



## YORKSHIRES PREMIER AVIATION SOCIETY



BOEING 737-800 SE-DZV BRITANNIA AIRLINE  
LEEDS BRADFORD AIRPORT 28 JANUARY 2006  
ANDREW HOLDEN

£1.75

**VOL 32** ISSUE 3

**MARCH 2006**

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

## SOCIETY NEWS

At the end of the January meeting some members were informed by the Travelex staff that the car parking concession was to be withdrawn immediately and we would have to pay the full amount from the next meeting (February). Jim Stanfield immediately wrote to the Airport for clarification. In the meantime the Touchdown Cafe/Aero Club invited us back so we decided to give it a try. The Aviation Academy (on the Southside) have also offered their premises. (See the meetings page for details of a visit.)

The annual Air Yorkshire quiz was held at the February meeting (at the Aero Club) when 31 members attended the quiz devised by Norman Smart. The members were split into four teams for the first round of 25 photographic aircraft recognition questions and 10 verbal questions.

The final was between the individuals of the two best teams of the first round. The winner of the 2006 quiz was Jim Stanfield with Paul Whincup the runner up following a tie break with Howard Bell. The trophy was presented together with a £10 and £5 prize respectively.

### **STOP PRESS**

Unfortunately the Aero Club are now unable to accommodate us in the short term. As it happens, the Airport DID write back to Jim Stanfield immediately after receiving Jim's letter, but it got lost in the post. They agreed to officially reinstate the car parking concession exactly as it was before and the Society is very grateful to them for this.

The Committee met on 14 February to discuss the location of meetings and it was agreed that there was no alternative, at present, but to return to GATE 20 from the MARCH meeting. Further information will be given at future meetings.

*Alan Sinfield*



# MOVEMENTS JANUARY 2006

## 01 Sunday

G-MIDX	Airbus 320	0918 1052	EI-DHR	Boeing 737/800	1216 1254
G-JEDK	DHC-8 400	1312 1347	G-BYAS	Boeing 757	1413 1543
PH-OFG	Fokker 100	1432 1551	G-STRJ	Boeing 737/300	1456 1620
G-BYHG	Dornier 328/100	1525 1727	EI-DCV	Boeing 737/800	1642 1732
G-DBCD	Airbus 319	1752 0553(02)	G-JEAV	BAe 146/300	1832 1918
G-JECI	DHC-8 400	1930 2002	G-RJXB	EMB 145	2055 0655(02)

## 02 Monday

G-STRJ	Boeing 737/300	0731 0940	PH-KLE	Fokker 100	0928 1052
G-RJXB	EMB 145	0931 1056	EI-DCV	Boeing 737/800	1019 1101
G-MAJK	Jetstream 41	1227 1423	G-RJXK	EMB 135	1315 1419
G-RJXB	EMB 145	1341 0802(04)	G-JECG	DHC-8 400	1413 1454
G-RJXC	EMB 145	1417 1738	PH-OFF	Fokker 100	1421 1542
N66DN	Lear Jet 45	1425 1444	G-JEDM	DHC-8 400	1446 1533
G-DBCD	Airbus 319	1451 1552	G-JEDR	DHC-8 400	1519 1602
EI-CTB	Boeing 737/800	1558 1645	G-OAKJ	Jetstream 32	1632 1338(03)
CS-DRG	Hawker 800XP	1641 1753	G-RJXD	EMB 145	1653 1742
G-MAJK	Jetstream 41	1658 1020(03)	G-RJXK	EMB 135	1708 0722(03)
G-DBCD	Airbus 319	1804 0652(03)	G-SGEC	King Air B.200	1834 1904
G-WOWB	DHC-8 300	1840 1921	G-JECG	DHC-8 400	1926 2002
G-RJXC	EMB 145	1939 0722(04)	G-RJXD	EMB 145	2041 0805(03)
PH-KLD	Fokker 100	2048 0623(03)	EI-DHJ	Boeing 737/800	2135 2217
G-BYHG	Dornier 328/100	2149 2235	G-BYAH	Boeing 757	2154 0717(03)

## 03 Tuesday

G-JEDN	DHC-8 400	0801 0838	G-WOWB	DHC-8 300	0927 0959
G-DBCD	Airbus 319	0931 1102	PH-BTI	Boeing 737/300	0937 1048
EI-DHR	Boeing 737/800	1021 1107	G-RJXK	EMB 135	1045 1744(04)
HB-JIB	MD.90	1103 1212	G-RJXD	EMB 145	1122 1342
G-HRPN	Robinson R.44	1205 1407	G-MAJK	Jetstream 41	1223 1428
G-BKWWY	Cessna F.152	1325 1357	G-DBCD	Airbus 319	1350 1616
G-JEDK	DHC-8 400	1400 1444	PH-OFA	Fokker 100	1420 1550
G-JEDV	DHC-8 400	1516 1607	G-STRI	Boeing 737/300	1601 1651
EI-DHJ	Boeing 737/800	1604 1643	G-OAKJ	Jetstream 32	1623 0659(04)
G-RJXD	EMB 145	1648 0716(04)	G-MAJK	Jetstream 41	1712 0707(04)
G-DBCD	Airbus 319	1834 0654(04)	G-JECG	DHC-8 400	1929 2002
PH-OFI	Fokker 100	2004 0611(04)	G-WOWA	DHC-8 300	2043 2126
EI-DCP	Boeing 737/800	2158 2242	G-BYAL	Boeing 757	2201 1131(04)

## 04 Wednesday

G-JECG	DHC-8 400	0808 0840	G-RJXD	EMB 145	0920 1740
G-RJXC	EMB 145	0926 1423	PH-OFI	Fokker 100	0929 1029
G-DBCD	Airbus 319	0932 1048	G-MAJK	Jetstream 41	0940 1038
G-OAKJ	Jetstream 32	0948 1721	EI-DHJ	Boeing 737/800	1011 1052
G-WOWA	DHC-8 300	1016 1106	G-RJXB	EMB 145	1054 1338
G-FPLB	King Air B.200	1058 1505	G-BXXT	Be.76 Duchess	1137 1554
G-DBCD	Airbus 319	1340 1510	PH-OFH	Fokker 100	1429 1551
G-JEDN	DHC-8 400	1449 1532	G-JEDM	DHC-8 400	1457 1539
G-JECH	DHC-8 400	1507 1547	G-MAJK	Jetstream 41	1522 1749
EI-DLB	Boeing 737/800	1629 1701	G-RJXB	EMB 145	1640 1753
G-RJXI	EMB 145	1729 0727(05)	G-DBCD	Airbus 319	1800 1857



G-WOWD	DHC-8 400	1854 1924	G-JEDW	DHC-8 400	1918 1958
G-RJXD	EMB 145	1940 0719(05)	G-RJXB	EMB 145	2000 0707(05)
G-MAJK	Jetstream 41	2006 0710(05)	G-OAKJ	Jetstream 32	2013 0655(05)
PH-KLG	Fokker 100	2025 0613(05)	G-BYAL	Boeing 757	2041 0827(05)
G-RJXK	EMB 135	2053 1046(05)	G-DBCD	Airbus 319	2140 0649(05)
EI-CSY	Boeing 737/800	2241 2315			

#### 05 Thursday

G-JECG	DHC-8 400	0806 0840	G-WOWD	DHC-8 300	0846 0921
G-RJXB	EMB 145	0911 1740	G-RJXD	EMB 145	0919 1343
G-DBCD	Airbus 319	0924 1102	G-OAKJ	Jetstream 32	0933 1729
G-MAJK	Jetstream 41	0942 1035	PH-KLG	Fokker 100	0946 1051
EI-CTB	Boeing 737/800	1003 1048	G-RJXI	EMB 145	1042 1800
G-MAJK	Jetstream 41	1219 1747	G-RJXK	EMB 135	1307 1752
EC-ISI	Airbus 320	1332 1501	G-DBCD	Airbus 319	1350 1508
G-JEDI	DHC-8 400	1408 1448	PH-OFG	Fokker 100	1424 1545
G-JEDW	DHC-8 400	1441 1539	G-JECH	DHC-8 400	1510 1555
G-CCVP	Be.58 Baron	1540 1614	EI-DLB	Boeing 737/800	1556 1631
G-RJXD	EMB 145	1701 0723(06)	G-DBCD	Airbus 319	1806 1900
G-BYAL	Boeing 757	1814 1926	G-WOWA	DHC-8 300	1822 1902
G-JECI	DHC-8 400	1912 1946	G-RJXB	EMB 145	1937 0715(06)
G-RJXI	EMB 145	1959 0711(06)	G-MAJK	Jetstream 41	2006 0701(06)
G-OAKJ	Jetstream 32	2010 0643(06)	G-RJXK	EMB 135	2041 0707(06)
G-DBCD	Airbus 319	2136 0651(06)	EI-DAR	Boeing 737/800	2153 2221
PH-OFK	Fokker 100	2230 0639(06)			

#### 06 Friday

G-JEDT	DHC-8 400	0812 0844	G-WOWA	DHC-8 300	0842 0922
G-RJXI	EMB 145	0903 1741	G-RJXB	EMB 145	0929 1113
G-OAKJ	Jetstream 32	0932 1724	G-MAJK	Jetstream 41	0934 1034
G-DBCD	Airbus 319	0937 1053	PH-OFK	Fokker 100	0945 1046
G-RJXK	EMB 135	0950 1752	EI-DAR	Boeing 737/800	1024 1109
G-RJXD	EMB 145	1027 1338	EC-JIB	Airbus 320	1121 1240
EC-III	Boeing 737/800	1133 1255	G-MAJK	Jetstream 41	1220 1345
G-DBCD	Airbus 319	1342 1518	G-JECI	DHC-8 400	1403 1449
G-RJXB	EMB 145	1406 1811	PH-KLG	Fokker 100	1415 1555
G-JEDW	DHC-8 400	1441 1526	G-JECH	DHC-8 400	1505 1549
G-VCED	Airbus 320	1704 1830	G-DBCD	Airbus 319	1757 1855
G-WOWC	DHC-8 300	1806 1851	G-RJXD	EMB 145	1824 1614(08)
G-JECG	DHC-8 400	1920 1956	G-RJXI	EMB 145	1937 1342(08)
G-RJXB	EMB 145	1958 0705(07)	G-MAJK	Jetstream 41	2006 1219(08)
PH-OFI	Fokker 100	2009 0626(07)	G-OAKJ	Jetstream 32	2016 0652(09)
G-RJXK	EMB 135	2031 0745(07)	G-DBCD	Airbus 319	2135 1359(07)
EI-DAO	Boeing 737/800	2147 2230			

#### 07 Saturday

G-JECJ	DHC-8 400	0807 0844	PH-OFF	Fokker 100	0929 1041
G-WOWB	DHC-8 300	0953 1035	G-DBCE	Airbus 319	1023 1116
EI-DAO	Boeing 737/800	1027 1119	G-RJXK	EMB 135	1052 1500(08)
G-STRJ	Boeing 737/300	1119 1245	G-JEDV	DHC-8 400	1139 1217
G-GTDK	Airbus 320	1350 1543	PH-OFI	Fokker 100	1424 1540
G-CDZN	Boeing 737/800	1439 1632	OE-LFH	Fokker 70	1444 1555
G-JECH	DHC-8 400	1523 1557	PH-OFA	Fokker 100	2009 0612(08)
G-MIDP	Airbus 320	2106 0705(08)			

#### 08 Sunday

PH-OFA	Fokker 100	0926 1040	G-MIDU	Airbus 320	0939 1046
EI-CSY	Boeing 737/800	1222 1302	G-JECG	DHC-8 400	1315 1353
PH-OFA	Fokker 100	1426 1604	G-JECH	DHC-8 400	1513 1556
G-BYAT	Boeing 757	1522 1643	G-RJXI	EMB 145	1648 1739

EI-CTB	Boeing 737/800	1708 1746	G-MAJK	Jetstream 41	1714 1757
G-MAJA	Jetstream 41	1719 1750	G-RJXK	EMB 135	1731 1816
G-DBCD	Airbus 319	1734 1904	G-RJXC	EMB 145	1809 1849
G-WOWB	DHC-8 300	1834 1924	G-JEDM	DHC-8 400	1948 2020
G-RJXK	EMB 135	2007 0713(09)	G-MAJK	Jetstream 41	2015 0706(09)
G-RJXI	EMB 145	2047 0719(09)	G-RJXD	EMB 145	2100 0710(09)
G-JEDT	DHC-8 400	2103 2146	PH-OFC	Fokker 100	2109 2159
G-JEDN	DHC-8 400	2113 2159	G-RJXC	EMB 145	2119 0739(09)
G-DBCD	Airbus 319	2242 0700(09)			

# **09 Monday**

G-JEDT	DHC-8 400	0754 0838	G-WOWD	DHC-8 300	0826 0911
G-RJXD	EMB 145	0908 1000	G-RJXI	EMB 145	0924 1113
G-MAJK	Jetstream 41	0932 1023	G-OAKJ	Jetstream 32	0940 1329
G-DBCD	Airbus 319	0942 1111	PH-KZK	Fokker 70	0951 1051
G-RJXK	EMB 135	1013 1054	EI-DLB	Boeing 737/800	1017 1059
G-RJXC	EMB 145	1042 1343	G-RJXD	EMB 145	1151 1447
G-RVRW	PA-23 Aztec	1213 1419	G-MAJK	Jetstream 41	1241 1429
G-DBCD	Airbus 319	1351 1523	G-RJXI	EMB 145	1355 1502
G-JEDI	DHC-8 400	1359 1437	PH-KLI	Fokker 100	1416 1545
G-JEDM	DHC-8 400	1444 1523	G-JEDT	DHC-8 400	1522 1555
G-RJXD	EMB 145	1633 1727	G-RJXC	EMB 145	1646 1738
G-MAJK	Jetstream 41	1650 1746	G-RJXK	EMB 135	1659 1750
G-RJXI	EMB 145	1710 1759	G-OAKJ	Jetstream 32	1723 1805
G-DBCD	Airbus 319	1815 1905	G-WOWC	DHC-8 300	1832 1912
G-RJXD	EMB 145	1927 0723(10)	G-JEDT	DHC-8 400	1942 2013
G-RJXI	EMB 145	2001 0732(10)	G-MAJK	Jetstream 41	2007 0710(10)
G-RJXK	EMB 135	2033 0707(10)	G-RJXC	EMB 145	2044 0735(10)
G-OAKJ	Jetstream 32	2057 0655(10)	G-DBCD	Airbus 319	2133 0659(10)
EI-DCP	Boeing 737/800	2138 2208	G-BYAU	Boeing 757	2220 0730(10)
PH-OFA	Fokker 100	2227 0713(10)			

# **10 Tuesday**

G-JEDT	DHC-8 400	0749 0832	G-WOWC	DHC-8 300	0839 0913
G-RJXI	EMB 145	0839 0913	G-DBCD	Airbus 319	0931 1049
G-MAJK	Jetstream 41	0937 1036	G-OAKJ	Jetstream 32	0942 1337
G-RJXG	EMB 145	0947 1030	G-BFTT	Cessna 421C	1008 1507
EI-DHE	Boeing 737/800	1014 1057	G-RJXK	EMB 135	1016 1408
PH-OFA	Fokker 100	1018 1121	G-RJXC	EMB 145	1030 1504
N350DG	Lancair LC-42	1059 1255	G-RJXG	EMB 145	1214 1444
G-MAJK	Jetstream 41	1251 1433	G-DBCD	Airbus 319	1327 1512
G-JEDW	DHC-8 400	1404 1440	PH-OFH	Fokker 100	1428 1551
G-JEDM	DHC-8 400	1500 1546	G-JEDK	DHC-8 400	1506 1555
G-RJXG	EMB 145	1644 1735	G-OAKJ	Jetstream 32	1650 1727
G-RJXI	EMB 145	1653 1805	G-RJXK	EMB 135	1655 1752
G-MAJK	Jetstream 41	1700 1801	G-RJXC	EMB 145	1709 1813
G-DBCD	Airbus 319	1810 1906	G-WOWD	DHC-8 300	1819 1854
N550FP	Citation Bravo	1907 1718(11)	G-RJXG	EMB 145	1956 0718(11)
G-JEDI	DHC-8 400	2011 2052	G-RJXC	EMB 145	2106 0745(11)
PH-OFE	Fokker 100	2023 0617(11)	G-MAJK	Jetstream 41	2028 0700(11)
G-OAKJ	Jetstream 32	2032 0647(11)	G-RJXK	EMB 135	2035 0707(11)
G-RJXI	EMB 145	2106 0723(11)	G-BYAU	Boeing 757	2141 1147(11)
EI-DCO	Boeing 737/800	2146 2216	G-DBCD	Airbus 319	2149 0652(11)

# **11 Wednesday**

N321CR	PA-46 Malibu	0736 1722	G-WOWD	DHC-8 300	0845 0924
G-MAJK	Jetstream 41	0925 1111	PH-OFE	Fokker 100	0928 1107
N8702K	Cessna 340A	0931 1550(11)	G-RJXG	EMB 145	0934 1058
G-OAKJ	Jetstream 32	0937 1336	N900NS	Falcon 900EASy	0940 1548



