

COVER DANK



YORKSHIRES PREMIER AVIATION SOCIETY



DC9-83 SE-RDE VIKING
MANCHESTER 24 SEPTEMBER 2004
STEVE LORD

£1.75

VOL 30 NUMBER 11 **NOVEMBER 2004**

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Denis STENNING, Geoff WARD

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

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

5 December 2004: Christmas Social

9 January 2005: please note that this meeting is on the second Sunday

AIR YORKSHIRE AVIATION SOCIETY NEWS

At the Society meeting in October, Cliff reminded members that the Annual General Meeting will be held on 7 November at which a new Committee will be elected to organise the activities of the Society on behalf of members. Any person who is interested in being on the Committee should not hesitate to raise his/her interest with any Committee member – volunteers are very welcome.

At the Christmas Social meeting on 8 December, the results of the annual photographic competition will be announced and the prizes awarded. Also, the prize draw will be made for the unique picture by David Bates, an original drawing of a Boeing 737 in Planet Air livery. Tickets are still on sale to all members of the Society, at £1.00 each from Pauline Valentine.

Cliff then introduced and welcomed our guest speaker, Paul Isherwood, who gave an excellent illustrated talk on his 2003 trip around the world, and on his trip to South America.

Paul showed us fifty slides, some very close-up views, of mainly passenger aircraft of various airlines, which he had taken whilst visiting Japan, Australia, New Zealand, Hawaii and Canada. His trip involved twenty flights from start to finish.

After a short break, Paul showed another fifty slides which he had taken during his visit to South America. Again, the passenger aircraft and airlines were varied, from Brazil, Argentina and Chile. The star point about both trips was the situation for spotters – viewing was good, mainly close and often well favoured for photography.

John Dale



MOVEMENTS AUGUST 2004

01 Sunday

PH-OFE	Fokker 100	0032 1013	G-BYAW	Boeing 757	0345 0713
C-GTDK	Airbus 320	0638 0804	G-DATE	Agusta A109C	0845 1018
N708SP	Lear Jet 45	0901 0956	PH-OFB	Fokker 100	0935 1045
G-RJXG	EMB 145	0948 1042	G-RJXB	EMB 145	1131 1216
G-RJXJ	EMB 135	1159 1500	EI-CNZ	Boeing 737	1258 1345
G-JEDT	DHC-8 400	1346 1428	PH-KZI	Fokker 70	1438 1614
C-GTDK	Airbus 320	1458 1620	G-MAJM	Jetstream 41	1638 1742
G-MAJL	Jetstream 41	1648 1737	G-JEBB	Bae 146 300	1653 1731
G-RJXG	EMB 145	1720 1806	LZ-BHC	Airbus 320	1726 1903
G-RJXJ	EMB 135	1729 1859	N79EL	Beechjet 400A	1739 1913
EC-GZD	Airbus 320	1750 1910	G-RKJT	PA-46 Malibu	1809 1510(04)
G-BVJC	Fokker 100	1950 0815(02)	G-MAJM	Jetstream 41	2002 0702(02)
PH-OFK	Fokker 100	2006 0628(02)	G-MIDY	Airbus 320	2018 2109
G-RJXG	EMB 145	2041 0741(02)	G-RJXJ	EMB 135	2050 0734
EI-CON	Boeing 737	2142 2215	G-BVJD	Fokker 100	2146 0753(02)

