	ALC	02/G-ZAPU	08/G-CDZM	15/SE-DZI	22/G-CDZM	29/G-CDZM
FCA156C	FAO	06/G-OOAX	13/G-OOAX	20/G-OOAX	27/G-OOAX	
FHE321	MLA	11/HB-JIB	18/HB-JIB	25/HB-JIB		
JKK3206	AGP	02/EC-GOM	09/EC-HKP	16/EC-HNC	23/EC-HKP	30/EC-GVI
JKK3354	ALC	01/EC-GXU	08/EC-FZC	15/EC-GQG	22/EC-FZC	29/EC-GOM
LTE905	ACE	06/EC-ISI	13/EC-ICN	20/EC-ICN	27/EC-ICN	
LTE971	TFS	07/EC-ICN	14/EC-JIB	21/EC-ICN	28/EC-ISI	
MYT353	TFS	07/G-JOEM	14/G-VCED	21/G-VCED	28/G-VCED	

OTHER FLIGHTS

01	SE-DZI	B738	BAL418B/418P	Alicante - Doncaster	-
02	G-ZAPU	B752	BAL901P/418A	Luton - Alicante	Lieu BAL B738
05	SP-LLF	B734	CLW267/268	f/t Warsaw	New schedule
06	G-JEBF	B463	BEE042J/211A	Birmingham - Edinburgh	Div passenger rescue
07	SP-LMD	B733	CLW267/268	f/t Warsaw	-
07	TF-ELM	B733	EXS3910/391	Edinburgh - Bergamo	Lieu EXS B733
07	EI-DLJ	B738	RYR154/155	f/t Dublin	-
07	TF-ELM	B733	EXS392/3920	Bergamo - Edinburgh	Lieu EXS B733
07	PH-OFN	F100	KLM1543/1540	f/t Amsterdam n/s	-
09	SP-LLF	B734	CLW267/268	f/t Warsaw	-
12	SP-LLE	B734	CLW267/268	f/t Warsaw	-
14	SP-LMD	B733	CLW267/268	f/t Warsaw	-
14	G-CELP	B733	EXS100P/100P	f/t Stansted n/s17	Engineering
14	G-CELW	B733	EXS102P/100E	f/t Exeter n/s20	Engineering
14	EI-DLL	B738	RYR152/153A	f/t Dublin	-
14	G-CELR	B733	EXS207P/207	Edinburgh - Murcia	Lieu EXS B733
14	G-CELR	B733	EXS208/208P	Murcia - Edinburgh	Lieu EXS B733
15	EI-DAI	B738	RYR154/155	f/t Dublin	-
16	SP-LLF	B734	CLW267/268	f/t Warsaw	-
16	G-DBCG	A319	BMA4JL/2LJ	f/t Heathrow	-
16	TF-ELA	B733	EXS287P/287	Edinburgh - Geneva	Lieu EXS B733
16	TF-ELA	B733	EXS288/288P	Geneva - Edinburgh	Lieu EXS B733
19	OK-TVC	B738	CLW267/269	f/t Warsaw	Lieu CLW B733
19	EI-DCS	B738	RYR154/155	f/t Dublin	-
20	EI-DCM	B738	RYR152/153A	f/t Dublin	-
22	G-CELR	B738	EXS100P/102E	f/t Edinburgh n/s26	Engineering
22	EI-DLK	B738	RYR154/155	f/t Dublin	-
23	SP-LMC	B733	CLW267/268	f/t Warsaw	-
24	G-OOAW	A320	FCA551F/AEU551	Luton - Cardiff	Lieu AEU B733

24	G-OOAW	A320	AEU552/FCA552F	Cardiff - Luton	Lieu AEU B733
25	G-JECM	DH8	BEE729/730	f/t Belfast City	-
26	SP-LLD	B734	CLW267/268	f/t Warsaw	-
28	TF-ELM	B733	EXS231P/231	Edinburgh - Barcelona	Lieu EXS B733
28	TF-ELM	B733	EXS232/232P	Barcelona - Edinburgh	Lieu EXS B733
28	G-BYAI	B752	BAL996P/838A	Manchester -n/s- Keflavik	Passenger Charter
29	EI-DCB	B738	RYR152/153A	f/t Dublin	-
29	G-BYAI	B752	BAL838B/TOM3347	Keflavik -n/s01- Palma	Passenger Charter
30	SP-LLI	B734	CLW267/268	f/t Warsaw	-
30	EI-CSH	B738	RYR154/155	f/t Dublin	-
30	F-GMLK	MD83	AEU551P/551	Toulouse -n/s- Cardiff	Lieu AEU B733