G-DBCD	Airbus 319	0942 1119	G-RJXI	EMB 145	0944 1502
G-JECJ	DHC-8 400	1002 1116	G-RJXK	EMB 135	1006 1410
G-CJAD	C.525 Citationjet	1011 1038(18)	El-CTB	Boeing 737/800	1100 1139
G-RJXC	EMB 145	1104 1344	G-RJXG	EMB 145	1238 1445
G-MAJK	Jetstream 41	1319 1429	G-DBCD	Airbus 319	1350 1517
G-JEDN	DHC-8 400	1406 1450	PH-OFK	Fokker 100	1419 1544
G-JEDW	DHC-8 400	1446 1523	G-JEDK	DHC-8 400	1457 1605
G-FIBS	Squirrel	1606	D-CIFA	C.550 Citation 2	1628 0556(12)
G-OAKJ	Jetstream 32	1635 1715	G-RJXG	EMB 145	1641 1731
G-RJXC	EMB 145	1656 1740	G-MAJK	Jetstream 41	1701 1755
G-RJXI	EMB 145	1705 1800	G-RJXK	EMB 135	1707 1750
G-CCPW	Jetstream 32	1805 1846	G-DBCD	Airbus 319	1809 1905
G-WOWA	DHC-8 300	1823 1852	G-RJXG	EMB 145	1929 0730(12)
G-RJXI	EMB 145	1954 0721(12)	G-OAKJ	Jetstream 32	1956 0650(12)
G-JEDP	DHC-8 400	1959 2031	G-MAJK	Jetstream 41	2016 0659(12)
G-RJXK	EMB 135	2035 0710(12)	G-RJXC	EMB 145	2053 0750(12)
G-BYAU	Boeing 757	2104 2209	PH-OFL	Fokker 100	2108 0702(12)
G-DBCD	Airbus 319	2127 0657(12)	El-DHB	Boeing 737/800	2129 2200

## 12 Thursday

G-JEDI	DHC-8 400	0754 0827	G-WOWA	DHC-8 300	0906 0943
G-RJXG	EMB 145	0929 1518	G-DBCD	Airbus 319	0931 1059
G-OAKJ	Jetstream 32	0939 1337	G-RJXA	EMB 145	0941 1019
G-MAJK	Jetstream 41	0947 1023	G-RJXK	EMB 135	1005 1049
El-DHD	Boeing 737/800	1016 1055	G-RJXC	EMB 145	1045 1349
PH-OFL	Fokker 100	1056 1143	G-RJXA	EMB 145	1154 1448
G-AWXS	PA-28 Cherokee	1157 1253	G-MAJK	Jetstream 41	1238 1427
G-RJXK	EMB 135	1313 1414	EC-ICN	Airbus 320	1322 1450
G-DBCD	Airbus 319	1339 1522	CS-DNP	Falcon 2000	1400 1556
G-JECJ	DHC-8 400	1406 1459	G-JEAV	BAe 146/200	1442 1542
G-JEDK	DHC-8 400	1511 1558	PH-OFL	Fokker 100	1516 1612
G-OAKJ	Jetstream 41	1648 1724	G-RJXA	EMB 145	1650 1734
G-RJXC	EMB 145	1653 1740	G-MAJK	Jetstream 41	1656 1749
G-RJXK	EMB 135	1704 1759	G-RJXG	EMB 145	1712 1801
G-DBCD	Airbus 319	1755 1857	G-WOWD	DHC-8 300	1816 1852
G-JEDT	DHC-8 400	1914 1953	G-RJXA	EMB 145	1938 0712(13)
G-RJXG	EMB 145	1959 0722(13)	G-MAJK	Jetstream 41	2011 0657(13)
G-OAKJ	Jetstream 32	2015 0642(13)	G-RJXK	EMB 135	2049 0709(13)
G-RJXC	EMB 145	2059 0739(13)	PH-OFI	Fokker 100	2126 0606(13)
G-DBCD	Airbus 319	2131 0719(13)	El-DHB	Boeing 737/800	2144 2216

## 13 Friday

G-JEDN	DHC-8 400	0748 0826	G-BYAB	Boeing 767/200	0800 1318
N66DN	Lear Jet 45	0805 0912	G-WOWD	DHC-8 400	0829 0916
D-FBPS	C.208B Caravan	0857 1223	G-RJXA	EMB 145	0907 1356
G-RJXG	EMB 145	0920 1116	G-MAJK	Jetstream 41	0929 1025
G-DBCD	Airbus 319	0934 1057	G-OAKJ	Jetstream 32	0938 1339
G-RJXK	EMB 135	1003 1045	PH-OFK	Fokker 100	1009 1055
El-CTB	Boeing 737/800	1029 1113	G-RJXC	EMB 145	1035 1717
EC-ICD	Boeing 737/800	1104 1226	EC-ISI	Airbus 320	1110 1238
G-OBAL	Mooney M.20J	1120 1241	G-MAJK	Jetstream 32	1242 1429
G-RJXK	EMB 135	1313 1412	G-DBCD	Airbus 319	1336 1515
G-RJXG	EMB 145	1352 1442	G-JEDP	DHC-8 400	1409 1449
PH-KLE	Fokker 100	1422 1547	G-JEDW	DHC-8 400	1443 1524
G-JEDK	DHC-8 400	1511 1550	G-RJXF	EMB 145	1611 1653
G-OAKJ	Jetstream 32	1627 1721	G-RJXG	EMB 145	1645 1732
G-RJXA	EMB 145	1649 1734	G-MAJK	Jetstream 41	1702 1754
G-RJXK	EMB 135	1708 1751	G-CRPH	Airbus 320	1712 1836

G-DBCD	Airbus 319	1809 1900	G-WOWA	DHC-8 300	1814 1850
G-RJXF	EMB 145	1847 1926	G-JEDN	DHC-8 400	1920 1953
G-RJXG	EMB 145	1937 1601(15)	PH-OFJ	Fokker 100	2003 0611(14)
G-OAKJ	Jetstream 32	2007 0648(16)	G-MAJK	Jetstream 41	2020 1748(15)
G-RJXK	EMB 135	2030 0750(14)	G-RJXA	EMB 145	2043 0649(14)
C-GTDE	Lear Jet 35A	2112 2153(15)	G-RJXF	EMB 145	2117 1118(14)
EI-DHD	Boeing 737/800	2142 2218	G-DBCD	Airbus 319	2155 1059(14)

#### 14 Saturday

PH-OFI	Fokker 100	0919 1042	G-WOWB	DHC-8 300	0924 1015
G-MIDE	Airbus 321	0926 1046	EI-DCH	Boeing 737/800	1025 1126
N900NS	Falcon 900EASy	1028 1550	G-RJXK	EMB 135	1038 1504(15)
G-STRJ	Boeing 737/300	1111 1251	G-JEDW	DHC-8 400	1213 1244
G-TEST	PA-34 Seneca	1240 1457	CS-DNQ	Falcon 2000	1353 1507
HA-ACL	Do.28D Skyservant	1415 1337(15)	OE-LFK	Fokker 70	1425 1608
G-RJXI	EMB 145	1427 1334(15)	PH-KZW	Fokker 70	1431 1554
G-CDZN	Boeing 737/800	1451 1629	G-JEDK	DHC-8 400	1501 1548
G-JEDP	DHC-8 400	1540 1623	N66DN	Lear Jet 45	1633 1651
PH-KLG	Fokker 100	1957 0617(15)	G-MIDV	Airbus 320	2104 0703(15)

#### 15 Sunday

G-MIDT	Airbus 320	1030 1115	PH-KLG	Fokker 100	1047 1419
EI-DAK	Boeing 737/800	1233 1311	G-JEDN	DHC-8 400	1302 1338
G-BYAT	Boeing 757	1330 1623	G-OBEK	Agusta A.109E	1344 1415
PH-OFB	Fokker 100	1406 1553	G-JECF	DHC-8 400	1525 1604
G-DBCD	Airbus 319	1626 1906	G-BSER	PA-28 Cherokee	1631 1228(17)
G-MAJL	Jetstream 41	1642 1743	G-RJXI	EMB 145	1647 1729
EI-CSY	Boeing 737/800	1651 1738	G-RJXK	EMB 135	1723 1801
G-RJXD	EMB 145	1745 1828	G-WOWB	DHC-8 400	1835 1926
G-JEAV	BAe 146/200	1857 1941	G-MAJK	Jetstream 41	1957 0707(16)
G-JEBB	BAe 146/300	2012 2048	G-RJXD	EMB 145	2016 0719(16)
PH-OFB	Fokker 100	2027 0616(16)	G-RJXI	EMB 145	2032 0713(16)
G-RJXG	EMB 145	2041 0723(16)	G-RJXK	EMB 135	2045 0716(16)
D-CFAX	Lear Jet 35A	2051 0947(16)	G-DBCA	Airbus 319	2157 0700(16)

#### 16 Monday

G-JEDO	DHC-8 400	0751 0828	G-RJXI	EMB 145	0914 0956
G-RJXD	EMB 145	0917 1116	PH-OFB	Fokker 100	0925 1033
G-DBCA	Airbus 319	0931 1049	G-MAJK	Jetstream 41	0936 1027
G-WOWD	DHC-8 300	0942 1017	G-OAKJ	Jetstream 32	0945 1336
G-RJXK	EMB 135	1003 1043	CS-DFB	Falcon 900	1021 1250
EI-DCP	Boeing 737/800	1023 1106	G-RJXG	EMB 145	1030 1351
G-RVRW	PA-23 Aztec	1118 1625	G-RJXI	EMB 145	1144 1454
G-MAJK	Jetstream 41	1244 1433	G-RJXK	EMB 135	1305 1426
G-DBCA	Airbus 319	1333 1517	G-JEDT	DHC-8 400	1406 1457
G-RJXD	EMB 145	1414 1502	PH-OFH	Fokker 100	1417 1550
G-JEAK	BAe 146/200	1451 1545	G-JECF	DHC-8 400	1520 1614
G-JDBC	PA-34 Seneca	1540 1551	G-OAKJ	Jetstream 32	1641 1730
G-RJXG	EMB 145	1647 1734	G-RJXI	EMB 145	1653 1745
G-MAJK	Jetstream 41	1655 1748	G-RJXK	EMB 135	1703 1753
G-RJXD	EMB 145	1710 1757	G-PZAZ	PA-31 Chieftain	1821 1854
G-DBCA	Airbus 319	1823 1912	G-WOWA	DHC-8 300	1828 1858
G-JEDO	DHC-8 400	1918 1953	G-RJXI	EMB 145	1955 0806(17)
G-RJXD	EMB 145	1959 0730(17)	PH-OFL	Fokker 100	2002 0614(17)
G-MAJK	Jetstream 41	2007 0707(17)	G-OAKJ	Jetstream 32	2013 0742(17)
G-RJXG	EMB 145	2043 0742(17)	G-RJXK	EMB 135	2046 0723(17)
G-DBCA	Airbus 319	2135 0655(17)	EI-DHD	Boeing 737/800	2150 2224
G-BYAY	Boeing 757	2220 0720(17)			



**17 Tuesday**

G-JEDO	DHC-8 400	0751 0830	G-WOWA	DHC-8 300	0918 0954
G-RJXD	EMB 145	0926 1019	G-OAKJ	Jetstream 32	0931 1351
G-DBCA	Airbus 319	0939 1057	PH-KLE	Fokker 100	0942 1035
G-MAJK	Jetstream 41	0945 1028	G-RJXI	EMB 145	1016 1443
El-DCH	Boeing 737/800	1020 1100	G-RJXK	EMB 135	1024 1429
G-RJXG	EMB 145	1104 1343	G-RJXD	EMB 145	1201 1500
G-CITY	PA-31 Chieftain	1219 1731	OE-HRR	Challenger 300	1223 1426
G-MAJK	Jetstream 41	1249 1420	G-RVRW	PA-23 Aztec	1340 1520
G-DBCA	Airbus 319	1347 1528	G-JEDM	DHX-8 400	1402 1706
PH-OFI	Fokker 100	1431 1547	OE-FRA	C.525A Citationjet	1444 0830(18)
G-JEDW	DHC-8 400	1450 1534	G-JECH	DHC-8 400	1539 1615
G-RJXI	EMB 145	1635 1726	G-MAJK	Jetstream 41	1649 1750
G-RJXD	EMB 145	1703 1808	G-OAKJ	Jetstream 32	1707 1804
G-RJXG	EMB 145	1710 1746	G-RJXK	EMB 135	1717 1754
G-DBCA	Airbus 319	1759 1905	G-JEDO	DHC-8 400	1924 1952
G-RJXI	EMB 145	1929 0730(18)	G-WOWD	DHC-8 300	2000 2034
G-RJXD	EMB 145	2004 0721(18)	G-MAJK	Jetstream 41	2009 0752(18)
PH-OFH	Fokker 100	2011 0625(18)	G-RJXK	EMB 135	2036 0708(18)
G-OAKJ	Jetstream 32	2042 0649(18)	G-RJXG	EMB 145	2048 0713(18)
G-DBCA	Airbus 319	2145 0654(18)	El-DCJ	Boeing 737/800	2152 2228
G-BYAF	Boeing 757	2156 1122(18)			

**18 Wednesday**

G-JECE	DHC-8 400	0748 0822	G-WOWD	DHC-8 300	0855 0935
G-RJXG	EMB 145	0912 0957	G-DBCA	Airbus 319	0925 1055
PH-OFH	Fokker 100	0929 1028	G-RJXD	EMB 145	0932 1022
G-OAKJ	Jetstream 32	0936 1016	G-RATV	PA-28RT Arrow	0941 1601
G-RJXK	EMB 135	1013 1344	G-MAJK	Jetstream 41	1023 1424
El-DHD	Boeing 737/800	1030 1103	G-RJXI	EMB 145	1033 1505
CS-DRH	Hawker 800XP	1046 1558	G-RJXG	EMB 145	1158 1445
G-OAKJ	Jetstream 32	1246 1339	G-DBCA	Airbus 319	1335 1522
G-JEDO	DHC-8 400	1401 1439	PH-OFL	Fokker 100	1416 1552
G-JEDW	DHC-8 400	1451 1531	G-JECH	DHC-8 400	1518 1548
N111SX	PA-46 Malibu	1640 1609(21)	G-OAKJ	Jetstream 32	1649 1733
G-MAJK	Jetstream 41	1651 1757	G-RJXG	EMB 145	1657 1737
G-RJXK	EMB 135	1700 1747	G-RJXI	EMB 145	1709 0836(19)
G-DBCA	Airbus 319	1750 1902	G-WOWA	DHC-8 300	1849 1932
G-JEDT	DHC-8 400	1922 1955	G-RJXG	EMB 145	1952 2035
G-MAJK	Jetstream 41	2006 0659(19)	PH-OFD	Fokker 100	2011 0612(19)
G-BYAF	Boeing 757	2016 1254(19)	G-RJXH	EMB 145	2025 2110
G-OAKJ	Jetstream 32	2029 0649(19)	G-RJXK	EMB 135	2040 0715(19)
El-DCP	Boeing 737/800	2138 2216	G-DBCA	Airbus 319	2111 0704(19)
G-RJXH	EMB 145	2255 0727(19)	G-RJXG	EMB 145	2324 0719(19)

**19 Thursday**

G-JECE	DHC-8 400	0741 0824	N66DN	Lear Jet 45	0843 0940
G-RJXG	EMB 145	0922 0958	PH-OFD	Fokker 100	0928 1031
G-RJXH	EMB 145	0930 1512	G-MAJK	Jetstream 41	0936 1023
G-OAKJ	Jetstream 32	0937 1349	G-DBCA	Airbus 319	1000 1053
N8702K	Cessna 340A	1003 1719	G-RJXK	EMB 135	1006 1049
El-DCO	Boeing 737/800	1012 1057	G-WOWA	DHC-8 300	1130 1159
G-RJXG	EMB 145	1146 1353	G-RJXI	EMB 145	1148 1456
CS-DNQ	Falcon 2000	1237 1435	G-MAJK	Jetstream 41	1242 1426
EC-ISI	Airbus 320	1303 1502	G-RJXK	EMB 135	1309 1418
N66DN	Lear Jet 45	1311 1237(22)	OE-INF	CL.604 Challenger	1321 1357
G-DBCA	Airbus 319	1340 1601	G-JEDO	DHC-8 400	1406 1458
PH-OFD	Fokker 100	1409 1545	G-JEDM	DHC-8 400	1442 1531



G-JECH	DHC-8 400	1504 1629	D-CAPO	Lear Jet 35A	1610 1846
G-OAKJ	Jetstream 32	1638 1729	G-MAJK	Jetstream 41	1648 1744
G-RJXG	EMB 145	1652 1740	G-RJXF	EMB 145	1655 1736
G-RJXK	EMB 135	1658 1814	G-RJXH	EMB 145	1716 1808
G-MIDS	Airbus 320	1810 1859	G-JECE	DHC-8 400	1918 2004
G-WOWA	DHC-8 300	1935 2010	G-RJXH	EMB 145	2001 0729(20)
PH-OFC	Fokker 100	2008 0611(20)	G-MAJK	Jetstream 41	2013 0655(20)
G-OAKJ	Jetstream 32	2018 0645(20)	G-RJXG	EMB 145	2031 0725(20)
G-RJXK	EMB 135	2101 0717(20)	G-DBCA	Airbus 319	2143 0710(20)
EI-DHD	Boeing 737/800	2146 2223	G-RJXF	EMB 145	2216 0740(20)

