

COURTESY



YORKSHIRES PREMIER AVIATION SOCIETY



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

AIR YORKSHIRE AVIATION SOCIETY NEWS

We had 26 members for our Annual Quiz presented by Norman Smart. Members were divided into teams of four or five, and had to identify aircraft from slides displayed for a few seconds. Sounds easy? Forgot to mention that the aircraft were all wrecks and relics! The winning team was Andrew Edwards, Howard Fisher, Alan Sinfield and Terry Sykes, who had to compete again as individuals. The winner was Terry Sykes, who was presented with the Annual Quiz Trophy. Howard Fisher was a close second, followed by Andrew Edwards and Alan Sinfield.

All the teams worked hard and we had a very enjoyable afternoon. Thank you Norman for including so many interesting and challenging slides from your collection – it was certainly a show with a difference and tested everyone's powers of observation to the limit.

With reference to last year's 2004 meetings, the total attendance at twelve meetings was 455 members which works out at 38 members per meeting on average. There is a good and varied programme for 2005, and we look forward to your support at the meetings.

I understand that membership renewals are down this year, so please do your best to recruit new members, full or postal – they will be made welcome.

Laurie Coldbeck

The Society's Annual Dinner was held on Friday 8 April at Peasehill House, Rawdon. This was an excellent evening, attended by forty-five members and guests, who were welcomed by the chairman on behalf of the Society. We met in the comfortable bar for a drink and a chat until we heard "dinner is served". The spacious dining room was set with tables for six, eight or twelve. We made our choices from the menu and relaxed again to eat, drink and chat at leisure – no speeches, no formality, no time restrictions.

Our sincere thanks to the Dinner Organiser, John Dale, and to the proprietors and staff of Peasehill House.

Why not join us next year?

Paul Windsor



MOVEMENTS - FEBRUARY

01 Tuesday

G-JECE DHC-8 400	0809 0847	PH-OFK Fokker 100	0922 1030
G-DRFC ATR-42	0929 1347	G-BYRM Jetstream 31	0931 1011
G-RJXH EMB 145	0933 1015	G-MAJF Jetstream 41	0937 1017
G-RJXA EMB 145	0939 1447	G-BXWE Fokker 100	0958 1050
El-CNW Boeing 737	1002 1036	G-RJXJ EMB 135	1007 1409
G-RJXC EMB 145	1034 1337	G-FRYL Raytheon Premier	1059 1520(02)
G-RJXH EMB 145	1158 1513	G-BYRM Jetstream 31	1212 1341
G-MAJF Jetstream 41	1239 1429	El-COB Boeing 737	1241 1312
G-BXWE Fokker 100	1339 1516	PH-KLD Fokker 100	1357 1543
XZ311 Gazelle AH.1	1400 1421	G-JECE DHC-8 400	1415 1509
CS-DNZ Citation Excel	1540 0945(02)	G-DRFC ATR-42	1616 1654
G-BYRM Jetstream 31	1620 1719	G-RJXJ EMB 135	1651 1734
G-RJXC EMB 145	1657 1738	G-RJXA EMB 145	1703 1743
G-MAJF Jetstream 41	1708 1748	G-RJXH EMB 145	1715 1813
G-JEDW DHC-8 400	1723 1810	G-BXWE Fokker 100	1754 1854
G-BAKJ Twin Comanche	1800 1720(02)	El-CJG Boeing 737	1921 1955
G-DRFC ATR-42	1941 0646(02)	G-RJXA EMB 145	1943 0715(02)
G-RJXH EMB 145	2002 0730(02)	G-BYRM Jetstream 31	2006 0654(02)
PH-OFK Fokker 100	2008 0623(02)	G-MAJF Jetstream 41	2014 0706(02)
G-RJXJ EMB 135	2033 0658(02)	G-RJXC EMB 145	2043 0726(02)
G-BXWE Fokker 100	2129 0701(02)	G-BYAP Boeing 757	2218 1128(02)

02 Wednesday

G-JEDR DHC-8 400	0803 0853	G-RJXA EMB 145	0919 1001
G-MAJF Jetstream 41	0923 1006	G-RJXC EMB 145	0927 1446
G-DRFC ATR-42	0930 1351	G-BYRM Jetstream 31	0933 1016
PH-OFJ Fokker 100	0937 1027	G-BXWE Fokker 100	0943 1050
El-COB Boeing 737	0952 1034	G-BKBV TB-10 Tobago	1019 1535
G-RJXJ EMB 135	1025 1405	G-RJXH EMB 145	1043 1339
G-RJXA EMB 145	1143 1509	N122MG Cirrus SR-22	1200 1410
G-OBLB B.76 Duchess	1212 1619	G-BYRM Jetstream 31	1214 1350
G-SAMJ P-68B Victor	1236 1425	G-MAJF Jetstream 41	1238 1423
El-COX Boeing 737	1249 1316	G-BXWE Fokker 100	1324 1513
PH-WXA Fokker 70	1358 1537	G-JEDR DHC-8 400	1414 1456
G-VICT PA-31 Navajo	1600 1014(03)	G-DRFC ATR-42	1614 1656
G-BYRM Jetstream 31	1631 1715	G-RJXC EMB 145	1651 1733
G-RJXH EMB 145	1654 1742	G-RJXJ EMB 135	1659 1748
G-RJXA EMB 145	1705 1757	G-MAJF Jetstream 41	1707 1755
G-JEDW DHC-8 400	1709 1802	G-BXWE Fokker 100	1810 1900
El-CJG Boeing 737	1928 1957	G-RJXC EMB 145	1931 0719(03)
G-DRFC ATR-42	1934 0647(03)	G-RJXA EMB 145	1953 0717(03)
PH-OFJ Fokker 100	2001 1140(07)	G-BYRM Jetstream 31	2004 0652(03)
G-MAJF Jetstream 41	2008 0701(03)	G-RJXJ EMB 135	2029 0707(03)
G-RJXH EMB 145	2035 0721(03)	G-BYAP Boeing 757	2049 0811(03)
G-BXWE Fokker 100	2148 0704(03)		

03 Thursday

G-JEDW DHC-8 400	0808 0847	G-RJXA EMB 145	0919 1453
G-MAJF Jetstream 41	0922 1009	G-RJXC EMB 145	0928 1004

G-DRFC ATR-42	0932 1354	G-BYRM Jetstream 31	0935 1011
G-BXWE Fokker 100	0940 1041	EI-CNX Boeing 737	0958 1035
G-RJXJ EMB 135	1006 1055	G-RJXH EMB 145	1029 1352
PH-OFH Fokker 100	1034 1144	G-ORJA King Air B200	1036 1114
N26HE Cessna 421C	1039 1506	G-RJXC EMB 145	1153 1512
G-BYRM Jetstream 31	1214 1341	G-MAJF Jetstream 41	1219 1428
G-BKWY Cessna F152	1237 1322	EI-COB Boeing 737	1312 1347
EC-ILG Airbus 321	1319 1515	G-RJXJ EMB 135	1321 1409
G-BXWE Fokker 100	1329 1518	G-PROB Ecureuil	1348 1508
G-JECE DHC-8 400	1418 1502	PH-OFH Fokker 100	1430 1540
G-BYAP Boeing 757	1445 1628	G-DRFC ATR-42	1607 1704
G-BYRM Jetstream 31	1623 1724	G-RJXA EMB 145	1658 1744
G-RJXJ EMB 135	1700 1749	G-MAJF Jetstream 41	1703 1753
G-RJXH EMB 145	1707 1757	G-JEDR DHC-8 400	1713 1759
G-RJXC EMB 135	1716 1806	G-BXWE Fokker 100	1803 2002
EI-CJG Boeing 737	1917 1954	G-DRFC ATR-42	1929 0656(04)
G-RJXA EMB 145	1941 0723(04)	G-RJXC EMB 145	1959 0714(04)
G-BYRM Jetstream 31	2005 0700(04)	PH-KLI Fokker 100	2007 0702(04)
G-MAJF Jetstream 41	2014 0711(04)	G-RJXH MB 145	2044 0728(04)
G-RJXJ EMB 135	2049 0717(04)	G-BXWE Fokker 100	2206 0737(08)
G-BYAP Boeing 757	2242 1201(04)		

04 Friday

LX-IMS Lear Jet 45	0642 0727	G-JEDW DHC-8 400	0808 0853
G-CFGL Citation Excel	0814 <u>n/res</u>	G-RJXC EMB 145	0908 1002
G-MAJF Jetstream 41	0926 1006	G-BYRM Jetstream 31	0928 1004
G-DRFC ATR-42	0932 1359	G-MIDA Airbus 321	0936 1102
G-RJXA EMB 145	0928 1011	EI-COB Boeing 737	0958 1040
G-RJXJ EMB 135	1015 1055	G-RJXH EMB 145	1040 1350
PH-KLI Fokker 100	1042 1138	EC-IXY Airbus 321	1130 1303
G-RJXA EMB 145	1200 1508	G-BYRM Jetstream 31	1212 1356
G-MAJF Jetstream 41	1215 1427	G-RJXC EMB 145	1229 1454
EI-COX Boeing 737	1253 1328	G-RJXJ EMB 135	1326 1408
G-MIDA Airbus 321	1329 1537	G-JECE DHC-8 400	1427 1512
PH-KLG Fokker 100	1449 1613	G-DRFC ATR-42	1616 1710
G-SMTJ Airbus 321	1634 1803	G-RJXJ EMB 135	1658 1744
G-RJXC EMB 145	1700 1739	G-MAJF Jetstream 41	1706 1753
G-BYRM Jetstream 31	1708 1807	G-JEDJ DHC-8 400	1711 1810
G-RJXA EMB 145	1716 1814	G-RJXH EMB 145	1725 1818
G-MIDV Airbus 320	1843 1936	EI-CJC Boeing 737	1919 1953
G-DRFC ATR-42	1928 1715(06)	G-RJXC EMB 145	1933 1339(06)
PH-OFD Fokker 100	2000 0632(05)	G-RJXA EMB 145	2004 1414(06)
G-MAJF Jetstream 41	2014 1455(06)	G-RJXJ EMB 135	2035 1521(06)
G-BYRM Jetstream 31	2038 2116	G-RJXH EMB 145	2112 0814(05)
G-BYAP Boeing 757	2132 2234	G-MIGV Airbus 320	2148 0711(05)

05 Saturday

G-OBYD Boeing 767	0451 0629	PH-OFD Fokker 100	0921 1033
G-MIDV Airbus 320	0948 1051	EI-COX Boeing 737	1011 1042
N125GW Lear Jet 45	1025 1139	G-RJXH EMB 145	1112 1119(06)
PH-KZR Fokker 70	1349 1545	G-JEBF BAe 146 300	1402 1521
OE-LFI Fokker 70	1510 1606	EI-CNV Boeing 737	1616 1703
G-JECE DHC-8 400	1836 1909	PH-KZF Fokker 70	1955 0622(06)
G-MIDR Airbus 320	2100 0718(06)		

06 Sunday

EC-GBA DC-9 83	0845 1003	N79EL Beechjet 400A	0855 0910
PH-OFD Fokker 100	0921 1041	G-RJXG EMB 145	0947 1610
EI-COB Boeing 737	1212 1253	G-CCWY Pilatus PC-12	1247 1349

84-0112 C-21A	1327 1411	G-JEDW DHC-8 400	1345 1425
PH-KZR Fokker 70	1356 1534	N823TT Beechjet 400A	1523 1632
EI-CNV Boeing 737	1633 1713	G-MAJF Jetstream 41	1636 1744
G-MAJH Jetstream 41	1638 1734	G-RJXA EMB 145	1656 1752
G-RJXC EMB 145	1659 1741	G-JECE DHC-8 400	1726 1803
G-RJXJ EMB 135	1748 1828	G-MIDX Airbus 320	1811 1913
G-BYRM Jetstream 31	1825 0702(07)	G-DRFC ATR-42	1925 0648(07)
PH-KLE Fokker 100	1944 0617(07)	G-MAJF Jetstream 41	1957 1008(07)
PH-KZG Fokker 70*	2011 2147	G-RJXJ EMB 135	2018 0743(07)
G-RJXC EMB 145	2038 0737(07)	G-RJXA EMB 145	2046 0732(07)
G-RJXG EMB 145	2056 0724(07)	G-MAJA Jetstream 41*	2059 1818(07)
G-DBCC Airbus 319	2146 0728(07)		

* DIV

07 Monday

G-JEDW DHC-8 400	0906 0949	PH-KLE Fokker 100	0927 1033
G-RJXA EMB 145	0931 1057	G-RJXG EMB 145	0938 1016
G-DBCC Airbus 319	0952 1055	G-BYRM Jetstream 31	0956 1036
EI-COB Boeing 737	1013 1045	G-RJXJ EMB 135	1039 1129
G-RJXC EMB 145	1046 1337	G-DRFC ATR-42	1051 1349
G-RJXG EMB 145	1204 1510	G-BYRM Jetstream 31	1215 1351
G-MAJF Jetstream 41	1230 1421	84-0109 C-21A	1239 1344
EI-COX Boeing 737	1249 1327	G-RJXA EMB 145	1318 1403
G-DBCC Airbus 319	1341 1508	PH-OFC Fokker 100	1402 1538
G-RJXJ EMB 135	1408 1447	84-0086 C-21A	1456 1517
G-DRFC ATR-42	1602 1656	G-BYRM Jetstream 31	1626 1719
G-RJXJ EMB 135	1646 1735	G-RJXA EMB 145	1649 1739
G-MAJF Jetstream 41	1658 1746	G-RJXC EMB 145	1700 1743
G-RJXG EMB 145	1702 1754	G-JEBB BAe 146 300	1706 1823
G-DBCC Airbus 319	1758 1907	EI-CJG Boeing 737	1912 1949
G-CEGP King Air 200	1916 0926(08)	G-DRFC ATR-42	1919 0644(08)
G-BYAK Boeing 757	1934 0731(08)	G-RJXJ EMB 135	1949 0709(08)
G-RJXG EM 145	1952 0720(08)	G-BYRM Jetstream 31	2004 0656(08)
G-MAJF Jetstream 41	2006 0835(08)	PH-OFG Fokker 100	2014 0613(08)
G-RJXA EMB 145	2030 0723(08)	G-RJXC EMB 145	2042 0727(08)
G-DBCC Airbus 319	2137 0707(08)		

08 Tuesday

G-JEDW DHC-8 400	0806 0855	G-RJXA EMB 145	0921 1004
G-DRFC ATR-42	0924 1348	G-BYRM Jetstream 31	0926 1010
PH-OFG Fokker 100	0935 1038	G-RJXD EMB 145	0938 1509
G-DBCC Airbus 319	0942 1045	EI-COX Boeing 737	0956 1036
G-RJXJ EMB 135	1005 1426	G-RJXC EMB 145	1033 1343
G-RJXA EMB 145	1147 0739(09)	G-BYRM Jetstream 31	1210 1346
EI-COB Boeing 737	1238 1316	G-CSIX PA-32 Cherokee Six	1328 1650
PH-KZI Fokker 70	1420 1539	G-JEDW DHC-8 400	1424 1517
G-BXWE Fokker 100	1426 1519	G-MAJF Jetstream 41	1433 1514
G-DRFC ATR-42	1555 1700	G-BYRM Jetstream 31	1617 1713
G-RJXC EMB 145	1646 1727	G-RJXJ EMB 135	1704 1745
G-JEDW DHC-8 400	1710 1755	G-RJXD EMB 145	1715 1749
G-RJXE EMB 145	1717 1801	G-MAJF Jetstream 41	1733 1810
G-BXWE Fokker 100	1754 1852	EI-COX Boeing 737	1918 1959
G-DRFC ATR-42	1924 0649(09)	G-RJXD EMB 145	1941 0727(09)
PH-OFG Fokker 100	1949 0643(09)	G-RJXE EMB 145	1955 2045
G-BYRM Jetstream 31	1957 0703(09)	G-RJXJ EMB 135	2021 0713(09)
G-MAJF Jetstream 41	2024 0706(09)	G-RJXC EMB 145	2036 0747(09)
G-BXWE Fokker 100	2139 0716(09)	G-BYAK Boeing 757	2229 1127(09)

