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YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct: a member should not commit any act which would bring the Society into disrepute in any way.

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

SOCIETY NEWS

February has become, traditionally, the month in which our Quiz is held. Once again, we had a most entertaining afternoon. The meeting was well supported and members were in fine fettle for the competition.

Part one of the quiz was a slide show to test recognition, presented by Norman Smart. Members sorted themselves into teams seated around the tables, papers ready, pencils poised, thinking caps on. The two teams with the highest scores went forward to part two of the quiz, questions with multi-choice answers, presented by Alan Sinfield. This time the members of the two teams were playing as individuals and the highest score was achieved by Paul Whincup. Congratulations, Paul. The Quiz Trophy was presented to him by the retiring holder, Jim Stanfield.

Our sincere thanks to Norman and Alan for all their hard work and patience in putting together this competition. Some members found it not-so-hard, other members found it not-so-easy, but we all found it enjoyable and enlightening – thank you both.

A reminder to all members – there are now only two categories of membership, *full* and *social*. This means that all members are entitled to attend the Society's monthly meetings and to participate in all Society activities. Please have a chat with a committee member if you are uncertain about any aspect of attending – but the most important thing to remember is that you must have your current membership card with you to gain access to the monthly meetings.

We look forward to seeing you soon.

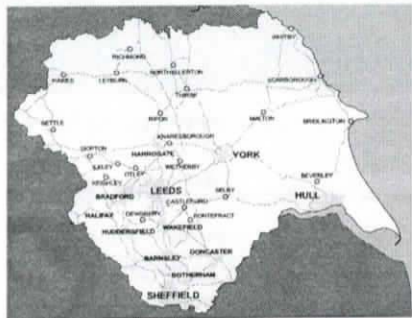
MEETING AT L.B.I.A GATE 20 - 14:30hrs

Programme – *please remember that ALL MEMBERS can now attend meetings, as there is no longer a “postal” category.*

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

- 1 April** Graham Perry - FROM WHIRLWINDS TO LIGHTNINGS - LIVING WITH AIRCRAFT
Graham is a former RAF engineering officer who has had a career in two halves: 20 years in the Service, and 20 years since working with aircraft and aircraft people in industry. The talk is structured around the various things he has seen and experienced, and these vary from Whirlwinds at Odiham to Lightnings at Binbrook - hence the title: *From Whirlwinds to Lightnings - Living with Aircraft*. The theme running through the talk is the vital contribution made to aircraft operations by aviation's people, both military and civil, and in particular how they mix openness and good humour with a firm professionalism to produce safe flying. He is a current private pilot and flies a Jodel 120 from White Waltham.
- 6 May** Chris Warn. We welcome back Chris Warn with the results of his recent holiday to the Caribbean and his forthcoming one to Cuba. Chris's talks are always enjoyable events as he mixes photographs with anecdotes about his trips.
- 3 June** To Be Arranged
- 1 July** Squadron Leader Graham Laurie - THE HISTORY OF ROYAL FLYING
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *The History of Royal Flying* will be extremely interesting and informative.
- 5 August** NEW – Squadron Leader Brian Waite –
609 SQUADRON FROM YEADON TO LEEMING – 50 miles in 71 years!
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.
- 2 September** Charles Parker - AIRCRAFT MADE IN LINCOLN
Few people know that Lincoln was once one of the largest aircraft production centres in the world: one in fourteen of all aircraft built between 1914 and 1918 came from the city! Ruston, Proctor & Co., Robey & Co. and Clayton & Shuttleworth employed thousands on 'war service' aircraft production. Charles Parker has worked in and around some of the factories used for aircraft production for the last 25 years and his talk will be illustrated with archive and present day photographs.
An opportunity for members to hear some little known local history.
- 7 October** NEW – Captain Mike Newall – MY TRAVEL AIRWAYS
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. He is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.

Alan Sinfield



SCENE AROUND YORKSHIRE

A fairly quiet month all round mainly due to the strong wind and heavy rain that plagued the area for most of January.

Bagby:- Newly registered to an owner here is Pup G-AZSW, joining the other three of the type already based here. On 6/1 Robinson R.44 OO-GOW arrived from Connington and was later reregistered G-LMCG, destined for Glendale Helicopters in Glasgow. Cessna FR.172H G-

RABA was noted on Air Test on 25/1 following the fitting of a new engine. It has been reported that the hulk of Rallye G-BCUL, the former Harewood resident which has been here for some years, has left for scrapping. Visitors:- 5/1 G-BVMI PA-18; 10/1 G-HULL F.150M, G-BTMR C.172M; 15/1 G-CHIX DR.400, G-GOSL DR.400; 20/1 G-PATN TB.10, G-AZTS F.172L; 29/1 G-ATLM F.172G.

Beverley:- A new resident here is Pegasus Quik G-FFIT, which has been very active in the early part of the year. Visitors:- 14/1 G-CCKS Hughes 369E, G-CECO Schweizer 269C; 22/1 G-BSCE R.22B; 27/1 G-GATE R.44.

Brighton:- Two new arrivals are reported in Humberside Air Review at the helicopter facility, Gazelle RP-C5131 (arrived by road on 11/12) and the Hulk of Alouette 3 N67081. Despite its Philippine registration the Gazelle is reported to have been imported from Canada. Also new to the resident list here is Robin DR.400 G-BBCS, which was formerly at Full Sutton and Taifun 17E G-BMSE, which arrived by road from Kemble on 29/12. A further new arrival early in the New Year was Christen Eagle, G-CCYO, which used to live at Compton Abbas. On 31/1 Twin Squirrel G-BVJE ("Osprey 54") arrived from Coney Park, to be based for a short time while carrying out local Powerline inspections using call sign "Powerline 54". Gazelle HA-LFM was noted on 6/1, arriving from Tadcaster while a new regular visitor is SA.316B Alouette 3 N9632 (See helicopter section). The aptly registered Alpi Pioneer G-EWES arrived from Ewesley Farm in the Midlands on 27/1 accompanied by Europas G-BVGF and G-EXES. Visitors:- 6/1 G-ZELE Gazelle, G-BNST C.172N, G-KOKL Dimona, G-BKKZ Pitts Special (plus one non-radio); 8/1 G-BHWH C.152, G-GCEA Quik, G-SKYL C.182S; 14/1 G-AYYU Sundowner, G-JOYD R.22B; 15/1 G-REGE R.44; 20/1 G-MGAN R.44; 21/1 G-DCSE R.44; 25/1 G-AKUW Super Ace; 27/1 G-AJIT Auster J/1N, G-MYLL Pegasus.

Church Fenton:- Sherburn based Seneca G-BPXX was noted doing a practice ILS on 5/1 while Leeds based R.44 G-OSSI was crew training on 25/1.

Cranwell:- An interesting visitor on 31/1 was Hawker 1000A N524LR. This aircraft, still owned by Raytheon has been at Chester for some time and has been reported with the registration G-WWDB under the wing, however this registration has never been officially allocated.

Crosland Moor:- Bolkow Junior G-ATDO was noted operating from here on 23/1 carrying out a permit renewal flight while vintage Cessna 150 G-ASMW was noted on 29/1.

Dishforth:- Paying a visit from Little Snoring on 15/1 was PA-28 G-BTEX.

DONCASTER(Robin Hood):- First of all this month we can announce the arrival of another aircraft for the ever expanding Aviation Academy at the airport, Hawker-Siddeley H.S.748 Srs.1 N748D which made its' last flight when it arrived from Boscombe Down late afternoon on 25/1. The aircraft, formerly XW750 operated by the RAE was restored to its' former identity G-ASJT for one day before taking up its' new registration, bringing back memories of when it was operated by Smith's Aerospace in the 1960s. It joins the '727 fuselage EC-GGX for pupil training.

Airlines. No really stand out visitors this month so we start with Monarch Boeing 767 G-DIMB which operated a charter outbound on the 4th with the return flight "Monarch 312", operated by Thomsonfly 767 G-OBYJ sub-chartered on the 19th. Another two Thomson Boeing 767s were also noted during the month G-OBYH ("Thomson 9752") on 13/1 and G-OBYI ("Thomson 7794") on 28/1. Aircraft arriving on training details this month included Monarch Airbus 320 G-OZBB ("Monarch 320T") on 3/1 and Boeing 757 G-VKND ("Excel 22T/23T") which paid two visits on the 15th. Eastern Airways "new" Jetstream 41 G-CDYH ("Eastflight 02T") made 5 ILS approaches on 22/1 while on air test out of Humberside. The

company's SAAB 2000 G-CDKA was noted on 12/1 operating a charter, returning later in the day for a night stop and Scot Airways Dornier 328 G-BYML("Sucking 611") was noted on 30/1. We now come to a couple of the more interesting specimens this month, both freighters. ATR.72 EISLG("Contractors 72P") arrived on 11/1 to operate an outbound charter while Vega Airline AN-12BP LZ-VED arrived just before 0800 on 29/1. Using call sign "VEA 5505" the aircraft stayed until 2330 before departing only to return on 31/1, this time as "VEA 5503" this time for an overnight stay. Finally at the end of the month there was an invasion of Metroliners, starting on 24/1 with Aeronova's EC-JCU("OVAD 61/2") and Binnair D-CBIN("Bin Air 1X/A"). Kiel Air example D-CNAC("Kiel Air 760") was noted on 27/1 and 28/1 and then on the 30th EC-JCU("OVAK 71/72") was back with sister ship EC-GVE("OVAR/31/31").

Bizjets. We now seem to have two regular visitors in this section Challenger N54JC, noted this month on 8th, 15th and 21st and Global Express N53GX, noted this month on 5th(n/s to 7th), 20th(n/s) and 27th. The Global Express used to be a regular sight at Humberside. Of the others, probably the most interesting was the first visit by a Citation Sovereign, D-CVHA of Beneto Inc on 31/1. Two other Citations were of the Bravo variety, D-CALL of Earlybirds Jet Charters on 8/1 and OE-GLL of Jetfly Aviation on 23/1. Others were:- 7/1 F-GSMT Falcon 900; 10/1 N818JW Gulfstream-200; 13/1 G-CDSR Lear Jet 45("Goldair 49B/C"); 18/1 N66SG Lear Jet 45("Bizjet 1SG"); 20/1 D-INOB Citationjet; 20/1 G-FJET Citation 2("Lonex 178F"); 26/1 G-ODM Citationjet 2("Hangar 835M", first visit).

General Aviation. King Air 90 OY-JRO("High Tide 903P") arrived from Southend on the 4th while, on the 19th Cirrus SR.20 N203CD visited from Manchester International and SR.22 N121HT was noted on the 31st. On 24/1 Dauphin LN-OMN carried out an ILS and overshoot while on a training sortie from Humberside. Others:- 2/1 G-NMID EC.135T("Police 08", ILS); 3/1 G-CDKR DA-42(ILS); 5/1 G-IANV DA-42(ILS); 6/1 G-ILTS PA-32; 11/1 G-OMGI King Air 200("Saltyre 67", also 15/1, "Saltyre 70"); 16/1 G-FSEU King Air 200("Clifton 61"), G-BEAC PA-28(n/s); 25/1 G-CEBK PA-31("SDL 549"); 26/1 G-NUKA PA-28(Circuits); 27/1 G-BKBW TB.10; 28/1 G-LFSJ PA-28.

Military. All the aircraft in this category were in fact on the ILS this month and apart from the usual King Air 200s and T.67Ms the following were logged:- 19/1 ZH893 Chinook("Vortex 461"); 23/1 ZH884 Hercules("Ascot 520"); 24/1 XV295("Ascot 650"); 25/1 ZH536 Islander("Ascot 7960"); 29/1 G-BYXP Tutor("UAV 04"); 30/1 ZH871 Hercules ("Ascot 521"), ZE760 Tornado("Leeming 21"). Sandtoft based Jet Provost G-BXLO was noted doing circuits on the 31st.

Eddsfield:- Visitors:- 6/1 G-CHIX DR.400, G-BGWO Jodel D.112; 7/1 G-BLTK Commander 112; 14/1 G-BBIO DR.400, G-BTHE C.150L; 25/1 G-BIWN Jodel D.117; 27/1 G-APYN Tri-Pacer(f. Fishburn), G-AKSY Auster 5, G-WERY TB.20; 28/1 G-RIZZ PA-28(f. Sibson).

Elvington:- Visitors:- 17/1 G-BVIW PA-18; 22/1 G-BFMH C.177B(Circuits).

Full Sutton:- Recently restored to the Full Sutton Flying Centre is Avid Aerobat G-SPAM. Brand new Cessna 172S N1456K was noted passing through here on the 21st. Arriving from Nantes it would appear the aircraft had taken the southern route via the Azores on its delivery from the States. On 29/1 PA-32 N2989M was logged heading outbound to Shobdon. Visitors:- 3/1 G-AWPJ F.150H, G-LFSK PA-28; 5/1 G-GEMM SR.20, G-ZIPA Commander 114, G-BOVK PA-28; 15/1 G-BKMB M.20J; 21/1 G-KOKL Dimona; 21/1 G-NNAC Super Cub.

Gamston:- The Citation V D-CLEO which was noted arriving last month has been reregistered G-JOPT and is destined to join Citation 2 G-JETO(ex. G-RVHT) with Jet Operations Ltd. The latest import for the Diamond Agency is Twin Star G-CEFX. As Cabair have been receiving their new DA.40TDI aircraft, the latest being G-OCGU, some of their older aircraft have been noted here awaiting new owners, including G-CCHD and G-CCHF. Not positively identified on 4/1 was a Netjet Citation Bravo using call sign, "Fraction 3PF" while on 17/1 "Fraction 6PG" also visited. Beechjet 400 N79EL, now replaced with DFS by new '400A N719EL, was noted on a local Air Test from here on 16/1. Noted arriving from Cambridge on 23/1 was Cessna 172S N6182G while not positively identified on 29/1 was N773PP inbound on delivery followed on the 31st by Cirrus SR.22 N121HT from Gloucester. Visitors:- 4/1 G-HEVN TB.200(f. Exeter), G-OCDD DA.40("Cabair 23"), G-OCCH DA.40("Cabair 20"); 6/1 G-BCOL F.172M; 7/1 G-PKRG Citation XL, G-GALB PA-28("Solo 02"); 8/1 G-WBVS DA.40; 10/1 G-DAKM DA.40("Diamond 2"), G-JBRN C.182S; 14/1 G-HAIG Europa(f. Benson); 15/1 G-OTDI DA-40(t. Denham); 16/1 G-EGEG C.172R; 17/1 G-ORZADA-42; 20/1 G-BFMK PA-28; 22/1 G-WERY TB.20; 23/1 G-BGGE PA-38, G-GATE R.44; 24/1 G-BNRX PA-34; 25/1 G-GSYJ DA-42(t. Jersey); 25/1 G-BOHT

PA-38; 27/1 G-ZELE Gazelle, G-BDSH PA-28, G-CCYS C.182S; 29/1 G-LIZI PA-28; 30/1 G-BRLO PA-38.

Garforth:- Resident Beech 36 N767CM("Makin 01") was noted heading to Cranfield for maintenance on 4/1 with Sherburn based PA-28R G-BFTC also going to Cranfield to bring Mr. Makin home.

Humberside:- Eastern Airways latest Jetstream 41 G-CDYH was noted on Air Test from here on 9/1. On 22/1 another of their latest acquisitions, G-MAJZ arrived from Shannon following being painted in the new colour scheme. Also out on a local test flight on 13/1 was Dauphin LN-OMN and this along with similar type OO-NHV was resident for the rest of the month on oil rig flights. Visitors:- 4/1 King Air 200s ZK450("Cranwell 74"), ZK453("Cranwell 68"), ZK454("Cranwell 71") and Tucano ZF281("LOP 07") all ILS and Overshoot; 10/1 N357J Citationjet, PH-MRO Cessna 421C; 14/1 G-APUZ PA-24(ILS); 15/1 N34RF King Air C.90; 17/1 G-BWXT T.67M("Cranwell 80", ILS), G-BWXM T.67M("Cranwell 87", ILS); 25/1 N96MR Citationjet 3; 29/1 XS739 Dominie("Cranwell 90", ILS); 30/1 Hercules ("Ascot 521", ILS).