02 Monday

C-GTDK	Airbus 320	0227 0845	G-BYAW	Boeing 757	0342 0923
EI-CNZ	Boeing 737	1029 1108	G-BVJD	Fokker 100	1054 1146
G-RJXJ	EMB 135	1104 1153	G-BXWE	Fokker 100	1111 1446
G-BVJC	Fokker 100	1134 1238	G-RJXG	EMB 145	1209 1354
PH-OFH	Fokker 100	1247 1348	EI-CNT	Boeing 737	1252 1328
C-GTDK	Airbus 320	1346 1511	G-JEDL	DHC-8 400	1351 1433
G-RJXJ	EMB 135	1408 1504	G-BVJD	Fokker 100	1415 1538
PH-OFE	Fokker 100	1419 1652	G-MAJM	Jetstream 41	1433 1516
G-BVJC	Fokker 100	1509 1749	G-BYAW	Boeing 757	1541 1710
G-BYRA	Jetstream 31	1629 1713	G-BXWE	Fokker 100	1636 1735
G-RJXJ	EMB 135	1702 1800	LZ-BHB	Airbus 320	1711 1826
G-RJXG	EMB 145	1718 1756	G-JEDK	DHC-8 400	1727 1805
G-MAJM	Jetstream 41	1744 1821	G-BVJD	Fokker 100	1824 1915
G-BXWE	Fokker 100	1930 0744(03)	PH-OFF	Fokker 100	1946 0626(03)
N601HW	Challenger 601 3R	1957 1304(05)	G-BYRA	Jetstream 31	2003 0658(03)
G-RJXJ	EMB 135	2009 0727(03)	G-MAJM	Jetstream 41	2033 0704(03)
G-BVJC	Fokker 100	2040 0719(03)	G-RJXG	EMB 145	2050 0733(03)
EI-CNT	Boeing 737	2115 2150	G-BVJD	Fokker 100	2148 0722(03)

03 Tuesday

C-GTDK	Airbus 320	0034 0812	G-BYAW	Boeing 757	0239 0620
G-JEDJ	DHC-8 400	0815 0852	HB-IGL	Falcon 900	0837 1651
G-RJXG	EMB 145	0927 1014	G-BVJC	Fokker 100	0931 1459
G-MAJM	Jetstream 41	0934 1145	G-OAKJ	Jetstream 31	0953 1040
G-BVJD	Fokker 100	0957 1104	PH-OFI	Fokker 100	1017 1112
EI-CJC	Boeing 737	1019 1058	G-RJXJ	EMB 135	1022 1106
G-BXWE	Fokker 100	1043 1512	EI-COB	Boeing 737	1248 1325
G-RJXG	EMB 145	1303 1357	G-MAJM	Jetstream 41	1318 1439
G-RJXJ	EMB 135	1326 1754	G-JEDJ	DHC-8 400	1345 1430
PH-OFA	Fokker 100	1412 1607	C-GTDK	Airbus 320	1449 1625
G-BVJD	Fokker 100	1452 1541	G-MONW	Airbus 320	1613 1728
G-BVJC	Fokker 100	1646 1736	G-MAJM	Jetstream 41	1702 1750
G-RJXG	EMB 145	1708 1748	G-BXWE	Fokker 100	1710 1804

G-JEDJ	DHC-8 400	1729 1812	G-OAKJ	Jetstream 31	1743 1819
9H-ADH	Boeing 737 300	1824 1931	G-BVJC	Fokker 100	1924 0749(04)
G-BXWE	Fokker 100	2001 0730(04)	G-MAJM	Jetstream 41	2017 0728(04)
PH-OFH	Fokker 100	2024 0623(04)	G-BVJD	Fokker 100	2028 2134
G-RJXJ	EMB 135	2047 0718(04)	G-OAKJ	Jetstream 31	2050 0653(04)
G-RJXG	EMB 145	2053 0735(04)	G-BYAW	Boeing 757	2130 0739(04)