09 Wednesday

G-JEDM DHC-8 400	0831 0913	N587PB King Air C90B	0838 1352
G-BKBV TB-10 Tobago	0930 1240(10)	G-RJXA EMB 145	0933 1448
G-RJXD EMB 145	0936 1015	G-MAJF Jetstream 41	0939 1058
G-DRFC ATR-42	0942 1347	PH-KZO Fokker 70	0947 1041
G-BYRM Jetstream 31	0949 1030	G-BXWE Fokker 100	0953 1055
El-CNX Boeing 737	1009 1044	G-RJXJ EMB 135	1022 1406
I-ERJA Citation I	1036 1842(12)	G-RJXC EMB 145	1045 1342
G-RJXD EMB 145	1159 1459	G-BYRM Jetstream 31	1214 1338
El-COX Boeing 737	1234 1313	G-MAJF Jetstream 41	1307 1425
G-BXWE Fokker 100	1328 1547	PH-OFJ Fokker 100	1409 1724
G-JEDM DHC-8 400	1449 1530	G-DRFC ATR-42	1617 1703
G-BYRM Jetstream 31	1620 1714	G-RJXA EMB 145	1652 1736
G-RJXC EMB 145	1655 1739	G-RJXJ EMB 135	1657 1747
G-MAJF Jetstream 41	1701 1750	G-RJXD EMB 145	1705 1755
G-JEDV DHC-8 400	1721 1802	G-BXWE Fokker 100	1755 1854
G-CCWY Pilatus PC-12	1906 0652(10)	El-CJC Boeing 737	1911 1946
G-DRFC ATR-42	1928 0643	G-RJXA EMB 145	1937 0720(10)
G-RJXD EMB 145	2001 0722(10)	G-BYRM Jetstream 31	2003 0657(10)
G-MAJF Jetstream 41	2007 0701(10)	G-RJXJ EMB 135	2034 0715(10)
G-BYAK Boeing 757	2042 0812(10)	G-RJXC EMB 145	2050 0739(10)
PH-OFE Fokker 100	2122 0617(10)	G-BXWE Fokker 100	2135 0708(10)

10 Thursday

G-BYCP King Air B200	0041 0052	G-JEDM DHC-8 400	0809 0847
El-DMG Cessna 441	0819 0835	G-RJXD EMB 145	0915 1006
PH-OFE Fokker 100	0925 1107	G-BYRM Jetstream 31	0928 1003
G-MAJF Jetstream 41	0933 1010	G-DRFC ATR-42	0947 1349
G-RJXA EMB 145	0949 1521	El-CNX Boeing 737	0957 1032
G-BXWE Fokker 100	1000 1111	G-RJXJ EMB 135	1021 1055
G-RJXC EMB 145	1100 1346	G-RJXD EMB 145	1154 1454
G-BYRM Jetstream 31	1212 1355	G-MAJF Jetstream 41	1236 1432
G-RVRW PA-23 Aztec	1244 1425	El-COB Boeing 737	1240 1325
G-RJXJ EMB 135	1329 1407	EC-ILG Airbus 321	1331 1511
G-OPJM JetRanger	1334 1431	G-MIND Cessna 404	1348 1502
G-BXWE Fokker 100	1353 0729(11)	PH-KZO Fokker 70	1412 1537
G-JEDW DHC-8 400	1417 1508	G-BYAK Boeing 757	1447 1620
G-DRFC ATR-42	1608 1713	G-BYRM Jetstream 31	1623 1724
G-RJXC EMB 145	1645 1732	G-RJXD EMB 145	1656 1739
G-RJXJ EMB 135	1658 1750	G-MAJF Jetstream 41	1709 1754
G-JECG DHC-8 400	1713 1758	G-RJXA EMB 145	1715 1809
El-DMG Cessna 441	1721 1806	G-MIDI Airbus 321	1804 1907
El-CJC Boeing 737	1911 1949	G-DRFC ATR-42	1928 0701(11)
G-RJXD EMB 145	1937 0744(11)	G-BYRM Jetstream 31	1947 0704(11)
G-RJXA EMB 145	2005 0733(11)	PH-KLI Fokker 100	2012 0618(11)
G-MAJF Jetstream 41	2015 0727(11)	G-RJXC EMB 145	2046 0748(11)
G-RJXJ EMB 135	2057 0724(11)	G-BYAK Boeing 757	2242 1149(11)

11 Friday

G-JEDW DHC-8 400	0807 0840	PH-KLI Fokker 100	0917 1034
G-DRFC ATR-42	0923 1358	G-RJXA EMB 145	0926 1448
G-BYRM Jetstream 31	0935 1013	G-RJXD EMB 145	0939 1017
G-MAJF Jetstream 41	0943 1026	G-BXWE Fokker 100	1008 1101
G-RJXJ EMB 135	1010 1055	El-CJC Boeing 737	1015 1048
G-RJXC EMB 145	1122 1402	EC-IXY Airbus 321	1130 1304
G-RJXD EMB 145	1151 1513	G-REDN Puma	1200 1350
G-BYRM Jetstream 31	1209 1340	OE-GPG IAI Astra SPX	1238 1529
G-MAJF Jetstream 41	1241 1433	G-OPJM JetRanger	1259 1315

EI-COB Boeing 737	1302 1334	G-CBEI PA-22 Colt	1312 1426
G-RJXJ EMB 135	1319 1409	G-FCED PA-31T2 Cheyenne IIXL	1320 1521
OE-LFI Fokker 70	1710 1758		
N125GW Lear Jet 45	1830 1916	G-MAJF Jetstream 41	1911 1528(13)
G-BXWE Fokker 100	2057 0716(13)	PH-KLG Fokker 100	2215 0639(13)
13 Sunday			
EC-HPM Airbus 321	0913 1023	PH-KLG Fokker 100	0942 1034
G-RJXI EMB 145	1107 1601	N79EL Beechjet 400A	1136 1148
N852CD Cirrus SR-22	1151 1534	EI-CJC Boeing 737	1233 1257
G-JEAS BAe 146 200	1355 1443	PH-OFG Fokker 100	1520 1618
G-DRFC ATR-42	1526 1704	G-MAJG Jetstream 41	1652 1748
G-MAJF Jetstream 41	1709 1757	G-JEDM DHC-8 400	1715 1807
G-RJXA EMB 145	1719 1801	EI-CNV Boeing 737	1732 1817
G-RJXD EMB 145	1741 1829	G-RJXJ EMB 135	1753 1832
G-DBCB Airbus 319	1803 1930	G-DRFC ATR-42	1934 0657(14)
G-MAJF Jetstream 41	2008 0715(14)	PH-OFJ Fokker 100	2014 0616(14)
G-RJXJ EMB 135	2027 0706(14)	G-RJXI EMB 145	2054 0742(14)
G-RJXA EMB 145	2102 0719(14)	G-BXWE Fokker 100	2141 0734(14)
G-RJXD EMB 145	2153 0722(14)		
14 Monday			
OE-GMI Citation Ultra	0738 1302	G-JEDM DHC-8 400	0816 0858
G-RJXA EMB 145	0915 1122	G-OLCP Twin Squirrel	0929 1136
G-MAJF Jetstream 41	0931 1009	G-DRFC ATR-42	0936 1354
G-RJXD EMB 145	0944 1023	G-BYRM Jetstream 31	0958 1026
G-RJXJ EMB 135	1006 1105	EI-COX Boeing 737	1009 1053
G-BXWE Fokker 100	1018 1107	PH-OFH Fokker 100	1025 1116
G-BKBV TB-10 Tobago	1032 1631	G-RJXI EMB 145	1053 1345
G-RJXD EMB 145	1208 1516	G-MAJF Jetstream 41	1224 1421
G-BYRM Jetstream 31	1229 1350	EI-CJG Boeing 737	1305 1342
G-RJXJ EMB 135	1327 1408	G-BXWE Fokker 100	1349 1522
G-RJXA EMB 145	1357 1448	G-JEDM DHC-8 400	1429 1513
PH-KZC Fokker 70	1503 1554	G-JIVE Hughes 369E	1530 1612
G-DRFC ATR-42	1617 1702	G-BYRM Jetstream 31	1619 1719
G-RJXA EMB 145	1650 1728	G-RJXI EMB 145	1653 1731
G-MAJF Jetstream 41	1656 1744	G-RJXJ EMB 135	1703 1741
G-JECG DHC-8 400	1705 1751	G-RJXD EMB 145	1718 1759
G-BXWE Fokker 100	1754 1858	G-BYAK Boeing 757	1926 0749(15)
EI-CNV Boeing 737	1929 2005	G-RJXA EMB 145	1933 0808(15)
G-DRFC ATR-42	1937 0650(15)	G-BYRM Jetstream 31	1947 0710(15)
G-RJXD EMB 145	2000 0731(15)	G-MAJF Jetstream 41	2003 0717(15)
PH-OFK Fokker 100	2011 0617(15)	G-RJXI EMB 145	2049 0738(15)
G-RJXJ EMB 135	2052 0722(15)	G-BXWE Fokker 100	2141 1110
15 Tuesday			
G-JEDM DHC-8 400	0837 0925	G-DRFC ATR-42	0921 1343
PH-OFK Fokker 100	0923 1034	G-RJXD EMB 145	0930 1005
G-RJXI EMB 145	0933 1449	G-MAJF Jetstream 41	0939 0718(16)
G-BYRM Jetstream 31	0946 1017	G-MIDJ Airbus 321	1003 1104
EI-COB Boeing 737	1007 1048	G-RVRJ PA-23 Aztec	1052 1549
G-RJXJ EMB 135	1055 1357	G-ARHW DH 104 Dove 8	1106 1440
N498YY CitationJet	1120 1554	G-RJXA EMB 145	1137 1336
N671B B.A36 Bonanza	1151 1022(6/3)	G-RJXD EMB 145	1153 1505
G-BYRM Jetstream 31	1220 1341	G-JDBC PA-34 Seneca	1228 1243
EI-COX Boeing 737	1245 1322	HB-VNI Citation Excel	1315 1456
G-BXWE Fokker 100	1355 1519	G-OPEN JetRanger	1401 <u>n/res</u>
PH-KZH Fokker 70	1407 1542	G-JEDW DHC-8 400	1424 1507
G-MAJN Jetstream 41	1432 1531	G-DRFC ATR-42	1610 1705

G-GILT Cessna 421C	1626 0734(16)	G-BYRM Jetstream 41	1628 1739
G-BXXT B.76 Duchess	1636 1453(4/3)	G-RJXI EMB 145	1648 1735
G-RJXA EMB 145	1655 1741	G-RJXJ EMB 135	1700 2030
G-RJXD EMB 145	1706 1749	G-JEDM DHC-8 400	1711 1756
G-FIBS Ecureuil	1721 1101(17)	G-BAKJ Twin Comanche	1728 1531(17)
G-MAJN Jetstream 41	1732 1811	G-BXWE Fokker 100	1800 1901
G-DRFC ATR-42	1930 0655(16)	El-CNZ Boeing 737	1935 2005
G-RJXI EMB 145	1950 0804(16)	G-RJXD EMB 145	1954 0739(16)
G-MAJN Jetstream 41	2009 0922(16)	PH-OFD Fokker 100	2011 0629(16)
G-BYRM Jetstream 31	2015 0705(16)	G-RJXA EMB 145	2048 0726(16)
G-BXWE Fokker 100	2149 0716(16)	G-RJXJ EMB 135	2307 0712(16)

16 Wednesday

G-BYAK Boeing 757	0232 1129	G-JEDM DHC-8 400	0813 0852
PH-OFD Fokker 100	0914 1030	G-RJXA EMB 145	0916 1000
G-DRFC ATR-42	0918 1007	G-CCVP B.58 Baron	0934 1217
G-MAJF Jetstream 41	0939 1018	G-BYRM Jetstream 31	0947 1021
G-BXWE Fokker 100	0952 1053	El-CNZ Boeing 737	1001 1034
G-RJXI EMB 145	1017 1059	G-RJXJ EMB 135	1019 1406
G-RJXD EMB 145	1041 1338	G-BYRM Jetstream 31	1204 1344
G-MAJF Jetstream 41	1234 1429	El-COB Boeing 737	1236 1306
G-RJXI EMB 145	1301 1503	G-DBCB Airbus 319	1345 1524
PH-KZF Fokker 70	1409 1543	G-JEDM DJC-8 400	1423 1508
G-DRFC ATR-42	1426 1515	G-BBHF PA-23 Aztec	1513 n/s+
G-ORJA King Air B200	1538 1608	G-BNOM PA-28 Warrior II	1548 1642
G-BYRM Jetstream 31	1619 1716	G-RJXD EMB 145	1649 1732
G-RJXJ EMB 135	1658 1745	G-MAJF Jetstream 41	1703 1752
G-JEDT DHC-8 400	1710 1809	G-RJXI EMB 145	1718 1800
G-DRFC ATR-42	1736 1812	G-DBCB Airbus 319	1755 1907
G-CCYH EMB 145	1818 1920	El-CNT Boeing 737	1918 1959
G-MAJF Jetstream 41	2027 0701(17)	G-BYAK Boeing 757	2031 0809(17)
G-BYRM Jetstream 31	2038 0658(17)	PH-KLG Fokker 100	2047 0619(17)
G-RJXI EMB 145	2052 0721(17)	G-CCYH EMB 145	2112 1219(17)
G-DRFC ATR-42	2118 0648(17)	G-RJXJ EMB 135	2126 0724(17)
G-RJXD EMB 145	2129 0744(17)	G-DBCB Airbus 319	2213 0717(17)