Leeming:- On 17/1 Cessna 182 Cessna 182S G-VIPA("Rollright 40") made an emergency landing here while enroute from Oxford to Newcastle, with his left fuel tank completely empty and a rough running engine.

Netherthorpe:- The only visitor noted this month was R.44 G-THEL on 23/1 and again on 25/1.

Oxenhope:- A new resident first noted earlier this month is EV.97 Eurostar G-CCEM.

Melbourne:- Noted visiting from Askern on 6/1 was Autogyro G-CDZZ.

Pocklington:- On 1/1 Mooney M20J G-FLYA diverted in here as the strong wind prevented him landing at his original destination, Full Sutton.

Rufforth:- Once again Skyservice were in evidence with King Air 200 OO-SKM arriving from Brussels on 7/1 and returning on the 14th, this time from Wevelgem. PA-32 N2989M arrived from Fadmoor on 15/1 to operate a flight to Southampton. First noted on the 22nd "Outlaw Formation", comprising 2 Apaches and a Lynx were using the airfield for training most of the week, arriving each day from Dishforth. Visitors:- 8/1 G-OSUT Falke, G-BJIV Super Cub; 15/1 G-PETS DA-42(t. Elstree); 19/1 G-AVNU PA-28(t. Lydd).

Sandtoft:- Just registered to a new owner here is Jet Provost G-BWCS, however this aircraft was last noted at Bournemouth on long term overhaul and is yet to be heard thundering around the local skies. Nottingham based PA-28 N65JF was noted visiting on 13/1 while on the 14th Gazelle YU-HET arrived from its' base near Preston. On its' monthly visit from Welshpool Malibu N9275Y was noted on 15/1 while on the 20th Duchess G-WACJ was inbound from Wycombe but, after making one approach and finding the cross wind too strong, he returned home. Visitors:- 6/1 G-BMUZ PA-28, G-BVRA Europa(f. Sleaf), G-DAYS Europa(f. Sleaf), G-DMSS Gazelle; G-BFMH C.177B, G-BXLS Koliber; 7/1 G-HANG Twin Star("Atlantic 52", f. Coventry), G-CCHD DA.40, G-MAYB R.44; 10/1 G-CDKU R.44(f. Carlisle); 14/1 G-CDMM C.172S(f. Rochester), G-DIZY PA-28(f. Rochester), G-ERIC Commander 112(f. Cranfield), G-BROR Cub, G-BLYE TB.10, G-BOYI PA-28, G-BHRC PA-28, G-BDIG C.182Q, G-HMPH Jet Ranger, G-STAA R.44; 17/1 G-MGAN R.44; 23/1 G-ERIS Hughes 369E; 25/1 G-CCFS DA.40, G-ZIPA Commander 114, G-CDLY SR.20; 27/1 G-CBIX Zenair CH.601, G-EKKO R.44(f. Wellingborough), G-BARH Sundowner, G-BBUE AA-5, G-CDWP Quik, G-CDKK Quik, G-BYIA Jabiru, G-BUTK Rebel; 30/1 G-BHVR F.172N(f. Elstree), G-CDYD Ikarus, G-CEGZ Ikarus; 31/1 G-BRPX Taylorcraft BC-12.

Sheffield:- Cessna 340A N8702K was a visitor on 8/1, arriving from North Weald for an overnight stay before routing to Dunsfold. On 14/1 Cessna F.172P G-BIOB("Flight Images 01") diverted here due strong cross winds at Leeds/Bradford and on 20/1 Islander ZG847("Armyair 595") was logged. Noted arriving from Amsterdam on 28/1 was Cessna 421C N64LA, this being formerly a Leeds resident when operated by Air Montgomery as G-MUVG. Another diversion, this time due low cloud over the Pennines, was PA-28 G-BRTX on 31/1 which was heading home to Belfast. Visitors:- 6/1 G-HUGS R.22B; 13/1 G-BEOH PA-28R; 14/1 G-RACY C.182S, G-BOYI PA-28, G-CMSN R.22B, G-OJAZ R.44, G-OBDA Katana; 25/1 G-FLEA TB.10 (t. Leicester); 26/1 G-NUKA PA-28(f. Panshanger, n/s), G-HANY Jet Ranger("Bladerunner 10"); 27/1 G-AVYL PA-28; 29/1 G-WINI Bulldog(t. Connington); 30/1 G-GATE R.44.

Sherburn:- A new resident is Bell 407 N775SB which arrived from Leeds/Bradford on 2/1 and has replaced R.44 G-DGHD, the latter having moved to Edenthorpe, near Doncaster. As with its' predecessor the new machine can be seen regularly routing overhead Leeds/Bradford heading to Eldwick some 5 miles west of the airport. Unidentified on 10/1 was Gazelle, "Armyair 789" which arrived for a refuel. Cessna 425 N425HS was logged on 16/1, f/t Ronaldsway and on 28/1 Chipmunk

G-BDEU was notable, routing outbound to Carlisle. Visitors:- 2/1 G-AVZR PA-28; 4/1 G-ATEZ PA-28(f. Norwich), G-LAIN R.22B; 5/1 G-REEN C.340A(f/t North Weald); 6/1 G-TYNE TB.20; 7/1 G-BJMR C.310R; 9/1 G-PELS Jet Ranger; 14/1 G-BMCK PA-28R, G-BOKA PA-28(f. Fair Oaks), G-ARYR PA-28, G-RJMS PA-28R, G-BLTM HR.200, G-BUUI T.67M; 16/1 G-BPMF PA-28; 23/1 G-ATEZ PA-28(t. Norwich); 24/1 G-ORDH Twin Squirrel, G-LFSJ PA-28(LBA Div due Airbus accident); 25/1 G-RMMT Europa(f. Leicester), G-BIXH C.152, G-MOOR TB.10; 27/1 G-GYTO PA-28(f. Wellesbourne), G-OWST C.172, G-BHOW C.182Q, G-JDEE TB.10 (f/t Leicester), G-CBEI PA-22, G-IJOE PA-28RT; 28/1 G-CBMO PA-28; 29/1 G-BNOF PA-28(t. Dundee), G-VINH Flight Design CTSW; 31/1 G-DYNE C.414A("Commodore 01", f/t Nottingham).

Sturgate:- On 17/1 PA-24 Comanche N7348P was noted heading home to Netherthorpe while PA-28 N65JF was noted inbound from Nottingham on 20/1. Noted arriving for attention from Eastern Air was TB.10 F-GFLA from Leicester, this aircraft was reregistered G-RIAM for an owner in Loughborough. Visitors:- 4/1 G-BNNO PA-28(f/t Little Snoring), G-AXMA PA-24, G-BEAC PA-28; 6/1 G-AVVC F.172H, G-AVYL PA-28; 8/1 G-BOBV C.152, G-BRPV C.152, G-BRNN C.152; 10/1 G-TERY PA-28(t. Durham/Tees); 14/1 G-BIVA Robin 2160, G-BEZF AA-5, G-AXTC PA-28; 15/1 G-BIVA Robin 2160(f. Conington); 17/1 G-BORW C.172P; 25/1 G-CCVM RV.7(t. Woodvale); 26/1 G-ATEW PA-30(t. Newcastle); 27/1 G-BSDL TB.10, G-APVF Putzer Elster; 28/1 G-NPKJ RV.6(t. North Weald), G-BFEV Pawnee.

Waddington:- Sharing the runway with the AWACS on 6/1 was Super Cub G-SCUB while DA-42 G-PETS has been noted on numerous occasions so could be resident. Noted departing to Wittering on 27/1 was Condor G-AYFG.

Wickenby:- It is reported that the Commander 690A HS-TFG destined for Cooper Aerial Survey is now stripped to bare metal with the engines removed prior to being reregistered G-CECN. Visitors:- 2/1 G-AVZR PA-28; 6/1 G-JONZ C.172P(f. Nottingham), G-BMUZ PA-28, G-COLH PA-28; 14/1 G-BRND C.152(f. Derby), G-BWMX Chipmunk(t. Cambridge), G-ILVI CAP.232; 17/1 G-AXNS Pup; 23/1 G-RJMS PA-28R, G-BEKO C.182Q; 27/1 G-BFXW AA-5B; 29/1 G-AXKX Bell 47G.

Yearby:- A potential new resident here is Tailwind G-CEJE which is under construction in the area.

OVERFLIGHTS

2/1	N147LK	Cirrus SR.22	Edinburgh - Blackbushe(York 1336 @ 4000')
4/1	N468DB	Raytheon Baron	Over LBA 1550 @ 3500' enroute to Durham/Tees
7/1	N554RB	Be.58 Baron	4/W of LBA 1336 @ 6500' enroute to Carlisle
8/1	G-VIPZ	Sikorsky S-61N	Over Wetherby 0932 @ 4000' heading South
21/1	N581SR	Cirrus SR.20	Over Hull 1128 @ 7500', on delivery to Groningen
25/1	N6073K	Cessna T.206H	8/S of LBA 1322 @ 3400', delivery to Midden Zeeland
26/1	G-CEEG	Alpi Pioneer	White Waltham - Edinburgh(York 1446 @ 2000')
27/1	N147LD	Cirrus SR.22	Blackbushe - Edinburgh(York 1326 @ 3000')
30/1	N7205T	Beech A.36	Tattenhill - Edinburgh(5/E LBA 1024 @ 3000')

Trevor Smith



LBIA MOVEMENTS AND REVIEW JANUARY 2007

01 Monday

G-DBCH	Airbus 319	0935 1105	G-JECR	DHC-8 400	1131 1210
EI-DPE	Boeing 737/800	1305 1352	G-DBCH	Airbus 319	1335 1517
G-JEDL	DHC-8 400	1407 1437	G-JECR	DHC-8 400	1512 1544
EI-BYO	ATR.42/300	1514 1601	PH-OFL	Fokker 100	1555 1657
G-JECI	DHC-8400	1857 1935	G-JEDL	DHC-8 400	1932 2005
G-DBCH	Airbus 319	2127 0731(02)	EI-DHV	Boeing 737/800	2159 2244

02 Tuesday

G-CCPW	Jetstream 31	0829 0858	G-WOWC	DHC-8 300	0840 0911
G-JECL	DHC-8 400	0943 1021	PH-KLI	Fokker 100	0952 1117
EI-DAG	Boeing 737/800	1046 1121	G-JECM	DHC-8 400	1154 1235

EI-DCX	Boeing 737/800	1257 1341	N66DN	Lear Jet 45	1332 1404
G-DBCB	Airbus 319	1347 1509	G-LFSJ	PA-28 Warrior	1406 <u>Res.</u>
G-JEDK	DHC-8 400	1416 1503	G-FLIP	Cessna FA.152	1426 1616
G-WOWB	DHC-8 300	1453 1528	G-JECM	DHC-8 400	1516 1605
PH-KLE	Fokker 100	1613 1713	G-CCPW	Jetstream 31	1733 1806
G-DBCD	Airbus 319	1745 1845	G-JEDK	DHC-8 400	1932 2010
G-JECI	DHC-8 400	1939 2024	G-WOWB	DHC-8 300	1953 2028
PH-OFC	Fokker 100	2116 0619(03)	G-DBCD	Airbus 319	2129 0713(03)
HB-IGM	Gulfstream 550	2155 1004(03)	EI-DHV	Boeing 737/800	2210 2249

03 Wednesday

G-STRF	Boeing 737/700	0634 0733	G-CCPW	Jetstream 31	0817 0848
G-WOWE	DHC-8 300	0824 0901	G-DBCD	Airbus 319	0940 1055
PH-OFA	Fokker 100	1000 1058	G-CDZH	Boeing 737/800	1007 1843
G-FLPE	King Air B.200	1011 1406	EI-DAG	Boeing 737/800	1039 1119
EI-REF	ATR.72/200	1131 1230	G-JEDU	DHC-8 400	1134 1228
EI-DCT	Boeing 737/800	1306 1346	G-WOWB	DHC-8 300	1336 1419
G-DBCD	Airbus 319	1357 1513	G-JECH	DHC-8 400	1407 1453
G-JEDU	DHC-8 400	1516 1605	EI-BYO	ATR.42/300	1545 1625
PH-OFI	Fokker 100	1602 1706	G-SFCJ	C.525 Citationjet	1620 1742
G-CCPW	Jetstream 31	1718 1752	G-DBCD	Airbus 319	1747 1924
G-JECL	DHC-8 400	1854 1928	G-JECH	DHC-8 400	1942 2018
G-WOWC	DHC-8 300	2037 2110	PH-OFJ	Fokker 100	2108 0645(04)
EI-DAJ	Boeing 737/800	2202 2232	G-DBCD	Airbus 319	2207 0708(04)

04 Thursday

G-STRF	Boeing 737/700	0035 0114	G-CDZH	Boeing 737/800	0340 0558
G-CCPW	Jetstream 31	0815 0841	G-WOWD	DHC-8 300	0835 0906
G-FIBS	Squirrel	0857 0957	PH-OFC	Fokker 100	0949 1042
G-DBCD	Airbus 319	0955 1118	EI-DAI	Boeing 737/800	1010 1047
G-OECM	Commander 114B	1124 1417	G-JEDU	DHC-8 400	1217 1306
EI-DAS	Boeing 737/800	1303 1338	EC-JQP	Airbus 320	1344 1505
G-WOWC	DHC-8 300	1352 1423	G-JEDL	DHC-8 400	1406 1447
G-DBCD	Airbus 319	1408 1517	PH-OFE	Fokker 100	1606 1710
N64VB	Be.58 Baron	1621 1629	G-CCPW	Jetstream 31	1717 1755
G-DBCD	Airbus 319	1742 1852	G-JEDN	DHC-8 400	1847 1927
G-JEDL	DHC-8 400	1923 1956	PH-OFK	Fokker 100	2056 0615(05)
G-WOWD	DHC-8 300	2110 2143	G-DBCD	Airbus 319	2121 0711(05)
EI-DAI	Boeing 737/800	2219 2249			

05 Friday

G-CDZL	Boeing 737/800	0651 1439	G-JEDK	DHC-8 400	0750 0830
G-JECL	DHC-8 400	0801 0852	G-CCPW	Jetstream 31	0812 0845
G-WOWC	DHC-8 300	0837 0908	G-BOWY	PA-28RT Arrow	0933 1429
PH-OFC	Fokker 100	0936 1042	G-DBCD	Airbus 319	0950 1103
EI-DHS	Boeing 737/800	1006 1050	CS-DNS	Falcon 2000	1057 1155(06)
EI-REH	ATR.72/200	1123 1239	G-JEDU	DHC-8 400	1136 1211
G-OOGS	GA.7 Cougar	1156 <u>Res.</u>	EI-CSV	Boeing 737/800	1250 1344
G-DBCD	Airbus 319	1346 1548	G-JECH	DHC-8 400	1405 1442
G-WOWB	DHC-8 300	1420 1455	G-JEDU	DHC-8 400	1507 1544
EI-BYO	ATR.42/300	1522 1608	PH-OFC	Fokker 100	1600 1703
G-CCPW	Jetstream 31	1720 1802	G-MIDX	Airbus 320	1734 1856
OE-LJR	Dornier 328J	1749 1827	G-JEDO	DHC-8 400	1848 1920
G-JECH	DHC-8 400	1922 2009	G-WOWD	DHC-8 300	2034 2120
PH-OFB	Fokker 100	2057 0610(06)	EI-DHS	Boeing 737/800	2145 2216
G-DBCG	Airbus 319	2158 0522(06)			