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

First we start with some good news, the announcement of a replacement for the Eastern Airways Isle of Man service lost earlier this year. The web site shows an artist impression of a LET-410 painted in the airline's colours. The actual type which will operate the service has yet to be confirmed. The airport press release is as follows:

New Airline Announces Isle of Man from Leeds Bradford Airport - 16 May 2006

A new airline is being set up to restart air links between Yorkshire and the Isle of Man. Manx2 will be offering up to three flights a day from Leeds Bradford Airport and is committed to providing year-round services for both business and leisure customers. It will also be launching flights between the Isle of Man, Belfast International and Blackpool.

Manx2 is the brainchild of two aviation entrepreneurs with long experience of operating regional airlines serving Island communities. Noel Hayes and James Filleul set up and ran Rockhopper (recently rebranded to Blue Islands) which last year flew more than fifty thousand passengers on nine routes to and from the Channel Islands.

Manx2's services from Leeds Bradford to the Isle of Man will be launched on 12 August, bookings can be made through its website manx2.com from the beginning of June, alternatively by telephone through Manx2's reservations centre on 0870 242 2226 from the same time.

Manx2 will be operating a fleet of 19-seat aircraft, which are specifically designed for making short, frequent flights to neighbouring regional airports. The aircraft will all carry the company's motto in Manx and English "*Faillt erriu - You're welcome*". "We have many years experience in building strong routes which will serve local people all year round", says Noel Hayes, Manx2's Chairman. "We spotted a requirement for a strongly financed and well managed small regional airline which would open up links between Yorkshire and the Isle of Man. The two communities have strong ties, but no longer an air link, and we think the new route will be very popular not only for business people, but leisure visitors as well."

Manx2 will be working closely with the tourism authorities to stimulate more visitors from the Isle of Man to the Yorkshire region. "Our market research suggests that this route will be popular with local people at both ends of the route", says Manx2 Communications Director James Filleul. "Manx2 will offer excellent customer service with some everyday low fares, and we have been working very hard on the schedules to make sure they offer a choice of flights at the times people want. Manx2 will combine the best practices of "low cost" carriers with the friendly service our passengers rightly expect."

Chair of the Board of Directors for the airport, Cllr Stewart Golton said, "It is very pleasing that Manx2 have chosen Leeds Bradford Airport to launch this new airline. This will be good news for the leisure passenger and also for the financial sectors of the region that have strong links with the Isle of Man."

Noel Hayes: Noel is a former successful City stockbroker who retired early to enjoy the 'quiet' life in Alderney; it proved to be a bit too quiet however, and he soon spotted a gap in the market for a decent modern supermarket. He soon set up his own airfreight service to overcome serious supply problems common to many islands, and that freight service soon grew into his first passenger airline, Rockhopper. From one route between Alderney and Bournemouth and one small Islander aircraft, that airline grew into what is now Blue Islands, carrying 50,000 passengers a year on routes between all three Channel Island airports and on to the south coast of the UK, to the Isle of Man and to Brittany, using a fleet of modern aircraft. Noel has now sold all his shareholding in Blue Islands.

James Filleul: James is a former BBC news editor, TV/Radio reporter and presenter. He left the Corporation to set up his own communications consultancy which now has a range of major PR clients across the Channel Islands, manages some of the Islands largest public events, and trains public and private sector organisations across the world in managing their public profile. James worked very closely with Noel to build Rockhopper from its roots flying fruit and vegetables into Alderney to winning the Jersey Tourism Award for Excellence in 2005.

However, the airport missed one key paragraph which appeared in other press releases, this indicating Manx2 will be using their flights in what is presumably a joint venture with JET2 to enable Isle of Man passengers to connect into the JET2 network. This additional paragraph reads as follows: Manx2 has also teamed up with the well known Manx travel agent Freedom Travel and highly successful low cost operator Jet2.com, and its flight schedule will be specifically designed to offer easy connections with Jet2 flights to a wide range of popular European destinations including Amsterdam, Paris, Prague, Malaga and Tenerife.

Centralwings service to Warsaw ceased on 25 May. The airline stated the reason for the withdrawal of the service was due to expansion into new markets and fleet constraints.

