



YORKSHIRES PREMIER AVIATION SOCIETY



SUPER GUPPY TOULOUSE
MIKE WILLINGALE

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2003-2004

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

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

07 March 2004: Peter Hampson, General Manager Airfield at Manchester Airport and
Chair of The Aviation Society (TAS – the Manchester Airport spotters club)

04 April 2004: Alan Lord with "The never ending story"

AIR YORKSHIRE AVIATION SOCIETY NEWS

We had a very welcome forty-eight members for our meeting on the 1 February 2004 when our speaker was Ron Sanders, retired Police/Customs Officer. Ron had worked especially in drug-related crime and had served for ten years in the Caribbean bases and he gave us a very interesting account of his adventures there.

Ron also worked for a time at Heathrow Airport and some of his experiences whilst there were described in a humorous and entertaining manner. For instance, whilst on Customs Duty, a Holy Father called him a liar, saying "*May the Devil take you from your hearse!*" On checking the Father's luggage, Ron had found (too) many bottles of Johnny Walker whisky. On another occasion Ron had stopped a member of a drug circle smuggling Swiss watches, bound for delivery to East End, London. Ron had picked him out because circle members used yellow bags for recognition!

Ron gave us a very exciting and frightening description of his experiences in Hong Kong, especially a visit to Lin-Chow Island on a boat with thirteen Police and Drug Squad Officers.

During his career, Ron met many interesting and important people. He was also a member of Winston Churchill's Memorial Trust and was awarded the equivalent of the O.B.E.

Our grateful thanks to Ron for a very positive and interesting afternoon.

I was delighted to collect the first LBAirmail for 2004 on the way out, from the terminal.

Lawrie Coldbeck

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



MOVEMENTS DECEMBER 2003

01 Monday

VP-CTJ	Citation II	0751 0805	G-JEDK	DHC-8	0801 0839
G-CELU	Boeing 737 300	0937 1341	G-MAJM	Jetstream 41	0941 1028
G-BVJD	Fokker 100	0945 1109	G-RJXJ	EMB 135	0956 1048
G-BUPS	ATR-42	1001 1251	PH-OFH	Fokker 100	1004 1210
TF-ELV	Boeing 737 400	1007 1044	G-CELC	Boeing 737 300	1013 1205
SE-RAA	EMB 135	1016 1104	ZE395	BAe 125 CC.3	1020 1528
G-JEDK	DHC-8	1050 1126	G-RJXC	EMB 145	1104 1148
G-RJXE	EMB 145	1112 1455	G-RANI	Twin Squirrel	1216 1111(08)
G-MAJM	Jetstream 41	1221 1512	G-RJXJ	EMB 135	1238 1338
G-BAVZ	PA-23 Aztec	1246 1411	SE-RAA	EMB 135	1339 1417
EI-CNV	Boeing 737	1344 1421	G-BVJD	Fokker 100	1404 1518
G-RJXC	EMB 145	1433 1515	G-CELV	Boeing 737 300	1441 1544
PH-KZN	Fokker 70	1455 1553	G-RKJT	PA-46 Malibu	1521 1103(02)
OE-GAA	Citation V	1634 1959	G-RJXJ	EMB 135	1639 1814
G-RJXE	EMB 145	1652 1742	G-BUVD	Jetstream 31	1568 1737
SE-RAA	EMB 135	1700 1745	G-CELC	Boeing 737 300	1704 1818
VP-CTJ	Citation II	1711 1727	G-MAJM	Jetstream 41	1718 1755
G-JEDK	DHC-8	1722 1758	G-RJXC	EMB 145	1731 1801
G-BVJD	Fokker 100	1807 1910	G-CELC	Boeing 737 300	1832 1346(02)
EI-CNV	Boeing 737	1929 2005	PH-OFG	Fokker 100	1953 0626(02)
G-RJXE	EMB 145	2003 0738(02)	G-CELU	Boeing 737 300	2007 1832(02)
G-JEDK	DHC-8	2011 2055	G-BUVD	Jetstream 31	2014 0749(02)
G-MAJM	Jetstream 41	2017 0706(02)	G-RJXJ	EMB 135	2020 0755(02)
SE-RAA	EMB 135	2035 0717(02)	G-CELV	Boeing 737 300	2037 1340(03)
G-RJXC	EMB 145	2050 0722(02)	EI-CJG	Boeing 737	2105 2139
G-CELC	Boeing 737 300	2112 0713(02)	G-BVJD	Fokker 100	2142 0703(02)
G-PIDS	Boeing 757	2158 0731(02)			

02 Tuesday

OY-GKC	Citation Excel	0908 1324	G-RJXC	EMB 145	0950 1030
G-CELS	Boeing 737 300	0956 1425	G-MAJM	Jetstream 41	1000 1050
G-BVJD	Fokker 100	1007 1119	PH-OFJ	Fokker 100	1013 1107
TF-ELD	Boeing 737 300	1020 1114	SE-RAA	EMB 135	1025 1112
G-RJXH	EMB 145	1027 1453	G-BUVD	Jetstream 31	1033 1121
PH-KZI	Fokker 70	1042 1439	G-MAJF	Jetstream 41	1046 1358
G-CELC	Boeing 737 300	1053 1152	G-RJXJ	EMB 135	1059 1516
G-BYLM	PA-46 Malibu	1212 1244	G-RJXC	EMB 145	1214 1339
G-MAJM	Jetstream 41	1226 1447	G-JEDK	DHC-8	1251 1352
EI-COX	Boeing 737	1318 1410	SE-RAA	EMB 135	1330 1412
PH-KLG	Fokker 100	1407 1801	G-BVJD	Fokker 100	1421 1519
G-BYAO	Boeing 757	1510 1629	G-RJXC	EMB 145	1643 1737
G-RJXH	EMB 145	1650 1740	SE-RAA	EMB 135	1654 1748
G-CBCS	Jetstream 31	1704 1743	G-MAJM	Jetstream 41	1713 1756
G-PIDS	Boeing 757	1720 1011(04)	G-RJXJ	EMB 135	1724 1802
G-CELC	Boeing 737 300	1838 1935	EI-CNV	Boeing 737	1941 2019
G-RJXH	EMB 145	1945 0712(03)	OY-GKC	Citation Excel	1948 2023
G-JEAM	BAe 146 300	2005 2052	G-CELC	Boeing 737 300	2009 0833(03)
G-RJXJ	EMB 135	2013 0820(03)	G-CBCS	Jetstream 31	2031 0658(03)

SE-RAA	EMB 135	2037 0707(03)	G-MAJM	Jetstream 41	2045 0703(03)
PH-OFG	Fokker 100	2048 0621(03)	G-RJXC	EMB 145	2055 0718(03)
G-CELU	Boeing 737 300	2123 0742(03)	G-CELC	Boeing 737 300	2126 0737(03)
G-BVJC	Fokker 100	2245 0721(03)			
03 Wednesday					
N64VB	B.58 Baron	0909 1002	G-RJXC	EMB 145	0926 1042
G-RJXH	EMB 145	0933 1025	G-MAJM	Jetstream 41	0943 1029
G-CELC	Boeing 737 300	0951 1828	G-CBCS	Jetstream 31	0958 1049
SE-RAA	EMB 135	1006 1351	TF-ELD	Boeing 773 400	1011 1045
PH-KLG	Fokker 100	1021 1113	G-BVJC	Fokker 100	1032 1539
G-CELU	Boeing 737 300	1038 0646(04)	G-RJXJ	EMB 135	1154 1337
G-RJXH	EMB 145	1201 1448	G-MAJM	Jetstream 41	1224 1441
G-RJXC	EMB 145	1320 1509	EI-CJE	Boeing 737	1352 1419
PH-KLG	Fokker 100	1258 1612	G-CELC	Boeing 737 300	1427 1834
G-CBCS	Jetstream 31	1640 1715	G-RJXH	EMB 145	1644 1728
G-RJXJ	EMB 135	1652 1734	SE-RAA	EMB 135	1654 1743
G-JEDK	DHC-8	1700 1750	G-MAJM	Jetstream 41	1707 1754
G-RJXC	EMB 145	1721 1804	EI-CJE	Boeing 737	1916 1958
G-BVJC	Fokker 100	1927 2017	G-RJXH	EMB 145	1934 0749(04)
G-JEDK	DHC-8	1948 2021	G-CBCS	Jetstream 31	1955 0655(04)
PH-OFE	Fokker 100	2003 0627(04)	G-MAJM	Jetstream 41	2012 0706(04)
G-RJXC	EMB 145	2014 0711(04)	G-CELV	Boeing 737 300	2019 0921(04)
G-CELC	Boeing 737 300	2028 0726(04)	G-RJXJ	EMB 135	2035 0723(04)
SE-RAA	EMB 135	2039 0752(04)	D-CATL	Lear Jet 55	2101 1002(04)
G-CELC	Boeing 737 300	2113 0703(04)	G-BVJC	Fokker 100	2234 0659(04)
04 Thursday					
G-JALC	Boeing 757	0549 0756	F-GGCH	PA-31T Cheyenne	0730 0824
G-JEDK	DHC-8	0740 0820	G-LIDE	PA-31 Navajo	0856 1635
G-JAJK	PA-31 Navajo	0858 1645	G-CELC	Boeing 737 300	0916 1302
G-RJXC	EMB 145	0918 0959	G-RJXJ	EMB 135	0923 1046
G-MAJM	Jetstream 41	0926 1027	G-BVJC	Fokker 100	0934 1052
PH-KLG	Fokker 100	0943 1122	TF-ELD	Boeing 737 400	0953 1031
G-CELC	Boeing 737 300	1016 1204	G-JEDK	DHC-8	1038 1129
SE-RAA	EMB 135	1041 1401	G-RJXH	EMB 145	1102 1339
G-BAVZ	PA-23 Aztec	1146 1344	G-RJXC	EMB 145	1151 1456
G-MAJM	Jetstream 41	1222 1447	G-CELU	Boeing 737 300	1254 1353
EC-INZ	Airbus 320	1304 1419	G-RJXJ	EMB 135	1321 1506
EI-CJF	Boeing 737	1330 1406	G-BYAN	Boeing 757	1334 1509
G-BVJC	Fokker 100	1337 1516	G-BKBV	TB-10 Tobago	1409 1449
PH-OFE	Fokker 100	1412 1607	G-BYAW	Boeing 757	1444 1652
G-CELV	Boeing 737 300	1601 1836	G-CBDA	Jetstream 31	1630 1717
G-CELC	Boeing 737 300	1632 1826	G-RJXH	EMB 145	1641 1744
G-RJXC	EMB 145	1647 1730	SE-RAA	EMB 135	1657 1748
G-MAJM	Jetstream 41	1707 1753	G-RJXJ	EMB 135	1712 1759
G-JEDK	DHC-8	1719 1756	N64VB	B.58 Baron	1801 1828
G-BVJC	Fokker 100	1804 1905	G-PIDS	Boeing 757	1911 0737(05)
G-RJXC	EMB 145	1929 0723(05)	EI-CNV	Boeing 737	1931 2002
G-CELC	Boeing 737 300	1935 1329(05)	G-RJXJ	EMB 135	1951 0800(05)
G-CBDA	Jetstream 31	2000 0707(05)	G-JEDK	DHC-8	2004 2033
G-MAJM	Jetstream 41	2011 0711(05)	G-BYLR	Cessna 404	2013 2044
G-CELU	Boeing 737 300	2016 1834(05)	G-CELS	Boeing 737 300	2024 1237(05)
SE-RAA	EMB 135	2045 0731(05)	G-RJXH	EMB 145	2049 0749(05)
G-CELV	Boeing 737 300	2051 0756(05)	VP-CED	Citation Bravo	2100 0727(05)
G-CELC	Boeing 737 300	2112 0714(05)	G-JALC	Boeing 757	2132 0719(05)
G-BVJC	Fokker 100	2152 0726(05)	PH-OFH	Fokker 100	2156 0621(05)
05 Friday (*=diversion)					
G-JEDK	DHC-8	0744 0821	G-JAJK	PA-31 Navajo	0818 0925

PH-OFE	Fokker 100	0916 1041	G-RJXC	EMB 145	0919 1011
G-MAJM	Jetstream 41	0944 1030	G-CBDA	Jetstream 31	0947 1056
G-BVJC	Fokker 100	0950 1102	G-CELV	Boeing 737 300	0953 1349
G-CELC	Boeing 737 300	1002 1210	G-RJXJ	EMB 135	1016 1105
SE-RAA	EMB 135	1020 1404	LN-BRX	Boeing 737 500	1026 1108
G-JEDK	DHC-8	1035 1122	TF-ELD	Boeing 737 400	1037 1129
N750NS	Citation X	1044 1231	G-HOPE	F.33A Bonanza	1046 1007(06)
G-RJXH	EMB 145	1048 1133	EC-ICD	Boeing 737 800	1111 1246
EC-IEQ	Airbus 320	1119 1242	G-BAVZ	PA-23 Aztec	1142 1625
XZ311	Gazelle AH.1	1157 1244	G-RJXA	EMB 145	1207 1327
G-MAJM	Jetstream 41	1224 1447	EC-ICL	Airbus 320	1325 1442
G-RJXJ	EMB 135	1330 1530	G-BVJC	Fokker 100	1334 1516
PH-KLE	Fokker 100	1359 1559	G-RJXH	EMB 145	1402 1459
EI-CJE	Boeing 737	1410 1444	G-CELC	Boeing 737 300	1624 1829
G-RJXH	EMB 145	1644 1728	G-RJXA	EMB 145	1647 1741
SE-RAA	EMB 135	1651 1743	VP-CED	Citation Bravo	1653 1659
G-MAJM	Jetstream 41	1716 1756	G-JEDI	DHC-8	1719 1808
G-CBCS	Jetstream 31	1723 1803	G-RJXJ	EMB 135	1725 1800
G-BZOG	Dornier 328 100	1807 1928(06)	G-BVJC	Fokker 100	1809 1906
G-GOJP	PA-46 Malibu	1901 1110(07)	G-RJXH	EMB 145	1924 0816(06)
G-CELC	Boeing 737 300	1951 1308(07)	G-RJXJ	EMB 135	1953 0641(06)
PH-OFK	Fokker 100	1958 0618(06)	G-CELV	Boeing 737 300	2007 0911(07)
G-JEDI	DHC-8	2011 2046	G-MAJM	Jetstream 41	2014 1449(07)
G-CBCS	EMB 135	2028 0700(08)	G-CELU	Boeing 737 300	2034 0726(06)
SE-RAA	EMB 135	2041 1455(07)	G-RJXA	EMB 145	2044 0739(06)
EI-COX	Boeing 737	2105 2144	G-CELC	Boeing 737 300	2108 0708(06)
G-RJXD	EMB 145*	2127 2224	G-JALC	Boeing 757	2132 1253(06)
G-BVJC	Fokker 100	2205 0659(06)	EI-CNT	Boeing 737	2221 2250
EI-CNY	Boeing 737*	2342 0024(06)			

06 Saturday (*=diversion)

EI-CVS	ATR-42 300*	0056 0207	G-PIDS	Boeing 757	0326 0719
CS-DHH	Citation Bravo	0807 0905	G-JEDE	DHC-8	0902 0941
G-CELU	Boeing 737 300	0927 1341	G-BVJC	Fokker 100	0947 1116
PH-KZF	Fokker 70	1007 1052	TF-ELD	Boeing 737 400	1010 1046
G-RJXA	EMB 145	1014 1304(07)	G-CELC	Boeing 737 300	1020 1125
G-VUEA	Citation II	1035 1829	G-RJXJ	EMB 135	1107 1550(07)
G-RJXH	EMB 145	1115 1411(07)	P4-GJC	Boeing 737 BBJ	1228 1845
G-BAVZ	PA-23 Aztec	1330 1348	G-GOTC	GA-7 Cougar	1339 1741
PH-OFH	Fokker 100	1407 1553	G-JEDE	DHC-8	1630 1712
G-CELC	Boeing 737 300	1702 1904	TF-ELV	Boeing 737 400	1848 1919
PH-OFJ	Fokker 100	1958 0621(07)	G-CELU	Boeing 737 300	2010 1338(07)
G-PIDS	Boeing 757	2035 0720(07)	G-BVJB	Fokker 100	2055 0655(07)
G-CELS	Boeing 737 300	2113 1845(07)			