06 Saturday

G-CDZL	Boeing 737/800	0008 0156	G-BYAA	Boeing 767/200	0504 0637
G-JECG	DHC-8 400	0818 0855	G-WOWD	DHC-8 300	0944 1020

PH-KLE	Fokker 100	0947 1043	EI-DHS	Boeing 737/800	1002 1050
N900NS	Falcon 900EASy	1053 1639	G-JECO	DHC-8 400	1134 1216
G-CCPW	Jetstream 31	1244 1321	OE-LVK	Fokker 100	1433 1533
G-BYAI	Boeing 757	1440 1627	G-JECO	DHC-8 400	1446 1536
PH-OFI	Fokker 100	1600 1701	EI-DAI	Boeing 737/800	1602 1642
PH-OFB	Fokker 100	2059 0617(07)	N719EL	Beechjet 400A	2235 2245
07 Sunday					
G-OOOB	Boeing 757	0931 1034	HB-JIB	MD-90	0948 1105
PH-KZR	Fokker 70	0951 1054	G-JECO	DHC-8 400	1131 1212
EI-DHS	Boeing 737/800	1206 1247	EI-REI	ATR.72/200	1326 1410
G-JEDJ	DHC-8 400	1400 1500	EI-REE	ATR.72/200	1404 1453
G-JECO	DHC-8 400	1457 1544	G-OOOB	Boeing 757	1509 1557
D-CREY	C.560 Citation XL	1516 1619	G-CCPW	Jetstream 31	1542 1611
PH-OFI	Fokker 100	1553 1659	G-BZTG	PA-34 Seneca	1614 1223(08)
G-DBCG	Airbus 319	1825 1906	G-WOWD	DHC-8 300	1959 2034
G-JEDN	DHC-8 400	2004 2048	G-JEDJ	DHC-8 400	2018 2057
PH-OFG	Fokker 100	2102 0623(08)	EI-DAM	Boeing 737/800	2135 2217
G-DBCG	Airbus 319	2152 0707(08)			
08 Monday					
N64VB	Be.58 Baron	0642 0712	G-WOWB	DHC-8 300	0735 0908
G-JEDJ	DHC-8 400	0742 0823	G-CCPW	Jetstream 31	0806 0845
G-JEDN	DHC-8 400	0817 0852	G-DBCG	Airbus 319	0940 1101
PH-OFE	Fokker 100	1013 1109	EI-DPA	Boeing 737/800	1016 1046
EI-REB	ATR.72/200	1124 1215	G-JECO	DHC-8 400	1147 1219
EI-DLJ	Boeing 737/800	1313 1351	G-WOWD	DHC-8 300	1336 1422
G-DBCG	Airbus 319	1347 1514	G-JECH	DHC-8 400	1401 1456
G-JECO	DHC-8 400	1504 1553	EI-REG	ATR.72/200	1516 1625
PH-OFB	Fokker 100	1558 1704	N64VB	Be.58 Baron	1616 0716(09)
G-CCPW	Jetstream 31	1741 1812	G-DBCG	Airbus 319	1744 1924
G-JECI	DHC-8 400	1845 1926	G-JECH	DHC-8 400	1929 2006
G-WOWC	DHC-8 300	1944 2016	PH-OFE	Fokker 100	2114 0649(09)
G-DBCH	Airbus 319	2150 0727(09)	EI-CSA	Boeing 737/800	2153 2220
09 Tuesday					
G-JEDN	DHC-8 400	0805 0852	G-CCPW	Jetstream 31	0816 0846
PH-KLI	Fokker 100	0936 1041	G-WOWE	DHC-8 300	0947 1014
EI-DPA	Boeing 737/800	1001 1034	G-DBCH	Airbus 319	1009 1106
VP-BUL	Dauphin	1043 1259(10)	G-JECE	DHC-8 400	1133 1211
EI-DAI	Boeing 737/800	1244 1317	G-WOWC	DHC-8 300	1339 1416
G-JECM	DHC-8 400	1410 1439	G-DBCH	Airbus 319	1413 1519
G-JECE	DHC-8 400	1510 1544	G-SFCJ	C.525 Citationjet	1513 1613
CS-DRQ	Hawker 800XPi	1517 1727	G-OJMW	C.550 Citation 2	1601 1703
PH-OFK	Fokker 100	1610 1706	G-CCPW	Jetstream 31	1724 1759
G-DBCH	Airbus 319	1814 1925	OY-CIR	ATR.42/300	1916 1951
G-WOWB	DHC-8 300	1922 1955	G-JECM	DHC-8 400	1930 2006
1622	C-130H Hercules	1941 0854(11)	PH-OFI	Fokker 100	2113 0630(10)
EI-DPA	Boeing 737/800	2149 2216	G-DBCH	Airbus 319	2213 0732(10)
10 Wednesday					
G-STRH	Boeing 737/700	0651 0752	G-JEDM	DHC-8 400	0804 0848
G-JEDN	DHC-8 400	0806 0857	G-CCPW	Jetstream 31	0811 0843
CS-DNZ	C.560 Citation XL	0820 1203	G-WOWC	DHC-8 300	0829 0901
HB-GJP	King Air 350	0936 0804(11)	PH-OFG	Fokker 100	0940 1044
G-DBCH	Airbus 319	0949 1127	EI-DAG	Boeing 737/800	1011 1050
G-CDZL	Boeing 737/800	1022 1135	G-SIRS	C.560 Citation XL	1047 1627
N1355B	Cessna 172S	1053 0732(11)	EI-REB	ATR.72/200	1133 1212
G-JECE	DHC-8 400	1131 1208	G-OECM	Commander 114B	1243 1500
EI-DAT	Boeing 737/800	1250 1321	G-WOWB	DHC-8 300	1339 1409

G-JECM	DHC-8 400	1407 1449	G-DBCH	Airbus 319	1413 1516
G-JECE	DHC-8 400	1504 1541	EI-BYO	ATR.42/300	1539 1642
CS-DRP	Hawker 800XPI	1611 1709(13)	N456PP	King Air B.90	1645 7777
PH-OFD	Fokker 100	1706 1812	G-CCPW	Jetstream 31	1715 1801
G-DBCH	Airbus 319	1800 1853	G-JECL	DHC-8 400	1842 1929
G-JECM	DHC-8 400	1932 2011	G-WOWD	DHC-8 300	1935 2002
G-CDZL	Boeing 737/800	2043 2210	PH-OFC	Fokker 100	2135 0637(11)
EI-DAG	Boeing 737/800	2152 2227	G-DBCF	Airbus 319	2300 0722(12)

11 Thursday

G-CCPW	Jetstream 31	0826 0901	G-WOWB	DHC-8 300	0830 0905
OY-CIR	ATR.42/300	0838 0922	G-CDKB	SAAB 2000	1041 1115
G-JEDT	DHC-8 400	1242 1508	EI-DHV	Boeing 737/800	1324 1359
G-CDKB	SAAB 2000	1335 1402	EC-JQP	Airbus 320	1350 1525
G-WOWD	DHC-8 300	1417 1514	G-JEDJ	DHC-8 400	1432 1516
G-PCOP	King Air B.200	1502 1032(12)	N64VB	Be.58 Baron	1556 1614
G-FIBS	Squirrel	1611 1215(19)	PH-OFI	Fokker 100	1716 1948
G-CCPW	Jetstream 31	1726 1812	G-JECM	DHC-8 400	2033 2110
G-WOWC	DHC-8 300	2045 2116	PH-KZR	Fokker 70	2205 0622(12)
EI-DPB	Boeing 737/800	2247 2322	G-CDZL	Boeing 737/800	2315 1238(12)

12 Friday

G-JEDL	DHC-8 400	0747 0827	N838RC	Lear Jet 60	0806 0908
G-CCPW	Jetstream 31	0814 0849	G-JECE	DHC-8 400	0818 0911
G-OMGI	King Air B.200	0852 1026	G-WOWB	DHC-8 300	0903 0924
PH-OFC	Fokker 100	0941 1043	G-DBCF	Airbus 319	1007 1855(14)
G-WOWC	DHC-8 300	1455 1532	EI-REI	ATR.72/200	1518 1610
PH-OFB	Fokker 100	1605 1707	G-JEDT	DHC-8 400	1636 1749
G-CCPW	Jetstream 31	1724 1813	N66DN	Lear Jet 45	1846 1908
G-JEDO	DHC-8 400	1955 2054	G-WOWD	DHC-8 300	2021 2059
G-CDZL	Boeing 737/800	2211 0233(13)			

13 Saturday

G-JECM	DHC-8 400	0744 0815	G-JEDJ	DHC-8 400	0809 0900
G-WOWD	DHC-8 400	0922 1013	PH-OFG	Fokker 100	0952 1053
EI-DAJ	Boeing 737/800	1011 1059	G-JECO	DHC-8 400	1133 1217
G-STRH	Boeing 737/700	1233 1358	G-CCPW	Jetstream 31	1252 1324
OE-LVL	Fokker 100	1427 1534	G-BYAU	Boeing 757	1458 1624
G-JECO	DHC-8 400	1500 1538	PH-KZP	Fokker 70	1552 1659
EI-DLM	Boeing 737/800	1558 1635	G-STRH	Boeing 737/700	1901 1942
PH-OFJ	Fokker 100	2110 0620(14)			

14 Sunday

PH-OFC	Fokker 100	0941 1043	EI-REF	ATR.72/200	1105 1148
G-JECO	DHC-8 400	1133 1208	EI-CTB	Boeing 737/800	1157 1238
G-JEDK	DHC-8 400	1354 1428	EI-REF	ATR.72/200	1455 1600
G-JECO	DHC-8 400	1458 1541	G-CCPW	Jetstream 31	1535 1604
PH-KLI	Fokker 100	1555 1700	G-JECL	DHC-8 400	1838 1945
EI-DHN	Boeing 737/800	1920 2007	G-JEDK	DHC-8 400	1923 2012
G-WOWB	DHC-8 300	1930 2009	PH-KLD	Fokker 100	2100 0616(15)
G-DBCI	Airbus 319	2159 0713(15)			

15 Monday

G-JEDT	DHC-8 400	0742 0821	G-CCPW	Jetstream 31	0811 0844
G-JECL	DHC-8 400	0814 0848	EI-MAX	Lear Jet 31A	0826 1528(16)
G-WOWB	DHC-8 300	0830 0904	G-DBCI	Airbus 319	0935 1102
PH-OFJ	Fokker 100	0938 1042	G-SFCJ	C.525 Citationjet	0947 1048
EI-CSJ	Boeing 737/800	1008 1051	G-JECI	DHC-8 400	1131 1214
EI-CPT	ATR.42/300	1134 1223	G-BIOB	Cessna F.172P	1145 1133(17)
EI-DLJ	Boeing 737/800	1247 1329	G-WOWB	DHC-8 300	1332 1411
G-DBCI	Airbus 319	1343 1523	1622	C-130H Hercules	1348 1053(17)

G-JEDL	DHC-8 400	1359 1433	G-JECI	DHC-8 400	1501 1539
G-BYCP	King Air B.200	1504 1542	PH-WXC	Fokker 70	1553 1655
G-PETS	DA-42 Twin Star	1716 0850(16)	G-CCPW	Jetstream 31	1719 1802
G-DBCI	Airbus 319	1743 1841	EI-REF	ATR.72/200	1801 1835
LY-DOT	ATR.42/300	1859 1935	G-JEDL	DHC-8 400	1915 1959
G-WOWE	DHC-8 300	1919 1951	PH-KLE	Fokker 100	2059 0614(16)
G-DBCI	Airbus 319	2111 0703(16)	EI-CSJ	Boeing 737/800	2156 2222

16 Tuesday

G-JEDT	DHC-8 400	0754 0830	G-CCPW	Jetstream 31	0811 0840
LY-DOT	ATR.42/300	0818 0858	G-WOWE	DHC-8 300	0832 0907
D-CMPI	C.650 Citation V	0854 1101	G-DBCI	Airbus 319	0931 1106
PH-OFG	Fokker 100	0947 1042	EI-DLB	Boeing 737/800	0954 1037
G-LIDE	PA-31 Chieftain	1122 1209	G-JECR	DHC-8 400	1128 1215
G-BIXH	Cessna F.152	1208 1251	EI-DLO	Boeing 737/800	1250 1334
G-WOWE	DHC-8 300	1338 1412	G-DBCI	Airbus 319	1346 1518
G-JEDL	DHC-8 400	1406 1444	F-GVRR	Squirrel	1501 n/s+
G-HERM	ATR.42/300	1508 0018(17)	G-JECR	DHC-8 400	1513 1553
CS-DXL	C.560 Citation XLS	1541 1830	PH-KZE	Fokker 70	1557 1706
D-CSAL	Metroliner	1719 1815	G-DBCI	Airbus 319	1759 1859
LY-DOT	ATR.42/300	1856 1932	G-WOWD	DHC-8 300	1919 1949
G-JEDL	DHC-8 400	1923 1958	G-DBCI	Airbus 319	2201 0720(17)

17 Wednesday

G-STRH	Boeing 737/700	0658 0751	G-JEDT	DHC-8 400	0742 0816
G-JECH	DHC-8 400	0810 0850	D-CSAL	Metroliner	0823 0903
G-WOWD	DHC-8 300	0828 0906	PH-OFK	Fokker 100	0937 1038
EI-DAT	Boeing 737/800	1011 1059	G-DBCI	Airbus 319	1013 1110
G-JBIZ	C.550 Citation 2	1017 1048	G-CDZL	Boeing 737/800	1041 1200
CS-DRA	Hawker 800XP	1056 1137	EI-CBK	ATR.42/300	1129 1307
G-JEDP	DHC-8 400	1145 1215	EI-DLO	Boeing 737/800	1251 1326
G-WOWD	DHC-8 300	1330 1414	G-DBCI	Airbus 319	1358 1523
G-JEDL	DHC-8 400	1407 1516	G-JEDP	DHC-8 400	1508 1546
EI-CVR	ATR.42/300	1525 1610	PH-KZM	Fokker 70	1604 1659
D-CSAL	Metroliner	1722 1812	G-DBCI	Airbus 319	1746 2000
G-DRFC	ATR.42/300	1851 1938	G-OLDT	Lear Jet 45	1857 1928
G-WOWB	DHC-8 300	1924 2005	G-JEDL	DHC-8 400	2020 2053
PH-OFE	Fokker 100	2119 0628(18)	G-CDZL	Boeing 737/800	2158 1233(19)
EI-DAT	Boeing 737/800	2204 2239			

18 Thursday (60 knot cross winds!)

G-STRH	Boeing 737/700	0014 0050	G-WOWB	DHC-8 300	0835 0909
G-JEBC	BAe 146/300	1011 1108	G-JEDL	DHC-8 400	1935 2014
G-WOWA	DHC-8 300	1952 2024	CS-DLA	Falcon 900	2056 1049(19)
EI-DLJ	Boeing 737/800	2159 2240	G-DBCI	Airbus 319	2203 0715(19)