A very sad announcement, about what seemed to be a very successful new route. Rival Eastern European carrier Wizz Air were very quick to respond to the announcement with their own press release:

Wizz Air rescues cancelled Centralwings passengers

Wizz Air, the largest low fare-low cost airline in Central and Eastern Europe, offers free tickets to Centralwings passengers whose flights were recently cancelled. Wizz Air offers free tickets (only taxes and charges are to be paid) on Katowice-Milan, Warsaw-Liverpool and the recently announced Katowice-Doncaster Sheffield routes to passengers who hold reservation on Centralwings' Warsaw-Milan, Wroclaw-Milan and Warsaw-Leeds Bradford flights which are suddenly discontinued by Centralwings this month. In the period between 11 May and 16 May 2006 the stranded passengers of Centralwings can book free seats on Wizz Air's flights by paying only taxes and charges.

Bookings can be made online at wizzair.com, through call centre (+48 22 351 9499) and with the Wizz Air ticketing agents of the respective airports. The offer is subject to the actual schedule and seat availability of Wizz Air.

AIRPORT NEWS

Robin Hood Doncaster Sheffield Airport (Britain's airport with the longest name) celebrated its first birthday on Friday 28 April 2006 and reported a 12-month throughput of more than 840,000 passengers. During this period it achieved the distinction of being the first and only airport in Yorkshire, Lincolnshire and the Humberside area to offer direct non-stop services to long-haul destinations in USA, Mexico and the Caribbean. Over the next year the passenger figure is expected to climb through the one million barrier. The airport says that inbound traffic is 15% of the total and growing, with a target of 40% similar to sister airport Liverpool John Lennon, also owned by the Peel Group. Currently the airport serves 12 scheduled and 30 charter destinations.

Manchester based airlines have denied claims that budget flights are ruining the environment. The North West Green Party has called for an end to low-cost services which, it says, are filling the skies with "gas-guzzling jets".

British Airways has announced it is slashing fares for its European flights in a bid to take on budget airlines such as Ryanair and easyJet, cutting some European fares by up to half. Campaigners fear a price war could see a huge increase in the number of jets in the sky as passengers rush to take advantage of the cheap offers.

Dr Spencer Fitz-Gibbon, spokesman for the North West Green Party, said that any boom in air travel would hit Manchester and London hardest as far as the environment was concerned as they are the areas with the most air traffic in Britain. Dr Fitz-Gibbon said: "Something really needs to be done to stop the growth of the aviation industry. The airline industry stands there saying don't blame us and won't acknowledge that they are any part of the problem. They need to grow up and the sensible thing to do would be to diversify to create a more sustainable means of transport."

A spokesman for British Airways said the lower fares would not lead to more flights but would increase the number of passengers on existing flights. He said: "British Airways is one of the first airlines in the world to take part in a national multi-industry carbon emissions trading scheme, which was set up as part of the Kyoto Protocol. Even if you banned every flight in and out of the UK, that would only reduce carbon dioxide emissions by 0.1 per cent".

A spokesman for Ryanair, which has flights to Ireland from Manchester, complained that the aviation industry had become a "scapegoat" for environmental problems and that the newness of the company's planes significantly reduced their emissions.

Tim Walmsley, Manchester Airport's environment manager, said Manchester has been leading the way in terms of airport environmental policies. He said: "We were one of the first airports in Europe to establish an environment programme. In the last year the airport won an environment practice award for our successful reduction of carbon emissions".

A report compiled in 2003 by the Green Party said that the airport accounted for 8.8 per cent of UK civil air transport movements, which would translate to 88,000 tonnes of carbon.

Atlanta airport opened a fifth runway on 27 May, easing congestion and reducing delays at the USA's busiest airport. According to the Federal Aviation Administration, the new runway will increase by about 30% the number of arrivals the airport can handle at any time, reducing passengers' average waits as they taxi or circle in the air.

"It's the most important runway in the US air-traffic control system," says Brian Lentini, FAA's air traffic hub manager for Georgia. "Things in Atlanta have a ripple effect." Hartsfield, primary hub for Delta Air Lines and for growing discounter AirTran, handles more than 2,500 flights a day.

Delays there have long bedevilled connecting passengers. The new \$1.1 billion, 9,000-foot runway should significantly reduce the problem, says Mario Diaz, the airport's deputy general manager.

Currently, the airport operates four east-west runways simultaneously. Two handle arrivals, two handle departures. The new runway will parallel the existing runways about four-fifths of a mile to the south. With the opening, the new runway and two others mostly will handle arrivals.