07 Sunday

G-CELC	Boeing 737 300	0059 1828	G-BVJB	Fokker 100	0927 1053
PH-KLD	Fokker 100	1012 1100	LN-BRO	Boeing 737 500	1210 1312
EI-CJG	Boeing 737	1334 1413	PH-KLD	Fokker 100	1352 1600
G-BYLR	Cessna 404	1528 1109(08)	G-CELV	Boeing 737 300	1537 1658
G-RJXA	EMB 145	1601 1751	G-MAJM	Jetstream 41	1632 1746
G-JEDJ	DHC-8	1641 1739	G-RJXH	EMB 145	1654 1804
G-MAJE	Jetstream 41	1701 1742	SE-RAA	EMB 135	1736 1824
G-BVJD	Fokker 100	1806 1902	G-CELV	Boeing 737 300	1916 0708(08)
EI-CJE	Boeing 737	1933 2005	G-JEDJ	DHC-8	1944 2019
G-CELU	Boeing 737 300	2006 0740(08)	G-MAJM	Jetstream 41	2010 0711(08)
SE-RAA	EMB 135	2030 0715(08)	G-CELS	Boeing 737 300	2036 1829(08)
G-RJXJ	EMB 135	2047 0742(08)	G-RJXA	EMB 145	2050 1026(08)
G-RJXH	EMB 145	2053 0717(08)	PH-OFE	Fokker 100	2106 0617(08)

G-CELC	Boeing 737 300	2115 1214(08)	G-CELV	Boeing 737 300	2120 0853(08)
EI-CNW	Boeing 737	2128 2200	G-BVJD	Fokker 100	2143 0705(08)
G-PIDS	Boeing 757	2151 1224(08)			
08 Monday					
G-JEDJ	DHC-8	0801 0846	G-BKBV	TB-10 Tobago	0847 1255
G-RJXH	EMB 145	0916 1000	G-MAJM	Jetstream 41	0927 1018
G-CELU	Boeing 737 300	0930 1336	G-BVJD	Fokker 100	0936 1154
G-CBCS	Jetstream 31	0948 1106	PH-OFD	Fokker 100	0951 1048
TF-ELV	Boeing 737 400	1002 1041	G-BYLM	PA-46 Malibu	1006 1108
G-RJXD	EMB 145	1010 1126	SE-RAA	EMB 135	1015 1100
G-CELY	Boeing 737 300	1031 1305	G-JEDJ	DHC-8	1035 1118
G-RJXJ	EMB 135	1053 1346	G-MAJM	Jetstream 41	1216 1443
G-GDEZ	BAe 125 1000B	1230 1252	SE-RAA	EMB 135	1325 1400
G-CPEU	Boeing 757	1333 0737(11)	G-RJXD	EMB 145	1353 1515
EI-CJF	Boeing 737	1355 1432	PH-OFH	Fokker 100	1402 1607
G-RJXH	EMB 145	1429 1509	G-BVJD	Fokker 100	1432 1534
G-BPPM	King Air B200	1452 1540	G-CELV	Boeing 737 300	1459 0921(11)
G-CELC	Boeing 737 300	1631 1814	G-OAKJ	Jetstream 31	1638 1723
CS-DHG	Citation Bravo	1641 1735	G-JEDJ	DHC-8	1649 1737
SE-RAA	EMB 135	1651 1745	G-RJXJ	EMB 135	1700 1740
G-MAJM	Jetstream 41	1711 1759	G-RJXD	EMB 145	1742 1826
G-RJXH	EMB 145	1803 1846	G-BVJD	Fokker 100	1807 1910
G-RKJT	PA-46 Malibu	1830 0801(09)	G-CELY	Boeing 737 300	1900 1334(09)
EI-CJE	Boeing 737	1926 2000	G-JEDJ	DHC-8	1936 2014
PH-OFD	Fokker 100	1956 0624(09)	G-MAJM	Jetstream 41	1959 0704(09)
G-CELU	Boeing 737 300	2003 0738(09)	G-OAKJ	Jetstream 31	2011 0702(09)
G-RJXD	EMB 145	2022 0724(09)	G-CELS	Boeing 737 300	2027 1344(11)
SE-RAA	EMB 135	2032 0726(09)	G-RJXJ	EMB 135	2043 0747(09)
EI-CNY	Boeing 737	2104 2134	G-CELC	Boeing 737 300	2114 0710(09)
G-PIDS	Boeing 757	2132 0715(09)	G-BVJD	Fokker 100	2135 0717(09)
G-RJXH	EMB 145	2152 0722(09)			
09 Tuesday					
G-JEDJ	DHC-8	0743 0828	VP-CTJ	Citation II	0904 1822
G-RJXD	EMB 145	0916 1007	G-RJXH	EMB 145	0920 1046
G-CELU	Boeing 737 300	0931 1847	G-MAJM	Jetstream 41	0934 1015
PH-KLD	Fokker 100	0939 1056	G-OAKJ	Jetstream 31	0943 1051
G-BVJD	Fokker 100	0947 1116	G-KVIP	King Air 200	0956 1632
TF-ELV	Boeing 737 400	1001 1034	SE-RAA	EMB 135	1013 1402
G-CELC	Boeing 737 300	1017 1125	G-BAVZ	PA-23 Aztec	1021 1320
G-JEDJ	DHC-8	1029 1106	G-RJXJ	EMB 135	1043 1340
G-RJXD	EMB 145	1159 1446	G-MAJM	Jetstream 41	1212 1443
G-RJXH	EMB 145	1319 1511	EI-CJE	Boeing 737	1323 1358
G-BVJD	Fokker 100	1414 1513	PH-OFD	Fokker 100	1417 1552
G-BYAF	Boeing 757	1502 1646	G-OAKJ	Jetstream 31	1640 1746
SE-RAA	EMB 135	1643 1815	G-RJXJ	EMB 135	1649 1800
G-CELC	Boeing 737 300	1653 1835	G-RJXD	EMB 145	1657 1752
G-JEDJ	DHC-8	1701 1755	G-MAJM	Jetstream 41	1705 1806
G-RJXH	EMB 145	1721 1811	G-BVJD	Fokker 100	1826 2013
EI-COB	Boeing 737	1907 1947	G-PIDS	Boeing 757	1917 1004(11)
G-RJXD	EMB 145	1947 0720(10)	G-JEDJ	DHC-8	1957 2028
G-CELY	Boeing 737 300	2002 0837(10)	G-RJXH	EMB 145	2006 0716(10)
PH-KLG	Fokker 100	2032 0619(10)	G-CELU	Boeing 737 300	2039 0756(10)
G-CELC	Boeing 737 300	2116 0713(10)			
10 Wednesday (*=diversion)					
G-SIRS	Citation Excel	0611 0708	G-JEDJ	DHC-8	0840 0920
G-RJXH	EMB 145	0913 1005	EI-CON	Boeing 737*	0927 1031
G-RJXD	EMB 145	0929 1037	PH-KLG	Fokker 100	0931 1048

G-ODUS	Boeing 737 300*	0946 1118	G-CELU	Boeing 737 300	0950 1329
G-VUEA	Citation II	1002 1123	EI-DAT	Boeing 737 800	1012 1051
G-CELC	Boeing 737 300	1017 1841	XA-APE	Falcon 900B*	1024 1210
G-REDS	Citation Excel*	1034 1150	PH-KZC	Fokker 100*	1057 1141
G-BAVZ	PA-23 Aztec	1120 1422(11)	G-JEDJ	DHC-8	1126 1203
G-MAJM	Jetstream 41	1129 0714(11)	G-RJXH	EMB 145	1159 1339
G-RJXJ	EMB 135	1250 1411	G-OAKJ	Jetstream 31	1255 1341
SE-RAA	EMB 135	1257 1506	G-RJXD	EMB 145	1319 1450
PH-KZF	Fokker 70*	1416 1829	PH-OFG	Fokker 100	1420 1611
G-CELX	Boeing 737 300	1438 1833	G-BVJD	Fokker 100	1509 1827
G-MAJD	Jetstream 41*	1522 1339(11)	EI-CJE	Boeing 737	1526 1559
G-ORJA	King Air B200	1556 1805	G-OAKJ	Jetstream 31	1637 1728
G-JEDJ	DHC-8	1639 1735	G-VUEA	Citation II	1646 1747
D-BTEN	Citation X	1649 1732	G-RJXH	EMB 145	1658 1744
G-RJXJ	EMB 135	1706 1749	G-RJXD	EMB 145	1713 1755
SE-RAA	EMB 135	1720 1809	EI-CNY	Boeing 737	1913 1956
G-JEDJ	DHC-8	1942 2022	G-RJXD	EMB 145	1951 0728(11)
SE-RAA	EMB 135	2001 0752(11)	G-CELU	Boeing 737 300	2020 0645(11)
PH-OFG	Fokker 100	2024 0758(11)	G-OAKJ	Jetstream 31	2027 0700(11)
G-CELX	Boeing 737 300	2032 0747(11)	G-RJXH	EMB 145	2049 0741(11)
G-RJXJ	EMB 135	2100 0732(11)	G-CELC	Boeing 737 300	2117 0745(11)
G-BVJA	Fokker 100	2156 0704(11)			

11 Thursday

G-LUND	Cessna 340	0726 0836	G-JEDJ	DHC-8	0748 0830
G-RJXJ	EMB 135	0923 1048	G-RJXD	EMB 145	0932 1012
G-CELX	Boeing 737 300	0935 1259	G-OAKJ	Jetstream 31	0942 1055
G-BVJA	Fokker 100	0946 1115	TF-ELD	Boeing 737 400	0951 1038
G-MAJM	Jetstream 41	1008 1052	SE-RAA	EMB 135	1026 1400
G-CELC	Boeing 737 300	1033 1208	G-JEDJ	DHC-8	1042 1124
PH-OFG	Fokker 100	1045 1139	G-HOPE	F33A Bonanza	1153 1756
G-RJXD	EMB 145	1202 1337	G-RJXH	EMB 145	1232 1459
G-MAJM	Jetstream 41	1244 1446	G-OBLC	B.76 Duchess	1254 1807
G-CELU	Boeing 737 300	1305 0829(12)	G-BYAO	Boeing 757	1308 1438
G-RJXJ	EMB 135	1318 1513	EC-IEQ	Airbus 320	1322 1435
EI-CNY	Boeing 737	1334 1406	G-BVJD	Fokker 100	1346 1520
N900CB	Cessna 421C	1441 1448(28)	G-BYAF	Boeing 757	1453 1642
PH-OFE	Fokker 100	1456 1603	VP-CTJ	Citation II	1539 1555
G-CELV	Boeing 737 300	1609 1905	G-OAKJ	Jetstream 31	1617 1728
G-CELC	Boeing 737 300	1648 1828	G-RJXH	EMB 145	1651 1736
G-RJXD	EMB 145	1654 1754	SE-RAA	EMB 135	1657 1740
G-MAJM	Jetstream 41	1708 1801	G-RJXJ	EMB 135	1710 1804
G-RKJT	PA-46 Malibu	1720 0740(12)	G-LUND	Cessna 340	1747 1821
G-BVJD	Fokker 100	1758 1858	G-PIDS	Boeing 757	1908 0738(12)
G-CELX	Boeing 737 300	1913 1836(12)	EI-DAT	Boeing 737 800	1917 1952
G-SIRS	Citation Excel	1930 2015	G-RJXH	EMB 145	1933 0719(12)
G-JEDJ	DHC-8	1939 2035	G-OAKJ	Jetstream 31	1956 0655(12)
G-RJXJ	EMB 135	1958 0736(12)	G-CELS	Boeing 737 300	2006 1008(12)
PH-OFE	Fokker 100	2012 0620(12)	G-MAJM	Jetstream 41	2022 0702(12)
SE-RAA	EMB 135	2049 0734(12)	G-CELV	Boeing 737 300	2053 1308(12)
G-RJXD	EMB 145	2057 0807(12)	G-CELC	Boeing 737 300	2117 0715(12)
G-CPEU	Boeing 757	2122 0706(12)	G-BVJD	Fokker 100	2143 0713(12)

12 Friday

G-JEDJ	DHC-8	0730 0813	G-RJXH	EMB 145	0910 1003
G-BVCM	CitationJet	0915 1554	G-RJXJ	EMB 135	0929 1120
G-OAKJ	Jetstream 31	0936 1049	PH-OFE	Fokker 100	0938 1041
G-MAJM	Jetstream 41	0942 1024	G-BVJD	Fokker 100	1006 1112
G-CELU	Boeing 737 300	1016 1335	G-CELC	Boeing 737 300	1020 1210