19 Friday

G-JECH	DHC-8 400	0745 0829	G-MAMD	King Air 200	0759 0839
G-JECG	DHC-8 400	0821 0901	G-WOWA	DHC-8 300	0836 0908
N64VB	Be.58 Baron	0912 0941	G-DBCI	Airbus 319	0950 1103
EI-DHV	Boeing 737/800	1013 1108	PH-OFG	Fokker 100	1027 1227
G-JECR	DHC-8 400	1139 1217	D-CSAL	Metroliner	1210 1249
EI-CPT	ATR.42/300	1222 1302	G-CCPW	Jetstream 31	1247 1319
EI-DLL	Boeing 737/800	1332 1422	G-DBCI	Airbus 319	1339 1516
G-WOWA	DHC-8 300	1344 1416	G-JEDL	DHC-8 400	1400 1443
G-OLDT	Lear Jet 45	1419 1440	G-JECR	DHC-8 400	1525 1559
G-SAMP	Agusta A.109E	1536 1745	EI-REB	ATR.72/200	1625 1710
PH-OFC	Fokker 100	1653 1814	G-CCPW	Jetstream 31	1723 1807
G-OLDK	Lear Jet 45	1748 1937	G-DBCI	Airbus 319	1809 1909
G-DRFC	ATR.42/300	1914 1954	G-JEDL	DHC-8 400	1914 1954

G-WOWB	DHC-8 300	1932 2007	PH-OFC	Fokker 100	2108 0728(20)
G-CDZL	Boeing 737/800	2151 2246	G-DBCI	Airbus 319	2158 0508(20)
EI-DHV	Boeing 737/800	2206 2242			
20 Saturday					
G-JECH	DHC-8 400	0740 0819	G-JECP	DHC-8 400	0827 0914
N900NS	Falcon 900EASy	0901 1600	G-WOWB	DHC-8 300	0931 1005
PH-OFD	Fokker 100	1016 1152	EI-DLE	Boeing 737/800	1020 1105
G-JECR	DHC-8 400	1145 1224	G-CCPW	Jetstream 31	1235 1327
G-STRH	Boeing 737/700	1354 1501	G-BYAK	Boeing 757	1435 1610
OE-LVK	Fokker 100	1439 1542	G-JECR	DHC-8 400	1505 1546
PH-OFD	Fokker 100	1605 1659	D-CHZF	Citation Bravo	1630 1728
G-STRH	Boeing 737/700	1955 2037	PH-OFD	Fokker 100	2105 0702(21)
21 Sunday					
PH-OFL	Fokker 100	0954 1307	EI-REE	ATR.72/200	1113 1205
G-JECR	DHC-8 400	1140 1219	EI-DAH	Boeing 737/800	1203 1243
G-FANY	Long Ranger	1336 1432	G-JEDL	DHC-8 400	1347 1423
G-JECR	DHC-8 400	1451 1536	EI-REE	ATR.72/200	1508 1548
G-CCPW	Jetstream 31	1530 1600	PH-OFL	Fokker 100	1621 1733
G-PRKR	CL.604 Challenger	1735 0928(22)	G-DBCI	Airbus 319	1742 1907
G-DRFC	ATR.42/300	1855 1934	EI-DAT	Boeing 737/800	1925 2003
N66SG	Lear Jet 45	1929 1950	G-MAMD	King Air 200	1932 1957
G-WOWA	DHC-8 300	1936 2008	G-JECH	DHC-8 400	1944 2014
PH-OFK	Fokker 100	2111 0644(22)	G-DBCI	Airbus 319	2116 0736(22)
22 Monday					
G-JECH	DHC-8 400	0747 0822	G-CCPW	Jetstream 31	0820 0851
G-JEDU	DHC-8 400	0831 0903	G-WOWA	DHC-8 300	0843 0918
G-DBCI	Airbus 319	0941 1106	PH-OFD	Fokker 100	0945 1035
EI-DAO	Boeing 737/800	1032 1119	G-JECJ	DHC-8 400	1154 1231
EI-REH	ATR.72/200	1257 1341	EI-DLF	Boeing 737/800	1310 1355
G-WOWA	DHC-8 300	1339 1428	G-JIVE	Hughes 369E	1348 1401
G-DBCI	Airbus 319	1349 1518	G-SFCJ	C.525 Citationjet	1412 1506
G-JEDL	DHC-8 400	1415 1455	G-JECJ	DHC-8 400	1520 1601
EI-CVS	ATR.42/300	1532 1608	G-JIVE	Hughes 369E	1550 1555
PH-KZG	Fokker 70	1606 1728	G-CCPW	Jetstream 31	1718 1756
G-DBCI	Airbus 319	1809 1855	G-JEDU	DHC-8 400	1928 2023
G-JEDL	DHC-8 400	1937 2020	G-WOWC	DHC-8 300	1946 2025
PH-OFD	Fokker 100	2101 0633(23)	G-DBCI	Airbus 319	2134 0718(23)
EI-DAO	Boeing 737/800	2207 2234			
23 Tuesday					
G-JAJK	PA-31 Chieftain	0239 0317	G-JECH	DHC-8 400	0816 0846
G-CCPW	Jetstream 31	0821 0857	G-DRFC	ATR.42/300	0823 0856
G-WOWC	DHC-8 300	0842 0913	PH-KLI	Fokker 100	0946 1041
G-DBCI	Airbus 319	0954 1114	EI-CTA	Boeing 737/800	1002 1044
CS-DFY	Hawker 800XP	1101 1212	G-JECN	DHC-8 400	1151 1227
G-CJAG	Premier 1	1159 1543	G-WOWC	DHC-8 300	1350 1424
G-JECH	DHC-8 400	1410 1443	G-DBCI	Airbus 319	1412 1511
EI-CSB	Boeing 737/800	1415 1450	G-JECN	DHC-8 400	1514 1548
PH-KZN	Fokker 70	1609 1657	G-CCPW	Jetstream 31	1716 1816
G-DBCI	Airbus 319	1747 1843	G-CDZL	Boeing 737/800	1751 1132(24)
G-DRFC	ATR.42/300	1853 1929	G-WOWC	DHC-8 300	1927 2001
G-JECH	DHC-8 400	1931 2009	PH-OFG	Fokker 100	2130 1052(24)
G-DBCI	Airbus 319	2153 0748	EI-CTA	Boeing 737/800	2202 2246
24 Wednesday (Airport closed 1208 - 1715, due Airbus incident)					
G-STRH	Boeing 737/700	0639 0758	G-JECH	DHC-8 400	0754 0824
G-CCPW	Jetstream 31	0816 0846	D-FAPC	Pilatus PC-12	0841 1729
G-WOWC	DHC-8 300	0848 0921	G-JECS	DHC-8 400	0911 1001

PH-OFE	Fokker 100	1005 1113	EI-DHE	Boeing 737/800	1007 1042
OE-GNW	C.560 Citation XL	1050 1534(25)	EI-REI	ATR.72/200	1138 1920
G-JEDO	DHC-8 400	1146 1802	G-DBCI	Airbus 319	1208 1555(25)
G-CCPW	Jetstream 31	1819 1855	G-LDFM	C.560 Citation XL	1827 1120(25)
G-MDC	Airbus 321	1835 1950	G-JEBG	BAe.146/300	1915 2019
G-PRKR	CL.604 Challenger	1918 1942	G-JECH	DHC-8 400	1938 2053
G-WOWC	DHC-8 300	1956 2035	G-CDZL	Boeing 737/800	2028 1437(25)
PH-OFC	Fokker 100	2124 0648(25)	G-LFSK	PA-28 Warrior	2144 Res.
G-DBCJ	Airbus 319	2149 0728(25)	EI-DHA	Boeing 737/800	2210 2242
G-STRH	Boeing 737/700	2359 0108(25)			

25 Thursday

G-JECH	DHC-8 400	0744 0827	N882	TB.20 Trinidad	0821 0905
G-DRFC	ATR.42/300	0845 0926	G-CCPW	Jetstream 31	0904 0935
G-WOWC	DHC-8 300	0910 0944	G-EDCK	C.525 Citationjet	0931 1753
PH-OFH	Fokker 100	1000 1103	EI-DLM	Boeing 737/800	1015 1100
G-DBCJ	Airbus 319	1019 1111	G-JEDO	DHC-8 400	1142 1217
EI-DLL	Boeing 737/800	1307 1346	EC-JQP	Airbus 320	1343 1511
G-DBCJ	Airbus 319	1354 1523	G-JEDT	DHC-8 400	1401 1442
G-WOWC	DHC-8 300	1405 1448	G-SOBI	PA-28 Cherokee	1417 1505
G-JEDO	DHC-8 400	1504 1543	PH-KZC	Fokker 70	1600 1702
G-CCPW	Jetstream 31	1721 1809	G-DBCJ	Airbus 319	1803 1858
G-DRFC	ATR.42/300	1900 1935	G-JEDT	DHC-8 400	1921 2002
G-WOWB	DHC-8 300	2020 2048	PH-OFK	Fokker 100	2118 0617(26)
G-DBCJ	Airbus 319	2138 0716(26)	EI-DLM	Boeing 737/800	2204 2234

26 Friday

G-CDZL	Boeing 737/800	0001 1245	G-JECH	DHC-8 400	0755 0828
G-FSEU	King Air 200	0814 1810	G-CCPW	Jetstream 31	0820 0852
G-WOWB	DHC-8 300	0733 0904	D-IFFB	King Air 350	0836 1407
PH-KLI	Fokker 100	0937 1042	G-DBCJ	Airbus 319	0946 1059
G-PETS	DA-42 Twin Star	1014 1037	EI-DLM	Boeing 737/800	1029 1113
G-GILT	Cessna 421C	1052 1758	N882	TB.20 Trinidad	1123 1218
EI-REF	ATR.72/200	1133 1227	G-DRFC	ATR.42/300	1136 1216
G-JEDO	DHC-8 400	1144 1224	EI-DHW	Boeing 737/800	1252 1354
G-DBCJ	Airbus 319	1335 1521	G-WOWB	DHC-8 300	1351 1425
G-JEDT	DHC-8 400	1409 1441	CS-DNQ	Falcon 2000	1458 1626
G-JEDO	DHC-8 400	1523 1555	CS-DKB	Gulfstream 5	1526 1038(27)
EI-CPT	ATR.42/300	1533 1612	PH-KLI	Fokker 100	1610 1713
G-CCPW	Jetstream 31	1727 1804	G-DBCJ	Airbus 319	1748 1845
G-JEBA	BAe 146/300	1859 1941	G-PETS	DA-42 Twin Star	1904 0842(29)
G-JEDT	DHC-8 400	1926 2003	G-WOWC	DHC-8 300	1945 2013
PH-KZC	Fokker 70	2121 0616(27)	G-DBCG	Airbus 319	2144 0502(27)
G-CDZL	Boeing 737/800	2152 2307	EI-DLM	Boeing 737/800	2200 2242

27 Saturday

G-JEDK	DHC-8 400	0751 0839	PH-OFA	Fokker 100	0947 1045
G-WOWC	DHC-8 300	0950 1023	G-JEBG	BAe 146/300	0953 1033
EI-CTA	Boeing 737/800	1014 1054	84-0156	Beech C-12U	1057 1239
G-JECN	DHC-8 400	1144 1220	G-STRH	Boeing 737/700	1254 1355
G-CCPW	Jetstream 31	1258 1330	G-JECN	DHC-8 400	1452 1559
G-BYAU	Boeing 757	1459 1635	OE-LVF	Fokker 100	1526 1630
G-JIVE	Hughes 369E	1539 1628	PH-KZC	Fokker 70	1552 1710
EI-DLH	Boeing 737/800	1618 1704	G-STRH	Boeing 737/700	1845 1943
G-OLDK	Lear Jet 45	1924 1355(28)	PH-KLE	Fokker 100	2133 0620(28)
CS-DNT	Hawker 800XP	2138 1440(28)			

28 Sunday

PH-KLE	Fokker 100	0941 1036	EI-CPT	ATR.42/300	1126 1158
G-JECR	DHC-8 400	1132 1217	EI-DAI	Boeing 737/800	1211 1258

G-JECS	DHC-8 400	1348 1427	G-WVIP	King Air B.200	1425 1443
G-JECR	DHC-8 400	1501 1557	EI-CPT	ATR.42/300	1521 1605
CS-DNR	Falcon 2000	1524 1625	G-CCPW	Jetstream 31	1542 1617
PH-KLI	Fokker 100	1548 1710	VP-BUL	Dauphin	1631 n/s+
G-SPUR	C.550 Citation 2	1649 0708(29)	G-DBCG	Airbus 319	1811 1856
G-TKNT	Agusta A.109A	1823 1116(29)	G-JEDR	DHC-8 400	1852 1930
EI-DPD	Boeing 737/800	1924 2003	G-JECS	DHC-8 400	1925 2008
G-WOWA	DHC-8 300	1938 2014	PH-OFL	Fokker 100	2119 0621(29)
G-DBCI	Airbus 319	2127 0713(29)			
29 Monday					
G-JEDT	DHC-8 400	0749 0829	G-JECJ	DHC-8 400	0818 0904
G-CCPW	Jetstream 31	0821 0853	G-WOWA	DHC-8 300	0916 0944
G-DBCI	Airbus 319	0949 1057	N208EC	C.208B Caravan	0952 1158(04)
PH-OFD	Fokker 100	0955 1052	G-JIVE	Hughes 369E	0958 1054
EI-CSC	Boeing 737/800	1008 1048	EI-KJC	Hawker 800XP	1102 1802
G-SFCJ	C.525 Citationjet	1110 1210	EI-RED	ATR.72/200	1130 1220
G-JECO	DHC-8 400	1146 1226	G-FIBS	Squirrel	1228 1135(30)
G-JIVE	Hughes 369E	1228 1717	EI-DLL	Boeing 737/800	1303 1351
G-DBCI	Airbus 319	1343 1523	G-EKWS	Citation Bravo	1356 0931(30)
G-WOWA	DHC-8 300	1401 1427	G-JECS	DHC-8 400	1405 1450
G-JECO	DHC-8 400	1514 1547	EI-CPT	ATR.42/300	1533 1640
PH-OFL	Fokker 100	1551 2213	G-VONE	Twin Squirrel	1708 0941(30)
G-CCPW	Jetstream 31	1716 1805	G-DBCI	Airbus 319	1757 1846
G-JEBG	BAe 146/300	1850 1927	G-JECS	DHC-8 400	1932 2013
G-WOWB	DHC-8 300	1935 2008	G-DBCI	Airbus 319	2116 0702(30)
PH-KLI	Fokker 100	2119 0618(30)	EI-CSC	Boeing 737/800	2159 2233
30 Tuesday					
CS-DXA	C.560 Citation XL	0805 0959	G-DRFC	ATR.42/300	0810 0844
G-CCPW	Jetstream 31	0817 0846	G-WOWB	DHC-8 300	0826 0901
N109TK	Agusta A.109C	0839 1812(02)	G-DBCI	Airbus 319	0940 1059
PH-OFB	Fokker 100	0947 1052	G-JEDT	DHC-8 400	0956 1028
EI-DCJ	Boeing 737/800	1018 1056	G-JECO	DHC-8 400	1135 1210
EI-CSI	Boeing 737/800	1254 1400	G-DBCI	Airbus 319	1344 1521
G-JECP	DHC-8 400	1409 1443	N34RF	King Air C.90B	1453 1523
G-JECO	DHC-8 400	1509 1543	PH-OFG	Fokker 100	1601 1702
1623	C-130H Hercules	1618 0902(01)	G-CCPW	Jetstream 31	1725 1758
G-DBCI	Airbus 319	1735 1845	G-DRFC	ATR.42/300	1850 1931
G-FEES	Eurocopter 135T	1907 1942	G-CDFF	ATR.42/300	1933 2024
G-JEAM	BAe 146/200	2100 2142	PH-OFA	Fokker 100	2107 0625(31)
G-DBCI	Airbus 319	2129 0722(31)	EI-DCJ	Boeing 737/800	2200 2230
31 Wednesday					
CS-DXA	C.560 Citation XL	0702	G-STRF	Boeing 737/800	0713 1012
G-JEDT	DHC-8 400	0746 0826	G-CCPW	Jetstream 31	0809 0842
G-JEDN	DHC-8 400	0823 0855	G-WOWB	DHC-8 300	0845 0916
ZA680	Chinook	0922 0952	PH-KZL	Fokker 70	0933 1046
EI-DLF	Boeing 737/800	1005 1039	G-DBCI	Airbus 319	1009 1059
84-0156	Beech C-12U	1021 1102	G-CDZL	Boeing 737/800	1026 1136
G-JECO	DHC-8 400	1133 1212	EI-REB	ATR.72/200	1200 1236
EI-DLW	Boeing 737/800	1257 1326	G-WOWD	DHC-8 300	1340 1412
G-DBCI	Airbus 319	1348 1522	G-JECS	DHC-8 400	1359 1438
G-FCED	PA-31T Cheyenne	1452 1550	G-JECO	DHC-8 400	1507 1600
G-FIBS	Squirrel	1516 1131(06)	EI-CPT	ATR.42/300	1519 1609
PH-KZL	Fokker 70	1554 1655	G-CCPW	Jetstream 31	1730 1759
G-DBCI	Airbus 319	1747 1848	G-JEBG	BAe 146/300	1832 1918
G-JECS	DHC-8 400	1923 2005	G-WOWA	DHC-8 300	1944 2020
G-CDZL	Boeing 737/800	2025 1212(02)	PH-OFD	Fokker 100	2102 0616(01)