## 20 Friday

G-JEDT	DHC-8 400	0745 0828	G-WOWB	DHC-8 300	0852 0927
G-RJXH	EMB 145	0921 1118	PH-OFC	Fokker 100	0924 1030
G-RJXG	EMB 145	0930 1444	G-OAKJ	Jetstream 32	0933 1335
G-MAJK	Jetstream 41	0950 1021	N492AF	PA-44 Seminole	0952 1727(21)
G-DBCA	Airbus 319	0955 1052	G-RJXK	EMB 135	1010 1057
EI-DHH	Boeing 737/800	1016 1104	G-RJXF	EMB 145	1042 1340
LX-GJL	Falcon 900C	1049 1643	EC-ISI	Airbus 320	1124 1241
EC-HJP	Boeing 737/800	1130 1302	G-MAJK	Jetstream 41	1235 1427
G-RJXK	EMB 135	1324 1420	G-DBCA	Airbus 319	1345 1516
G-JECE	DHC-8 400	1358 1450	G-RJXH	EMB 145	1410 1506
PH-KLE	Fokker 100	1423 1552	G-JEDM	DHC-8 400	1447 1530
G-FTSL	CL.604 Challenger	1533 1807	OE-INF	CL.604 Challenger	1620 1703
G-JECH	DHC-8 400	1625 1706	G-OAKJ	Jetstream 32	1640 1728
G-RJXG	EMB 145	1644 1738	G-GTDK	Airbus 320	1651 1815
G-MAJK	Jetstream 41	1655 1747	G-RJXF	EMB 145	1658 1743
OE-HPK	Challenger 300	1700 1834	G-RJXK	EMB 135	1709 1752
G-RJXH	EMB 145	1720 1811	G-DBCA	Airbus 319	1754 1912
G-WOWA	DHC-8 300	1843 1923	G-JEDT	DHC-8 400	1916 1957
G-RJXG	EMB 145	1936 1618(22)	G-RJXH	EMB 145	2000 1352(22)
PH-OFD	Fokker 100	2012 0605(21)	G-MAJK	Jetstream 41	2015 1756(22)
G-OAKJ	Jetstream 32	2020 0658(23)	G-CDKA	SAAB 2000	2024 0916(21)
G-RJXK	EMB 135	2045 0741(21)	G-RJXF	EMB 145	2049 0706(21)
G-DBCA	Airbus 319	2204 1101(21)	EI-DCL	Boeing 737/800	2218 2306

## 21 Saturday

G-DBCB	Airbus 319	0923 1048	PH-OFD	Fokker 100	0926 1032
G-WOWB	DHC-8 300	0941 1018	EI-DLB	Boeing 737/800	1027 1112
G-RJXK	EMB 135	1055 1453(22)	G-STRJ	Boeing 737/300	1115 1238
G-JEDM	DHC-8 400	1132 1215	N741CD	Cirrus SR.22	1322 1424
PH-KZP	Fokker 70	1411 1548	SE-DZV	Boeing 737/800	1439 1622
G-JECH	DHC-8 400	1511 1552	OE-LFV	Fokker 70	1513 1603
G-JECJ	DHC-8 400	1531 1615	G-CHEY	PA-31T Cheyenne	1853 1915
PH-OFB	Fokker 100	2004 0612(22)	G-MIDW	Airbus 320	2115 0707(22)

## 22 Sunday

G-CHEY	PA-31T Cheyenne	0234 1332	PH-OFB	Fokker 100	0938 1036
G-MIDK	Airbus 321	0952 1109	G-SGEC	King Air B.200	1111 ????
G-BYAH	Boeing 757	1421 1603	G-RJXH	EMB 145	1246 1343
EI-CSI	Boeing 737/800	1655 1747	G-DBCA	Airbus 319	1711 1904
G-RJXK	EMB 135	1724 1802	G-MAJJ	Jetstream 41	1734 1817
G-RJXE	EMB 145	1737 1827	G-WOWB	DHC-8 300	1823 1926
G-CDKA	SAAB 2000	1845 1930	G-JEAV	BAE 146/200	1851 1937
PH-OFJ	Fokker 100	2020 0624(23)	G-MAJK	Jetstream 41	2025 0711(23)
G-RJXE	EMB 145	2029 0728(23)	G-RJXH	EMB 145	2045 0746(23)
G-RJXG	EMB 145	2049 0725(23)	G-RJXK	EMB 135	2059 0717(23)
G-JEDN	DHC-8 400	2135 2214	G-DBCA	Airbus 319	2202 0654(23)
EI-DCL	Boeing 737/800	2242 0003(23)			

**23 Monday**

G-WOWD	DHC-8 300	0838 0938	G-JEBB	BAe 146/300	0843 0929
G-RJXG	EMB 145	0920 1003	PH-OFJ	Fokker 100	0926 1027
G-DBCA	Airbus 319	0930 1053	G-OAKJ	Jetstream 32	0936 1338
G-RJXE	EMB 145	0940 1107	G-MAJK	Jetstream 41	0944 1030
G-RJXK	EMB 135	1020 1051	EI-CSI	Boeing 737/800	1024 1111
G-RVRW	PA-23 Aztec	1110 1600	G-RJXH	EMB 145	1133 1352
G-RJXG	EMB 145	1150 1437	G-DACN	Agusta A.109S	1154 1605
G-MAJK	Jetstream 41	1241 1429	G-BOGO	PA-32R Saratoga	1250 1932
G-RJXK	EMB 135	1306 1411	D-IEFB	King Air B.200	1336 1424
G-DBCA	Airbus 319	1341 1519	G-RJXE	EMB 145	1347 1459
PH-OFJ	Fokker 100	1419 1549	G-JECE	DHC-8 400	1441 1535
G-JECH	DHC-8 400	1633 1722	G-RJXG	EMB 145	1642 1734
G-OAKJ	Jetstream 32	1645 1723	G-MAJK	Jetstream 41	1649 1747
G-RJXH	EMB 145	1654 1745	G-RJXE	EMB 145	1701 1757
G-RJXK	EMB 135	1703 1800	G-DBCA	Airbus 319	1809 1904
G-WOWB	DHC-8 300	1825 1906	OE-HPK	Challenger 300	1859 1934
G-RJXG	EMB 145	1929 0714(24)	G-JEBB	BAe 146/300	1938 2024
G-RJXE	EMB 145	1945 0721(24)	PH-OFK	Fokker 100	1955 0616(24)
G-MAJK	Jetstream 41	2007 0709(24)	G-OAKJ	Jetstream 32	2010 0652(24)
G-RJXH	EMB 145	2039 0743(24)	G-RJXK	EMB 135	2042 0707(24)
G-DBCA	Airbus 319	2128 0650(24)	EI-DHA	Boeing 737/800	2138 2217
G-BYAJ	Boeing 757	2226 0726(24)			

**24 Tuesday**

G-WOWB	DHC-8 300	0843 0949	G-PCOP	King Air B.200	0847 1208
G-RJXG	EMB 145	0918 1002	G-RJXE	EMB 145	0923 1503
G-DBCA	Airbus 319	0928 1049	PH-OFK	Fokker 100	0932 1035
G-MAJK	Jetstream 41	0938 1023	G-OAKJ	Jetstream 32	0942 1337
G-RJXK	EMB 135	1006 1348	EI-DCC	Boeing 737/800	1016 1057
G-JECJ	DHC-8 400	1019 1053	G-RJXH	EMB 145	1103 1821
G-BXXT	Be.76 Duchess	1144 1539	G-RJXG	EMB 145	1157 1442
G-MAJK	Jetstream 41	1239 1419	G-DBCA	Airbus 319	1327 1516
G-JEDW	DHC-8 400	1451 1532	PH-OFH	Fokker 100	1424 1544
G-JECE	DHC-8 400	1451 1532	G-CCXJ	Cessna 340A	1519 1653
G-JECH	DHC-8 400	1636 1715	G-MAJK	Jetstream 41	1641 1743
G-RJXG	EMB 145	1644 1735	G-RJXK	EMB 135	1650 1806
G-OAKJ	Jetstream 32	1656 1722	G-RJXE	EMB 145	1712 1827
CS-DHP	Citation Bravo	1748 0810(25)	G-DBCA	Airbus 319	1810 1916
G-WOWB	DHC-8 300	1822 1920	G-JECJ	DHC-8 400	1937 2010
G-RJXG	EMB 145	1940 0716(25)	G-MAJK	Jetstream 41	2003 0701(25)
G-OAKJ	Jetstream 32	2005 0652(25)	G-RJXE	EMB 145	2020 0723(25)
PH-KLG	Fokker 100	2047 0622(25)	G-RJXK	EMB 135	2052 0708(25)
G-RJXH	EMB 145	2115 0729(25)	EI-DLB	Boeing 737/800	2152 2223
G-DBCA	Airbus 319	2154 0700(25)	G-BYAN	Boeing 757	2158 1130(25)

**25 Wednesday**

G-JECJ	DHC-8 400	0746 0828	G-RJXG	EMB 145	0925 1007
PH-KLG	Fokker 100	0927 1034	G-MAJK	Jetstream 41	0929 1016
G-RJXE	EMB 145	0932 1508	G-DBCA	Airbus 319	0935 1050
G-OAKJ	Jetstream 32	0942 1341	G-MAIR	PA-34 Seneca	0946 1609
G-RJXK	EMB 135	1003 1412	G-RJXH	EMB 145	1027 1336
EI-DHA	Boeing 737/800	1031 1110	G-WOWA	DHC-8 300	1044 1119
G-RJXG	EMB 145	1152 1446	G-MAJK	Jetstream 41	1249 1423
G-IMGL	King Air B.200	1312 1419	G-DBCF	Airbus 319	1328 1512
G-JEDT	DHC-8 400	1406 1440	LX-LAR	Lear Jet 35A	1408 1910
PH-KLE	Fokker 100	1415 1545	G-JECE	DHC-8 400	1443 1525
G-OAKJ	Jetstream 32	1623 1717	G-JEDR	DHC-8 400	1640 1711



G-RJXG	EMB 145	1646 1731	G-MAJK	Jetstream 41	1648 1744
G-RJXH	EMB 145	1654 1737	G-RJXK	EMB 135	1658 1801
G-RJXE	EMB 145	1712 1755	G-DBCF	Airbus 319	1807 1925
G-WOWA	DHC-8 300	1814 1903	G-IMGL	King Air B.200	1913 1931
G-JECI	DHC-8 400	1938 2014	G-RJXG	EMB 145	1941 0722(26)
G-RJXE	EMB 145	1951 0725(26)	G-MAJK	Jetstream 41	1957 0708(26)
PH-OFC	Fokker 100	2003 0605(26)	G-OAKJ	Jetstream 32	2011 0655(26)
G-BYAN	Boeing 757	2032 2134	G-RJXK	EMB 135	2036 0717(26)
G-RJXH	EMB 145	2048 0755(26)	G-DBCF	Airbus 319	2153 0700(26)
EI-CSI	Boeing 737/800	2200 2233			

## 26 Thursday

G-JECI	DHC-8 400	0747 0827	G-WOWA	DHC-8 300	0908 0941
G-RJXG	EMB 145	0918 1001	PH-OFC	Fokker 100	0924 1032
G-RJXE	EMB 145	0929 1040	G-DBCF	Airbus 319	0933 1050
G-MAJK	Jetstream 41	0938 1020	G-OAKJ	Jetstream 32	0942 1336
EI-DLD	Boeing 737/800	1023 1103	G-RJXK	EMB 135	1046 1406
G-RJXH	EMB 145	1117 1346	G-JDBC	PA-34 Seneca	1143 1446
G-RJXG	EMB 145	1157 1450	G-MAJK	Jetstream 41	1243 1425
EC-ICN	Airbus 320	1301 1445	N66DN	Lear Jet 45	1310 1521
G-RJXE	EMB 145	1313 1504	G-JEDW	DHC-8 400	1355 1440
G-DBCF	Airbus 319	1409 1518	PH-OFE	Fokker 100	1423 1553
G-JECE	DHC-8 400	1447 1537	G-JECH	DHC-8 400	1528 1606
EI-CST	Boeing 737/800	1559 1638	G-OAKJ	Jetstream 32	1614 1726
G-RJXG	EMB 145	1648 1734	G-RJXH	EMB 145	1653 1741
G-MAJK	Jetstream 41	1657 1749	G-RJXK	EMB 135	1714 1755
G-RJXE	EMB 145	1717 1805	G-OLCP	Twin Squirrel	1726 0800(27)
G-DBCF	Airbus 319	1801 1913	G-WOWD	DHC-8 300	1830 1909
N55EN	Be.55 Baron	1853 1522(29)	G-JECI	DHC-8 400	1933 1959
G-RJXG	EMB 145	1936 0711(27)	PH-OFB	Fokker 100	2005 0623(27)
G-RJXE	EMB 145	2012 0720	G-MAJK	Jetstream 41	2020 0659(27)
G-BYRA	Jetstream 32	2024 0652(27)	G-RJXH	EMB 145	2051 0730(27)
G-RJXK	EMB 135	2056 0715(27)	EI-DCC	Boeing 737/800	2150 2217
G-DBCF	Airbus 319	2157 0655(27)			

## 27 Friday

G-JECI	DHC-8 400	0802 0834	G-RJXG	EMB 145	0913 1055
G-WOWD	DHC-8 300	0916 0945	G-DBCF	Airbus 319	0924 1047
G-RJXE	EMB 145	0927 1122	PH-OFB	Fokker 100	0930 1027
G-MAJK	Jetstream 41	0935 1019	G-BYRA	Jetstream 32	0941 1330
G-RJXK	EMB 135	1016 1413	EI-CSV	Boeing 737/800	1028 1112
G-RVRJ	PA-23 Aztec	1104 1640	G-RJXH	EMB 145	1108 1347
EC-JHJ	Airbus 320	1120 1257	EC-IDT	Boeing 737/800	1131 1305
G-MAJK	Jetstream 41	1241 1431	G-RJXG	EMB 145	1310 1444
G-DBCF	Airbus 319	1342 1523	G-JEDP	DHC-8 400	1406 1452
PH-KLI	Fokker 100	1415 1546	CS-DRC	Hawker 800XP	1436 1556
G-JECE	DHC-8 400	1438 1532	G-RJXE	EMB 145	1446 1526
G-JECH	DHC-8 400	1514 1552	CS-DHN	Citation Bravo	1538 1818
EI-CSV	Boeing 737/800	1602 1647	G-BYXZ	Grob Tutor	1619 0929(28)
G-BYRA	Jetstream 32	1642 1720	G-GTDK	Airbus 320	1645 1814
G-RJXH	EMB 145	1650 1732	G-RJXG	EMB 145	1655 1740
G-MAJK	Jetstream 41	1712 1754	G-RJXK	EMB 135	1717 1758
G-RJXE	EMB 145	1722 1806	G-DBCF	Airbus 319	1810 1906
G-WOWD	DHC-8 300	1829 1910	G-JECJ	DHC-8 400	1914 1959
G-RJXG	EMB 145	1953 1339(29)	G-RJXE	EMB 145	2005 1602(29)
PH-OFB	Fokker 100	2009 0618(28)	G-BYRA	Jetstream 32	2013 0740(30)
G-MAJK	Jetstream 41	2021 1823(29)	G-RJXH	EMB 145	2036 0710(28)

G-RJXK	EMB 135	2051 0749(28)	G-DBCF	Airbus 319	2147 1120(28)
EI-DAS	Boeing 737/800	2203 2243			

## 28 Saturday

PH-OFG	Fokker 100	0935 1036	G-BYAA	Boeing 767	0938 1130
G-DBCA	Airbus 319	1002 1104	EI-DLC	Boeing 737/800	1029 1110
G-OCIT	C.208B Caravan	1055 1608(29)	G-RJXK	EMB 135	1108 1508(29)
G-JECE	DHC-8 400	1139 1216	G-WOWB	DHC-8 300	1228 1302
PH-KZE	Fokker 70	1419 1543	SE-DZV	Boeing 737/800	1448 1622
G-JECH	DHC-8 400	1518 1557	G-STRJ	Boeing 737/300	1530 1632
OE-LFG	Fokker 70	1544 1650	EI-DCL	Boeing 737/800	1624 1702
G-JEDT	DHC-87 400	1647 1715	PH-OFA	Fokker 100	2040 0627(29)
G-MIDR	Airbus 320	2120 0706(29)			

## 29 Sunday

G-MIDR	Airbus 320	0926 1035	PH-OFA	Fokker 100	0931 1030
EI-CSI	Boeing 737/800	1216 1254	G-JECJ	DHC-8 400	1250 1331
G-BYAH	Boeing 757	1247 1617	G-JECH	DHC-8 400	1500 1554
G-RJXG	EMB 145	1645 1747	EI-DAC	Boeing 737/800	1650 1733
G-MAJJ	Jetstream 41	1654 1741	G-DBCF	Airbus 319	1721 1904
G-RJXH	EMB 145	1729 1835	G-RJXK	EMB 135	1738 1939
PH-DYE	Citation Bravo	1811 1455(30)	G-JEAV	BAe 146/200	1844 1947
G-JEDP	DHC-8 400	1915 1953	G-RJXK	EMB 135	2018 0709(30)
G-MAJK	Jetstream 41	2028 0655(30)	PH-KLE	Fokker 100	2032 0621(30)
G-RJXG	EMB 145	2040 0737(30)	G-RJXE	EMB 145	2053 0716(30)
G-JEMC	BAe ATP	2128 2211	G-RJXH	EMB 145	2132 0722(30)
G-DBCC	Airbus 319	2151 0659(30)			