17 Thursday

G-JEDM DHC-8 400	0812 0854	G-MAJF Jetstream 41	0918 1001
PH-KLG Fokker 100	0921 1022	G-DRFC ATR-42	0926 1355
G-RJXI EMB 145	0929 1015	G-BYRM Jetstream 31	0934 1014
G-DBCB Airbus 319	0945 1054	El-CNZ Boeing 737	1005 1045
G-RJXJ EMB 135	1009 1058	G-OBNW PA-31 Navajo	1031 1106
G-RJXD EMB 145	1045 1351	G-BYRM Jetstream 31	1205 1339
G-MAJF Jetstream 41	1214 1423	El-CNT Boeing 737	1249 1326
G-RJXJ EMB 135	1331 1525	G-DBCB Airbus 319	1334 1521
G-RJXI EMB 145	1336 1505	EC-ILG Airbus 321	1353 1528
HB-IBH Falcon 2000	1407 1517	PH-OFD Fokker 100	1411 1541
G-JEDW DHC-8 400	1427 1512	G-BYAK Boeing 757	1459 1620
G-DRFC ATR-42	1607 1733	G-BYRM Jetstream 31	1627 1750
G-RJXI EMB 145	1654 1747	G-RJXD EMB 145	1658 1742
G-MAJF Jetstream 41	1704 1756	G-JEDN DHC-8 400	1711 1753
G-RJXJ EMB 135	1720 1759	G-DBCB Airbus 319	1819 1919
El-CNT Boeing 737	1925 2000	G-RJXI EMB 145	1935 0714(18)
G-DRFC ATR-42	1946 0722(18)	PH-OFJ Fokker 100	1955 0615(18)
G-RJXJ EMB 135	1959 0707(18)	G-MAJF Jetstream 41	2011 0704(18)
G-BYRM Jetstream 31	2033 0654(18)	G-RJXD EMB 145	2040 0744(18)
G-MIDO Airbus 320	2200 0711(18)	G-BYAK Boeing 757	2233 1147(18)
EC-IPV Fokker 100	2241 1021(19)		

18 Friday

G-BYAB Boeing 767	0753 1000	G-JEDN DHC-8 400	0806 0851
G-RJXI EMB 145	0914 1027	G-MAJF Jetstream 41	0922 1012
PH-OFJ Fokker 100	0927 1029	G-DRFC ATR-42	0937 1015
G-MIDO Airbus 320	0951 1051	G-BYRM Jetstream 31	0957 1038
G-RJXJ EMB 135	1005 1056	EI-COB Boeing 737	1009 1042
CS-DHE Citation Bravo	1048 1156	G-RJXD EMB 145	1123 1346
EC-IXY Airbus 321	1134 1302	G-BYRM Jetstream 31	1217 1403
G-DRFC ATR-42	1219 1353	G-MAJF Jetstream 41	1233 1423
EI-COX Boeing 737	1256 1329	G-RJXI EMB 145	1258 1516
G-MIDO Airbus 320	1323 1519	G-RJXJ EMB 135	1335 1412
G-CCYH EMB 145	1353 1455	PH-OFD Fokker 100	1356 1535
G-JIVE Hughes 369E	1406 1437	G-JEDW DHC-8 400	1418 1458
G-JIVE Hughes 369E	1545 1606	G-DRFC ATR-42	1611 1714
G-HMMV CitationJet	1633 1730	G-BYRM Jetstream 31	1636 1733
G-NIKO Airbus 321	1642 1817	G-CCYH EMB 145	1654 1806
G-RJXD EMB 145	1656 1739	G-RJXJ EMB 135	1659 1743
G-MAJF Jetstream 41	1702 1748	G-RJXI EMB 145	1725 1814
G-JEDM DHC-8 400	1727 1812	N40GD Cirrus SR-22	1745 1054(19)
G-MIDO Airbus 320	1809 1904	G-OBNW PA-31 Navajo	1820 ????
EI-CNV Boeing 737	1922 1959	G-DRFC ATR-42	1941 1301(19)
G-CCYH EMB 145	1955 1610(20)	PH-OFI Fokker 100	2004 0621(19)
G-MAJF Jetstream 41	2006 1501(20)	G-BYRM Jetstream 31	2009 0731(21)
G-RJXI EMB 145	2013 1355(20)	G-RJXJ EMB 135	2025 1458(20)
G-RJXD EMB 145	2035 0816(19)	G-BYAK Boeing 757	2145 0458(19)
G-MIDO Airbus 320	2148 0713(19)		

19 Saturday

G-JEDM DHC-8 400	0827 0909	PH-KLI Fokker 100	0927 1029
G-MIDP Airbus 320	0958 1056	EI-COB Boeing 737	1006 1038
EC-GOU DC9 83	1042 1200	G-RJXD EMB 145	1139 1417(20)
G-BODY Cessna 310R	1144 1206	G-JEBC BAe 146 300	1359 1627
PH-KZH Fokker 70	1405 1538	OE-LFR Fokker 70	1504 1605
EI-CJG Boeing 737	1620 1705	EC-IPV Fokker 100	1757 1149(20)
PH-KLI Fokker 100	2000 0609(20)	G-DBCA Airbus 319	2100 0711(20)

20 Sunday

CS-DHL Citation Bravo	0703 0800	EC-FXA DC9 83	0925 1035
PH-KLI Fokker 100	0942 1033	G-MIDS Airbus 320	1049 1143
CS-DNS Falcon 2000	1114 1242	EI-CJG Boeing 737	1224 1300
G-JEDW DHC-8 400	1357 1434	PH-OFH Fokker 100	1408 1548
G-DRFC ATR-42	1608 1713	EI-CNZ Boeing 737	1633 1735
G-MAJF Jetstream 41	1643 1754	G-MAJH Jetstream 41	1659 1745
G-RJXD EMB 145	1702 1812	G-JEDM DHC-8 400	1712 1815
G-RJXI EMB 145	1715 1824	G-RJXJ EMB 135	1736 1842
HB-IBH Falcon 2000	1758 1853	G-DBCD Airbus 319	1809 1916
G-DRFC ATR-42	1932 0655(21)	PH-KLG Fokker 100	2009 0632(21)
G-MAJF Jetstream 41	2015 0717(21)	G-RJXJ EMB 135	2024 0734(21)
G-CCYH EMB 145	2110 0739(21)	G-RJXI EMB 145	2132 0743(21)
G-DBCC Airbus 319	2145 0723(21)	G-RJXD EMB 145	2148 0755(21)

21 Monday

N234RG Pilatus PC-12	0846 1708	G-JEDW DHC-8 400	0918 1055
G-DRFC ATR-42	0921 1405	G-MAJF Jetstream 41	0933 1009
G-DBCC Airbus 319	0945 1102	N21VC CitationJet	0948 1057(23)
G-RJXG EMB 145	0955 1036	G-RJXD EMB 145	1001 1059
PH-KLG Fokker 100	1005 1125	G-BYRM Jetstream 31	1031 1111
EI-CNX Boeing 737	1033 1134	G-RJXJ EMB 135	1039 1420
G-RJXI EMB 145	1112 1207	G-GHPG Citation Bravo	1153 1625

G-MAJF Jetstream 41	1228 1424	G-BYRM Jetstream 31	1245 1351
G-RJXG EMB 145	1313 1402	G-RJXD EMB 145	1332 1512
EI-COB Boeing 737	1335 1443	G-FIBS Ecureuil	1337 1408
G-DBCC Airbus 319	1358 1533	PH-OFI Fokker 100	1407 1538
G-RJXI EMB 145	1436 1522	G-DRFC ATR-42	1612 1714
G-BYRM Jetstream 31	1621 1727	G-RJXG EMB 145	1702 1745
G-MAJF Jetstream 41	1704 1813	G-RJXJ EMB 135	1723 1822
G-RJXI EMB 145	1730 1808	G-RJXD EMB 145	1733 1829
G-JEDN DHC-8 400	1758 1837	G-DBCC Airbus 319	1819 1935
G-DRFC ATR-42	1932 0707(22)	EI-CNZ Boeing 737	1940 2024
G-BYRM Jetstream 31	1954 0740(22)	PH-OFG Fokker 100	2014 0624(22)
G-RJXI EMB 145	2016 0840(22)	G-MAJF Jetstream 41	2027 0700(22)
G-RJXD EMB 145	2036 0811(22)	G-RJXG EMB 145	2054 0823(22)
G-RJXJ EMB 135	2109 0728(22)	G-DBCC Airbus 319	2210 0730(22)

22 Tuesday

G-BYAY Boeing 757	0545 0745	N601HW Challenger 3R	0709 1408(23)
G-JEDM DHC-8 400	0818 0930	PH-OFG Fokker 100	0927 1055
G-MAJF Jetstream 41	0932 1012	G-FIBS Ecureuil	0940 1008
G-DRFC ATR-42	0942 1028	G-DBCC Airbus 319	1001 1114
G-BYRM Jetstream 31	1016 1059	G-RJXD EMB 145	1024 1526
EI-COB Boeing 737	1032 1108	G-RJXG EMB 145	1037 1451
G-RJXJ EMB 135	1057 1401	G-JANN PA-34 Seneca	1121 1540
G-RJXI EMB 145	1202 1352	G-BYRM Jetstream	1230 1339
I-CMUT Falcon 20F	1242 1344	G-DRFC ATR-42	1245 1408
EI-COX Boeing 737	1300 1325	G-MAJF Jetstream 41	1323 1426
PH-OFD Fokker 100	1358 1544	G-DBCC Airbus 319	1411 1620
G-JEDV DHC-8 400	1424 1513	G-DRFC ATR 42	1611 1718
G-BYRM Jetstream 31	1623 1720	G-RJXG EMB 145	1655 1755
G-MAJF Jetstream 41	1659 1750	G-RJXI EMB 145	1702 1736
G-DEZC BAe 125 700B	1706 1339(23)	G-RJXD EMB 145	1721 1816
G-RJXJ EMB 135	1725 1800	G-BVMA King Air 200	1728 1823
G-CCWY Pilatus PC-12	1731 0711(23)	G-JEDW DHC-8 400	1735 1802
G-DBCC Airbus 319	1843 1952	EI-CNV Boeing 737	1932 2015
G-DRFC ATR-42	1949 0942(23)	G-RJXG EMB 145	1953 1044(23)
G-BYRM Jetstream 31	1959 0732(23)	PH-OFA Fokker 100	2006 0620(23)
G-MAJF Jetstream 41	2010 1050(23)	G-RJXD EMB 145	2013 1025(23)
G-RJXI EMB 145	2106 0954(23)	G-RJXJ EMB 135	2136 1421(23)
G-DBCC Airbus 319	2227 1158(23)	G-BYAY Boeing 757	2246 1222(23)

23 Wednesday

G-JEDJ DHC-8 400	0932 1100	PH-OFA Fokker 100	0936 1121
I-ERJA Citation I	1009 1825(26)	G-BYRM Jetstream 31	1028 1104
EI-CNX Boeing 737	1031 1117	G-BVMA King Air 200	1038 1925
G-DRFC ATR-42	1156 1347	G-RJXD EMB 145	1233 1459
G-BYRM Jetstream 31	1236 1341	G-RJXI EMB 145	1244 1344
EI-CNV Boeing 737	1246 1317	G-RJXG EMB 145	1305 1531
G-MAJF Jetstream 41	1312 1431	PH-KLD Fokker 100	1415 1606
G-JEDW DHC-8 400	1418 1515	G-DBCC Airbus 319	1449 1556
G-DRFC ATR-42	1618 1700	G-BYRM Jetstream 31	1621 1728
G-RJXI EMB 145	1659 1756	G-MAJF Jetstream 41	1702 1812
G-RJXJ EMB 135	1706 1805	G-HTRL PA-34 Seneca	1713 1753
G-RJXD EMB 145	1717 1836	G-RJXG EMB 145	1725 1825
N250AC PA-31 Navajo	1731 1930	G-JEDL DHC-8 400	1757 1843
G-DBCC Airbus 319	1830 1920	EI-CNX Boeing 737	1922 2004
D-CNCJ Citation VII	1934 1225(24)	G-CCWY Pilatus PC-12	1938 1108(3/3)
G-DRFC ATR-42	1943 0755(24)	G-RJXG EMB 145	2012 1013(24)
G-BYRM Jetstream 31	2016 0734(24)	G-MAJF Jetstream 41	2038 0801(24)

PH-OFF Fokker 100	2042 0720(24)	G-RJXI EMB 145	2047 1026(24)
G-RJXJ EMB 135	2051 0946(24)	G-RJXD EMB 145	2056 0932(24)
G-BYAY Boeing 757	2122 1040(24)	G-DBCC Airbus 319	2200 1140(24)
24 Thursday			
G-JEDV DHC-8 400	0916 1105	G-BYRM Jetstream 31	1017 1157
G-DRFC ATR-42	1021 1413	G-MAJF Jetstream 41	1033 1125
EI-CNW Boeing 737	1042 1428	PH-OFF Fokker 100	1058 1341
G-RJXD EMB 145	1149 1513	G-RJXG EMB 145	1229 1404
G-RJXJ EMB 135	1236 1444	G-RJXI EMB 145	1331 1610
G-BYRM Jetstream 31	1337 1523	EI-COX Boeing 737	1342 1503
G-MAJF Jetstream 41	1348 1535	PH-KLD Fokker 100	1356 1625
EC-ILG Airbus 321	1409 1603	G-JEDJ DHC-8 400	1433 1547
G-DBCC Airbus 319	1528 1643	G-DRFC ATR-42	1622 1728
G-RJXD EMB 145	1700 1747	G-BYAY Boeing 757	1706 1903
G-RJXJ EMB 135	1715 1757	G-RJXG EMB 145	1717 1841
G-JEDL DHC-8 400	1729 1815	G-BYRM Jetstream 31	1800 1851
G-MAJF Jetstream 41	1807 1912	G-RJXI EMB 145	1810 1907
G-BXWE Fokker 100	1909 2009	G-DRFC ATR-42	1947 0743(25)
G-RJXD EMB 145	2008 0749(25)	EI-COX Boeing 737	2012 2112
G-RJXJ EMB 135	2038 0734(25)	PH-OFA Fokker 100	2100 0646(25)
G-RJXI EMB 145	2106 0724(25)	G-BYRM Jetstream 31	2120 0701(25)
G-MAJF Jetstream 41	2131 0706(25)	G-RJXG EMB 145	2302 0751(25)
G-BXWE Fokker 100	2316 0716(25)		
26 Friday			
G-BYAY Boeing 757	0107 0811	G-JEDJ DHC-8 400	0833 0908
G-RJXI EMB 145	0915 0956	G-MAJF Jetstream 41	0922 1002
PH-OFA Fokker 100	0950 1127	G-DRFC ATR-42	0954 1449
G-BUVC Jetstream 31	1008 1045	G-RJXJ EMB 135	1014 1106
G-RJXD EMB 145	1016 1101	G-BXWE Fokker 100	1019 1122
EI-COB Boeing 737	1023 1057	G-RJXG EMB 145	1109 1222
EC-ILG Airbus 321	1133 1256	G-RJXI EMB 145	1157 1248
G-MAJF Jetstream 41	1219 1427	G-BUVC Jetstream 31	1233 1343
G-MAJL Jetstream 41	1236 1459(27)	EI-COX Boeing 737	1332 1419
G-RJXD EMB 145	1335 1413	PH-OFE Fokker 100	1404 1540
G-BXWE Fokker 100	1421 1533	G-JEDJ DHC-8 400	1430 1512
G-RJXG EMB 145	1441 1530	G-HTRL PA-34 Seneca	1526 1712
G-ELNX CL700 Regional Jet	1618 0022(26)	G-BUVC Jetstream 31	1638 1723
G-RJXI EMB 145	1653 1745	G-RJXD EMB 145	1656 1757
G-MAJF Jetstream 41	1706 1753	G-DRFC ATR-42	1709 1750
ZE395 BAe 125 CC.3	1711 2306	G-NIKO Airbus 321	1715 2240
G-JEDW DHC-8 400	1726 1805	G-RJXG EMB 145	1728 1815
G-BXWE Fokker 100	1813 1910	EI-CNT Boeing 737	1928 2013
G-RJXD EMB 145	1936 1422(27)	G-BUVC Jetstream 31	1956 0706(28)
PH-OFF Fokker 100	1959 0615(26)	G-MAJF Jetstream 41	2010 0729(1/3)
G-RJXG EMB 145	2015 0816(26)	G-DRFC ATR-42	2019 0916(26)
G-RJXI EMB 145	2050 1417(27)	G-BYAY Boeing 757	2110 0602(26)
G-BXWE Fokker 100	2149 0729(26)	SX-BLW Boeing 757	2354 0045(26)
26 Saturday			
G-JEDJ DHC-8 400	0826 0908	PH-OFF Fokker 100	0916 1031
G-MIDU Airbus 320	0944 1054	EI-CNV Boeing 737	1004 1039
G-RJXL EMB 135	1029 1507(27)	N587PB King Air C90B	1032 1738(27)
G-RJXG EMB 145	1133 1601(27)	EC-GNY DC9 83	1235 1350
CS-DHE Citation Bravo	1313 0954(27)	PH-KZA Fokker 70	1358 1534
G-JEBC BAe 146 300	1438 1537	G-BORL PA-28 Warrior II	1543 1554
OE-LFP Fokker 70	1556 1658	EI-COB Boeing 737	1625 1702
PH-OFF Fokker 100	1956 0647(27)	G-DRFC ATR-42	2056 1703(27)

