

CONFIRMED



YORKSHIRES PREMIER AVIATION SOCIETY



**DASH-8 G-WOWB AIR SOUTHWEST
LEEDS BRADFORD 3 MAY 2005
ANDREW HOLDEN**

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

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

SOCIETY NEWS

The April meeting at Gate 20 attracted forty members to listen to a talk by Squadron Leader Drew Steel – O.C. who leads the Joint Trials Team at Walton. The subject was the RAF Nimrod MRA4. High quality electronic controlled projection pictures displayed text and the aircraft internally and externally. Drew explained that the earlier MRA2 Nimrod was developed from the Comet 4C with its pressurised airframe. The MRA4 replaces the MRA2 with the same fuselage but redesigned wings and much more powerful engines.

The two pilots and crew total thirteen and a very important and well established kitchen is provided due to the long hours of endurance. The cockpit format is of the later glass type display. The crew monitoring positions in the fuselage have been standardised and are identical in layout, each having seven TV type displays and a keyboard.

The very high powered radar system can easily produce a recognisable silhouette of a craft, ship or whatever at thirty miles. If the distant observation has its radar active, that will often give away its identity because of the pattern format detected. In general Drew expressed that all the MRA4 systems were very flexible.

It was noticed that the concentration of the members present showed interest in Drew's capability, of his work as a speaker, and his ability to entertain with humour.

At the end a fair number of questions were asked and these were all answered with satisfaction. Committee members expressed an interest that Drew Steel is welcome to come again to entertain us.

AYAS Annual Dinner 7 April 2006:

Our annual dinner at the Peasehill Restaurant was finally booked for forty-one persons which provided a good opportunity for socialising. After a reception drink, the manageress called us to "Gate 99" to join our respective aircraft. Again Cliff, our Chairman, had arranged pictures of large aircraft to identify the tables in place of numbers. It was not until all were seated that we chose from the menu.

According to replies from those present, the meal was enjoyed and the service was good. The usual raffle with loads of prizes went down well. A sealed envelope held a lucky number which provided a prize for the person with that same number on the reverse of their named place card.

Unfortunately, three persons were unable to attend due to illness. One of these was our guest of honour Eric Martin, who has just received the MBE – see page 35 of the February 2006 magazine.

John Dale



MOVEMENTS MARCH 2006

01 Wednesday

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|--------|-------------------|---------------|--------|----------------|---------------|
| G-JEDL | DHC-8 400 | 0750 0824 | G-RJXC | EMB 145 | 0919 1509 |
| G-RJXG | EMB 145 | 0921 1006 | PH-OFH | Fokker 100 | 0925 1048 |
| G-MAJH | Jetstream 41 | 0930 1021 | G-DBCD | Airbus 319 | 0933 1043 |
| G-MAJG | Jetstream 41 | 1002 1345 | EI-DLE | Boeing 737/800 | 1031 1117 |
| G-RJXK | EMB 135 | 1114 1423 | G-RJXA | EMB 145 | 1138 1258 |
| N671B | Beech A.36 | 1141 | G-RJXG | EMB 145 | 1156 1450 |
| G-OBFS | PA-28 Warrior | 1233 1557 | G-MAJH | Jetstream 41 | 1239 1436 |
| G-DBCD | Airbus 319 | 1338 1522 | G-JECK | DHC-8 400 | 1343 1419 |
| G-RVRW | PA-27 Aztec | 1348 1547 | G-IKOS | Citation Bravo | 1355 1839 |
| CS-DFN | C.560 Citation XL | 1428 1605 | PH-OFM | Fokker 100 | 1444 1608 |
| G-JECL | DHC-8 400 | 1450 1540 | G-JEDR | DHC-8 400 | 1454 1531 |
| EI-DLE | Boeing 737/800 | 1607 1636 | G-RJXG | EMB 145 | 1648 1739 |
| G-MAJG | Jetstream 41 | 1652 1730 | G-RJXA | EMB 145 | 1656 1742 |
| G-MAJH | Jetstream 41 | 1705 1757 | G-RJXK | EMB 135 | 1711 1750 |
| G-RJXC | EMB 145 | 1717 1806 | G-DBCD | Airbus 319 | 1800 1901 |
| G-WOWD | DHC-8 300 | 1836 1905 | G-JECG | DHC-8 400 | 1917 1958 |
| G-RJXG | EMB 145 | 1938 0720(02) | G-RJXC | EMB 145 | 2005 0726(02) |
| G-MAJG | Jetstream 41 | 2008 0702(02) | G-MAJH | Jetstream 41 | 2017 0711(02) |
| G-RJXK | EMB 135 | 2040 0715(02) | G-BYAK | Boeing 757 | 2101 2220 |
| G-RJXA | EMB 145 | 2104 0749(02) | G-DBCD | Airbus 319 | 2139 0700(02) |
| EI-DCZ | Boeing 737/800 | 2159 2233 | | | |

02 Thursday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-JEDR | DHC-8 400 | 0753 0827 | G-DBCD | Airbus 319 | 0923 1100 |
| G-RJXC | EMB 145 | 0927 1520 | G-RJXG | EMB 145 | 0930 1016 |
| G-MAJG | Jetstream 41 | 0934 1341 | G-MAJH | Jetstream 41 | 0938 1026 |
| EI-CSW | Boeing 737/800 | 1002 1055 | G-RJXK | EMB 135 | 1010 1052 |
| PH-OFM | Fokker 100 | 1029 1134 | G-RJXA | EMB 145 | 1114 1355 |
| G-WOWB | DHC-8 300 | 1145 1233 | G-RJXG | EMB 145 | 1148 1450 |
| G-MAJH | Jetstream 41 | 1250 1433 | EC-ISI | Airbus 320 | 1256 1500 |
| G-RJXK | EMB 135 | 1306 1416 | G-DBCD | Airbus 319 | 1334 1523 |
| G-YIAN | EMB 135 Legacy | 1359 1507 | G-JEDL | DHC-8 400 | 1402 1453 |
| G-JEDV | DHC-8 400 | 1419 1508 | PH-KLG | Fokker 100 | 1423 1545 |
| G-JEDU | DHC-8 400 | 1456 1534 | EI-DLE | Boeing 737/800 | 1614 1650 |
| G-MAJB | Jetstream 41 | 1639 1719 | G-RJXG | EMB 145 | 1648 1739 |
| G-RJXA | EMB 145 | 1703 1742 | G-RJXK | EMB 135 | 1708 1748 |
| G-MAJH | Jetstream 41 | 1712 1755 | G-RJXC | EMB 145 | 1716 1803 |
| G-DBCD | Airbus 319 | 1759 1918 | G-WOWD | DHC-8 300 | 1815 1852 |
| G-JECG | DHC-8 400 | 1936 2004 | G-RJXG | EMB 145 | 1945 0715(03) |
| G-MAJB | Jetstream 41 | 1948 0721(03) | G-RJXC | EMB 145 | 1957 0724(03) |
| G-MAJH | Jetstream 41 | 2013 0708(03) | G-RJXK | EMB 135 | 2038 0719(03) |
| G-RJXA | EMB 145 | 2042 0835(03) | D-CFAX | Lear Jet 35A | 2054 2200 |
| G-DBCD | Airbus 319 | 2134 0701(03) | EI-DAX | Boeing 737/800 | 2205 2234 |
| PH-OFA | Fokker 100 | 2221 0812(03) | | | |

03 Friday

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|--------|--------------|-----------|--------|-------------|-----------|
| G-JEDL | DHC-8 400 | 0758 0828 | G-GABD | GA-7 Cougar | 0903 1457 |
| G-RJXG | EMB 145 | 0910 1522 | G-WOWA | DHC-8 300 | 0919 1004 |
| G-DBCD | Airbus 319 | 0925 1051 | G-RJXC | EMB 145 | 0927 1356 |
| G-MAJH | Jetstream 41 | 0930 1021 | G-RJXK | EMB 135 | 1018 1104 |

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|--------|----------------|---------------|--------|----------------|---------------|
| EI-DLE | Boeing 737/800 | 1035 1110 | G-MAJB | Jetstream 41 | 1101 1453 |
| EC-JHJ | Airbus 320 | 1119 1231 | EC-HKR | Boeing 737/800 | 1131 1258 |
| PH-OFA | Fokker 100 | 1140 1248 | G-RJXA | EMB 145 | 1341 1543 |
| G-MAJH | Jetstream 41 | 1247 1347 | G-RJXC | EMB 135 | 1318 1513 |
| G-DBCD | Airbus 319 | 1338 1552 | G-JECH | DHC-8 400 | 1345 1504 |
| G-HRPN | Robinson R.44 | 1353 1421(06) | G-JEDL | DHC-8 400 | 1411 1520 |
| G-JEDU | DHC-8 400 | 1501 1558 | PH-OFI | Fokker 100 | 1506 1629 |
| G-MOOO | Lear Jet 40 | 1550 1750 | EI-DLE | Boeing 737/800 | 1611 1702 |
| G-MAJH | Jetstream 41 | 1620 1744 | G-GTDK | Airbus 320 | 1646 1857 |
| G-RJXC | EMB 145 | 1657 1758 | G-MAJB | Jetstream 41 | 1659 1754 |
| G-RJXG | EMB 145 | 1725 1841 | G-RJXA | EMB 145 | 1733 1824 |
| G-BYOM | Sikorsky S.76C | 1735 1541(05) | G-RJXC | EMB 135 | 1748 1834 |
| G-DBCD | Airbus 319 | 1810 1928 | G-WLDN | Robinson R.44 | 1831 1135(04) |
| G-WOWA | DHC-8 300 | 1838 1917 | G-JECF | DHC-8 400 | 1923 2007 |
| G-MAJB | Jetstream 41 | 2004 2037 | G-RJXA | EMB 145 | 2015 0701(04) |
| PH-OFA | Fokker 100 | 2028 0625(04) | G-MAJH | Jetstream 41 | 2031 1635(05) |
| G-RJXG | EMB 145 | 2038 0723(04) | G-RJXC | EMB 145 | 2058 0739(04) |
| G-RJXC | EMB 135 | 2105 1504(05) | G-DBCD | Airbus 319 | 2145 1137(04) |
| EI-DAX | Boeing 737/800 | 2210 2247 | | | |

04 Saturday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-BYAA | Boeing 767/200 | 0821 0936 | PH-OFI | Fokker 100 | 0929 1046 |
| G-DBCH | Airbus 319 | 0933 1051 | G-WOWA | DHC-8 300 | 0943 1028 |
| EC-HNC | MD-83 | 1007 1147 | G-RJXC | EMB 145 | 1104 1606(05) |
| G-JECG | DHC-8 400 | 1115 1203 | G-STRJ | Boeing 737/300 | 1200 1349 |
| G-RJXG | EMB 145 | 1208 1342(05) | EI-DAH | Boeing 737/800 | 1219 1256 |
| G-JECL | DHC-8 400 | 1253 1328 | G-JIVE | Hughes 369E | 1418 1422 |
| PH-KZE | Fokker 70 | 1426 1606 | G-CDZM | Boeing 737/800 | 1454 1626 |
| G-JEDV | DHC-8 400 | 1534 1617 | OE-LFJ | Fokker 70 | 1553 1652 |
| EI-DLE | Boeing 737/800 | 1604 1638 | G-JIVE | Hughes 369E | 1707 1736 |
| PH-OFC | Fokker 100 | 2059 0630(05) | G-MIDU | Airbus 320 | 2106 0705(05) |

05 Sunday

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|--------|----------------|---------------|--------|----------------|---------------|
| EC-GBA | MD-83 | 0901 1013 | G-MIDU | Airbus 320 | 0914 1032 |
| PH-KLE | Fokker 100 | 0928 1032 | EI-DHD | Boeing 737/800 | 1227 1312 |
| TF-ELA | Boeing 737/300 | 1304 1358 | G-JECG | DHC-8 400 | 1321 1404 |
| G-BYAS | Boeing 757 | 1350 1609 | G-JEDV | DHC-8 400 | 1400 1435 |
| PH-KZP | Fokker 70 | 1410 1544 | G-MAJF | Jetstream 41 | 1717 1743 |
| G-DBCD | Airbus 319 | 1653 1908 | G-RJXG | EMB 145 | 1659 1733 |
| G-MAJG | Jetstream 41 | 1717 1743 | G-RJXC | EMB 135 | 1727 1814 |
| G-RJXI | EMB 145 | 1734 1814 | N66DN | Lear Jet 45 | 1756 0649(06) |
| G-YIAN | EMB 135 Legacy | 1830 1927 | G-WOWA | DHC-8 300 | 1834 1929 |
| G-JEAM | BAe 146/300 | 1911 1951 | G-JEBG | BAe 146/300 | 1924 2004 |
| TF-ELA | Boeing 737/300 | 1933 2033 | EI-DHM | Boeing 737/800 | 1949 2027 |
| G-RJXC | EMB 135 | 2006 0725(06) | G-MAJF | Jetstream 41 | 2019 0700(06) |
| PH-OFL | Fokker 100 | 2022 0636(06) | G-RJXG | EMB 145 | 2042 0736(06) |
| G-RJXC | EMB 145 | 2047 0723(06) | G-RJXI | EMB 145 | 2058 0729(06) |
| G-STRJ | Boeing 737/300 | 2126 0952(06) | G-DBCD | Airbus 319 | 2203 0655(06) |
| G-MAJB | Jetstream 41 | 2233 0712(06) | | | |

06 Monday

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|--------|--------------|-----------|--------|----------------|-----------|
| LX-IMZ | Lear Jet 45 | 0716 0905 | G-JECF | DHC-8 400 | 0802 0835 |
| G-WOWD | DHC-8 300 | 0841 0918 | G-SGEC | King Air B.200 | 0859 0918 |
| G-RJXC | EMB 145 | 0916 1000 | G-MAJF | Jetstream 41 | 0931 1020 |
| G-RJXI | EMB 145 | 0939 1505 | G-MAJB | Jetstream 41 | 0943 1339 |
| G-DBCD | Airbus 319 | 0948 1958 | PH-OFJ | Fokker 100 | 1010 1106 |
| N147GT | Cirrus SR.22 | 1017 1458 | EI-DHI | Boeing 737/800 | 1028 1108 |
| G-RJXC | EMB 135 | 1032 1115 | G-RJXG | EMB 145 | 1046 1349 |
| G-RJXC | EMB 145 | 1134 1452 | G-MAJF | Jetstream 41 | 1241 1432 |

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|--------|----------------|---------------|--------|----------------|---------------|
| G-GSPY | Robinson R.44 | 1243 1258 | G-CDLP | Twin Squirrel | 1248 1355 |
| G-DBCD | Airbus 319 | 1333 1520 | G-RJXK | EMB 135 | 1337 1423 |
| G-JECF | DHC-8 400 | 1405 1438 | G-JEDV | DHC-8 400 | 1410 1445 |
| PH-OFH | Fokker 100 | 1442 1556 | G-CDLP | Twin Squirrel | 1443 1807 |
| G-JECK | DHC-8 400 | 1502 1543 | EI-CSW | Boeing 737/800 | 1551 1627 |
| G-MAJB | Jetstream 41 | 1612 1719 | G-MAJH | Jetstream 41 | 1640 1744 |
| G-RJXC | EMB 145 | 1645 1730 | G-MAJF | Jetstream 41 | 1649 1734 |
| G-RJXG | EMB 145 | 1652 1737 | G-SGEC | King Air B.200 | 1657 1709 |
| G-RJXI | EMB 145 | 1703 1749 | G-DBCD | Airbus 319 | 1803 1904 |
| G-WOWA | DHC-8 300 | 1829 1906 | G-JEBA | BAe 146/300 | 1909 1951 |
| G-RJXC | EMB 145 | 1934 0747(07) | G-RJXI | EMB 145 | 1941 0711(07) |
| G-MAJB | Jetstream 41 | 1959 0650(07) | G-MAJH | Jetstream 41 | 2005 0700(07) |
| PH-KLG | Fokker 100 | 2021 0619(07) | G-RJXG | EMB 145 | 2048 0718(07) |
| G-STRJ | Boeing 737/300 | 2058 0644(07) | G-RJXK | EMB 135 | 2107 0742(07) |
| N66DN | Lear Jet 45 | 2112 2125 | G-DBCD | Airbus 319 | 2142 0652(07) |
| EI-CSD | Boeing 737/800 | 2212 2246 | | | |

07 Tuesday

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|--------|------------------|---------------|--------|-------------------|---------------|
| G-BYAP | Boeing 757 | 0629 0806 | LX-IMZ | Lear Jet 45 | 0830 0801(08) |
| G-RJXI | EMB 145 | 0916 1001 | G-DBCD | Airbus 319 | 0925 1042 |
| G-MAJB | Jetstream 41 | 0927 1345 | G-JEAY | BAe 146/200 | 0930 1008 |
| PH-OFI | Fokker 100 | 0932 1040 | G-RJXG | EMB 145 | 0936 1503 |
| G-WOWA | DHC-8 300 | 0938 1036 | G-MAJH | Jetstream 41 | 0942 1020 |
| EI-DAX | Boeing 737/800 | 1013 1057 | G-RJXC | EMB 145 | 1053 1342 |
| G-RJXK | EMB 135 | 1059 1415 | S5-BAY | C.525 Citationjet | 1109 0809(08) |
| G-VUEA | C.550 Citation 2 | 1149 1334 | G-RJXI | EMB 145 | 1154 1439 |
| G-MAJH | Jetstream 41 | 1241 1431 | G-DBCD | Airbus 319 | 1340 1516 |
| G-JEDV | DHC-8 400 | 1340 1435 | G-JECG | DHC-8 400 | 1404 1450 |
| PH-OFH | Fokker 100 | 1437 1549 | G-JEDL | DHC-8 400 | 1450 1547 |
| EI-CSW | Boeing 737/800 | 1600 1635 | G-MAJB | Jetstream 41 | 1620 2038 |
| G-RJXI | EMB 145 | 1639 1740 | G-MAJH | Jetstream 41 | 1701 1912 |
| G-RJXG | EMB 145 | 1705 1803 | G-RJXK | EMB 135 | 1712 1752 |
| G-RJXC | EMB 145 | 1718 1754 | G-DBCD | Airbus 319 | 1813 1904 |
| G-MAJC | Jetstream 41 | 1831 1908 | G-RJXI | EMB 145 | 1930 0718(08) |
| G-JEDJ | DHC-8 400 | 1936 2025 | G-RJXG | EMB 145 | 1949 0716(08) |
| G-WOWA | DHC-8 300 | 1952 2046 | PH-KZH | Fokker 70 | 2019 0617(08) |
| G-RJXK | EMB 135 | 2053 0706(08) | G-RJXC | EMB 145 | 2102 0747(08) |
| G-MAJH | Jetstream 41 | 2124 0709(08) | G-DBCD | Airbus 319 | 2148 0648(08) |
| EI-DLE | Boeing 737/800 | 2203 2238 | G-MAJB | Jetstream 41 | 2259 0656(08) |