## 30 Monday

G-HTRL	PA-34 Seneca	0720 0820	G-JEDP	DHC-8 400	0817 0859
G-MAJK	Jetstream 41	0923 1015	G-DBCC	Airbus 319	0926 1040
PH-KLE	Fokker 100	0931 1031	G-RJXH	EMB 145	0942 1024
G-WOWD	DHC-8 300	0946 1036	EC-HVQ	C.525 Citationjet	0949 1645
EI-DAL	Boeing 737/800	1011 1046	G-RJXK	EMB 135	1017 1052
G-BYRA	Jetstream 32	1021 1330	G-RJXG	EMB 145	1042 1339
G-RJXE	EMB 145	1120 1444	G-BXXT	Be.76 Duchess	1135 1550
G-RJXH	EMB 145	1209 1506	G-MAJK	Jetstream 41	1253 1431
G-RJXK	EMB 135	1313 1414	G-DBCC	Airbus 319	1340 1517
G-JECJ	DHC-8 400	1410 1450	PH-OFE	Fokker 100	1420 1545
G-JEDT	DHC-8 400	1452 1534	EI-DAZ	Boeing 737/800	1557 1635
G-STRA	Boeing 737/300	1616 1658	G-BYRA	Jetstream 32	1632 1722
G-RJXG	EMB 145	1648 1742	G-RJXE	EMB 145	1651 1744
G-MAJK	Jetstream 41	1700 1753	G-RJXK	EMB 135	1705 1748
G-RJXH	EMB 145	1714 1758	G-DBCC	Airbus 319	1810 1902
G-WOWA	DHC-8 300	1823 1905	G-JECI	DHC-8 400	1940 2018
G-RJXE	EMB 145	1948 0731(31)	G-RJXH	EMB 145	2000 0729(31)
G-BYRA	Jetstream 32	2003 0814(31)	PH-OFG	Fokker 100	2005 0608(31)
G-MAJK	Jetstream 41	2023 0704(31)	G-RJXK	EMB 135	2030 0724(31)
G-RJXG	EMB 145	2035 0735(31)	G-DBCE	Airbus 319	2138 0659(31)
EI-DLC	Boeing 737/800	2214 2240			

## 31 Tuesday

G-BYAR	Boeing 757	0552 1019	G-JEDP	DHC-8 400	0748 0828
G-WOWA	DHC-8 300	0833 0909	PH-OFG	Fokker 100	0919 1029
G-DBCE	Airbus 319	0925 1046	G-MAJK	Jetstream 41	0933 1025
G-RJXH	EMB 145	0937 1023	N527EW	C.501 Citation	0941 1626
G-RJXE	EMB 145	0951 1448	G-RJXK	EMB 135	1008 1414
EI-DHG	Boeing 737/800	1016 1057	G-RJXG	EMB 145	1050 1352
G-BYRA	Jetstream 32	1107 1333	G-RJXH	EMB 145	1207 1505
G-MAJK	Jetstream 41	1228 1458	G-IPAL	Citation Bravo	1311 1752



G-DBCE	Airbus 319	1339 1521	G-MAJG	Jetstream 41	1344 1438
G-JECJ	DHC-8 400	1406 1442	PH-OFH	Fokker 100	1420 1544
G-JEDT	DHC-8 400	1445 1533	G-JEDM	DHC-8 400	1450 1553
EI-DAC	Boeing 737/800	1557 1633	G-BYRA	Jetstream 32	1643 1720
G-RJXE	EMB 145	1645 1737	G-RJXG	EMB 145	1647 1730
G-MAJG	Jetstream 41	1652 1745	G-RJXK	EMB 135	1700 1749
G-RJXH	EMB 145	1707 1801	G-DBCE	Airbus 319	1809 1900
G-WOWD	DHC-8 300	1817 1856	G-JECE	DHC-8 400	1911 1946
G-RJXE	EMB 145	1938 0716(01)	G-RJXH	EMB 145	1956 0726(01)
G-MAJG	Jetstream 41	2012 0705(01)	PH-JCH	Fokker 70	2014 0653(01)
G-BYRA	Jetstream 32	2018 0702(01)	G-RJXK	EMB 135	2030 0747(01)
G-RJXG	EMB 145	2047 0825(01)	EI-DCL	Boeing 737/800	2145 2215
G-MIDO	Airbus 320	2150 0658(01)	G-CLOW	King Air B.200	2353 0016(01)

#### Overshoots (Times in brackets):-

2/1 G-BXXT Duchess (1142); 13/1 ZK451 King Air 200("Cranwell 63", 1200); 17/1 ZK451 ("Cranwell 61", 1407); 23/1 ZK454 ("Cranwell 63", 1250), ZK452 ("Cranwell 66", 1414); 28/1 G-SUZN PA-28(1523)

**Airlines.** We start this month with a run down of the schedule airlines, beginning with **Air Southwest**. On 29/1 they sub chartered Emerald Airways ATP G-JEMC to operate the evening Bristol rotation, however on arrival the pilot was unable to get any green lights to indicate the undercarriage was down and locked. After overshooting and preparing for a flypast to check the wheels were down the fire brigade were called away to a Jet 2 '757 which had just arrived and was sat on the apron with smoking brakes. This resulted in the ATP heading to the hold for about 30 minutes during which time the fault was rectified and a normal landing executed. **Eastern Airways** have ceased operating to the Isle of Man with the last flight being operated by Jetstream 41 G-MAJK on 8/1. The latest Dash 8 400 delivered to **Flybe**, G-JECJ made its first visit on 7/1 when it operated the 729/730, f/t Belfast City. A pair of 737/300s appeared on the Exeter flights, G-STRI on 8/1 and G-STR A on 30/1. Also gracing us with a first visit were **KLM** when Fokker 100 PH-OFL arrived on the late Amsterdam on the 11<sup>th</sup> and stayed overnight. On 3/1 we were treated to 737/300 PH-BTI operating the mid morning flight f/t Amsterdam. **Ryanair** are still providing a great deal of first visiting 737/800s, EI-CST(26/1), EI-CSV(27/1), EI-DAC(29/1), EI-DAL(30/1), EI-DAO(6/1), EI-DAS(27/1), EI-DAZ(30/1), EI-DCC(24/1), EI-DCJ(17/1), EI-DHA(23/1), EI-DHB(11/1), EI-DHE(10/1), EI-DHG(31/1), EI-DHH(20/1), EI-DLC(28/1) and EI-DLD(21/1). On 22/1 EI-DCL, the "Dreamliner", arrived from Hahn around 2200 as "Ryanair 1955" departing to Dublin shortly after midnight as "Ryanair 1966". **Thomsonfly** again operated a charter to Bridgetown on behalf of P&O on 13/1. Unfortunately Boeing 767 G-BYAB suffered a multiple bird strike on landing while positioning in from Manchester("Britannia 908P"), resulting in a delay to the outbound flight until an engineer arrived in company Mooney G-OBAL to check out the aircraft. The flight finally left for Barbados ("Britannia 798A") shortly after lunch. The return flight from Bridgetown was operated by G-BYAA ("Britannia 798B") and arrived in the early hours of the 28<sup>th</sup>. Noted operating the Alicante rotation on 21/1 was Boeing 737/800 SE-DZV, on its first visit to Leeds, standing in for the regular G-CDZN.

Nothing exciting on the charter front this time around. Leeds United flew down for their match with Plymouth early in the New Year. **Scot Airways** Dornier 328 G-BYHG transported them to Exeter ("Suckling 560") on 1/1, Plymouth being shut for the New Year; however they arrived back from Plymouth ("Suckling 561") on the 2<sup>nd</sup>. The aircraft positioning from and to Edinburgh on each occasion. A first visit was made on 11/1 by **AlphaOne** Jetstream 32 G-CCPW operating from Exeter to Belfast City as "Causeway 112/3". **Eastern SAAB** 2000 G-CDKA positioned in from Groningen("Eastflight 517P") on 20/1 before staying overnight and departing on a charter to Bristol("Eastflight 1517"). On the 22<sup>nd</sup> the same machine arrived from Trieste ("Eastflight 1520") before positioning out to Southampton ('520P). A strange flight was operated by **Astreus** '737/300 G-STRJ on 2/1. The aircraft arrived empty from Exeter ("Flystar 001P") stayed for 2 hours and then departed, again empty, to Taba in Egypt ("Flystar 327P").

**Jet 2.** Although strictly not a Jet 2 aircraft, Boeing 737/300 G-CEW is operated by parent company Channel Express and is a purely freight version with blocked out windows. The aircraft arrived from Exeter as "Channex 100P" on 21/1 and stayed in Multiflight for two days, reputedly for an engine change, before heading back to Exeter on 23/1. Newcastle based 737 G-CELA ("Channex 101E") arrived for maintenance on 9/1, staying until 12/1. Two Belfast based machines were also logged visiting Multiflight for checks, G-CELY (14/1 – 15/1) and G-CELR (30/1 – 1/2). Manchester based G-CELF was swapped with Leeds based G-CELS in Geneva on the 19<sup>th</sup> so the former could visit Multiflight to be worked on. 'LF was swapped, again in Geneva on 22/1, with another Manchester machine G-CELJ which stayed at Leeds until 23/1 when it was exchanged, with G-CELS returning home. Only one aircraft went to Bucharest for major overhaul this month, G-CELM ("Channex 101E") outbound on 3/1, returning 28/1 and staying overnight before heading back to its base, Manchester. The 757s were active on charter flights from other airports on occasions during the month as well as going on training sorties as follows, G-LSAA to Hurn 18/1 as "Channex 100/1" and East Midlands 20/1 ("Channex 100T"), G-LSAB to Prestwick 4/1 ("Channex 010T").

**Executive Jets.** Bizjets seemed to have hibernated at the beginning of the year with the first interesting arrival in this category being Citation Bravo N550FP ("Flying Group 901B/902B") on 10/1 from Brussels, n/s, to Antwerp. There then followed two flights by FAI rent-a-jet, Citation 2 D-CIFA on 11/1 ("Frankenair 1537", Alicante – n/s – Nurnberg) and Lear Jet 35A D-CFAX on 15/1 ("Frankenair 1540", Constanta – n/s – Nurnberg). Between these two Skyservice Lear Jet 35A C-GTDE arrived from Keflavik on 13/1, staying until 15/1 before heading home to Canada. Things really took off on 17/1 with the arrival of Challenger 300 OE-HRR of Tupack Verpackungen, a type first visit, f/t Wien. This was joined by fellow countryman, Citationjet OE-FRA from Nice to Cannes. We had another Lear Jet 35A on 19/1 when D-CAPO of Phoenix Air routed from Alicante to Munich. Joining this on the 19<sup>th</sup> was Challenger OE-INF ("James 219"), which was the first of four flights from Russia, arriving from Moscow/Domededovo before heading to Luton. On the 20<sup>th</sup> we had three flights from Moscow/Vnukovo, Falcon 900 LX-GJL ("Silver Wings 112L/120L") along with Challengers G-FTSL and OE-INF ("James 220"). The Falcon returned to Moscow in the afternoon whereas the Challengers both went to Luton. Our second Challenger 300 also appeared on the 20<sup>th</sup>, OE-HPK ("Expert 439") from Berlin/Schonerfeld to Faro. This aircraft, using the same call sign, was back on 23/1, from Faro to Wien. Lear Jet 35A LX-LAR ("Lion King 1 Ambulance") was logged on 25/1 from Milan/Linate to Luxembourg. Citation Bravo PH-DYE arrived on 29/1 using call sign "Solid 556", f/t Niederrhein, n/s. Inbound from Ronchi-de-Legionari on 30/1 was Citationjet EC-HVQ ("ADI 901/2"), later noted outbound to Milan/Linate. Finally Aviation Beauport put in a now rare appearance on the 31<sup>st</sup> with Citation N527EW ("Beauport 5EW"), f/t Jersey.

There were only two British aircraft in the section, firstly Citationjet G-CJAD which arrived from Edinburgh on 11/1 and stayed with Multiflight for checks until 18/1. Citation Bravo G-IPAL ("Go-Jet 315B/C") routed from Birmingham to Dublin on 31/1. Of the regulars Falcon 900EASy N900NS was Jersey on 11/1 and 14/1, whereas Lear Jet 45 N66DN was very active. It visited on 2/1 from Altenrhein to Luton and was from and to Luton on 13/1, 14/1 and 26/1. On 19/1 'DN arrived Luton, headed to Birmingham only to return in the afternoon and stay until 22/1 when it left for Faro. Finally a rundown of Netjets flight, call signs as ever appear in brackets:-

02/1	CS-DRG	Hawker 800XP	from London City ('5VQ) to Le Bourget ('5VQ)
12/1	CS-DNP	Falcon 2000	from Torino/Caselle ('899D) to Nice ('2DX)
14/1	CS-DNQ	Falcon 2000	from Nice ('4031) to Le Bourget ('2MF)
16/1	CS-DFB	Falcon 900	from Farnborough ('9DR) to Nice ('9DR)
18/1	CS-DRH	Hawker 800XP	from Angelholm ('5RH) to Nice ('5RH)
19/1	CS-DNQ	Falcon 2000	from Salzburg ('2MF) to Gatwick ('429F)
24/1	CS-DHP	Citation Bravo	from Epinal ('7DQ) to Le Bourget ('7DQ)
27/1	CS-DRC	Hawker 800XP	from Zurich ('734P) to Nice ('5LE)
27/1	CS-DHN	Citation Bravo	from Le Bourget ('1XP) to Dusseldorf ('885K)

**Foreign GA.** Initially this month just to round off 2005, Beech 36 N671B which arrived before Christmas returned home to the Isle of Man on 17/1. As with the other sections there was no activity early in the year, the first arrival being N350DG, a Lancair LC-41 550FG Columbia on 10/1. This



aircraft, f/t Blackpool unusually spent the whole of its visit parked on the western end of the main apron. The 11<sup>th</sup> saw PA-46 N321CR route from Le Bourget to Antwerp, this aircraft being the Jetprop DLX version of the Malibu. Cessna 340A N8702K paid two visits, on 11/1 and 19/1, f/t Dunsfold both times. The parachute dropping Cessna 208 Caravan D-FBPS visited Multiflight for checks on 13/1, f/t Langer where it lives. Another para dropper on 14/1 was Dornier Do.28 HA-ACL which arrived from Santander in Spain and stayed overnight before heading home to Hibaldstow. Arriving from Hurn on 18/1 and staying until 21/1 was PA-46 N111SX while also f/t Hurn was PA-44 Seminole N492AF, arriving on 20/1 and night stopping. Cirrus SR.22 N741CD paid a visit on 21/1, from Liverpool to Cork, while Baron N55EN arrived from Elstree on 26/1 and stayed until 29/1. Finally in this bit King Air 200 D-IEFB of Flugbereltchaft GmbH was logged on 23/1 from Birmingham to Karlsruhe.

**British GA.** Kicking off this section is King Air 200 G-FPLB ("Calibrator 101") which was checking the ILS on 4/1, routing f/t Teesside. Sterling Aviation were in evidence on 5/1 with Baron G-CCVP ("Silver 24") from Norwich to Exeter. The same companies' King Air 200 G-CLOW ("Silver 25") arrived from East Midlands late on the 31<sup>st</sup>, departing to Cork shortly after midnight on 1/2. On the 10<sup>th</sup> C.421C G-BFTT visited f/t Goodwood while PA-34 G-TEST was f/t Blackpool on 14/1. Air Medical operated several flights during the month starting with PA-31 G-PZAZ ("Air Med 054") f/t Oxford on 16/1. Cheyenne G-CHEY ("Air Med 075") arrived from Oxford on 21/1 before routing to Cork, only to return in the early hours of the 22<sup>nd</sup> before heading home to Oxford. Finally, the company PA-34 G-HTRL ("Air Med 054") was noted on 30/1 from Oxford to Swansea. PA-31 G-CITY ("Causeway 08/08A") was f/t IOM on 17/1 while a first visit was made by PA-28RT G-RATV, f/t Fairoaks the next day. Noted on the 24<sup>th</sup> were King Air 200 G-PCOP, Cumbernauld to North Weald and Cessna 340A G-CCXJ, Liverpool to Biggin Hill. PA-34 G-MAIR was f/t Bristol on 25/1 using call sign "Minnair 710", carrying out a local flight as "Exam 02" during its stay. Also on the 25<sup>th</sup> King Air 200 G-IMGL ("Poolex 2P/2B") routed Blackpool – Biggin Hill, making a return visit later in the day. On the 28<sup>th</sup> Cessna 208B Caravan G-OCIT arrived from Guernsey for a night stop.