The two existing runways closest to the terminal will be used mostly for departures. Hartsfield also recently opened a taller air-control tower to give a better view of the new runway.

Atlanta Hartsfield will join Chicago O'Hare, Denver and Dallas-Fort Worth as the only airports in the USA where three jetliners are able to land safely at the same moment, says Dick Marchi of Airports Council International. "It is a pretty powerful way to increase capacity," he says.

Other airports expect positive ripple effect. The airport's capacity in good weather will rise to about 130 arrivals an hour from 98, the FAA's Lentini says. In bad weather, the capacity will increase to about 100 from 68. In all, the average per-flight delay will be nearly halved to about eight minutes, the airport says. The runway will also cut through the nation's air-traffic congestion. About 11% of all US air passengers fly in or out of Hartsfield daily. In 2005, about 85 million people travelled through the airport, the most in the world.

AIRLINE NEWS

Aer Arann has placed an order for 10 ATR72-500s. The airline expects to take delivery of 2 aircraft in 2007, 5 in 2008 and 3 in 2009 at which point Aer Arann hopes to operate 20 ATRs.

Eastern Airways will discontinue service on its Norwich to Manchester route after 30 May which is operated twice a day. The airline says its decision is based on the fact that Flybe is starting service on the route on 25 May.

Emerald Airways had its Air Operators Certificate suspended on Friday 5 May. Emerald Airways got its operators certificate (AOC) suspended for an unlimited period of time after Civil Aviation inspectors deemed the airline "unsafe to fly".

Iberia, along with 4 other companies, is launching a new low cost airline. The airline is planning to be operational by the end of the year with 5 aircraft increasing to around 30 by 2008. Initially the airline will be flying out of Barcelona.

Iran Air announced it has purchased 6 used Airbus aircraft which are scheduled to join the airline's fleet from September 2006. Iran Air is also planning to purchase 5 more Airbuses as well as 5 Tupolev 204s.

Ryanair ended its service from Dublin to Cardiff on Mayday because it claims the airport is increasing its passenger charges by more than 350%. Instead, those flights will now operate into Bristol International Airport.

Ryanair picked Marseille to be its sixteenth European base. From November the airline will base 2 Boeing 737-800s and will service 13 routes to Brussels, Dublin, Eindhoven, Fez, Frankfurt, Glasgow, Karlsruhe Baden, London, Marrakech, Oujda, Oslo, Porto and Rome.

Thomsonfly is saying bye-bye to former Britannia flight prefix BY. From the start of May all ThomsonFly flights operate under the TOM three-letter code. If someone wants to buy BY it is available.

AIRCRAFT NEWS

An A.380 landed at London's Heathrow on 18 May to test whether the airport was ready for the airliner.

Two British flags hung from the plane's cockpit windows as the aircraft taxied toward a specially designed pier at the airport. A phalanx of media, corporate guests, and aviation enthusiasts gathered at Heathrow for the aircraft's arrival.

"This is a great day for London, a great day for Britain, a great day for British manufacturing and a great day for European cooperation," Treasury chief Gordon Brown said after the jet touched down. He then inspected the aircraft, en route from the Berlin Air Show where Airbus was showcasing the double-decker this week. The plane flew over the BAe systems plant at Hawarden in North Wales, and Filton near Bristol where the wings are made. "Although everyone else is looking up, I get to look down and it was amazing to see so many faces looking up at me," test pilot Ed Strongman said of flying over the two facilities.

On approach to Hawarden the aircraft passed about 10 miles to the South of LBA. Unfortunately the aircraft was at 14,000 feet, well above the cloud base of the day. The A380 night stopped at

Heathrow for airport-compatibility tests before returning to Berlin the next day. BAA Heathrow managing director Tony Douglas said BAA and Airbus staff also conducted a series of tests, including crowd handling, during the aircraft's brief stay. Heathrow operator BAA is spending some £450 million to upgrade the airport to accommodate the A380 and other anticipated ultra-large aircraft of the future. Other work has included runway resurfacing, upgrading runway lighting and the construction of new taxiways. Douglas said the airport has widened and strengthened a runway to accommodate the A380, which has a list price of \$300 million. New, larger baggage carousels also have been installed at Terminal 3 to accommodate the 555 passengers that can travel on the aircraft.