OVERSHOOTS

10/1 G-OBLC Be.76 Duchess(1511)
 15/1 XX218 Hawk("Javelin 94", 1627) plus 2 unidentified Be.200s at 1329 and 1424.
 16/1 ZK453 King Air 200(2Cranwell 72", 1146); G-OBLC Be.76 Duchess(1500)
 22/1 ZF417 Tucano("LOP 93", 1504)
 23/1 ZK454 King Air 200("Cranwell 77", 1218); ZF491 Tucano("LOP 93", 1500)
 G-BXXT Be.76 Duchess(1647); XX284("Javelin 66", 1744)
 24/1 ZF135 Tucano("LOP 24", 1034)
 27/1 G-OBLC Be.76 Duchess(1635)
 29/1 84-0156 Beech C.12U("Duke 11A", 1149); G-YPOL MD.902("Police 42", 1954)
 30/1 ZK453 King Air 200("Cranwell 75", 1049)

Trevor Smith



LEEDS BRADFORD AIRLINE REPORT JANUARY 2007

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEU597	BJL	03/G-STRF	10/G-STRH	17/G-STRH	24/G-STRH	31/G-STRF
AEU981	CMF	07/G-OOOB	13/G-STRH	20/G-STRH	27/G-STRH	
AUA374L	INN	06/OE-LVK	13/OE-LVL	20/OE-LVK	27/OE-LVF	
FHE321	MLA	07/HB-JIB				
IWD3450	ACE	04/EC-JQP	11/EC-JQP	18/DivLPL	25/EC-JQP	
TOM4167	ALC	06/G-BYAI	13/G-BYAU	20/G-BYAK	27/G-BYAU	
TOM5993	ACE	03/G-CDZH	10/G-CDZL	17/G-CDZL	24/G-CDZL	31/G-CDZL
TOM6163	TFS	05/G-CDZL	12/G-CDZL	19/G-CDZL	26/G-CDZL	

OTHER FLIGHTS

05	OE-LJR	D328	TYW257/258	Rotterdam - Innsbruck	Medivac Charter
06	G-BYAA	B762	TOM7798/9759	Bridgetown - Gatwick	Passenger Charter
09	OY-CIR	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
11	OY-CIR	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8
11	G-CDKB	SB20	EZE046P/81D	Humberside - Inverness	Lieu JS41
11	G-CDKB	SB20	EZE84D/39Q	Inverness - Aberdeen	Lieu JS41
15	LY-DOT	AT42	DNU175/176	f/t Southampton	Lieu BEE DH8
16	LY-DOT	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8
16	G-HERM	AT72	AAG145/146	f/t Southend n/s	Southend United AFC
16	D-CSAL	SW4	FKI308/309	f/t Isle of Man	Lieu JXT JS31
16	LY-DOT	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
17	D-CSAL	SW4	FKI302/303	f/t Isle of Man	Lieu JXT JS31
17	D-CSAL	SW4	FKI308/309	f/t Isle of Man	Lieu JXT JS31
17	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
19	D-CSAL	SW4	FKI302/303	f/t Isle of Man	Lieu JXT JS31
19	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
21	G-RJXO	E145	BMA5JL/3XV	Heathrow - Glasgow	-
21	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
23	G-DRFC	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8
23	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
24	G-JECS	DH8	BEE171/172	f/t Southampton	-
24	G-MIDC	A321	BMA7JL/5LJ	f/t Heathrow	Lieu A319
24	G-DBCJ	A319	BMA8JL/1LJ	f/t Heathrow n/s	-
25	G-DRFC	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8

25	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
26	G-DRFC	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8
28	El-DPD	B738	RYR156/15N	f/t Dublin	-
30	G-DRFC	AT42	BEE171/172	f/t Southampton	Lieu BEE DH8
30	G-DRFC	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8
30	G-CDFF	AT42	WOW486B/487	f/t Bristol	Lieu WOW DH8
31	El-DLW	B738	RYR15J/155	f/t Dublin	-

MOVEMENTS REVIEW JANUARY 2007

Airlines. P&O Cruises again used **Thomsonfly** to transport passengers across The Pond, with Boeing 767 G-BYAA ("Thomson 7798") arriving from Bridgetown in the early hours of the 6th, later positioning out to Gatwick. **Austrian** produced Fokker 100 OE-LVK, on its' first visit when operating the Saturday Innsbruck rotation on 6/1. On 7/1 Boeing 757 G-OOOB of **Astreus** positioned from Gatwick to operate their Chambéry flight, which should have performed the previous day! ATR.42 G-HERM("Atlantic 145") of **Air Atlantic** operated a charter to Southend in the early hours of the 16th, transporting Southend United home following their match at Barnsley.

Flybe suffered shortages this month, not of aircraft but crews to fly them, so this necessitated them borrowing from other companies to operate some of their Southampton flights. On the 9th ATR.42 OY-CIR of Danish Air Transport was used on the evening flight and the same aircraft appeared on the 11th, this time in the morning. Rather more exotic was ATR.42 LY-DOT, which operated the evening flight on the 15th using its' company call sign "Danu 175/6". This aircraft also operated both flights the following day. Air Atlantic then got in on the act from 17/1, utilising ATR.42 G-DRFC on numerous flights until the end of the month. The company did however manage to get some of their own aircraft into the air and on 24/1 their latest Dash 8 G-JECS was noted on its first visit. Also suffering a shortage were **Air Southwest**, who used ATR.42 G-CDFF of Aurigny to operate their evening flight on the 30th. There was good news and bad news from the **British Midland** camp. First, Airbus 319 G-DBCI became the first aircraft to make a full Category 3 approach in anger on the 16th so now passengers on the London route can expect a more reliable service when the famous Leeds/Bradford fog descends. The same aircraft however was involved in a less savoury incident on the 24th when all four main wheel tyres burst on landing shortly after midday. This resulted in the airport being closed until about 1715 before the aircraft could be removed from the runway. The company's latest Airbus 319 G-DBCJ made its first appearance when substituting for the poorly 'CI on the 24th and CI itself positioned out to Heathrow on the 25th. Also noted on its' first visit was their latest EMB 145 G-RJXO which arrived from Heathrow on 20/1(Full details of its operations in the listings later in the magazine). **Ryanair** produced new Boeing 737/800 EI-DPD on its first visit on the 28th while one of their older machines EI-DLW made its first appearance on 31/1.

Foreign Bizjets. We start the New Year with the arrival of Gulfstream 550 HB-IGM on 2/1. The aircraft using call sign "Batman 221" arrived from Fort Myers/Florida Municipal and after staying overnight returned home to Geneva as "Batman 531". Although strictly not a bizjet Dornier 328 JET OE-LJR of Welcome Air was being operated by Tyrolean Air Ambulance on 5/1 when it arrived from Amsterdam("Tyrol Ambulance 257") before later heading home to Innsbruck. "Caroluss 1561" on 7/1 heralded the first visit of Citation XL D-CREY, the aircraft arriving from Biggin Hill and latter departing to Dusseldorf. There was then a lull until 15/1 when Lear Jet 31A EI-MAX("Highflyer 31A") arrived from Dublin and, after an overnight stay headed to Birmingham. Citation V D-CMPI("Firstflight 701") arrived from Stuttgart on the 16th and carried on to Geneva late morning, with the return flight from Geneva on the 20th operated by Citation Bravo D-CHZF("FFD 351"), and this aircraft later routed to Milan. Moving to the 24th and Citation XL OE-GNW("Jet Alliance 339") positioned from Manchester in readiness for a trip to Wien the next morning. Finally, having been delivered to its owners just 3 days before, Hawker 800XP EI-KJC("Highflyer 25A") arrived from Shannon on 29/1 to operate outbound to Berlin/Tempelhof.

As usual the "Bizjet" call sign was in evidence during the month, however different aircraft were used. Commencing on 2/1, old faithful Lear Jet 45 N66DN("Bizjet 1DN") routed from Altenrhein to Luton, but on 12/1 Lear Jet 60 N838RC("Bizjet 1RC") arrived from and to Luton only for N66DN to repeat the journey later in the day. N66SG("Bizjet 3SG/4SG") turned up on 21/1, from Faro to Luton. Falcon 900EASy N900NS arrived from Newcastle on 6/1 before later heading home to Jersey and was back on the 20th, this time f/t Jersey. East Midlands based Beechjet 400A N719EL was logged just once, on 6/1 when it arrived from Heathrow before heading home.

Rounding off this section we list the operations of Netjets/Europe, with Fraction call signs in brackets:-

05/1	CS-DNS	Falcon 2000	From and to Nice('2HG) with a night-stop
09/1	CS-DRQ	Hawker 800XPi	From Luton('6FE) to Amsterdam('6FE)
10/1	CS-DNZ	C.560 Citation XL	From and to Farnborough('6LH)
10/1	CS-DRP	Hawker 800XPi	From Jersey('3MG), n/s to Gatwick('675R)
16/1	CS-DXL	C.560 Citation XLS	From Kiel('3XW) to Northolt('024W)
17/1	CS-DRA	Hawker 800XP	From Nice('5HW) to Le Bourget('5HW)
18/1	CS-DLA	Falcon 900B	From Newcastle('9FY) to Nice('9FY)
23/1	CS-DFY	C.560 Citation XL	From Nice('5ED) to Luton('5ED)
26/1	CS-DNQ	Falcon 2000	From Dublin('073E) to Nice('2MF)
26/1	CS-DKB	Gulfstream 5	From Luton('5KG) to Le Bourget('5KG)
27/1	CS-DNT	Hawker 800XP	From Le Bourget('939W), n/s to Lyon('8RL)
28/1	CS-DNR	Falcon 2000	From Nice('2GY) to Madrid/Torrejon('748T)
30/1	CS-DXA	C.560 Citation XL	From and to London City('3UK)
31/1	CS-DXA	C.560 Citation XL	From Le Bourget('3UK), no departure logged.

British Bizjets. Hangar 8 was again very active this month with numerous flights, all operated by their Citationjet G-SFCJ. First noted on 3/1("Hangar 847J", Oxford - Jersey) and then on 9/1("HGR 810J/802J", Oxford - Jersey), 15/1("HGR 802J", Oxford - Jersey), 22/1("HGR 804J, Jersey - Oxford), 29/1("HGR 845A/819J, Jersey - Oxford). London Executive were in evidence on a couple of occasions, with their Citation XL G-SIRS noted on the 10th("Lonex 136S", London City - Madrid/Torrejon) and Citation 2 G-SPUR ("Lonex 179U", Stansted - Chartres) on 28/1. Citation 2 G-OJMW positioned from Gloucester on 9/1 to fly out to Palma while similar type G-JBIZ was from Nice to Manchester on 17/1. Lear Jet G-OLDT("Goldair 88B/C") arrived from Biggin Hill on the 17th to operate a charter to Cannes, returning the following day from Nice. Another of the company's Lear 45s G-OLDK("Goldair 79B/C") was also logged on the 18th from Torino to Biggin Hill and this aircraft returned on the 27th from Dublin to Biggin Hill. Challenger G-PRKR arrived from Farnborough on 21/1 for an overnight stay before being yet another aircraft routing to Madrid/Torrejon and making its first visit to Leeds on 23/1 was Premier 1 G-CJAG("Spacejet 61") from Barcelona to Luton. A new call sign to the airwaves on 24/1 was "Trafalgar 042", which heralded the first visit of Citation XL G-LDFM, from London City to Salzburg. The return trip from Salzburg on 29/1 was operated by Citation Bravo G-EKWS("Trafalgar 052/1"), with this aircraft positioning out to London City. Challenger G-PRKR was back from Torrejon on the 24th and this aircraft later positioned home to Farnborough while Citationjet G-EDCK ("Saltyre 83") was logged on the 25th, f/t Jersey.

Foreign GA. King Air 300 HB-GJP of Nestle was again noted visiting, arriving from Lausanne on 10/1 and after an overnight stay routing to Beauvais. Another King Air was B.90 N456PP("Monty 22A"), which arrived from Guernsey on 10/1, however there was no official record of it departing before the end of the month. As ever Baron N64VB was very conspicuous at the start of the year, first noted on 4/1(Elstree - Sleep) the aircraft was back on 8/1(Edinburgh - Denham), 19/1(Elstree - Sleep). On its first visit to LBA was Pilatus PC-12 D-FAPC, which was from and to Dortmund while fellow countryman King Air 300 D-IFFB("Skyrunner 1126") was from Bielfeld to Munster on 26/1. Based at Weston, Dublin Cessna 208 Caravan N208EC arrived on 29/1 for attention by Multiflight before returning home on 4/2. Finally this time around King Air 90 N34RF was from and to Guernsey on 30/1.

"The ferryman" managed to make it this month, arriving from St. Johns, Newfoundland in brand new Cessna 172S N1355B on 10/1 and setting off to Kyritz, Germany early the next morning. Our old

friend Beech 36 N671B returned to Ronaldsway on 16/1 having languished in the Multiflight hangar since 23/10 last year and N882, a TB.20 also based at Ronaldsway, arrived from and to there on the 25th and also on the 26th.

British GA. Flight Precision King Air 200 G-FPLE ("Calibrator 688") arrived from Durham/Tees on 3/1 for a bit of ILS Calibration work before heading home. Another aircraft, that has been conspicuous by its absence, is King Air 200 G-PCOP, which turned up on 11/1 from Conningsby and night stopped before routing to Glasgow. On 23/03/06 this aircraft suffered a complete electrical failure shortly after taking off from Glasgow, however it managed to climb to a level between cloud layers and the pilot kept in touch by mobile phone! Following unsuccessful attempts at landing at Prestwick and Edinburgh due weather a RAF Tornado was scramble and managed to escort the aircraft for a successful landing at Leuchars. Following transportation to Blackbushe the aircraft has spent several months having a complete rewire. Carrying on the Beech theme King Air 200 G-OMGI ("Saltyre 67") routed from Glasgow to Southampton while similar type G-BYCP ("Lonex 171C") was from London City to Southend on 15/1. Gamston based example G-MAMD arrived on the 19th for a charter to Madrid/Torrejon, making the return journey on the 21st. And still they keep coming, King Air 200 G-FSEU ("Clifton 61") was from Bristol to East Midlands on 26/1 and on the 28th G-WVIP ("Prestige 01") was from Guernsey to Exeter. PA-31 G-LIDE ("Causeway 33L/B") was noted from and to Ronaldsway on 16/1 and G-JAJK ("Causeway 999B/C") visited in the early hours of the 23rd, from Dublin to Belfast International. Finally, Cessna 421C G-GILT was noted on 26/1 from and to Lee-on-Solent and Cheyenne G-FCED ("Air Med 053") arrived from Lyon on 31/1.