**Ravenair** were again in evidence on training flights with PA-23 G-RVRW ("Raven 88T") on 9/1, 16/1, 17/1 and 23/1 while G-RVRJ ("Raven 99T") just paid one visit, on the 27<sup>th</sup>. Also on training details on 16/1 and 26/1 was PA-34 G-JDBC ("Jaydee 43W/C"). A few helicopters worthy mention include A.109s G-OBEK (Wooler – Oxford) on 15/1 and G-DACN (F/T Ballyliffin) on 23/1, the latter being the new "S" version of this popular type. Twin Squirrel G-OLCP ("Starspeed 17") arrived from Blackbushe on 26/1 and stayed overnight before routing to a private site near York. Finally one "unofficial" visitor was R.44 G-NOSY, which arrived at around 0900 on 18/1 and parked on the main apron in the area of stand 18, on completion of its daily road reports for Radio Aire.

**Military.** The solitary aircraft in this category was Grob Tutor G-BYXZ ("Cranwell 32") which arrived on 27/1 and after a night stop left for Cranwell. Just a note however that the King Air 200s have now started appearing on the ILS in their new military guises, a full run down of these appears in the Local Review section, under Cranwell.

**Residents.** FRA.150 G-BFGL returned from lease at Swansea on 12/1 with PA-28 G-AWXS arriving to collect the pilot. Duchess G-BNYO arrived back from Oxford on 14/1 and has gone back into hibernation while Cessna 152 G-BFFC went to Oxford for maintenance on 17/1. The Yorkshire Air Ambulance MD.900 G-SASH ("Special 45") went to Staverton for maintenance on 30/1 and was not replaced until 4/2 when the former West Yorkshire Police Bolkow 105 G-WYPA arrived to take up the duties.

**Trevor Smith**



## HELICOPTER ACTIVITY

01/1	G-OBEK	Agusta A.109A	Manchester – 6 S/W Teesside – Cheltenham
02/1	G-CBAK	R.44	Trowton – Emley Moor
	G-ROZI	R.44	Gainsborough – Sherburn(Refuel) – Boston
05/1	G-ZELE	Gazelle	Walton Wood – Blakey Ridge – Great Ayton
	G-HPOL	MD.900 Explorer	"Police 42", Humberside – Carr Gate – Garforth
09/1	G-BXAY	Jet Ranger	Connington – Sherburn – N. Yorks moors
11/1	N500TY	MD.369E	Woodford – Sandtoft
	G-OOCS	Hughes 369E	Costock – Sheffield
	G-FIBS	Squirrel	Oxford – Pocklington – LBA
12/1	G-DGHD	R.44	Sherburn – Brighthouse – Costock
	G-MOMO	Agusta A.109E	West Bromwich – Scunthorpe – Bughay
	YU-HEY	Gazelle	Stapleford – nr. Teesside(Over Goole 1525)
13/1	G-OSSI	R.44	Pickering – LBA – Shelf
	G-DGHD	R.44	Thorner – Brighthouse – Watford
14/1	YU-HEV	Gazelle	Barnard Castle – Norwich(Also 21/1 and 30/1)
15/1	G-JWEB	R.44	Boston Spa – Devonshire Arms
17/1	G-LNTY	Twin Squirrel	Gamston – Thorp Park – Norwood Edge
19/1	G-TGRA	Agusta A.109A	Coney Park – Gunnerside
20/1	G-TGRE	R.22B	"Leeds" – Shobdon
	G-CDKU	R.44	Site Jcn.40 on M.1 – Blackberry Farm
	?????		"Mustang 7", Skipton – Coney(Arr.2100, n/s)
21/1	G-EWAW	Jet Ranger	Stainsby Hall – Barkston Ash
	N5120	Bell 430	Wigan – Middlesborough
22/1	?????		"Mustang 7" Coney – Skipton – York R/C
	G-BZTA	R.44	Newcastle – Sandtoft(Refuel) – Headcorn
23/1	G-OMCC	Squirrel	Barton – York – Bury – York – Kirk Michael(IOM)
	N449J	Agusta A.109A	Oxford – Barnsley – Dublin
24/1	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds)
	G-MGAN	R.44	Cranfield – Eggborough
25/1	G-NOSY	R.44	Morpeth – Sheffield – Sherburn
	G-CBSK	Gazelle	Netherthorpe – Brighton – Durham
	G-JWEB	R.44	Sherburn – Devonshire Arms
26/1	G-NOSY	R.44	Drax power station – Netherthorpe
27/1	G-PASH	Twin Squirrel	Full Sutton – Site 7/W Stansted
	G-WAGS	R.44	Sheffield – Elloughton(Hull)
	G-OLCP	Twin Squirrel	"Starspeed 17", LBA - York R/C – Shawbury
28/1	G-CCNY	R.44	Boston – Sheffield
	G-FEES	Eurocopter 135T	Ripley(N. Yorks) – Coney Park
	G-OSSI	R.44	Hucknall - East Morton(Bingley)
30/1	G-LNTY	Twin Squirrel	LBA – Birstwith – Thorp Park

A new resident in the locality is R.44 G-TEMM which seems to live somewhere in the Hull area, although it has been note at Gamston on a couple of occasions. Gazelle YU-HEY is a new resident in the Teesside area at Great Ayton. Although not confirmed as yet, it would appear that compatriot Gazelle YU-HEV is resident at a private site near Barnard Castle, or if not is a very regular visitor.



On 21/1 Hields Aviation held a publicity day at the Emmerdale set in Harewood to launch its new R.44 Newscopter to the local media. Sir David Jason, an accomplished helicopter pilot himself arrived, on board the said machine G-OTVI but the local television programmes which showed the event spent all their time on interviews with Mr. Jason and the helicopter got barely a mention, I should think much to the annoyance of the hosts. Hields also had some of their other helicopters on show including, Hiller UH-12 G-ASAZ, R.44 G-GSPY, EC.120 G-IGPW along with privately owned Bell 47G G-BFEF.

#### LOCAL AIRFIELDS

**Bagby:-** An interesting visitor on 25/1, taking into account the bad weather, was Coyote G-BVUM which eventually found the airfield with some difficulty. After a short fuel stop he was on his way again heading home to Glenrothies, Fife. Visitors :- 2/1 G-JMDI Hughes 369E; 5/1 G-ZELE Gazelle(Refuel); 11/1 G-BBEF PA-28; 14/1 G-EHIC Jodel D.120; 21/1 G-BFFY F.150M; 26/1 G-FKNH PA-15 Vagabond(From Woodvale); 27/1 G-CHIX DR.400; 28/1 G-BPNA C.150L; 29/1 G-CDDP Lazer 230, G-AYUH PA-28; 31/1 G-AZTS F.172L.

**Beverley:-** Cessna FR.182RG N883DP made the very short hop from Mount Airey on 11/1. Visitors:- 3/1 G-BUUX PA-28; 21/1 G-EXLL Zenair Zodiac; 22/1 G-FNLY F.172M; 29/1 G-BPNA C.150L.

**Brighton:-** A new resident to the locality is Twin Squirrel G-PASH which is operated by Diamond Helicopters with an address in Selby. Also in prospect is Zlin Z.226T Trener G-EJGO, formerly based at Barton. It must have been fairly quiet at Barton on New Years day as the following arrived here, from there at around lunch time:-

G-AVFP	PA-28 Cherokee	G-AWJE	Tipsy Nipper	G-AZJY	Cessna FRA.150L
G-BBPY	PA-28 Cherokee	G-BJXB	Slingsby T.67A	G-BUZN	Cessna 172H
G-BYFM	Jodel DR.1050	G-CCEM	Eurostar	G-CCNT	Ikarus C.42
G-CDHE	Skyranger	G-JLAT	Eurostar	G-KDIX	Jodel D.9
G-SKIE	Steen Skybolt	N2943D	PA-28R Arrow		

Visitors:- 1/1 G-CDAP Eurostar, G-DMSS Gazelle, G-BAHD C.182P; 2/1 G-BHRH FA.150K, G-DOGZ Rogerson Horizon, G-APYN PA-22; 3/1 G-OJON Taylor Titch, G-CDDI T.600N, G-IZIT Coyote, G-AYYU Sundowner, G-BRIL Cub Cruiser, G-CCCJ HN.700, G-BOXH Pitts S.1E, G-RKEL Jet Ranger; 15/1 G-BFEF Bell 47G; 21/1 G-AVLC PA-28(From Spanhoe), G-BUDA T.61F(From Cranwell), G-SAUK Coyote, G-DAVE Jodel D.112, G-TIVV Eurostar, G-BNST C.172N; 22/1 G-BFHP Citabria, G-MYHJ Coyote, G-RAMY Jet Ranger, G-CNAB Jabiru; 25/1 G-BROR PA-18, G-BFXW AA-5; 28/1 G-AYYX Rallye; 29/1 G-JAYS Skyranger, G-CCVA Eurostar, G-MICK F.172N; 29/1 G-IPKA Pioneer.

**Coal Aston:-** Since Sheffield City Airport opened this airfield is rarely used by visitors to the area, however a exception on the 13<sup>th</sup> saw the arrival of PA-28 G-BTAW from Dundee.

**Church Fenton:-** P.68B G-BHBZ made an ILS and overshoot on 5/1, while on Air Test from Full Sutton.

**Cranwell:-** I include the RAF station this month to give a run down of the King Air 200s which have finally taken up their military markings. Two of the aircraft G-RAFO and G-RAFP will maintain their civil identities as these are also to be used on communication flights. In addition to their new serials all the aircraft have been named, also ZK453 has been painted in a commemorative colour scheme to celebrate the 90<sup>th</sup> anniversary of the Lincolnshire Reserve Squadron which was formed on March 1<sup>st</sup> 1916. So a run down of the new identities are as follows:-

ZK450/J, *Assyrian*; ZK451/K, *Aurora*; ZK452/L, *Golden Gain*; ZK453/M, *Morpheus*; ZK454/N, *Storm Cock*; G-RAFO, *Vagabond*; G-RAFP, *Valkyre*. The code letter corresponds to last letter of the former civil registration.

**Crosland Moor:-** Visitors:- 1/1 G-ATJN Jodel D.117; 21/1 G-GCAT PA-28; 22/1 G-CDKR DA.42; 27/1 G-CDBG R.22B; 28/1 G-BBNJ F.150L; 29/1 G-BLTK Commander 114(To Blackbushe).

**Dishforth:-** New resident is Schleicher ASK.21 G-CKGK of the RAF Gliding and Soaring Assn.

**Doncaster:-** As ever all information is courtesy of the RHADS web site. On the airline front **Easyjet** continue to provide first visits by A.319s on their Geneva service, HB-JZF(19/1), HB-JZG(15/1), HB-JZL(24/1) AND HB-JZN(29/1). Following in the same vane **Ryanair** Boeing 737/800 first timers were, EI-CSF(8/1), EI-CSH(15/1), EI-CSI(31/1), EI-CSY(5/1). EI-DAI(2/1), EI-DAK(16/1), EI-DAO(7/1), EI-DCH(14/1), EI-DGP(1/1), EI-DCV(3/1), EI-DHA(23/1), EI-DHB(10/1), EI-DHW(13/1), EI-DLC(17/1), EI-DLD(21/1). Everything went pretty smoothly with **Thomsonfly** this time around with no sub charters. Just one charter flight this month when **Scot Airways** Dornier 328 G-CCGS("Suckling 371/2") arrived on 6/1 on a football related charter, staying overnight. **Air Atlantic** were in evidence for crew training yet again with Electra G-LOFC("Neptune 188T") making 2 ILS approaches before landing and

repeating the exercise before heading home to Coventry. On 25/1 ATP G-BTPH("Neptune 61T") made a brief visit around lunch time. **Flybe** have made Doncaster their number one diversion airfield for Leeds/Bradford flights, evidence on the 22<sup>nd</sup> when DHC-8 400s G-JEDT("Jersey 731", from Belfast City) and G-JECH("Jersey 643", from Exeter) both arrived mid afternoon.

On the Bizjet front Netjets Europe have taken to carrying out training here with Gulfstream 550 CS-DKC("Netjets 999T") spending 3 hours training in the circuit on 5/1 and Citation Bravo CS-DHP("Fraction 7DQ") training for almost 5 hours continuously on 31/1. Other company charters this month included, Hawker 800XPs CS-DNJ("Fraction 8HD") on 1/1, CS-DNX("Fraction 8XN") on 3/1, CS-DFW("Fraction 5FV") on 3/1 and Citation Bravos CS-DHG("Fraction 1MD") 4/1, 5/1, 7/1 and 8/1, CS-DHN("Fraction 1XP") 9/1 and 10/1 and CS-DHI("Fraction 1PL") on 22/1. The other visitors in this category were:- 2/1 N909PS Citation 1; 10/1 VP-CKN Hawker 800XP; 15/1 D-CSIE Lear Jet 31A ("Aerodienst 3565"); 17/1 N346PC Falcon 2000(n/s until 19/1); G-IPAL Citation("Go-jet 205A/B"); 30/1 HB-VND Citation XL("TAG Aviation 787").

On 14/1 DA-42 Twin Star G-OPFR diverted in here, due bad weather at Gamston, while on delivery. A couple of helicopters calling in for fuel were Gazelle N565F(10/1) and A.109E N449J(13/1, 23/1 and 26/1). Trinidad N14EP visited on 14/1, F/T Denham, while PA-28R N691J was logged on 19/1. Other GA visitors included:- 2/1 G-GMPB BN.2T("Police 152", 6 approaches), G-CDKR DA.42(n/s until 5/1); 3/1 G-OMNH King Air 200("Saltyre 580"), G-BLYK PA-34("High Tide 470"), G-FCAB DA.42(2 ILS); 5/1 G-FPLD King Air 200("Calibrator 105", ILS calibration), G-NMID EC.135T("Police 08", ILS); 11/1 G-SASH MD.900("Helimed 99E/A"); 15/1 N234SA Cessna T.310R(4 apps.), N7456P PA-24(ILS), G-TSIX Harvard; 19/1 G-CTCG DA.42(Training); 21/1 G-KELV DA.42, N65JF PA-28; 22/1 G-DONI AA-5B; 24/1 G-LNTY Twin Squirrel(2 ILS); 26/1 G-BORW C.172P; 28/1 G-GCAT PA-28, G-FLAV PA-28, G-BOTV PA-32, G-BAIW F.172M; 29/1 G-OBAL M.20J; 30/1 G-OXOM PA-28, G-CTCL TB-10(ILS).

Military visitors were virtually non existent with the only notable visitor being Squirrel ZJ238("Shawbury 94") on 17/1. King Air 200s on the ILS were G-RAFM("Cranwell 78", 9/1), G-RAFP("Cranwell 79", on 24/1) and ZK452 ("Cranwell 79", on 25/1). And finally there were a few T.67Ms making approaches, G-BWXE("Cranwell 82" on 17/1), G-BWXT(Barkston 18", on 17/1), G-BWXA("Cranwell 83" on 18/1) and G-BWXT("Cranwell 82", on 18/1).

**Eddsfeld:-** PA-28 G-BSER has moved here, having formerly been based at Crosland Moor, also F.172M G-FNLY has been very active locally, but was noted outbound to Derby on 26/1 so may have only been temporary resident. Visitors:- 1/1 G-SKYC T.67M; 2/1 G-CDFB X'Air, G-BONC PA-28RT(To Fowlmere), G-BGAX PA-28; 21/1 G-AYCT F.172H, G-AVYL PA-28; 26/1 G-BAEY F.172M(F/T Conington); 28/1 G-APYN PA-22; 29/1 G-AVPM Jodel D.119, G-AXAT Jodel D.117A, G-BODE PA-28, G-BFFY F.150M.

**Elvington:-** Only visitor noted this month was Cessna F.172F G-ATGO, from Barton on 29/1.

**Full Sutton:-** Resident PA-28 G-ZEBY seems to have recovered from its accident late last year and was noted taking to the skies once again on 21/1. PA-38 G-BGWU has moved in here from Eddsfeld. Two other possible new residents are Robin DR.400 G-BBCS and Jodel DR.235 G-BOSM which have been very active here over the New Year. Heading outbound on the 11<sup>th</sup> was former long term resident, Twin Comanche G-BKCL, having finally found a new owner in the Isle of Man. A visitor from the Isle of Man on 14/1 was Commander 114 N14AF. Visitors:- 12/1 G-EFBP FR.172K; 17/1 G-BWZG Robin 2160; 19/1 G-BBBC F.150L, G-BTWF T.61F; 21/1 G-BGAX PA-28; 22/1 G-TAAA SR.20(From Denham); 23/1 G-BWEU C.152; 24/1 G-BBHF Aztec; 29/1 G-ASAU Rallye.