08 Wednesday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-BYAP | Boeing 757 | 0006 1136 | G-JEDR | DHC-8 400 | 0754 0834 |
| G-SGEC | King Air B.200 | 0924 1028 | G-MAJC | Jetstream 41 | 0929 1349 |
| G-MAJH | Jetstream 41 | 0933 1020 | G-RJXG | EMB 145 | 0935 1519 |
| PH-KZH | Fokker 70 | 0939 1043 | G-RJXI | EMB 145 | 0943 1023 |
| G-DBCD | Airbus 319 | 0945 1048 | G-RJXK | EMB 135 | 1005 1417 |
| EI-DHM | Boeing 737/800 | 1015 1056 | G-WOWA | DHC-8 300 | 1100 1151 |
| G-RJXC | EMB 145 | 1121 1353 | G-RJXI | EMB 145 | 1212 1455 |
| G-MAJH | Jetstream 41 | 1248 1434 | G-DBCD | Airbus 319 | 1326 1523 |
| G-BYCP | King Air B.200 | 1342 1638 | G-JEDU | DHC-8 400 | 1357 1439 |
| G-JECG | DHC-8 400 | 1404 1446 | PH-OFF | Fokker 100 | 1430 1635 |
| G-JEDL | DHC-8 400 | 1457 1538 | G-MAJC | Jetstream 41 | 1614 1727 |
| EI-DHD | Boeing 737/800 | 1630 1702 | G-MAJH | Jetstream 41 | 1655 1757 |
| G-RJXI | EMB 145 | 1705 1752 | G-SGEC | King Air B.200 | 1708 1729 |
| G-RJXK | EMB 135 | 1712 1806 | G-RJXK | EMB 145 | 1717 1803 |
| G-RJXG | EMB 145 | 1722 1812 | HB-GJR | King Air 350 | 1744 1820(09) |
| G-DBCD | Airbus 319 | 1820 1906 | G-JEDR | DHC-8 400 | 1915 1957 |
| G-RJXI | EMB 145 | 1949 0725(09) | G-MAJC | Jetstream 41 | 1955 0735(09) |

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| G-RJXG | EMB 145 | 2010 0728(09) | G-MAJH | Jetstream 41 | 2018 0711(09) |
| G-BYAP | Boeing 757 | 2033 0556(09) | G-RJXK | EMB 135 | 2044 0715(09) |
| G-RJXC | EMB 145 | 2057 0740(09) | G-DBCD | Airbus 319 | 2132 0659(09) |
| EI-DHI | Boeing 737/800 | 2137 2208 | PH-OFI | Fokker 100 | 2202 0622(09) |

09 Thursday

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|--------|-----------------|---------------|--------|------------------|---------------|
| G-MSPT | Eurocopter 135B | 0805 0832 | G-JECG | DHC-8 400 | 0831 0910 |
| G-WOWD | DHC-8 300 | 0901 0947 | G-DBCD | Airbus 319 | 0927 1046 |
| G-RJXG | EMB 145 | 0929 1515 | G-MAJH | Jetstream 41 | 0934 1019 |
| PH-OFF | Fokker 100 | 0937 1038 | G-RJXI | EMB 145 | 0941 1014 |
| G-MAJC | Jetstream 41 | 0948 1345 | EI-DLE | Boeing 737/800 | 1003 1048 |
| G-RJXK | EMB 135 | 1011 1044 | G-RJXC | EMB 145 | 1100 1353 |
| G-RJXI | RMB 145 | 1201 1448 | N841WS | Hawker 800XP | 1235 2217(12) |
| G-MAJH | Jetstream 41 | 1244 1435 | EC-JHJ | Airbus 320 | 1307 1454 |
| G-RJXK | EMB 135 | 1311 1412 | G-DBCD | Airbus 319 | 1341 1524 |
| G-JECL | DHC-8 400 | 1355 1436 | G-JECG | DHC-8 400 | 1409 1456 |
| G-JEDN | DHC-8 400 | 1452 1536 | PH-OFJ | Fokker 100 | 1511 1612 |
| EI-DHC | Boeing 737/800 | 1556 1636 | G-GBRU | Jet Ranger | 1620 1749(23) |
| G-MAJC | Jetstream 41 | 1624 1720 | G-MSPT | Eurocopter 135B | 1632 1650 |
| G-RJXI | EMB 145 | 1638 1738 | G-RJXC | EMB 145 | 1656 1757 |
| G-MAJH | Jetstream 41 | 1659 1754 | G-RJXK | EMB 135 | 1703 1748 |
| G-RJXG | EMB 145 | 1726 1803 | G-PZIZ | PA-31 Chieftain | 1806 1100(10) |
| G-OBYH | Boeing 767/300 | 1811 2324 | G-WOWB | DHC-8 300 | 1823 1905 |
| G-DBCD | Airbus 319 | 1833 1928 | G-JECE | DHC-8 400 | 1921 1955 |
| G-RJXI | EMB 145 | 1938 0712(10) | G-MAJC | Jetstream 41 | 1957 0650(10) |
| G-RJXG | EMB 145 | 2009 0718(10) | G-MAJH | Jetstream 41 | 2025 0708(10) |
| G-RJXK | EMB 135 | 2042 0738(10) | P4-LJG | C.750 Citation X | 2052 1557(10) |
| PH-OFB | Fokker 100 | 2110 0620(10) | G-RJXC | EMB 145 | 2114 0748(10) |
| EI-DHI | Boeing 737/800 | 2144 2218 | G-DBCD | Airbus 319 | 2205 0657(10) |

10 Friday

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|--------|--------------------|---------------|--------|-------------------|---------------|
| G-IMGL | King Air B.200 | 0725 1651 | EI-DMG | Cessna 441 | 0744 1547 |
| G-JECF | DHC-8 400 | 0747 0819 | N66DN | Lear Jet 45 | 0753 0858 |
| G-DGHD | Robinson R.44 | 0817 0834 | OY-LJF | Lear Jet 60 | 0838 1656 |
| G-OMJC | Premier 1 | 0842 1514(11) | G-WOWB | DHC-8 300 | 0846 0919 |
| PH-OFD | Fokker 100 | 0916 1036 | G-RJXG | EMB 145 | 0923 1030 |
| G-RJXI | EMB 145 | 0929 1451 | G-MAJH | Jetstream 41 | 0931 1023 |
| G-DBCD | Airbus 319 | 0934 1105 | G-MAJC | Jetstream 41 | 0938 1012 |
| G-FCLE | Boeing 757 | 1018 1124 | G-RJXK | EMB 135 | 1028 1418 |
| G-PROB | Squirrel | 1038 1235 | EI-CSR | Boeing 737/800 | 1045 1129 |
| G-RJXC | EMB 145 | 1054 1348 | G-MDCA | PA-34 Seneca | 1108 1611 |
| EC-ICN | Airbus 320 | 1138 1251 | EC-HKR | Boeing 737/800 | 1153 1307 |
| G-MAJD | Jetstream 41 | 1158 1351 | G-GUYS | PA-34 Seneca | 1231 1501 |
| G-MAJH | Jetstream 41 | 1237 1428 | G-BUVM | Jodel DR.250 | 1239 1446 |
| CS-DXB | C.560 Citation XLS | 1244 1404 | G-RJXG | EMB 145 | 1310 1508 |
| G-DBCA | Airbus 319 | 1336 1518 | G-TILI | Jet Ranger | 1341 1631 |
| PH-OFE | Fokker 100 | 1416 1553 | G-JEDL | DHC-8 400 | 1440 1527 |
| G-JECH | DHC-8 400 | 1455 1539 | G-JEDU | DHC-8 400 | 1505 1550 |
| G-GTDK | Airbus 320 | 1533 1835 | G-MAJD | Jetstream 41 | 1633 1725 |
| G-RJXK | EMB 135 | 1701 1756 | G-RJXI | EMB 145 | 1704 1746 |
| G-MAJH | Jetstream 41 | 1706 1752 | G-RJXG | EMB 145 | 1716 1807 |
| G-RJXC | EMB 145 | 1744 1828 | G-DBCA | Airbus 319 | 1801 1900 |
| G-WOWD | DHC-8 300 | 1832 1907 | N328BX | CL.604 Challenger | 1920 1611(11) |
| G-JECG | DHC-8 400 | 1924 1956 | G-MAJD | Jetstream 41 | 1954 2026 |
| G-RJXG | EMB 145 | 2000 1410(12) | PH-KLI | Fokker 100 | 2002 0615(11) |
| G-MAJH | Jetstream 41 | 2005 1529(12) | G-RJXK | EMB 135 | 2045 0805(11) |
| G-RJXC | EMB 145 | 2123 0745(11) | G-DBCA | Airbus 319 | 2147 1059(11) |
| G-RJXI | EMB 145 | 2216 0728(11) | EI-DAM | Boeing 737/800 | 2233 2321 |

11 Saturday

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|--------|-------------------|---------------|--------|----------------|---------------|
| G-MDCA | PA-34 Seneca | 0842 1300 | G-RACI | King Air C.90 | 0848 1445 |
| G-MIDV | Airbus 320 | 0928 1044 | G-WOWA | DHC-8 300 | 0943 1021 |
| PH-KZC | Fokker 70 | 1010 1113 | EL-DHD | Boeing 737/800 | 1023 1102 |
| EC-GQG | MD-83 | 1036 1140 | G-JECG | DHC-8 400 | 1114 1151 |
| G-RJXK | EMB 135 | 1117 1550(12) | G-STRF | Boeing 737/700 | 1132 1323 |
| G-JEDL | DHC-8 400 | 1137 1215 | G-CLOW | King Air 200 | 1159 1813 |
| G-JIVE | Hughes 369E | 1208 1313 | PH-KZO | Fokker 70 | 1501 1624 |
| OE-LFK | Fokker 70 | 1503 1610 | G-JIVE | Hughes 369E | 1509 1545 |
| G-JECL | DHC-8 400 | 1520 1613 | N66DN | Lear Jet 45 | 1540 1615 |
| S5-BAY | C.525 Citationjet | 1550 1830 | EL-DAM | Boeing 737/800 | 1603 1641 |
| G-CDZM | Boeing 737/800 | 1621 1737 | PH-MRO | Cessna 421C | 1805 0856(13) |
| PH-OFH | Fokker 100 | 2104 0612(12) | G-MIDS | Airbus 320 | 2114 0649(12) |

12 Sunday

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|--------|--------------|---------------|--------|--------------------|---------------|
| EC-HKP | MD-83 | 0907 1033 | PH-OFE | Fokker 100 | 0930 1247 |
| G-MIDS | Airbus 320 | 0936 1514 | TF-ELA | Boeing 737/300 | 1322 1508 |
| G-JMCE | Boeing 757 | 1327 2238 | G-JECH | DHC-8 400 | 1352 1448 |
| G-JEDK | DHC-8 400 | 1417 1526 | G-BYAE | Boeing 757 | 1441 1655 |
| PH-KZI | Fokker 70 | 1456 1558 | G-MAJB | Jetstream 41 | 1708 1754 |
| G-RJXG | EMB 145 | 1712 1813 | G-CCYH | EMB 145 | 1733 1821 |
| G-DBCA | Airbus 319 | 1736 1920 | CS-DXC | C.560 Citation XLS | 1743 1214(13) |
| G-RJXK | EMB 135 | 1816 1935 | G-WOWD | DHC-8 300 | 1840 1925 |
| G-JEAW | BAe 146/200 | 1903 2002 | EL-DCD | Boeing 737/800 | 1943 2026 |
| G-JEDR | DHC-8 400 | 2032 2116 | TF-ELA | Boeing 737/300 | 2034 2152 |
| G-MAJH | Jetstream 41 | 2042 0700(13) | PH-OFH | Fokker 100 | 2045 0628(13) |
| G-CCYH | EMB 145 | 2104 0717(13) | G-RJXG | EMB 145 | 2111 0732(13) |
| G-RJXK | EMB 135 | 2133 0743(13) | G-STRJ | Boeing 737/300 | 2137 1023(13) |
| G-DBCA | Airbus 319 | 2203 0721(13) | G-MAJD | Jetstream 41 | 2244 0708(13) |

13 Monday

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|--------|----------------|---------------|--------|--------------------|---------------|
| EL-DHI | Boeing 737/800 | 0802 0845 | G-JEDM | DHC-8 400 | 0809 0853 |
| G-WOWD | DHC-8 300 | 0850 0933 | G-CCYH | EMB 145 | 0915 1000 |
| PH-OFB | Fokker 100 | 0927 1046 | G-DBCA | Airbus 319 | 0938 1058 |
| G-MAJH | Jetstream 41 | 0941 1333 | G-RJXG | EMB 145 | 0943 1052 |
| G-MAJD | Jetstream 41 | 0947 1029 | D-ISUN | C.525A Citationjet | 1008 1520 |
| G-RJXK | EMB 135 | 1041 1417 | G-RJXI | EMB 145 | 1101 1342 |
| XW236 | Puma | 1123 1203 | ZA937 | Puma | 1123 1203 |
| G-BWXA | T.67M Firefly | 1125 1446 | G-BWXF | T.67M Firefly | 1149 1441 |
| G-CCYH | EMB 145 | 1152 1438 | G-BWXC | T.67M Firefly | 1159 1432 |
| G-MAJD | Jetstream 41 | 1242 1426 | G-RJXG | EMB 145 | 1311 1506 |
| G-JEDV | DHC-8 400 | 1345 1430 | G-DBCA | Airbus 319 | 1351 1515 |
| G-JECH | DHC-8 400 | 1409 1453 | PH-OFD | Fokker 100 | 1444 1554 |
| G-JEDJ | DHC-8 400 | 1447 1541 | G-PNIX | Cessna FRA.150L | 1456 1518 |
| EL-DHH | Boeing 737/800 | 1613 1650 | G-MAJH | Jetstream 41 | 1617 1717 |
| G-CCYH | EMB 145 | 1643 1731 | G-MAJD | Jetstream 41 | 1651 1741 |
| G-RJXK | EMB 135 | 1706 1748 | G-RJXG | EMB 145 | 1715 1756 |
| G-DBCA | Airbus 319 | 1811 1908 | G-WOWC | DHC-8 300 | 1830 1927 |
| G-JEDM | DHC-8 400 | 1924 2006 | G-CCYH | EMB 145 | 1935 1059(14) |
| G-RJXG | EMB 145 | 1958 0944(14) | PH-WXA | Fokker 70 | 2001 0814(14) |
| G-MAJD | Jetstream 41 | 2007 1037(14) | G-MAJH | Jetstream 41 | 2009 1106(14) |
| G-STRJ | Boeing 737/300 | 2044 1023(14) | G-RJXK | EMB 135 | 2047 0835(14) |
| G-RJXI | EMB 145 | 2054 1013(14) | EL-DHD | Boeing 737/800 | 2148 2227 |
| G-DBCA | Airbus 319 | 2155 0831(14) | G-BYAP | Boeing 757 | 2220 0900(14) |

14 Tuesday

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|--------|----------------|-----------|--------|-----------|-----------|
| G-JECJ | DHC-8 400 | 0816 0903 | G-WOWA | DHC-8 300 | 0847 0936 |
| EL-DHH | Boeing 737/800 | 1010 1101 | G-RJXK | EMB 135 | 1114 1413 |
| G-DBCA | Airbus 319 | 1117 1212 | G-RJXG | EMB 145 | 1144 1342 |

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|--------|--------------|---------------|--------|----------------|---------------|
| G-RJXI | EMB 145 | 1209 1446 | PH-LXT | Fokker 50 | 1217 1420 |
| G-MAJH | Jetstream 41 | 1317 1420 | G-CCXJ | Cessna 340A | 1327 1355 |
| G-MAJD | Jetstream 41 | 1330 1408 | G-DBCF | Airbus 319 | 1334 1517 |
| G-JEDV | DHC-8 400 | 1348 1435 | G-JEDM | DHC-8 400 | 1404 1448 |
| G-CCYH | EMB 145 | 1406 1513 | PH-OFL | Fokker 100 | 1441 1553 |
| G-JEDL | DHC-8 400 | 1501 1539 | EI-CSR | Boeing 737/800 | 1550 1628 |
| G-MAJD | Jetstream 41 | 1625 1718 | G-RJXI | EMB 145 | 1644 1738 |
| G-RJXG | EMB 145 | 1654 1747 | G-MAJH | Jetstream 41 | 1657 1742 |
| G-RJXK | EMB 135 | 1797 1755 | G-DBCF | Airbus 319 | 1803 1902 |
| G-WOWA | DHC-8 400 | 1819 1912 | G-JAEW | BAe 146/300 | 1910 1954 |
| G-RJXI | EMB 145 | 1940 2029 | G-MAJD | Jetstream 41 | 1949 0710(15) |
| PH-KLD | Fokker 100 | 2002 0628(15) | G-MAJH | Jetstream 41 | 2009 0727(15) |
| G-RJXK | EMB 135 | 2043 0738(15) | G-RJXG | EMB 145 | 2049 0756(15) |
| G-DBCF | Airbus 319 | 2135 0701(15) | EI-DCD | Boeing 737/800 | 2154 2223 |
| G-RJXI | EMB 145 | 2300 0750(15) | G-RJXC | EMB 145 | 2355 0805(15) |

15 Wednesday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-BYAP | Boeing 757 | 0028 1135 | G-JECE | DHC-8 400 | 0747 0824 |
| G-WOWA | DHC-8 300 | 0902 0943 | PH-OFG | Fokker 100 | 0933 1033 |
| G-DBCF | Airbus 319 | 0937 1055 | G-MAJD | Jetstream 41 | 0941 1339 |
| G-MAJH | Jetstream 41 | 0949 1025 | G-RJXG | EMB 145 | 1005 1040 |
| EI-DAW | Boeing 737/800 | 1017 1107 | G-RJXK | EMB 135 | 1046 1409 |
| G-RJXC | EMB 145 | 1102 1439 | G-RJXG | EMB 145 | 1232 1346 |
| G-MAJH | Jetstream 41 | 1235 1423 | G-DBCF | Airbus 319 | 1348 1516 |
| G-JEDV | DHC-8 400 | 1352 1429 | G-JECE | DHC-8 400 | 1411 1453 |
| PH-OFD | Fokker 100 | 1419 1547 | G-RJXM | EMB 145 | 1450 1531 |
| G-JECI | DHC-8 400 | 1518 1552 | EI-DHD | Boeing 737/800 | 1602 1648 |
| G-MAJD | Jetstream 41 | 1630 1722 | G-MAJH | Jetstream 41 | 1652 1748 |
| G-RJXD | EMB 145 | 1654 1733 | G-RJXG | EMB 145 | 1656 1757 |
| G-RJXK | EMB 135 | 1704 1753 | G-RJXM | EMB 145 | 1733 1806 |
| EI-REX | Lear Jet 60 | 1744 1724(16) | G-DBCF | Airbus 319 | 1801 1858 |
| G-WOWC | DHC-8 300 | 1836 1937 | G-JEDM | DHC-8 400 | 1919 1957 |
| G-RJXD | EMB 145 | 1947 0759(16) | G-MAJD | Jetstream 41 | 1956 0707(16) |
| G-RJXM | EMB 145 | 2000 0804(16) | G-MAJH | Jetstream 41 | 2004 0713(16) |
| PH-OFE | Fokker 100 | 2013 0645(16) | LX-LAR | Lear Jet 35A | 2028 2219 |
| G-BYAP | Boeing 757 | 2045 2155 | G-RJXK | EMB 135 | 2049 0722(16) |
| G-RJXG | EMB 145 | 2046 0731(16) | G-DBCF | Airbus 319 | 2133 0700(16) |

16 Thursday

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|--------|----------------|---------------|--------|--------------|---------------|
| G-JEDR | DHC-8 400 | 0756 0832 | G-WOWC | DHC-8 300 | 0855 0930 |
| PH-OFD | Fokker 100 | 0935 1043 | G-RJXG | EMB 145 | 0936 1056 |
| G-MAJD | Jetstream 41 | 0938 1338 | G-MAJH | Jetstream 41 | 0940 1022 |
| G-DBCF | Airbus 319 | 0943 1048 | G-CCXJ | Cessna 340A | 0938 1148 |
| G-RJXD | EMB 145 | 1019 1058 | G-RJXK | EMB 135 | 1026 1109 |
| EI-CSY | Boeing 737/800 | 1037 1118 | G-RJXM | EMB 145 | 1113 1343 |
| G-MAJH | Jetstream 41 | 1250 1427 | G-RJXD | EMB 145 | 1255 1449 |
| G-RJXL | EMB 135 | 1300 1417 | EC-ISI | Airbus 320 | 1321 1455 |
| G-RJXG | EMB 145 | 1325 1510 | G-CCXJ | Cessna 340A | 1336 1505 |
| G-DBCA | Airbus 319 | 1339 1517 | G-JEDR | DHC-8 400 | 1407 1451 |
| PH-KLI | Fokker 100 | 1419 1554 | G-JEDK | DHC-8 400 | 1504 1536 |
| G-JEDM | DHC-8 400 | 1520 1604 | G-MAJD | Jetstream 41 | 1612 1720 |
| G-RJXM | EMB 145 | 1642 1735 | G-RJXA | EMB 145 | 1654 1745 |
| EI-CSW | Boeing 737/800 | 1657 1741 | G-MAJH | Jetstream 41 | 1706 1748 |
| G-RJXG | EMB 145 | 1714 1757 | G-RJXL | EMB 135 | 1718 1752 |
| G-DBCA | Airbus 319 | 1813 1904 | G-WOWA | DHC-8 300 | 1828 1919 |
| G-MAJD | Jetstream 41 | 1937 0708(17) | G-RJXA | EMB 145 | 1950 0750(17) |
| G-RJXG | EMB 145 | 1954 0816(17) | G-JEDP | DHC-8 400 | 2006 2032 |
| PH-OFF | Fokker 100 | 2017 0640(17) | G-MAJH | Jetstream 41 | 2025 0725(17) |