04 Wednesday

G-BVJD	Fokker 100	0026 0709	C-GTDK	Airbus 320	0223 0727
G-JEDJ	DHC-8 400	0807 0858	G-BBGB	PA-23 Aztec	0840 1152
G-RJXG	EMB 145	0928 1020	G-BVJD	Fokker 100	0928 1059
G-MAJM	Jetstream 41	0942 1022	G-BXWE	Fokker 100	0945 1455
PH-OFA	Fokker 100	0947 1042	G-OAKJ	Jetstream 31	0951 1037
EI-CNT	Boeing 737	1001 1046	G-RJXJ	EMB 135	1008 1056
G-BVJC	Fokker 100	1049 1506	G-IEIO	PA-34 Seneca	1141 1447
G-MAJM	Jetstream 41	1220 1439	EI-CNV	Boeing 737	1241 1326
G-RJXG	EMB 145	1257 1346	G-RJXJ	EMB 135	1324 1745
G-JEDJ	DHC-8 400	1342 1429	G-BVJD	Fokker 100	1410 1544
PH-OFC	Fokker 100	1414 1607	G-OAKJ	Jetstream 31	1630 1717
C-GTDK	Airbus 320	1636 1821	G-BXWE	Fokker 100	1646 1734
G-RJXG	EMB 145	1657 1743	G-MAJM	Jetstream 41	1701 1752
G-BVJC	Fokker 100	1703 1803	G-RKJT	PA-46 Malibu	1710 1737
G-JEDJ	DHC-8 400	1715 1800	G-BVJD	Fokker 100	1818 1911
G-BXWE	Fokker 100	1924 0743(05)	G-BYRA	Jetstream 31	2004 0728(05)
G-MAJM	Jetstream 41	2011 0704(05)	PH-KLI	Fokker 100	2023 0849(05)
N710A	BAe 125 800B	2028 1134(05)	G-RJXJ	EMB 135	2033 0732(05)
G-RJXG	EMB 145	2050 0727(05)	G-BYAN	Boeing 757	2108 0716(05)
EI-COA	Boeing 737	2127 2157	G-BVJD	Fokker 100	2147 0714(05)

05 Thursday

G-JEDJ	DHC-8 400	0809 0853	C-GTDK	Airbus 320	0825 0946
EI-DMG	Cessna 441	0851 0913	G-BVJD	Fokker 100	0910 1448
G-MAJM	Jetstream 41	0933 1018	G-JIVE	Hughes 369E	0935 1158
G-RJXG	EMB 145	0936 1022	PH-OFC	Fokker 100	0947 1042
G-BVJC	Fokker 100	0950 1101	G-BYRA	Jetstream 31	1008 1043
EI-CNT	Boeing 737	1010 1057	N750NS	Citation X	1014 1120
G-RJXJ	EMB 135	1016 1057	G-BXWE	Fokker 100	1049 1507
G-MAJM	Jetstream 41	1215 1444	EI-COB	Boeing 737	1242 1320
G-OOBH	Boeing 757	1248 1422	G-RJXG	EMB 145	1259 1348
G-RJXJ	EMB 135	1317 1741	G-XLAC	Boeing 737 800	1326 1430
G-CCFP	DA 40D Star	1348 1718	G-JEDJ	DHC-8 400	1351 1440
PH-KLI	Fokker 100	1406 1604	EI-DMG	Cessna 441	1414 1441
G-OEAC	Mooney M.20J	1417 1512	G-BVJC	Fokker 100	1422 1548
EC-GZE	Airbus 320	1437 1601	C-GTDK	Airbus 320	1608 1835
G-BYRA	Jetstream 31	1637 1727	G-BVJD	Fokker 100	1643 1731
G-RJXG	EMB 145	1700 1802	G-MAJM	Jetstream 41	1709 1758
G-BXWE	Fokker 100	1715 1753	G-JEDJ	DHC-8 400	1724 1815
N6498V	Cessna T303	1810 1858	G-RKJT	PA-46 Malibu	1912 0639(06)
G-BVJD	Fokker 100	1943 0715(06)	PH-OFC	Fokker 100	1949 0629(06)
G-BVJC	Fokker 100	1957 2028	G-BXWE	Fokker 100	2005 0742(06)
G-BYRA	Jetstream 31	2018 0650(06)	G-MAJM	Jetstream 41	2026 0659(06)
G-BYAJ	Boeing 757	2140 0738(06)	G-RJXJ	EMB 135	2148 0711(06)
G-RJXG	EMB 145	2159 0727(06)	EI-CNW	Boeing 737	2216 2252
G-BVJC	Fokker 100	2337 0722(06)			