SE-RAA	EMB 135	1027 1104	TF-ELD	Boeing 737 400	1026 1108
G-JEDJ	DHC-8	1034 1114	EC-INZ	Airbus 320	1110 1242
EC-III	Boeing 737 800	1126 1314	G-RJXH	EMB 145	1149 1452
G-MAJM	Jetstream 41	1233 1441	PH-KLD	Fokker 100	1507 1611
G-BVJD	Fokker 100	1524 1616	G-OAKJ	Jetstream 31	1624 1722
G-CELC	Boeing 737 300	1640 1826	G-RJXH	EMB 145	1647 1737
G-MAJM	Jetstream 41	1707 1756	G-JEDJ	DHC-8	1727 1803
SE-RAA	EMB 135	1739 1813	G-RJXJ	EMB 135	1747 1831
G-CELV	Boeing 737 300	1908 1132(13)	G-BVJD	Fokker 100	1918 2015
El-CJF	Boeing 737	1920 1956	G-RJXC	EMB 145	1934 2009
G-RJXH	EMB 145	1949 1259(14)	G-JEDJ	DHC-8	2002 2037
PH-OFJ	Fokker 100	2007 1153(14)	G-OAKJ	Jetstream 31	2010 1519(14)
C-CELU	Boeing 737 300	2012 1343(13)	G-RJXJ	EMB 135	2018 0820(13)
G-MAJM	Jetstream 41	2020 1500(14)	G-CELC	Boeing 737 300	2028 0717(13)
SE-RAA	EMB 135	2052 1504(14)	G-CELC	Boeing 737 300	2118 0804(13)
G-RJXD	EMB 145	2134 0735(13)	El-COB	Boeing 737	2157 2223
G-CPEU	Boeing 757	2004 0722(13)	G-BVJD	Fokker 100	2226 0706(13)
13 Saturday					
G-PIDS	Boeing 757	0328 0813	CS-DNV	Hawker 800XP	0808 0919
G-RKJT	PA-46 Malibu	0828 0733(15)	G-JEDJ	DHC-8	0844 0932
G-CEGP	King Air 200	0905 1110	G-CELC	Boeing 737 300	0914 1831(14)
TF-ELD	Boeing 737 400	0947 1031	G-BVJD	Fokker 100	1000 1102
G-RJXD	EMB 145	1022 1413(14)	G-CELC	Boeing 737 300	1054 1302(14)
PH-BDR	Boeing 737 400	1119 1357	G-RJXJ	EMB 135	1127 1542(14)
N711TL	PA-60 700	1418 1235(14)	PH-OFE	Fokker 100	1612 1725
G-JEDJ	DHC-8	1623 1710	G-CELV	Boeing 737 300	1705 1907
G-BYCP	King Air B200	1718 0057(14)	TF-ELV	Boeing 737 400	1827 1913
G-CELU	Boeing 737 300	2011 1334(14)	PH-OFE	Fokker 100	2032 0638(14)
G-CPEU	Boeing 757	2211 0716(14)	G-BVJB	Fokker 100	2225 0658(14)
G-PIDS	Boeing 757	2255 9215(14)			
14 Sunday					
G-CELV	Boeing 737 300	0100 0914	G-BVJB	Fokker 100	0944 1105
PH-OFK	Fokker 100	0949 1048	G-VUEA	Citation II	1050 1212
G-CSNA	Cessna 421C	1103 0940(15)	G-OLDF	Lear Jet 45	1207 1223
G-LIDE	PA-31 Navajo	1251 1506	El-CNV	Boeing 737	1313 1359
G-BYRA	Jetstream 31	1352 0728(15)	G-CELS	Boeing 737 300	1404 1827
CS-DNV	Hawker 800XP	1513 0853(15)	PH-WXA	Fokker 70	1516 1618
G-CELV	Boeing 737 300	1549 1713	G-RJXH	EMB 145	1602 1752
G-MAJC	Jetstream 41	1645 1737	G-MAJM	Jetstream 41	1648 1748
G-JEDJ	DHC-8	1702 1745	G-RJXD	EMB 145	1704 1755
SE-RAA	EMB 135	1731 1811	G-BVJA	Fokker 100	1820 1914
G-CELC	Boeing 737 300	1918 1215(15)	El-CJG	Boeing 737	1921 1956
G-JEDJ	DHC-8	1942 2023	G-CELU	Boeing 737 300	2005 0723(15)
G-MAJM	Jetstream 41	2008 0701(15)	SE-RAA	EMB 135	2010 0739(15)
G-CELC	Boeing 737 300	2026 1308(15)	G-RJXJ	EMB 135	2034 0736(15)
G-RJXE	EMB 145	2040 0807(15)	G-RJXH	EMB 145	2100 0720(15)
G-CELS	Boeing 737 300	2118 0726(15)	El-CJF	Boeing 737	2122 2156
G-CELV	Boeing 737 300	2151 0848(15)	G-BVJA	Fokker 100	2158 0707(15)
PH-OFK	Fokker 100	2207 0623(15)	G-CPEU	Boeing 757	2302 2358
15 Monday					
G-JEDJ	DHC-8	0731 0829	G-RJXH	EMB 145	0912 1004
G-CELU	Boeing 737 300	0916 1345	G-RJXJ	EMB 135	0927 1050
G-MAJM	Jetstream 41	0934 1019	D-FLOH	Cessna 208B	0941 1226(18)
G-PIDS	Boeing 757	0946 1125	G-BVJA	Fokker 100	0952 1116
PH-OFK	Fokker 100	0954 1053	TF-ELD	Boeing 737 400	0956 1036
G-CBDA	Jetstream 31	1029 1119	G-JEDJ	DHC-8	1033 1128
G-CELS	Boeing 737 300	1043 0923(16)	SE-RAA	EMB 135	1045 1137

G-RJXE	EMB 145	1112 0730(16)	G-RJXB	EMB 145	1212 1347
G-MAJM	Jetstream 41	1232 1433	G-RJXJ	EMB 135	1314 1437
EI-CNY	Boeing 737	1324 1405	G-EMDM	Diamond DA-40	1338 1427
N448JC	CitationJet	1341 1512	G-BKBV	TB-10 Tobago	1356 1621
G-BVJA	Fokker 100	1402 1541	SE-RAA	EMB 135	1407 1450
PH-OFI	Fokker 100	1441 1640	G-CELV	Boeing 737 300	1447 1823
G-CBDA	Jetstream 31	1633 1715	SE-RAA	EMB 135	1637 1733
G-RJXB	EMB 145	1655 1750	G-JEDJ	DHC-8	1703 1758
G-MAJM	Jetstream 41	1706 1801	CS-TPJ	EMB 145	1708 1833
G-RKJT	PA-46 Malibu	1711 0717(16)	G-RJXJ	EMB 135	1721 1807
G-CELC	Boeing 737 300	1730 1841	G-BVJA	Fokker 100	1805 1915
EI-CNT	Boeing 737	1911 1950	G-CELV	Boeing 737 300	1917 0706(16)
SE-RAA	EMB 135	1926 0710(16)	G-JEDJ	DHC-8	1947 2020
G-CBDA	Jetstream 31	1957 0715(16)	G-CELU	Boeing 737 300	2005 1340(16)
G-MAJM	Jetstream 41	2008 0712(16)	PH-KLG	Fokker 100	2022 0624(16)
G-PIDS	Boeing 757	2033 0931(16)	CS-TPJ	EMB 145	2035 2114
G-CELC	Boeing 737 300	2042 1028(16)	G-RJXJ	EMB 135	2052 0800(16)
EI-CJC	Boeing 737	2056 2126	G-RJXB	EMB 145	2058 0726(16)
G-CELV	Boeing 737 300	2111 0920(18)	G-BVJA	Fokker 100	2158 0701(16)

16 Tuesday

G-JEDJ	DHC-8	0757 0840	G-BAVZ	PA-23 Aztec	0906 1345
N250AC	PA-31 Navajo	0907 1124	G-CELS	Boeing 737 300	0924 1832
G-BVJA	Fokker 100	0927 1058	G-RJXB	EMB 145	0929 1015
G-RJXE	EMB 145	0933 1047	G-MAJM	Jetstream 41	0938 1016
TF-ELD	Boeing 737 400	0953 1041	G-CBDA	Jetstream 31	0955 1043
G-BYCP	King Air B200	0957 1753	PH-OFB	Fokker 100	0959 1101
SE-RAA	EMB 135	1011 1405	G-CELV	Boeing 737 300	1023 1129
G-JEDJ	DHC-8	1049 1132	G-RJXJ	EMB 135	1107 1337
G-RJXB	EMB 145	1202 1448	G-MAJM	Jetstream 41	1215 1443
G-RJXE	EMB 145	1318 1504	EI-CJC	Boeing 737	1324 1357
G-BVJA	Fokker 100	1326 1523	PH-KLE	Fokker 100	1351 1603
G-BYAL	Boeing 757	1506 1704	G-VUEA	Citation II	1512 1616
G-BYRA	Jetstream 31	1633 1710	G-RJXJ	EMB 135	1640 1732
SE-RAA	EMB 135	1646 1744	G-MAJM	Jetstream 41	1702 1746
G-CELV	Boeing 737 300	1707 1836	G-RJXE	EMB 145	1710 1758
G-RJXB	EMB 145	1714 1751	G-RKJT	PA-46 Malibu	1730 1634(18)
G-BVJA	Fokker 100	1809 1906	G-PIDS	Boeing 757	1840 0928(18)
G-JEDJ	DHC-8	1856 2014	G-BYLM	PA-46 Malibu	1903 1924
EI-CNV	Boeing 737	1907 1945	G-RJXB	EMB 145	1938 0753(17)
G-RJXE	EMB 145	1956 0726(17)	PH-KLD	Fokker 100	1958 0630(17)
G-BYRA	Jetstream 31	2000 0659(17)	G-MAJM	Jetstream 41	2009 0708(17)
G-CELV	Boeing 737 300	2021 1039(17)	SE-RAA	EMB 135	2035 0711(17)
G-BVCE	BAe 146 300	2043 2111	G-RJXJ	EMB 135	2046 0733(17)
G-CELS	Boeing 737 300	2125 0720(17)	G-BVJA	Fokker 100	2140 0705(17)

17 Wednesday (*=diversion)

G-CELU	Boeing 737 300	0127 0723	G-JEDJ	DHC-8	0737 0818
G-BXXT	B.76 Duchess	0741 1342	G-CELU	Boeing 737 300	0911 1336
G-RJXE	EMB 145	0922 1011	G-RJXJ	EMB 135	0927 1050
G-MAJM	Jetstream 41	0944 1028	G-BVJA	Fokker 100	0946 1059
G-BYRA	Jetstream 31	0951 1053	TF-ELV	Boeing 737 400	1008 1047
SE-RAA	EMB 135	1013 1358	PH-OFK	Fokker 100	1015 1110
OH-LXD	Airbus 320*	1018 1209	G-CELS	Boeing 737 300	1024 1825
N6039X	Rockwell 114B	1026 1416	G-JEDJ	DHC-8	1034 1119
G-RJXB	EMB 145	1057 1446	G-SKYO	T-67M Firefly	1140 1129(22)
G-AXAB	PA-28 Cherokee	1155 1401(18)	G-RJXF	EMB 145	1204 1339
G-MAJM	Jetstream 41	1211 1441	G-AXIF	B.121 Pup	1232 1420
EI-CNW	Boeing 737	1305 1352	G-RJXB	EMB 145	1323 1504

G-BVJB	Fokker 100	1353 1525	PH-OFK	Fokker 100	1359 1605
G-CLOW	King Air 200	1407 1828	G-PZIZ	PA-31 Navajo	1431 1609
G-JTPC	AMT 200 Ximango	1517 1133(18)	G-BYRA	Jetstream 31	1637 1721
G-CELX	Boeing 737 300	1638 1836	G-RJXB	EMB 145	1650 1732
G-RJXF	EMB 145	1654 1746	SE-RAA	EMB 135	1656 1752
G-MAJM	Jetstream 41	1705 1755	G-RJXJ	EMB 135	1716 1759
G-JEDJ	DHC-8	1748 1831	G-BVJB	Fokker 100	1809 1904
G-CELC	Boeing 737 300	1913 0735(18)	EL-COX	Boeing 737	1922 1953
G-RJXB	EMB 145	1928 0741(18)	G-BYRA	Jetstream 31	1954 0656(18)
G-RJXJ	EMB 135	1957 0754(18)	PH-KLD	Fokker 100	2003 0633(18)
G-MAJM	Jetstream 41	2006 0708(18)	G-CELU	Boeing 737 300	2022 0635(18)
G-CELX	Boeing 737 300	2025 0701(18)	G-JEDJ	DHC-8	2038 2115
SE-RAA	EMB 135	2043 0731(18)	G-RJXF	EMB 145	2045 0725(18)
G-CELS	Boeing 737 300	2110 0729(18)	G-BVJB	Fokker 100	2150 0705(18)

18 Thursday (*=diversion)

G-JEDJ	DHC-8	0748 0822	N79EL	Beechjet 400A	0759 0808
EL-DMG	Cessna 441	0906 0931	G-CELS	Boeing 737 300	0915 1131(20)
G-BYLM	PA-46 Malibu	0921 1003	G-RJXF	EMB 145	0928 1011
G-MAJM	Jetstream 41	0934 1015	TF-ELD	Boeing 737 400	0936 1030
G-BYRA	Jetstream 31	0940 1047	G-BVJB	Fokker 100	0945 1054
PH-OFH	Fokker 100	0947 1044	G-RJXJ	EMB 135	0951 1051
SE-RAA	EMB 135	0955 1411	G-CELC	Boeing 737 300	1007 1208
G-JEDJ	DHC-8	1034 1121	G-RJXB	EMB 145	1042 1459
G-FANL	Cessna R172K	1058 1447	G-CELX	Boeing 737 300	1118 1306
G-HOPE	F33A Bonanza	1122 1430	G-RJXF	EMB 145	1206 1344
G-ERAD	King Air C90A	1211 1453	G-MAJM	Jetstream 41	1220 1436
N250AC	PA-31 Navajo	1222 1829(19)	G-CELU	Boeing 737 300	1232 1354
EC-IEQ	Airbus 320	1257 1421	G-BYAO	Boeing 757	1308 1449
G-RJXJ	EMB 135	1312 1505	EL-COA	Boeing 737	1321 1358
G-BVJB	Fokker 100	1341 1521	PH-KLD	Fokker 100	1409 1559
G-CDUP	Boeing 757	1423 1649	CS-DNP	Falcon 2000	1438 0811(19)
G-RANI	Twin Squirrel	1439 n/s+	G-CELV	Boeing 737 300	1611 1818
EL-DMG	Cessna 441	1616 1636	G-OJAC	Mooney M20J	1619 1321(19)
G-BYRA	Jetstream 31	1628 1721	G-CELC	Boeing 737 300	1631 1828
G-RJXF	EMB 145	1638 1735	SE-RAA	EMB 135	1653 1741
G-MAJM	Jetstream 41	1657 1753	G-RJXB	EMB 145	1702 1747
G-JEDJ	DHC-8	1706 1749	G-RJXJ	EMB 135	1708 1800
G-BYOM	Sikorsky S76C	1758 1838	G-BVJB	Fokker 100	1802 1903
G-BYLM	PA-46 Malibu	1824 1843	G-CELC	Boeing 737 300	1845 0728(19)
EL-CJF	Boeing 737	1913 1105(19)	G-PIDS	Boeing 757	1934 0721(19)
G-ARXB	EMB 145	1938 0713(19)	PH-OFH	Fokker 100	1946 0629(19)
G-JEDJ	DHC-8	1949 2020	G-RJXJ	EMB 135	1952 0719(19)
G-MAJM	Jetstream 41	2008 0707(19)	G-BYRA	Jetstream 31	2011 0658(19)
G-CELU	Boeing 737 300	2023 1350(19)	G-CELC	Boeing 737 300	2031 0724(19)
G-RJXF	EMB 145	2036 0753(19)	SE-RAA	EMB 135	2038 0710(19)
G-CELV	Boeing 737 300	2101 1825(19)	G-MABR	BAe 146 100*	2108 0946(19)
G-BVJB	Fokker 100	2141 0704(19)			

19 Friday (*=diversion)

EL-CJG	Boeing 737	0022 0122	G-JEDJ	DHC-8	0750 0826
G-BKBV	TB-10 Tobago	0854 1323	G-CELC	Boeing 737 300	0915 1301
G-RJXB	EMB 145	0919 1018	D-COEB	King Air 350	0925 0958(20)
G-RJXJ	EMB 135	0929 1044	G-BPON	PA-34 Seneca	0938 1012
G-BYLR	Cessna 404	0942 1026	G-MAJM	Jetstream 41	0950 1032
G-BVJB	Fokker 100	0955 1113	G-BYRA	Jetstream 31	1001 1054
PH-KLD	Fokker 100	1005 1110	TF-ELD	Boeing 737 400	1009 1108
SE-RAA	EMB 135	1015 1408	G-CELC	Boeing 737 300	1023 1207
G-JEDJ	DHC-8	1037 1122	G-BBXX	PA-34 Seneca	1048 1619

G-RJXF	EMB 145	1051 1140	EC-IEQ	Airbus 320	1111 1228
EC-IDA	Boeing 737 800	1115 1237	G-OMNI	PA-28R Arrow	1148 1549
G-RJXB	EMB 145	1203 1347	G-MAJM	Jetstream 41	1225 1442
EC-HXA	Airbus 320	1254 1428	EI-COX	Boeing 737	1319 1402
G-RJXJ	EMB 135	1329 1507	G-BVJB	Fokker 100	1400 1529
G-RJXF	EMB 145	1430 1511	PH-KLE	Fokker 100	1439 1600
G-CELC	Boeing 737 300	1627 1838	G-BUVD	Jetstream 31	1631 1720
SE-RAA	EMB 135	1653 1758	G-RKJT	PA-46 Malibu	1705 0651(6/1)
G-RJXJ	EMB 135	1708 1807	G-RJXF	EMB 145	1712 1751
G-MAJM	Jetstream 41	1717 1800	G-RJXB	EMB 145	1735 1857
G-BVJB	Fokker 100	1804 1954	CS-DNS	Falcon 2000	1835 1107(20)
G-BYRA	Jetstream 31	1848 2115	G-CELC	Boeing 737 300	1854 0753(20)
EI-CNV	Boeing 737	1919 2005	G-OBNW	PA-31 Navajo	1930 2245
G-RJXF	EMB 145	1935 0737(20)	G-BUVD	Jetstream 31	1956 0708(22)
PH-KLD	Fokker 100	1959 0644(20)	G-RJXJ	EMB 135	2003 1500(21)
G-CELU	Boeing 737 300	2012 0613(20)	G-MAJM	Jetstream 41	2015 1503(21)
G-MAJC	Jetstream 41*	2020 1207(20)	PH-JCH	Fokker 70*	2028 0858(20)
G-CELC	Boeing 737 300	2030 0728(20)	SE-RAA	EMB 135	2047 2129
EI-CNW	Boeing 737	2053 2145	G-JEDJ	DHC-8	2056 2156
G-BVCE	BAe 146 300	2105 2211	G-CELV	Boeing 737 300	2121 1345(20)
G-JEBB	BAe 146 300	2141 2232	G-RJXB	EMB 145	2227 0846(20)
G-BVJB	Fokker 100	2240 0701(20)			