G-BXWE Fokker 100	2100 0726(27)		
27 Sunday			
EC-GBA DC9 83	0859 1010	CS-DNM Hawker 800XP	0929 0818(28)
G-RJXE EMB 145	1007 1055	PH-OFF Fokker 100	1024 1126
EI-CNZ Boeing 737	1226 1306	G-JEDV DHC-8 400	1400 1440
PH-KLD Fokker 100	1404 1541	G-JIVE Hughes 369E	1530 1548
G-MAJL Jetstream 41	1634 1738	EI-CNT Boeing 737	1639 1716
G-MAJA Jetstream 41	1650 1741	G-RJXD EMB 145	1701 1811
G-JECG DHC-8 400	1718 1806	G-RJXI EMB 145	1723 1756
G-RJXL EMB 135	1730 1819	G-DBCD Airbus 319	1808 1904
G-DRFC ATR-42	1930 0654(28)	G-MAJL Jetstream 41	1952 0714(28)
PH-OFG Fokker 100	2041 0616(28)	G-RJXG EMB 145	2045 0809(28)
G-RJXI EMB 145	2052 0813(28)	G-RJXD EMB 145	2056 0800(28)
CS-DHB Citation Bravo	2112 2248	G-RJXK EMB 135	2151 0712(28)
G-BXWE Fokker 100	2207 0718(28)		
28 Monday			
G-JECG DHC-8 400	0815 0908	PH-OFG Fokker 100	0922 1041
G-DRFC ATR-42	0934 1013	G-MAJL Jetstream 41	0936 1023
G-BUVC Jetstream 31	0939 1027	G-RJXK EMB 135	0958 1051
G-BXWE Fokker 100	1000 1053	EI-COB Boeing 737	1003 1037
G-RJXI EMB 145	1007 1122	G-RJXG EMB 145	1034 1510
G-RJXD EMB 145	1108 1340	G-BUVC Jetstream 31	1210 1354
G-DRFC ATR-42	1218 1351	G-MAJL Jetstream 41	1224 1425
EI-COX Boeing 737	1308 1337	G-BXWE Fokker 100	1319 1516
G-VONA Sikorsky S76A	1321 1333	G-RJXK EMB 135	1325 1406
PH-OFG Fokker 100	1352 1541	G-BNDY Cessna 425	1357 1559
G-RJXI EMB 145	1401 1454	G-JECG DHC-8 400	1435 1514
G-DRFC ATR-42	1610 1657	G-BUVC Jetstream 31	1622 1716
G-RJXI EMB 145	1650 1733	G-RJXD EMB 145	1653 1731
G-MAJL Jetstream 41	1658 1715	G-RJXK EMB 135	1701 1742
G-RJXG EMB 145	1705 1800	G-JEDJ DHC-8 400	1714 1754
G-CEGP King Air 200	1724 1916	G-BXWE Fokker 100	1757 1854
EI-CNT Boeing 737	1921 1957	G-BYAT Boeing 757	1927 0742(01)
G-DRFC ATR-42	1930 0658(01)	G-RJXI EMB 145	1939 0948(01)
G-BUVC Jetstream 31	1945 0657(01)	G-RJXG EMB 145	1954 0739(01)
PH-OFG Fokker 100	1958 0620(01)	G-MAJL Jetstream 41	2004 0724(02)
G-RJXK EMB 135	2033 0722(01)	G-RJXD EMB 145	2052 0726(01)
G-BXWE Fokker 100	2158 0713(01)		

From and to:

01) CS-DNZ/Stavanger-Geneva: 02) N122MG/F and T Turweston: 03) N26HE/F and T Biggin Hill: 04) LX-IMS/ Luxembourg-Venice: 05) N124GW/Luton-Faro: 06) N79EL/Gamston-Chamberg; N823TT/Le Bourget-Brussels: 09) N587PB/F and T Fair Oaks; I-ERJA/Cannes-n/s-Nice: 10) EI-DMG/Waterford-Swansea and Luton -Waterford: 11) OE-GPG/F and T Luton: 12) N125GW/Faro-Luton: 13) N79EL/Cambridge-Gamston; N852CD/ Biggin Hill-Norwich: 14) OE-GMI/Vienna-Cambridge: 15) N498YY/F and T Luton; N671B/F-n/s-T Isle of Man; HB-VNI/F and T Mannheim: 17) HB-IBH/Geneva-Stansted; EC-IPV/Madrid-n/s-Manston: 18) CS-DME/Luton- Berlin(Tempelhof); N40GD/Thrupton-n/s-Coventry: 19) EC-IPV/Manston-n/s-Madrid: 20) CS-DHL/Heathrow-Geneva; CS-DNS/Dublin-Luton; HB-IBH/Standed-Geneva: 21) N234RG/Guernsey-Belfast City; N21VC/F-n/s-T Guernsey: 22) N601HW/Dusseldorf-n/s-Gander; I-CMUT/Ancona-Milan: 23) I-ERJA/F-n/s-T Nice; N250AC/ Liverpool-Dublin; D-CNCJ/Hannover-n/s-Braunschweig: 26) N587PB/F-n/s-T Guernsey; CS-DHE/Gatwick-n/s-Blackpool: 27) CS-DNM/Zurich-n/s-Split; CS-DHB/Blackpool-Cologne Bonn:

Overshoots:

01) G-RAFP/CWL73; G-RAFL/CWL77 and CWL69; G-RAFN/CWL65: 02) G-RAFK/CWL19; G-RAFM/CWL68: 03) ???/CWL66: 04) G-OBLC: 08) G-RAFO/CWL69; G-RAFN/CWL73: 09) G-RAFO/CWL04

and CWL/72: 10) G-RAFL/CWL69;G-RAFO/CWL69(again);G-RAFM/CWL73;ZF210/LOP24;ZF483/LOP23;ZF338/LOP45: 11) G-RAFO/CWL69;G-RAFP/CWL78;G-RAFL/CWL72: 14) XX227/RED 1 and RED 7;XX253/RED 2 and RED 6;XX260/RED 9;ZF204/LOP32: 15) XX253/RED 3;XX260/RED 8: 16) XX299/Javelin 68: 17) XX139/COLT 89;XX841/COLT 93;G-RAFM/CWL78: 18) G-RAFO/CWL66 (twice): G-RAFM/CWL75: 26) G-GMPB/Police 152:

LBA movements review, February 2005

I like February, it's a very easy month to type! Starting on the 1st we had the Netjets Citation Excel CS-DNZ from Stavanger to Geneva as "Skyshare 2008-200P". Cirrus SR-22's seem to be becoming very popular and on the 2nd N122MG was from and to the home of the UK distributors at Turweston. THE Cessna 421C N26HE on the 3rd was from and to Biggin Hill and on the 4th Lear Jet 45 LX-IMS of Husky Injection Molding Systems was from Luxembourg to Venice (Marco Polo). Another Lear Jet 45 on the 5th was N125GW which was from Luton to Faro. The DFS Furniture Beechjet 400A N79EL on the 6th was from Gamston to Charnbury and it was joined by another of the same type, N823TT, which was from Le Bourget to Brussels. On the 9th the King Air C90B N587PB was from and to Fair Oaks as "Monty 22A-B" whilst the Citation I I-ERJA was carrying the Leeds United chairman when it night stopped (until the 12th) from Cannes to Nice as "Jetitalia 439". The Dawn Meats Group Cessna 441 EI-DMG visited twice on the 10th when it was from Waterford to Swansea and then from Luton back to Waterford. On the 11th the IAI Astra SPX OE-GPG was using callsign "FlyTyrol 11" when it was from and to Luton and on the 12th the Lear Jet 45 N125GW was doing the return trip from Faro to Luton.

Returning from Charnbury to Cambridge on the 13th we had the DFS Beechjet N79EL and it was joined by another Cirrus SR-22 in the form of N852CD which was from Biggin Hill to Norwich. The 14th saw the Citation Ultra OE-GMI going from Vienna to Cambridge as "Jetalliance 201". The CitationJet N498YY on the 15th was from and to Luton and was joined by Citation Excel HB-VNI of Century Aviation which was from and to Mannheim whilst the Beech 36 Bonanza N671B night stopped to the 2nd of March from and to its base at the Isle of Man. Falcon 2000 HB-IBH on the 17th was from Geneva to Stansted as "Tag Aviation 884" and night stopping until the 19th was the Fokker 100 EC-IPV of Gir Jet which arrived from Madrid as "GJT401" and left for Manston as "EUJ203P". The Netjets Citation Bravo CS-DHE on the 18th was from Luton to Berlin/Tempelhof with the callsign "Skyshare 613L-174P" and we had yet another Cirrus SR-22 N40GD was night stopping from Thruxton to Coventry. Fokker 100 EC-IPV which had left early on the morning of the 19th was back in the evening of the same day from Manston as "EUJ204P" and after a night stop it left for Madrid as "GTJ402".

Netjets were back on the 20th when Falcon 2000 CS-DNS was from Dublin to Luton as "Skyshare 140P-614V" in mid-morning but it was beaten by Citation Bravo CS-DHL which had diverted in from Teesside on a flight from Heathrow at 0703 as "Skyshare 7526" and then left an hour later on a positioning flight to Geneva as "Skyshare 808P". Later that same day we had the Falcon 2000 HB-IBH again as "Tag Aviation 884" from Stansted to Geneva. On the 21st the Pilatus PC-12 N234RG was from Guernsey to Belfast City and the CitationJet N21VC was from Guernsey for a night stop before going back there on the 23rd. Wal-Marts CL601 Challenger N601HW was night stopping on the 22nd from Dusseldorf to Gander and the Eurofly Falcon 20F I-CMUT was from Ancona to Milan. The Eurojet Italia Citation I I-ERJA on the 23rd was night stopping from and to Nice as "Jetitalia 471" whilst the Navajo N250AC was from Liverpool to Dublin and the Citation VII D-CNCJ was night stopping from Hannover to Braunschweig as "Bavarian 303". King Air C90B N587PB was on a night stop on the 26th when it was from and to Guernsey as "Monty 22A-B" and also night stopping was the Netjets Citation Bravo CS-DHE as "Skyshare ???-222P". Finally on the 27th we had two more Netjets, the Hawker 800XP CS-DNM was night stopping from Zurich to Split as "Skyshare 640P-431V" and Citation Bravo CS-DHB was "Skyshare 505R-052P" from Blackpool to Cologne Bonn. Among the military we had Gazelle XZ311 starting off the month on the 1st as "Army 572-785" from York to Shawbury. On the 6th we had the first of a trio of US Army C21A's when 94-0112 was from and to Ramstein as "Bursar 51". On the 7th 94-0109 called "Bursar 05" when it was from Ramstein to Aviano and then later in the day 94-0086 was from Mildenhall to Ramstein as "Bursar 52". Sea King XZ586 was calling "SRG 128" when it was from Carlisle to Leconfield on the 12th and winding up the military was BAe 125 ZE395 on the 25th as "Kittyhawk 24" from and to Northolt.

Moving on to the airlines and UK registered specimens we start on the 1st when the Raytheon Premier G-FRYL arrived as "OXY 065" and did a few local flights before night stopping. On the 2nd the KLM Fokker 100 PH-OFJ suffered engine problems and remained grounded until the 7th. On the 3rd the King Air B200 G-ORJA was "Clifton 91". The Citation Excel G-CFGL arrived on the 4th to be based, this turned out to be ex VP-CGG and is operated by Grampian Country Foods Group Ltd. and later in the day a further Boeing 737 was delivered to Jet 2.COM when G-CELA arrived from Edinburgh as "Channex 976P". Britannia were using a Boeing 767 on the 5th when G-OBYD arrived from Barbados as "Britannia 698B" during the early morning and left for Manchester as "Britannia 991P". The Pilatus PC-12 G-CCWY on the 6th is set to become a new regular visitor as it replaces the PA-46 G-RKJT. Night stopping on the 8th was King Air 200 G-CEGP as "CEGA 914". On the 10th King Air B200 G-BYCP was operating as "Lonex 266-266A" and Aztec G-RVRW used the callsign "Ravenair 88T" whilst JetRanger G-OPJM was "Costock 40" and the Cessna 404 came and went as "Atlantique 401". JetRanger G-OPJM returned on the 11th as "Costock 40" and on the same day the Cheyenne G-FCED was making its first visit to LBA as "Airmed 056". On the 12th the ATR-42 G-DRFC positioned out to the Isle of Man as "Atlantique 101P" to do a sub charter and returned on the 13th as "Atlantique 606P". Calling "Starspeed 28" on the 14th was Twin Squirrel G-OLCP whilst on the same day the Ecureuil G-FIBS which had arrived for maintenance on November 15th last year finally departed to Denham.

Ravenair have reregistered their Aztec G-BBGB as G-RVRJ and its first visit as such was on the 15th when it was "Ravenair 99T". Also on the 15th the new JetRanger G-OPEN was air tested from Multiflight and is now resident with us. On the 16th the Beech 58 Baron G-CCVP was "Silver 24" and the King Air B200 G-ORJA was "Clifton 4", meanwhile the ex Eastern EMB 145 G-CCYH arrived as "Midland 9132" and started operating BML flights. Late on the evening of the 17th the Gestion Fokker 100 EC-IPV arrived from Madrid as "GJT 401" on its first visit to the LBA and night stopped until the 19th when it left for Manston as "EUJ 203P". Britannia used a Boeing 767 again on the 18th when G-BYAB was "Britannia 998P-740A" from Gatwick to Barbados. Cessna 310R G-BODY on the 19th was "Atlantique 41" and on the same day the Gestion Fokker 100 EC-IPV positioned back from Manston and went to Madrid as "EUJ 204P/GJT 402". Midlands Airbus 319 G-DBCD was noted for the first time on the 20th on the tea-time Heathrow shuttle. Citation Bravo G-GHPG on the 21st was "Lonex 215" whilst on the 22nd the Seneca G-JANN was "JSP 290". Night stopping on the 22nd was the BAe 125 700B G-DEZC which was making its first visit here. Operating as "Airmed 053" on the 23rd was the Seneca G-HTRL and it was back as "Airmed 55" on the 25th, following it in on the 25th was G-ELNX which is registered as a Canadair CL700 Regional Jet and it was making its first visit for a night stop. Another first visit on the 25th was the Air Scotland Boeing 757 SX-BLW just before midnight from Glasgow to Tenerife as the "Airtours 001P-353". Finally on the 28th we had the Sikorsky S-76A G-VONA as "Premier 20" and King Air 200 G-CEGP as "CEGA 604".