06 Friday

C-GTDK	Airbus 320	0317 0759	C-FTDF	Airbus 320	0736 0831
G-JEDJ	DHC-8 400	0814 0856	TC-APU	Boeing 737 800	0854 1010
G-OBLC	B.76 Duchess	0912 1311	G-RJXG	EMB 145	0916 1013

G-MAJM	Jetstream 41	0922 1015	G-BVJC	Fokker 100	0925 1511
G-BVJD	Fokker 100	0938 1101	G-RKJT	PA-46 Malibu	0945 1026
PH-OFA	Fokker 100	0949 1041	G-BYRA	Jetstream 31	0952 1047
EI-COX	Boeing 737	1003 1043	G-BXWE	Fokker 100	1031 1449
G-RJXJ	EMB 135	1038 1123	G-HOPE	F.33A Bonanza	1057 1520
G-YPOL	MD 900	1124 1302	EC-HKQ	Boeing 737 800	1145 1253
G-BBGB	PA-23 Aztec	1200 1543	G-MAJM	Jetstream 41	1221 1439
G-RJXG	EMB 145	1247 1353	EI-CNT	Boeing 737	1250 1329
G-RJXJ	EMB 135	1345 1759	C-GTDK	Airbus 320	1350 1443
G-BVJD	Fokker 100	1412 1540	G-JEDL	DHC-8 400	1430 1534
PH-OFH	Fokker 100	1509 1716	N225ME	Cessna T206H	1615 1000(07)
G-BYRA	Jetstream 31	1631 1723	G-RJXG	EMB 145	1645 1747
G-BXWE	Fokker 100	1657 1728	G-BVJC	Fokker 100	1701 1755
G-MAJM	Jetstream 41	1704 1751	G-JEDL	DHC-8 400	1736 1816
G-BVJD	Fokker 100	1805 1913	G-BXWE	Fokker 100	1923 0911(07)
G-BVJC	Fokker 100	1952 0701(08)	G-CBDA	Jetstream 31	2000 0657(09)
C-GTDK	Airbus 320	2005 2136	G-MAJM	Jetstream 41	2008 0957(07)
PH-OFK	Fokker 100	2012 0625(07)	G-RJXJ	EMB 135	2036 0813(07)
G-RJXG	EMB 145	2039 0724(07)	EI-CNT	Boeing 737	2118 2151
EC-ICD	Boeing 737 800	2132 2255	G-BVJD	Fokker 100	2142 0701(07)
G-BYAP	Boeing 757	2327 0651(07)			

07 Saturday

C-GTDK	Airbus 320	0322 0619	G-JEDT	DHC-8 400	0810 0848
PH-OFK	Fokker 100	0842 0953	PH-OFA	Fokker 100	0941 1050
G-BVJD	Fokker 100	0946 1109	EI-CJG	Boeing 737	1005 1048
G-ERJA	EMB 145	1135 1252	G-RJXJ	EMB 135	1142 1231
N79EL	Beechjet 400A	1144 1200	G-BYAP	Boeing 757	1156 1338
C-GTDK	Airbus 320	1214 1358	G-RJXG	EMB 145	1256 1343
G-JEDT	DHC-8 400	1340 1421	PH-OFI	Fokker 100	1357 1609
G-RKJT	PA-46 Malibu	1431 0730(11)	G-MAJM	Jetstream 41	1447 1457(08)
EC-FXY	DC9 83	1548 1652	LX-ONE	Lear Jet 35A	1551 1758
9H-ADY	Airbus 320	1553 1710	EI-CNZ	Boeing 737	1600 1642
G-BXWE	Fokker 100	1618 1630(08)	G-BPVY	Cessna 172D	1629 1712
G-RJXG	EMB 145	1631 0958(08)	EC-HGP	Boeing 737 800	1709 1754
EC-IDA	Boeing 737 800	1729 1825	G-OLDC	Lear Jet 45	1821 1849
G-RJXJ	EMB 135	1823 0902(08)	CS-DNT	Hawker 800XP	1930 1136(08)
C-GTDK	Airbus 320	1944 2108	PH-OFA	Fokker 100	1950 0617(08)
G-BYAP	Boeing 757	2020 2159	EC-FXP	Boeing 737 400	2125 2233
G-BXWF	Fokker 100	2153 0743(09)	PH-OFK	Fokker 100	2251 2328