20 Saturday

EC-GRX	Boeing 737 400	0457 0629	G-PIDS	Boeing 757	0553 0746
G-VUEA	Citation II	0719 0817	G-CELU	Boeing 737 300	1140 1909
PH-KLD	Fokker 100	1201 1259	G-RJXB	EMB 145	1223 1443
G-BVCE	BAe 146 300	1327 1428	G-CELC	Boeing 737 300	1332 1210(21)
G-RJXF	EMB 145	1335 1422(21)	G-CELC	Boeing 737 300	1341 0918(21)
G-VUEA	Citation II	1438 1542	PH-OFC	Fokker 100	1447 1602
OE-LFJ	Fokker 70	1538 1704	G-JEDJ	DHC-8	1643 1717
G-CELS	Boeing 737 300	1708 1839(21)	G-RJXB	EMB 145	1727 1300(21)
G-HMMV	CitationJet	1752 1814	TF-ELV	Boeing 737 400	1828 1917
G-CELV	Boeing 737 300	2013 1307(21)	PH-OFH	Fokker 100	2016 0627(21)
G-PIDS	Boeing 757	2146 0804(21)	G-BVJC	Fokker 100	2222 0658(21)

21 Sunday

EC-GRX	Boeing 737 400	0020 0545	G-CELU	Boeing 737 300	0108 1339
G-BVJC	Fokker 100	0938 1126	PH-OFB	Fokker 100	0942 1040
EI-CJF	Boeing 737	1328 1402	PH-OFJ	Fokker 100	1420 1625
G-CELC	Boeing 737 300	1547 1715	G-RJXB	EMB 145	1612 0721(22)
G-MAJM	Jetstream 41	1648 1743	G-JEBD	BAe 146 300	1650 1741
G-CELC	Boeing 737 300	1652 1828	G-MAJL	Jetstream 41	1655 1347(22)
G-RJXF	EMB 145	1708 0750(22)	G-RJXJ	EMB 135	1746 1054(22)
G-BXWF	Fokker 100	1846 0805(22)	EI-CJE	Boeing 737	1922 1955
G-CELV	Boeing 737 300	1925 0835(22)	G-JEDJ	DHC-8	1946 2023
G-MAJM	Jetstream 41	2004 0710(22)	G-CELU	Boeing 737 300	2030 0715(22)
PH-KLE	Fokker 100	2034 0616(22)	G-CELS	Boeing 737 300	2041 1217(22)
G-CELC	Boeing 737 300	2130 0705(22)	EI-COA	Boeing 737	2132 2157
G-CELC	Boeing 737 300	2134 1308(22)	G-SAMJ	P68B Victor	2142 0958(22)
G-PIDS	Boeing 757	2334 1139(22)			

22 Monday

EC-GRX	Boeing 737 400	0033 0141	G-JEDJ	DHC-8	0801 0838
G-CELU	Boeing 737 300	0911 1337	G-RJXB	EMB 145	0915 1343
G-MAJM	Jetstream 41	0934 1011	PH-KLE	Fokker 100	0938 1039
G-BYLM	PA-46 Malibu	0942 1317	TF-ELD	Boeing 737 400	0952 1035
G-BUVD	Jetstream 31	0956 1050	G-BXWF	Fokker 100	1023 1126
G-CELC	Boeing 737 300	1026 0711(23)	G-JEDJ	DHC-8	1031 1118
G-RJXF	EMB 145	1105 1154	N671B	A36 Bonanza	1157 1240(4/1)

G-MAJM	Jetstream 41	1222 1449	EI-CNW	Boeing 737	1326 1407
G-RJXJ	EMB 135	1329 1412	G-BVJA	Fokker 100	1404 1519
PH-OFI	Fokker 100	1419 1603	G-RJXF	EMB 145	1429 1508
G-CELV	Boeing 737 300	1455 1826	G-BUVD	Jetstream 31	1624 1714
G-CELS	Boeing 737 300	1647 1837	G-JEDJ	DHC-8	1653 1751
G-RJXJ	EMB 135	1656 0721(23)	G-RJXF	EMB 145	1659 1140(23)
G-RJXB	EMB 145	1701 1738	G-MAJM	Jetstream 41	1712 0707(23)
G-BVJA	Fokker 100	1809 0704(23)	TF-ARE	Boeing 757	1851 0758(23)
EI-CJE	Boeing 737	1921 1950	G-JEDJ	DHC-8	1943 2014
G-BUVD	Jetstream 31	1954 1048(23)	G-CELV	Boeing 737 300	2006 0726(23)
G-CELU	Boeing 737 300	2022 0715(24)	G-CELS	Boeing 737 300	2036 1218(26)
G-RJXB	EMB 145	2101 1347(23)	G-PIDS	Boeing 757	2116 0940(23)
EI-CJG	Boeing 737	2119 2147	G-CELV	Boeing 737 300	2127 1844(23)
PH-KLE	Fokker 100	2138 0616(23)			

23 Tuesday

G-JEDJ	DHC-8	0741 0823	G-CELV	Boeing 737 300	0921 1340
G-RJXJ	EMB 135	0924 1052	G-MAJM	Jetstream 41	0936 1018
TF-ELD	Boeing 737 400	0946 1038	G-BVJA	Fokker 100	0948 1059
PH-OFE	Fokker 100	1002 1102	G-CELC	Boeing 737 300	1015 1131
G-JEDJ	DHC-8	1034 1121	G-BXNT	JetRanger	1202 1419
G-MAJM	Jetstream 41	1226 1445	N909PS	Citation I	1244 1323
G-RJXJ	EMB 135	1328 1421	EI-CJF	Boeing 737	1331 1411
G-BVJA	Fokker 100	1336 1523	G-BPVY	Cessna 172D	1355 1543
PH-OFB	Fokker 100	1408 1607	D-IHAN	King Air B200	1412 1627
G-JPTV	Jet Provost T5	1415 n/s+	G-RJXF	EMB 145	1418 1458
G-BYAE	Boeing 757	1537 1648	N64VB	B.58 Baron	1617 1642
G-BUVD	Jetstream 31	1639 1719	G-RJXJ	EMB 135	1653 0705(24)
G-RJXB	EMB 145	1657 1742	G-RJXF	EMB 145	1701 1115(24)
G-CELC	Boeing 737 300	1712 1844	G-MAJM	Jetstream 41	1716 1804
G-JEDJ	DHC-8	1745 1838	G-BVJA	Fokker 100	1802 0658(24)
G-PIDS	Boeing 757	1914 2031	EI-COX	Boeing 737	1933 2008
G-BUVD	Jetstream 31	1956 1040(24)	G-CELV	Boeing 737 300	2006 1307(26)
PH-KLG	Fokker 100	2009 0632(24)	G-MAJM	Jetstream 41	2019 1012(24)
G-CELC	Boeing 737 300	2028 1823(24)	G-JEDJ	DHC-8	2038 2114
G-RJXB	EMB 145	2042 0719(24)	G-CELV	Boeing 773 300	2123 0834(24)
TF-ARE	Boeing 757	2159 2300			

24 Wednesday

G-JEDJ	DHC-8	0733 0822	G-BYLM	PA-46 Malibu	0908 0931
G-CELU	Boeing 737 300	0913 1333	G-RJXB	EMB 145	0916 1343
G-BVJA	Fokker 100	0933 1054	EI-CNV	Boeing 737	0949 1024
G-RJXJ	EMB 135	1003 1546(28)	G-JEDJ	DHC-8	1031 1112
G-OJAC	Mooney M20J	1140 1519	G-MAJM	Jetstream 41	1213 1431
N79EL	Beechjet 400A	1310 1328	G-BVJA	Fokker 100	1319 1516
EI-CJF	Boeing 737	1340 1409	PH-OFG	Fokker 100	1356 1545
G-RJXF	EMB 145	1358 1126(26)	G-CELV	Boeing 737 300	1430 0721(26)
G-BUVC	Jetstream 31	1610 1046(29)	G-MAJM	Jetstream 41	1646 1452(28)
G-JEDJ	DHC-8	1652 1731	G-RJXB	EMB 145	1745 1345(26)
G-BVJA	Fokker 100	1810 0659(26)	EI-CJE	Boeing 737	1824 1851
G-CELU	Boeing 737 300	1958 1334(28)	G-CELC	Boeing 737 300	2019 1337(26)

25 Thursday

G-JALC	Boeing 757	0844 1005	EC-IAG	Airbus 320	1308 1423
G-CDUO	Boeing 757	1312 1429	G-BYAE	Boeing 757	1419 1636
G-JALC	Boeing 757	1901 0701(26)			

26 Friday

G-CELV	Boeing 737 300	0911 0620(27)	G-BVJA	Fokker 100	0924 1100
TF-ELD	Boeing 737 400	1006 1053	G-JEDJ	DHC-8	1032 1118
EC-HJP	Boeing 737 800	1047 1227	EC-INZ	Airbus 320	1103 1223

EC-IAZ	Airbus 320	1259 1414	G-BVJA	Fokker 100	1318 1518
EI-CNY	Boeing 737	1338 1417	G-CJAD	CitationJet	1347 1409(27)
G-RJXF	EMB 145	1357 1505	PH-OFG	Fokker 100	1423 1601
G-CELS	Boeing 737 300	1640 1837	G-RJXB	EMB 145	1653 0740(27)
G-RJXF	EMB 145	1706 0812(27)	G-BVJA	Fokker 100	1747 0703(27)
G-JEDJ	DHC-8	1821 1858	G-CELX	Boeing 737 300	1846 0748(27)
EI-CJE	Boeing 737	1904 1945	G-CELC	Boeing 737 300	1952 0712(27)
PH-OFC	Fokker 100	1957 0628(27)	G-CELS	Boeing 737 300	2035 1147(27)
EI-CNT	Boeing 737	2104 2134			

27 Saturday

G-JALC	Boeing 757	0350 0707	G-JEDC	DHC-8	0855 0934
G-FRYI	King Air 200	0858 1010	PH-OFG	Fokker 100	0929 1103
G-BVJA	Fokker 100	0932 1109	G-CELX	Boeing 737 300	0942 1336
TF-ELD	Boeing 737 400	0956 1057	G-RJXB	EMB 145	1005 1106
G-CELC	Boeing 737 300	1012 1129	G-CELV	Boeing 737 300	1029 1911
G-RJXF	EMB 145	1143 1302(28)	G-RJXB	EMB 145	1342 1429(28)
PH-OFH	Fokker 100	1353 1602	G-JEBE	BAe 146 300	1405 1500
CS-DHB	Citation Bravo	1454 0736(28)	OE-LFG	Fokker 70	1557 1646
G-JEDC	DHC-8	1618 1715	G-CELC	Boeing 737 300	1713 1202(28)
TF-ELV	Boeing 737 400	1827 1908	G-FRYI	King Air 200	1848 1939
PH-OFG	Fokker 100	1949 0621(28)	G-CELV	Boeing 737 300	2009 1311(28)
G-JALC	Boeing 757	2050 0753(28)	G-BVJD	Fokker 100	2100 0675(28)

28 Sunday

G-CELV	Boeing 737 300	0054 0937	G-FRYI	King Air 200	0350 0833
G-BVJD	Fokker 100	0920 1058	PH-OFH	Fokker 100	0934 1037
N79EL	Beechjet 400A	1031 1048	CS-DFH	Falcon 900	1157 1259
EI-CNV	Boeing 737	1331 1405	PH-KZH	Fokker 70	1403 1613
G-CELS	Boeing 737 300	1511 1850	G-RJXF	EMB 145	1554 1706
G-CELV	Boeing 737 300	1618 1715	G-CELC	Boeing 737 300	1654 1833
G-MAJM	Jetstream 41	1658 1753	G-JEDJ	DHC-8	1703 1748
G-RJXB	EMB 145	1713 1758	G-MAJA	Jetstream 41	1743 1819
G-BVJA	Fokker 100	1810 0701(29)	G-CELV	Boeing 737 300	1908 1304(29)
EI-CNT	Boeing 737	1919 1956	G-RJXF	EMB 145	1925 1507(29)
G-JEDJ	DHC-8	1959 2042	G-MAJM	Jetstream 41	2002 0708(29)
PH-OFH	Fokker 100	2018 0617(29)	G-CELU	Boeing 737 300	2035 0722(29)
G-RJXJ	EMB 135	2038 1050(29)	G-RJXB	EMB 145	2054 0726(29)
G-CELS	Boeing 737 300	2059 1849(4/1)	G-CELC	Boeing 737 300	2112 0713(29)
EI-CJF	Boeing 737	2120 2151	G-CELV	Boeing 737 300	2135 0839(29)
G-JALC	Boeing 757	2303 1121(29)			

29 Monday

G-JEDJ	DHC-8	0823 0851	G-MAJM	Jetstream 41	0921 1011
G-CELU	Boeing 737 300	0925 1337	PH-JCH	Fokker 70	0931 1039
G-BVJA	Fokker 100	0934 1522	TF-ELD	Boeing 737 400	0959 1035
G-CELC	Boeing 737 300	1014 1206	G-RJXB	EMB 145	1041 1452
G-JEDJ	DHC-8	1045 1123	G-CCJE	Hughes 269	1143 1227
G-MAJM	Jetstream 41	1222 1439	G-MERI	PA-28 Archer II	1233 1421
G-RJXJ	EMB 135	1321 1433	G-LFSI	PA-28 Cherokee	1331 1450
EI-CJC	Boeing 737	1333 1411	PH-KZG	Fokker 70	1354 1603
N909PS	Citation I	1408 1425	G-GMPB	BN-2T Defender	1426 1429
G-CELV	Boeing 737 300	1445 1832	G-CELC	Boeing 737 300	1634 1850
G-RJXD	EMB 145	1653 1739	G-MAJM	Jetstream 41	1700 0805(30)
G-BUVC	Jetstream 31	1702 1746	G-RJXJ	EMB 135	1705 1053(30)
G-RJXF	EMB 145	1712 1759	G-JEDJ	DHC-8	1716 1803
G-BVJA	Fokker 100	1817 0658(30)	EI-CJE	Boeing 737	1909 1950
G-CELV	Boeing 737 300	1911 0751(1/1)	PH-KLE	Fokker 100	1952 0617(30)
G-JEDJ	DHC-8	2008 2047	G-BUVC	Jetstream 31	2010 1733(2/1)
G-JALC	Boeing 757	2031 0941(30)	G-RJXF	EMB 145	2033 0722(30)

G-CELU	Boeing 737 300	2036 0720(30)	G-RJXD	EMB 145	2041 1411(30)
G-CELC	Boeing 737 300	2045 0705(30)	EI-CNT	Boeing 737	2102 2136
G-CELV	Boeing 737 300	2114 1832(30)			