**Gamston:-** The former Leeds resident, King Air N771SC was noted on local Air Test from here on 5/1. Newly registered DA.42 Twin Star G-KELV was first noted on 11/1 while another of the type G-OPFR was delivered on 14/1 having diverted to Doncaster earlier in the day. Former resident Citation G-ORDB has been sold and reregistered G-OJMW for new owners at Gloucester. On 12/1 Sherburn based SR.22 N40GD paid a short visit and similar type N10MC called in for fuel while routing home to Jersey from Nine Scores Farm(q.v.) on 21/1. Completing a trio was N184CD, noted outbound to Blackpool on 31/1. Baron N55BN was logged on 29/1 inbound from Northampton. Visitors:- 2/1 G-BPXA PA-28; 3/1 G-WBVS DA.40; 15/1 G-VALY TB.21(From Stafford); 16/1 G-GUYS PA-34; 17/1 G-BKUE TB.9; 19/1 G-PFFN King Air 200(Leicester - Salzburg), G-WAGS R.44; 21/1 G-BRNC C.152, G-BNRA TB.10, G-BKFZ PA-28, G-AZEW Pup, G-AWBX F.150H; 23/1 G-BOYC R.22B; 29/1 G-TEMM R.44, G-SIMY PA-32(To Kirkbride); 30/1 G-BGBK PA-38, G-BJUR PA-38, G-CBCV Bulldog.

**Garforth:-** Noted visiting Mr. Makins strip on 2/1 was Sherburn based PA-28R G-BFTC.

**Hibaldstow:-** Visiting the parachute centre on 2/1 was Cessna 150 G-ASMW, F/T Netherthorpe.



**Garton:-** A new resident is Europa G-CBWP, joining Jodel D.117 G-AXAT and F.172N G-LANE.

**Humberside:-** The Cranwell based RAF King Airs have finally succumbed to their military markings (See Cranwell above), the first one noted being ZK454(ex. G-RAFN) on 5/1. On 21/1 Cessna 172R N95409 arrived from Shobdon and was noted local flying for much of the following week. As this aircraft was reported for sale recently it may be a new resident. Visitors:- 4/1 G-BLST C.421C; 5/1 ZK 454 King Air 200("Cranwell 68", ILS); 6/1 N57MT C.303; 8/1 N53GX Global Express; 11/1 N95D PA-34(From Welshpool); 12/1 G-MOMO A.109E (Refuel); 13/1 VP-CKN Hawker 800XP; 17/1 G-BWXP T.67M("Cranwell 83", ILS), G-MOOO Lear Jet 45("Neatex 1T"); 19/1 EI-REX Lear Jet 60("Highflyer 60A"); 21/1 G-APUZ PA-24 Comanche, G-BNYV PA-38; 24/1 ZK451 King Air 200("Cranwell 78", ILS), ZK454 King Air 200("Cranwell 63", ILS); 31/1 ZK450 King Air 200("Cranwell 62", ILS), ZF135 Tucano("LOP 61", ILS).

**Husthwaite:-** Visiting on 28/1 was Mainair Blade G-BZGS while on 29/1 Eurostar G-TIVV and T.67M G-SKYC were inbound but the latter chickened out when he saw the electricity cables which cross the threshold of the runway.

**Leeming:-** Brand new Pilatus PC-12 G-MATX of Matrix Aviation was logged visiting on 4/1.

**Linton-on-Ouse:-** Leeds based SR.22 N54105 was noted on 13/1 carrying out 2 ILS approaches. On 24/1 the new King Air 200 G-FPLE of Flight Precision carried out a couple of approaches to test out its newly installed equipment. This aircraft has replaced Cessna 441 G-FPLC and, as with its predecessor will be used almost exclusively for calibration work at military establishments. Sundowner G-BUXN arrived from Waddington on 31/1.

**North Moor:-** On 12/1 Europa G-LINN was noted visiting from Abbots Bromley.

**Netherthorpe:-** After losing F.152 G-BHNA, destroyed after crashing on take off from Brighton on 13/10, six days later the local aero club lost similar type G-BIUM in an accident here. The aircraft stalled on landing damaging the nose wheel, both wingtips, propeller and engine mountings and is considered a write-off. Visitors:- 5/1 G-AVWA PA-28; 11/1 G-JONZ C.172P; 12/1 G-IKUS Ikarus; 21/1 G-BYJT Zenair Zodiac; 22/1 G-BDAG Taylor Titch(To Horsford, Essex); 25/1 G-CBSK Gazelle; 26/1 G-CDBG R.22B, G-NOSY R.44; 27/1 G-APXJ PA-24; 29/1 G-OLEM Jodel D.18(From Perth), G-YIII F.150L.

**Nine Scores Farm:-** An interesting visitor to this strip near Doncaster/Robin Hood on 21/1 was Cirrus SR.22 N10MC from Jersey.

**Oxenhope:-** A prospective new resident here is yet another Skyranger, G-CDTP.

**Pocklington:-** AA-5 G-OBMW paid a visit on 5/1, from Sherburn to Sheffield.

**Rufforth:-** A recent report suggests based Dimona G-KOKL was damaged landing here on 29/10/05 when the port undercarriage leg collapsed. Visiting on 29/1 was PA-24 Comanche N84VK, f/t Tattenhill. Visitors:- 2/1 G-BSMU Coyote, G-EEJE PA-31(n/s, to Southampton); 11/1 G-CBPY YAK 52; 20/1 G-AVNU PA-28(To Lydd); 28/1 G-NBDD DR.400.

**Sandtoft:-** Noted arriving from Sleaf on 12/1 was PA-28R D-EKHW, while Tollerton based PA-28 N65JF was logged on 28/1. On the 29<sup>th</sup> PA-24 Comanche N26634 visited, f/t Southend, its base. Visitors:- 3/1 G-OPEN Jet Ranger; 5/1 G-DNCS PA-28, G-BJXZ C.172N; 8/1 G-PASH Twin Squirrel; 12/1 G-AXNS Pup, G-RAMY Jet Ranger; 14/1 G-REDI R.44; 15/1 G-BMPC PA-28("Donnair 24"); 17/1 G-SOBI PA-28, G-AYMK PA-28; 18/1 G-PERE R.22B; 19/1 G-OPJK Europa(f/t Sleaf), G-BLVI T.67M; 21/1 G-BHZR Bulldog(From Welshpool), G-BEZI AA-5(From Cranfield), G-ASAU Rallye, G-SONA TB.10, G-BXLS Koliber, G-BYSI Koliber, G-TJAL Jabiru, G-CBIX Zenair Zodiac, G-ZEBY PA-28, G-BWEU C.152; 22/1 G-AYYU Sundowner, G-BRSC Rans S.10; 24/1 G-BHLW C.120; 26/1 G-BHRK PA-28; 28/1 G-BOTH C.182Q, G-AYJF Thorp T.211; 29/1 G-BDAG Taylor Titch, G-BGHI Taylor Titch(Both to Cranwell), G-ARRS Emerald; 30/1 G-RVDR RV.6, G-AWUN F.150H.

**Sheffield:-** A new resident is Schweizer 333 G-TAMD, joining the Total Air Management fleet. Resident Commander 114 G-CCDT, which has been for sale for some time, finally left on delivery to new owners at Connington on 11/1. An accident here which has gone unrecorded took place on 27/10/05 when PA-38 G-OATS bounced on landing while inbound from Nottingham. The nosewheel detached and the aircraft skidded to an abrupt halt causing extensive damage. On 21/1 Islander("Ascot 7964") called in for fuel while "on task" in the local area. Prince Charles arrived for a local visit on 24/1 in BAe 146 ZE701("Kittyhawk 15R"). Visitors:- 5/1 G-OBMW AA-5, G-BGHJ F.172N, G-CCLC DA.40; 8/1 G-BYCP King Air 200("Lonex 130", Ambulance); 11/1 G-CIFR PA-28, G-AYAB PA-28(From Turweston), G-JONZ C.172P; 12/1 G-ROAR C.401(From Blackpool); 14/1 G-BEKO F.182Q; 17/1 G-BPTL C.172N; 19/1 G-PASH Twin Squirrel, G-CTCG DA.42; 21/1 G-AWGK F.150H, G-BPJD Rallye, G-AYCT F.172H, G-AVYL PA-28, G-BLPI T.67M, G-BOVT PA-28(From Fenland), G-BNME C.152(From Sibson), G-

BWCY Rebel; 22/1 G-VARG Kachina; 24/1 G-VONB Sikorsky S.76B("Premier 26"), G-OPEN Jet Ranger, G-EWAW Jet Ranger, G-WBVS DA.40, G-BXLS Koliber; 26/1 G-BVMA King Air 200, G-PATN TB.10; 28/1 G-AJAM Auster J/2; 28/1 G-BRZS C.172P, G-BVAI Koliber, G-CBIX Zodiac; 29/1 G-BYSI Koliber, G-AXNS Pup; 30/1 G-BFHP Citabria.

**Sherburn:-** The ever expanding fleet of Hields Aviation was swelled on the 11<sup>th</sup> when R.44 G-DCSE arrived from Kintoor Heliport in Scotland, Cirrus SR.22 N40GD making the return trip to and from Aberdeen acting as crew ferry. Also recently registered to the company is Bell 47G G-BFYI, this machine flew from Gloucester to Hawarden in mid November for checks prior to being delivered here. PA-18 Super Cub OY-AVT, a long time resident at Brighton has been reregistered G-CDPR and was first noted as such when flying the circuit here on 3/1. The following day it was logged heading to Stapleford, on delivery to new owners. Gazelle YU-HEV called in for fuel on 14/1, while operating in the local area and another visiting chopper was Hughes 369 N59SD on 17/1. Cessna T.310R N234SA was noted on the 21<sup>st</sup> while on the 28<sup>th</sup> Mooney M.20J N101UK arrived from Sheffield. On 29/1 resident Mooney M.20 G-ATOU flew to Londonderry using the call-sign "Angel Flight TOU". Visitors:- 2/1 G-DOGZ Rogerson Horizon, G-CCED Eurostar, G-CCVL Eurostar, G-CUBJ PA-18, G-BOTH C.182Q; 3/1 G-OVOL Skyranger, G-PSKY Skyranger; 11/1 G-BMVL PA-38, G-BZHT PA-18(From Walney Island); 14/1 G-FARL Pitts S.1D, G-FOZZ Bonanza; 17/1 G-BTXT Maule MX.7, G-LANE F.172N, G-APYN PA-22; 19/1 G-OPFT C.172R; 21/1 G-BFRR FRA.150M, G-RVDR RV.6(From Leicester), G-ROLY F.172M, G-JPAT DR.400; 22/1 G-DONI AA-5B(From Elstree), G-RIVT RV.6; 25/1 G-BLTK Commander 114, G-WOOD Baron; 26/1 G-BAWX PA-28; 28/1 G-BYJF Thorp T.211, G-BPVA C.172F, G-BVIA Rand KR.2(From Cark), G-FITZ C.303, G-IKUS Ikarus; 29/1 G-AJAM Auster J/2, G-WACJ Duchess, G-BPRY PA-28; 30/1 G-BBKY F.150L.

**Sturgate:-** Mooney M.20J N101UK was noted visiting on 16/1, f/t Sheffield, and an interesting arrival on 29/1 was Chipmunk G-APPM from Sywell. Visitors:- 2/1 G-BWZG Robin 2160; 9/1 G-BPVY C.172D; 11/1 G-DARA PA-34, G-OSEA Islander; 15/1 G-BOPA PA-28; 16/1 G-SAPM TB.20; 17/1 G-CLOW King Air 300; 20/1 G-OGEM PA-28, G-DJEA C.421C; 21/1 G-BTMR C.172M, G-BEZF AA-5; 22/1 G-CBIX Zenair; 23/1 G-BKUE TB.9; 27/1 G-AZFI PA-28R; 29/1 G-BBYP PA-28.

**Sutton Bank:-** Two new gliders registered to the Yorkshire Gliding Club are Glasser Dirk DG.303 G-CKJH and Schleicher ASK.21 G-CKLW. Visiting on 29/1 was Skyranger G-OVOL, from Oxenhope.

**Waddington:-** Noted visiting here on 31/1 was Gulfstream 4SP N5NG which is operated by Northrop Grumman Aerospace. At the other end of the scale Super Cub G-SCUB was noted on 29/1.

**Walton Wood:-** On 5/1 Gazelle G-ZELE arrived from Nottingham, in formation with a non-radio Jet Ranger. Visitors:- 3/1 G-BSCE R.22B; 5/1 G-TILI Jet Ranger(for maintenance for 3 weeks); 11/1 G-REGE R.44, G-ZELE Gazelle; 13/1 G-CDBF R.22B; 19/1 G-DCSE R.44; 20/1 G-DGHD R.44; 23/1 G-CCTL R.44, G-PEPL MD.600N; 24/1 G-CMSN R.22B; 28/1 G-BZXJ Schweizer 269C.

**Wickenby:-** Visitors:- 5/1 G-BONW C.152, G-AVZR PA-28; 26/1 G-EHGF PA-28, G-BWEU C.152; 28/1 G-AXBJ F.172H; 29/1 G-ASJY Horizon.

**Wombledon:-** On 2/1 RV.6 G-CBCP arrived from its home of Crowfield to collect Europa G-BWZT which had been here for some time on maintenance.

## OVERFLIGHTS

On 4/1 "Metman" was operating in the York and Thirsk(1200 – 1240) area collecting data before heading to Newcastle. Initially I thought this was C-130 XV208, nicknamed Snoopy because of its long nose, but it may in fact have been BAe 146 G-LUXE which I have just discovered is being operated by Directflight on behalf of Facility for Airborne Atmospheric Measurements run jointly by the Natural Environmental Research Council and the Met Office. Did anybody see it? Other aircraft crossing the area included:-

005/1	N642P	PA-31 Chieftain	Glasgow – Southend(York 1320 @ 7500')
12/1	N1028K	Cessna 172S	Over Hull 1252 @ 3000', divert to Norwich for fuel.
23/1	N2196K	Cessna T.182T	York 1259 @ 5500', Brand new, delivery to Oxford
24/1	HB-PHR	PA-28 Archer	Lydd – Carlisle(LBA 1514 @ 5000')
25/1	N590CD	Cirrus SR.22	Overhead POL. 1320 @ 8000' heading north
26/1	N226TS	Cirrus SR.22	Overhead York 0914 @ 7000' enroute Inverness
	N154DJ	Cessna 303	Cranfield – Durham/Tees(York 1611 @ 5500')
30/1	G-BLPM	Super Puma	Aberdeen – Norwich(Bridlington 1402 @ 1000')
31/1	N1006U	Mooney M.20K	Over Hull 1322 @ 10000' heading to Newcastle

**Trevor Smith**





# LEEDS BRADFORD AIRLINE REPORT JANUARY 2006

## INBOUND DIVERSIONS

NII

### REGULAR FLIGHTS

AEA274	TFS	06/EC-III	13/EC-ICD	20/EC-HJP	27/EC-IDT	
AEU941	AGP	01/G-STRJ				
AEU981	CMF	07/G-STRJ	14/G-STRJ	21/G-STRJ	28/G-STRJ	
AUA2374	INN	07/OE-LFH	14/OE-LFK	21/OE-LFJ	28/OE-LFG	
BAL012A	ALC	03/G-BYAH	10/G-BYAU	17/G-BYAY	24/G-BYAJ	31/G-BYAR
BAL203A	AGP	01/G-BYAS	08/G-BYAT	15/G-BYAT	22/G-BYAH	29/G-BYAH
BAL347A	LPA	05/G-BYAL				
BAL348A	ACE	04/G-BYAL	11/G-BYAU	18/G-BYAF	25/G-BYAN	
BAL418A	ALC	07/G-CDZN	14/G-CDZN	21/SE-DZV	28/SE-DZV	
FHE313	MLA	03/HB-JIB				
LTE905	ACE	05/EC-ISI	12/EC-ICN	19/EC-ISI	26/EC-ICN	
LTE971	TFS	06/EC-JIB	13/EC-ISI	20/EC-ISI	27/EC-JHJ	
MYT353	TFS	06/G-VCED	13/G-CRPH	20/G-GTDK	27/G-GTDK	
MYT355	ALC	07/G-GTDK				

### OTHER FLIGHTS

01	G-BYHG	D328	SAY521P/560	Edinburgh - Exeter	Leeds United FC
02	G-BYHG	D328	SAY561/523P	Plymouth - Edinburgh	Leeds United FC
03	<u>PH-BTI</u>	B733	KLM1545/1546	f/t Amsterdam	Lieu F100
06	<u>EI-DAO</u>	B738	RYR156/15N	f/t Dublin	-
10	<u>EI-DHE</u>	B738	RYR152/153A	f/t Dublin	-
11	<u>PH-OFL</u>	F100	KLM1543/1540	f/t Amsterdam	-
11	<u>EI-DHB</u>	B738	RYR156/15N	f/t Dublin	-
13	G-BYAB	B762	BAL998P/798A	Manchester - Bridgetown	Passenger Charter
14	G-MIDE	A321	BMA4JL/2LJ	f/t Heathrow	Lieu A319
17	<u>EI-DCJ</u>	B738	RYR156/15N	f/t Dublin	-
20	<u>EI-DHH</u>	B738	RYR152/153A	f/t Dublin	-
20	G-CDKA	SB20	EZE517P/1517	Groningen -n/s- Bristol	Passenger Charter
21	<u>G-CELW</u>	B733	EXS100P/100E	f/t Exeter n/s23	Engineering
21	<u>EI-DLD</u>	B738	RYR152/153A	f/t Dublin	-
22	G-MIDK	A321	BMA4JL/2LJ	f/t Heathrow	Lieu A319
22	G-CDKA	SB20	EZE1520/520P	Bristol - Southampton	Passenger Charter
22	EI-DCL	B738	RYR1955/1966	Frankfurt Hahn - Dublin	Extra Schedule
23	<u>EI-DHA</u>	B738	RYR156/15N	f/t Dublin	-
24	<u>EI-DCC</u>	B738	RYR152/153A	f/t Dublin	-
26	<u>EI-CST</u>	B738	RYR154/155	f/t Dublin	-
27	<u>EI-CSV</u>	B738	RYR152/153A	f/t Dublin	-
27	<u>EI-DAS</u>	B738	RYR156/15N	f/t Dublin	-
28	G-BYAA	B762	BAL798B/900P	Bridgetown - Gatwick	Passenger Charter
28	<u>EI-DLC</u>	B738	RYR152/153A	f/t Dublin	-
29	<u>EI-DAC</u>	B738	RYR156/15N	f/t Dublin	-
29	G-JEMC	ATP	WOW48B/49L	f/t Bristol	Lieu WOW DH8
30	G-CELR	B733	EXS100P/100P	f/t Belfast Intl n/s01	Engineering
30	<u>EI-DAL</u>	B738	RYR152/153A	f/t Dublin	-
30	G-STRA	B733	BEE643/644	f/t Exeter	Lieu DH8
30	<u>EI-DAZ</u>	B738	RYR154/155	f/t Dublin	-
31	<u>EI-DHG</u>	B738	RYR152/153A	f/t Dublin	-



## COMMERCIAL AVIATION NEWS

### LEEDS/BRADFORD NEWS

It has not been a good couple of months for flights between Leeds/Bradford and "local Islands" (can't call Isle of Man part of UK). First we had the announcement of Eastern Airways dropping the Isle of Man service. The BMI announced plans to suspend Jersey flights between the start of February and late March. Well BMI have now announced they no longer plan to recommence the Jersey service after all. This leaves LBA with one flight a week this summer to Jersey, operated on a Saturday by Air SouthWest. However I believe this flight is on behalf of Channel Island Travel Service, and flights can only be booked via their web site. Unfortunately trying the link from LBIA's web site proved fruitless, just asking me to try different dates and worse still different departure airport!!