08 Sunday

G-BYAP	Boeing 757	0523 0709	C-GTDK	Airbus 320	0620 0804
G-RJXF	EMB 145	0951 1058	PH-KLI	Fokker 100	0955 1044
G-RJXJ	EMB 135	1154 1500	EI-COB	Boeing 737	1322 1356
G-JEDV	DHC-8 400	1402 1437	C-GTDK	Airbus 320	1446 1618
PH-OFA	Fokker 100	1502 1608	G-MAJM	Jetstream 41	1643 1747
G-JEBC	Bae 146 300	1648 1743	G-MAJK	Jetstream 41	1708 1738
G-RJXG	EMB 145	1723 1822	G-RJXJ	EMB 135	1730 1829
G-RJXF	EMB 145	1811 1849	LZ-BHC	Airbus 320	1824 1931
G-BVJD	Fokker 100	1833 1921	PH-KLI	Fokker 100	1936 0619(09)
EC-IAG	Airbus 320	1952 2058	G-BXWE	Fokker 100	1956 0713(09)
G-MAJM	Jetstream 41	2002 0659(09)	G-RJXJ	EMB 135	2025 0740(09)
G-RJXG	EMB 145	2117 0748(09)	N709EL	Beechjet 400A	2149 2201
EI-CJC	Boeing 737	2156 2230	G-BVJC	Fokker 100	2158 1801(10)
G-BVJD	Fokker 100	2240 0728(09)			

09 Monday

C-GTDK	Airbus 320	0245 0730	G-BYAP	Boeing 757	0351 0922
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G-JEDL	DHC-8 400	0813 0853	N500PC	Challenger 3A	0901 1526
G-JPSX	Falcon 900EX	0929 1159	G-MAJM	Jetstream 41	0934 1010
G-BXWE	Fokker 100	0938 1454	G-CBDA	Jetstream 31	0940 1046
G-RJXG	EMB 145	0949 1043	G-BVJD	Fokker 100	0959 1100
EI-CNY	Boeing 737	1023 1112	G-RJXJ	EMB 135	1026 1120
G-BXWF	Fokker 100	1050 1508	PH-OFF	Fokker 100	1149 1311
C-GTDK	Airbus 320	1221 1500	EI-COX	Boeing 737	1316 1408
G-MAJK	Jetstream 41	1320 1441	G-RJXG	EMB 145	1338 1423
G-RJXJ	EMB 135	1346 1746	G-JEDL	DHC-8 400	1349 1434
G-BVJD	Fokker 100	1401 1535	G-BYAP	Boeing 757	1523 1712
PH-OFF	Fokker 100	1559 1651	G-OOON	PA-34 Seneca	1622 1916
G-CBDA	Jetstream 31	1626 1723	G-BXWE	Fokker 100	1639 1737
G-RJXG	EMB 145	1716 1751	G-BXWF	Fokker 100	1718 1801
G-MAJK	Jetstream 41	1721 1753	LZ-BHB	Airbus 320	1742 1859
G-JEBD	Bae 146 300	1754 1841	G-BVJD	Fokker 100	1832 1923
G-BXWE	Fokker 100	1929 0730(10)	PH-OFF	Fokker 100	1952 0651(10)
G-BXWF	Fokker 100	2000 0751(10)	G-CBDA	Jetstream 31	2003 0655(10)
G-MAJK	Jetstream 41	2019 0659(10)	G-RJXJ	EMB 135	2033 0727(10)
G-RJXG	EMB 145	2046 0717(10)	EI-CNW	Boeing 737	2107 2151
G-BVJD	Fokker 100	2146 0721(10)			