30 Tuesday

G-JEDJ	DHC-8	0744 0823	F-GSER	Falcon 50	0830 0902
G-CELU	Boeing 737 300	0924 1336	PH-OFJ	Fokker 100	0929 1046
G-BVJA	Fokker 100	0932 1515	TF-ELD	Boeing 737 400	1008 1043
G-CELC	Boeing 737 300	1010 1130	G-MAJM	Jetstream 41	1021 1100
G-RJXF	EMB 145	1029 1121	G-JEDJ	DHC-8	1034 1118
G-ECJM	PA-28R Arrow	1117 1535	G-MAJM	Jetstream 41	1300 1502
G-RJXJ	EMB 135	1316 1416	EI-CJL	Boeing 737	1329 1414
PH-KLG	Fokker 100	1402 1604	G-BYLM	PA-46 Malibu	1407 1431
G-RJXF	EMB 145	1409 1732	G-BYAP	Boeing 757	1455 1656
G-RJXJ	EMB 135	1646 1757	G-RJXD	EMB 145	1650 1734
LX-LAR	Lear Jet 35A	1701 2016	G-MAJM	Jetstream 41	1723 1022(31)
G-CELC	Boeing 737 300	1724 1836	G-BVJA	Fokker 100	1809 1130(31)
G-JEDJ	DHC-8	1830 1916	G-JALC	Boeing 757	1919 1045(1/1)
EI-CJE	Boeing 737	1930 2007	G-RJXC	EMB 145	1952 0752(31)
G-RJXJ	EMB 135	1955 1049(2/1)	G-CELU	Boeing 737 300	2009 0719(31)
G-CELC	Boeing 737 300	2041 0716(31)	G-RJXD	EMB 145	2044 0748(2/1)
G-JEDJ	DGC-8	2116 2149	G-CELV	Boeing 737 300	2119 0824(31)

31 Wednesday

G-CELU	Boeing 737 300	0917 1333	G-CSNA	Cessna 421C	0956 1730(04)
G-CELC	Boeing 737 300	1015 1224(01)	TF-ELD	Boeing 737 400	1019 1056
G-JEDJ	DHC-8	1043 1122	G-RJXC	EMB 145	1047 1823(01)
G-BIXH	Cessna F152	1142 1218	G-MAJM	Jetstream 41	1215 1449
EI-CNT	Boeing 737	1336 1509	N55EN	E.55 Baron	1353 1308(02)
G-BVJC	Fokker 100	1416 1102(01)	G-CELV	Boeing 737 300	1445 0927(01)
N909PS	Citation I	1459 1530	G-GOJP	PA-46 Malibu	1510 1201(02)
LX-LAR	Lear Jet 35A	1538 1735	G-JEDJ	DHC-8	1654 1742
G-MAJM	Jetstream 41	1700 1010(02)	G-CELU	Boeing 737 300	2002 0709(01)

From and To:

01) VP-CTJ/Biggin Hill-Aberdeen and return; OE-GAA/F and T Innsbruck; 02) OY-GKC/Billund-Birmingham and Luton-Billund; 03) N64VB/Cumbernauld-Coventry; D-CATL/Santiago de Compostela-n/s-Nuremberg; 04) F-GGCH/Toulouse-Biarritz; N64VB/Elstree -Hawarden; VP-CED/Norwich-n/s-Exeter; 05) N750NS/Jersey-Hawarden; VP-CED/Exeter-Cambridge; 06) CS-DHH/Luton-Bologna; P4-GJC/Farnboro-Moscow (Sheremetievo); 08) CS-DHG/Bologna-Cardiff; 09) VP-CTJ/Biggin Hill-Rome; 10) XA-APE/Seville-Manchester; D-BTEN/Nice-Baden Baden; 11) N900CB/F n/s T Guernsey; VP-CTJ/Saint Mawgan-Aberdeen; 13) CS-DNV/Angouleme-La Coruna; N711TL/Blackpool-n/s-Biggin Hill; 14) CS-DNV/La Coruna-n/s-Inverness; 15) D-FLOH/F n/s T Langan; N448JC/F and T Blackbushe; 16) N250AC/Dublin-Liverpool; 17) N6039X/F and T Guernsey; 18) N79EL/EMA-Gamston; EI-DMG/Waterford-Swansea and return; N250AC/Newcastle-n/s-Amsterdam; CS-DNP/Madrid-n/s-Hamburg; 19) D-COEB/F n/s T Bielefeld; CS-DNS/Hamburg-n/s-Northolt; 22) N671B/Isle of Man-n/s-???; 23) N909PS/F and T Jersey; D-IHAN/Lille-Lugano; N64VB/Elstree-Hawarden; 24) N79EL/Farnboro-EMA; 27) CS-DHB/Luton-n/s-Gatwick; 28) N79EL/EMA-Farnboro; CS-DFH/Le Bourget-Stuttgart; 29) N909PS/Jersey-Exeter; 30) F-GSER/F and T London City; LX-LAR/Brindisi-Luxembourg; 31) N55EN/F n/s T Elstree; N909PS/Exeter-Jersey; LX-LAR/F and T Luxembourg;

Overshoots:

01) XX494/CWL77; 03) XX500/CWL60; ZZ174/Ascot 886; XX325/Javelin 84; 04) G-OBLC; 05) G-YPOL/Police 42; 08) G-OBLC; G-BWXL/CWL82; 13) G-GMPB/Police 152; 15) G-BXXT; XX325/Javelin 84; G-SYPA/Police 33; 16) XX846/Colt 93; 17) G-BWXS/CWL82; 18) XX835/Colt 23; G-BWXS/CWL15; 19) XX494/CWL69; 21) G-AZFI; 22) G-SYPS/Police 33;

LBA movements review, December 2003:

A reasonably quiet end to the year but with at least one new one to add to our list of countries handled. Starting on the 1st we had a couple of Citations with the Citation II VP-CTJ being from Biggin to Aberdeen and back again and the more up to date Citation V OE-GAA from and to Innsbruck as "Tyrol 212-3" on ambulance duties. On the 2nd it was an even more up to date version of the same type when Citation Excel OY-GKC was from Billund to Birmingham and then back from Luton to Billund with callsign "Lego 22" giving

a clue to its ownership. Baron N64VB was from Cumbernauld to Coventry on the 3rd and the same day saw Lear Jet 55 D-CATL night stopping from Santiago de Compostila to Nuremberg as "IFA 667". The Baron N64VB was from Elstree to Hawarden on the 4th and it was joined by the Citation Bravo VP-CED which night stopped from Norwich to Exeter and the PA-31 Cheyenne 2 F-GGCH as "WAY 231-2" from Toulouse to Biarritz.

Citation VP-CED was back on the 5th when it was from Exeter to Cambridge and the Citation X N750NS was from Jersey to Hawarden as "Beauport 6NS". First Netjets of the month was the Citation Bravo CS-DHH on the 6th which was from Luton to Bologna as "Skyshare 480P-7480" but far more interesting was the Boeing BBJ P4-GJC which brought in VIP's to watch the football at Leeds and which was the first Aruba registered aircraft to visit the LBIA; it was from Farnboro to Moscow /Sheremetyevo. Netjets were back on the 8th when Citation CS-DHG was using the callsign "Skyshare 7481-675P" from Bologna to Cardiff. Returning on the 9th was Citation II VP-CTJ from Biggin Hill to Rome. Its some time since we had a visit from a Mexican registered aircraft but on the 10th Falcon 900B XA-APE diverted in from Seville to Manchester, it was using the callsign "Gestair 052" and it is currently being operated by this Spanish firm. Joining it was the appropriately registered Citation X D-BTEN from Nice to Baden Baden as "Bavarian 202"

Citation II VP-CTJ visited yet again on the 11th this time from Saint Mawgan to Aberdeen whilst the Cessna 421C N900CB was night stopping from and to its base at Guernsey. Netjets used the Hawker 800XP CS-DNV as "Skyshare 859P-8459" on the 13th when it was from Angouleme to La Coruna and the PA-60 Aerostar N711TL night stopped from Blackpool to Biggin Hill. Hawker 800XP CS-DNV was back on the 14th from La Coruna as "Skyshare 8460" and after a night stop it went to Inverness as "Skyshare 252P". Night stopping from and to its base at Llangar on the 15th was the parachute clubs Cessna 208B D-FLOH and from and to Blackbushe the same day was the CitationJet N448JC which is reported to be based at Bournemouth. Navajo N250AC is thought to be based at Liverpool and on the 16th it was from Dublin to Liverpool. Rockwell 114B N6039X was from and to Guernsey on the 17th and may be based there.

Beechjet 400A N79EL put in an appearance on the 18th when it was from its home at the EMA to Gamston, the day turned out quite busy with Cessna 441 EI-DMG being from Waterford to Swansea and return and Navajo N250AC night stopping from over in Newcastle to Amsterdam and the Netjets Falcon 2000 CS-DNP also night stopping from Madrid to Hamburg as "Skyshare 480P-4085". Netjets returned on the 19th and it was a different Falcon 2000, CS-DNS this time, which night stopped from Hamburg to Northolt as "Skyshare 4086-841P" whilst another night stopper was Beech King Air 350 D-COEB from and to Bielefeld. Night stopping on the 22nd for two weeks was the A.36 Bonanza N671B which arrived from the Isle of Man. Citation N909PS on the 23rd was from and to Jersey and the same day saw Beech 58 Baron N64VB in from Elstree and out to Hawarden whilst King Air 200 D-IHAN was using callsign "POD 103-4" when it was from Lille to Lugano. Back once again on the 24th we had the BeechJet N79EL from Farnboro to East Midlands. The 27th found Netjets doing a night stop again when the Citation Bravo CS-DHB was from Luton to Gatwick with the callsign "Skyshare 556P-6556".

BeechJet N79EL returned on the 28th from EMA to Farnboro and Netjets used their Falcon 900 CS-DFH as "Skyshare 749P-8749" from Le Bourget to Stuttgart. Returning on the 29th was Citation N909PS which was from Jersey to Exeter. Two callsigns for you on the 30th were "Occitania 5327" which was Falcon 50 F-GSER from and to London City and "Duke 2 Ambulance" which was the Lear Jet 35A LX-LAR all the way from Brindisi to Luxembourg. To end the year on the 31st the Lear 35A LX-LAR was back again with the same callsign from and to Luxembourg whilst the Beech Baron N55EN night stopped from and to Elstree and the fast becoming familiar Citation N909PS was from Exeter to Jersey. I have passed a list of this year's foreigners to the editor but it runs for about five pages so it may take time to find its way into the magazine. Military for December is down to tow, BAe 125 ZE395 on the 1st was from and to Northolt as "Kitty2E" and Gazelle XZ311 on the 5th was from Catterick to Upavon as "Army 384". Cessna 421A N132CK which had arrived was back on October 16th finally departed on the 22nd. A possible new resident is the Jet Provost T.5 G-JPTV which arrived on the 23rd and is still present mid February; it was reregistered to a Mr.S.J.Davies on December 29th.

Finally my thanks go to Trevor Smith who did my bit for you over the past couple of months whilst I was galivanting around the antipodes.

Terry Sykes

CONEY PARK

06/12/03	G-HARH	SIKORSKY S-76B	13:00	15:30
10/12/03	N966PR	SIKORSKY S-76B	13:30	15:00
16/12/03	G-BSYI	AS.355F1 TWIN SQUIRREL	12:0	17:00
17/12/03	G-HIMJ	AUGUSTAA109E	13:15	09:40 ON 18 TH
18/12/03	G-BYOM	SIKORSKY S-76C	15:45	16:00
19/12/03	G-OLCP	AS.355N TWIN SQUIRREL	09:45	09:55
04/01/04	G-TASS	SCHWEIZER 269CS	11:40	12:00
06/01/04	G-JETU	AS.355F2 TWIN SQUIRREL	11:55	12:10
11/01/04	G-TGRA	AUGUSTAA109A	15:00	15:30
16/01/04	G-HIMJ	AUGUSTAA109E	14:00	15:10 ON 18 TH
21/01/04	G-ROZI	ROBINSON R44 ASTRO	10:15	14:00
27/01/04	N109GR	AUGUSTAA109E POWER	09:36	10:30
27/01/04	N109GR	AUGUSTAA109E POWER	12:15	15:30

Geoff Ward

LOCAL REVIEW

In order to bring the local review more up to date this month I have done a rundown of the movements from November 2003 through to the end of January 2004 starting with the pick of the helicopters :-

02/11	N800HL	Bell 222	Rudding Park – Coney Park
03/11	G-ETHU	Ec.135	Patley Bridge – Coney Park
04/11	N621MM	Agusta A.109A	Pontefract Race Course – Ripley
06/11	G-SCUR	EC.120	Battersea – York Race Course – Elvington
	G-TTMB	Jet Ranger	Kirkbymoorside – Bagby(Refuel)
08/11	N109TF	Agusta A.109A	Stapleford – Gamston(Refuel)
	N59SD	Hughes 369E	Nunkeeling – Faldingworth
12/11	G-GAZI	Gazelle	Sandtoft – Wolverhampton
13/11	N500TY	MD.500D	Leek – Calverley
18/11	G-CVIP	Jet Ranger	Gamston – Wolverhampton
20/11	G-BXYD	EC.120	Birmingham – Walton Wood – Kintore
	G-BZOM	Rotorway Exec.	Shrewsbury – Skegness
23/11	G-HIMJ	Twin Squirrel	Coney Park – Swinton(nr. Masham)
26/11	G-SDCI	Jet Ranger	Site 3miles N/W Hull – Bagby(Refuel)
27/11	G-XXEA	Sikorsky S.76B	"Rainbow 1R", Doncaster - Carr Gate
04/12	N430CE	Bell 430	Wigan – Burn Gliding Site – Stoke
	VP-CCW	MD.600	Walton Wood – Ellwood(Scotland)
06/12	G-HARH	Sikorsky S-76B	Sandown Race Course – Gildersome
	N555GS	Agusta A.109A	Wetherby Race Course – Chorley
11/12	G-CBHL	Twin Squirrel	Lanark – Gamston(Refuel)
	N709AT	Agusta A.109A	Stapleford – Sheffield
12/12	N600PV	MD.600	Belvoir Castle – Knaresboro' – Tadcaster
14/12	G-LWUK	R-44	Gamston – Rutland Water
16/12	N600MG	MD.600	Stainsby Hall – Todmorden
17/12	G-BXYC	Schweizer 269C	Hedon(Hull) – Walton Wood
19/12	G-ULES	Twin Squirrel	Site nr. Hull – Bridlington
22/12	G-DMSS	Gazelle	Hebden Bridge – Brierghon – Blackpool
23/12	N430CE	Bell 430	Crosland Moor – Warton(ILS) – Wigan
	G-ULES	Twin Squirrel	Gloucester – York – Stapleford

24/12	N9208V	MD.900	Shoreham – Gamston(Refuel) – Hexham
28/12	G-SYPS	MD.900	"Police 33", Sheffield – Leconfield
	G-GMPS	MD.900	"Police 151", Barton – Carr Gate
29/12	G-KAWW	Westland Wasp	Sandtoft – Sheffield
30/12	G-ZELE	Gazelle	Chesterfield Railway Station – Hartlepool
31/12	G-CCNY	R.44	Boston – Gamston – Blackpool
	N7LQ	Agusta A.109	Hartlepool – Rudding Park – Stainsby Hall
	G-DABS	R-22B	Teesside – Rudding Park – Stainsby Hall
	G-ZELE	Gazelle	Hartlepool – Rudding Park – Hartlepool
04/01	G-FEDA	EC.120B	Sledmere – Bury St.Edmund
09/01	G-CCFC	R-44	Harrogate – Morcambe – Harrogate – Wycombe
12/01	G-JPAL	Twin Squirrel	Cadwell Park – Oulton Park
	G-DMSS	Gazelle	Brighton – York – Sherburn
16/01	G-BZMG	R.44	Eldwick – Devonshire Arms – Otley – Eldwick
	N600PV	MD.600	Chester – Wakefield – Tadcaster
18/01	G-HSLB	Jet Ranger	Grimsby – Sheffield
	G-WOOF	Enstrom 480	Jodrell Bank – Sandtoft – Barton
	N621MM	Agusta A.109A	Gamston – Lincoln – Lyneham
20/01	N7LQ	Agusta A.109	Stainsby Hall – Derby
24/01	G-ERIS	Hughes 369E	Elland Road – Eccup – Devonshire Arms
	G-PASG	Bo.105	"Helimed 99A", Rotherham Hospital – Hull R.I.
	G-BWDO	Sikorsky S.76B	8 N/W Harrogate – 6 S/E Harrogate – Carlisle
27/01	G-IJBB	Enstrom 480	Walton Wood – Sheffield
	N109GR	Agusta A.109E	"Castle 03", Oxenhope – Coney Park
31/01	N555GS	Agusta A.109A	Chorley – Doncaster Race Course – Chorley

On 15/11 a Leconfield based Sea King c/s "SRG 128" was employed at the Emmerdale set at Harewood filming the latest disaster to befall the area to, be screened over Christmas. The aircraft, believed to be XZ586, arrived at 1600 and was still active in the area at 2300. Another Sea King, this time V714 ("Redrat 88") from HMS Ark Royal was in the area on 21/11. This aircraft accompanied by Merlin ZH863("Merlin 1") held, low level, over Pudsey for 30 minutes before making a flypast over Leeds city centre at 14.30 followed by a flypast along runway 32 at the airport. On 11/12 Alouette 2 A-57("Belgium Army 657") was caught in bad weather in the York area whilst enroute Mildenhall – Newcastle. After flying around the area for 45 minutes at times down to 50' he managed to find Linton-on-Ouse. Prince Charles arrived at Imphall Barracks, York on 22/01 for a local visit, on board S.76B G-XXEA("Rainbow 1R"). After dropping him off the aircraft positioned to Linton for a refuel.