Terry Sykes



H.P Herald G-APWF BIA Manchester Sept 1977 - Norman Smart



HELICOPTER ACTIVITY

MARCH 2005

1/3	G-SIMS	R.22B	Teesside – Wetherby and return
2/3	N5120	Bell 430	Wigan – Site S/W Teesside and return
3/3	G-OSSI	R.44	LBA – N.Yorks Moors(Training) – Masham
4/3	G-CBSE	Gazelle	Brighton – Blakeby Ridge(?) – Whitby
6/3	G-MLTY	Dauphin	LBA – Maltby – Blackburn
	G-JIVE	Hughes 369E	Seaham – N/W Sheffield – Shelf
	G-OJRH	R.44	Emley Moor – Ingleton and return
7/3	N555GS	Agusta A.109E	Chorley – Keighley
8/3	G-CBSK	Gazelle	Battlesbridge – Sherburn – Snowdonia
9/3	G-JWBI	Jet Ranger	West Midlands – Brough(Hull)
	N5120	Bell 430	Site near Humber Bridge – Wigan
10/3	HA-LFM	Gazelle	Brighton – Tadcaster – Eastbourne
	G-DGHD	R.44	Sherburn – Eldwick – Middleham
	G-CEEE	R.44	Fishburn – Connington
	G-CDBG	R.22B	Sherburn – Halifax – Emley Moor
	G-BXYD	EC.120B	Walton Wood – Catcliffe(Sheffield)
	G-EWAW	Jet Ranger	Stainsby Hall – Husthwaite, 2 round trips
11/3	G-ECMM	Agusta A.109E	Battersea – Sheffield
	G-STER	Jet Ranger	Sherburn – Burley-in-Wharfedale – Lake District
12/3	G-GSJH	Jet Ranger	Lancaster – Sheffield
13/3	G-WYSP	R.44	Halifax – Menwith Hill
	N92001	MD.900 Explorer	Liverpool – Site 3/E Thirsk
	G-STER	Jet Ranger	Wetherby – Ambleside – Sherburn
	G-BYKK	R.44	Devonshire Arms – Blackpool
15/3	G-DRIV	R.44	LBA – Beverley – Kemble
	G-ONGA	R.44	Hull – Elstree
	N109TK	Agusta A.109A	Chorley – Wakefield and return
	G-DATE	Agusta A.109C	Scarcroft – Gamston(Refuel) – Sywell
16/3	N109TK	Agusta A.109A	Chorley – Moor Allerton Golf Club(Leeds)
17/3	G-BSCE	R.22B	Wike – Coney Park – Strensall(York)
	G-EFOF	R.44	Hull – Sturgate – Costock
	G-USTB	Agusta A.109A	“Rocket 1” Durham – Rothwell(Leeds) – Sheffield
	G-BXIV	Agusta A.109A	“Rocket 2” Durham – Rothwell(Leeds) – Sheffield
19/3	G-RAMI	Jet Ranger	Coney Park – Devonshire Arms and return
	G-RAMY	Jet Ranger	Humberside – Devonshire Arms and return
	HA-LFM	Gazelle	Brighton – Barnsley – Devonshire Arms
	HA-LFZ	Alouette 3	Garforth – Devonshire Arms and return
21/3	G-CBVI	R.44	Sherburn – Ripon Race Course
23/3	G-XMEN	Squirrel	Sheffield – Northallerton – Chesterfield
24/3	G-GACB	R.44	Pontefract – Alton Towers
	G-BYCF	R.44	Wortley(Sheffield) – Todmorden
25/3	G-OLOW	R.44	Sherburn – Pudsey – Scunthorpe
28/3	N59SD	Hughes 369E	Welton Top(Hull) – New Holland
31/3	G-LNTY	Twin Squirrel	LBA – Thorpe Park – Donnington Park
	G-GNAA	MD.902 Explorer	“Helimed 63A”, Teesside – Catterick Garrison

The "Beckwithshaw" Jet Ranger has succumbed to yet another change of identity. Having originally operated as D-HAFN for about 12 months it was allocated the registration G-OMLS in April last year, however it never took up this reg. and immediately became N80367. After a year in this American guise it has now again been put on the British register as G-OMLS although it has not yet been noted flying using this "new" registration.

An interesting arrival on 28/3 was Bell UH-1H Iroquois N911DN, which appeared at Coney Park after a flight from Blackpool. The aircraft was still present at the end of the month although it was reported to be enroute to warmer climes. However, on 8/4 the remains of another of the type, N116HS, arrived on the back of a lorry to be used as a spares source.

Prince Andrew was visiting the area on 3/3, initially arriving in Hull early morning on board S.76B G-XXEA("Rainbow 1R"). Mid morning a swift visit to Goole was followed by a trip to York. The aircraft then positioned to Linton for fuel before returning for the Royal visitor and making the short hop to Haxby for an overnight stay. The next day saw the Royal party leaving York for Batley and then onwards to Harewood House for lunch. 'EA' positioned to Coney Park for fuel and, after picking up the Prince from Harewood, transported him for a short visit near Emley Moor before making the trip home to Windsor.

On 14/3 the Lancashire Police Eurocopter EC.135T G-LASU("Police 21") landed on Scarborough beach, having arrived from Warton to help in the search for two people who had been washed away by high tides.

On the 19th Squirrel SE-JGR, operated by Osterman Heli of Gothenburg was carrying out pollution control flights on the East coast. Between 0930 and 1115 he was routing from Mablethorpe to the Southern banks of the Humber and from 1400 to 1550 from the North bank to Bridlington at all times around 700'. I believe he then routed to Humberside for an overnight stay and the next morning was again noted heading North along the Yorkshire coastline.

R.22B G-LAIN operating out of Connington was engaged in photography on the 23rd. Initially overhead Leeds/Eccup/Harrogate/Wetherby in the morning, before routing to Sherburn for fuel, and in the afternoon Hull/Withensay got the treatment.

LOCAL AIRFIELDS

Bagby:- Leeds based PA-28 G-AVWD was Air Tested on 21/3 before returning home on the 24th. New Sherburn resident, C.182T N5020A visited on the 25th. Visitors:- 6/3 G-BUXN Sundowner(To Hurn), G-CTCL TB.20; 7/3 G-BRLO PA-38; 9/3 G-JLCA PA-34(n/s); 12/3 G-ORAY F.182Q; 13/3 G-CDBY Banbi; 14/3 G-BFFY F.150M; 25/3 G-ATLM F.172G, G-SFHR Aztec; 29/3 G-BWZG R.2160; 31/3 G-BYPA Twin Squirrel(Refuel).

Beverley:- C.182RG N883DP made the short hop from its Mt. Eyrie base on the 9th. Others:- 10/3 G-BWSC PA-38; 12/3 G-ARAW C.182; 25/3 G-OMAC FR.172E.

Brighton:- Visitors:- 6/3 G-CCLC DA.40, G-CBZT Quik, G-CCEA Quik, G-CBIX Zenair, G-CCIK Skyranger, G-AZEF Jodel D.120, G-BZVN RV.6A, G-RVMC RV.7, G-SEVN RV.7; 13/3 G-BBKY F.150L, G-PFCL C.172S, G-BPXY Aeronca Chief, G-BAGC DR.400, G-MYIR Coyote, G-BAHD C.182P, G-AKUW Super Ace; 19/3 G-BRZX Pitts, G-CCTF Pitts; 25/3 G-BZBC Coyote, G-DAVE Jodel D.120, G-CBEI PA-22, G-CBWP Europa, G-CDFA Twinstar.

Burn:- The Gliding Club here, near York had a visit from F.172N G-MICK on 23/3.

Church Fenton:- The Leeds based Schweizer 269 G-ODNH was training on the 1st as was R.22B G-CBZF on the 3rd.

Crosland Moor:- A new resident is Skyranger G-PSKY. Visiting on the 8th, from its base at Ronaldsway was TB.20 N882 and the following day Round the World flyer Polly Valcher arrived from Teesside in her PA-28 G-FRGN. Visitors:- 6/3 G-IZIT Coyote, G-BOTH C.182R, G-BNOM PA-28; 7/3 G-BAIW F.172M; 19/3 G-MYTE Coyote; 23/3 G-GCAT PA-28.

Doncaster:- Thomsonfly made an appearance on 1/3 when one of their Boeing 737/300s c/s "Thomsonfly 004P" spent the morning crew training, F/T Coventry. With scheduled flights due to commence

on 28/4 it is reported that the first aircraft to be based here will be 737/300 G-THOH(ex. D-ADEN), due mid April, with G-THOI(ex. G-OFRA) and 737/800 G-CDZN(ex. SE-DZN) to join it before 3/5. Aircraft are still visiting in numbers, taking advantage of the still free facilities. Among the more interesting movements, Leeds based Extra 400 N400YY was in evidence on the 11th and 12th while also on the 12th N382AS, Cessna 182RG was noted on the ILS. The 13th saw Cessna 340 N340DW carry out a couple of ILS touch and goes, F/T Coventry and similar type N340YP did a touch and go on 24/3 whilst routing from Sandtoft to Biggin Hill. On the 19th Cirrus SR.22 N203CD, which is a new Manchester resident, carried out several ILS approaches. There were again a couple of Boeing AWACS training, "NATO 41" carried out an ILS followed by a few visual circuits on the 14th and on the 24th "NATO 11" did 2 ILS with touch and goes. Among the other aircraft logged this month were:- 1/3 G-EJMG FA.150K, G-BBTJ Aztec, G-CDEL Diamond; 2/3 G-BRNN C.152, G-DARA PA-34("Skytrain 01"); 3/3 G-BHWP C.152, G-JAVO PA-28(F/T Wellesbourne); 5/3 G-BAJE C.177, G-BSTZ PA-28; 6/3 G-BXLO Jet Provost, G-GDOG PA-28RT; 7/3 G-CBVX C.182S ("Skytrain 02"); G-BUJJ T.67M, G-BHRC PA-28, G-BPXA PA-28; 9/3 G-BYDY Baron, G-CBSX Kiss 400, G-BYOS Blade, G-BUVA PA-22; 10/3 G-BPWD C.120, G-CBNG Robin DR.400, G-NBDD DR.400, G-BXAN Falke, G-AXNS Pup; 12/3 G-GORF Robin HR.200, G-WERY TB.20, G-BDYD RC.114, G-BFDI PA-28; 13/3 N61970 PA-24, G-CCKH DA.40, G-COLA Be.33, G-BMHT PA-28RT, G-BHAY PA-28R, G-TYNE TB.20; 15/3 G-ILTS PA-32R, G-RCED Commander 114; 17/3 G-PETH PA-24, G-JPOT PA-32R; 20/3 G-BITM F.172P; 21/3 G-BMSU C.152; 22/3 G-BWDT PA-34(To Shoreham); 23/3 G-BEZO F.172M(Touch and go, F/T Gloucester!); 25/3 G-SACK Robin R.2160, G-BKVL DR.400, G-TYKE Jabiru, G-CBZT Quik, G-SOPH, G-CBDJ CT.2K

East Kirkby:- This airfield is operated by the Lincolnshire Aviation Heritage Centre. Residents include Lancaster G-ASXX/NX611 which is regularly fired up and taxied along the runway. Noted visiting on 23/3 were Vagabond G-FKNH and RV.6A G-BXVM both from Woodvale.

Eddesfield:- Newly resident here is PA-28 G-ROWS along with PA-38 G-BWSC. Visitors:- 14/3 G-BTHE C.150L; 25/3 G-CCLJ PA-28(F/T Stapleford).

Elvington:- The Fairey Gannet G-BMYP(XL 502) has taken up residence in the museum after moving here from Sandtoft. Another new inmate is one of the Tornado prototypes, XZ631, which arrived late in the month after being donated by British Aerospace at Warton. Noted arriving on the 9th was T.67M G-SKYC along with CAP 232s G-SKEW and F-GOTC. The following day all three were active on local aerobic trips along with Hunter G-BWGL, which arrived from Scampton on its first visit of the year, and Pitts Special G-BOXH. Also visiting the same day were RV.6A G-BXVM, TB.10 G-PATN, F.172M G-BCVJ and Mainair Blade G-BZTR. Visitors:- 3/3 G-AVER F.150G; 6/3 G-CDBG R.22B; 7/3 G-BMWE ARV.2(From Farnboro'); 16/3 N340DW Cessna 340(Over LBA.1715, inbound); 24/3 A.109("Castle 01", from Liskard); 29/3 G-BLHR GA.7.

Fadmoor:- This North Yorkshire airfield, home of Comanche N218SA, PA-32 G-ILTS and Navajo G-EEJE, seldom has visitors however on 23/3 PA-34 N43GG was noted routing outbound to Kilbride in Northern Ireland.

Full Sutton:- Europa G-BWZA was noted on Air Test from here on 7/3. PA-24 Comanche N218SA was logged outbound for Denham on the 31st. Visitors:- 1/3 G-DECK T.210N; 6/3 G-BKKO C.182R; 8/3 G-BDYD RC.114; 23/3 G-SABA PA-28R.

Garton:- Noted on a visit to this strip near Withensea on the 10th was CT.2K G-CBDJ and on the 13th Topsy Nipper G-AWDA called in. On 25/3 C.182RG N883DP was noted making a couple of touch and goes.

Gamston:- A couple of aircraft on delivery this month, firstly Citation 2 N550PD which arrived from Keflavik via Luton on the 13/3. This aircraft is registered to Ravenheat who used to have similar type G-RVHT at Leeds/Bradford, however 'PD seems to be resident here. King Air N910KG arrived on the 30th with an American ferry pilot, however it was not clear if this aircraft was inbound from or outbound to the USA. Another new arrival during the month, this time by road, was Callair A.9 agricultural aircraft G-TDFS which moved here from Egginton, Derby. The Diamond Agency has just registered its first Diamond DA-42 Twin Star G-CDGZ, but it had not arrived by the end of the month. Visiting from Manchester on the 6th was SR.22 N203CD while another Citation was XL version VP-BSD which visited on 14/3, from St. Mawgan to Gatwick. The DFS Beechjet N79EL paid a quick call on the 25th from EMA to Cambridge. Visitors:- 1/3 F-GOTC CAP 232, G-SKYC T.67M; 3/3 G-YEOM PA-31(To Bristol); 6/3 G-HARN PA-28(To Denham), G-ZEBY PA-28; 9/3 G-SHWK C.172S, G-BWFZ Rebel; 12/3 G-BAYR Robin HR.200; 13/3 G-ROWS PA-28; 16/3 G-SOHO DA.40; 17/3 G-TAME Schweizer 333; 19/3 G-BHGO PA-32; 23/3 G-BGRE King Air 200("Martin 02"), G-BTEX PA-28, G-BUTZ PA-28; 24/3 G-ZELE Gazelle; 25/3

G-BJVV Robin R.2180; 26/3 G-IBZS C.182S(Sherburn Div).