10 Tuesday

G-GTDK	Airbus 320	0011 0829	G-BYAP	Boeing 757	0240 0616
G-JEDW	DHC-8 400	0822 0901	G-RJXG	EMB 145	0923 1013
G-BXWE	Fokker 100	0928 1450	G-MAJK	Jetstream 41	0932 1021
G-CBDA	Jetstream 31	0951 1043	PH-OFF	Fokker 100	0953 1108
G-BVJD	Fokker 100	0956 1105	EI-CJC	Boeing 737	1051 1129
G-RJXJ	EMB 135	1056 1135	G-BXWF	Fokker 100	1119 1507
G-MAJK	Jetstream 41	1230 1438	G-RJXG	EMB 145	1252 1336
N824QS	Hawker 800XP	1314 1444	EI-CON	Boeing 737	1339 1415
G-JEDW	DHC-8 400	1352 1432	G-RJXJ	EMB 135	1357 1746
G-BVJD	Fokker 100	1403 1534	PH-OFF	Fokker 100	1408 1558
C-GTDK	Airbus 320	1428 1600	G-CBDA	Jetstream 31	1626 1713
G-BXWE	Fokker 100	1647 1756	G-RJXG	EMB 145	1655 1742
G-MAJK	Jetstream 41	1702 1749	G-BXWF	Fokker 100	1706 1832(11)
G-JEDW	DHC-8 400	1726 1804	G-CEGP	King Air 200	1753 2012
G-BVJD	Fokker 100	1815 1905	9H-ADH	Boeing 737 300	1819 1919
G-BXWE	Fokker 100	1949 0806(11)	G-CBDA	Jetstream 31	1959 0651(13)
G-MONW	Airbus 320	2002 2117	G-MAJK	Jetstream 41	2005 0712(11)
PH-OFF	Fokker 100	2011 0623(11)	G-BVJC	Fokker 100	2014 0727(11)
G-RJXJ	EMB 135	2026 0743(11)	G-BYAP	Boeing 757	2040 0736(11)
G-RJXG	EMB 145	2046 0747(11)	G-BVJD	Fokker 100	2139 0721(11)
EI-CNY	Boeing 737	2149 2217			

11 Wednesday

PH-OFF	Fokker 100	0931 1054	G-JEDT	DHC-8 400	0958 1037
G-MAJK	Jetstream 41	1001 1048	G-BVJD	Fokker 100	1009 0745(12)
G-RJXG	EMB 145	1014 1057	EI-CJG	Boeing 737	1031 1110
G-BVJC	Fokker 100	1058 1139	G-BXWE	Fokker 100	1103 1455
N587PB	King Air C90B	1105 1717	G-MAJG	Jetstream 41	1118 1152
G-RJXJ	EMB 135	1128 1213	G-PASH	Twin Squirrel	1219 Temp res
G-MAJK	Jetstream 41	1227 1439	N750NS	Citation X	1237 1434
EI-CNZ	Boeing 737	1302 1338	G-RJXG	EMB 145	1336 1421
PH-OFF	Fokker 100	1410 1558	G-BVJC	Fokker 100	1416 1649
G-RJXJ	EMB 135	1437 1806	G-GMPB	BN2T-4S Defender	1533 1622
G-OEAC	Mooney M.20J	1555 1639	G-JEDT	DHC-8 400	1646 1729
G-BXWE	Fokker 100	1659 1817	G-MAJK	Jetstream 41	1702 1748
G-RJXG	EMB 145	1706 1814	G-RKJT	PA-46 Malibu	1716 0709(16)