Additions to the helicopter list in last months magazine include MD.600 G-PEPL, which has replaced Jet Ranger G-EWAW with Fantasy Island/Blue Anchor Leisure at Skegness. As with 'AW, 'PL is nominally based a Gamston, routing most mornings to Doncaster then Skegness and making the return journey in the afternoon. On 28/11 G-EWAW arrived at Walton Wood, where it remained until 18/12 when it was noted enroute to Kintore (Scotland), presumably on delivery to new owners. An addition to the Sherburn residents is Schweizer 269C G-BSVR whilst Gazelle G-DMSS is new at Brieghton.

Now for a trip around the local airfields to see what's been happening through the winter period:

Bagby: Noted arriving here on 7/12 was CAP 232 F-GUJM. As yet it is not confirmed where it is resident as it was also noted at Sherburn in January. Visitors:- 4/11 G-CBMM Mainair; 7/11 G-CBIB CT.2K; 19/11 G-PROW Eurostar; 18/12 G-BTFF PA-38; 22/12 G-BZON Bulldog; 29/12 G-AVWL PA-28; 30/12 G-ASXC SIPA 901.

Beckwithshaw/Harrogate: Aeronca G-BRCV was operating from here during December, so may be a new resident. The Jet Ranger D-HAFN which lived here has not been noted lately so may have left.

Beverley/Linley Hill: Visitors:- 2/11 G-ARCW Apache; 16/11 G-JANO PA-28RT; 5/12 G-BBRV Chipmunk; 7/12 G-AVWA PA-28; 31/12 G-RIVT RV.6

Brighton: New residents here are Gazelle G-DMSS and newly registered Robin DR.400 G-OACF. Noted outbound on the 29/12 was Bolkow 207 D-EHUQ, enroute to Lane Farm in Mid-Wales. Visitors:- 16/11 G-

AOFM Auster J/5, G-ISEH C.182S and RV-6's G-RVEE and G-ORBD; 7/12 G-IIDY Pitts, G-BPVZ Silvaire, G-CBBS Bulldog; 14/12 G-RVDJ RV.6, G-EXTR Extra; 18/12 N2943D PA-28R; 4/01 G-DAVE D.112; 17/01 G-CBIJ Ikarus, G-IZIT Coyote; 18/01 G-BNUX Dimona; 25/01 G-AZGY Emeraude.

Burton House Farm/Leyburn: This is a new strip first noted on 16/11 when it was visited by Bulldog G-GRRR from White Waltham

Church Fenton: Quantum Microlight G-MYXE has been noted operating out of here recently and would appear to be resident. On 17/12 PA-28R G-BNEE diverted in due fog at Elvington. A pair of PA-31s were visitors, on 4/12 "Euromax 08" from the Isle of Man and on 21/01 "Lonex 155" was G-MRMR.

Crosland Moor: Visitors:- 15/11 G-CBGC TB.10; 26/11 G-NODY AG.5B Tiger; 2/01 G-BOJI PA-28RT; 25/01 G-BHDX F.172N

Dishforth: King Air 90 G-WELL was a visitor on 14/11.

Eddsfild/Octon Lodge: Visitors on 7/12 were G-AZTW C.177RG, G-OSLD Europa, G-CBGB Zenair.

Elvington: As reported in the last magazine the celebrations the mark 100 years of flight on 17/12, lapsed into utter chaos as fog enveloped the area with almost 30 aircraft diverting to Sherburn and others ending up at Sandtoft(4), Brighton(3), Sheffield(1), Church Fenton(1), Netherthorpe(1), Teesside(2), L.B.A.(2). Visitors:- 16/11 G-CBIB CT.2K, G-VILA Jabiru; 26/11 G-BICY PA-23; 27/11 G-BSGD PA-28; 4/12 G-CBBS Bulldog; 9/12 G-NSUK PA-34; 16/12 G-DIVAR.172K; 15/01 G-BJGY F.172P.

Full Sutton: The PA-38 G-BNYK formerly at Sheffield is now operating from here along with another of the type G-BRFL. F.172H D-EFBP was a visitor on 13/11 whilst on 9/01 locally based P.68B G-BHBZ was noted on Air Test after a long period inactive.

Gamston: The Diamond agency has had more DA.40/TDi aircraft registered, G-CCLV, G-CCLW (Delivered 18/01), G-CCLZ and G-CCMF. Another of the type G-WBVS was noted on 21/01 routing to Teesside presumably on delivery to new owners. New resident is Citationjet N55CJ(ex. G-RSCJ) along with F.150H G-AVVL. Newly registered CAP.232 G-SKEW was operating from here on 4/01 although it is registered to an owner in Holmfirth. Net-jets continue to be regular visitors with a combination of various types being noted. On 19/12 a Danish Citation c/s Karlog 425 paid a visit. Others:- 5/11 N65JF PA-28R; 18/11 G-IMGL Be.200; 19/11 G-STAY FR.172K; 2/12 N79EL Beechjet; 16/12 F-GULM Be.200; 18/12 G-SGEC Be.200; 23/12 N421CA C.421C, G-GRIN RV-6; 31/12 N278SAC.177RG; 2/01 N9468P PA-24; 11/01 N60GM C.421C; 14/01 N95D PA-34; 18/01 G-BMKD King Air 90; 19/01 N295CP Be.200.

Garforth/Sturton Grange Farm: The based Be.36 G-ORSP("Makin 01") has been re-registered N767CM but would still appear to live here.

Heslerton: This village near Malton boasts two farm strips. At Moor Farm, just off the A.64, lives DR.400 G-CHIX whilst at Carr Farm another DR.400 G-BAGC is resident.

Hinkle Grange: Another new strip near Scotch Corner, is home of F.172P G-BSPE.

Hibaldstow: The parachute centre was visited by T-67M G-BXKW on 27/11.

Humberside: Based F.150L G-BBBC put out a Mayday on 24/11 after having engine failure overhead Eisham Wolds at 1440. A forced landing was made in a field and the Humberside Police MD.900 G-HPOL, which was in the area, went to the scene and reported the landing appeared successful.

Leeming: The twice daily PA-31 shuttle between here and Conningsby/Marham operated by London Executive("Lonex 10") ceased shortly before Christmas, to be replaced by "Atlantic 10" in the new year. The new operator Air Atlantic uses a combination of C.402/404/406 aircraft. On 15/12 a pair of Chipmunks, G-BZDU and G-BZGB arrived accompanied by T.67M G-BLVI.

Linton-on-Ouse: On 18/11 Bernard Matthews Citation VP-CBM was a visitor whilst on 12/12 King Air 200 N295CP put in a brief appearance.

Mirfield/Gregory Farm: At this strip on the outskirts of Leeds is C.182Q G-BHVP.

Netherthorpe: PA-24 N7348P was noted on 25/01 outbound to Calais. Others:- 4/12 G-OMAL Thruster; 30/12 RV-6's G-BZVN, G-RIVT; 31/12 G-JBDH DR.400

Oxenford: A new resident here, first noted late November, in Maule MX.7 N15CK.

Rufforth: On 4/12 a pair of RAF Pumas c/s "Iceberg Formation" arrived mid-morning and stayed for about half an hour. Others:- 4/11 G-BTFT Baron; 7/12 G-ZZIP M.20J; G-OPEP PA-28RT; 12/12 G-PUGS C.182H; 21/01 G-VIPA C.182S; 24/01 G-ARYR PA-28; 25/01 G-APVF Putzer Elster.

Sandtoft: Mainair Blade G-FERN is a new resident and has been very active. The new Savannah G-CCLP was first noted in the air in mid January. Visitors included PA-34 N375SA on 29/12 whilst C.177RG N278SA arrived from Tattenhill on 2/01. On 21/01 Robin ATL F-GFOR arrived for a refuel but due to there being no Avgas available he had to reposition to Sheffield. Others:- 7/11 G-HDEW PA-32RT; 8/11 N340YP C.340A;

16/11 G-EOSF Eurostar, G-LEZZ Glstar, G-BFGS Rallye; 28/11 G-BVTC Jet Provost; 6/12 G-ATHK Aeronca; 8/12 G-TAYI Grob 115; 29/12 G-BZAP Jabiru, G-CCFU DA.40, G-CCIK Skyranger; 4/01 G-JUIN C.303, G-BGOL PA-28RT; 6/01 G-ATXZ Junior; 15/01 G-DOME PA-28, G-BHDZ F.172N; 18/01 G-JUDD Jabiru, G-BROR PA-18, G-IEJH Jodel 150A; 24/1 G-WUFF Europa, G-ETCW Glstar; 25/01 G-DACF C.152, G-AKSY J/5; 27/01 G-CBIV S/Ranger

Sheffield: The local flying school no longer use the PA-38's (G-BNYK, G-BOMO and G-BRSJ) which they leased from APB at Welshpool. These have been replaced with a combination of C.150/152s borrowed from Bagby. Noted recently have been '150s G-AWLA, G-EJMG and '152s G-BMSU and G-BJYD (formerly at Teeside). New resident here also is Westland Wasp G-KAWW, a former New Zealand Navy machine. Amongst the visitors were Islander c/s "Armyair 370" from Middle Wallop on 27/11 and PA-31 N23560 from Norwich on 18/12. Others:- 1/11 G-IGGL TB.10; 5/11 G-NFNF DR.400; 27/11 N2943D PA-28R; 6/12 G-BICS R.2100A; 7/12 G-BHRW DR.221; 8/12 G-RIGH PA-32R; 9/12 G-SFSG King Air; 18/12 G-AZVH Minerva; 2/01 G-RDCI RC.112; 6/01 G-HPSE RC.114; 16/01 G-OMEZ Zenair; 24/01 G-BYPU PA-32R, G-SHED PA-28.

Sherburn: As mentioned earlier 17/12 saw a mass influx of diversions from Elvington due fog, including:- N310QQ C.310Q, N154DJ C.303, G-OSCH C.421C, G-UROP Baron, AG.5B G-GIRY and G-BXTT, G-BOTV PA-32, G-DCAV PA-32R, G-DSFT PA-28R, G-GYAT Horizon, G-ATXN Kittiwake, G-BRXW PA-24 and PA-28s G-AWPS, G-AYAR, G-BFLI, G-JAVO. Also diverting in the same day were Europas G-GBXS and G-KITZ who were originally bound for Wombledon. CAP.232 F-GUJM was operating locally from on 4/01 whilst on 14/01 based F.172 D-EKKO was out on air test. A couple of other Germans were '172 D-EFBP outbound to Munchengladbach on 18/11 and Bolkow 207 D-EHUQ from "Mid Wales" on 29/12. The newly registered TB-10 N14EP (ex. G-SHEP) arrived from Biggin Hill on 24/01 while PA-24 N9469P visited on 4/01. Others:- 2/11 G-AWVC Pup; 16/11 N15CK Maule; 24/11 G-BZHT PA-18; 30/11 N2943D PA-28R; 17/12 G-BWRR C.182Q; 27/12 G-JBDC PA-34; 29/12 G-BZVV Quantum; 31/12 G-UAPO Ruschmeyer R.90; 21/01 G-BBCF PA-28; 25/01 G-AWBG PA-28.

Topcliffe: Visiting on 9/12 was PA-28 G-BRPL from Blackpool.

Walton Wood/Pontefract: On 10/01 Christen Eagle G-IXII was noted on Air Test from here, possibly a new resident? Visiting on 22/12 was Citabria G-BOLD from Birds Edge.

Wickenby: Inbound to here on 9/12 was YAK 18T LY-ARH, possibly on delivery? Noted outbound on 9/12 was PA-28R N45AW, enroute to Turweston.

The former RAF/Hunting T-67M Fireflies used for training at Barkston Heath and Cranwell are being disposed of and a number have been turning up around our area:- G-BLVI delivered Barkston Heath to Teesside on 12/12 (PA-34 G-AZOT, crew ferry); G-BNSO delivered Barkston Heath to Sherburn 15/12 (PA-28R G-SABA, crew ferry) and onward to Full Sutton the next day; G-BNSP and G-BUJJ have been operating out of Netherthorpe; G-BUUI has been noted on trips from Sturgate; G-KONG was noted inbound to Sherburn 25/01 and G-BWXX inbound to Kirkbymoorside on 15/12. Newly registered T-67M G-TONS was outbound from Kirkbymoorside on 22/12 enroute to Sywell on delivery.

Trevor Smith

ANNUAL DINNER

Friday 2 April 2004 7.30 for 8.00pm £18.00 per person:

Will members now please pay any balance due, as I have to confirm numbers to the restaurant (Peasehill House, Harrogate Road, Rawdon, Leeds) on Saturday 13 March 2004.

There are still a few vacancies for anyone who has not yet booked. Please contact me during the week on tel: 01943 875 315 or write to me at 13 Greenfield Avenue, Guiseley, Leeds LS20 8HG.

Cheques should be made payable to *Air Yorkshire Aviation Society*.

John Dale



LEEDS/BRADFORD NEWS

I am sure we are all aware of the major impact Jet2 have had on LBA's passenger figures. It appears that not only is Jet2 "doing the business" they are doing it extremely punctually as well. They are on the short list for a punctuality award from Amsterdam Airport.

RIDE ON TIME NORTH LOW COST AIRLINE IS WORLD NO 1 INTO SCHIPHOL

Low cost airline Jet2.com is celebrating having scooped a prestigious award as the WORLD MOST PUNCTUAL AIRLINE flying into Amsterdam Schiphol Airport, one of Europe largest and busiest.

Almost a year after its inaugural flight into Holland Jet2.com the North's low cost airline which operates from Leeds Bradford airport, has fought off stiff competition from airlines across the world before landing the most punctual airline award.

All 80 airlines operating to and from Schiphol were considered for the 2003 punctuality award, which is now in its eleventh year, and the UK carrier was placed first ahead of Finland Finnair and Denmark Maersk Air.

Jet2.com will be presented with this coveted prize on 5th February by Marike van Lier Lels, the airport vice president, at a ceremony on the Schiphol site.