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|--------------------|----------------|---------------|--------|----------------|---------------|
| G-RJXM | EMB 145 | 2034 0734(17) | G-RJXL | EMB 135 | 2041 0715(17) |
| G-DBCA | Airbus 319 | 2154 0705(17) | El-DHD | Boeing 737/800 | 2320 0016(17) |
| 17 Friday | | | | | |
| G-BYAB | Boeing 767/200 | 0611 1003 | G-JEDR | DHC-8 400 | 0827 0902 |
| G-WOWA | DHC-8 300 | 0842 0944 | G-RJXM | EMB 145 | 0928 1447 |
| PH-OFE | Fokker 100 | 0931 1045 | G-MAJD | Jetstream 41 | 0934 1039 |
| G-DBCA | Airbus 319 | 0939 1100 | G-MAJH | Jetstream 41 | 0951 1340 |
| G-RJXL | EMB 135 | 1010 1055 | G-RJXG | EMB 145 | 1013 1349 |
| El-DAW | Boeing 737/800 | 1041 1117 | G-RJXA | EMB 145 | 1052 1505 |
| G-CCFC | Robinson R.44 | 1057 1121 | EC-JHJ | Airbus 320 | 1118 1251 |
| EC-HJP | Boeing 737/800 | 1135 1316 | G-MAJD | Jetstream 41 | 1254 1425 |
| G-RJXL | EMB 135 | 1322 1415 | G-DBCA | Airbus 319 | 1344 1518 |
| G-JEDR | DHC-8 400 | 1409 1452 | PH-OFH | Fokker 100 | 1418 1547 |
| G-JEDU | DHC-8 400 | 1454 1535 | G-JECI | DHC-8 400 | 1511 1553 |
| G-MAJH | Jetstream 41 | 1609 2052 | El-CSW | Boeing 737/800 | 1628 1700 |
| G-RJXM | EMB 145 | 1646 1729 | G-RJXG | EMB 145 | 1651 1736 |
| G-MAJD | Jetstream 41 | 1654 1744 | G-JOEM | Airbus 320 | 1702 1834 |
| G-RJXL | EMB 135 | 1712 1752 | G-RJXA | EMB 145 | 1715 1759 |
| G-DBCA | Airbus 319 | 1814 1909 | G-WOWA | DHC-8 300 | 1840 1914 |
| G-MAJJ | Jetstream 41 | 1847 1928 | G-JECL | DHC-8 400 | 1920 1958 |
| G-RJXM | EMB 145 | 1944 1606(19) | G-RJXA | EMB 145 | 1954 0654(18) |
| G-MAJD | Jetstream 41 | 2000 1428(19) | PH-OFA | Fokker 100 | 2010 0622(18) |
| G-RJXG | EMB 145 | 2041 1339(19) | G-RJXL | EMB 135 | 2044 0736(18) |
| G-DBCA | Airbus 319 | 2155 1105(18) | El-DHD | Boeing 737/800 | 2247 2316 |
| 18 Saturday | | | | | |
| PH-OFA | Fokker 100 | 0925 1035 | G-WOWD | DHC-8 400 | 0933 1019 |
| EC-GVI | MD-83 | 0951 1114 | G-DBCE | Airbus 319 | 1018 1116 |
| El-DHC | Boeing 737/800 | 1025 1100 | G-STRJ | Boeing 737/300 | 1101 1244 |
| G-RJXL | EMB 135 | 1106 1509(19) | G-JEDR | DHC-8 400 | 1129 1210 |
| G-JEAY | BAe 146/200 | 1139 1225 | OE-LVH | Fokker 100 | 1427 1534 |
| G-CDZM | Boeing 737/800 | 1457 1623 | CS-DLA | Falcon 900B | 1455 0723(19) |
| PH-KZM | Fokker 70 | 1458 1558 | G-JEDJ | DHC-8 400 | 1505 1541 |
| El-DCH | Boeing 737/800 | 1610 1642 | PH-OFF | Fokker 100 | 2001 0609(19) |
| G-MIDZ | Airbus 320 | 2100 0659(19) | | | |
| 19 Sunday | | | | | |
| EC-GNY | MD-83 | 0849 0954 | PH-OFI | Fokker 100 | 0926 1029 |
| G-MIDZ | Airbus 320 | 0928 1054 | El-DHC | Boeing 737/800 | 1226 1314 |
| G-JEDL | DHC-8 400 | 1246 1326 | G-BYAS | Boeing 757 | 1337 1601 |
| G-JEDU | DHC-8 400 | 1413 1458 | PH-JCH | Fokker 70 | 1418 1553 |
| CS-DMC | Hawker 400XP | 1523 0644(22) | G-RJXG | EMB 145 | 1640 1736 |
| G-MAJB | Jetstream 41 | 1646 1738 | G-DBCA | Airbus 319 | 1654 1905 |
| VP-BMS | Falcon 900EX | 1719 1403(20) | G-NICI | Robinson R.44 | 1725 1752 |
| G-RJXL | EMB 135 | 1731 1810 | G-CCYH | EMB 145 | 1751 1835 |
| G-WOWD | DHC-8 300 | 1842 1935 | G-JEAK | BAe 146/200 | 1912 1949 |
| G-JEDR | DHC-8 400 | 1922 2003 | G-MAJD | Jetstream 41 | 1957 0701(20) |
| PH-OFF | Fokker 100 | 2000 0622(20) | El-DCI | Boeing 737/800 | 2006 2050 |
| G-CCYH | EMB 145 | 2028 0737(20) | G-RJXG | EMB 145 | 2037 0746(20) |
| G-RJXM | EMB 145 | 2052 0719(20) | G-STRJ | Boeing 737/300 | 2110 1009(20) |
| G-RJXL | EMB 135 | 2113 0731(20) | G-DBCA | Airbus 319 | 2138 0728(20) |
| G-MAJH | Jetstream 41 | 2223 0707(20) | | | |
| 20 Monday | | | | | |
| G-JECL | DHC-8 400 | 0743 0831 | G-WOWC | DHC-8 300 | 0845 1022 |
| G-RJXM | EMB 145 | 0922 1003 | G-MAJH | Jetstream 41 | 0930 1355 |
| G-MAJD | Jetstream 41 | 0934 1020 | PH-KLD | Fokker 100 | 0938 1044 |
| G-CCYH | EMB 145 | 0942 1051 | G-DBCA | Airbus 319 | 0949 1053 |
| G-RJXL | EMB 135 | 1026 1414 | El-DHD | Boeing 737/800 | 1034 1130 |

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|--------|-----------------|---------------|--------|----------------|---------------|
| G-RJXG | EMB 145 | 1107 1344 | G-RJXM | EMB 145 | 1150 1446 |
| G-MAJD | Jetstream 41 | 1248 1425 | G-CCYH | EMB 145 | 1321 1505 |
| G-DBCA | Airbus 319 | 1350 1514 | G-JECL | DHC-8 400 | 1359 1438 |
| PH-OFJ | Fokker 100 | 1435 1545 | G-JEDU | DHC-8 400 | 1442 1517 |
| G-JECF | DHC-8 400 | 1452 1535 | N900NS | Falcon 900EASy | 1521 1758 |
| EI-DHW | Boeing 737/800 | 1616 1652 | G-RJXH | EMB 145 | 1642 1738 |
| G-MAJD | Jetstream 41 | 1645 1750 | G-RJXG | EMB 145 | 1651 1838 |
| G-MAJM | Jetstream 41 | 1658 1741 | G-CCYH | EMB 145 | 1706 1800 |
| G-RJXL | EMB 135 | 1709 1754 | G-DBCA | Airbus 319 | 1804 1909 |
| HB-LNL | PA-31T Cheyenne | 1807 0747(21) | G-WOWD | DHC-8 300 | 1821 1858 |
| G-JECK | DHC-8 400 | 1908 1948 | G-RJXH | EMB 145 | 1933 0724(21) |
| G-CCYH | EMB 145 | 1952 0712(21) | G-MAJD | Jetstream 41 | 2009 0704(21) |
| G-MAJM | Jetstream 41 | 2025 0655(21) | PH-OFB | Fokker 100 | 2029 0611(21) |
| G-RJXL | EMB 135 | 2041 0727(21) | G-STRJ | Boeing 737/300 | 2055 2149 |
| G-RJXG | EMB 145 | 2106 0743(21) | G-DBCA | Airbus 319 | 2143 0653(21) |
| EI-CSI | Boeing 737/800 | 2208 2240 | | | |

21 Tuesday

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|--------|------------------|---------------|--------|----------------|---------------|
| G-BYAH | Boeing 757 | 0720 0821 | G-JECL | DHC-8 400 | 0750 0823 |
| G-WOWD | DHC-8 300 | 0846 0924 | G-CCYH | EMB 145 | 0910 1000 |
| G-DBCA | Airbus 319 | 0920 1054 | PH-OFJ | Fokker 100 | 0922 1033 |
| G-MAJD | Jetstream 41 | 0926 1024 | G-RJXH | EMB 145 | 0935 1514 |
| G-RJXL | EMB 135 | 1014 1407 | N34RF | King Air B.90 | 1018 0905(22) |
| G-MAJH | Jetstream 41 | 1027 1342 | EI-DHD | Boeing 737/800 | 1031 1109 |
| G-RJXG | EMB 145 | 1038 1335 | G-JIVE | Hughes 369E | 1110 1236 |
| G-CCYH | EMB 145 | 1151 1447 | OY-CEV | C.500 Citation | 1202 1523(22) |
| G-MAJD | Jetstream 41 | 1237 1421 | G-DBCA | Airbus 319 | 1336 1517 |
| G-JEDU | DHC-8 400 | 1401 1437 | G-JECL | DHC-8 400 | 1410 1456 |
| G-JECI | DHC-8 400 | 1450 1525 | PH-KLD | Fokker 100 | 1452 1543 |
| EI-DCH | Boeing 737/800 | 1556 1629 | G-MAJH | Jetstream 41 | 1626 1728 |
| G-VUEA | C.550 Citation 2 | 1639 1313(22) | G-CCYH | EMB 145 | 1648 1741 |
| G-MAJD | Jetstream 41 | 1650 1752 | G-RJXG | EMB 145 | 1700 1737 |
| G-RJXL | EMB 135 | 1704 1749 | G-RJXH | EMB 145 | 1707 1757 |
| G-DBCA | Airbus 319 | 1804 1909 | G-WOWE | DHC-8 300 | 1822 1857 |
| G-JEDL | DHC-8 400 | 1913 1948 | G-CCYH | EMB 145 | 1944 0743(22) |
| G-RJXH | EMB 145 | 1950 0724(22) | G-MAJD | Jetstream 41 | 2006 0748(22) |
| PH-OFH | Fokker 100 | 2008 0625(22) | G-MAJH | Jetstream 41 | 2012 0701(22) |
| G-RJXL | EMB 135 | 2027 0717(22) | G-RJXG | EMB 145 | 2053 0715(22) |
| G-DBCA | Airbus 319 | 2145 0656(22) | G-BYAH | Boeing 757 | 2219 1125(22) |
| EI-DHC | Boeing 737/800 | 2227 2257 | | | |

22 Wednesday

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|--------|----------------|-----------|--------|-------------------|---------------|
| G-JEDL | DHC-8 400 | 0749 0820 | G-WOWE | DHC-8 300 | 0853 0938 |
| G-RJXG | EMB 145 | 0913 1000 | G-MAJH | Jetstream 41 | 0921 1017 |
| G-RJXH | EMB 145 | 0924 1512 | PH-OFF | Fokker 100 | 0928 1040 |
| G-DBCA | Airbus 319 | 0930 1052 | S5-BAY | C.525 Citationjet | 0946 0817(24) |
| G-MAJD | Jetstream 41 | 1008 1339 | G-LFSG | PA-28 Cherokee E | 1015 1700 |
| EI-DHX | Boeing 737/800 | 1019 1102 | G-CPMS | TB.20 Trinidad | 1027 1503 |
| G-RJXL | EMB 135 | 1034 1413 | G-CCYH | EMB 145 | 1050 1342 |
| G-RJXG | EMB 145 | 1157 1452 | G-MAJH | Jetstream 41 | 1239 1427 |
| G-DBCA | Airbus 319 | 1343 1520 | G-JEDJ | DHC-8 400 | 1353 1731 |
| G-JECL | DHC-8 400 | 1403 1456 | PH-OFJ | Fokker 100 | 1430 1548 |
| G-JEDV | DHC-8 400 | 1448 1540 | EI-DHC | Boeing 737/800 | 1550 1639 |
| G-MAJD | Jetstream 41 | 1605 1722 | G-RJXG | EMB 145 | 1649 1745 |
| G-MAJH | Jetstream 41 | 1652 1750 | G-CCYH | EMB 145 | 1656 1747 |
| G-RJXL | EMB 135 | 1659 1757 | G-RJXH | EMB 145 | 1705 1812 |
| G-DBCA | Airbus 319 | 1810 1907 | G-WOWA | DHC-8 300 | 1828 1902 |
| G-JECK | DHC-8 400 | 1919 1956 | G-RJXG | EMB 145 | 1942 0749(23) |

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| G-VUEA | C.550 Citation 2 | 2001 2113 | G-RJXH | EMB 145 | 2004 0731(23) |
| G-MAJD | Jetstream 41 | 2006 0653(23) | PH-KLD | Fokker 100 | 2010 0610(23) |
| G-MAJH | Jetstream 41 | 2013 0704(23) | G-BYAH | Boeing 757 | 2030 1632(23) |
| G-CCYH | EMB 145 | 2047 0718(23) | G-RJXL | EMB 135 | 2052 0734(23) |
| G-DBCA | Airbus 319 | 2158 0700(23) | El-CSP | Boeing 737/800 | 2209 2234 |

23 Thursday

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|--------|--------------------|---------------|--------|------------------|---------------|
| G-JECL | DHC-8 400 | 0745 0827 | G-WOWA | DHC-8 300 | 0835 0910 |
| SX-SMH | C.525A Citationjet | 0841 1732 | N198ND | C.550 Citation 2 | 0849 0921 |
| G-CCYH | EMB 145 | 0917 1002 | G-MAJD | Jetstream 41 | 0927 1346 |
| G-DBCA | Airbus 319 | 0929 1046 | G-MAJH | Jetstream 41 | 0933 1024 |
| G-RJXH | EMB 145 | 0937 1053 | PH-OFF | Fokker 100 | 0940 1038 |
| G-YIAN | EMB 135 Legacy | 1014 1205 | El-DHW | Boeing 737/800 | 1017 1103 |
| G-RJXL | EMB 135 | 1032 1421 | G-RJXG | EMB 145 | 1050 1353 |
| G-JIVE | Hughes 369E | 1117 1316 | G-CCYH | EMB 145 | 1143 1445 |
| G-MAJH | Jetstream 41 | 1243 1434 | EC-ISI | Airbus 320 | 1257 1510 |
| G-RJXH | EMB 145 | 1314 1507 | G-DBCA | Airbus 319 | 1341 1507 |
| G-CIEL | C.560 Citation XL | 1348 1652 | G-JEDK | DHC-8 400 | 1359 1451 |
| G-JECL | DHC-8 400 | 1410 1503 | PH-KLI | Fokker 100 | 1433 1552 |
| G-JEDW | DHC-8 400 | 1453 1545 | El-DLD | Boeing 737/800 | 1607 1643 |
| G-MAJD | Jetstream 41 | 1613 1720 | G-CCYH | EMB 145 | 1640 1738 |
| G-RJXG | EMB 145 | 1649 1745 | G-MAJH | Jetstream 41 | 1702 1750 |
| G-RJXH | EMB 145 | 1708 1804 | G-RJXL | EMB 135 | 1711 1758 |
| G-DBCA | Airbus 319 | 1809 1905 | G-WOWC | DHC-8 300 | 1815 1853 |
| G-JECK | DHC-8 400 | 1920 1952 | G-CCYH | EMB 145 | 1937 0808(24) |
| G-RJXH | EMB 145 | 1950 0715(24) | G-MAJD | Jetstream 41 | 1954 0653(24) |
| PH-OFG | Fokker 100 | 2018 0618(24) | G-MAJH | Jetstream 41 | 2021 0700(24) |
| G-RJXL | EMB 135 | 2044 0749(24) | G-RJXG | EMB 145 | 2047 0720(24) |
| G-DBCA | Airbus 319 | 2148 0657(24) | El-DLF | Boeing 737/800 | 2200 2227 |

24 Friday

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|--------|------------------|---------------|--------|-------------------|---------------|
| N66DN | Lear Jet 45 | 0702 0831 | G-JECL | DHC-8 400 | 0748 0827 |
| G-WOWC | DHC-8 400 | 0842 0926 | OK-SLA | C.525 Citationjet | 0854 1405 |
| G-MAJH | Jetstream 41 | 0856 1405 | PH-OFI | Fokker 100 | 0924 1100 |
| G-DBCA | Airbus 319 | 0929 1124 | G-RJXH | EMB 145 | 0932 1043 |
| G-RJXG | EMB 145 | 0936 1520 | G-MAJD | Jetstream 41 | 0939 0642(25) |
| El-DHX | Boeing 737/800 | 1033 1120 | G-RJXL | EMB 135 | 1039 1419 |
| EC-ICN | Airbus 320 | 1102 1248 | G-CCYH | EMB 145 | 1109 1347 |
| EC-HKQ | Boeing 737/800 | 1114 1259 | G-MAJH | Jetstream 41 | 1236 1336 |
| G-RJXH | EMB 145 | 1321 1450 | G-JEDK | DHC-8 400 | 1353 1435 |
| OE-GAA | C.560 Citation V | 1408 1643 | G-DBCA | Airbus 319 | 1413 1536 |
| PH-OFG | Fokker 100 | 1421 1553 | G-JECL | DHC-8 400 | 1438 1522 |
| G-IMGL | King Air B.200 | 1456 1620 | G-JEDV | DHC-8 400 | 1512 1558 |
| El-DLD | Boeing 737/800 | 1628 1727 | S5-BAY | C.525 Citationjet | 1714 1610(26) |
| G-RJXL | EMB 135 | 1814 1907 | G-DBCF | Airbus 319 | 1835 1931 |
| G-WOWD | DHC-8 300 | 1848 1927 | G-JEDL | DHC-8 400 | 1936 2022 |
| El-DCF | Boeing 737/800 | 2202 2244 | G-RJXL | EMB 135 | 2314 0755(25) |
| G-RJXH | EMB 145 | 2319 1251(25) | G-RJXG | EMB 145 | 2223 0727(25) |