G-FTDF	Airbus 320	1719 1840	G-OLDR	Lear Jet 45	1734 2032
G-BYRM	Jetstream 31	1746 0721(12)	G-BVJC	Fokker 100	1904 1947
G-JEDT	DHC-8 400	1939 2013	PH-KZK	Fokker 70	1944 0645(12)
G-MAJK	Jetstream 41	2003 0709(12)	G-BXWF	Fokker 100	2019 0753(12)
G-BXWE	Fokker 100	2039 0718	G-BYAP	Boeing 757	2051 0715(12)
G-RJXJ	EMB 135	2057 0747(12)	El-CNZ	Boeing 737	2133 2205
G-BVJC	Fokker 100	2214 1101(12)	G-RJXG	EMB 145	2246 0726(12)

12 Thursday

C-FTDF	Airbus 320	0705 1008	G-JEDT	DHC-8 400	0813 0852
G-BXWE	Fokker 100	0916 1514	G-MAJK	Jetstream 41	0930 1020
G-RJXF	EMB 145	0933 1028	PH-KZC	Fokker 70	0935 1049
G-BVJD	Fokker 100	1011 1545	G-BYRM	Jetstream 31	1014 1056
El-CNT	Boeing 737	1041 1119	G-BXWF	Fokker 100	1048 1504
G-RJXJ	EMB 135	1055 1129	G-JBBZ	Ecureuil	1122 1147(19)
G-CITY	PA-31 Navajo	1130 1226	G-MAJK	Jetstream 41	1213 1444
El-COX	Boeing 737	1234 1307	G-OOOZ	Boeing 757	1255 1438
G-RJXF	EMB 145	1305 1349	CS-DFY	Hawker 800XP	1312 1357
EC-IAG	Airbus 320	1334 1526	G-RJXJ	EMB 135	1347 1819
G-JEDT	DHC-8 400	1353 1434	G-KVIP	King Air 200	1409 0717(13)
G-BVJC	Fokker 100	1426 0728(13)	G-BKZD	Fokker 70	1428 1613
N900CB	Cessna 41C	1506 1012(16/9)	G-FIBS	Ecureuil	1510 1535
G-BYRM	Jetstream 31	1616 1727	C-FTDF	Airbus 320	1636 1749
G-BXWE	Fokker 100	1710 1825	G-BXWF	Fokker 100	1712 1801
G-MAJK	Jetstream 41	1716 2001	G-RJXF	EMB 145	1726 1811
G-JEDT	DHC-8 400	1729 1814	G-BXWF	Fokker 100	2024 0715(13)
G-BYRM	Jetstream 31	2027 1241(13)	G-BXWE	Fokker 100	2115 0738(13)
G-RJXF	EMB 145	2153 0722(13)	El-CNT	Boeing 737	2156 2228
G-RJXJ	EMB 135	2159 0735(13)	G-MAJK	Jetstream 41	2217 0704(13)
PH-KLD	Fokker 100	2249 0633(13)	G-BVJD	Fokker 100	2307 1554(13)
G-BYAP	Boeing 757	2339 0743(13)			