Onto the singles now and on the 4th Carlisle based Commander 114 G-OECM arrived from Newcastle before heading home later in the day, while the following day PA-28RT G-BOWY was noted, f/t Blackbushe. On 15/1 Cessna F.172P G-BIOB ("Flight Images 01") arrived from Sheffield, where it had diverted the previous day due strong cross winds here, and spent a couple of days on local survey work, before heading home to Fair Oaks on the 17th. DA-42 G-PETS put in another appearance, this time on 15/1 when it diverted from Rufforth while inbound from Elstree and, after night stopping it went to Tattenhill. PA-28 G-SOBI was logged f/t Durham/Tees on 25/1.

Helicopters. As touched on in the magazine last month Squirrel F-GVRR arrived at Multiflight from Le Touquet on 16/1 and is due to become G-MAAV for Silver Line Aviation of Brighouse, but as yet we are unsure if it will be resident or move out to a private site. Stansted based Dauphin VP-BUL is now a regular with Multiflight for maintenance and arrived on 9/1 for an overnight stay, from and to it's home. This aircraft made a return visit on 28/1 and was still present at the end of the month. Also visiting Multiflight for attention was Agusta A.109C N109TK, which arrived from Chorley on 30/1 and stayed until 2/2 when it left for the Isle of Man. Arriving from Stapleford on 19/1 was A.109E G-SAMP ("Omega 44"), this aircraft later departing to Oxford while another of the type was the now regular G-TKNT, this time from Liverpool to Brize Norton on 28/1. Long Ranger G-FANY ("Powerline 01") dropped in for fuel on the 21st while operating in the locality, from Brighton to near Teesside and Twin Squirrel G-VONE ("Premier 17") arrived from Cleethorpes on 29/1 for a stop over before heading to Bradford. Finally, on the 30th EC.135T G-FEES ("Woodstock 24/16") was from Gloucester to a private site near Oxford.

Military. Happy New Year to our friends from Saudi, who provided a different Hercules, 1622 ("RSAF 900"), which arrived from Pisa on 9/1 and, after it's usual day off routed onwards to Gander on the 11th. The return trip arrived from Dover AFB on 15/1, this time the aircraft routed home via Sigonella. We then had a bonus when 1623 ("RSAF 157") arrived from Wejh before heading to Gander on the 1st of February. The US Air Force were in evidence towards the end of the month with Beech C-12U, which is an upgraded version of the Beech 200C, 84-0156 ("Duke 40A/B") routing from Wiesbaden to Mildenhall on 27/1. The aircraft was back on 29/1 on a training detail as "Duke 11A" and on the 31st again operated from Wiesbaden to Mildenhall using call sign "Duke 09A/B". The only British aircraft to visit was Chinook ZA680 ("Vortex 417"), from Odiham to Leeming on the last day of the month.

Residents. PA-28 G-LFSK arrived from Sheffield on 2/1 and began a short period as resident, however sister ship G-LFSJ has also been in evidence, arriving on 24/1 unusually from Siegerland in

Germany. Cloud 9 Aviation at Sheffield now owns both these aircraft since the break up of the Leeds Flying School and it would appear they will take turns in being seconded here on loan. The company's Cessna FA.152 G-FLIP arrived from Sheffield to collect the pilot of 'SK on 2/1. Also returning to the fold was Cougar G-OOGS, which arrived from Sheffield on 5/1 after a couple of month's absence, this machine also now owned by Cloud 9 Aviation. Dauphin G-OLNT took to the skies on 7/1 following long-term surgery on its' gear box transmission and following a successful test flight is now in full operation. Another Multiflight helicopter, R.44 G-PROG is reported to have away for a complete rebuild and returned in a container, however it has not been noted plodding around the local skies as yet. Cessna 425 G-BNDY has finally taken up its' new identity, N425SL and is very active replacing Duke N322RJ, which appears to have left for pastures new. Finally, AA-5 G-BFXW returned home on 26/1 resulting in temporary replacement PA-28 G-BSER returning to Brighton.

Trevor Smith

We now continue with the listings of Embraer and Jetstream flights for the month. Just an explanation of how the charts work: across the top is the radio call sign used by each flight with the last two letters of the aircraft registration which operated the flight on each day of the month (i.e. On 6/1 G-RJXI operated to and from Heathrow as 01J/4JL then back to Heathrow as 2LJ where the aircraft was swapped, with G-RJXA operating the 8JL back from Heathrow).

BMI REGIONAL Embraer operations(G-RJ— and G-CC(YH)),

cx- Flight cancelled; dv- Inbound flight diverted

	GLASGOW			EDINBURGH				HEATHROW			
	1XV/ 1VX	2XV/ 6VX	3XV/ 3VX	403/ 404	409/ 410	405/ 406	407/ 408	01J/ 4JL	2LJ/ 8JL	2LJ/ 7JL	421/ 422
01/1											
02/1											
03/1	XC		XN	XI			XC				
04/1	XC		XI	XN			XC			XC	
05/1	XI		XC	XC			XN			XN	
06/1								XI	XI/XA		
07/1								XA		XA/XG	XJ
08/1	XG	XG	XG	XC	XG	XN	XN			XN	
09/1	XC	XC	XC	XN	XN	XG	XG			XG	
10/1	XG	cx	XC	XC	XC	XN	XN			XN/CF	
11/1	XC	cx	cx	XB	XC	XB	XB				
12/1	XB	cx	XB	XC/dv							
13/1								XB/XA	XA/XE		
14/1			XA				XJ	XE		XE	
15/1	XB	XB	XB	XE	XB	XA	XA				
16/1	XB	XB	XB	XE	XB	XE/XD	XD				
17/1	XD	XD	XD	XA	XD	XB/XN	XN				
18/1	XD/dv	/XN	XN	XN/dv		/XA	XA				
19/1	XN	XA	XA	XA		XD	XD				
20/1								XN/XF	XF/XD		
21/1			XO				XJ	XD		XD/XA	
22/1	XO	XN	XN	XN	XO	XO	XO				
23/1	XO	XA	XA	XA	XO	XN	XN/XG				
24/1	XA	cx	XG	XG	XA	XA	XA				
25/1	XA	XA	XA	XB	XA	XG	XG				
26/1	XA	XB	XB	XG	cx	XG	XG				
27/1								XA	XA/XG		
28/1			YH				XJ	XG		XG	
27/1	YH	XG	XG	XA	YH	YH/XI					
30/1	XG	XI	XI	XA	XG	XA	XA				

31/1	XG	XG	XG	XA	XG	XI	XI				
	1XV/	2XV/	3XV/	403/	409/	405/	407/	01J/	2LJ/	2LJ/	421/
	1VX	6VX	3VX	404	410	406	408	4JL	7JL	8JL	422

PARIS/LBG

493/	495/	497/
494	496	498

BRUSSELS

611/	613/	615/
612	614	616

OTHER FLIGHTS

'9— Positioning

01/1		XI	XC				05/1	XC('9851, t. Heathrow)
02/1		XC		XJ			07/1	XC('5JL, f. Heathrow)
03/1					XJ		10/1	XG('9133, t. Aberdeen)
04/1		XI			XJ		10/1	XB('9135, f. Manchester)
05/1		XI				XJ	11/1	XG('9146, f. Manchester)
06/1							14/1	XA('9874, f. Manchester)
07/1			XN				14/1	XB('5JL, f. Heathrow)
08/1	XN	XC	XC	XJ	XJ	XJ	16/1	XA('9121, f. Durham/Tees)
09/1	XG	XN	XN	XJ	XJ	XJ	18/1	XD('9143, f. Durham/Tees)
10/1	XN	XC	XJ	XJ	XJ	cx	19/1	XD('9851, t. Heathrow)
11/1	cx	XC	XC	XJ	XJ	XJ	19/1	XA('9852, t. Manchester)
12/1	XG/dv	XB		XJ	XJ		20/1	XO('5JL, f. Heathrow)
13/1	XJ						20/1	XN('9874, f. Manchester)
14/1		XB	XB			XE	23/1	XO('9131, t. Glasgow)
15/1	XA	XE	XE	XJ	XJ	XJ	24/1	XB('9133, f. Aberdeen)
16/1	XA	XA	XA/dv	XJ	XJ	XJ	24/1	XG('9134, f. Manchester)
17/1	XB	XA	XA	XJ	XJ	XJ	26/1	XG('9851, t. Heathrow)
18/1	XA/dv		XJ	XJ			26/1	XB('9852, t. Manchester)
19/1	XD	XN	XN	XJ	XJ	XJ	28/1	XA('5JL, f. Heathrow)
20/1	XJ						28/1	YH('9874, f. Manchester)
21/1		XN	XN			XA		
22/1	XA	XA	XA	XJ	XJ	XJ		
23/1	XN	XO	XO	XJ	XJ	XJ		
24/1	XG/dv	XB	XB	XJ	cx	XJ		
25/1	XG	XB	XB	XJ	XJ	XB		
26/1	XB	XA	XA	XJ	XJ	XJ		
27/1	XJ							
28/1		XA	XA			XG		
29/1	XG	XA	XA	XJ	XJ	XJ		
30/1	XI	XG	XG	XJ	XJ	XJ		
31/1	XI	XA	XA	XJ	XJ	XJ		
	493/	495/	497/	611/	613/	615/		
	494	496	498	612/	613/	616		

NOTES.

On the 10th Airbus 319 G-DBCF operated a joint 420/422 from Heathrow as "Midland 422".
Embraer 145 G-RJXO was on its first visit when it arrived as '5JL from Heathrow on 20/1.

EASTERN AIRWAYS Jetstream 41 operations(G-MA— and G-CD(YH/YI)),
cx- Flight cancelled; dv- Inbound Flight Diverted

ABERDEEN

19Q/	39Q/	59Q
29Q	49Q	99Q

SOUTHAMPTON

80D/	84D/	86D/
81D	85D	87D

INVERNESS

81D/	44D/
84D	45D

01/1			
02/1		JG	JB
03/1	JG		JB/JF
04/1	JF		JG
05/1	JG		JE

06/1								
07/1			JE					JE
08/1	JG	JE	JE	JE	JG	JG	JG	
09/1	JG	JG	JG	JE	JE	JE	JE	
10/1	JG	JG	JG	JE	JE	JE	JE	
11/1	JG/cx	cx/JC	JC	JE/cx	JH	JH	KB	
12/1	JC	JC	JV	JH	JH	JH	JH	
13/1								
14/1			JE					JE
15/1	JH	JE	JE	JE	JH	JH	JH	
16/1	JE	JE	JE	JH	JB	JB	JH/JB	
17/1	JB	JB	JB	JE	JE	JE	JE	
18/1	JB	cx	JB	JE	cx	JE	cx	
19/1	JB	JD	JD	JE	JE	JE	JE	
20/1								
21/1			JD					JD
22/1	JD	JD	JD	JE	JG	JG	JE/JG	
23/1	JG	JG	JG	JD	JD	JD	JD	
24/1	JG	cx	JD	JD	cx	JG	JD/dv	
25/1	JD	JD	JD	JG	JG	JG	JG	
26/1	JG	JG	JG	JD	JD	JD	JD	
27/1								
28/1			JD					JD
29/1	JG/JT	JT/JJ	JJ	JD	JL	JL	JD/JL	
30/1	JJ	JJ	JJ	JL	JL	JL	JL	
31/1	JJ	JN	JN/JJ	JL	JL	JL	JL	
	19Q/	39Q/	59Q/	80D/	84D/	86D/	81D/	44D/
	29Q	49Q	99Q	81D	85D	87D	84D	45D

OTHER FLIGHTS:-

04/1	JF('044P, t. Humberside); JE('045P, f. Humberside)
11/1	KB('046P, f. Humberside); JH('001E, f. Aberdeen)
12/1	JV('054P, f. Humberside); JC('282, t. East Midlands)
12/1	JV('053P, t. Humberside); JE('052P, f. Southampton)
19/1	JB('051P, t. Humberside); JD('052P, f. Humberside)
24/1	JG('033P, f. Humberside)
31/1	JJ('034P, t. East Midlands); JN('031P, f. Durham/Tees)

NOTES. SAAB 2000 G-CDKB operated the Inverness sector on 11/1.

JET 2 NEWS

First news that Jet2 are to start handling their own flights from the March, causing a big drop in traffic for Servisair who have carried out the task until now. Quite a few Servisair staff are apparently transferring to Jet2 and the company have half a dozen new aircraft tugs parked near Multiflight awaiting the call to be used for push-backs.

Now onto the hardware and we start with an update on the situation regarding the "new" 757s. As touched on last month **G-LSAF** has been reregistered in the USA, but this is still believed to be just a paper exercise. Reregistered N689GX on 7/1 to a company called East Trust, Sub-2 the aircraft is still in Atlas Air colours and parked at Southend. Interestingly, another former Atlas Air machine, TC-OGA is also parked up at Southend and has been reregistered N688GX for the same company, East Trust, Sub-2. Former Chinese example, **G-LSAG** was delivered Guangzhou – Al Ain – Larnaca – Southend on 11/12 January using call sign "Ferry 403" and is still in China Southern livery with no titles. Fellow Chinese machines, **G-LSAH** and **G-LSAI** were still to arrive in this country late in January. Of the older 757s, **G-LSAA** appears to have developed a serious problem as it positioned out to Lasham on 17/1 and was still there receiving attention at the end of the month. **G-LSAC** diverted to Manchester at the beginning of the month, because Leeds was fogbound, and stayed there to operate flights until

it positioned back to Leeds on 13/1 as "Channex 514P". G-LSAE went to Durham/Tees on 16/1 for a crew training detail("Channex 010T").

Quite a lot of coming and going on the 737 front this time around, starting with G-CELC which positioned from Newcastle('536P) on 5/1 to operate several Leeds flights until heading back home the following night. It was exchanged in Amsterdam on 19/1 with Leeds based G-CELU heading to Newcastle for a stint there. 'LC then operated Leeds flights and made a couple of visits to Multflight until it was exchanged with Manchester based G-CELD and resumed operation from there. Manchester based G-CELD arrived on the Geneva flight on 22/1 having been exchanged with G-CELC(see above) and spent three days with Multflight before commencing operation from Leeds, where it now resident. Manchester based G-CELF arrived at Leeds from Bucharest on 13/1 following its major overhaul and returned to Manchester the following day, exchanged in Amsterdam for G-CELG which resumed operations from Leeds. G-CELG was out of action at the beginning of the month and spent quite a lot a time with Multflight until 26/1 when it returned to Manchester with Leeds based G-CELS coming in the opposite direction to resume operations from here. G-CELG positioned from Manchester to help out for a couple of days on the 6th and 7th and returned later in the month to be based. With Belfast based G-CELY(See below) u/s on the 1st temporary Leeds based G-CELJ arrived from Prague just after midnight on New Year Day and carried on to Belfast with their passengers. 'LJ was swapped back with 'LY later in the day in Belfast and the former returned to its Manchester base on 15/1 when exchanged in Amsterdam and G-CELU returning to Leeds. As mentioned above G-CELG returned to be Leeds based on 15/1 when exchanged with G-CELF, the latter returning to Manchester operations following major overhaul. G-CELO has finally relinquished its' former identity TF-ELO, however has not visited Leeds as such yet. Edinburgh based G-CELR, which incidentally is still in basic Globespan colours, arrived from Manchester on 1/1 to help out at Leeds until 5/1 when it returned home. G-CELS spent much of the month operating both from Leeds and Manchester but now seems to have settled back here as did G-CELU, most of the exchanges already highlighted above, however by the end of the month 'LU was operating from Newcastle. G-CELX positioned out to Newcastle on the 9th to help out there for a couple of days, however on 17/1 this machine set off to Tel Aviv for a major overhaul, making a change from a trip to Bulgaria. G-CELY arrived from Blackpool on 1/1 for attention before returning home to Belfast the same evening but was back with Multflight on the 6th/7th and 20th/21st. Finally Edinburgh based G-CELZ positioned in on the 1st, 3rd and 5th to operate odd flights from Leeds.