25 Saturday

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|--------|----------------|-----------|--------|----------------|---------------|
| G-OBYI | Boeing 767/300 | 0424 0838 | G-WOWC | DHC-8 300 | 0926 1017 |
| G-DBCD | Airbus 319 | 0928 1049 | PH-OFG | Fokker 100 | 0932 1048 |
| G-CDKA | SAAB 2000 | 1032 1102 | G-RJXL | EMB 135 | 1052 1509(26) |
| El-CSI | Boeing 737/800 | 1110 1154 | G-JECK | DHC-8 400 | 1113 1159 |
| EC-FZC | MD-83 | 1123 1227 | G-STRJ | Boeing 737/300 | 1126 1337 |
| G-JEDW | DHC-8 400 | 1130 1214 | G-CCYH | EMB 145 | 1224 1612(26) |
| G-CDDT | TB-20 Trinidad | 1243 1355 | G-FISH | Cessna 310R | 1312 1640 |
| G-JIVE | Hughes 369E | 1326 1444 | G-MAJH | Jetstream 41 | 1341 1755(26) |
| PH-KZD | Fokker 70 | 1413 1553 | OE-LFG | Fokker 70 | 1438 1520 |

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|--|----------------|---------------|--------|-------------------|---------------|
| G-JEDT | DHC-8 400 | 1456 1555 | G-CDZM | Boeing 737/800 | 1540 1655 |
| EI-DHM | Boeing 737/800 | 1618 1658 | N66DN | Lear Jet 45 | 1715 0830(28) |
| PH-OFC | Fokker 100 | 2013 0633(26) | G-MIDR | Airbus 320 | 2101 0654(26) |
| 26 Sunday (Start of BST, all times local) | | | | | |
| EC-HNC | MD-83 | 0846 0950 | G-DBCA | Airbus 319 | 0917 1043 |
| PH-OFC | Fokker 100 | 0929 1038 | G-RJXD | EMB 145 | 1058 1344 |
| G-JMXA | Agusta A.109E | 1142 1630 | G-MAJD | Jetstream 41 | 1203 0650(27) |
| OY-TBJ | PA-28R Arrow | 1238 1608(28) | EI-DLF | Boeing 737/800 | 1306 1353 |
| G-JECE | DHC-8 400 | 1313 1358 | G-BYAS | Boeing 757 | 1327 1603 |
| G-JEAS | BAe 146/200 | 1342 1426 | G-DBCF | Airbus 319 | 1424 1910 |
| G-RJXG | EMB 145 | 1553 1808 | PH-KZF | Fokker 70 | 1625 1949 |
| G-RJXD | EMB 145 | 1652 1745 | G-MAJJ | Jetstream 41 | 1654 1740 |
| CS-DHN | Citation Bravo | 1735 2230 | G-RJXL | EMB 135 | 1746 1822 |
| G-WOWC | DHC-8 300 | 1835 1926 | G-JEAY | BAe 146/200 | 1905 1957 |
| G-JECL | DHC-8 400 | 1929 2009 | EI-DLF | Boeing 737/800 | 1932 2014 |
| G-RJXL | EMB 135 | 2015 0724(27) | G-MAJH | Jetstream 41 | 2025 0724(27) |
| G-RJXD | EMB 145 | 2041 0730(27) | G-CCYH | EMB 145 | 2056 0726(27) |
| PH-OFE | Fokker 100 | 2107 0616(27) | G-RJXG | EMB 145 | 2110 0740(27) |
| G-STRJ | Boeing 737/300 | 2236 1000(27) | G-MIDY | Airbus 320 | 2246 0711(27) |
| 27 Monday | | | | | |
| G-JECL | DHC-8 400 | 0750 0828 | N900NS | Falcon 900EASy | 0846 1024 |
| G-RJXD | EMB 145 | 0927 1006 | G-MAJD | Jetstream 41 | 0925 1018 |
| G-MAJH | Jetstream 41 | 0933 1333 | G-MIDY | Airbus 320 | 0939 1040 |
| PH-OFE | Fokker 100 | 0943 1046 | G-RJXH | EMB 145 | 0949 1446 |
| G-WOWD | DHC-8 300 | 1011 1050 | G-RJXL | EMB 135 | 1014 1055 |
| EI-DHX | Boeing 737/800 | 1025 1111 | G-RJXG | EMB 145 | 1059 1359 |
| G-JECF | DHC-8 400 | 1152 1241 | G-RJXD | EMB 145 | 1202 1628 |
| G-MAJD | Jetstream 41 | 1245 1432 | G-RJXL | EMB 135 | 1311 1410 |
| G-MIDY | Airbus 320 | 1334 1518 | G-JEDL | DHC-8 400 | 1357 1448 |
| G-JEBB | BAe 146/300 | 1608 1655 | PH-OFG | Fokker 100 | 1614 1738 |
| G-MAJH | Jetstream 41 | 1626 1726 | EI-CSI | Boeing 737/800 | 1629 1713 |
| G-RJXH | EMB 145 | 1642 1743 | G-MAJD | Jetstream 41 | 1647 1751 |
| G-RJXL | EMB 135 | 1657 1758 | G-RJXG | EMB 145 | 1703 1755 |
| G-RJXM | EMB 145 | 1708 1810 | G-BYAL | Boeing 757 | 1825 0730(28) |
| G-WOWD | DHC-8 300 | 1828 1906 | G-DBCF | Airbus 319 | 1846 1950 |
| G-JECK | DHC-8 400 | 1908 1953 | G-RJXH | EMB 145 | 1935 0726(28) |
| G-MAJH | Jetstream 41 | 2000 0747(28) | G-MAJD | Jetstream 41 | 2007 0658 |
| G-RJXM | EMB 145 | 2010 0722(28) | G-RJXL | EMB 135 | 2047 0719(28) |
| G-RJXG | EMB 145 | 2051 0733(28) | G-STRJ | Boeing 737/300 | 2109 1233(29) |
| PH-OFG | Fokker 100 | 2125 0633(28) | EI-DHX | Boeing 737/800 | 2221 2254 |
| G-MIDV | Airbus 320 | 2333 0701(28) | | | |
| 28 Tuesday | | | | | |
| G-JECK | DHC-8 400 | 0741 0826 | G-WOWD | DHC-8 300 | 0852 0933 |
| PH-OFF | Fokker 100 | 0919 1030 | G-MAJD | Jetstream 41 | 0929 1403 |
| G-MIDV | Airbus 320 | 0931 1046 | G-RJXM | EMB 145 | 0935 1018 |
| G-RJXH | EMB 145 | 0937 1748 | G-MAJH | Jetstream 41 | 1006 1051 |
| EI-DCF | Boeing 737/800 | 1008 1118 | G-RJXL | EMB 135 | 1010 1422 |
| G-GFCD | PA-34 Seneca | 1023 1519 | G-RJXG | EMB 145 | 1049 1512 |
| G-MAJH | Jetstream 41 | 1337 1433 | G-SIRS | C.560 Citation XL | 1339 1806 |
| G-JEAW | BAe 146/200 | 1341 1425 | G-MIDL | Airbus 321 | 1343 1440 |
| G-RJXM | EMB 145 | 1345 1448 | G-JEDL | DHC-8 400 | 1407 1451 |
| G-JEDK | DHC-8 400 | 1419 1454 | EI-CTA | Boeing 737/800 | 1612 1646 |
| N66DN | Lear Jet 45 | 1617 0823(29) | G-MAJD | Jetstream 41 | 1637 1719 |
| PH-WXC | Fokker 70 | 1643 1738 | G-RJXI | EMB 145 | 1649 1732 |
| G-MAJH | Jetstream 41 | 1701 1759 | G-RJXL | EMB 135 | 1707 1756 |
| G-RJXG | EMB 145 | 1714 1813 | G-DBCC | Airbus 319 | 1831 1933 |

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|--------|----------------|---------------|--------|--------------|---------------|
| G-WOWA | DHC-8 300 | 1846 1920 | G-JECF | DHC-8 400 | 1918 1950 |
| G-RJXI | EMB 145 | 1944 0721(29) | G-RJXG | EMB 145 | 2001 0800(29) |
| G-MAJD | Jetstream 41 | 2004 0657(29) | G-MAJH | Jetstream 41 | 2016 0707(29) |
| G-RJXL | EMB 135 | 2029 0714(29) | G-RJXH | EMB 145 | 2049 0724(29) |
| PH-OFK | Fokker 100 | 2107 0630(29) | G-MIDZ | Airbus 320 | 2214 0702(29) |
| EI-DCF | Boeing 737/800 | 2252 2320 | | | |

29 Wednesday

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|--------|-------------------|---------------|--------|-------------------|---------------|
| G-BYAO | Boeing 757 | 0143 1136 | G-JECK | DHC-8 400 | 0742 0824 |
| G-WOWE | DHC-8 300 | 0837 0924 | G-CJAD | C.525 Citationjet | 0909 1300(30) |
| EI-MET | Eurocopter EC.130 | 0918 1528 | G-RJXI | EMB 145 | 0923 1002 |
| G-MAJH | Jetstream 41 | 0926 1021 | G-RJXH | EMB 145 | 0928 1348 |
| G-MIDZ | Airbus 320 | 0931 1035 | PH-OFJ | Fokker 100 | 0933 1043 |
| G-MAJD | Jetstream 41 | 0938 1043 | N882 | TB.20 Trinidad | 1000 1621 |
| G-RJXL | EMB 135 | 1003 1413 | EI-CSC | Boeing 737/800 | 1019 1103 |
| N8702K | Cessna 340A | 1049 1736 | G-RJXG | EMB 145 | 1118 1507 |
| N66DN | Lear Jet 45 | 1141 1158 | G-JEAS | BAe 146/200 | 1148 1238 |
| G-RJXI | EMB 145 | 1155 1450 | G-JIVE | Hughes 369E | 1209 1249 |
| G-MAJH | Jetstream 41 | 1243 1421 | G-MIDZ | Airbus 320 | 1331 1444 |
| G-JEDL | DHC-8 400 | 1359 1447 | G-JEDO | DHC-8 400 | 1603 1647 |
| EI-DCF | Boeing 737/800 | 1607 1640 | G-MAJD | Jetstream 41 | 1620 1722 |
| PH-KZC | Fokker 70 | 1626 1719 | G-RJXH | EMB 145 | 1648 1735 |
| G-MAJH | Jetstream 41 | 1658 1910 | G-RJXL | EMB 135 | 1703 1805 |
| G-RJXI | EMB 145 | 1705 1747 | CS-DHO | Citation Bravo | 1716 1853 |
| G-RJXG | EMB 145 | 1719 1800 | G-DBCF | Airbus 319 | 1748 1850 |
| G-WOWE | DHC-8 300 | 1815 1902 | G-JECL | DHC-8 400 | 1916 1956 |
| G-RJXI | EMB 145 | 1954 0738(30) | G-RJXG | EMB 145 | 2001 0803(30) |
| G-MAJD | Jetstream 41 | 2003 0701(30) | G-BYAO | Boeing 757 | 2045 2222 |
| G-RJXL | EMB 145 | 2053 0736(30) | G-RJXH | EMB 145 | 2059 0758(30) |
| PH-OFJ | Fokker 100 | 2122 0621(30) | G-MAJH | Jetstream 41 | 2133 0644(30) |
| EI-DLF | Boeing 737/800 | 2152 2224 | G-MIDY | Airbus 320 | 2157 0711(30) |

30 Thursday

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|--------|----------------|---------------|--------|----------------|---------------|
| G-JEDL | DHC-8 400 | 0742 0830 | N64VB | Be.58 Baron | 0744 0823 |
| G-WOWE | DHC-8 300 | 0837 0931 | CS-DNX | Hawker 800XP | 0841 1132 |
| G-MAJD | Jetstream 41 | 0929 1027 | PH-OFJ | Fokker 100 | 0937 1047 |
| G-MAJH | Jetstream 41 | 0940 1339 | G-MIDY | Airbus 320 | 0945 1043 |
| G-RJXI | EMB 145 | 0949 1031 | EI-DCJ | Boeing 737/800 | 1006 1055 |
| G-RJXG | EMB 145 | 1021 1109 | G-RJXL | EMB 135 | 1024 1409 |
| G-RJXH | EMB 145 | 1104 1446 | G-JEAS | BAe 146/200 | 1156 1240 |
| G-RJXI | EMB 145 | 1232 1342 | G-MAJD | Jetstream 41 | 1246 1434 |
| EC-ICN | Airbus 320 | 1316 1504 | G-MIDY | Airbus 320 | 1326 1431 |
| G-RJXG | EMB 145 | 1332 1512 | G-JECL | DHC-8 400 | 1406 1452 |
| G-JEDU | DHC-8 400 | 1411 1455 | PH-KZO | Fokker 70 | 1617 1728 |
| EI-DAM | Boeing 737/800 | 1622 1659 | CS-DRC | Hawker 800XP | 1635 1809 |
| G-MAJH | Jetstream 41 | 1639 1722 | G-RJXD | EMB 145 | 1657 1738 |
| G-RJXL | EMB 135 | 1659 1744 | G-RJXI | EMB 145 | 1702 1753 |
| G-MAJD | Jetstream 41 | 1705 1756 | G-RJXG | EMB 145 | 1711 1805 |
| G-DBCC | Airbus 319 | 1749 1901 | G-WOWB | DHC-8 300 | 1851 1925 |
| G-JECK | DHC-8 400 | 1903 1950 | G-RJXD | EMB 145 | 1940 0718(31) |
| G-RJXG | EMB 145 | 2015 0712(31) | G-MAJH | Jetstream 41 | 2017 0656(31) |
| G-MAJD | Jetstream 41 | 2022 0646(31) | G-RJXL | EMB 135 | 2037 0722(31) |
| G-RJXI | EMB 145 | 2100 0737(31) | EI-DCJ | Boeing 737/800 | 2209 2242 |
| G-MIDV | Airbus 320 | 2225 0702(31) | PH-KLI | Fokker 100 | 2243 0633(31) |

31 Friday

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|--------|--------------|-----------|--------|--------------|-----------|
| G-JEDL | DHC-8 400 | 0756 0851 | CS-DNV | Hawker 800XP | 0801 0937 |
| G-WOWB | DHC-8 300 | 0842 0920 | G-RJXD | EMB 145 | 0918 1455 |
| G-MAJH | Jetstream 41 | 0922 1013 | G-RJXG | EMB 145 | 0928 1046 |

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|--------|----------------|---------------|--------|--------------------|---------------|
| G-MAJD | Jetstream 41 | 0932 1346 | G-MIDV | Airbus 320 | 0935 1041 |
| PH-KLD | Fokker 100 | 0940 1103 | CS-DXG | C.560 Citation XLS | 1006 1201 |
| G-RJXL | EMB 135 | 1017 1409 | G-RJXI | EMB 135 | 1038 1342 |
| EI-DCJ | Boeing 737/800 | 1043 1122 | EC-JHJ | Airbus 320 | 1132 1248 |
| G-JEAW | BAe 146/200 | 1159 1240 | EC-HJQ | Boeing 737/800 | 1212 1350 |
| G-MAJH | Jetstream 41 | 1246 1430 | G-BLYE | TB.10 Tobago | 1310 1502 |
| G-BLFI | PA-28 Archer | 1312 1615 | G-MIDV | Airbus 320 | 1321 1438 |
| G-RJXG | EMB 145 | 1325 1512 | G-JECL | DHC-8 400 | 1404 1444 |
| G-JEBE | BAe 146/300 | 1600 1710 | G-MAJD | Jetstream 41 | 1613 0654(03) |
| G-ZXZX | Lear Jet 45 | 1617 1705 | PH-JCH | Fokker 70 | 1625 1725 |
| EI-CSZ | Boeing 737/800 | 1633 1717 | G-RJXI | EMB 145 | 1653 1749 |
| G-RJXD | EMB 145 | 1655 1757 | G-MAJH | Jetstream 41 | 1659 1754 |
| G-RJXL | EMB 135 | 1702 1801 | G-JOEM | Airbus 320 | 1720 1842 |
| G-DBCD | Airbus 319 | 1805 1912 | G-DRFC | ATR.42/300 | 1815 1907 |
| G-WOWB | DHC-8 300 | 1819 1852 | G-JECG | DHC-8 400 | 1924 2007 |
| G-RJXD | EMB 145 | 1942 2023 | G-RJXG | EMB 145 | 2009 2045 |
| G-MAJH | Jetstream 41 | 2020 1753(02) | G-NIVA | Eurocopter EC.155 | 2023 0931(01) |
| G-RJXL | EMB 135 | 2047 0822(01) | G-RJXI | EMB 145 | 2049 0722(01) |
| PH-OFB | Fokker 100 | 2133 0624(01) | G-DRFC | ATR.42/300 | 2139 2155 |
| EI-DCJ | Boeing 737/800 | 2208 2242 | G-MIDV | Airbus 320 | 2209 1025(01) |

Overshoots

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|------|---|
| 2/3 | XZ212 Lynx("Armyair 952", 1104), ZK454 King Air 200("Cranwell 68", 1243) |
| 3/3 | XZ607 Lynx("Armyair 952", 1301), XV220 Hercules("Ascot 651", 1432, 4 apps) |
| 5/3 | G-BLEZ Dauphin(1119 and 1218) |
| 6/3 | ZF242 Tucano("LOP 94", 1014), ZF348 Tucano("LOP 83", 1456) |
| 9/3 | ZE907 Tornado("Javelin 25", 1024) |
| 14/3 | ZF172 Tucano("LOP 20", 1432) |
| 15/3 | ZK453 King Air 200("Cranwell 75", 1213), <u>XX285</u> Hawk("Javelin 68", 1406) |
| 16/3 | <u>XX285</u> Hawk("Anglesey 45", 0925) |
| 17/3 | ZK454 King Air 200("Cranwell 61", 1450), ZK453 King Air 200("Cranwell 65", 1528) |
| 20/3 | G-RAFP King Air 200("Cranwell 75", 1219) |
| 22/3 | G-RAFO King Air 200("Cranwell 64", 1122), ZK452 King Air 200("Cranwell 79", 1534) |
| 23/3 | G-CTCG Twin Star(1000), <u>ZA466</u> Tornado("Marham 06", 1318) |
| 26/3 | G-OWST Cessna 172S(1633, to Blackpool) |
| 27/3 | N555GS Agusta A.109E(1048, cloud break to Coney Park) |
| 29/3 | King Airs, ZK451("CWL 64", 1124), ZK453("CWL 66", 1133), G-RAFP("CWL 65", 1523) |

There is a discrepancy regarding the Tornado on 23/3, official sources reporting it as ZA466, however this aircraft has been scrapped! One probable solution is that it was ZA446/AF, which is based at Marham. Also, it seems almost inconceivable that the Hawks on 15/3 and 16/3 could be the same aircraft as one had a Leeming call sign and the other a Valley one. Again, a possible solution would be that the one on 15/3 was XX285 as that is based at Leeming while the one next day could have been XX258 which is based at Valley. If anyone can clear up these problems how about dropping us a line so we can keep our records as accurate as possible?