However as usual with LBA there is of course good news. Today (23/02/06) as I close for press the welcome announcement of a Leeds to Inverness service was released by Eastern Airways as follows:-

*Regional airline Eastern Airways has announced the launch of a new service between Inverness and Leeds Bradford from this spring.*

The six days a week service, which will commence on Monday 24 April, will be operated by a 29 seater Jetstream 41 aircraft with the one hour twenty minute flight departing Leeds Bradford at 10 15 and returning from Inverness at 12 05.

Eastern's Director Scotland Graeme Ross commented. "Our service between Aberdeen and Leeds Bradford is well established and popular with both business and leisure travellers and we are confident that the Inverness departure will follow a similar pattern.

"Leeds is one of the United Kingdom's largest cities, a major financial centre with a range of management consultancies and law firms and from the leisure perspective, the airport is the gateway to the Yorkshire Dales and James Herriot country, the spa town of Harrogate and of course Leeds, a fabulous shopping destination! For those travelling in the other direction, Inverness is becoming an increasingly popular destination and many blue chip organisations have bases in the north of Scotland. And for the tourist, aside from the chance to meet the Loch Ness Monster, the area boasts some of the most beautiful scenery to be found anywhere in the world.

"We firmly believe the new route will very much complement our existing direct services from Inverness to Birmingham and Manchester and will of course significantly increase connection opportunities to onward destinations from both Inverness and Leeds Bradford."

Alex Johnson, commercial and marketing manager at Highland and Islands Airports Limited (HIAL) said: "We are delighted to have secured a new cross-border UK route at Inverness with support from the Scottish Executive's Rote Development Fund. Eastern Airways is a well established operator at Inverness and the introduction of a service to Leeds Bradford will increase the range of travel options for people both in the Highlands and in the English regions."

Online fares on the new service will start at £99 return ([www.easternairways.com](http://www.easternairways.com)), including taxes and charges.

For those of you with computers and internet connections the LBIA website has had a re-vamp. The press release is as follows:-

*Leeds Bradford Airport has leapt into the New Year in style with a brand new website offering more information and special features than ever before.*



The new site is packed full of vital information and assistance to make sure that your journey from 'Yorkshire's Premier Airport' gets off to a flying start. If you haven't decided where you'd like to travel to either, [www.lbia.co.uk](http://www.lbia.co.uk) will help you choose from the 60 direct flights available from LBA. New features include a pre-bookable car parking facility and a hotel reservation system, which gives you access to over 2000 hotels across the UK and Europe. The site has retained all its most popular facilities including a full terminal map, live flight arrival and departure information and an upgraded virtual 3D Tour of the airport building. All this is in addition to special offers, flight timetables, company information and links to related websites to enable you to book your flights and holidays quickly. Visitors to the site can also view details on how to get to/from the airport and catering and shopping facilities available when you arrive.

Cath Mason, LBA's Finance and Commercial Director, comments "We hope you find our 'new look' website even more interesting, informative, quick and easy to use. We've added a number of new features and hope to have made the site easier to find out exactly what you need to know. We look forward to wishing you a warm Welcome, Willkommen, Bienvenue, Welkom, Benvenuti ... to our new site wherever you are in the world."

Jet2 have erected a series of twin deck Portacabin-type buildings on the old airport access road, which up until the 1980's ran behind the fuel farm.

*Jet2.com builds on its foundations at Leeds Bradford - literally!*

As the North's Low Cost Airline continues to expand by offering more low cost flights to the destinations of your choice, we now need slightly bigger premises at our head office at Leeds Bradford Airport.

The office will accommodate the pilots, cabin crew and the 'behind the scenes' staff that work tirelessly every day to bring you the lowest possible fares. Our new home is now starting to take shape, watch this space for further news on Jet2.com's expansion plans ... including the much awaited name of our new building. Will it be Jet2.com towers, Low Cost Land or one of many other suggestions we've had? You'll never know if you don't keep reading News and Views!

## AIRLINE NEWS

British Jet is resuming service from Malta to Birmingham, East Midlands, Newcastle and Leeds/Bradford. Each of the airports will be served with a weekly flight. Manchester continues to be served with 2 flights a week increasing to 3 in May while London Gatwick continues to receive 4 flights a week increasing to 7 in May. In June the airline hopes to add service to Bristol, Cardiff, Exeter, Glasgow and London Stansted. Flights are operated by Hello's MD90s.

Easyjet announced it will be adding 4 new routes from Glasgow as follows:

Alicante	=	Daily service from July 7th.
Berlin SXF	=	Daily service from May 3rd.
Malaga	=	Daily service from July 7th.
Palma	=	Weekly (Saturday) service from May 20th.

Jet2 will inaugurate non-stop service from Belfast to Tenerife on October 5th. The airline will operate 2 flights a week; on Thursday and Sunday. Jet2 will also increase the frequency on its Belfast to Blackpool route this summer to daily service.

Ryanair is to begin charging passengers extra for checking in their baggage before flights. The Dublin-based carrier said people with bags and cases would be charged £2.50 (€3.50) for every item of luggage checked in from 16 March. Ryanair said it was introducing the charge in an effort to reduce airport handling costs. The airline said passengers carrying only hand luggage would avoid the extra fee and be able to check in online. Europe's biggest no-frills airline said it hoped to encourage more people to travel on its flights with just hand luggage. It said the move would reduce overall ticket prices for passengers not checking in luggage by about 9%. "We have to be more creative as to how we tackle costs," said Ryanair chief executive Michael O'Leary. Reducing airport and handling costs would also save Ryanair more than £20m over the current financial year, the company said.

Southwest has taken delivery of the 5000th built Boeing 737. Guinness World Records has acknowledged the 737 as the most-produced large commercial jet airplane in aviation history. This is the 447th Boeing 737 to join the Southwest fleet.

#### AIRCRAFT NEWS

Airbus is to create 650 new jobs with an expansion at its wing-making factory at Broughton in Flintshire, North Wales. The Welsh Assembly government is giving the company a grant of £5.2m which it said would help boost production.

Employing more than 6,000 people, the Airbus plant is already Wales' biggest manufacturing facility. The company said it had a record backlog of orders for more than 2,000 aircraft. The company is increasing production schedules to tackle its order book, having already boosted deliveries by 18% to a new record of 378 aircraft last year, and said it showed there was optimism in the air travel sector.

Broughton, and the firm's Filton site, near Bristol, will share production of the lightweight carbon-based wings for the Airbus A350, launched in October last year, and due to enter into service in 2010. The North Wales plant has already begun making wings for the A380. Flintshire council's chief regeneration officer, Dave Heggarty called the announcement "wonderful news" for both the company and the region. "The company now employs well over 7,000 people on the site and around North Wales there are around 12,000 people employed by companies that supply Airbus," he said. "The wage bill in Broughton alone is around £6m a week.

Meanwhile Airbus is downplaying test results in which an A380 wing undergoing static testing failed slightly before the required design limit. The wings are supposed to take 1.5 times the design load limit but this one failed at 1.45 times, about 3.3 percent shy of the certification requirement.

Airbus spokeswoman Barbara Kracht said the wing will need some "refinements" but the aircraft is on schedule for certification and first deliveries late this year. "We will need to find out from the data what is really needed but it's certainly not a redesign of the wing," Kracht told Associated Press.

An A380 has touched down on North American soil for the first time. The airliner landed at Iqaluit (<http://www.city.iqaluit.nu.ca/>), in the northern Canadian territory of Nunavut for a week of cold-weather certification work.

Iqaluit Airport Manager John Graham said everything's in place for the historic visit, except perhaps the reason for it. "We wish it was colder," he said. Like most of North America, Iqaluit is experiencing a warmer than average winter, but warmth is a relative thing. For the past week, the temperature's been a balmy (by Nunavut standards) 10F. For the testing, Airbus would like 25 to 30. What impact that will have on the testing isn't clear. Although aircraft routinely experience extreme cold when flying at altitude, circumstances are different on the ground. Airbus' team of 50 technicians need to see how the airliner starts, how the electronics hold up and even how interior components stand up to sitting on the ramp at 30F all night. The tests are part of the certification requirements for the aircraft, which is scheduled to go into service by the end of this year. Iqaluit is a popular destination for cold-seeking aircraft manufacturers, mainly because of its 8,600-foot runway and huge ramp area, all relics of ... the Cold War.

Boeing Company have launched the 737-700ER (Extended Range), following an order conversion from ANA (All Nippon Airways) for two aircraft. The 737-700ER has the longest range capability of any 737 commercial family member, and is able to serve new non-stop, point-to-point routes profitably. ANA exercised rights to substitute 737-700s with 737-700ERs. The two 737-700ERs are part of a larger order announced 23 June 2003, for 45 737-700s. Boeing is scheduled to deliver the first airplane to ANA in early 2007.

The 737-700ER is a Boeing Business Jet-inspired airplane, designed for long-range commercial applications. The airplane features the fuselage of the commercial 737-700 and the wings and landing gear of the larger 737-800. The high-performance derivative can fly up to 2,145 nautical miles farther than the current 737-700. With up to nine optional auxiliary fuel tanks and optional Blended Winglets, the 737-700ER is capable of flying up to 5,510 nautical miles.



## OTHER NEWS

EU and US investigators have launched a probe into several leading European airlines due to suspicions of cartel-type behaviour, such as price-fixing. Passenger and cargo airlines British Airways, Lufthansa, SAS, Air France, KLM and Cargolux were targeted by the early morning raids carried out on 14 February. The world's two biggest airlines, US carriers American Airlines and United Airlines, also said they had received inquiries as part of the probe, according to Reuters. The European Commission spokesman for competition issues, Jonathan Todd, said there had been concerns that "the companies concerned may have violated rules on cartels and restricted business practices," the BBC reported. He pointed out that the launch of the probe does not itself mean that "the companies are necessarily guilty of anti-competitive behaviour and it does not pre-judge the outcome of our investigations." Experts warn the investigation itself could have a harsh economic impact on the airlines already suffering from low-cost competition pressures and high fuel costs. The European Commission could levy a fine of up to 10 percent of the annual sales of the airlines involved if they are found guilty, but in the US the process could lead to prison sentences.

It is with great sadness I have to report the death of one of aviation's characters. I have memories of being sat at the end of Gatwick's runways when a Rolls Royce registration FAL 1 would pass by and always the driver would give the gathered enthusiasts a friendly toot on the horn and wave.

The driver was Sir Frederick Alfred Laker, better known as Sir Freddie Laker, a true British airline entrepreneur. He was one of the first airline owners to introduce the "no-frills" airline system, a business model that has since proven to be very successful worldwide with companies such as Ryanair, easyJet, Southwest Airlines and Virgin Blue.

Laker, born in 1922, was originally from Canterbury and was an Old Boy of Simon Langton Grammar School for Boys. He started working in aviation with the Short brothers. He was a member of the Air Transport Auxiliary during and immediately after World War II (1941-46). In 1960, he joined British United Airways where he was manager for five years, and gained an understanding of the aviation business.

In 1966 he departed to form his own airline, Laker Airways, using second-hand airliners from BOAC. The livery was a mixture of black and red with a bold LAKER logo on the tailplane. Laker Airways was committed to offering air travel as economically as possible with passengers being required to buy tickets on the day of travel and their meals being paid for separately.

In 1973 the company submitted an application to the British Air Transport Licensing Board to launch its trans-Atlantic Skytrain service at a price almost one-third that of the major competition. The application was not granted until 1977, after much legal wrangling (there were doubts as to Laker's economic viability, and allegations of adverse pressure from a cartel involving the major airlines, who had meanwhile lowered their prices to just above Laker's level).

Skytrain was extremely popular, and Laker was popular with the public - a forerunner of Richard Branson and one of Margaret Thatcher's golden boys of industry (along with Sir Clive Sinclair and Sir Alan Sugar). In 1978 Laker was knighted for services to the airline industry. His airline became one of the early buyers of the first Airbus airliners, the Airbus A300, and in 1981 had plans to expand into Europe.

In 1982 the company went bust, owing over £250 million. There were numerous reasons for this - Britain and the world were in recession and other airlines were making a loss by competing with Laker. Laker Airways had expanded too quickly in the late 1970s and bought a large fleet of Douglas DC-10s at just the wrong time - the DC-10 was perceived to have an uncertain safety record at that time, scaring off potential customers (there had been a number of fatal crashes involving the aircraft in the mid-1970s).

The fallout from the company's demise descended into litigation and confusion. Laker was undaunted and almost immediately attempted to re-launch the airline on the back of a strong public following (a relief fund gathered over a million pounds, helped by endorsement from the music band The Police, who had used Laker to tour America). It was not until the early 1990s that Laker, by now living in the Bahamas, got off the ground again, moving his operations base to Freeport, from where the airline flew until it shut down in 2005.

Laker is also remembered for his famous advice to fellow airline entrepreneurs Sir Richard Branson, of Virgin Atlantic, and Stelios Haji-Ioannou, of easyJet, to "sue the bastards", this being a reference to the bullying tactics of British Airways to try and force the no-frills upstarts out of business.

As a tribute to Laker Airways, Virgin Atlantic Airways later named one of its Boeing 747s The Spirit of Sir Freddie. Sir Freddie died of undisclosed causes in Miami, Florida on 9 February 2006.

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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*

## MILITARY AVIATION



### United States Air Force in the UK

#### *48th Fighter Wing - RAF Lakenheath*

492 <sup>nd</sup> Fighter Squadron	F15E (28)
493 <sup>rd</sup> Fighter Squadron	F15C/D (27)
494 <sup>th</sup> Fighter Squadron	F15E (28)

#### *100<sup>th</sup> Air Refuelling Wing - RAF Mildenhall*

351 <sup>st</sup> Air Refuelling Squadron	KC135R (15)
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#### *352<sup>nd</sup> Special Operations Group - RAF Mildenhall*

7 <sup>th</sup> Special Operations Squadron	MC-130H (4)
21 <sup>st</sup> Special Operations Squadron	MH53M (7)
87 <sup>th</sup> Special Operations Squadron	MC130P (5) and C130E (1)

The number in brackets indicates the number of aircraft of that type held by each squadron

Legally, the USAF Bases are RAF Stations, hence RAF Lakenheath and RAF Mildenhall. The USAF Base Commander is a Colonel (informally known as a 'Bird Colonel' as he wears an Eagle as his rank badge!). The RAF Station Commander is a Squadron Leader, two ranks below his US counterpart. I am vehemently assured that this difference in rank does not create any difficulties!

The Station Commander of a 'normal' RAF Station would be a Group Captain, equivalent to a Colonel.

It is some time since the Society visited Mildenhall; perhaps the time is ripe for a repeat visit? Or to Lakenheath? The USAF are most hospitable (see "RAF Menwith Hill" in 'Military News'); their bases have a Community Relations Officer, a British civilian appointed (and financed by) the UK Ministry of Defence, who has a high status on the base.