The Japanese effort to design a next-generation supersonic transport is struggling with setbacks and looking for international partners, the Associated Press has reported. The Japan Aerospace Exploration Agency (JAXA) will enter talks next month with NASA to discuss cooperative efforts. Japan is working to develop a scramjet engine that would be 99 percent quieter than the Concorde, and Boeing would build the airframe, the Associated Press said, though those reports were deemed "premature" by JAXA.

Japan does aim to have an experimental hypersonic transport flying by 2025. That aircraft would fly at Mach 5 and cross the Pacific within two hours, according to JAXA's online vision statement.

Wide-body, converted airliners may be used to help fight forest fires in the US this year. Two companies developing aerial bomber firefighting aircraft, so-called supertankers, from old airliners say they expect to have all approvals in place to accept firefighting contracts. In fact, Omni Air International says its DC-10 is ready to go to work, while Evergreen Aviation still has a few hoops to jump before its 747-200 can tackle blazes. The aircraft represent a quantum leap in aerial firefighting capability. The DC-10 can carry up to 12,000 gallons of retardant or water (more than triple the capacity of the largest existing tankers) and the 747 can pack up to 24,000 gallons. Though they can't fill on the fly, they can get to and from the fire at 500 mph. Firefighting experts say the jets will have their uses but they're not a magic bullet.

OTHER NEWS

Every time the price of a barrel of oil goes up by a dollar, that translates into a \$365 million hike in fuel costs for the eleven major US airlines, CNN reported.

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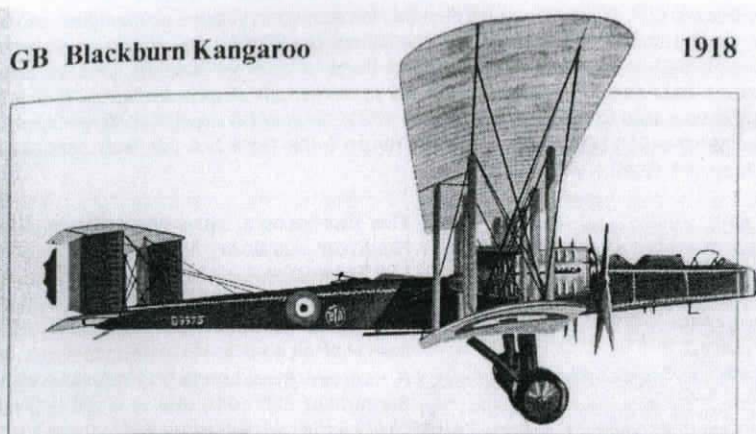
David Wooler



Boeing 757 D-ABOL Condor - Thomas Cook Arcife Lanzarote 1 April 2006
Brian Hewitt

THE BLACKBURN RT.1 KANGAROO

by TERRY SYKES



Prior to the first World War there were no dedicated airliners or airline networks. Progress during the war led to bigger aircraft carrying more weight and flying further distances. Among the large aircraft to emerge was the Blackburn Kangaroo bomber built by the Blackburn Aeroplane and Motor Co. of Olympia, Leeds. This was a landplane conversion of the Blackburn G.P. Seaplane and flew for the first time in January 1918. Powered by two 250hp Rolls Royce Falcon II or two 270hp Rolls Royce Falcon III engines it had an upper wingspan of 74ft 10ins and a lower wingspan of 52ft, a length of 46ft and a height of 16ft 10ins and carried a crew of four. The wingspan was such that the aircraft was built with wings which folded back for easier hangarage. Originally built as a long-range bomber the RFC serials B8837-40 and RNAS serials N1720-39 were allocated but the RNAS serials were not used and they were allocated serials B9970-89 in the RFC series instead, with the first five having the Falcon II engines and the remainder the Falcon III's. It went into service with the newly formed RAF from April 1918 with 10 aircraft operating from Seaton Carew with 246 squadron on anti-submarine patrols over the North Sea where one was instrumental in sinking an enemy submarine in August. A further four submarines were confirmed damaged by them before the end of the war. By October 1918 a total of 14 Kangaroos were thought to be in service but in May 1919 all but three were sold back to Blackburns for conversion to civil use.