REVIEW

Airlines. This month we'll kick off with **BMI**, recording the first visit of their latest Airbus 319 G-DBCH on 4/3. Also paying its first visit as G-RJXM was the EMB 145 which was formerly a regular as PH-RXA. The aircraft arrived from Glasgow on 15/3 as "Midland 9133" to commence as stint as one of the quartet of based Embraers. Also providing a first visit this month were **Air Southwest**, who produced their latest DHC-8 300 G-WOWE on the evening rotation on the 21st. This machine was formerly G-BRYI, of Brymon Airways. **Eastern Airways** had aircraft shortages towards the end of the month resulting in SAAB 2000 G-CDKA positioning Humberside ("Eastflight 066P") on 25/3 to operated the previous evenings outbound flight to Southampton! On the 31st ATR.42 G-DRFC of Air Atlantic positioned from and to Coventry ("Eastflight 01P/02P") to operated the evening Aberdeen

flight. **KLM** services ran pretty much as normal with a mixture of Fokker 100s and 70s, however an oddity on 14/3 was the appearance of Fokker 50 PH-LXT. We had another first visit by a Fokker 100 of **Austrian Arrows** when OE-LVH was noted on 18/3 replacing the scheduled Fokker 70. Now on to **Ryanair** and this month we had first visits from the following 737/800s, EI-CSW(2/3), EI-CSZ(31/3) EI-DAM(10/3), EI-DAW(15/3), EI-DCD(12/3), EI-DCI(19/3), EI-DHC(9/3) and EI-DHX(22/3). Notable operating the morning flight on 29/3 was EI-CSC which is now resplendent in Cable and Wireless colours with small Ryanair titles. **Thomsonfly** were once again active for P&O Cruises with no less than three flights inbound from Bridgetown, Barbados:- 767/200 G-BYAA("Britannia 795B") on 4/3, 767/200 G-BYAB("Britannia 723B") on 17/3 and 737/300 G-OBYI("Britannia 740B") on 25/3. 'AA' positioned out empty to Manchester while the other two also left empty to Gatwick. A more notable flight however was heralded with the arrival of 767/300 G-OBYH("Britannia 997P") from Brussels on 17/3. After loading, the aircraft set off just before midnight enroute to Acapulco/General Juan N. Alvarez International, Mexico. Travelling slightly less further afield were the Leeds Rhinos who had a game in the south of France for which they chartered a **Thomas Cook** Boeing 757. G-FLCE positioned from Glasgow on 10/3 to operate the outbound to Perpignan("Topjet 106G") with the return flight("Topjet 106H") operated by G-JMCE on 12/3, the latter positioning out to Glasgow later the same day.

Jet 2. Not a lot to report from Yorkshire's own airline this month apart from the fact they have reintroduced flights to Nice, Venice and Milan/Bergamo as well as commencing trips to Rome. All this has resulted in aircraft shortages necessitating the borrowing of aircraft, mainly from Manchester to cover. G-CELG(Arrived from Lasham as "Channex 101P" on 13/3) and G-CELL(also arrived 13/3) were utilised mid month, however G-CELY had gone to Manchester during this period, and G-CELY was in evidence on some flights towards the end of the month. The reason for a spare aircraft at Manchester could be explained by the fact the airline is leasing a BAe 146 from Flightline to operate the flights to Gatwick. On 5/3 Boeing 737/300 TF-ELA positioned from and to Edinburgh ("Channex 881P") to operate the Barcelona(231/2), repeating the operation on the 12th.

Executive Jets(Overseas). There were a couple of notable visitors in this section this month. On 23/3 Citationjet 2 SX-SMH("Interjet 5047/8") visited from Olbia to Zurich and the following day smaller brother Citationjet OK-SLA of Silesia Air operated from Prague to Stansted as "Silesia 250/1". The Lear Jet 35AD-CFAX("Frankenair 1610") was an ambulance flight from Tenerife on 2/3, later positioning home to Nurnberg. Making its first visit on the 6th was Lear Jet 45 LX-IMZ, f/t Luxembourg this aircraft returned the following day and night stopped. 'MZ' is operated by Husky Injection Mouldings and replaces similar type LX-IMS which has returned to the States. Hawker 800XP N841WS of Walter Scott International was from and to Edinburgh, arriving on 9/3 and staying until the 12th. Also noted on the 9th was Citation X P4-LJG, f/t Dublin. We had a couple of first visits on 10/3, Lear Jet 60 OY-LJF("Vampire 258", Stansted - Luton) and Challenger N328BX from Nice(n/s) to Biggin Hill. Moving on to the 13th when Citationjet 2 D-ISUN("Foxair 102/203) was from and to Eindhoven. On 15/3 we had a pair of Lear Jets, EI-REX("Highflyer 60A", Hawarden - n/s- Dublin) along with LX-LAR("Lion King 2 Ambulance", Tenerife to Luxembourg). Falcon 900EX VP-BMS is operated by Flying Lion Inc and visited on 19/3 from Farnborough, to Northolt after a night stop. Citation OY-CEV("Norflying 043E") arrived from Manchester on 21/3 and after staying overnight routed to Tirstrup. The month ended with a pair of Citations, C.550 N198ND of G.E. European Equipment on 23/3 from Lyon to Luton and C.560 OE-GAA("Tyrol Ambulance 752/3", Genoa - Innsbruck) on 24/3.

Onto the regulars and Lear Jet 45 N66DN was very active during the month. Arriving on 5/3 from Luton it stayed overnight before heading for Cordoba in Spain only to return later the same day from Poznan in Poland and then returning to Luton! It operated f/t Luton on 10/3 and again the next day. On the 24th 'DN' arrived from Luton, night stopped and went to Le Bourget. Arriving back from Le Bourget later on 25/3 the aircraft then stayed until 28/3 before making for Newcastle only to return that evening, this time from Luton. After again night stopping they routed to Stansted, returned later from Southampton before finally heading home to Luton. Joining this section this month is Citationjet S5-BAY which appears to have been used all month by Leeds United chairman Ken Bates to commute to his home in the South of France. Arriving from Nice on 7/3 the aircraft night stopped and went to Manchester only to return on the 11th, this time from Frankfurt for the return trip to Nice. Back from Nice on 22/3 the aircraft made a day trip to Bournemouth on 24/3 before heading back to the South of

France on 26/3. The inbound flight from Hurn on 24/3 was notable as the aircraft landed with an R.V.R. of 200 metres and promptly got lost in the fog!

Finally Falcon 900EASy N900NS was from Hawarden to Jersey on 20/3 and f/t Jersey on 27/3.

Now its Netjets time, Fraction callsigns as usual in brackets:-

| | | | |
|------|--------|--------------------|--|
| 1/3 | CS-DFN | C.560 Citation XL | From Cannes('6PG) to Northolt('792P) |
| 10/3 | CS-DXB | C.560 Citation XLS | From Ostersund('6GW) to Bologna('605E) |
| 12/3 | CS-DXC | C.560 Citation XLS | From Bologna('605R) to Sion('3DY) |
| 18/3 | CS-DLA | Falcon 900B | From Nice('9FY) to Gatwick('946C) |
| 19/3 | CS-DMC | Hawker 400XP | From Le Bourget('4VE) to Manchester('710B) on 23/3 |
| 26/3 | CS-DHN | Citation Bravo | F/T Luton('1XP) |
| 29/3 | CS-DHO | Citation Bravo | From Kastrup('1ZQ) to Guernsey('1ZQ) |
| 30/3 | CS-DNX | Hawker 800XP | From Northolt('563L) to London City('5LE) |
| 30/3 | CS-DRC | Hawker 800XP | From London City('5LE) to Dublin('078D) |
| 31/3 | CS-DNV | Hawker 800XP | From Farnborough('5QL) to Palma('5QL) |
| 31/3 | CS-DXG | C.560 Citation XLS | From Dublin('581Z) to London City('3QH) |

There would have been another on 30/3, however "Fraction 3RF" believed to have been Citation XLS CS-DXF made one approach but due to strong cross winds overshoot and diverted to Manchester.

Executive Jets(British). We start on the 1st with the first visit of London Executive Aviation Citation Bravo G-IKOS. The aircraft routed from Newcastle to London City as "Lonex 329K". Two more of the companies' Citation XLs were in evidence, G-CIEL("Lonex 317", f/t London City) on 23/3 and G-SIRS("Lonex 333A/B", Luton – London City. The Embraer Legacy G-YIAN("Twinjet 2") paid three visits during the month, f/t Stansted on 2/3 and 5/3 with a trip from Farnborough to Birmingham on 23/3. Another first visitor was Lear Jet 45 G-MOOO("Neatax 1A/B") which routed Cannes to Manchester on 3/3 while another of the type G-ZXZX("Gama 855") was Cannes to Farnborough on 31/3. AD Aviations Citation 2 G-VUEA was quite active, f/t Liverpool("Flyvue 661/664") on 7/3, Northolt – n/s – Geneva("Flyvue 714/212) on 21/3 and Geneva – Northolt("Flyvue 213/214) on 22/3. Finally Citation Jet G-CJAD was from and to Edinburgh, arriving on the 29th and staying overnight.

Foreign GA. This month saw visits by two Swiss aircraft, King Air 350 HB-GJR of Nestle on 8/3(Biggin Hill – n/s – Geneva) and PA-31T Cheyenne HB-LNL operated by Daniel A. Knutti which arrived from Grenchen and stayed overnight before routing home. Dawn Meats Cessna 441 EI-DMG was from Waterford to Dublin on 10/3 and the following day Cessna 421C PH-MRO arrived from Seppie and stayed until the 13th outbound to Midden Zeeland. King Air C.90 N34RF arrived from Guernsey on 21/3 and stayed until the 28th before heading to Fair Oaks. Cessna 340A N8702K visited f/t North Weald on 29/3 while one time regular, Baron N64VB was noted on the 30th from Sleep to Campbeltown. The regular Beech A.36 N671 arrived from the Isle of Man on the 1st and was still present at the end of the month. TB.20 N882 was also f/t Ronaldsway on 29/3 while Cirrus SR.22 N147GT visited on 6/3, f/t Denham. Finally the star visitor in this section was PA-28RT OY-TBJ which arrived from Elstree on 26/3 before routing to Ostend on the 28th.

British GA. Multiflight held open days for local businessmen on the 10th and 11th in conjunction with Pool Aviation of Blackpool. Pool's King Air 200 G-IMGL was in evidence on 10/3 with King Air 90 G-RACI the following day, on both occasions accompanied by PA-34 G-MDCA. Premier 1 G-OMJC was also on show both days along with based Executive Jets and luxury motors provided by JCT 600. Visitors arrived on the 10th in PA-34 G-GUYS, Jet Ranger G-TILI and Jodel DR.250 G-BUVM, the latter f/t Crosland Moor. Air Medical PA-31 G-PZIZ("Air Med 075") visited on 9/3 from Oxford to Manchester while King Air 200 G-BYCP was in evidence on 5/3("Lonex 343B/C, Shannon – Stapleford). On 11/3 King Air 200 G-CLOW("Silver 25") was from Cambridge to Norwich while the regular G-SGEC visited on 6/3 and 8/3. Edinburgh Air Charter Cessna 310R G-FISH("Saltyre 664") was from Hawarden to Glasgow on 25/3 and on 28/3 PA-34 G-GFCD("Red Air 041/2") was f/t Blackbushe. Visiting f/t Prestwick on 2/3 was Cougar G-GABD while Cessna 340A G-CCXJ was from Liverpool on 14/3 to do a local flight as "Exam 02". Also from Liverpool and also operating locally as "Exam 02" was Aztec G-RVRW("Raven 88T") on the 1st of the month.

On the singles front we had a trio of PA-28s, G-OBFS(f/t Denham) on 1/3, G-LFSG(f/t Liverpool) on 22/3 and G-BLFI("Bonus 40", f/t Cranfield) on the 31st. There were a pair of TB.20s, G-CPMS(f/t Goodwood) on 22/3 and G-CDDT("Oxford 46", f/t Oxford) while TB.10 G-BLYE was f/t Blackpool on 31/3. Finally Cessna FRA.150L G-PNIX visited on 31/3, from and to its base at Netherthorpe.

Helicopters. First Squirrel G-FIBS, which arrived as long ago as 11/1, carried out numerous local test flights mid month before finally departing to Skipton on 29/3. Multiflight also carried out maintenance on R.44 G-HRPN(3/3 to 6/3) and Jet Ranger G-GBRU(9/3 to 28/3) while Hughes 369E G-JIVE made numerous visits for fuel. Twin Squirrel G-CDLP was substituting for based G-LNTY on 6/3, arriving from Accrington before making trips to Ramsgill and Norwood Edge. Star of the visiting machines was Eurocopter 130 Squirrel EI-MET of Skyheli Ltd which was f/t Leopardstown on 29/3. On 3/3 S-76C G-BYOM("Starspeed 18") visited Multiflight for fuel, f/t Harrogate and later that same day R.44 G-WLDN diverted in after encountering bad weather while routing from Teesside to Sywell. Sherburn based R.44 G-GSPY paid a short visit on 6/3 while on 9/3 EC.135T G-MSPT routed from Corbridge to Whitehaven making the return journey in the evening. R.44 G-DGHD arrived from Sherburn on 10/3 along with Squirrel G-PROB from Harrogate, both helicopters heading to Cranfield. Other R.44s were G-CCFC(Booker - White Waltham) on 17/3 and G-NICI(Colne - Clitheroe) on 19/3. A.109E G-JMXA("Jaymax 2") visited on 26/3, f/t Liverpool while an arrival on 31/3 was EC.155 G-NIVA("Starspeed 55") from Cockermouth. The EC.155 stayed overnight before departing to the Lake District. Finally a mystery, on 28/3 Jet Ranger G-OLDN was logged and seen departing the Multiflight east apron heading to Sheffield, however there is no official record of it arriving!

Military. Again little to report this time around with all the visitors arriving the same day, 13/3. Initially we had a pair of RAF Pumas XW236 and ZA937 using the combined call sign of "Warlock", f/t Benson. Around lunchtime a trio of T.67Ms arrived from Cranwell, G-BWXA("Cranwell 83"), G-BWXC("Cranwell 82") and G-BWXF("Cranwell 80").

Residents. On 16/3 Twin Squirrel N620LH was seen arriving at Multiflight on the back of a low loader. The reason for this undignified arrival has not yet come to light but it would appear to have encountered some kind of problem while away from the airfield. The helicopter had not flown again by the end of the month so is presumably still under repair. Resident A.109S G-GRND has been active during the month, regularly visiting the DFS site near Doncaster using its registration as call sign, but it also operates as "Sloane 5" on some occasions. Jet Ranger G-OPEN is no longer resident, it has been sold to new owners Gazelle Aviation at Wetherby. Noted departing to Walton Wood on 15/3 it has since been noted operating around North Yorkshire, regularly visiting Bagby for fuel.

Of the Multiflight fleet Robin G-BXDT set off to Oxford 10/3, presumably for painting, but was still away at the end of the month. The pilot was returning from Oxford in newly painted PA-28 G-BXLY but diverted to Sheffield, returning to Leeds the following day. Robin G-BXGW went to Oxford on 11/3, returning on 21/3 in its shiny new colours. Finally Leeds Flying School PA-28 G-BODD returned from Sandtoft on 15/3 with the borrowed G-BTDV heading back in the opposite direction.

Trevor Smith



Extra 400 N400YY at its home at LBA
Terry Sykes



HELICOPTER ACTIVITY MARCH 2006

| | | | |
|------|--------|-----------------|---|
| 2/3 | G-WMBT | R.44 | Northampton – York Race Course |
| | G-MUSH | R.44 | Mansfield – Gamston – Costock |
| | G-REGE | R.44 | Humberside – Wike – Coney Park |
| 3/3 | N555GS | Agusta A.109E | Chorley – Keighley |
| | G-DGHD | R.44 | Thorner(Leeds) – Devonshire Arms |
| | G-CDKU | R.44 | Blackberry Farm – Cottingham(Hull) |
| | G-RCNB | Eurocopter 120B | Elvington – Deenethorpe |
| | G-BYOM | Sikorsky S.76C | “Starspeed 18”, Elstree – Harrogate |
| 4/3 | G-WARK | Schweizer 269C | Sherburn – Dewsbury – Halifax |
| | G-ZELE | Gazelle | Devonshire Arms - Stainsby Hall |
| 5/3 | G-GGTT | Bell 47G | Mirfield – Devonshire Arms |
| | G-LNTY | Twin Squirrel | LBA – Elvington – Richmond |
| | G-SCTA | Westland Scout | Beverley – Shoreham-by-sea |
| 6/3 | G-PKPK | Schweizer 269C | Louth – Holmfirth, also 20/3 |
| | G-STER | Jet Ranger | Sherburn – Devonshire Arms |
| | G-TILI | Jet Ranger | Doncaster – Wike(E. Leeds) |
| | N449J | Agusta A.109E | Dublin – Barnsley – Abergaveny |
| 9/3 | N9VL | Agusta A.109A | Battersea – Ridding Park(Harrogate) n/s. |
| | G-UESY | R.22B | Cambridge – Wakefield |
| 10/3 | G-DGHD | R.44 | Sherburn – Thorner – Cranfield |
| 11/3 | G-ZELE | Gazelle | Stainsby Hall – Garforth |
| | G-OJRH | R.44 | Emley Moor – Gisburn |
| | G-GSPY | R.44 | Sherburn – Rainton(Dishforth) |
| | G-OCFD | Jet Ranger | Cranfield – Site nr. Darlington |
| 13/3 | G-PASH | Twin Squirrel | Sheffield – Stainsby Hall |
| | G-USTB | Agusta A.109A | Ripley(N.Yorks) – Edinburgh |
| 15/3 | G-DCSE | R.44 | Boston Spa – Sherburn |
| | G-OMCC | Twin Squirrel | Barton – Rufforth – Goldthorpe(n/s) - Bury |
| 17/3 | G-MGAN | R.44 | Cranfield – Eggborough and return |
| 18/3 | G-DSPI | R.44 | Gamston – Site nr. Humberside |
| | G-SBAR | R.22B | Site nr. Sherburn – Devonshire Arms |
| | G-GSPY | R.44 | Sherburn – Devonshire Arms |
| | YU-HET | Gazelle | Darwin(Lancs) – Site nr. Ripon |
| 19/3 | G-DBOY | Agusta A.109E | Wycombe – Middleham – Bagby(Refuel) |
| | G-BSBW | Jet Ranger | Middleham – Yorkshire Clinic(Bingley) |
| 20/3 | G-ASAZ | Hiller UH-12E | Sherburn – Follifoot(Harrogate) |
| 21/3 | G-HBEK | Agusta A.109A | Manchester – Scarcroft(Leeds) – I.O.M. |
| | G-FCKD | Eurocopter 120B | Sheffield – Melton Mowbray |
| | G-RONN | R.44 | Pateley Bridge(n/s) – Sheffield |
| 22/3 | G-HIPO | R.22B | Peterborough – Sherburn(after local survey) |
| | G-RULE | R.44 | Walton Wood – Sherburn – 4 N/W Sheffield |
| | G-DACN | Agusta A.109E | Ecclesfield – Doncaster |
| 23/3 | G-EEZA | R.44 | Todmorden – Girsby(N. Yorks) |
| | G-GDSG | Agusta A.109S | Bovingdon – Knaresborough – Sywell |
| | G-OBEK | Agusta A.109A | Chorley – Bawtry – Lingfield |
| | G-OEAT | R.22B | Didcot – Site 2/S Scarborough |
| | G-TTHC | R.22B | LBA – Askwith(Ikley) |

| | | | |
|------|--------|----------------|--|
| | G-ONTV | Jet Ranger | "Castle 03", Hawes – Coney Park |
| | G-HOLZ | Jet Ranger | "Bladerunner 10", Sheffield – Coney Park |
| 25/3 | G-IRYC | Schweizer 269C | Ashbourne – Skegness |
| 26/3 | G-BZRN | R.44 | Matlock – Hemswell |
| 27/3 | N555GS | Agusta A.109E | Knutsford – Harrogate – Chorley |
| 29/3 | D-HPWR | Agusta A.109E | Hollywell – Hull – York – Dublin |
| | G-BWNJ | Schweizer 269C | Beelsby – Stream Farm, Sherburn |
| | G-JIVE | Hughes 369E | Shelf – Northallerton |
| 30/3 | G-GDSG | Agusta A.109S | Little Staughton – Cleethorpes |
| 31/3 | G-EKKO | R.44 | Elvington – Scarborough – Birmingham |

A new resident at a site near Barnard Castle is Gazelle G-BZDV which joins similar type YU-HEV. 'DV' was on delivery from Stapleford on 3/3 but had to divert into Doncaster/Robin Hood after encountering a snow storm, routing to its new home the following day.

The R.44 G-LOCO(Ex. G-TEMM) has finally moved to its new home at North Ferriby, Hull, arriving on 4/3 from Gamston. Also leaving Gamston was R.44 G-FOFO, which has now taken up residence at a site near Chesterfield.