Credit: Military Aviation Review United Kingdom 2006

*Eric Martin*



### RAF Menwith Hill

Menwith Hill is the US 'Listening Station' near Harrogate, characterised by the 'golf-ball' like radomes. I am a Fellow of The Royal Geographical Society and the Yorkshire Region of the Society recently arranged a visit to the station. Obviously this was too good a chance to miss to see the inside, so I signed up early. The base is a communications listening station, which can intercept phone calls, e-mails and other forms of communication world-wide. We were treated most hospitably by the US personnel who acted as our guides and by the Base Commander. We were shown one of the computer rooms and the interior of one of the radomes. The visit included a super evening meal, for which we paid. I was fortunate enough to sit next to the Base Commander at Dinner. The main table-chat was on geopolitics and like matters but I kept steering the conversation around to aviation matters whenever I got the opportunity! The Colonel was trained at The US Air Force Academy at Colorado Springs, he was a B52 pilot in the days of Strategic Air Command and a trained parachutist. I opened our conversation by commenting that we were both wearing parachutist wings! Before the visit, I thought that it might be a suitable visit for the Society but, frankly, there is not much to see. If, however, it is felt that it is an appropriate visit, I have the necessary contact details and would be happy to attempt to make the arrangements.

Credit: Bill Smith, Yorkshire Regional Secretary of the RGS

### Afghan-bound

The 16<sup>th</sup> Air Assault Brigade is shortly to commence a tour of duty in Southern Afghanistan, replacing US Army units. This is something of a 'poisoned chalice' and I fear for the members of my old regiment, The Parachute Regiment, who will be involved. It is said that the mission of the Brigade will be peace-keeping and consolidating, but they are bound to become involved with the various insurgent elements. A detachment of 41 Commando, Royal Marines is already on station, preparing some of the ground for the arrival of 16 Brigade.

Credit: BBC News

### Chickens for Sukhois?

Thailand is near to making its final selection for a requirement to acquire twelve fighter aircraft, from Lockheed Martin F16s, Saab Gripens and Sukhoi SU30s. It is reported that The Royal Thai Air Force would favour the F16, but the Thai Government favours the Sukhoi, as the Russians would accept a barter deal involving thousands of tons of frozen chicken, which Thailand has had problems exporting due to the bird flue epidemic!

Credit: Air Forces Monthly

*Eric Martin*



TU154 LZ-BTO Balkan Leeds Bradford 19 July 1992 Norman Smart

## WHERE DO I GO NEXT?

It is getting more and more difficult to pursue our "hobby" with security concerns and expanding airports. What is ironic, is that it is easier and cheaper to fly round Europe nowadays than it has ever been due to the likes of Jet2, easyJet, Ryanair, FlyBe, BMI Baby and Thomsonfly, just to name a few.

Following a prompt from a fellow member, I have decided to give a brief description of where I have been these past 18 months with respect to facilities for enthusiasts. As facilities change rapidly, I have put a date to my visit.

### Paris – CDG (9/04)

This airport has parallel runways (aircraft take off and land on both runways) and a taxiway between. You can get on some waste ground at the side of this taxiway, access from the Railway Station or Terminal 3 (Jet2 ops). I met quite a few enthusiasts from the UK during my two day visit and was not bothered by the police. You will see 90% of all movements plus the ability to take photographs of most aircraft going to Terminals 2 and 3 and using the taxiway, depending on the time of day (position of sun). It is possible to get a bus to Le Bourget from here but I do not know the details.

### Paris – ORY (9/04)

This airport has two runways, one used for take offs and one for landings and a viewing area that is open. You can see all the movements on the southerly runway from here but have to take photographs through glass.

Web page : [www.kerozen.org](http://www.kerozen.org)

### Palma – PMI (11/04)

Here again we have parallel runways with the terminal situated in between. You can see most movements from the multi-storey car park but it is no good for photographs. To get photographs, you need to get around the perimeter where there are several vantage points but you need transport or a very good pair of walking legs and good weather. There are several hotels in Can Pastilla that overlook the airport, I stopped at the Helios and from there walked two miles to a point opposite the terminal next to the eastern of the two runways. Check the web page for further details. The police were patrolling the inside perimeter track and never bothered me.

Web page : <http://personal.telefonica.terra.es/web/pmi/pmispinfo.htm>

### Rome – CIA (3/05)

Single runway airport which the low cost airlines use. From the side of the terminal you can see the GA apron and cargo apron but have difficulty in seeing movements on the runway and terminal apron. You can't see anything from inside the Terminal. I spent two hours at the side of the terminal on the day I arrived without any problems, but within ten minutes of getting there on the day I departed, the police arrived and moved me on. May be places on the perimeter if you have transport.

### Rome – FCO (3/05)

A multi runway airport with very limited views of the movements from outside the terminal. If you go inside to the McDonalds you get reasonable views of the apron and some taxiways. You can miss aircraft from this spot. No good for photography as it is through glass and they report you to the police. Having been checked out by the police, I carried on for about another four hours before they arrived again (different ones). They appeared quite happy but suggested I purchase something! (the things we do to pursue our hobby). The police were quite happy with what I was doing but if someone reports you, they have to check it out.



#### Dublin – DUB (7/05)

Day trip from Leeds and I had decided that I was going to walk to the end of the main runway to take pictures. As I left the Terminal, I noticed the Police Station so I walked in and told them what I was going to do. No problem, he would inform the Dog Patrol who were round that area and I would be OK. It took me half hour to walk round and the wind was in the right direction so only had to go to the eastern end. There was even a mound of rubble next to the road to lift you above the perimeter fence to take photographs of landing aircraft (Air Yorkshire Jan 06, back page) and those rolling out for take off. You could see everything that came in/went out and the cargo ramp. A superb spot, the only drawback is that you are next to a busy road and it is noisy.

#### Cologne – CGN (8/05)

The Germans know how to provide facilities for spotters. There is a spectator terrace (free) above the Terminal where you can see all of the main runway and most of the cross runway so you see everything that moves. It can be a bit difficult for photographs as you have to stand on tables to see over the glass surrounding the area. You are also into the sun during morning/early afternoon.

Web page : [www.spotter-cgn.de](http://www.spotter-cgn.de)

#### Dusseldorf – DUS (8/05)

Here again there are superb facilities for the spotter with two spectator areas. One is above the railway station at the eastern end of the main runway where everything lands or taxis past and the sun is behind you until late afternoon. Entry costs €2 which also allows you into the spectator area above the terminal. This is a short monorail ride (free) from the station and again practically everything taxis past (Air Yorkshire Oct 05, back page) and you can also see the GA Apron and Hangars.

#### Malaga – AGP (11/05)

Only one runway but there are plans to put another one in as well as another Terminal. You can see the aircraft taxi in or out from outside the Terminal at the western end. Inside the Terminal, at Departures level, there is a viewing area over part of the apron but you see all the movements taxi in or out. No good for photographs as it is behind glass and into the sun. There is a small museum next to the GA apron with a Dakota, Beech 18 and Aero 45. If you go to Churriana village, by car or bus, you are opposite the Terminal and can see every thing including the GA apron and hangars. The sun is behind you but you have to take photographs through the fence. No problems with the police.

Web page : [www.Plane-mad.com](http://www.Plane-mad.com)

There are many other web pages that give info, just put in the airport and ... Surf!

**Roger Fozzard**



Boeing 737-200 EI-CNV Ryanair Leeds Bradford 12 May 2005 Peter Martin

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

Please note that ALL meetings from MARCH 2006 are to be held back at GATE 20 at the airport. The car parking concession has been restored, exactly as previously. Please contact a committee member for details.

- 5 March David Sharp - Czech Ramblings  
David will talk about his visits to the Czech Republic in his own Cessna 120 including the Memorial Airshow at Roudnice-Nad Labem, Kunovice, Vyskov and Zruc museums and some other Czech Airfields.  
After learning to fly at Sherburn and obtaining his PPL, he has flown extensively across Europe in his vintage Cessna. David has recently bought a Piper Colt but that is another story.
- 2 April Squadron Leader Drew Steel - RAF Nimrod MRA4  
Drew leads the RAF Element of the Nimrod MRA4 Joint Trials Team at BAES Warton. He will provide a brief background to the programme, a description of the aircraft and an explanation of the MRA4's capability in simple language, followed by questions. Drew is an experienced, entertaining and amusing speaker and should not be missed.
- 7 May Tim Jeans - Managing Director of Monarch Scheduled.  
We are privileged that Tim has agreed to attend the May meeting. He has previously worked for Manchester Airport, Ryanair, MyTravel and is now the Managing Director of Monarch Scheduled.
- 4 June Eric and Cath Humphrey will present a talk titled '*The Yorkshire Air Museum and Allied Air Forces Memorial*' on behalf of the Yorkshire Air Museum.
- 2 July Roger Fozzard - an Air Yorkshire member who now lives on the East coast  
Roger will present '*Around the World in 80 slides (or a few more!)*'.
- 6 August Martin Powell - Martin will be presenting a slide show based on a recent trip to the USA, followed by visits to Singapore, Thai Air Force bases and the Scilly Isles. He was an early member of the West Riding Branch of Air Britain and is an active member of the Rossendale Aviation Society.
- 3 September To be arranged
- 1 October Paul Jackson, previously a member of the West Riding Branch of Air Britain.  
Paul left Hull in 1969 and has been a full-time aviation journalist since 1979, now being the editor of Jane's *All the World's Aircraft*. Paul's talk will be on the history of Jane's and showing how the book is put together today.

Alan Sinfield



Air Yorkshire Aviation Society

**ANNUAL DINNER**

Friday 7 April 2006

at 7.30pm for 8.00pm

Peasehill Limited Hotel and Restaurant  
Harrogate Road Rawdon Leeds

We have again reserved the entire restaurant  
in anticipation of another full house of members and their guests  
at this popular social event

**Celebration Menu - £19.00 per person**

Your choice will not be required until you arrive at the dinner

A vegetarian option will be available

*Traditional minestrone soup*

*Half a galia melon with fruit sorbet and raspberry coulis*

*A fillo parcel of goats cheese and caramelised onions with  
a honey and mustard dressing*

*Fillet of pork tenderloin in butter puff pastry with an apricot stuffing*

*Seared tuna steak with a mixed pepper and coriander salsa*

*Roast rack of lamb with savoy cabbage and bacon*

*Crème caramel*

*Individual glazed lemon tart*

*A selection of English and continental cheese*

*Coffee and mints*

**You still have time to make your booking**

Please contact John Dale  
with your details and your guest list  
so that table plans and place cards can be prepared

*Co-ordinator: John Dale*

*13 Greenfield Avenue, Guiseley, Leeds LS20 8HG*

*Telephone number 01943 875 315*

# TYPHOON

- Single-seat 'swing role' aircraft
- Will replace Tornado F3 and Jaguar in RAF service
- Low weight and high thrust means it can reach 36,000ft (10,970m) in under 2 minutes from a standing start

## Details

The Typhoon is an agile, single seat, multi-role aircraft optimised for high altitude supersonic air combat but also capable of operating at much lower levels in the air-to-ground roles. It is built by a four-nation consortium comprised of companies from the UK, Germany, Italy and Spain. The state-of-the art aircraft is set to be the RAF's major front-line type for many years to come, replacing the RAF's Tornado F3 fighters and Jaguar fighter-bombers in front-line service.



One major advantage of the aircraft over current types is its ability to undertake 'swing role' missions. For these, Typhoon can be equipped to undertake both air-to-air and air-to-ground missions in a single sortie, switching between the two separate attack modes in flight, something not possible with a Tornado GR4 for example. And with nine underwing weapon-mounting points, Typhoon will be equipped with 2 x Advanced Short-Range Air-to-Air Missiles (ASRAAMs), 4 x Advanced Medium-Range Air-to-Air Missiles (AMRAAMs) whilst simultaneously carrying air-to-surface ordnance which could include Laser Guided Bombs (Paveway 2 and 3 or Enhanced Paveway), Brimstone anti-armour weapon, Storm Shadow cruise missiles and Air Launched Anti-Radiation Missiles (ALARMs), the aircraft packs a mighty punch. Ultimately, Meteor, a combination of rocket and air-breathing technology, will replace AMRAAM as Typhoon's primary long range air-to-air missile.

Typhoon is now entering service with the RAF, with initial aircraft deliveries to the Typhoon Operational Evaluation Unit (OEU), No 17 (Reserve) Squadron at Warton with initial operational capability due in 2006/2007. The operational conversion unit, No 29 (Reserve) Squadron began reforming on Typhoon in late 2003 at Warton with a view to moving to their permanent base at RAF Coningsby at a later date.

The initial batch of two-seat aircraft are Typhoon T1s, while the single-seater is the Typhoon F1.



## Roles

- Counter-Air (CA). (Perhaps better described by its more common title of 'Air Defence'. )
- Air Interdiction (AI). Low- or medium-level attacks using precision-guided, freefall or retarded bombs.
- Suppression of Enemy Air Defences (SEAD - pronounced see-add). Attacks on enemy air defence systems such as surface-to-air missile positions with ALARM.

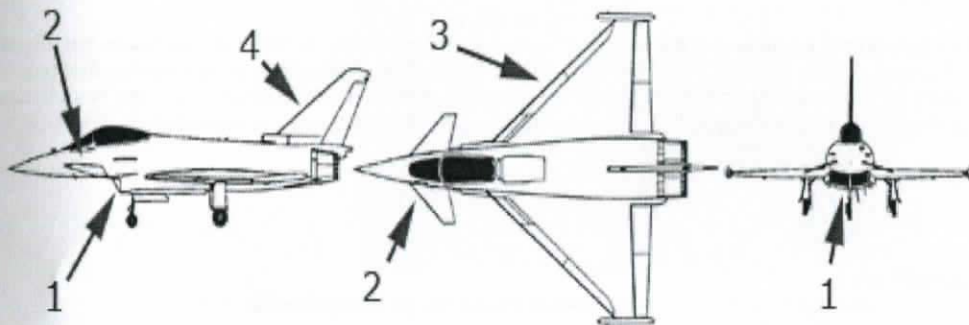
## Armament

Example weapon loads:

- Air Interdiction: 2 Storm Shadow, 2 ALARM, 4 AMRAAM, 2 ASRAAM, 2 1,500 litre fuel tank, 1 1,000 litre fuel tank
- Close Air Support: 18 Brimstone, 4 AMRAAM, 2 ASRAAM, 1 1,000 litre fuel tank
- SEAD: 6 ALARM, 4 AMRAAM, 2 ASRAAM, 1 1,000 litre fuel tank
- Maritime Attack: 4 Penguin, 4 AMRAAM, 2 ASRAAM, 2 1,500 litre fuel tank, 1 1,000 litre fuel tank

## Recognition

Eurofighter is easily recognisable from any angle. The engine intake is mounted on the bottom of the fuselage (1). Typhoon also has canards (foreplanes) mounted before the main wing (2) and delta (triangular) mainplane (3) is very deep at the point it joins the main fuselage. A tall, sharply swept tail (4) is at the rear of the upper fuselage, with the twin engine jet pipes directly below. The two-seat



version has a large bubble cockpit for the additional pilot and a deeper upper fuselage giving a more humped appearance.

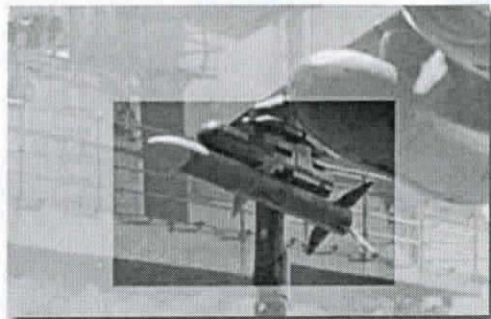
## Squadrons

- No 17 (Reserve) Squadron, Warton (Operational Evaluation Unit)
- No 29 (Reserve) Squadron, Warton (Operational Conversion Unit)

<b>Engines:</b>	Two Eurojet EJ200 turbofans
<b>Length:</b>	47ft 7in (14.50m)
<b>Wingspan:</b>	34ft 5in (10.50m)
<b>Top Speed:</b>	1,321mph (2,125km/h) at 36,090ft (11,000m)
<b>Accommodation:</b>	T1 - Two pilots                      F1 - Pilot only

# AMRAAM

The AIM-120 AMRAAM is a new generation air-to-air missile built by the US Company Raytheon. The AMRAAM was initially procured for the Royal Navy's Sea Harrier; however, it was subsequently integrated onto the Tornado F3 as an enhancement to its Beyond Visual Range (BVR) capability. Eurofighter will also be equipped with AMRAAM when it enters RAF service. AMRAAM has an all-weather capability and is scheduled to be operational in the RAF beyond 2010.



AMRAAM is faster than Skyflash, which it replaces on the F3, and incorporates an active radar with an inertial reference unit and microcomputer system. This makes the missile less dependent upon the fire-control radar of the firing aircraft. Once the missile closes on a target, its active radar guides it to intercept, enabling the pilot to aim and fire several missiles simultaneously at multiple targets.

In a typical BVR engagement the missile is launched and guided by inertial navigation, with command guidance updates from the firing aircraft via the data link. The missile then enters the terminal phase where its own radar detects the target and guides it to impact. In short-range mode, the missile can be launched 'active-off-the-rail', where the missile radar detects the target immediately after launch.

## Aircraft

- Tornado F3
- Typhoon

## Specification

- Primary Function: Air-to-Air Beyond Visual Range (BVR) missile
- Length: 3.66m
- Diameter: 17.78cm
- Launch Weight: 150.75kg
- Range: Over 20 miles
- Speed: Mach 2.5+
- Active radar terminal/Inertial mid-course



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