Philip Meeson, chief executive of Jet2.com, commented: This is a major honour for our airline and a huge achievement by all of our staff. It takes more than just a first class flight crew and engineers to ensure we depart and arrive on time. There are many people at Jet2.com who are not customer facing and who work hard to ensure we meet our slot take-off times. We are absolutely thrilled to be officially voted the most punctual airline operating to one of the largest airports in Europe.

Although our passengers predominantly choose Jet2.com for our low fares to destinations across Europe, punctuality is a key issue for customers and this is particularly the case on business routes such as Amsterdam.

Just as low cost doesn't mean no frills, it also doesn't mean we neglect things like customer service and timeliness and our business principals have been given a huge thumbs-up today.

Leon Verhallen, director of passenger airline marketing at Schiphol Airport, added: Over 40 million passengers travel through Schiphol Airport every year and punctuality is a key requirement for the success of any carrier.

Previous winners of the overall punctuality award have all been major carriers from the Nordic region. However, this year Jet2.com is the first UK carrier of any description to have even been nominated let alone win, which highlights its growing reputation on the continent.

Jet2 have announced they will inaugurate nonstop service from Belfast to Prague on 24th April. Jet2 will operate four flights a week, and is the start of the commencement of flights from their second U.K. base at Belfast International.

Leeds/Bradford Airport will become a summer-only base for MyTravel following a review of its smaller operating bases. MyTravel Airways is also totally withdrawing its operations at Teesside Airport from April this year. Aircraft will instead operate on a "W" leg system to cover flights.

These changes have been made so that the airline's operations better match customer demand in terms of departure points. They will also help improve the airline's profitability.

As far as employees at both bases are concerned, MyTravel Airways is committed to a full programme of voluntary redeployment. There are a number of opportunities elsewhere within the airline, and within MyTravel as a whole. This means that no affected employee at Teesside or Leeds Bradford need face the prospect of losing employment.

It should be emphasised that neither of these changes will affect the tour operators' programmes, nor will there be any impact on customers.

AIRLINE NEWS

Air Littoral will unfortunately be joining the ever growing list of defunct carriers as a commercial court ordered its liquidation on February 17th.

Bmi will inaugurate non-stop service from Manchester to Toronto on 25th April. bmi will operate four flights a week (Mon/Wed/Fri/Sun) with an Airbus A.330. On 28th May the service will become daily until 11th October when it returns to four times a week. The airline took delivery of its first Airbus A.319 on the 23rd February.

British Airways is getting rid of a huge inventory of useless parts and, presumably, aiding a good cause. The airline has announced it will hold a second auction of Concorde "memorabilia" from April 14th to April 17th.

More than 150,000 spare parts, now considered collectors' items, will go on the block in the four-day affair at Stoneleigh Park. Bidders will also be able to take part online. Among the items for sale are instruments, on-board computers, engines and parts, lights, sensors, plates, knives, forks and spoons.

Emerald Airways took delivery of its first and second BAe A.T.P.s, previously operated by Bangladesh Biman; they were ferried from Dhaka to Blackpool in late January via Karachi, Tehran, Bucharest and Prague. The aircraft were still registered 'S2-ACX' and 'S2-ACY' but will become UK registered shortly. On 28th March the airline is expected to inaugurate passenger service from Liverpool to the Isle of Man.

Jet Magic operated its final flight on 28th January. Jet Magic who operate Embraers between Cork and London City, was not able to meet its target on business routes. Leisure routes performed well but this was not enough to keep the airline flying.

Fly Blu have announced plans to inaugurate service from Birmingham to Fort Lauderdale, Orlando and St Petersburg on 3rd June. The airline plans to operate five flights a week to each of the destinations with a fleet of two Boeing 767s. The airline claim to offer flights at normal economy fares, but with much more generous seating dimensions. Seat Pitch varies from 36" to 48" and the aircraft is only seven abreast seating, compared to eight abreast in a normal '767 economy layout.

Pakistan International Airlines first Boeing 777-200ER made its inaugural flight into Islamabad International Airport on Saturday 31st January, arriving from London Heathrow. The aircraft had been delivered from Seattle to London and entered commercial service at London. PIA took delivery of its second B777 on 12th February; the third aircraft is due during the third week of March and all eight will be delivered by 2008.

Qantas has reported a surprise profit for the first half of its financial year as currency gains, cut fuel costs and domestic demand rose. The airline, which is 17% owned by British Airways, said it would continue to trim costs this year.

Demand, it said, has started to stabilise following the outbreak of the deadly Sars virus in Asia and the US-led invasion of Iraq.

Ryanair saw its value plunge by almost a third on January 28th as it announced that its profits would fall for the first time in 14 years. Michael O'Leary, chief executive, tried to deflect attention from the company's woes by focusing on a European ruling that its fares had been kept low by illegal subsidies. He said: "In the Armageddon scenario, I can see no other outcome than many airports losing routes and air fares rising significantly."

But industry analysts offered reassurances to the tens of thousands of Britons who have bought holiday homes near Ryanair airports. They said that cheap fares were here to stay and were likely to become even cheaper.

The airline, which carries more passengers in Europe than British Airways, also revealed that it was struggling to fill its aircraft even when offering return fares as low as £30. Almost a third of seats have flown empty this month despite the average fare falling by 30 per cent since last year. The traditional airlines, which fly to principal airports rather than the far-flung landing strips favoured by Ryanair, have started to win back passengers by cutting fares. Ryanair has also been hit by a rash of fledgling competitors who have been flooding the market with cut-price fares. Ryanair admitted that profits were likely to fall by 10 per cent in the year to March, a reversal of its prediction that they would rise by 10 per cent.

The announcement brought to an end the spectacular growth in profits achieved since it transformed itself in the early 1990s, following the lead of Southwest Airlines in the United States. The company grew from being a small, family-owned airline flying passengers across the Irish Sea to Europe's biggest budget airline carrying 23 million passengers a year.

Mr O'Leary promised that the airline would ride out its downturn by continuing to cut fares and add more destinations. Indeed, a day before the plunge it opened its tenth European base at Ciampino, near Rome, and will open its eleventh next month at Gerona, 60 miles from Barcelona.

Mr O'Leary said: "The last thing we are going to do is increase our fares. We will continue to reduce fares." Ryanair has little choice but to keep cutting fares because that is the only way that it can fill the 100 new Boeing 737 aircraft it is committed to buying.

Ryanair has been told incentives it received to use a small Belgian airport were illegal. The Irish airline was given discounts on landing fees and other perks to use Charleroi airport, south of Brussels. The European Commission has now said that amounted to an illegal subsidy from the Walloon authorities, who have seen the region benefit from the deal.

It did not say how much Ryanair would repay, but that it was "reasonable" and meant they could still use the airport. Internal market EU transport commissioner Loyola de Palacio said: "This decision means that we are going to declare as incompatible a large part of the elements of the arrangement between Ryanair and Charleroi."

Some of the rebates for Ryanair were permissible as part of regional development support for the airport. But some of the subsidies will have to be returned, the Commission said, because it was "incompatible with the proper functioning of the internal market".

But EU sources have indicated the repayments may be around £3m (€4.39m, \$5.52m), significantly less than the £7m top-end figure some had feared.

The European Commission ruling comes after an investigation into subsidies that Ryanair receives to fly to Charleroi, near Brussels. Ryanair pays 70p per passenger to land there, several times lower than the standard rate. It also receives £110,000 for every new route it opens from the airport, plus substantial contributions towards the cost of training its crew and putting them up in hotels.

Ryanair's rivals, especially Air France, have launched challenges across Europe to the discount deals the Irish airline receives at small, publicly owned airports. Ryanair has secured the cheaper rates by promising enormous growth in passengers. The local authorities who approved the discounts argue that the extra passengers generate jobs in the regions around the airports.

SN Brussels and Virgin Express are in an advanced stage of talks about a possible merger. The airlines are expected to conclude these talks in approximately two months. If the two will decide to merge it is still very likely that each will still run its own operation, as they are very different from one another. SN Brussels operates Avro RJs and Airbus A.319s on full service short and medium haul flights and Airbus A.330s on long haul African flights while Virgin Express operates a fleet of Boeing 737s on low cost European routes.

South African Airways have retired its oldest Boeing 747-200 and first jumbo named Lebombo. It operated its final revenue flight on Sunday 25th January. The aircraft has been donated to the Museum Society and will be housed at Rand Airport in South Africa. Lebombo joined the airline on 6th November 1971 and has completed 107.000 flying hours and 20.291 landings!

AIRCRAFT NEWS

Britain has put off a decision on a 13 billion pound (\$23.71 billion) military jet deal during January, selecting a consortium led by Airbus parent EADS for further talks but dropping one led by U.S. rival Boeing. "The MoD will now enter into detailed negotiations with AirTanker," the Ministry of Defence said in a statement, adding the talks could take months. AirTanker Ltd has proposed new or a mix of new and used Airbus A.330 aircraft for in-flight refueling of Royal Air Force jets from 2008 for 27 years. Winning Europe's largest tanker deal is seen as a stepping stone to winning orders from the United States, which flies the largest tanker fleet.

The EADS consortium includes France's Thales, Britain's Rolls-Royce and Cobham.

Merrill analyst Charles Armitage has forecast a possible market of 105 planes for EADS should it secure the UK deal.

Boeing's partners in the losing bid were Britain's BAE Systems, Serco Group - and Spectrum Capital.

Rolls-Royce has announced it had delivered its first Trent 900 aeroengine, which will power the massive Airbus A.380 jetliner, to the aircraft maker on schedule for flights on a test-bed plane.

"The engine is meeting its targets including performance, emissions and weight," Charles Cuddington, Rolls-Royce managing director for airlines, said in a statement. The 555-seat A.380 poses engineering challenges for engine makers.

Its 560-tonne take-off weight is more than seven times that of Airbus' popular A.320 airliner, for example. Rolls said it has won 48 percent of the firm orders and options placed for the A.380 so far.

The prized market for the four-engined A.380 has prompted rivals GE Aircraft Engines and Pratt & Whitney to forge an alliance to produce a competing engine. The first Trent 900 will be flight tested on an A.340-300 flying test bed based at Airbus' headquarters in Toulouse, France, Rolls said in the statement.

Rolls Royce hopes to receive engine certification by airworthiness authorities in October and start flight testing on the A.380 in the first quarter of 2005. The A380 is scheduled to enter commercial service with Singapore Airlines in 2006.

E-mail:- DWooler@EGNM.screaming.net

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

David Wooler

LBA VISITORS



OE-LFL Fokker 70 Austrian Arrows 14 February 2004



G-JEDI Dash 8 - Q400 flybe 18 February 2004



PH-BXK Boeing 737-800 KLM 19 February 2004



LN-BRD Boeing 737-500 Braathens 17 October 2003



EC-INP Boeing 737-800 Futura 24 October 2003



G-BZOG Dornier 328 Scot Airways 6 December 2003



MORE ON PROCUREMENT:

My notes on "UK Procurement Update" in last month's Military Matters ended "Other procurements already made or in the offing" and listed a number of aircraft categories. The note concluded "Information about these will appear in Military News when it becomes available".

However, no less a prestigious publication than the Royal Aeronautical Society's "Aerospace International" published an article entitled "The coming procurement crunch" which updated more of the situation.

Further, RAF News and AirForces Monthly reported on an MOD announcement regarding the Air Tanker to replace the VC10 and Tristar Tanker fleets. Therefore, I felt it appropriate to follow up my report on the procurement situation.

Future strategic tanker aircraft (FSTA)

The Airbus A330-200, to be operated by a consortium entitled Air Tanker Ltd has been selected as providing the best value-for-money PFI (Private Finance Initiative) service. The consortium which comprises Rolls-Royce, EADS, Cobham and Thales, will own and maintain the aircraft and provide training, infrastructure and some personnel, though the RAF will be responsible for military operations.

The rival bid, headed by Boeing and BAE Systems was for the use of second-hand Boeing 767-300ERs. The decision in favour of Airbus is a further blow to Boeing, as there are problems with the proposed leasing of KC-767 tankers. If this deal does fall through, Air Tanker Ltd is hoping to interest the US Air Force in the A330! Further, it is also hoping to interest the US Navy which uses the same hose-and-drogue system as the RAF and currently has no long-range jet tankers of its own. Australia and France will also be shortly looking at new tankers....!

Credits: Aerospace International. RAF News. AirForces Monthly.

Tucano replacement

Two possibilities are currently being considered for the replacement of the Tucano T1 in the basic flying training role: the Embraer Super Tucano and the Pilatus PC21. The latter possibility is interesting. Many authorities feel that the Pilatus PC-9 would have been a better choice than the Tucano when the choice of this aircraft was made, to be built under licence by Shorts, but the Government of the day seemed determined that the contract should go to Shorts, to provide employment in Northern Ireland. The PC-9 would have been built by BAE, which would have provided employment in England! In accordance with Society policy, I will not comment on the political decision made, but the countries which operate the PC-9 appear to have suffered fewer problems than the Tucano has involved.

Credit: AirForces Monthly.

Canberra replacement

Converted business jets have been considered for the exceptional, but now venerable, Canberra PR9. However, consideration is now being given to an unmanned solution, including the Watchkeeper UAV and the Global Hawk UAV. Apart from other considerations, this would solve the problem of crew survivability on long-range missions over exceptionally hostile territory. The PR9 was extremely successful over Afghanistan, but in a relatively benign anti-aircraft environment.

Credit: Aerospace International.

Airborne Stand-Off Radar (ASTOR)

The third and fourth Global Express aircraft for modification into Sentinel R1s under the UK ASTOR project have been delivered to the Raytheon factory at Broughton, Chester. The fifth and final aircraft will be

delivered to Chester shortly. The first aircraft is being converted at Raytheon's factory at Greenville, Texas and will eventually be flown to Chester for operational evaluation. All subsequent aircraft are being converted at Chester.

Credit: AirForces Monthly.

MILITARY NEWS

Vulcan receives grant at last!

At last, the Heritage Lottery Fund has provided £2.5 million to enable the Vulcan to be restored and returned to flight. This should ensure that the Vulcan remains in flying condition for the next ten to fifteen years. The Fund stated that it was going against its 'normal' rules that support should NOT be given to restore historic aircraft (I wonder why?)

Credits: Daily Telegraph. Mavis Tennant.

US Fighter drops 'bomb' on Yorkshire!

A US Air Force F-15E Strike Eagle from Lakenheath dropped a dummy 25lb bomb on an asphalt track on the disused airfield at Holme-on-Spalding Moor. The Aerospace International report was headed "By Eck, What was that Thump?" At least they didn't make it "Ee Bah Gum"!

Credits: Metro Newspaper. The Tennants.

Tiger Moths over Auckland

The Royal New Zealand Air Force Association Battle of Britain Memorial Ceremony in 2003 involved a fly-past by a number of War Birds including two Tiger Moths, a Mustang and a Dakota. New Zealand is particularly strong on the Warbird scene, as reported previously in these columns.

Credits: Central Leader. Ken Sander (our Auckland correspondent ex-RAF, ex-FAA)

Airborne Forces Museum moves to Duxford

The Airborne Forces Museum is moving to Duxford from its present site in Aldershot and is to be re-titled Airborne Assault Duxford. This move will enable the Museum to display its exhibits in a more expansive manner; its present venue is very cramped. An activity centre will also be included; this will enable visitors to undergo synthetic parachute training. Am I tempted? Jump from the roof of a hangar suspended on a wire rope (the notorious "Fan") – NO WAY! – the things one did at twenty become nightmares at seventy-seven!

Credit: Pegasus – the Journal of The Parachute Regiment and Airborne Forces.