Grindale:- A new resident here with the parachute club is C.182N G-AXZU. This machine used to be based at Leeds/Bradford in the 1970s and joins G-ASVN C.206 and G-BAAT C.182P. Visiting on 31/3 was Robin DR.400 G-IEYE, from Sherburn.

Hollym:- Noted visiting on 9/3 was Sherburn Aero Club PA-28 G-LORC.

Humberside:- Visitors:- 3/3 N880WD Gulfstream 4, D-GEJJ PA-34 Seneca, D-IZZY Avanti; 4/3 N57MT C.303(Also 8/3); 5/3 N53GX Global Express; 6/3 G-COLA Be.33; 7/3 EI-DMG C.441, G-AVII Jet Ranger("Bristow 91A"); 9/3 G-BTZA Be.33; 11/3 VP-CLD Citation XL(Also 31/3), N400YY Extra 400; 15/3 G-PLAZ Commander 114; 23/3 N882 TB.20; 25/3 G-EDAV Bulldog; 30/3 G-CFGL Citation XL(From Nice, LBA Div.), ZF142 Tucano("LOP 24Y", ILS); 31/3 C-FMFL Falcon 50, OH-WIN Falcon 20("Aero Flite 201"), G-FIRM Citation("Marshall 10A").

Kirkbymoorside:- Noted leaving for a private strip in Cornwall on the 6th was T.67M G-SKYO. The 14th saw a pair of T.67Bs, G-BLPI and G-BLTU arrive from RAF Wyton, while in the afternoon G-SKYC was noted departing to RAF Lyneham and PA-22 G-CBEI arrived from Bagby. T.67M G-BKAM arrived from Maypole, Kent on 25/3 with the pilot returning home in similar type G-ZEIN.

Kirton-in-Lindsey:- This Lincolnshire airfield is seldom used these days by anything other than the based gliders, however on 13/3 Mainair Blade G-CBTM was noted local flying out of here.

Langar:- Slightly outside our area, however an interesting visitor to this parachute airfield, South of Gamston, on 11/3 was Citationjet N21VC.

Leeming:- A civilian visitor on 9/3 was Cessna 120 G-JOLY, from a farm strip near Colerne, possibly for a demo in resident Pitts G-BRVL which made two local flights in the afternoon. Leeds based Cessna 182T G-MOUT spent the day here on the 14th.

Linton-on-Ouse:- Noted making a short visit on 4/3 was King Air E.90 G-SFSG. On the 9th Rufforth based ASK.13 glider CWH/BGA1861 landed here having been unable to make it home. It was collected in the afternoon, when Pawnee G-BLDG arrived to tow it out.

Mt. Airey:- A visitor on 25/3 was Cessna F.172F G-ATAF, to Bristol.

Netherthorpe:- New resident here is, former Leeds/Bradford based, Cessna 150 G-ASMW.

Pocklington:- An interesting arrival by road on 4/3 was the fuselage of Shorts 360 OY-MUB which is reportedly to be used as a mobile briefing room. Eddesfield based T.67 G-BKTZ was operating local aerobatics sorties from here on 12/3.

Rufforth:- An unusual visitor on 23/3 was Fuji FA.200 G-KARI operated by the Scottish Civil Service Flying Club, F/T Glenrothes. Visitors:- 6/3 G-ATEW PA-30; 9/3 G-IKUS Ikarus; 13/3 G-AVUG F.150H; 14/3 G-BZTG PA-34; 15/3 G-AZOT PA-34; 21/3 G-BWNY Ximango(From Rochester).

Sandtoft:- Cessna 340 N340YP visited F/T Biggin Hill on the 24th with a quick touch and go at Doncaster outboard. Visitors:- 3/3 G-FLAV PA-28, G-HURN R.22B, G-BPJW A.150K; 5/3 G-IJBB Enstrom 480; 6/3 G-TSGJ PA-28, G-BDSH PA-28, G-APXY C.150, G-BJZN T.67B, G-BXYJ DR.1050, G-BXGW HR.200; 7/3 G-BKWY C.152, G-OLOW R.44, G-BPWD C.120; 10/3 G-BYNP Jabiru; 12/3 HA-LFM Falcon; 14/3 G-GLUC RV.6, G-BFTF AA-5B; 14/3 G-MTDE American Aerolights 110SX, G-BXSE C.172R; 17/3 G-FOFO R.44; 19/3 G-EYOR RV.6(To Henstridge); 25/3 G-ASFL PA-28(From Lee-on-Solent), G-BHDZ F.172N, G-ERMO ARV.2.

Sheffield:- The second Schweizer 333 for Total Air Management, G-TAMA has joined the fleet alongside G-TAME. Other new residents here are Commander 114 G-CCDT and Diamond Star G-CCFU. Weekly visitor, Mr. R.M. Bailey was first noted on 4/3 in his new mount, Eurocopter EC.120B G-EIZO which has replaced trusty Gazelle G-GAZL(For Sale in Pilot for £160,000 plus VAT, if anyone is interested!). Mr. Bailey arrives most Monday mornings from Dalmahoy, Scotland and, after a quick refuel, heads to his office in Littleover, Derbyshire making the return trip on the following Thursday afternoon. He was far from happy on 17/3 however when the airport ran out of fuel and he had to divert to Coney Park. Jersey based Citation N909PS visited on the 7th and was back on the 24th when it arrived from Leeds before heading back home. TB.21 N297GT paid a visit on the 9th, F/T Denham and the Citationjet D-IPMI was back on the 14th. An early morning arrival on 21/3 was Mooney M.20K OO-AEP, from Hilversum and on the 23rd Cirrus SR.22 N834CD visited from Turweston. Finally the Greenpeace Hughes 369E ZK-HOQ arrived early evening on the 31st, inbound from Inverness, and stayed a couple of days carrying out local flights. Visitors:- 1/3 G-BFPF F.172K; 3/3 G-BGKV PA-28R, G-AXPB Pup, XZ289 Gazelle("Armyair 008", refuel); 6/3 G-WABH C.172S, G-BNZZ PA-28, G-YANK PA-28; 7/3 G-BSUW PA-34(From Southend); 8/3 G-BWEU C.152; 9/3 G-OPEN Jet Ranger, G-CBBS Bulldog; 10/3 G-FILL PA-31; 12/3 G-BUFH PA-28; 13/3 G-BBGX C.182P(To Denham), G-DAVD FR.172K; 14/3 G-FRBN PA-28(From Shobdon), G-BPRY

PA-28, G-ATJG PA-28; 17/3 G-WACM C.172S; 19/3 G-BWXC T.67M(To Middle Wallop); 20/3 G-BLST C.421C; 21/3 G-BBNG Jet Ranger("Pipeline 01"), G-BXLS Koliber; 23/3 G-BXSR F.172N; 25/3 G-ATOU M.20E (To Amiens/Glisy); G-SCPL PA-28, G-EKKC FR.172.

Sherburn:- A new resident here is Cessna T.182T N5020A which arrived from Leeds/Bradford on 10/3, having been delivered there from Billund the previous day. Bell 47G G-GGTT, formerly at Barton, has also moved in and is operated by Hields Aviation joining similar type G-XTUN. Visiting on 2/3 was PA-31 Chieftain N3586D, F/T Liverpool, while the next day PA-34 Seneca N43GG arrived from Humberside. On the 6th Comanche N61970 was noted and on the 8th Sheffield based Mooney M.20K N101UK paid a visit. Ronaldsway based C.421C N421CA visited on 17/3, arriving from Fair Oaks. Leconfield based Sea King("SRG 128") used the airfield for crew training on the 5th while MD.902 G-YPOL("Police 42") was similarly engaged on the 21st and again on the 23rd. Visitors:- 1/3 G-BDIG C.182P; 3/3 G-ASVN Cessna U.206; 5/3 G-BTFT Baron(From Thruxton, n/s); 6/3 G-BOID Citabria; 8/3 G-BLTK RC.112; 10/3 G-CBNG Robin DR.400; 12/3 G-AZFC PA-28(From Blackbushe); 13/3 G-BBPY PA-28, G-BEZI AA-5, G-LFSI PA-28, G-BHAY PA-28R, G-BXPF Thorp T.211, G-ROLY F.172M, G-BZEH PA-28, G-BYTI PA-24, G-BNDT Colibri; 14/3 G-BVTX Chipmunk; 17/3 G-ATAF F.172F; 20/3 G-IANC TB.10(From Biggin Hill); 23/3 G-DAVO AA.5B; 25/3 G-CBPD Ikarus(From Kirkbride), G-BWGT Jet Provost; 28/3 G-AWFC PA-28R; 29/3 G-ARGV PA-18, G-OWGC Falke.

Strubby:- A visitor to this airfield, on the Lincolnshire coast near Mablethorpe, on the 12th was Cessna T.206H N191ME, from Blackpool.

Sturgate:- Visiting on 5/3 was PA-28R N2943D, from Barton, along with C.182RG N883DP. On the 10th Leeds based King Air 200 G-MOUN was noted along with PA-24 N61970. The 13th saw Tailwind G-ZIPY visit F/T Spanhoe and on the 25th Cub G-AJES was noted.

Walton Wood:- Visitors:- 2/3 G-FOFO; 3/3 G-IIPM Squirrel, G-JWEB R.44; 10/3 G-BYKK R.44, G-LWUK R.44, G-CCYG R.44, G-TINK R.22B; 16/3 G-CDBG R.22B; 17/3 G-CCDE R.22B.

Wickenby:- Visiting on 12/3 was PA-32 D-EDYQ, outbound to Tattenhill. Visitors:- 3/3 G-ODAC F.150; 12/3 G-BRBA PA-28; 13/3 G-NINA PA-28(To Shoreham); 31/3 G-CBCV Bulldog.

Wombledon:- Resident, former demonstrator, Europa G-KITZ has been reported sold in Holland presumably as a replacement for PH-ZZZ which crashed late last year. A new Europa noted on Air Test on the 25th was G-CCUY. Visiting on 3/3 was Leeds based Europa G-PEGY while on 23/3 Commander 114 N14AF arrived from Ronaldsway.

An interesting registration crossing the area on 11/3 was an as yet unidentified South African machine, ZS-NBU. It passed abeam Leeds, approximately 4 miles East, at 1400 flying at 2000' enroute to Blackbushe. The Pup G-IPUP on the 13th was flight planned to land at Leeds but decided to overfly instead and carry on to Newcastle.

Other aircraft noted crossing the area included:-

3/3	N642P	PA-31 Chieftain	Southend - Newcastle(Hull 0918 @ 5000')
	N66116	Cessna 172S	Wick - Oxford, delivery(York 1105 @ 9500')
6/3	G-DRFC	ATR.42-300	LBA - Coventry(Sheffield 2205 @ 3500')
11/3	G-AYRU	Islander	Over LBA.1347 @ 3000' enroute to Peterlee
12/3	OY-JRO	King Air 90	Southend - Aberdeen(Hull 1221 @ 5000')
13/3	G-IPUP	Beagle Pup	North Weald - Newcastle(LBA.1849 @ 2500')
16/3	N473BS	PA-28R Arrow	Southend - Newcastle(Hull 1009 @ 4500')
20/3	N2NR	Agusta A.109C	Teesside - Bournemouth(3/E LBA 1035 @ 3000')
21/3	N122MG	Cirrus SR.22GT	Turweston - Teesside(York 1124 @ 5000')
	N999F	Beech F.33	Over Eccup 1724 @ 3000' enroute Newcastle
25/3	N418WS	Baron	Edinburgh - Wycombe(York 1400 @ 4000')
	HA-YAE	YAK 18T	Over Selby 1518 @ 1800' enroute Earls Colne
	D-ECSL	Cessna F.172L	Coventry - Prestwick(6/W LBA 1542 @ 3000')
31/3	N14HF	Maule MX.7	Over York 1049 @ 5000', Southbound

Trevor Smith



CONEY PARK

05/02/05	G-BSCE	Robinson R22 Beta	13:00	13:30
07/02/05	G-DATE	Augusta A109c	13:45	14:00
18/02/05	G-CPTS	Bell 206b Jet Ranger	15:16	15:45
19/02/05	G-BSCE	Robinson R22 Beta	11:00	11:20
20/02/05	G-TYCN	Augusta A109	13:05	13:50
04/03/05	G-XXEA	Sikorsky S-76c	13:30	15:10
07/03/05	G-PKPK	Schweizer 269c	09:40	12:00
10/03/05	G-BMAV	As350b Ecureuil	11:40	12:40
14/03/05	N600MG	Md.600n	10:55	11:15
17/03/05	G-LENI	As355f1 Ecureuil 2	13:15	14:00
17/03/05	G-BSCE	Robinson R22 Beta	13:25	13:40
18/03/05	N2NR	Augusta A109a-ii	08:14	08:20
18/03/05	F-GGTJ	Sa.342j Gazelle	14:15	14:40
31/03/05	N5144Q	Md.369e	15:45	15:55

Geoff Ward



Phantom 63449LD "Fly by wire!" RAF Upper Heyford May 1990 - Norman Smart



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

I am pleased to report March proved another record month for LBA. Of course the appropriate press release was soon published:-

Leeds Bradford Airport (LBA) had the busiest March on record as 191,905 passengers flew from Yorkshire's Premier Airport. This was an increase of 20% on prior year, which confirms LBA's place as one of the UK's fastest growing airports.

Scheduled flights accounted for 89% of the traffic with 170,166 scheduled passengers boarding flights from LBA.

Dublin, for the third consecutive month, had the most passengers with 18,270 visiting the Irish capital. The Spanish Costa's also featured in LBA's 'top ten' destinations for the month with both Malaga and Alicante proving popular for those wanting some last minute winter sun.

Ed Anderson, Managing Director comments, "2005 is already cemented in the Leeds Bradford history books as being the most popular by far. With passenger numbers rising month on month we are well on line to hit the forecast 2.8 million passengers for this year".

April 11th witnessed the reinstitution to LBA of a Bristol service by Air Southwest. The service then continues on Newquay, with connections at Bristol for Plymouth. Again press release as follows:-

Passengers using Leeds Bradford International Airport have even more choice from today (April 11) with the launch of three new routes to Newquay, Bristol and Plymouth in the South West of England.

Low fares regional airline Air Southwest will operate daily return flights to Bristol from just £19 one-way including all charges, and to Newquay in Cornwall and Plymouth in Devon from just £29 one-way.

The new Bristol service is expected to be especially popular with business travellers looking to save hours over travelling by road and rail, and the flights to Newquay and Plymouth put some of the country's best bathing and surfing beaches within easy reach of the North of England.

All flights can be booked quickly and easily online at www.airsouthwest.com, where travellers can also find a wealth of information to help them plan their trip to the South West.

Malcolm Naylor, managing director of Air Southwest, said: "Our research has shown that people from the North want fast, value for money links with the South West whether it's for business or leisure, and that's what we're launching today.

"The Bristol flights are already proving popular with business travellers, and we're delighted with the response so far. We expect our new Newquay and Plymouth services to be especially popular with holidaymakers looking for short breaks. They can check in at Leeds Bradford at breakfast, and be on the beach before lunchtime."

Ed Anderson, Managing Director of Leeds Bradford International Airport, said: "Air Southwest's arrival at Leeds Bradford puts the South West of England within easy reach, and opens up an entirely new market for business and short break leisure travel. We wish Air Southwest all the best and we're sure this will be the start of an excellent working relationship".