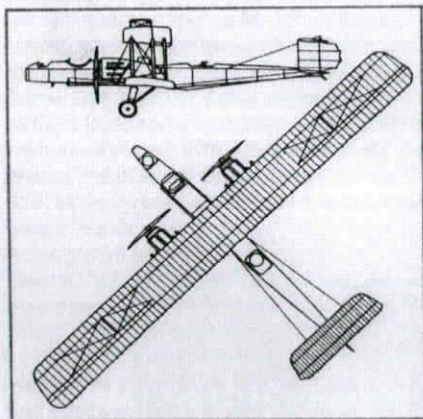
The three not sold to Blackburns went to the Graham White Aviation Co. Ltd. At Hendon where they were roughly converted to carry passengers on joy-rides. They were stripped of gun mountings and the fabric was removed from the top of the rear fuselage so that two large cockpits could be fitted which would accommodate a total of seven passengers with an eighth being carried in the extreme nose forward of the pilot, all these positions were open to the elements - including the pilot. No civil markings were carried, although G-EADE-F-G were allocated, and the military olive drab colours and RAF serials were retained. The first two were written off within a month but the third one soldiered on for a number of years carrying some hundreds of intrepid passengers.

The Blackburn civil conversions were much more sophisticated and were among the worlds first airliners. Two versions were converted initially with G-EAIT and G-EAMJ being fitted with a large

glazed cabin in the fuselage, with seating for seven passengers, and a single enclosed seat in the nose whilst G-EAIU and G-EAKQ had the same nose position but an open rear fuselage for freight or pleasure flying. On August 8th 1919 G-EAIT/G-EAIU and G-EAKQ flew to Amsterdam where the First Air Traffic Exhibition was being held and during the exhibition they flew over 1000 passengers on joy-rides. G-EAKQ was later sold to the Peruvian army.

One aircraft, G-EAOW, was converted by Blackburns to compete for the £10,000 prize offered for the first aircraft to fly from England to Australia. It set off from Hounslow on November 21st 1919 flown by Lieutenants D.R. Williams and Val Rendle with sir Hubert Wilkins as navigator and Lt. G.H. Potts as engineer. On the outbound leg from Crete on December 8th they developed an oil leak on the port engine and returned to Suda Bay where they burst a tyre on landing. Due to extremely bad communications between there and the UK no replacement engine arrived and the aircraft was abandoned and was said to be still there in July 1921. Meanwhile the cabin conversion G-EAMJ had been readied for the £10,000 "Daily Express" return India flight but this was cancelled by the Air Ministry on May 11th 1920.

Aircraft: Blackburn Kangaroo
Manufacturer: Blackburn Aeroplane & Motor Co. Ltd.
Type: Bomber
Year: 1918
Engines: Two Rolls-Royce Falcon II 12-cylinder liquid-cooled inline Vs, 255 hp each
Wingspan: 74 ft 10.25 in (22.82 m)
Length: 46 ft (14.02 m)
Height: 16 ft 10 in (5.13 m)
Weight: 8,017 lbs (3,636 kg)
Maximum speed: 100 mph (161 kph)
Ceiling: 10,500 ft (3,200 m)
Endurance: 8 hrs
Armament: 2 machine-guns; 929 + lbs (417.3 + kg) of bombs
Crew: 4

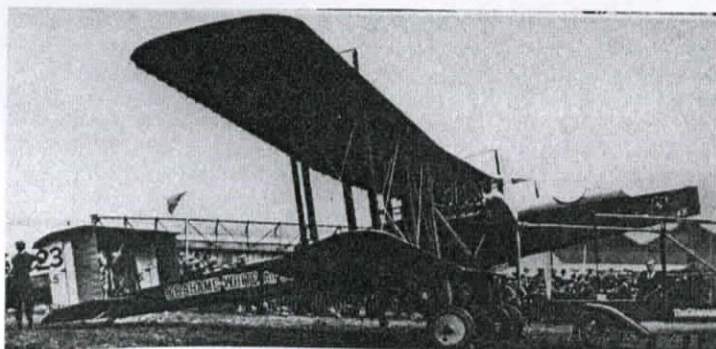


The Kangaroo's were originally registered to the Blackburn subsidiary North Sea Aerial Navigation Co. Ltd. Formed on April 23rd 1919, this became North Sea Aerial and General Transport Ltd. In October 1919. Scheduled services were flown with the Kangaroos from Hull to Leeds to Hounslow starting in August 1919. A mail run from Leeds to Hounslow was started on September 30th 1919 due to a rail strike and a short lived Leeds to Amsterdam (via Lympne) service started on March 6th 1920. On September 8th 1922 G-EAMJ was on the starting line for the Kings Cup Race flown from Croydon by Lt.Col. Spencer Grey (and entered by the Rt.Hon Winston Churchill MP) and competing against it was G-EAIU flown by the Blackburn test pilot Reg Kenworthy. Both of them were overtaken by darkness on the Newcastle to Renfrew leg and had to return to Newcastle where they retired from the race.