Also new to the area is Jet Ranger G-HOLZ which has replaced Enstrom 480 G-IJBB at Oldcoates near Newark.

Jet Ranger G-TTMB spent almost the whole month based at a private site adjacent to Walton Wood airfield. During its stay it carried out filming Doncaster/Thorne area on days when the weather permitted it.

Princess Anne was visiting the area on 30/3, arriving in York late morning from Gatcombe Park on board S.76B G-XXEA ("Rainbow 1R"). After a three hour stay she was transported to Catterick and the helicopter then went to Leeming for fuel before to return journey home.

LOCAL AIRFIELDS

Bagby:- Visitors:- 1/3 G-BHAW F.172M(From Sleaf); 4/3 G-JLCA PA-34; 11/3 G-TAMC Schweizer 333; 17/3 G-OKYM PA-28; 19/3 G-DBOY A.109E(Fuel), G-SEVE C.172N; 22/3 G-BVLT Citabria, G-BKDJ DR.400; 23/3 G-ARYH Tri-Pacer, G-BPJW Cessna A.150K, G-BCCX Chipmunk; 29/3 G-RAMI Jet Ranger.

Beverley:- Visitors:- 1/3 G-CBAK R.44; 2/3 G-AWDA Nipper, G-BUUX PA-28; 3/3 G-CCSR Eurostar; 4/3 G-NOSY R.44; 6/3 G-BBKI F.172M(F/T East Winch); 19/3 G-BYZR Sky Arrow; 22/3 G-BTVX C.152; 29/3 G-OJON Titch.

Brighton:- A report in Humber Air Review indicates the arrival of "two and a half" Chipmunks with the hope of assembling a flying example from the bits. One aircraft is identified as G-BCZH(which crashed at Pentney, Norfolk in 1989) while the second complete machine is unmarked and the "half" is formerly WB550. Visitors:- 1/3 G-REGE R.44; 4/3 G-BZPH RV.4A, G-RAMY Jet Ranger; 5/3 G-BROR PA-19, G-BPPY Schweizer 269, G-DMSS Gazelle; 6/3 G-BKVM PA-18(To Strubby); 17/3 G-MLTY Dauphin; 18/3 G-BOTH C.182Q; 22/3 G-DISO Jodel D.150, G-BRDO C.177; 23/3 G-AXNS Pup; 25/3 G-LYFA YAK 52(From Barton), G-CCTF Pitts; 29/3 G-BHWA C.152.

Church Fenton:- It is rumoured that the Liverpool based Douglas DC-3 N5831B is due here in the near future for a respray, more details when we have them. Grob Tutor G-BYVJ was noted on 15/3, visiting from RAF Wyton. On 24/3 Cessna 421C G-BHKJ was noted outbound to Blackpool and on 28/3 PA-34 G-BPXX diverted in from Sherburn due to water logging.

Coal Aston:- Visiting on 22/3 was Jabiru G-BZAP from Fishburn.

Crosland Moor:- Noted on 5/3 was Mooney M.20 OY-DFD, outbound to Little Staughton. Schweizer 269C G-PKPK called in for fuel on 20/3, while on a local visit to Holmfirth and C.150F G-ATHV was noted on the 22nd.

Dishforth:- Shorts Skyvan G-PIGY("Ascot 609") was based here all day on 11/3, carrying out local parachute drops. Ximango G-KHOM was noted on 18/3, routing outbound to Blackpool. R.22B G-FIRS was training on 20/3, as was Jet Ranger G-TILI on 29/3.

Doncaster:- Airlines. We'll start this month with the Boeing 737/800 first visits for Ryanair in February and March, EI-CSC(16/2), EI-CSD(2/3), EI-CSM(1/2), EI-CSN(29/3), EI-CSP(24/3), EI-CSR(15/

3), EI-CSW(10/3), EI-CTA(30/3), EI-DAC(26/3), EI-DAF(21/2), EI-DAH(1/3), EI-DAM(20/3), EI-DAW(12/3), EI-DAZ(3/2), EI-DCD(16/3), EI-DCG(3/3), EI-DCJ(28/3), EI-DCL(2/2), EI-DCW(26/2), EI-DCY(8/2), EI-DHC(6/3), EI-DHG(7/2), EI-DHI(22/2), EI-DHO(4/2), EI-DHX(23/3), EI-DLE(14/2). Scot Airways produced a couple of Dornier 328s on charters, G-BWIR("Suckling 431") on 17/3 and the next day G-BYHG("Suckling 432"). Thomsonfly started quite a few new services towards the end of the month some operated by 757s with G-BYAO paying its first visit on 29/3. Another first visitor was Boeing 737/800 SE-DZH on 20/3. Emerald Shorts 360 G-JEMX("Gemstone 292/521A") as noted on 21/3 operating a freight charter. **Bizjets.** Not a lot to get excited about this time with the following noted:- 4/3 G-VUEA Citation 2("Flightview 131/2"); 9/3 CS-DFT Citation XLS("Fraction 6YP"); 13/3 N816JW Gulfstream G-200, n/s; 19/3 VP-BKZ Gulfstream 5; 20/3 D-IJOA Citationjet; 24/3 HB-VMX Citation Bravo("Jet Aviation 101"); 28/3 OE-GAA Citation V("Tyrol Ambulance 721"), OY-SGM CL.604 Challenger("Vampire 611"). **General Aviation.** Cessna 303 N154DJ paid a visit on 1/3, f/t Denham and on the 6th Cessna T.210N EI-CGH was noted. An interesting arrival from Denmark on 17/3 was Pilatus PC-12 OY-NUT. Agusta A.109 N449J was in evidence on 6/3 and 20/3 while similar type EI-TWO spent most of the day here on 21/3. Gazelle G-BZDV diverted in on 3/3, due bad weather while on delivery from Stapleford to Barnard Castle. Others included:- 1/3 G-BOVK PA-28(12 circuits); 2/3 G-OOGS GA-7("Exam 02"); 6/3 G-OECM Commander 114; 8/3 G-VMFC PA-32R; 9/3 G-FCAB DA-42, N234SAT.310R(ILS); G-BMDK PA-34("Air Med 011"); 10/3 G-NMID EC.135T("Police 08", ILS), G-SYPS MD.902("Police 33", ILS); 14/3 G-ELIS PA-34("Clifton 4"); 17/3 G-LNTY Twin Squirrel; 18/3 G-BZGC Squirrel("Osprey 65"); 19/3 G-ATHR PA-28, G-OOGA GA-7; 22/3 G-TAYI Grob 115, G-BOCG PA-34("Oxford 22"); 23/6 G-LIZA C.340A("Tayflight 06"); 24/3 G-GRND A.109S("Sloane 05", n/s); 26/3 G-BHGY PA-28; 31/3 D-EBWS T.210N, G-FLTZ Baron. **Military.** Visits by a pair of Irish Air Corp CASA CN.235s may have caused a little confusion. Noted on 27/3 was 252 using callsign "Irish 253" and the 31st saw 253 visit using callsign "Irish 252", say no more!! On 7/3 VC-10 ZD242("Ascot 863") was crew training for over two hours around lunch time while visiting on 30/3 was Puma XW216("Vortex 343"). On 16/3 BAe 125 ZD620 arrived from Northolt as "Ascot 1796", departing later as "Northolt 36" while another of the type, ZD703 also used "Northolt 36" as its callsign on 21/6. Aircraft making ILS approaches included the usual mix of T.67Ms and King Air 200s along with the following:- 13/3 XV205 and XV299 C-130s("Omen Formation"); 22/3 ZE295 Tornado("Javelin 21"). Back tracking to February with a few additions to traffic on the ILS:- 17/3 ZA373 and ZA594 Tornados("Voodoo"); 22/3 XX188 Hawk("Javelin 68"), XX285("Javelin 85"); 27/3 ZF205 Tucano("LOP 66").

Eddsfeld:- A new resident here is Cessna F.172N G-BPTL, formerly based at Teesside. Visitors:- 4/3 G-BSYG PA-18; 5/3 G-EXLL CH.601; 18/3 G-OPRC Europa; 19/3 G-BGRH DR.400, G-BICP DR.360, G-LVES C.182S, G-AKSY Auster 5; 29/3 G-BHWA C.152.

Elvington:- Visitors:- 5/3 G-BXTT AA-5B, G-SAWI PA-32(From Kemble); 16/3 G-NSUK PA-34(n/s to Hurn); 25/3 G-BNMB PA-28(From Liverpool); 30/3 G-CTCD DA.42(F/T Hurn).

Full Sutton:- A new resident here is PA-28 G-BGYH which was formerly at Sheffield. Visitors:- 1/3 G-EEJE PA-31; 2/3 G-EGEG C.172R(From Elstree); 5/3 G-CDLK Skyranger; 9/3 G-DECK T.210N; 11/3 G-RIVT RV.6; 15/3 G-BLHR Cougar; 18/3 G-BPJD Rallye; 20/3 G-BFAI Commander 114; 21/3 G-BLCU Falke; 22/3 G-BKCC PA-28(From Gloucester), G-BWZA Europa, G-RATZ Europa, G-BKMB M.20J, G-GEMM SR.22, G-INCE Skyranger; 23/3 G-APYN Tri-Pacer; 29/3 G-WBVS DA.40; 31/3 G-BBBC F.150L.

Gamston:- Walton Wood based R.22B G-BPTZ was in evidence all month, being used by Kuki Helicopter for local training sorties. Newly registered to the Diamond Agency are DA.40s G-KAFT and G-LAFT, judging by the last three of the registration these aircraft are destined for Atlantic Flight Training. Diamond DA.40D G-CDSF has also just been registered to the agency as has DA.42 G-CDSZ while DA-42 G-OPFR was noted heading to Sonderbourg (Denmark) on 20/3, possibly on delivery? The former Leeds based King Air 200 N771SC, which has been here for some months has been reregistered G-GBMR for M and R Aviation of Leicester. Diamond DA.40 OE-KKC was noted visiting on 5/3, arriving from Southend, while Citation 2 N550PD arrived from Leeds/Bradford on 8/3. Sandtoft based Sundowner N39TA was logged on the 11th and on 15/3 Cirrus SR.22 N834CD visited, f/t Norwich along with Cessna FR.182RG N883DP. On the 16th Lear Jet 45 N66DN paid a brief visit and the 18th saw C.182T N5020A arrive from Leeds/Bradford. Netjets Citation XLS CS-DXG was logged on the 27th. Visitors:- 1/3 G-BXXT Duchess; 2/3 G-NOIR Bell 222("Starspeed 35"); 3/3 G-CCUS DA.40(F/T Rochester, collect DA.40 G-CCLB); 9/3 G-AXJI Pup(From Derby), G-GUYS PA-34; 11/3 G-APUZ PA-24; 15/3 G-BTGP C.152, G-NEWS Jet Ranger, G-CCKH DA.40(To Shoreham); 18/3 G-VALY TB.21; 19/3 G-BABD FRA.150K; 20/3 G-SOHO DA.40; 21/3 G-BFXS Commander 114, G-AWUU

F.150J; 22/3 G-ARKJ Bonanza, G-BOZI PA-28, G-BXVK HR.200; 25/3 G-SHSP C.172S; 30/3 G-OMHC PA-28R.

Humberside:- CHC Scotia Helicopters must have had an aircraft shortage towards the end of the month as Dauphin OO-NHU of NHV Helicopters was noted operating flights to the North Sea rigs. First logged on 19/3 the aircraft flew home via Southend and Ostend on 21/3, however it returned two days later and was still active at the end of the month when another of the type OO-NHZ was also noted. Visitors:- 1/3 G-MPWT PA-34; 3/3 G-ONPA PA-31; 5/3 N112JA Commander 112(From Nottingham), N582QS Gulfstream 5; 8/3 S5-BAY Citationjet; 9/3 LX-PMR Premier("Ballistic 09C"), OO-TME Lear Jet 60(Toyota Motors, Europe), G-RAFP King Air 200("Cranwell 74", ILS); 10/3 N57MT C.303; 13/3 G-PLAC PA-31; 14/3 F-HILM Citation Encore, ZF405("LOP 21", ILS); 15/3 VP-CKN Hawker 800XP, CS-DFW Hawker 800XP, G-RAFO King Air 200("Cranwell 65", ILS); 23/3 N2010H Cessna T.182T, N101UK Mooney M.20; 26/3 G-WACJ Be.76; 28/3 G-GCCL Be.76; 29/3 D-ICDE C.303(From Wolverhampton).

Husthwaite:- Just registered to an owner here is G-SYUT, which is a Tanarg/Ixess 15 912(S), what ever one of them might be? For the record it is some kind of flex wing microlight as the trike is quoted as c/n T.05100 and the sailwing as number AO5188-5195!

Leeds:- Also reported in Humberside Air Review, at a secret location somewhere in the city, is Alouette 2 HA-LFZ accompanied by the two former Romanian Air Force machines "07 White" and "09 White". One aircraft, believed to be 07(G-CDSG) is in the process of being assembled while the other is just a green hulk with a camouflaged boom.

Leeming(Ladybank House):- Having just completed and flown homebuilt RV.9A G-IINI, the owner Mr. Simpson intends to replace it with newly registered RV.4 G-IKON.

Linton-on-Ouse:- A pair of French Air Force Tucanos, 477/312-JU and 479/312-JX("French Air Force 6248") arrived late afternoon on the 15th, passing over Leeds at 1715 while inbound. Also noted this month were a pair of French Air Force CASA CN-235s, 114/62-IJ on 20/3 and 156/62-IQ on 23/3.

Mt. Airey:- Sturgate based PA-28 G-AVZR was noted visiting on 25/3.

Netherthorpe:- A prospective new arrival here is Zivko Edge 360, aerobatic aircraft G-ZVKO, replacing Extra G-CBUA with Mr. C. Butler. FRA.150K G-BABD arrived from Norwich on 30/3 to collect similar type G-BUCA which had been on loan here for the past three weeks. Visitors:- 2/3 G-CDBG R.22B; 4/3 G-BXTD Europa, G-FIII Extra; 19/3 G-MYUZ Rans S.6, G-CBTO Rans S.6; 22/3 G-JAYS Sky Ranger; 23/3 G-BHWP C.152.

Ottringham:- Beech 36 N836TP reported airborne from a strip here(Hollym?), for another strip near Conningsby on 15/3.

Pocklington:- Chipmunk G-BTWF was noted visiting here on 26/3, along with Auster 5 G-AKSY.

Rufforth:- Squirrel G-BZGC arrived from Oxford on the 1st and was based, on and off, for the whole month while carrying out local environmental surveys. A permanent new resident however is J/3C Cub G-BSBT. Noted visiting on 29/3 was YAK 18T HA-HUA, f/t Rochester. Visitors:- 1/3 G-BIOK C.152(From Manston), G-CCGL TB.10(From Haverfordwest), G-EEJE PA-31; 4/3 G-CDEX Europa; 5/3 G-BPJD Rallye; 16/3 G-BPMF PA-28; 18/3 G-CBPY YAK 52; 19/3 G-BJCW PA-28; 20/3 G-WACP PA-28(From Benson).

Sandtoft:- A new resident here is Greek registered PA-28R Arrow SX-AJM which was first noted on 9/3. This aircraft, formerly F-BVRC was only registered to an owner in Skiathos in June 2005, so must have found the climate in Greece not to its liking instead opting for the cooler weather over here. Other newcomers here are R.22Bs G-BLDK, G-IIFR and G-JONH which have been very active on local training sorties during the month, however Jet Ranger G-GAND mentioned last month has returned home to Scotland. An early season fly-in was held on 19/3 with over 50 visiting aircraft putting in an appearance. Most of the aircraft were from local bases but their was a quintet of microlights from Lichfield, quite a few Barton residents including Nipper G-AWJE and Jodel G-BEZZ along with Bulldog G-DOGG from Bourne Park and Malibu N9275Y from Welshpool. Their were also several helicopters noted including R.44s G-OHVR(From Denham), G-BWVH and G-RONN along with R.22s G-EFOF, G-SBAR and Jet Ranger G-CCBL. Noted visiting on the 2nd was Gazelle YU-HEV, later seen departing to its home base at Barnard Castle, while another helicopter noted was Alouette HA-LFZ on 4/3. Cessna 177RG N278SA arrived from its base, Gloucester on 11/3 and SR.22 N40GD was noted on 26/3. Visitors:- 3/3 G-BTWF Chipmunk, G-JAYS Skyranger; 4/3 G-JACS PA-28(From Fowlmere), G-MYJW Chaser; 5/3 G-PIKK PA-28; 11/3 G-INCE Skyranger(From Ashcroft Farm); 15/3 G-IYCO DR.400(To Guernsey); 18/3 G-XTRA Extra, G-OBMW AA-5, G-SONA TB.10; 22/3 G-BPHG

DR.400(From Hinton-in-the-Hedges), G-CDDG PA-28(To Lyneham); 23/3 G-BTEX PA-28, G-BVOS Europa(From Peterlee); 25/3 G-BCCF PA-28, G-HOSS Be.33(From Sleaf), G-GEMM SR.20; 26/3 G-BLYE TB.10, G-BJMR C.310R, G-ONSF PA-28R, G-BPXX PA-34; 29/3 G-BFHP Citabria.

Sheffield:- A new resident is PA-28 G-DLTR, which was delivered from Cardiff on 15/3 and replaces similar type G-BGYH which is now based at Full Sutton. Another new arrival, first noted on 26/3 is Hughes 269C OO-DLM which is being operated by Dragon Helicopters, replacing the bent G-CCJE. Visitors:- 1/3 G-BYZR Sky Arrow, G-PASH Twin Squirrel, G-BOUF C.172N, G-GAND Jet Ranger; 5/3 G-IIFR R.22B, G-AVYL PA-28; 7/3 G-BYCP King Air 200("Lonex 341P"); 9/3 G-CCPX DA.40; 10/3 G-UESY R.22B, G-BSCE R.22B; 11/3 G-IIFR R.22B, G-CMSN R.22B, G-BFFC C.152, G-ATOU M.20J; 13/3 G-CDKR DA-42(From Annemasse); 14/3 G-RHHT PA-32R(From Gloucester); 15/3 G-USTB A.109A("Rocket 01", from Cumbernauld), G-IJBB Enstrom 480; 19/3 G-ARWS C.175C, G-ATGO F.172G; 21/3 G-TPSL C.182S(To Popham); 22/3 G-RONN R.44, G-BGNT C.152; 23/3 G-HRYZ PA-28, G-HOLZ Jet Ranger; 25/3 G-WARK Schweizer 269C; 28/3 G-OLDN Jet Ranger; 29/3 G-WAGS R.44, G-BZRN R.44; 31/3 G-SONA TB.10.

Sherburn:- The Cirrus SR.20 G-GEMM(Ex. N241CD) returned from Full Sutton on 9/3, following its reregistering and is now resident. Also operating from here all month has been Long Ranger G-MAAX which has recently been reregistered having formerly been G-EYLE, based at Manston. Another possible new resident is YAK 52 G-FLSH which was noted on 25/3 operating on an air to air photography sortie with based Cessna T.210N D-EBWS. PA-28 N21188 was noted on the 1st, inbound from Charlton Park and on the 2nd Cessna 425 N425HS arrived from High Wycombe. N425HS stayed until 4/3 when it was noted outbound to Amsterdam, while arriving that day was Cessna 177RG N278SA from Gloucester along with PA-28 N2136E. Cessna T.182T N5020A visited on 18/3, from Gamston to Leeds/Bradford. On 29/3 Agusta A.109E D-HPWR arrived from Hull for a refuel before routing to a site near Full Sutton. Visitors:- 2/3 G-RJMS PA-28R; 3/3 G-BXRY Jet Ranger(To Hawarden); 4/3 G-CDFL CH.601, G-BYTI PA-24, G-OPRC Europa; 5/3 G-BJOA PA-28, G-TBZI TB.21(From Biggin Hill), G-SAWI PA-32(To Kemble), G-RFSB RF.5B, G-TOMJ CT.2K with Eurostars G-CCDX, G-CDAV, G-CCEJ; 6/3 G-ARGV PA-18, G-OWGC Falke, G-FLOP C.152; 10/3 G-BXJD PA-28; 11/3 G-BSBT J/3C Cub, G-BORW C.172P; 13/3 G-ARAW C.182C; 18/3 G-RONN R.44, G-ARDB Comanche; 21/3 G-GOTH PA-28(To Barton), G-AZTS F.172L; 22/3 G-BTXT MX.7, G-RATZ Europa; 23/3 G-ETBY PA-32, G-SHSP C.172S, G-AZOE Airtourer; 25/3 G-CIFR PA-28, G-GATE R.44; 26/3 G-BYTI PA-24; 29/3 G-CCVL Zodiac, G-BFLZ Baron; 30/3 G-AVLV PA-28.