Air Southwest is a wholly-owned subsidiary of Plymouth-based Sutton Harbour Holdings Plc, which is listed on the Alternative Investment Market. The group owns and operates Plymouth City Airport and its interests span regeneration and transport.

Finally, news of a late addition to this summer's I.T. programme. It is understood the flights will be operated by Astraeus Airlines.

Portugal travel specialist, Atlantic Holidays have announced that they are to operate a new Monday flight to the popular Atlantic island of Madeira from Leeds Bradford Airport this summer. Atlantic Holidays, who are the largest independent operator to Madeira from the UK, are to start flights on 2nd May and will continue operations throughout the summer until the end of October.

Famed for its profusion of colourful and exotic blooms, rolling hillsides and cascading terraced vineyards, sun-blushed Madeira is a sub-tropical paradise. Affectionately known as the 'Floating Garden', the island is an exciting addition to the growing range of holiday destinations available from Yorkshire's Premier Airport.

Joao Camacho, Managing Director of Atlantic Holidays said: "Atlantic Holidays have been offering specialist holidays to Madeira and Portugal for 14 years and although we have grown substantially in that time we are still able to offer the personal touch that customers expect from a specialist tour operator".

AIRPORT NEWS

For the fifth consecutive year, Hong Kong International Airport has been voted the world's Best Airport, in the largest customer survey of airport standards. Singapore's Changi Airport takes the Silver Award as runner-up, in what proved to be an exciting and close finish to the survey. These two airports achieved more than 130,000 votes each, with the final margin between 1st and 2nd position being less than 500 votes.

Dr David J Pang, Chief Executive Officer of the Airport Authority Hong Kong, said "We are indeed proud to receive this accolade. To be named among the many excellent airports in the world is an honour in itself. As customer service standards improve continually in the airport industry, the recognition and appreciation of travellers inspires us to continue to raise our standards and to strengthen our culture of service excellence".

The 2005 World Airport Awards are based on the annual Airport Survey conducted by Skytrax - between June 2004 and March 2005. The survey measures over 30 aspects of passenger satisfaction for airport product and service standards, evaluating the 'typical' airport experience. This independent survey is regarded as the primary benchmarking tool for Passenger Satisfaction levels at airports throughout the world.

Peter Miller, Director Marketing at Skytrax commented "It is important to note we do not charge airport operators to be included in the survey, nor are the results based on a finite number of 40-50 airport choices - the passenger interviews cover over 150 airports. This level of true independence is a key reason for this survey being regarded as the primary benchmarking tool for Passenger Satisfaction levels at airports throughout the world." Worldwide survey interviews totalled a massive 5,584,365 respondents - a 15 per cent increase on the 2004 result. Over 90 different passenger nationalities participated, the highest contingent from Europe and North America, with Asian countries of Korea, China/Hong Kong and Taiwan also very well represented.

The World's Top 10 Airports - 2005

- 1 Hong Kong International Airport
- 2 Singapore Changi Airport
- 3 Seoul Incheon Airport
- 4 Munich Airport
- 5 Kansai International Airport
- 6 Dubai International Airport
- 7 KLIA Kuala Lumpur
- 8 Amsterdam Schiphol Airport
- 9 Copenhagen Airport
- 10 Sydney Airport

Hong Kong International Airport was particularly praised for 'space, light, airy, clean, efficient, ground transportation' - key words that were repeated thousands of times for HKIA. Singapore's Changi Airport, second Best Airport in the world, was most frequently praised for the abundant range of facilities, and particularly favoured by customers in its pivotal role as a transit airport.

At the end of the day, a customer will rate an airport experience upon a mixed bag of product and service features, dependent upon their travel purpose. A business traveller with only 60 minutes in the terminal may be more interested in the ability to keep in touch - internet access, wifi and other communications being an important factor, and they might have access to the comforts of an airline lounge. In contrast, a leisure traveller with several hours to while away in transit, may prefer to take in the dining options, have a shower, browse the shops - or in Singapore, enjoy the bonus of a swimming pool and free cinema!

One of Asia's newest airports, Seoul Incheon in South Korea was ranked third Best Airport in the world - well ranked for ease of navigation, terminal cleanliness and facilities. A drawback for Incheon appears to be the lack of express ground transportation. An airport becoming more popular with transit passengers, Incheon needs a high-speed rail connection into downtown Seoul to better satisfy passengers departing from, or arriving into Seoul itself.

In Japan, Osaka's Kansai International was named fifth Best airport in the world - being specifically praised for high standards of cleanliness, and quality of airport staff service across all front-line functions.

Munich Airport is ranked fourth Best Airport in the world, and Europe's best. With 33 per cent of the traffic at Munich Airport being in transit (2004), the airport recently celebrated a milestone by welcoming its 250 millionth passenger since the airport opened nearly 13 years ago.

Munich Airport CEO and President, Dr. Michael Kerkloh, welcomed the award, noting that "The survey results have confirmed that our ambition to develop Munich Airport into the most attractive and efficient hub in Europe is bearing fruit. Being named as the world's 4Top Airport and Europe's Number 1 provides a positive impulse for us to further improve our passenger-friendly service and hub quality - and to strive to move up in the charts in 2006!"

Amsterdam Schiphol ranks second in Europe (eighth worldwide), with Copenhagen as Europe's third Best airport, and ranked ninth worldwide. A comment echoed in many Copenhagen survey interviewees is that the airport has the feel of an IKEA showroom!

The major European airports of London Heathrow, Frankfurt Main and Paris Charles de Gaulle failed to make into the listing of Top 10 European airports.

Dubai International Airport maintains its position as Best Airport in the Middle East, ranking sixth overall worldwide - despite ongoing construction works that require excessive walking for arriving and departing passenger for Dubai.

Cape Town International Airport is Africa's Best Airport, with Johannesburg ranked second and Addis Ababa third place for the region.

Best Airport North America is Minneapolis-St Paul - ranked twentieth on a global basis. Cincinnati is North America's second Best Airport, with San Francisco third in this category.

For those wanting an unusual airport experience, Barra in the western islands of Scotland is recommended - a beach airport washed by the tide twice a day, where a runway obstruction may possibly be a stranded dolphin or seal!

Two iconic structures at Heathrow - its impressive new terminal building and elegant air traffic control tower - have just been raised to their full respective heights. They offer a new and historic skyline at the world's busiest international airport as the Terminal 5 (T5) construction programme passes its halfway mark on schedule.

T5 managing director, Tony Douglas said: "These landmark buildings illustrate the transformation that is happening at Heathrow. While we are investing £4.2bn in the new terminal development, a further £3bn is also being spent over the next seven years on improving the existing airport facilities".

"Two and a half years into construction and over 50 per cent complete, we have already spent £2bn and will be spending approximately £80m a month during this coming year. Hitting the half way mark within budget and ahead of schedule is a massive achievement and testimony to the talent of everyone involved in this project. We currently have over 4,000 workers on-site and I am extremely proud of the fact that we have now exceeded our nominal safety goal of zero reportable accidents per million man-hours on three occasions, and that 75 per cent of our workforce believe this is the safest construction site they have ever worked on."

The main terminal building - this spectacular single span structure - creates a flexible internal space, which will provide a bright and airy environment for passengers with spectacular views throughout the interior of the building. Work began to raise the roof in April last year when the first of six 2,500 tonne steel sections was lifted 39m into the air. Each 117m arch section was assembled at ground level and the roofing components fitted before being jacked up approximately 40m to their final position. Assembling the roof at a low level reduced the risks of working at height, and allowed cranes to operate inside the radar zone imposed on the construction team by the airport operations.

Almost 12 months and five subsequent lifting operations later, the dramatic roof is fully in place and gives a real sense of the scale of the building. 26,000 tonnes of steel make up the internal superstructure, which is currently being installed at an average rate of 700 tonnes per week.

The air traffic control tower also had to be assembled in a way which minimised disruption to airport operations. The top 27m portion of the tower - including the visual control room - was constructed and partially fitted-out on a site near Terminal 4. This 900 tonne section was then moved, almost 2 km across the southern runway and airfield to its final site adjacent to Terminal 3.

Since January, six steel mast sections have been slotted under the cab to raise it skywards to its full height of 87m - more than double the height of the existing control tower.

Designed by Richard Rogers Partnership, the £50 million air traffic control tower will feature the latest technology and offer Heathrow's controllers a 360 degree cone of vision - the best viewing capability of any control tower in the world, when it becomes operational in 2006.

AIRLINE NEWS

British Airways announced plans to begin increasing flights between London's Heathrow airport and cities across India from October following an agreement signed between the countries' two

governments. The airline will operate twice a day service into Mumbai from October, twice a day service into Delhi would start in March 2006. Currently BA flies a single daily flight on each of the two routes. Service to Chennai will increase to six flights a week in October and seven a week in March; flights to Bangalore will go to five a week in October and seven a week in March.

Continental Airlines has announced its pilots, mechanics, dispatchers and simulator engineers have agreed to pay and benefit cuts, but the company's flight attendants rejected the new contract. As a result the airline confirmed it will lease 8 Boeing 757-300s starting this summer and accelerate delivery of 6 Boeing 737-800s into 2006. The airline also will acquire 10 Boeing 787s beginning in 2009.

EasyJet will inaugurate nonstop service from Bristol to Inverness, Murcia and Pisa on July 7th. Each of the three new routes will be served with one daily flight made possible by the addition of an extra aircraft at the airline's Bristol base.

Finnair will continue the streamlining of its fleet by decommissioning its 10 Douglas MD80s aircraft at an accelerated rate by autumn 2006. The airline's European and domestic fleet will then consist of 29 Airbus A320 family aircraft as well as 12 Embraer 170 it has on order.

Finnair has renewed the lease of 4 Boeing 757-200s; it operates a total of 7 aircraft and the airline is in talks for the acquisition of a 7th Douglas MD11 due in winter 2005-06.

GB Airways has placed an order for 5 A320 family aircraft. The order is composed of 1 A320 and 4 A321s with delivery starting in 2007. The airline already operates 11 A320s and 3 A321s.

Iberia is negotiating more wetlease agreement for up to 10 aircraft including with Air Atlanta which would operate 4 Boeing 747s on routes from Madrid to the Canary Islands and the Caribbean and with Gestair which would operate 6 Boeing 757s on the airline's busy Madrid to Barcelona route. Air Atlanta has already been operating aircraft on wetlease to Iberia for several years and it operates a pair of Boeing 747-400s at this time. Most of the aircraft that would fall under the new wetlease agreement are currently in Iberia's fleet but are due to be replaced with Airbuses.

Korean Air has announced an order for up to 20 Boeing 787 Dreamliners. The agreement involves 10 firm aircraft as well as 10 options. The airline picked the 800 version with deliveries scheduled from 2009 to 2013.

Lufthansa is now partnering with private jet company NetJets to offer connecting flights from Munich to the rest of Europe. Airlines have started to form alliances with the private jet companies that have been siphoning off their premium customers. The bookings made with Lufthansa count toward the airline's frequent-flier miles and often come with perks such as limo service between flights. A similar partnership launched about a month ago in Asia and the Middle East, between Skyjet International, Air China and Qatar Airways. The partnerships provide more options for flyers who want private jet service at a lower cost.

Lufthansa has rolled out an Airbus A321, D-AIPX, at its Hamburg facility in a retro 1960's Lufthansa livery promoting the airline's 50th anniversary.

Virgin Express and SN Brussels Airlines are now under the common ownership of SN Airholding as of April 13th. SN intends to continue operating each of the two airlines under their respective names with SN Brussels concentrating on full service flights and Virgin Express on low cost flights.

VEX PLC now owns 29.9% of the fully diluted share capital of SN Air, the remaining 70.1% remaining held by the present shareholders of SN Air. SN Air consequently now owns 100% of the shares in Virgin Express NV/SA and 92% in the shares of SN Brussels Airlines (DAT), the remaining 8% being held by Sabena Interservice Center in liquidation.

Sir Richard Branson is considering launching a new Australian international airline alongside low cost carrier Virgin Blue. The new airline would operate international flights to China, Japan and the US within the next nine months

OTHER NEWS

Qantas pilots have been told to fly to the right of airways in Indonesia to avoid other airliners that could be (read: at least once have been) on a head-on collision course, and now Air New Zealand is considering a similar policy, the Dominion Post has reported. Two near-collisions in Indonesian airspace in the last year were avoided only because the pilots were warned by their onboard systems and took evasive action. Last March, a Qantas 767 was climbing to 36,000 feet and was put on a collision course with an Air New Zealand 767 cruising at that altitude. Both crews responded to onboard alerts and passed each other by less than 400 feet.

An Air New Zealand pilot who is prone to fainting appears to be winning a legal battle to regain his flying privileges. A 52-year-old Boeing 767 captain has fainted three times since 1990, although it's not clear whether he was flying at the time. After the first two faints, his medical was renewed on the condition that he always flies with another qualified pilot. After a swoon in 2002, the Civil Aviation Authority (CAA) pulled his ticket. But a judge in Wellington reversed the decision. The pilot isn't polishing up his brass quite yet, however, since the CAA is likely to appeal.

An FAA official was handcuffed and detained when she disembarked in Kansas City after an altercation during a Southwest Airlines flight on March 26th, the Kansas City Star has reported. A flight standards manager for the Central Region, she had argued with a flight attendant, according to the Star. The flight attendant told police that the official had confronted him about how he was handling a disturbance in the back of the aeroplane. He told the official to sit down and let him handle it, and the official allegedly became verbally combative and shoved him. Police and investigators from the Transportation Security Administration met the aeroplane when it landed, and the official was handcuffed after she objected to being detained.

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

David Wooler



B17 Sally B - Elvington 2004 - Cliff Jayne

MILITARY AVIATION



UK MILITARY FLYING TRAINING SYSTEM

The Ministry of Defence (MOD) is in process of planning a completely new tri-service flying training system which, by 2007, will replace the present fragmented training for RAF, Royal Navy and Army Air Corps pilots and rear crews on fast jets, multi-engined and rotary wing aircraft.

To be known as the UK Military Flying Training System (UKMFTS), the programme will encompass all military flying training from elementary, through basic and advanced, to the point where the trainee is ready for operational conversion training. It will operate via a Private/Public Partnership (PPP) building on present Private Finance Initiative (PFI) provisions.

The UK currently has a higher proportion of military flying training provision carried out by the private sector than any other major air power. This is not a recent phenomenon; it pre-dates World War II and was continued during that war. For example, most of the elementary flying training of the British Commonwealth Air Training Plan (BCATP) was conducted by the private sector. It is follow-on from this that Canada has the second largest private sector provision of flying training of any major air power.

Consideration is currently being given to the aircraft types to be utilised in the three phases of pilot training, elementary, basic and advanced. As there are almost one hundred Grob Tutors currently in operation for the elementary phase on a PFI basis it seems likely that the Tutor will be retained for this phase. For the basic phase, three aircraft are in consideration: the Pilatus PC-21, the Raytheon Beechcraft T-6B and an updated Tucano.

The Tucano is, of course, the current basic trainer, operated by No 1 Flying Training School (1FTS) at RAF Linton-on-Ouse. For the advanced phase, the MOD has already "pre-selected" the Hawk 128, with its advanced digital avionics, the latest version of the Hawk, currently operated by 4FTS at RAF Valley. The Hawk is widely regarded as the best advanced trainer in the world, despite its longevity. The 128 version will lengthen its service well into the 21st Century.