In 1924 G-EAIU was converted to become a the prototype dual control twin-engined trainer for use by the RAF Reserve school at Brough, it received a new CofA on May 18th 1924 and was given the name "Bonzo". The following month G-EAMJ was also converted in this manner and named "Felix the cat". G-EAIT was similarly converted in April 1925 but it was written off in a fatal crash at Brough the following month. Three of the original Kangaroos were then brought out of storage and converted to the twin-engined training role in 1926 for use with the Reserve school with the names G-EBMD "Wilfred", G-EBOM "Pip" and G-EBPK "Squeak". G-EBOM was eventually written off at Brough in 1928 and G-EAIU, G-EAMJ, G-

EBMD and G-EBPK were all withdrawn from use and broken up at Sherburn in 1930. It is not clear how many Kangaroos were actually built but eleven were eventually converted for civil use. As can be seen they served in a number of guises over their short lifespan and were in at the birth of the airline system after the Great War. A list of the eleven conversions ends this brief history but older members may recall the four bladed propeller that stood in the ballroom of the Yorkshire Aeroplane Club where we used to hold our meetings; this was from one of the Kangaroos and a last memorial to the aircraft.

<u>Reg.</u>	<u>Serial</u>	<u>Registered</u>	<u>CofA issued</u>	<u>Notes</u>
G-EADE	B9981 (N1731)	08.06.1919	21.06.1919	Graham White Aviation Co.Ltd. Crashed at Hendon 29.06.1919
G-EADF	B9982 (N1732)	08.06.1919	nil	Graham White Aviation Co.Ltd. Crashed on take-off from Hendon 31.05.1919 prior to registration
G-EADG	B9985 (N1735)	06.06.1919	06.06.1919	Graham White Aviation Co.Ltd. Cancelled after CofA expiry 07.06.1921
G-EAIT	B9978 (N1728)	01.08.1919	11.08.1919	North Sea Aerial Navigation Co.Ltd. Crashed at Brough 05.05.1925
G-EAIU	B9973 (N1723)	01.08.1919	01.09.1919	North Sea Aerial Navigation Co.Ltd. "Bonzo" withdrawn from use prior to CofA expiry 19.04.1929 and scrapped at Sherburn 1930
G-EAKQ	B9972 (N1722)	18.08.1919	09.09.1919	North Sea Aerial Navigation Co.Ltd. Sold to the Peruvian Army in July 1921
G-EAMJ	B9977 (N1727)	08.09.1919	08.09.1919	North Sea Aerial Navigation Co.Ltd. "Felix the cat" withdrawn from use on CofA expiry 02.02.1929 and scrapped at Sherburn 1930
G-EAOW	B9970 (N1720)	24.10.1919	17.11.1919	North Sea Aerial Navigation Co.Ltd. Abandoned at Suda Bay 08.12.1919
G-EBMD	B8837	13.08.1925	21.01.1926	North Sea Aerial and General Transport. "Wilfred" withdrawn from use prior to CofA expiry 17.02.1929. Scrapped Sherburn 1930
G-EBOM	B8839	18.06.1926	03.07.1926	North Sea Aerial and General Transport. "Pip" suffered engine failure while landing at Brough 25.09.1928, undershot and hit a river bank writing the aircraft off
G-EBPK	B8840	29.10.1926	03.02.1927	North Sea Aerial and General Transport. "Squeak" withdrawn from use prior to CofA expiry 02.07.1929. Scrapped Sherburn 1930



SEEN AT LEEDS BRADFORD



Boeing 738 Futura EI-DKD 10 May 2006



Boeing 752 Astraëus G-OPJB 5 May 2006



Airbus A320 AnurAir TC-OAE 3 May 2006

EMAIL ADDRESSES

In order to be able to communicate more effectively with our members I am collecting email addresses from members which can be used to inform members of changes to the meeting programme, or perhaps in the future to email other relevant information.

Please can you send an email containing you name and whether you are a postal/full member to alan.sinfield@airyorkshire.org.uk

2006 PROGRAMME

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

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

Alan Sinfield



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Peter Horne



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EI-DCL Ryanair
Boeing Colours
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Andrew Edwards