The company hack PA-31 G-IFIT is now quite active flitting between the companies various bases as well as regular trips to Southend and Bournemouth and can be distinguished by its call sign sequence 007/017/027 etc. To round off aircraft operating out of Leeds at the end of the month were G-CELB/ C/H/K/S and G-LSAC/E.

Trevor Smith



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COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

The sale of Leeds-Bradford Airport has taken a significant step forward with the final shortlist of five bidders due to submit their final binding bids within the next month. Some speculators have estimated the deal could be valued at £150 million. Paul Brook, chairman of the board dealing with the disposal sale, said: "Indicative prices we have received demonstrate that there is a strong interest for the airport, reflecting the excellent development potential of the business and its catchment area. These prices have been excellent even in comparison to the high transaction multiples currently prevailing in the sector."

Short listed bidders, the identities of which have not been revealed, now have until 28 February to refine their proposals into binding bids. At this point the shareholders will select a preferred bidder, expected to be announced in April.

VLM will commence a weekly charter to Jersey on Saturdays from 21 July with a Fokker 50. Times are arrival LBA at 1545 and departure at 1710. The flights are on behalf of Airway Holidays.

AIRPORT NEWS

European Union countries should establish national regulators to settle disputes between airports and airlines over infrastructure fees, the EU executive have proposed. The European Commission presented draft legislation that seeks to make airport charges more transparent and non-discriminatory. It requires airports to consult with airlines about the fees, which airlines body IATA has called among the most expensive in the world. "Everything we've done here is designed to bring down the costs of airport fees and, hence, the costs of travelling by air for passengers," Transport Commissioner Jacques Barrot told a news conference. The rules, which will apply to all airports with more than a million passenger movements or 25,000 tonnes of cargo a year, do not set out a specific calculation method for determining take-off and landing fees. Barrot said different costs and conditions at different airports made that impossible. Airport charges make up between 4 and 8 percent of major EU airlines' operational costs, the document said. IATA said last year Europe had 15 of the world's most expensive airports, singling out Charles de Gaulle in Paris as one of the worst offenders for increasing its charges by 26.5 percent over five years. New regulators would help check such fees in the future, Barrot said. He cited a regulator in Britain that was working well and said it would not be expensive to establish them in states where they did not yet exist.

In a separate report, the EU executive said ground handling services throughout Europe were becoming more competitive after a first phase of liberalization. The Commission also laid out a plan to reduce congestion at Europe's busiest airports. It said airports should make better use of existing capacity and improve technology. Airports lobby group ACI Europe said that was insufficient. "The Commission's strategy fails to recognize that better use of existing capacity alone will not be enough and new airport infrastructure will have to be provided," Olivier Jankovec, the group's director general, said in a statement. "Otherwise, airport congestion will continue to negatively affect passengers and airlines with wide-ranging repercussions for society, including the environment. It is urgent that new airport infrastructure becomes a high priority at EU level."

For the third time in four years, federal transportation officials have ranked Newark Liberty International Airport as the worst among major airports for on-time arrivals, and the airport isn't doing well with on-time departures either.

Newark, one of three major commercial flight hubs serving the New York area, saw only 62.56 percent of its flights arriving on time in 2006, according to new numbers from the U.S. Transportation Department. Departing flights were on-time 71.87 percent of the time in Newark last year, a figure

only worse for Chicago's O'Hare, at 68.84 percent, and Atlanta, at 71.61 percent.

Aviation experts cite a number of reasons for Newark's woes: bad weather, the New York area's congested airspace, airlines squeezing too many flights in during peak travel hours and inefficient use of runways. "There are too many planes flying," Robert Belzer, a critic of the New York area's airspace policies, told The Star-Ledger of Newark.

The Port Authority of New York and New Jersey, which runs Newark Liberty along with New York's LaGuardia and JFK, has blamed the Federal Aviation Administration, questioning whether the nine commercial runways at the three airports are being put to the best use.

AIRLINE NEWS

bmi British Midland has purchased British Mediterranean for £30 million. BMed operates 3 A320 and 5 A321 aircraft, currently in a franchise with British Airways. BMed will continue to operate the franchise for BA until the end of the summer 2007 season. Flights are operated to 17 destinations in 16 countries in Africa, the Middle East and Central Asia.

SkyEurope Airlines reached another Number One when the seventh brand-new Boeing 737-700 landed at Bratislava airport on Saturday 27 January 2007 at 6.53 pm after a record-breaking flyover of 8382 km without any fuel stop. Under the control of Captain Peter Pelec the new addition into SkyEurope's fleet jumped over the distance between American Seattle and Prague in just 10 hours and 10 minutes. It is the longest documented flyover of any Boeing 737-700NG in the commercial Configuration. The longest distance record flown by Boeing 737 type so far is 8116 km on the route Seattle-Berlin in 1998. SkyEurope not only broke the current world distance record, but also have flown its new Boeing home in the most economic way. "This record flyover required a lot of fuel planning and managing. During first four hours we faced a strong headwind and there was a lot of thinking and decision making just during the flight. Originally we wanted to make a fuel stop in Edinburgh, but due to a positive tailwind we could manage to fly directly to Prague" said Peter Pelec, Flight Operations Manager of SkyEurope.

SkyEurope will obtain 10 brand-new Boeings 737-700 Next Generation in total this year and gradually introduce them into service in its bases of Bratislava, Budapest, Krakow, Prague and Vienna. As of the upcoming autumn SkyEurope Airlines will become the airline with the youngest and most modern fleet in Central and Eastern Europe.

Ryanair confounded expectations with a profit rise for its difficult winter third quarter on Monday, thanks to higher ticket prices. It also predicted it would make fuel-cost savings of €60 million in its next business year, which starts in April, after taking out further insurance against price rises.

Ryanair said profit after tax rose to €47.7 million in the three months to the end of December from €36.8 million in the same period of 2005. Ryanair said its new charges for checked-in luggage and fuel surcharges by rivals had allowed it to increase average ticket prices, or yield, by 7 percent in the period. That in turn ensured that revenues rose 33 percent to €492.8 million.

"We had a very good performance towards the back half of the quarter, particularly around Christmas," Ryanair Chief Financial Officer Howard Millar said, adding that ancillary revenues from operations other than ticket sales also helped. Sales of in-flight services and revenue from customers booking cars via Ryanair helped boost ancillary turnover 61 percent to €95.1 million, although part of that was due to an early termination payment from its hotel booking partner. Millar said Ryanair hoped to have a new hotel provider in place by the end of March.

With yields for the fourth quarter, which runs to the end of March, set to come in flat versus an earlier forecast for a slight fall, Ryanair said it now expected to post full-year net profit of €390 million. That is up from an earlier €350 million forecast and 29 percent above the previous year. Millar said it was too early to give concrete guidance for 2007/2008 but that there was currently no reason for the airline not to hit its goal of raising passenger numbers by ten million. "If fuel prices stay low, other

airlines may start to drop their fuel surcharges and I think that will mean average fares may come down a bit, but it's difficult to call," he added.

In terms of fuel, the airline said it had hedged 50 percent of its first-half needs and 90 percent of those for the second half at 10 percent less than it is currently paying. Millar said he had yet to decide what to do with Ryanair's spare cash and that much would depend on its bid for Aer Lingus. Any special dividend hoped for by investors may be "a little bit further down the line than people would have expected," he said, adding that the money could also be used for new aircraft.

AIRCRAFT NEWS

Airbus claims it has fixed electrical problems related to its A.380. About time, the company's shareholders and customers may say. The company said that it had "passed a major milestone" for the plane's production and added that deliveries to Singapore Airlines, its first customer, were scheduled to arrive in October. "We have finished the electrical installation," said Tore Prang, an Airbus spokesman. "We have handed the aircraft to the cabin equipment team to install the first A380." Last week, Airbus Chief Executive Louis Gallois said the firm was "determined to complete this first delivery in October 2007, as we announced, and to prepare ourselves for the next deliveries in 2008." However, problems with the A380 have left Airbus two years behind its earlier delivery schedule and cost the firm more than \$6 billion. There could be additional charges to come.

This also may not be the last word on the wiring fiasco. "Under no circumstances has the wiring issue been totally resolved. From my understanding, Airbus have now got to the bottom of the problem with the first aircraft, i.e. have removed all the old mismatched wiring, cables, harnesses, rigging, fasteners, ties and supports and have either completely installed a new set or else will do this contemporaneously with the installation of cabin equipment in Hamburg," says Doug McVitie of Arran Aerospace, a former Airbus employee. McVitie added that Airbus "wants people to believe that the plane is ready to be fitted out," and questioned why it would take a minimum of nine months to complete that job. There are also questions about the aircraft's weight. The A.380 was "over-weight by about four tons" as of last June, said McVitie, "part of which is due to wiring." So until Airbus says the aircraft has met its weight targets, it hasn't. "That news would be worth 50 centimes on the EADS share price," McVitie says.

Several major carriers have had second thoughts about the A.380. One of them, Emirates Airline, whose order for 43 jets has been valued at roughly \$13.5 billion, asked the European consortium to clarify the aircraft's delayed delivery schedule last year. Singapore Airlines has agreed to buy 19 A.380s. Other customers include Thai Airways, Virgin Atlantic and Qantas. "I know Singapore Airlines doesn't believe in the delivery date and have spoken to no-one outside Airbus who does. They're almost certainly planning on December or at latest January. December is more likely. Gallois gave a personal commitment that delivery would be made, which is worrying. If he'd given a corporate one, it would have been better. But he knows he can't do that as it's not verifiable and could have an effect on share prices which could get him in hot water," said McVitie.

Gallois' determination to deliver the aircraft is all very well, but Airbus customers shouldn't be surprised if new delays arise from the A.380 project. Wiring the twin-deck A380 has proven a much more complex industrial challenge than expected. This is understandable when you consider the wires in each plane stretch the length of the Hudson River. Another part of the wiring problem is linked to airlines asking for extensively customized interiors. Wires controlling in-flight entertainment, lights, air conditioning and the plane's operating systems are bundled in harnesses throughout the aircraft. Airbus, perhaps foolishly, allowed each customer to customize its entertainment systems, which means getting the right wire in the right place is tricky. While delays of this magnitude are not uncommon in such a large project, Airbus' perceived lack of transparency toward its customers and shareholders added to its problems. EADS has been distinctly uncommunicative on the length of setbacks to the program.

EADS said at an investors' forum in October that in order for the A.380 program to break even, it had to sell 420 of the aircraft, as opposed to the 270 originally planned. If that is the case, things aren't

going well for the Franco-German company. So far, Airbus has received 166 orders for the airliner. Unless the company can start selling A.380s at close to list price, as well as drive costs down, the program will struggle to break even, let alone deliver profits.

Some analysts believe Airbus' bacon may be saved by the fact that existing A.380 customers have few alternatives to the super-jumbo. Oxford Analytica has pointed out that Boeing's 787, or the long-range version of the U.S. company's 777 - currently configured for freight - could be alternatives for angry customers. However, it adds that "Boeing will not necessarily be the immediate beneficiary of Airbus' A.380 travails, given its current emphasis on long-range, mid-sized airliners."

OTHER NEWS

A group of passengers was recently stranded for more than eight hours aboard an American Airlines jet that was diverted to Austin, Texas, due to weather. They had no food, the toilets clogged and overflowed and the stale air reeked. Now some of those passengers are joining a push to get Congress to pass a comprehensive Passengers Bill of Rights. "We feel that enough is enough. This is not the first time, nor is it likely to be the last, that this kind of degrading treatment is visited on passengers," said Kate Hanni, one of those who endured the experience. "Thousands of legitimate complaints by travellers mistreated by the airlines are regularly dismissed or inadequately addressed by the industry."

The passengers said they received no explanation or apology from the airline. Similar legislation was proposed in 1999 but failed to win passage after the airlines agreed to a voluntary, but watered-down, version of the bill of rights. The passenger group says that customer service is even worse now, and they are building a consumer coalition to push for the new legislation. Their proposal includes a rule that if an airplane is held on the ground for more than three hours, the crew must connect to a gate and allow passengers to get off.

Governments could do more to help airlines cut harmful emissions, by agreeing to shorten routes rather than by slapping "green taxes" on air travel, the head of airlines body IATA said. Europe, where several countries have put environmental levies on airline tickets, was a particular problem because of its failure to establish a single air traffic control system, said Giovanni Bisignani, IATA Director General.

Carriers argue that governments often refuse to open large parts of their air space to commercial flights, forcing planes to stay in the air for longer than they need to. "Every minute of flying time that we can save reduces fuel consumption by an average of 62 litres and CO₂ emissions by 160 kilograms," Bisignani told a civil air navigation conference in Maastricht. "Governments are quick to make flights more expensive with new taxes in the name of the environment," he said, according to a text of his speech issued by IATA - the International Air Transport Association - in Geneva, "but they are slow to improve infrastructure. It's about time they realised what a difference a minute can make." IATA, which groups some 270 passenger and cargo airlines accounting for around 94 percent of scheduled international flights, has often complained that the industry's own efforts to improve its environmental performance are hampered by tough national rules on the routes planes can take.

Last year, Bisignani said, work on route shortening by IATA brought savings of 6 million tonnes of CO₂ - whose emission by airlines is an important contributor to global warming, according to environmentalists and climate scientists. But he said issues were still to be resolved on all continents between airlines and governments. "The approach to Hong Kong is up to 25 minutes longer than it needs to be," Bisignani said. "Flying from Sao Paulo to Lima is 9 minutes too long. Johannesburg to London is 10 minutes too long. And flying to Manila from Japan has 5 unneeded minutes. Optimizing air routes should not be a battle. It is a win-win situation for the passenger and for the environment." He said the failure of the 27 nation European Union and its neighbours to agree on a Single European Sky, allowing freer movement for the airlines and less hassle with traffic control bodies, was the continent's "biggest embarrassment." "Europe has one major currency, but 34 providers of air navigation services. This costs the airlines €3.3 billion (US\$4.33 billion) a year. And it costs the environment 12 million tonnes of CO₂. The time for excuses is over. The technical solutions exist. It is simply a matter

of political will," Bisignani said.

Thirty years after the worst aviation disaster in history, a permanent reminder of the runway collision at Tenerife Airport in the Canary Islands will be erected on a mountain there. The 60-foot steel sculpture entitled *De Wenteltrap* (means spiral staircase) was created by Dutch artist Rudi van de Wint. It was commissioned by Foundation Relatives Victims Tenerife, a group formed in 2002 to raise funds for the monument. It will honour the memory of 583 people who died when a KLM Boeing 747 collided with a Pan American 747 on a runway at Tenerife.

The monument will be publicly unveiled 27 March in front of Spanish, American and Dutch family members of victims, survivors and government officials. Incredibly, the unveiling will be preceded by the first-ever international memorial service to remember the victims. The foundation has contacted relatives and survivors (61 people survived) and special flights are being arranged to get as many as possible to the ceremony.