Three consortia are in the bidding process for the system: Sterling, composed of Thales and Boeing; Ascent, comprising Lockheed Martin and the VT Group; and Vector, a combine of three firms including Bombardier. The MOD has experience of working with elements of all three bidders. The winner will be the team which offers the best system which prepares trainees for their operational conversion and ultimately for their squadrons.

Credit: Aerospace (the magazine of the Royal Aeronautical Society)
Based on presentations at the IQPC Military Flying Training Conference 2005

MILITARY NEWS

Busy Linton

The Tucanos at No 1 Flying Training School (1FTS) at RAF Linton-on-Ouse average 110 sorties per day, making Linton the third busiest airfield in the UK behind Heathrow and Gatwick.

Credit: Aerospace International

Heroes Honoured

A number of RAF personnel were honoured in a recent operational awards list.

Three Queen's Commendations for Bravery in the Air were awarded for rescue work in connection with the flooding at Boscastle, Cornwall, last summer.

Two Queen's Commendations for Bravery were awarded for service in Iraq and Northern Ireland.

Two Queen's Commendations for Valuable Service were awarded, one for former Yugoslavia, one for Afghanistan.

Although not aviation-related, mention must be made that the honours list included the award of the Victoria Cross to a young soldier of The Princess of Wales Royal Regiment (PWRR) for his actions during two ambushes in Iraq.

CAS becomes CDS

The Chief of the Air Staff (CAS), Air Chief Marshal Sir Jock Stirrup, has been appointed Chief of the Defence Staff (CDS) in succession to General Sir Mike Walker. This makes Sir Jock head of *all* UK Armed Forces.

Credit: RAF News

Squadrons Disband

In a poignant farewell, two RAF squadrons which date back to World War I, held a disbandment parade at RAF Coltishall in March.

16 Squadron's standard was laid up at the Cathedral of St Omer in France, where the squadron was formed in 1915.

54 Squadron's standard was laid up at Norwich Cathedral, marking the squadron's long association with Norfolk.

In a similar parade at RAF Kinloss, 206 Squadron (Nimrods) was disbanded. Its standard was temporarily laid up at The RAF College, Cranwell as the squadron is likely to be re-formed in the not too distant future.

Credit: RAF News

Eric Martin



Tornado 56(R) Sqdn - Elvington 2004 - Cliff Jayne

FUTURE MEETINGS

- 5 June The Yorkshire Air Museum has agreed in principle to come, but confirmation of the speaker's name is awaited.
- 3 July Jonathon Hinkles, Commercial Director at Astraerus.
Please try and attend this meeting, as I am sure it will be very interesting. It is important that we have a good turn out. Also, perhaps start thinking about questions that Jonathon could be asked.
- 7 August Our own member Terry Sykes will give a slide show based on his many visits to New Zealand and its airfields.
- 4 September Andy Ormshaw, ATC and Safety Services Manager at LBA.
- 2 October Paul Isherwood, Airport Archivist at Manchester Airport.
Paul has agreed to give us another slide show. I am sure it will be interesting and amusing.
- 6 November Annual General Meeting.
- 4 December Pre-Christmas Get Together.
- 2006**
- 8 January Philip Meeson, Group Chief Executive, Jet2.

Alan Sinfield

SPRING FLY IN

A visit to the "Spring Fly In" at North Coates on the 10th April was most enjoyable. As an "old boy" of the former RAF Station I was kindly shown around by a club member called Brian. In the club house is a small museum which has plenty of photographs covering the wartime history of the RAF at North Coates. There was also an excellent cafe for bacon butties and coffee.

Aircraft which got in the way of my camera lens are as follows:

Chrislea Super Ace	G-AKUW
Cessna 150	G-BPWG and G-BTSN
PA28's	G-BODC, G-BNOE and G-RJMS
Mooney	G-ASUB
Bo 208 Junior	G-ATDO
Bulldog	XX699
Robin	G-CBMT
Jodel	G-DIZO
Fournier	G-RFSB
Coyote II	G-MYLF, G-MYIR, G-MWWL and G-CEEG
Gemini Flash	G-MWWR
Van's 7and8s	G-SEVN, G-LEXX, G-RIVT and G-CCIR
Skyranger	G-CUBE
P92	G-BZHG
Aerosport	G-BSHY
Thruster T60	G-WORM
Europa	G-RATZ and G-CDEX
Nipper	G-AWDA
Star Rocket	G-BSKG

Further fly ins at this friendly club during 2005 are:

Summer Fly in	11-12 June	Vintage Wings and Wheels	23-24 July
Micro-Light Fly in	13-14 August	Autumn Fly in	24-25 September
			<i>Norman Smart</i>

WELCOME TO WOLVERHAMPTON AIRPORT

My log books tell me that the last time I visited Halfpenny Green was 18 April 1965. The surprising thing is I cannot remember it, nor can I remember the other five airfields I visited on the same day in that area. There are lots of aeroplanes logged on the day including forty at Halfpenny Green.

On the 2 April 2005 I re-visited Halfpenny Green. At the entrance gate there is now a sign welcoming you to Wolverhampton Airport. On my 2005 road atlas it is marked as Wolverhampton Business Airport.

There is a large spectator car park with a view of the apron and runways. The charge for parking is £1, which I liked. There were about half a dozen cars using the car park and most seemed to contain spotters. There were even two early-teenage boys spotting with their mum - could plane spotting be making a come back?



The airport has a very open feel and there is the chance to wander around the outside of the hangars, apparently at will. I guess one silly incident and all that will change. I spoke to a spotter on a motor-bike who assured me I could enter the aprons to take photographs. He also explained that the airport had recently been taken over and there were plans for development. This probably explained the Airport Action Group signs in some of the local front gardens, as we drove down the country lanes that access the airport.



On returning home, I checked with Google and the chap on the motor bike was right. The airport has been purchased by CHAL, City Hopper Airports Limited, and there are indeed plans to develop the airport as a route to Ireland, the UK hubs and Central Europe. There is a planning application for a new runway, parallel to the existing 16/34; operation of jet aircraft and engine test facilities. CHAL also own Blackpool Airport and Biella Airport, which is in Lombardy between Milan and Turin. It is amazing what you can learn from a short break to Ironbridge.

I was reluctant to abuse the open nature of the airport so kept strictly to the pedestrian advised routes. These routes take you behind some of the hangars and across a taxi-way to another viewing area in front of the Control Tower. On the way I passed a very smart, new Emergency Services vehicle in a shiny yellow colour scheme, gleaming in the midday sunshine. As you cross the taxi-way on the pedestrian walk-way, a recorded voice warns you to be aware of and give way





to taxi-ing aircraft. This I did in furtherance of keeping as much of my remaining hair as possible as a Yak52 throbbed past, prop spinning, on its way to re-fuel.

This Yak did a lot of flying while we were there. It was immediately airborne after re-fuelling and could be heard aerobating over the airfield on its next sortie.

The viewing area in front of the Tower is grassed, with a low fence around it, has picnic tables and stands beside R28/10. Just below the Tower on the first floor is a pleasant café. Called Café OK, it was certainly OK with me, because the picture windows gave it a bright, open and welcoming feel as well as an excellent view of the airfield and the active runway.



We lunched in the Café OK from a menu of sandwiches, toasties and baked potatoes plus one or two specials. Most of the tables were occupied and there was a constant chatter of aviation related conversation. The lady running it apologised for it being so busy, but she had a number of unexpected visitors from the RAF Fire Museum, which is located on the airfield. However we did not have to wait long for our coffee and sandwiches, at very reasonable prices. It was

all quite delightful and not what I expected. There was a constant flow of customers, but then it was a sunny Saturday afternoon.

Most of the aircraft seen were single engined Cessna150/175s and PA-28s, but there were a couple of Yak52s one of which was flying on the day. I was also surprised to log G-ARGO a Piper PA22 Colt, which I last saw in 1962 at Kidlington. Every so often a hangar was opened and another aircraft wheeled out. The doors however were almost immediately closed and if you were not in the vicinity you missed the hangar contents. The local police helicopter, a Eurocopter EC135T, is based here, and took off just after we arrived. There were no jet aircraft, hence the current planning application.

So, how does the present collection of aircraft compare with 1965? In 1965 there were of course the early Cessnas and Pipers (Tri-Pacers and Colts mainly), but there were also Tiger Moths, Hornet Moths, Dragon Rapides and lots of Austers. A popular aircraft was the Topsy Nipper and five examples were logged along with several Beagle Terriers. One intriguing log is G-ASSV a Kensinger KF.

One thing that puzzles me is as follows. In my 1965 log I saw aircraft at Halfpenny Green and also at another quite separate airfield, which I have recorded as Wolverhampton. So if Halfpenny Green is now Wolverhampton Airport where is the Wolverhampton I recorded in April 1965?

Jim Stanfield

FLYBE

Marcus Mitchell developed a series of LBA related questions which were forwarded to FLYBE for responses.

The following is an extract from a six page document which was Flybe's response to Marcus' questions.

If you wish a copy of the full document please send me an e-mail (Airyorks@aol.com) *Cliff*

2004 was a record year for Flybe.

Today, Flybe operates 91 routes from 40 airports across seven countries and estimates revenues of over £300million and 5.5million passengers for the next financial year (ends 31st March, 2006).

Key Figures

	Sept 2003	Sept 2004	% increase
Passengers (m) Total / Flybe	2.09 / 1.82	2.37 / 2.24	24%
Passenger Revenue (m) Total / Flybe	117.5 / 91.1	134.8 / 121.9	34%
Operating Profit/loss (£m) Total	(2.4)	14	

Restructuring of the Route Network

Flybe's route network has changed as the corporate strategy has changed. The network has been developed to exploit Flybe's competitive advantage in the low cost sector, while taking advantage of strategic niche routes to regional France and regional Spain. The overall strategy is to focus on repeat visit/frequency visit market segments, avoiding those which require marginal pricing to entice the single visitor.

Flybe's UK domestic strategy is to develop a high frequency, high density network of domestic routes linking up the regions, and in the case of island communities such as Jersey, provide London links as well.

The key points of Flybe's domestic route characteristics are:

- More than three hours drive time between points
- Airports with catchments of over 400,000 people within one hour drive time
 - That may be served by a high cost legacy carrier already
 - Where a low cost airport deal is available
- The opportunity for Flybe to become the dominant carrier at the airport is preferable
- 60/40 leisure (VFR profile) / business profile

Flybe's success in establishing itself as the dominant domestic carrier in the west of the UK is rapidly being replicated in the east of the country. By 'joining the dots' between the bases with high frequency services, Flybe has substantial opportunities to drive volumes within markets where it has experience and a proven track record. In its five-year business projection Flybe expects intra-UK passenger numbers to grow substantially.



The immediate impact of the enhanced fleet will be to provide greater capacity to handle continued expansion and a significant contribution to Flybe's ongoing commitment to minimise the environmental impact on its operations; the Q400 is one of the world's quietest passenger aircraft and offers 30% improvement in fuel efficiency.

So the Q400 became Flybe's strategic weapon. Management was convinced this high speed, environmentally friendly turboprop would revolutionise short haul routes while yields had been declining. The Q400 has low operating costs, on a par with the 737, enabling Flybe to compete effectively in the regional low cost sector.

The strategy is to operate the Q400s from new operational bases around the UK, developing primarily shorter routes which are not on the radar of the hardcore low costs and their 180-seat jets.

Flybe and the Q400 launched initially at Southampton Airport in central southern UK in March 2003, followed by Exeter and Bristol. Then, in 2004, new 'centres of activities' were launched at Newcastle, Leeds and Scotland. This growing network of low fare regional services was followed in February 2005 by John Lennon Liverpool Airport and Norwich.

A total of 30 new routes will launch this summer 2005. New routes – autumn 2004/ spring 2005:

- Belfast City to Aberdeen and Norwich
- Birmingham to Bergerac and La Rochelle
- Edinburgh to Norwich
- Jersey to Norwich and London Southend
- Leeds to Exeter and Southampton
- Norwich to Belfast, Edinburgh, Glasgow and Jersey
- Southampton to Limoges, Leeds, Bordeaux and Rennes
- Birmingham to Alicante; Almeira; Brest, Faro, Murcia, Palma and Malaga
- Exeter to Brest, Paris CDG
- Liverpool to Belfast City, Edinburgh, Glasgow and Jersey

The airline's focus on cost reduction has enabled overall cost reduction of 6% per seat. The Q400s, maintained and supported by sister company Flybe Aviation Services at its Exeter International Airport HQ, have already helped reduce per seat production cost by 32% since the new business model was adopted.

Launched recently, *Bus 2 Jet* service 767 is a new, dedicated bus service linking Harrogate Bus Station directly with Leeds Bradford International Airport.

It has been developed by way of a partnership, which includes North Yorkshire County Council and Leeds Bradford Airport, and is to be run by Harrogate and District Travel Company.

The first bus will leave Harrogate at 5.30 am on Monday 25 April 2005, with services running at 90 minute intervals until 10.00 pm. Return journeys will start at 6.15 am and finish at 10.45 pm, with fewer buses on Sundays. The buses will be fully accessible, and are equipped with luggage space for airline passengers.



The journey will take around half an hour and will respond to passengers, at all bus stops, who request to be picked up along the route of Leeds Road, then following the A658 through Huby and Pool through to the Airport. The return fare will cost £1.80, and fares can be paid in Euros.

"Service 767 will provide Harrogate and North Yorkshire with a long-awaited and much needed link to the Region's principal airport with its fast-growing business and leisure connections across Europe and beyond" said Mike Moore, North Yorkshire County Council's Corporate Director with responsibility for transport matters.

"We are extremely pleased that we have been able to work closely with Leeds Bradford International Airport, and our other partners, to develop this new service, which I am sure is going to take off in a big way".

Cllr Tony Cairns, Chair of Leeds Bradford International Airport Board, said: "The Airport Company is delighted to have the opportunity to work with North Yorkshire and others to develop this very necessary and exciting new service.

"Initiatives such as this go a long way towards our aim of providing an attractive and truly integrated transport system for everyone wishing to access this fast growing airport".

The new bus service is to be run by Harrogate and District Travel, on behalf of the County Council, and the company's Travel Operations Director, Dave Alexander said: "We are determined to do everything to stimulate use of this service and hopefully look towards increasing the frequency.

"We are introducing very reasonable fares, with discounts for family and group travel, and the service will connect with all existing services using Harrogate Bus Station. Passengers will be able to buy tickets to the Airport on any Harrogate and District bus".

New timetable leaflets about the 767 service are available from all Harrogate and District outlets, and details of the service can be found on their web site www.bus2jet.com

21st April 2005

Dear Cliff

On behalf of Andy Scott and myself, I would like you to pass on our thanks to the organising committee of the Air Yorkshire Dinner.

As always, the meal was superb and the company delightful.

I am sure a lot of work goes into making the evening run so smoothly and successfully.

Thank you once again.

Kind regards

Doreen Cothliff
Air Supply

Thanks Doreen

I have had a positive feedback on the dinner.

It is encouraging when an event is enjoyed by so many but even better when someone writes in. I am sure those concerned with the organisation will be grateful for your remarks.

I should also like to add my thanks to all concerned with organising a superbly enjoyable evening.

Cliff Jayne
Chairman



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