Sturgate:- PA-28R SX-AJM, which is a new resident at Sandtoft(q.v.), was noted visiting on 15/3 while on 29/3 Bolkow Junior D-EEAH was logged, f/t Boscombe Down. Visitors:- 1/3 G-BEYL PA-31, G-BCRL PA-28, G-BZHE C.152; 4/3 G-BRBX PA-28, G-AYRS Jodel D.120; 5/3 G-JONZ C.172P, G-BPWD C.120, G-BAHD C.182P; 15/5 G-GCAT PA-28; 19/3 G-CBIX CH.601; 20/3 G-BPMF PA-28; 21/3 G-MOUT T.182T; 22/3 G-ATEW PA-30; 23/3 G-OSEA Islander; 25/3 G-RVDR RV.6; 26/3 G-PIKK PA-28, G-BOJM PA-28; 31/3 G-BKUE TB.9(To Fife).

Walton Wood:- On 1/3 Long Ranger G-NEUF was noted leaving here on delivery to Edinburgh. The aircraft has now been reregistered G-LILA with Lothian Helicopters. Squirrel G-IIPM, which has been here on long term refurbishment, was noted on the 14th heading back home to Liverpool having also been reregistered G-OAWD. Visitors:- 2/3 G-WAGS R.44; 3/3 G-NOSY R.44; 6/3 G-FOFO R.44, G-CMSN R.22B; 13/3 G-CDBG R.22B; 16/3 G-STER Jet Ranger; 21/3 G-IIFR R.22B; 22/3 G-EWAW Jet Ranger; 30/3 G-TINK R.44, G-JOYD R.22B(To Liverpool); 31/3 G-DNCN Jet Ranger(From Manchester).

Wickenby:- A potential arrival here in the near future is vintage SNAC NC.856 G-CDWE which has been registered to R.H. and S.J. Cooper of Cooper Ariel Survey fame. This is a modified airframe built as the prototype of the NC.856 military observation aircraft and first flew in December 1949. Visitors:- 3/3 G-AXNS Pup; 5/3 G-IIDI DR.107(To Leicester); 18/3 G-RONN R.44; 19/3 G-SEVN RV.7; 25/3 G-XTUN Bell 47G; 31/3 G-SKYL C.182S.

Wombledon:- Europa G-LINN was noted on 22/3, visiting from Abbots Bromley and Leeds based G-PEGY arrived on the 23rd.

OVERFLIGHTS

| | | |
|------|--------|----------------|
| 19/3 | N476D | Pilatus PC-12 |
| | N278SA | Cessna F.177RG |
| 20/3 | N999F | Beech 33 |
| 21/3 | N2029Z | Cessna 172S |
| 30/3 | OY-BPS | PA-34 Seneca |

| |
|--|
| Newcastle – Hurn(LBA 1050 @ 3500') |
| Gloucester – Eshott(4/E LBA 1356 @ 3000') |
| Wevelgem – Newcastle(Hull 1714 @ 3000') |
| Over York 1431 @ 5000', on delivery(New a/c) |
| Cork – Billund(6/S LBA 1527 @ 8000') |

On 21/3 PA-31 OY-BTZ was operating in the Huddersfield area between 2100 and 2220 on a survey detail, from and to East Midlands.

Trevor Smith



LEEDS BRADFORD AIRLINE REPORT MARCH 2006

INBOUND DIVERSIONS

NII

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| AEA274 | TFS | 03/EC-HKR | 10/EC-HKR | 17/EC-HJP | 24/EC-HKQ | 31/EC-HJQ |
| AEU551 | FNC | 06/G-STRJ | 13/G-STRJ | 20/G-STRJ | 27/G-STRJ | |
| AEU981 | CMF | 04/G-STRJ | 11/G-STRF | 18/G-STRJ | 25/G-STRJ | |
| AUA2374 | INN | 04/OE-LFJ | 11/OE-LFK | 18/OE-LVH | 25/OE-LFG | |
| BAL012A | ALC | 07/G-BYAP | 14/G-BYAP | 21/G-BYAH | 28/G-BYAL | |
| BAL203A | AGP | 05/G-BYAS | 12/G-BYAE | 19/G-BYAS | 26/G-BYAS | |
| BAL348A | ACE | 01/G-BYAK | 08/G-BYAP | 15/G-BYAP | 22/G-BYAH | 29/G-BYAO |
| BAL418A | ALC | 04/G-CDZM | 11/G-CDZM | 18/G-CDZM | 25/G-CDZM | |
| JKK3206 | AGP | 05/EC-GBA | 12/EC-HKP | 19/EC-GNY | 26/EC-HNC | |
| JKK3354 | ALC | 04/EC-HNC | 11/EC-GQG | 18/EC-GVI | 25/EC-FZC | |
| LTE905 | ACE | 02/EC-ISI | 09/EC-JHJ | 16/EC-ISI | 23/EC-ISI | 30/EC-ICN |
| LTE971 | TFS | 03/EC-JHJ | 10/EC-ICN | 17/EC-JHJ | 24/EC-ICN | 31/EC-JHJ |
| MYT353 | TFS | 03/G-GTDK | 10/G-GTDK | 17/G-JOEM | 24/DivMAN | 31/G-JOEM |

OTHER FLIGHTS

| | | | | | |
|----|---------------|------|--------------|-----------------------------|-------------------|
| 02 | <u>EI-CSW</u> | B738 | RYP152/153A | f/t Dublin | - |
| 02 | <u>G-YIAN</u> | E135 | TWJ2 | f/t Stansted | Executive Charter |
| 04 | <u>G-BYAA</u> | B762 | BAL798B/999P | Bridgetown - Manchester | Passenger Charter |
| 04 | <u>G-DBCH</u> | A319 | BMA4JL/2LJ | f/t Heathrow | - |
| 05 | <u>TF-ELA</u> | B733 | EXS231P/231 | Edinburgh - Barcelona | Lieu EXS B733 |
| 05 | <u>G-YIAN</u> | E135 | TWJ2 | f/t Stansted | Executive Charter |
| 05 | <u>TF-ELA</u> | B733 | EXS232/232P | Barcelona - Edinburgh | Lieu EXS B733 |
| 09 | <u>EI-DHC</u> | B738 | RYP154/155 | f/t Dublin | - |
| 09 | <u>G-OBYH</u> | B763 | BAL997B/740A | Brussels - Halifax (Canada) | Passenger Charter |
| 10 | <u>G-FCLE</u> | B752 | TCX779F/106G | Glasgow - Perpignan | Leeds Rhinos RLFC |
| 10 | <u>EI-DAM</u> | B738 | RYP156/15N | f/t Dublin | - |
| 12 | <u>TF-ELA</u> | B733 | EXS231P/231 | Edinburgh - Barcelona | Lieu EXS B733 |
| 12 | <u>G-JMCE</u> | B752 | TCX106H/106F | Perpignan - Glasgow | Leeds Rhinos RLFC |
| 12 | <u>EI-DCD</u> | B738 | RYP156/15N | f/t Dublin | - |
| 12 | <u>TF-ELA</u> | B733 | EXS232/232P | Barcelona - Barcelona | Lieu EXS B733 |
| 14 | <u>PH-LXT</u> | F50 | KLM1545/1546 | f/t Amsterdam | Lieu F100 |
| 15 | <u>EI-DAW</u> | B738 | RYP152/153A | f/t Dublin | - |
| 15 | <u>G-RJXM</u> | E145 | BMA9133/2XV | f/t Glasgow | - |
| 17 | <u>G-BYAB</u> | B762 | BAL723B/998P | Bridgetown - Gatwick | Passenger Charter |
| 19 | <u>EI-DCI</u> | B738 | RYP156/15N | f/t Dublin | - |
| 21 | <u>G-WOWE</u> | DH8 | WOW46B/47L | f/t Bristol | - |
| 22 | <u>EI-DHX</u> | B738 | RYP152/153A | f/t Dublin | - |
| 22 | <u>EI-CSP</u> | B738 | RYP156/15N | f/t Dublin | - |
| 25 | <u>G-OBYI</u> | B763 | BAL740B/997P | Bridgetown - Gatwick | Passenger Charter |
| 25 | <u>G-CDKA</u> | SB20 | EZE066P/476C | Humberside - Southampton | Lieu JS41 |
| 28 | <u>G-MIDL</u> | A321 | BMA5JL/4LJ | f/t Heathrow | Lieu A319 |
| 31 | <u>EI-CSZ</u> | B738 | RYP154/155 | f/t Dublin | - |
| 31 | <u>G-DRFC</u> | AT42 | EZE01P/15JE | Coventry - Aberdeen | Lieu EZE JS41 |
| 31 | <u>G-DRFC</u> | AT42 | EZE16JE/02P | Aberdeen - Coventry | Lieu EZE JS41 |



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

We start this month with news of another new route, and a new country for an LBA destination, Taba in Egypt. However Monday 24 April heralded another bomb attack in Egypt in the town of Dahab. Unfortunately Taba and Dahab are only approximately 100 miles apart, so I fear the future of this programme must be in doubt. Here is the press release:

LBA Reaches Brand New Egyptian Heights with Peltours 30 March 2006

Independent operator Peltours, have today announced that they are to commence a brand new flight to the Egyptian airport of Taba this coming winter from Leeds/Bradford Airport. The flight, which will be operated by Astraëus Airlines, will depart every Thursday from the 5 October for six weeks and offers a perfect opportunity for those wanting to grab some winter sun in an area never before served from Yorkshire's Premier Airport.

Peltours has been tailor-making quality holidays since 1920 and was one of the first companies to offer tours of the Holyland. In addition, the company is also a member of the Association of Independent Tour Operators which is an exclusive organisation that works to ensure that its members are conforming to a strict code of conduct, providing a high quality level of service to its clients and work in an ethical manner.

Taba is the gateway to Taba Heights, one of Egypt's newest and relaxing holiday resorts, which is perfect for those seeking sunshine, relaxation and water sports. Surrounded by the red of the mountains, Taba is one of the most picturesque resorts on the Red Sea.

With numerous secluded bays, coves and lagoons waiting to be discovered and shallow reefs accessible straight from the beach, it is the ideal place to learn to dive or snorkel. With a courtesy shuttle direct from the hotels to Waterworld, the local PADI Gold Palm water-sports and diving centre, the underwater world is your oyster.

Darren Panto, Sales & Marketing Director for Peltours said: "As a specialist, we believe that our employees must have excellent knowledge of all the resorts and hotels we offer. With this in mind, all our staff has first hand knowledge of our product. If we do not know the answer to a query, we will endeavour to find someone who does. There are top quality hotels in Taba Heights, including the already popular Marriott Beach Resort Taba Heights, and the low prices offer unbeatable value for money. With average temperatures of around 27 degrees in October, this is just too good to miss."

On the 10 April, Air Southwest commenced their new schedules from LBA which added Newquay as a direct flight, and introduced a third daily Bristol service.

More flights from Leeds Bradford to the South West 10 April 2006

Air Southwest, one of the UK's fastest growing low fares regional airlines, is doubling its flights from Leeds Bradford to the South West from today [April 10th], including a third daily service to Bristol.

The airline's new enhanced spring schedule also sees the introduction of a daily non-stop flight to Newquay, putting one of the world's surfing capital – and Jamie Oliver's latest restaurant venture, Fifteen Cornwall – within even easier reach.

The extra mid-afternoon Bristol flight will give even more flexibility to business and leisure travellers and is in response to customer demand. Air Southwest also flies from Leeds Bradford to Plymouth in Devon.

Malcolm Naylor, Chief Executive of Air Southwest, said: "Our new schedule makes it easier than ever to visit the South West for business or pleasure and it's all down to our Yorkshire customers telling us what they want. This week is the first anniversary of our Leeds Bradford services and we're delighted with the response we have had." Sally Ramsey, Marketing and Business Development Manager at Leeds Bradford, said: "We are pleased that due to the popularity of these services Air Southwest has chosen to expand its programme further from Leeds Bradford. Many factors have contributed to the success of these routes including the low fares, the excellent schedule on offer and the fact that these destinations compliment the whole LBA flight schedule. We look forward to continuing the excellent working relationship with Air Southwest."

Finally on the new route front, as we close for press unconfirmed reports are been received regarding a new Monister flight for the summer of 2007. The flights are on behalf of Thomas Cook, operating on a Sunday by Tunisian operator Novelair, who operate A.320's. hopefully full confirmation next month.

Changes are also happening on the airfield itself. New signs appeared on the airfield during early April. The old 09 threshold will be re-designated as taxiway Mike with the holding point being called Mike 1. On the other side of 32/14 runway 09/27 has become taxiway November. There will be three new holding points on November. They are: November 1 which is between Bravo and Charlie, November 2 which is between Charlie and Alpha 3 (but see next sentence!) and November 3 which will be the other side of Delta taxiway (near the old 27 threshold).

The far Eastern Exit from the apron, which was Alpha 3 has now become Delta 3.

This summer will see a mass exodus of BMI aircraft on a Friday evening, all positioning out to operate weekend services, before returning to LBA on Sunday evening. Details are:

Friday Departures

| | | | |
|-------|--------|--------|--------------------|
| 21:45 | BD9854 | ERJ145 | TO MANCHESTER |
| 21:50 | BD9853 | ERJ145 | TO LONDON HEATHROW |
| 22:30 | BD9855 | A320 | TO EAST MIDLANDS |

Sunday Returns

| | | | |
|-------|--------|--------|--------------------|
| 11:10 | BD9873 | ERJ145 | FROM MANCHESTER |
| 17:25 | BD9871 | ERJ145 | FROM ABERDEEN |
| 17:45 | BD9874 | A320 | FROM EAST MIDLANDS |

AIRPORT NEWS

The CAA has now released the 2005 passenger figures for U.K. airports, again LBA holds its fifteenth position:

| | Total 2005 | Total 2004 | % (+ or -) |
|----------------|------------|------------|------------|
| Heathrow | 67,913,153 | 67,342,743 | + 0.85% |
| Gatwick | 32,775,695 | 31,466,523 | + 4.16% |
| Manchester | 22,402,856 | 21,249,676 | + 5.43% |
| Stansted | 21,998,673 | 20,910,842 | + 5.20% |
| Birmingham | 9,381,425 | 8,862,388 | + 5.86% |
| Luton | 9,147,776 | 7,535,614 | +21.39% |
| Glasgow | 8,792,915 | 8,574,999 | + 2.54% |
| Edinburgh | 8,456,739 | 8,017,547 | + 5.48% |
| Bristol | 5,253,752 | 4,647,266 | +13.05% |
| Newcastle | 5,200,806 | 4,724,263 | +10.09% |
| Belfast Int | 4,824,271 | 4,407,413 | + 9.46% |
| Liverpool | 4,411,243 | 3,353,350 | +31.55% |
| East Midlands | 4,184,319 | 4,381,108 | - 4.49% |
| Aberdeen | 2,853,741 | 2,635,653 | + 8.27% |
| Leeds/Bradford | 2,609,638 | 2,368,604 | +10.18% |

| | | | |
|-----------------|--------------------|--------------------|----------------|
| Prestwick | 2,407,789 | 2,163,168 | +11.31% |
| Belfast City | 2,237,219 | 2,091,221 | + 6.98% |
| London City | 1,996,397 | 1,674,807 | +19.20% |
| Southampton | 1,835,784 | 1,530,776 | +19.93% |
| Cardiff | 1,779,208 | 1,887,621 | - 5.74% |
| Jersey | 1,499,801 | 1,527,375 | - 1.81% |
| Guernsey | 907,710 | 944,640 | - 3.91% |
| Durham Tees | 900,035 | 788,382 | +14.16% |
| Exeter | 847,544 | 621,624 | + 36.34% |
| Bournemouth | 836,856 | 499,236 | +67.63% |
| Isle of Man | 805,955 | 773,583 | + 4.18% |
| Coventry | 719,473 | 462,368 | +55.61% |
| Inverness | 626,284 | 551,018 | +13.66% |
| Doncaster | 600,907 | 0 | n/a |
| Norwich | 545,554 | 447,879 | +21.81% |
| Humberside | 460,930 | 531,277 | -13.24% |
| Other UK Airp | 2,467,320 | 2,204,162 | +11.94% |
| Total UK | 231,681,768 | 219,177,126 | + 5.71% |

Chicago Midway Airport is to install a special pavement system that slows airliners if they overshoot the end of a runway. Engineered Material Arresting System (EMAS) is a special formulation of concrete and energy-absorbing materials. When laid down in runway overrun areas, people can walk on it and even drive light vehicles on it. When an airliner encounters EMAS, its wheels sink progressively into the surface, quickly bringing it to a safe stop, generally with no significant damage to the airplane or hazard to passengers.

"Ideally, we would prefer that all runways meet the current FAA criteria for runway safety areas. However, we understand that land use constraints make extending runway overrun areas problematic for Midway and other airports. The use of specially engineered materials that safely slow an aircraft past the end of a runway can greatly reduce the risks associated with an overrun" said Capt. Duane Woerth, president of ALPA. "We've made dramatic progress toward safety in the skies; but safety's 'ground game', the airport environment, has lagged behind. Runway overrun hazards have been a particularly resistant problem. We fully support Chicago's application for FAA funding to install EMAS at Midway," Woerth said.

AIRLINE NEWS

Aeroflot plans to buy 30 to 35 Airbus A-320s between 2008 and 2015, the company's deputy general director Lev Koshlyakov told Reuters on Wednesday.

The A-320s will replace Tupolev Tu-154Ms. It was not clear whether they would be new or second-hand. The decision comes ahead of the result of a \$3 billion tender for 22 passenger aircraft, with Boeing's latest B-787 "Dreamliner" passenger jet competing with Airbus's A-350 aircraft. Both Boeing and Airbus have declined to disclose the details of their bids. Aeroflot is expected to announce the winner of the tender in the next month.

Air Atlanta Group has purchased 7 Boeing 747-400s (6 passengers and 1 cargo). Four of the passenger aircraft will be converted to freighters by Boeing at which point all 5 cargo aircraft will be operated by Air Atlanta replacing older Boeing 747-200 Freighters. The two passenger aircraft are to be operated in the Excel Airways Group in the Travel City fleet. The six passenger aircraft are coming from All Nippon Airways, the cargo aircraft is coming from Cargolux.

Air Wales ceased flying scheduled services from 24 April, with Eastern Airways taking on certain routes. It is believed the carrier will carry on with limited charter work.

Eastern Airways has unveiled its first aircraft livery to be sponsored by local government, repainting one of its aircraft in the colours of Scottish city Aberdeen. The Norwich-based carrier rolled out the Saab 2000 (G-COKA) in the livery of Aberdeen city and its surrounding local government area, Aberdeenshire.

The airline says the decision to paint the aircraft, which will serve routes from the UK's largest oil industry city as well as from bases in Southampton and Newcastle, came after close consultation with and the support of Aberdeen City and Shire Economic Forum (ACSEF).

JET2 carried their one millionth passenger from Manchester Airport on 12 April. Jet 2 launched services from Manchester in December 2004 and now serve 16 destinations.