Air Space Museum also at Duxford

Another attraction to be located at Duxford is the new Airspace Museum, a 10,000 square metre exhibition area devoted to preserving "Our Aviation Heritage". Amongst the aircraft to be exhibited will be Concorde, Lancaster, Harrier and Comet, many of which have been previously exhibited outdoors. The Heritage Lottery Fund has made a substantial donation for the new Museum but Duxford is also appealing to aviation enthusiasts for donations. If you are feeling charitable, see me!

Duxford is living up to its claim to be THE leading aviation museum in the UK. Even though we had a visit there in 2003, when the new museums are installed, we must contemplate yet another visit soon.

Credit: Leaflet from Friends of Duxford.

Project Constant Endeavour

"Constant Endeavour" is the motto of World War II Coastal Command; the Command has no permanent Memorial, unlike the other two main WWII operational commands, Bomber and Fighter. An attempt is being made to correct this omission by the launch of an appeal to erect a relief structure at a prominent site in Westminster Abbey. The structure will consist of a relief carving in blue-grey stone which will depict the sky and the sea overlaying an outline of the world.

Credit: Oranges and Lemons – the magazine of the Friends of St Clements.

Please send any information for inclusion in Military News to:

Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB Tel: 01274-873336

OCTOGENARIAN'S DAY

My GREAT day was on the 20 October 2003 – 80 years young!

I'm sorry that I was not able to invite you all to have a bite of the lovely cake which, as you will see from the photograph, had the emblem of Air Yorkshire Aviation Society on all four sides.

The reception was at the Harlequin restaurant at Cowling (a very nice one on the way to Colne). I did, however, and I am sure you will believe this of your truthful doorkeeper, think of you all with every mouthful I took!

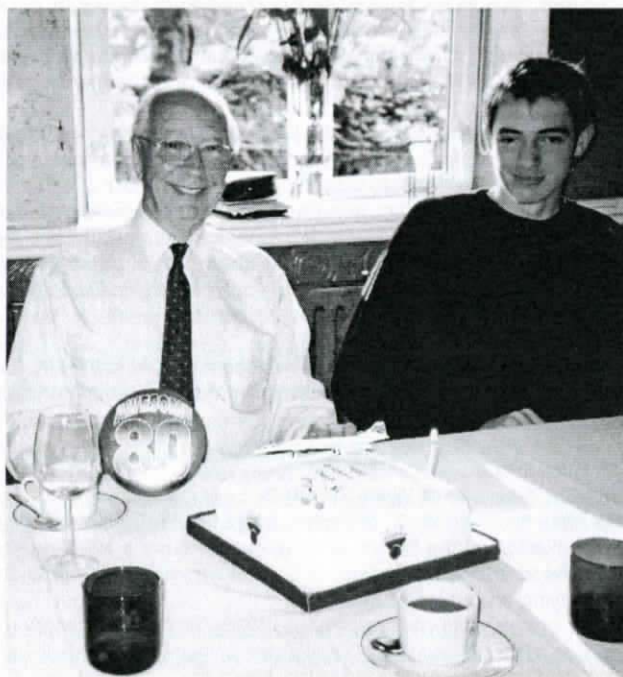
Something else on the cake – the *Concorde* – revives another memory. I was privileged to have a trip on *Concorde* BOAC for my 68th birthday. We flew from Leeds Bradford and went out over the North Sea. I have a certificate to prove that I have flown faster than most!

One other momentous occasion in my lifespan was the evening before D-Day on the 6 June 1944 when we left Portsmouth for the Normandy coast. I was a wireless operator in the RAF on the HQ ship *HMS Largs* bound for "Sword" beach.

I have also enjoyed many "Just for the Day" trips to Bergen, Iceland (twice), Venice, Sicily Mount Etna, Rome, Naples Mount Vesuvius and Pompeii, Pisa and Florence, and Marrakesh in Morocco.

I am trying to think of something to occupy the next ten years!

Denis R Stenning



TAKING CONTROL

Although I had flown many times over many years including gliding, scheduled, charter, tin can, business and time in the right hand seat, there was a form of flying I had not experienced and that was taking control myself. For my recent "coming of age" my family decided to correct this and presented me with a gift of a trial flying lesson.

I viewed it with some concern, especially when I discovered that the nearest location for the experience was Full Sutton, near Stamford, on the Bridlington road out of York.

I made the necessary arrangements by telephone and one sunny and breezy autumn morning found myself searching for Full Sutton airfield. I had been advised by the experts that it



was approached via a small commercial estate on the eastern outskirts of the village. The directions that I received from the Club said, when you reach the runway turn right and proceed down the runway to the clubhouse. The directions went on to warn me to check for landing aircraft before doing this!

After check-in and pre-flight briefing Richard, the CFI, and I walked up the runway to collect the aeroplane from the servicing hangar where it had just completed a check. Before boarding PA-28 G-COLH, we did a visual check of the aircraft.

After a brief explanation of the controls and safety items Richard started the engine and taxied to the holding point of R23. Then followed a full power test before releasing the brakes and we were off. A right turn after take-off saw us heading towards York. Richard called Linton and gave details of our flight plan. We were to overfly York at 2500ft before turning east for Castle Howard and then a return leg to Full Sutton. While flying over York I was offered the controls. My job was to fly to Castle Howard and then circle over the grounds before setting course back to Full Sutton.

There was a gusty wind and I needed a lot of concentration to keep the nose level and on course. It was like a first driving lesson and I had to really think about every move and nothing came naturally. Left turns were easy, but turns to the right were quite disconcerting because I was in the right hand seat and felt as if I was about to fall out as the wing dropped away to my right.

We turned right at the Castle and set course 180 degrees back to the airfield. The aircraft became immediately easier to keep steady as we were now heading into wind and I started to relax and enjoy the experience as it all became more familiar. I was now able to chat to Richard on the R/T with occasional pauses to monitor ATC transmissions.

Full Sutton appeared ahead of us with the prison very noticeable from this direction. Once in the circuit Richard took control and we descended in a circle as he closely watched the wind sock now blowing horizontally in the strengthening wind. Our approach to R23 required us to dogleg to avoid overflying the prison and we landed perfectly with a last minute sideslip to bring us onto a very short final beyond the prison.

My first ever flying lesson was over. With further lessons at £90 an hour and an estimated £4500 to reach my PPL, it could well be my last.

Jim Stanfield

MEETING IN MUNICH

The last Friday before Christmas I was away from work on business in Warwickshire; this was also my boss's last day, prior to a three week holiday in Australia. I returned to work on Monday morning to find an E-Mail, saying my presence was required at our Munich office at 08:00 on Tuesday 13th January until 16:00 on the Friday.

A quick check of flights confirmed that I had no chance of returning home all the way to LBA on the Friday, unless I was to fly from Manchester. No chance of that! So flights were booked from LBA via Amsterdam, out on the Monday, and on the Friday evening I would fly to Amsterdam and have to night stop at Amsterdam Airport before flying on to Leeds on the Saturday, a fact which as you can imagine I was quite upset about. An immediate request was I was NOT booked on the morning flight from Amsterdam to Leeds, but the later afternoon flight, to allow me more time at Amsterdam Airport.

Monday 12th January and I checked in for mid morning KLM to Amsterdam. First shock at check in was after requesting a crash exit seat, I was informed a Fokker 70 had substituted the usual Fokker 100 and therefore there was only two rows of exit seats available, instead of the usual four.

PH-KZH was the allocated machine. Departure was only made after a thorough de-ice of the wings, despite the air temp been +6. (I believe one theory on the Fokker 70 crash at Munich the previous week was ice off the wings being ingested into the engines).

I was able to keep tabs on our position on departure all the way to Eggborough power station when we climbed into cloud. We descended out of the bottoms over the North Sea, and turned north when we coasted in. A few miles later and we made a right turn to lock onto the Amsterdam ILS. In the turn I noticed what I thought was a Citation, with his landing lights on, heading straight towards us at our level. I realised this was not a problem as on our heading and his heading he would pass well behind us. "The bandit" then disappeared into cloud, but when it reappeared it was also in a right turn to establish on the ILS for a parallel runway, and my Citation turned out to be an Easyjet Boeing 737. On approach we were neck and neck - it was interesting, as the '737 sat more or less on the horizon, occasionally rising above or falling below it. We landed within seconds of each other.

2.5 hour wait in which I managed to log the following of any type of interest: OE-LKB, OE-LKE Do.228 Air Alps, F-GUGA A.318 Air France, SX-BKL '737 Olympic-HKX A.340 Cathay Pacific.

Down to Munich on PH-BTC, which was delayed, as the previously allocated aircraft had gone tech. The flight was mainly above cloud and uneventful. On approach to Munich, I kept a close look out for the downed Fokker 70, but did not see it. I later learned it had been removed by truck several days earlier.

We arrived at the old Terminal One, but I made my way to Munich's new Terminal Two, which only opened last July. It has a viewing area, but it's a swine to find. Basically, find the Lufthansa check in desks and use escalators or lifts to go up. It's not signposted until you get to an eating area on level 3. €2 buys you admission to a half-covered terrace, overlooking the Lufthansa stands and the Exec Park. By the time I'd found the place and got up there it was dark, but I managed to I.D. HB-VLF'125 and G-GHPG Citation on the Biz Ramp. A few Lufthansa A.320's, 737's and CRJ's. The cold was soon getting to me, and I was the only person crazy enough to be up there anyway. I found a taxi and left for my hotel. As we left the airport we passed a massive spotting mound, which made the ones at Manchester look minute. The area also has an old timers' corner which contained a preserved DC-3, Ju-52 and Constellation.

Back to the airport on Friday, and again it was dark. From Airside in terminal one I managed to identify D-AHFD B.737 Hapag Lloyd, OH-LVB A.320 Finnair, TC-APU B.737 Pegasus, EC-EYZ MD-80 Iberia, F-GRHY A.319 Air France, EC-GRJ A.320 Iberia, D-AFKM Fokker 50, F-GUGB A.318 Air France and HB-IXX '146 Swiss Air Lines.

For the return to Amsterdam, turning up over an hour late was Fokker 70 PH-KZB. All 30 odd pax were loaded, but the pilot seemed unsure about the wing condition, visiting the cabin to have a look out. Then a van turned up with a ladder and he climbed up on the wing for a better look. Now two hours late, we were on our way, and on taxi noted D-ABAL, D-ABBI B.737's Air Berlin, D-ADBQ B.737 Deutsche BA and D-AGPN F.100 Germinia.

Strong headwinds meant a 1 hour 15 minutes flight, landing at Amsterdam at 22:45 local. I only wrote down Iberia A.320 EC-HUJ. The IBIS Hotel was calling!

Saturday morning and onto the excellent (and free) Amsterdam viewing terrace for 09:45; more interesting noted in the four hours were: G-CELC B.737 Jet2, B-HXH A.340 Cathay Pacific, B-18711 B.747 China Cargo, B-18272 B.747 China, VP-BDO A.319 Aeroflot, N710CK and N714CK '747 Kalitta, F-GUGD A.318 Air France, N904DB Global Express, 5X-BON DC-10 DAS, D-CPRP Do.328 Alitalia, F-GPKG SF.340 Swiss Air Lines and newly delivered KLM Boeing 777 PH-BQD.

PH-OFK with a whole forty-one on board was the machine for the LBA flight. Tech problems meant we were late off stand, and even later after a 20 minute taxi through the Dutch countryside for departure on the new runway. 20 minute taxi for a 40 minute flight, now there is progress!

Again an uneventful flight, dropping out of cloud over Woodlesford. Rang 'Er Indoors as I walked up the airbridge, and her timing was immaculate, pulling up outside the terminal just as I walked out of the door (and she had cleaned my car while I had been away too).

January certainly was a good month for my flight log, as just 14 days after returning from this trip I was to be in the air again, this time on a "cheap day return" to Dublin care of Ryanair. Hopefully a report on this next month.

David Wooler

ANOTHER LBA VISITOR



EI-DAT Boeing 737-800 Ryanair 10 December 2003

The newly extended WHSmith stores at Leeds Bradford International Airport have officially opened. The landside store has increased in size by almost 40%, and the airside store has now more than doubled in size.

WHSmith have been operating at LBA since 2001, and have gone from strength to strength particularly over the last year, as a result of the significant growth in passenger numbers brought about by LBA's new low cost operator Jet2.com.

The stores offer customers 'solutions for their journeys': a range of books, including best-sellers, novels and non-fiction, magazines and confectionery, for sustenance or treats, or as gifts for friends and family. There is also a selection of travel accessories, CDs and DVDs and greetings cards for all occasions.

The newly appointed store manager, Duncan Brownnutt, commented "We are delighted to have completed the extensions to both of these shops, and hope that the growing numbers of passengers will appreciate the larger product ranges we can now offer them. We look forward to a long and successful trading relationship with Leeds Bradford International Airport".



Opening the newly extended stores were WHSmith's Business Development Director Patrick Clarke and HR Director Susan Coss, along with Cllr Tony Cairns Chair of the LBA Board and Cath Mason Finance and Commercial Director. Cllr Cairns commented "WHSmith are a strong high street brand who continue to thrive here at LBA. We too are delighted that they have invested further to increase the range and choice available to customers. We are confident that 2004 will be every bit as successful as last year!"

Photo L-R Top Patrick Clarke, (WHSmith), Susan Coss, (WHSmith), Cllr Tony Cairns, (LBA)
L-R Bottom Duncan Brownnutt, (WHSmith), Cath Mason, (LBA)

The Marketing Department at Leeds Bradford International Airport are pleased to welcome "on board" James Broughton as their new Sales and Marketing Executive for Business Travel.

"Local lad" James is 24 and lives in Morley, Leeds. He comes to us from Going Places travel agency, where he worked for seven years as part of the management team.

James commented, "I am looking forward to working closely with the Marketing Team here at Leeds Bradford and also with the Business Travel Agents, Airlines and Tour Operators within the Yorkshire region."



People of the region were seeing off the post-Christmas blues by going to sunnier climes in the month of January, passenger throughput at Leeds Bradford Airport saw a 27% increase (129,459) versus January last year.

Citybreaks were obviously very popular, with international scheduled services showing an increase of 66% (39,542) as passengers jetted off a few days break.

Jet2.com commenced flights to the new destination of Geneva on the 21st December which proved very popular with the skiers of the region. The low cost airline carried a total of 34,675 passengers for the month.

Ed Anderson, Managing Director of Leeds Bradford said, "It is very pleasing to see such an impressive throughput for what is normally a quiet month. I think the people of Yorkshire wanted to escape the strong winds and rain we have been experiencing, and who can blame them!"

EVEN MORE LBA VISITORS



G-RJXJ Embraer 135 bmi 30 November 2003



G-ODUS Boeing 737-300 EasyJet (go livery) 10 December 2003



Sunday 11 August 1996

An appeal to fellow aviation enthusiasts – could you please look through your records to find for me the registration number of the *Concorde* that I flew in from Yeadon on Sunday 11 August 1996. I would appreciate your help. Thank you.

K Greaves

tel: 0113 2677307

Is this your photograph?

I am in the process of returning to owners, the remaining photographs which have been sent from time to time for the magazine. However, there is one which at the moment is ownerless. Is it yours? Please let me have a name/address so that I can return it:

Vol 29 No 9 page 33 – Philip Meeson's Pitts Special G-BBOH at Sywell 2 July 1977. A young lad is standing beside Smitty. There are two men inspecting the aircraft, one of whom is Philip Meeson.

Sheila Jayne



Can it fly?
Will it fly?
Is it an aviation joke?
No - it's The Super Guppy

Thanks again Mike for an intriguing photograph



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Illustrated lecture by David W Lee

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A former Chairman of the British Aviation Preservation Council, and Council member of the Transport Trust, he was the inspiration behind the restoration of the Shuttleworth Sea Hurricane, and involved in the concept of the award-winning American Air Museum.

David will trace the history of this famous Battle of Britain airfield, and bring us up-to-date on the latest developments.



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