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Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 20 April 2007 at 7.30pm for 8.00pm

Peasehill Hotel and Restaurant Harrogate Road Rawdon Leeds

Celebration Menu - £19.00 per person

Traditional minestrone soup

Half a galia melon with fruit sorbet and raspberry coulis

Filo parcel of goatscheese, caramelised onions, honey and mustard dressing

Pan fried sirloin steak with sauce béarnaise

Poached salmon supreme with creamed spinach

Confit of duck leg, Cumberland sausage, horseradish mash

(or a vegetarian option - please mention dietary needs to John Dale)

Champagne mousse with fruit coulis

Sticky toffee pudding and custard

Selection of English and continental cheese

Coffee and mints

To book your table contact our co-ordinator: John Dale

13 Greenfield Avenue Guiseley Leeds LS20 8HG

telephone number 01943 875 315

Please pay in full at the March meeting:

cheques payable to *Air Yorkshire Aviation Society*

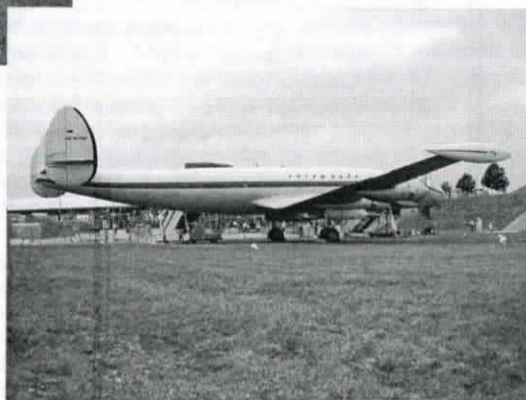
Please include details of your guest list

so that table plans and place cards can be prepared

WUNDERBAR

As it is getting more difficult to take photographs at airports, I have to be more selective when deciding where to go. The worldwide web is very helpful nowadays as you get information (and maps) on the best viewing spots. Germany seems to be very 'pro-spotter' as most airports provide viewing facilities 'off and on airport' including spots for photography. After long deliberation, I decided to 'cash in' some more of my nectar points and go to Munich which had a viewing area above Terminal 2 and two very good viewing mounds outside the airport.

The flights were booked with KLM from Leeds via Amsterdam to Munich and the usual accommodation sorted. The advantage of going with KLM is that you can book right through, therefore giving you time to spend in the viewing area at Schiphol. The interesting (to me) airliners were: A321 Inter A/L; A320 Arke Fly; RJ85 Blue 1; A330 KLM; and a Northwest DC10 painted in the new colour scheme so they must intend using the DC10 for some time to come. I boarded the flight to Munich on a B737.300 and we set off for the departing runway. As we were about to join the runway, the pilot said that we had a problem and had to return to the Terminal! After initial inspection by the ground crew, they said it would be fixed 'in the hour'. An hour and half later the pilot told us that it was not fixed and we were looking for another aircraft. We eventually took off for Munich over three hours late so no chance to 'suss out' the airport.



The viewing area above the Terminal gave restricted views of the apron and runway and was behind glass. I went to the viewing area opposite Terminal 1 where you could see all movements at the airport. Photographs were limited due to the position of the sun and the distance from the apron, but most movements to the Terminal could be 'shot'. As a bonus, there was a small museum at the side of the viewing area which included a DC3, Constellation, Junkers 52 and a Bo105 on a pod! The viewing

area was a big mound (seen above behind the DC3), entry €1. There are toilets and refreshments next to the museum but none on the mound. Entry to the museum (to go inside the Connie) was also €1. There are also air side tours at a cost of €8.50.

As you would expect, the majority of flights are by Lufthansa and examples of all types were seen excluding Jumbo's. They do quite a lot of long haul flights using the A340, the odd A330 and Privatair B737, the usual mix of A321/320/319 and B737 on European routes and CRJ/ATR/DH8/146 on regional routes. I managed to see three CRJ 900's which had gone into service only the week before (31 July). Of the other German carriers, DBA used B737/F100; Hapag Lloyd Express used B737; LTU A330/A320; Condor B757/767/A320; Germanwings A319; other interesting ones were Dauair with Saab 340 (since stopped operations) and Cirrus A/W with DHC8. Air Dolomiti operate a lot of services for Lufthansa with AT4/AT7/146.

The majority of the major European carriers were well represented by aircraft normally seen in the UK. Exceptions were: Air Baltic F50; LOT AT4/AT7; CSA AT4; Aeroflot TU154; Adria CRJ; Malev CRJ; Croatia AT4; Finnair EM7; Olympic B717. It rained late in the afternoon on the second day and I decide to go to the viewing area in Terminal 2. This gives a good view of the Lufthansa and associate carrier movements as well as the GA apron. Biz Jets included Citation D-CJAK; CS-DFU; Learjet OE-GGB; Challenger D-AIND.

German airports still get TU 154 movements and not to be disappointed we had representatives from Tajikstan A/L, KMV and Pulkovo in addition to the Aeroflot one mentioned above. One other 'Russian' of interest was Donbassero Yak 42. Other long haul visitors were Air Canada, United, Delta and US A/W B767; Eitihad A330; Emirates B777.



On the day of return, when you went through to departures, you were restricted to about 7 gates, but that did not stop me seeing Qatar A/W A300, Turkish A/L A330 and Tunis Air A300. Good facilities, although a little distant for photography, but I would go again.

Roger Fozzard

"GOLDEN OLDIES"

I enjoyed the "Golden Oldies" article and photographs (Flying in the 1930's) in January's AYAS magazine.

Not quite as old is the enclosed print of my first "foreign visitor" seen at Yeadon Aerodrome (pre-Leeds/Bradford Airport) on 16 August 1949.

PH-NDB appears to be an ex-military Lycoming-powered Auster IV or V with its rear glazing covered with fabric, rather like the J/I Autocrat.



It was blue with silver trim and letters. On the door were the words "Luchtrevier Naarden" – possibly Naarden Flying Club? Behind it can be seen the empennage of Lancashire Aircraft Corporation's Auster V G-AJLE, and behind that one of the Spitfire LF XVI's of 609 Squadron, Royal Auxiliary Air Force, which were resident at that time.

The photograph was taken with a pre-war Box Brownie camera using black and white film, eight exposures per film (pre-digital, pre-SLR, pre-everything!)

Denis Yeadon



Specifications

- * Engines: Three Rolls-Royce Turbomeca RTM 322 turbines
- * Thrust: 2263nm
- * Max speed: 167kts
- * Length: 22.8m
- * Max altitude: 15,000ft
- * Span: 18.6m
- * Aircrew: 4

Who uses the Merlin HC3

28 Squadron RAF Benson

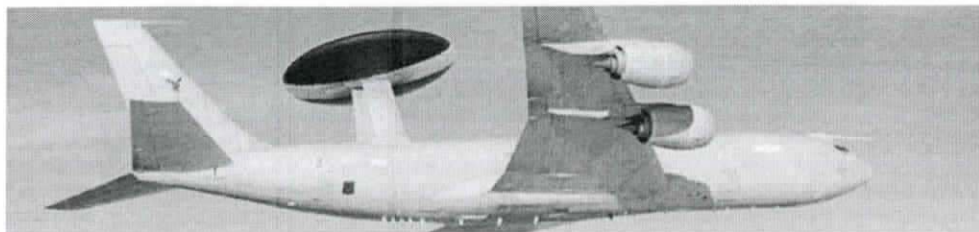
Details

The Merlin HC3 is operated by No 28 (AC) Squadron at RAF Benson and is the first of a new generation of advanced, medium support helicopters for the RAF. It is an all weather, day and night, multi-role helicopter used in both tactical and strategic operational roles. The aircraft carries an impressive defensive-aids suite, which includes a Radar and Laser Warning Receiver, Missile Approach Warners and Directional Infrared Countermeasures equipment, all integrated with an automatic chaff and flare dispensing system. This is one of the most comprehensive defensive aids suites fitted to any helicopter in the world.

To ensure accurate navigation anywhere on the globe, the aircraft's management computers take data from its laser-gyro, inertial-navigation platform and its doppler system and from air data sources, and combine the information with precise position data received from Global Positioning System satellites.

Navigation at night is enhanced by the crew's use of night-vision goggles and by the aircraft's multi-function turret, which can be fitted with forward- looking infrared radar. To increase the aircraft's range, the Merlin is equipped with extended range fuel tanks and is capable of air-to-air refuelling. Further range can be achieved by shutting down the third engine during the cruising phase of flight. It is also fitted with an active vibration-damping system, which reduces the level of noise and vibration inside the cabin to a level no greater than that of a turboprop aircraft. As a result, crew fatigue is much reduced during long transits and airframe life is increased.

The Merlin is able to carry a diverse range of bulky cargo, either internally or under-slung. Cargo can include artillery, Land Rovers or light-strike vehicles and over five tonnes of freight. The spacious cabin can also accommodate up to 24 fully equipped combat troops and, when required, will convert to carry 16 stretchers for casualty evacuation or during humanitarian and disaster relief operations. Designed to operate away from base workshops and in difficult terrain, the Merlin has state-of-the-art support technology and incorporates aircraft health-and-usage diagnostics and a self-test capability for ease of maintenance.



Specifications

- * Engines: Four CFM 56 2A-3 turboprops
- * Thrust: 24,000lbs
- * Max speed: 460kts
- * Length: 46.68m
- * Max altitude: 35,000ft
- * Span: 44.98m
- * Aircrew: 18

Who uses the E-3D Sentry AEW1

- 8 Squadron RAF Waddington
- 23 Squadron RAF Waddington

Details

The RAF operates seven E-3D Sentry aircraft in the airborne surveillance and command-and-control role. The aircraft are based at RAF Waddington, where they are operated by Nos 8 and 23 Squadrons as the UK's contribution to the NATO Airborne Early Warning and Control Force. The E-3D also forms one arm of the UK Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) triad of Sentinel R1, E-3D and Nimrod R1 aircraft. Whilst primarily procured as an airborne early warning aircraft, the E-3D has been extensively employed in the Airborne Warning and Control System (AWACS) role. The E-3D Sentry, known to the RAF as the AEW1, is based on the commercial Boeing 707-320B aircraft, which has been extensively modified and updated to accommodate modern mission systems. Mission endurance is approximately 11 hours (over 5000nmls), although this can be extended by air-to-air refuelling. The E-3D is the only aircraft in the RAF's inventory capable of air-to-air refuelling by both the American 'flying-boom' system and the RAF's 'probe-and-drogue' method.

The normal crew complement of 18 comprises four flight-deck crew, three technicians and an 11-man mission crew. The mission crew comprises a tactical director (mission crew commander), a fighter allocator, three weapons controllers, a surveillance controller, two surveillance operators, a data-link manager, a communications operator and an electronic-support-measures operator. The Sentry's roles include air and sea surveillance, airborne command and control, weapons control and it can also operate as an extensive communications platform.

The aircraft cruises at 30,000ft and 400kts and its Northrop Grumman AN/APY-2 high-performance, multimode lookdown radar, housed in the black radome, is able to separate airborne and maritime targets from ground and sea clutter. One E-3D flying at 30,000ft can scan at distances of over 300nmls; it can detect low-flying targets or maritime surface contacts within 215nmls and it can detect medium-level airborne targets at ranges in excess of 280nmls. The multi-mode radar provides lookdown surveillance to the radar horizon and an electronic vertical scan of the radar beam provides target elevation and beyond-the-horizon operation for long-range surveillance of medium and high-altitude aircraft. These attributes allow it to determine the location, altitude, course and speed of large numbers of airborne targets. The aircraft's mission systems can separate, manage and display targets individually on situation displays within the aircraft, or it can transmit the information to ground-based and ship-based units using a wide variety of digital data links.



Specifications

- * Engines: 2 Eurojet EJ200 turbojets, Thrust: 20,000lbs, Max speed: 2Mach
- * Length: 15.96m, Max altitude: 65,000ft, Span: 11.09m, Aircrew: 1
- * Armament: AMRAAM, ASRAAM, Brimstone, Storm Shadow, Enhanced Paveway, Paveway IV

Who uses the Typhoon F2

3 Squadron, 17 Squadron, 29 Squadron at RAF Coningsby

Details

Typhoon will provide the RAF with a multi-role combat aircraft, capable of being deployed in the full spectrum of air operations, from air policing, to peace support, through to high intensity conflict. Britain, Germany, Italy and Spain formally agreed to start development of the aircraft in 1988 with contracts for a first batch of 148 aircraft – of which 55 are for the RAF – signed ten years later. Deliveries to the RAF started in 2003 to 17(R) Sqn, based at BAE Systems Warton Aerodrome in Lancashire, alongside the factory in which the aircraft are assembled, while detailed development and testing of the aircraft was carried out. Formal activation of the Typhoon Squadron at RAF Coningsby occurred on the 1st Jul 2005, with operational employment expected to be declared later on this decade. An incremental acquisition has always been envisaged resulting in a true multi-role weapon system.

Initial production aircraft of the F2 standard will be deployed primarily as air-superiority fighters, but will quickly be equipped with a potent precision ground-attack capability. Armament will include the long-range Advanced Medium Range Air-to-Air Missile (AMRAAM), the UK-developed Advanced Short Range Air-to-Air Missile (ASRAAM) and various air-to-ground weapons. They will succeed in service the RAF's Tornado F3 and Jaguar aircraft.

Following the 55 Tranche 1 aircraft, the RAF is due to receive 89 Tranche 2 aircraft with capacity to be upgraded to deliver further enhanced ground-attack capability and the Meteor Beyond Visual Range Air-to-Air Missile. Earlier Tranche 1 aircraft will be upgraded to this standard.

Negotiations were concluded in late 2004 on a contract for the Tranche 2 batch and the placing of a £4.3 billion contract for 89 aircraft was announced that December. Commitment to Tranche 3 procurement is not expected for some years. The MoD is planning for the introduction of multi-role Tranche 2 aircraft with improved ground-attack capabilities, introduced under a planned upgrade programme, to enter service early in the next decade.

This highly capable and extremely agile aircraft is powered by twin turbofans to Mach 2 at 65,000ft. The airframe is largely constructed of carbon fibre composites and light alloys to save weight while the aircraft is equipped with the advanced ECR90 radar, which can track multiple targets at long range. The pilot can carry out many functions by voice command while aircraft manoeuvre; weapon and defensive aid deployment is done through a combined stick and throttle. All of these innovations dramatically simplify operation of the aircraft in combat. Combined with an advanced cockpit that is fully compatible with night-vision goggles, the pilot is superbly equipped for air combat.

AIRCRAFT RECOGNITION

Try your hand at aircraft recognition – but there are no prizes.

Feel free to use any books or magazines you need to help you, because they are not all easy – **but no peeking** at the answers below.

Good luck and good spotting.

VR-SDZ	Cessna 172A	15
	Vickers Valiant	14
N4921V	Carstedt CJ-600F	13
ZK-EAN	Beech 1900D	12
ZK-MCU	Aerospatiale-Alenia ATR-72	11
LZ-BTC	Tupolev TU-154	10
G-BTNU	BAe 146 300	9
G-BRWN	Grumman G-159 Gulfstream 1	8
EI-ASF	Boeing 737 200	7
C-GYCR	Saunders ST-27A	6
RR299	DH98 Mosquito	5
G-MONK	Boeing 757 200	4
ZK-NSV	Fairchild SA-227AC Metro liner	3
F-BGNG	Lockheed 1049G Constellation	2
G-AKHP	Miles 65 Gemini	1

Aircraft Recognition: Answers



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15

44 + 31 Luftwaffe
Fairford July 2004

Brian Wray



Let L-410 UVP-E9
Turbolet OK-SLD
Silver Air leased by
manx2.com
Leeds Bradford
22 August 2006

Martin Zapletal

Let L-410 UVP-E5
Turbolet HA-YFG
manx2.com
Leeds Bradford
26 August 2006

Martin Zapletal