The airline has announced two new destinations from Blackpool. From late October the airline will commence flights to Amsterdam (5 weekly) and Faro (3 weekly).

Ryanair will inaugurate new service on 11 routes from its Liverpool base on October 3rd as follows to:

| | | |
|-----------|--------------|-------------------|
| Aberdeen | = 7 x a week | (Daily) |
| Alghero | = 3 x a week | (Mon/Fri/Sun) |
| Ancona | = 3 x a week | (Tue/Thu/Sat) |
| Inverness | = 7 x a week | (Daily) |
| Kaunas | = 3 x a week | (Tue/Thu/Sat) |
| Krakow | = 3 x a week | (Wed/Fri/Sun) |
| Poznan | = 3 x a week | (Mon/Wed/Sat) |
| Santander | = 3 x a week | (Mon/Wed/Fri) |
| Santiago | = 3 x a week | (Tue/Thu/Sat) |
| Tampere | = 4 x a week | (Mon/Wed/Fri/Sun) |
| Wroclaw | = 3 x a week | (Tue/Thu/Sun) |

The airline will base its 6th and 7th B737-800 at Liverpool from October to make these new routes possible.

Silverjet, a new airline based in the UK, is planning to begin operations in early 2007 with a fleet of 2 Boeing 767s operating service from London Luton to Newark. All seats on the aircraft, around 100, will be equipped with flat beds. Within 3 to 5 years the airline plans on operating 10 aircraft to a variety of destinations.

SN Brussels Airlines and Virgin Express are to merge into one carrier with a new name and brand to be announced by the end of the summer and launched in April 2007. The new airline will operate 4 to 6 long haul aircraft, up from the current 3 Airbus A.330-300s, and will likely fly to the US. The short/medium haul fleet will be composed of 13-16 Airbus A. 319/Boeing 737s and Avro RJs until at least 2010.

AIRCRAFT NEWS

Airbus carried out simulated evacuation tests on its A.380's during Sunday 26 March. The company said one man broke his leg and 32 other people suffered minor injuries during the exercise in which 853 passengers and 20 crew exited the plane on slides in a darkened hangar. Some of the injured suffered friction burns from sliding down the escape ramps, Airbus spokesman Tore Prang said. Despite the injuries, Airbus said the plane passed its test, with everybody out of the aircraft in about 80 seconds.

The company had said that bringing 650 people out of the plane within 90 seconds would have been enough to meet safety requirements.

"That was a very great success," Airbus manager Gustav Humbert said after the test at its factory in the north German city of Hamburg.

Of the plane's 16 exits, just eight were used in the drill, which was mandatory for the A380 to receive its safety certification, Prang said. Though the simulation was conducted inside a hangar, he said Airbus sought to make it as realistic as possible, strewing debris in the aisles. Air safety officials were on hand to observe the simulation.

Boeing has decided to produce an expanded version of its 787 Dreamliner aircraft in response to airline demand. The "stretch" version of the 250-seat plane will seat 300 passengers and will begin flying in 2012. Boeing said Emirates and about a dozen other airlines had been asking about such a plane. It has staked much of its future on the success of the 787, and has been competing fiercely for orders with European rival Airbus' A350 aircraft. Boeing took 235 orders for the Dreamliner in 2005 during a bumper year for the industry. It expects to begin production of the 787 in 2007 and deliver the first of the aircraft the following year. The company says its long-range 787 aircraft, which is designed to seat up to 250 passengers, will be 20% more fuel-efficient than similar mid-sized planes.

Airbus have announced it was ready to discuss possible improvements to its future Airbus A.350 plane after receiving several complaints about the mid-sized wide-body aircraft. "I want to note that Airbus listens to its customers ... We are ready to make extra efforts to respond to their expectations," Chief Executive Gustav Humbert said at the inauguration on Monday of a new site in Toulouse.

Some key Airbus customers, including Singapore Airlines, have criticised Airbus for not doing enough to make the A350 competitive with rival Boeing's 787 Dreamliner. Influential aircraft leasing executive Steven Udvar-Hazy, chief executive of International Lease Finance Corp., recently said Airbus ought to widen the fuselage and redesign the wing on the A350, encouraging the plane maker to offer a truly new plane to take on the all-new Boeing 787, and not to rely on design elements of the 20-year old A330 model. The criticism is adding to increasing pressure on Airbus to return to the drawing board at a time when the manufacturer is already facing delays on its Airbus A.380 airplane programme and slumping sales of its four-engine A340. Airbus introduced the A350 in 2004 as its answer to Boeing's twin-aisle 787 Dreamliner, which has sold out the first three years of production. "Sales figures from our competitor of long-haul planes are starting to be better than ours, but this is a very recent development. All the same, we have 182 commitments for the A350, and Boeing sales benefit from the fact that they launched the 787 earlier," Humbert said.

BAE Systems have announced plans to sell its 20 percent stake in Airbus to parent company EADS. Humbert said that while the transaction was expected, the timetable was a "real surprise". Europe's largest defence company BAE announced plans to sell the stake, valued at €3.5 billion in EADS's books, to make acquisitions in the United States. Humbert said the stake sale would not result in job losses in Britain.

The final Boeing 717 and last aircraft to be produced at the former McDonnell-Douglas plant at Long Beach, California has been rolled out to begin flight testing before delivery to AirTran in May. Much of the site and its associated hangars and buildings have already been demolished to make way for commercial development. On this site, aircraft from the entire Douglas and McDonnell Douglas range have been built.

The aircraft - the 156th Boeing 717 built - will be delivered to AirTran as N939AT.

OTHER NEWS

Tony Blair and his wife Cherie arrived in Melbourne on the 27 March, after a record-breaking flight across the world. Their chartered British Airways 777 jet registered the longest non-stop passenger flight by any aircraft, taking 18 hours and 55 minutes to make the 9,200 nautical mile journey from Brussels to Australia.

The trip was longer than the record-breaking scheduled flight, by Singapore Airlines, from Singapore to New York, an 18 and a half hour, 8,900 nautical mile journey. Mr Blair's plane had 50 passengers, 12 cabin crew, five BA support staff and four pilots.

Aviation expert David Learmount said: "It's done a longer journey than anyone can make by buying a ticket on a scheduled airliner - but it couldn't do it with a full payload of passengers". It's a similar duration and distance to the Singapore-New York flight, and Singapore Airlines providing that as a scheduled service is a more impressive achievement, in my view. "They do it by using the Airbus 340-500 aircraft, which is designed for extreme range".

Francie Rehwald's new Malibu house may be the only one in the neighbourhood that comes with a disclaimer that can be read from a passing plane. The Mercedes-Benz dealership heiress is having her \$2 million home built from parts of a scrapped Boeing 747-200.

The FAA says the "strewn" design chosen by architect David Hertz will look like a plane crash from overhead and it doesn't want pilots (or passengers) of aircraft headed to Los Angeles International to be alarmed. The FAA has asked that "special numbers" be painted on the wings to assure pilots that it's not a crash site.

The wings will form the roof of the house and ailerons will control shade on the deck. Other parts, including the meditation temple made from the nose, will be scattered around the property, hence the crash site concerns.

Ryanair Flight FR9884 on Wednesday 29 March took off as usual from Liverpool John Lennon Airport bound for City of Derry Airport in Ireland. Fifty minutes later the flight, flown for Ryanair on a wet lease by an EirJet A-320, touched down on Ireland's north coast – but at the wrong airport. The pilot inadvertently landed at the disused military base at Ballykelly.

Passengers were de-planed and continued their journey by bus, while the return sector from Derry back to Liverpool was cancelled. A police spokesman at Limavady in Northern Ireland, the nearest town to the Ballykelly airstrip, is reported as saying that the local police are investigating why the plane landed at an old military airfield. In another turn of misfortune just two weeks previous Ryanair had launched a press release expelling the virtues of using Glasgow Prestwick against Glasgow International, the headline read "Don't fly from the wrong airport, says Ryanair!"

Finally six of us made a trip to Warsaw from Leeds/Bradford on the new Centralwings service in late April, hopefully a full report will appear about our adventures in next month's Air Yorkshire magazine.

E-mail: DWooler@EGNM.screaming.net

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

David Wooler



Boeing 737-300 G-CELL
Jet2 Leeds Bradford
November 2005
Graham Shepherd

MILITARY AVIATION



Any 'gen' on Mitchell FV 937?

I am in regular correspondence with yet another ex-Fleet Air Arm/ex-Army type, Peter, who is a very keen researcher into a number of military aviation topics. One of his interests is a Mitchell FV937; so much so that he is visiting Kalamazoo this summer, where she is sited in a museum. He already has a large volume of information, but would be delighted to have more. If you have any information about her, however slight, I would appreciate a contact, as below, to help a fellow aviation-enthusiast.

Credit: Peter Jenner

Typhoons for Saudi Arabia

The Royal Saudi Air Force is to receive at least 24 Typhoons from BAE Systems. This is part of a continuation of the defence agreement which has been running for over twenty years, under which the British company plays a major role supporting the operation of Saudi front-line and training aircraft, as well as base facilities and other services. The Typhoons will replace Tornado F3s; the Saudi Typhoons will be taken from the RAF order for 89 Batch 2 aircraft and the MOD has indicated that replacement aircraft will be added later, to make up RAF numbers. The MOD also confirmed that there is no intention to reduce the UK total commitment for up to 232 Typhoons. Initially, some fears were expressed in the tabloid press, that formation of new Typhoon squadrons would be delayed, but the MOD has vehemently stated that there will be no delays as, if necessary, production capability can be increased.

Credit: The Air League Newsletter

Deployment to Afghanistan

In addition to the 3300 personnel to be deployed to Afghanistan, the MOD has announced that they will be supported by eight Apache AH1 attack helicopters, four Lynx light utility helicopters, six Chinook HC2 support helicopters and four additional C130 Hercules. The personnel deployed will be mainly from The Parachute Regiment, elements of 16 Air Assault Brigade, with its supporting units; the Apaches from 9 Regiment, Army Air Corps and the other aircraft from various RAF squadrons and bases.

Credit: Air Mail (the magazine of The Royal Air Forces Association)

Please send any information for inclusion in Military News to:-

Eric Martin 11 Penn Drive LIVERSEDGE, WF15 8DB (Tel: 01274 873 336)

Eric Martin

COLTISHALL

Sadly, another RAF station has closed due to the ever-present cost reductions and re-alignment plans. The more open nature of this airfield afforded some excellent vantage points for both based aircraft and a variety of visitors over the years. This and the number of spotters' tours arranged by the base CRO will be greatly missed amongst the enthusiast community.

The main departure of Jaguars re-locating *en-masse* to Coningsby took place on Wednesday 29 March 2006. The final base fly-out took place here on Saturday 1 April and involved a number of visiting aircraft plus a number of fly-through's as follows:

A fly-past by nine Jaguars from Coningsby plus a camera-ship and airspare as "Boxer 1-11": Nine-ship as "Boxer 1-9": XZ115/ER, XZ109/EN, XX738/ED, XX748/EG, XZ114/EO, XX767/FK, XX723/FF, XZ392/EM and XX725/FE.

The airspare and camera-ship were: XZ399/EJ, XX752/EK as "Boxer 10 and 11".

Also participating in the fly-past were GR.9 ZG508/79, F.3 ZE785 and GR.4 ZA609 from 41(R) Squadron/FJWOEU as "Apollo formation."

The following Jaguars finally got airborne around 15:45h local:
XZ117/FB, XZ391/ET, XX847/EZ, XX835/EX, XZ103/FP (Special 41 Squadron marks) as "Rebel Flt."

However, the final airworthy Jaguar on base, XZ112/GW (Special 65th Anniversary of Coltishall/B of B Marks) 'conveniently' went u/s at the end of runway 22 as it was trying to start its take-off run.

Four of these Jaguars did a four-ship "Missing Man" fly-past before joining with the airspare and departing to Coningsby.

Harrier GR.9A ZG478 41(R) Squadron marks was towed to the flightline but went u/s and was towed back into the hangar departing on the following Monday.

Typhoon F.2 ZJ921/BW 29(R) Squadron was towed out of a hangar for static display and then towed back into the hangar again and also departed on Monday.

The second Typhoon T.1 ZJ800/BC 29(R) Squadron remained locked-up inside the hangar also departing on Monday.

The only visitor was BAe Systems 146 ZE700 of 32(TR) Squadron which arrived in the morning with Air Chief Marshall Sir Jock Stirrup on board plus other VIPs and Guests. The aircraft departed mid-afternoon as "RRR 1342", presumably back to Northolt.

The final Jaguar departure from here took place on Monday 03 April 2006 in the form of Station Commander's aircraft XZ112/GW c/w a spc.l mk.s tail at 16:23h. After three spirited fly-by's the aircraft departed to Coningsby.

Following this the tower was heard to announce:

"This Is RAF Coltishall TowerColtishall airfield is now closed".

Sad words indeed.

Howard Gent and "Screaming Leeming" magazine



G-ASKD ATL Stansted 23 August 1963 - Jim Stanfield (page 33)

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

Air Yorkshire Website www.airyorkshire.org.uk

A number of members have had a problem accessing the website using "Favourites". Please retype in the website address and then resave it in your favourites.

Programme

Please note that car parking at the monthly meetings is provided at a discounted rate - contact a committee member for details.

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

Organised Visit to Southside LBIA

A visit has been arranged for Sunday 21 May 2006 at 14.30hrs to the Aviation Academy, when they will explain what their role is. This will be followed by a visit to the Yorkshire Air Ambulance and the Multiflight Hangers.

The security requirements of this visit mean that we have to provide them with a list of names and car registrations by Wednesday 17 May 2006. If you want to go on this visit please contact Paul Windsor (0113 250 4424).

www.theaviationacademy.co.uk

Alan Sinfield

I FLEW WITH FREDDIE

The death of Freddie Laker in February this year prompted me to reflect on past occasions when I had come into contact with his many business ventures and adventures.



My earliest recollection goes back to a summer holiday in August 1963 when, as part of a two week plane spotting tour of England, I visited Stansted. I had written ahead for a pass to see round the ATL (Aviation Traders Ltd) facility. ATL was one of Freddie's companies. He had an idea to convert surplus DC-4s to the car carrying role for Channel Air Bridge. At the time the Bristol Freighter was the stalwart of this market, but it had a limited carrying capacity and was coming to the end of its life.

At his Stansted facility his team converted the DC-4s into the ATL 98A Carvail. The conversion involved a new enlarged tail and an added bulbous opening nose, through which the cars were loaded. With this modification it could carry up to five/six early 1960s, small/medium sized cars.

The first service was in February 1962 when Channel Air Bridge flew the aircraft to Ostend from Southend. Its strength lay in its ability to undertake "deep penetration" flights as far as Basle, something the Bristol Freighters could not do.

On the day of my visit I saw G-ASKN "Big Bill" and G-ASKD. The latter was under construction in the open air. It was without nose or tail and still showing its previous i/d OO-SBO of Continentale. Also seen was C-54 G-AOFW which was the next in line to receive the Carvail treatment.

The following year the fledgling West Riding Branch of Air Britain organised an overnight coach trip to Southend, Stapleford, Stansted and Teversham. At Southend we saw the remnants of one of Freddie's failures. He had decided to buy the RAF's fleet of Percival Prentices on their release from RAF service. He bought about 250 in all and over a period of time flew them to Stansted and Southend where they were parked awaiting the next stage. After stripping out the valuable surplus RAF equipment, his plan was to convert them to GA aircraft for the growing private flying market.

One thing he had overlooked was the time it would take to get a civil certificate of airworthiness and consequently he was eventually overtaken by events. The competition from the removal of import restrictions on the American built Cessnas and Pipers resulted in only a handful of Prentices being sold in the civil market. The rest were left to rot and be sold for scrap. So in June 1964 on the Southend visit we saw the wrecks of four remaining Prentices still wearing RAF serials. One of those logged was dual registered as VS741/G-AOKM.

In November 1964 on another overnight coach trip we visited Gatwick and had a tour of the British United Airways (BUA) hangars and base. By this time Freddie was Managing Director of BUA. I recall sitting in the cockpit of Britannia G-APNA, which at the time was the pride of the BUA fleet. My memory of this tour is decidedly vague, mainly due to a hangover from a celebration the previous night.

By the summer of 1965 I was living in student "digs" close to Heathrow and an hour or so bus ride from Gatwick. It was a glorious summer (as they all were then) and I spent many Saturdays on the splendid roof terraces at Gatwick with my trusty Shorrock Mk5 airways radio watching a feast of proliners. Freddie was still ruffling feathers and had shocked the airline industry by ordering modern

jets to compete with the state run giants BEA and BOAC. The aircraft he chose was the BAC1-11 and during that year they were on delivery from Hurn for service on BUA's UK domestic routes.

BUA was then the biggest independent and was actively trying to live down the "tramp" reputation that this sector carried at the time. So as the summer progressed I was delighted to be able to log these 1-11s, some just delivered, resplendent in the BUA scheme of the day. Experts among you will recall that they were 1-11 Series 201 and registered in the range G-ASJC to G-ASJJ.



My main recollection of Freddie was in August 1974. I had travelled to Tossa de Mar on the Costa Brava on a Clarkson's package holiday with my wife to be. We had travelled to Barcelona on a Court Line Tri-star from Luton. We were about seven days into the holiday when Court Line went into liquidation; a combination of the three day week and an oil crisis. So there we were marooned on holiday in Spain and no Court Line aircraft available to take us home. With the two Court Line Tri-stars grounded the question was: what was available in the UK with the capacity to bring us all home in one load? Enter Freddie's lads.

Freddie had left BUA some years previously and formed Laker Airways. At the time his latest scheme was to introduce low cost flights for the people, in particular low cost across the "pond". His name for this radical service was Skytrain and he had purchased DC-10s in anticipation. Skytrain was destined to have many teething problems and be the subject of many court cases and appeals before it eventually went ahead. Such was the radical nature of the low cost idea in the 1970s.

Because of these teething troubles, he had a couple of DC-10s standing around at Gatwick with little or nothing to do. The DC-10 fitted basically the same market as the Tri-star and carried roughly the same payload. So the enterprising Freddie filled his under-used Skytrains with returning Clarkson holiday makers and won our undying gratitude.

We returned to the UK in Skytrain DC-10 G-AZZD. Our departure had been from Luton and our return was to Gatwick, but we weren't complaining. It was nice to be home safely and on-time. On the flight I remember being given a cup of coffee and a slice of cherry fruit cake at no charge.

My car was parked at Luton, but we had to make our own arrangements to travel from Gatwick to Luton. It turned out to be the most expensive and stressful part of the journey home. When we eventually arrived back at Luton, at around 0100hrs, the aprons were filled with grounded Court Line 1-11s and their two Tri-stars, but it was too dark for a photograph. Another missed opportunity.

So I did fly on Skytrain, but from Barcelona to Gatwick, and not as intended to New York.

The Court Line break up was the making of Freddie: Laker Holidays boomed over the next five years with his DC-10s and 1-11s dropping into many Med destinations, with full loads of package holiday makers. Skytrain eventually started in 1977. Freddie became Sir Freddie and the people's favourite.

Sadly I never flew with Freddie again despite seeing his 1-11s on many occasions at Manchester as we boarded Dan Air or British Airtours 1-11s for Spain.

Jim Stanfield



SE210 Caravelle 3D-KIK Gabon Airways
Gisenyi, Rwanda 15 November 2005
Last airworthy Caravelle, crashed 28 August 2004
Landed long and hard, starboard undercarriage collapsed
and burnt out at Gisenyi, Rwanda
No-one was injured and aircraft was a write-off!
Peter Horne



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DH-90 Dragonfly
ZK-AYR
Croydon Aircraft Co. Ltd.
Mandeville-Gore New Zealand
2 February 2006

John Ibbitson

Friendship
G-BCDN
Air Anglia
In the snow at LBA

Terry Sykes



Boeing 737-400
00-TUI
Jetairfly
Tenerife
19 February 2006

Alan Sinfield