13 Friday

C-FTDF	Airbus 320	0308 0613	G-EEJE	PA-31 Navajo	0751 0838
G-JEDT	DHC-8 400	0827 0901	TC-APN	Boeing 737 800	0856 1053
G-BXWF	Fokker 100	0909 1506	G-RJXF	EMB 145	0923 1009
G-CBDA	Jetstream 31	0929 1038	G-MAJK	Jetstream 41	0933 1013
PH-OFJ	Fokker 100	0935 1045	G-BVJC	Fokker 100	0959 1105
G-RJXJ	EMB 135	1042 1133	El-CNT	Boeing 737	1103 1139
G-BXWE	Fokker 100	1121 1508	EC-HZS	Boeing 737 800	1150 1307
G-MAJK	Jetstream 41	1215 1441	C-FTDF	Airbus 320	1220 1336
D-EORK	Turbo Arrow IV	1227 1424	G-RJXF	EMB 145	1256 1356
N772MA	Mitsubishi MU2J	1304 1359	El-CJI	Boeing 737	1347 1438
G-JEDT	DHC-8 400	1352 1741	G-RJXJ	EMB 135	1358 1805
PH-OFI	Fokker 100	1401 1631	G-BVJC	Fokker 100	1411 1510(16)
G-OECM	Rockwell 114B	1421 1525(20)	N708SP	Lear Jet 45	1503 1535
G-JEDW	DHC-8 400	1630 1712	G-CBDA	Jetstream 31	1633 1720
G-BXWF	Fokker 100	1659 1754	G-RJXF	EMB 145	1702 1748
G-BXWE	Fokker 100	1706 1751	G-MAJK	Jetstream 41	1717 1756
G-BVJD	Fokker 100	1828 1915	G-JEDW	DHC-8 400	1904 1939
C-FTDF	Airbus 320	1906 2120	PH-OFD	Fokker 100	1941 0627(14)
G-BXWE	Fokker 100	1944 0712(14)	G-MAJK	Jetstream 41	2000 1010(14)
G-BYRA	Jetstream 31	2005 0729(16)	G-BXWF	Fokker 100	2011 0912(14)
G-RJXF	EMB 145	2050 0720(14)	El-COX	Boeing 737	2111 2146
EC-III	Boeing 737 800	2129 2251	G-RJXJ	EMB 135	2140 0810(14)
G-BVJD	Fokker 100	2144 1101(15)	G-BYAP	Boeing 757	2332 0645(14)

14 Saturday

C-FTDF	Airbus 320	0324 0602	G-JEDM	DHC-8 400	0820 0904
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PH-OFK	Fokker 100	0858 0949	PH-OFI	Fokker 100	0942 1052
G-BXWE	Fokker 100	0955 1107	EI-CNV	Boeing 737	1006 1049
N228CX	TBM 700	1125 1540(15)	G-EEJE	PA-31 Navajo	1130 1149
G-EMBU	EMB 145	1137 1239	G-RJXJ	EMB 135	1145 1230
G-BYAP	Boeing 757	1201 1347	C-FTDF	Airbus 320	1207 1331
G-WOLF	PA-28 Cruiser	1209 1406	G-RJXF	EMB 145	1304 1357
G-JEDW	DHC-8 400	1349 1434	G-JIVE	Hughes 369E	1404 1427
PH-OFD	Fokker 100	1411 1603	G-RJXJ	EMB 135	1457 0909(15)
EC-HBL	Boeing 737 800	1459 1630	G-MAJK	Jetstream 41	1507 1450(15)
EC-HBM	Boeing 737 800	1521 1650	9H-ADY	Airbus 320	1525 1633
EC-GBA	DC9 83	1543 1653	G-FIBS	Ecureuil	1609 1626
EI-CJG	Boeing 737	1619 1658	G-RJXF	EMB 145	1632 0957
G-BXWF	Fokker 100	1707 1639(15)	EC-GUO	Boeing 737 400	1728 1853
G-FIBS	Ecureuil	1857 1912	C-FTDF	Airbus 320	1936 2054
PH-OFA	Fokker 100	1956 0621(15)	G-BYAP	Boeing 757	2020 2151
PH-OFK	Fokker 100	2139 2221	G-DBCC	Airbus 319	2156 0704(15)

15 Sunday

G-BYAP	Boeing 757	0341 0701	C-FTDF	Airbus 320	0616 0755
G-RXJ	EMB 145	0935 1108	PH-OFG	Fokker 100	0952 1231
G-RJXJ	EMB 135	1155 1502	EI-CNW	Boeing 737	1307 1339
G-JEDW	DHC-8 400	1351 1430	PH-OFA	Fokker 100	1406 1606
C-FTDF	Airbus 320	1448 1613	G-RJXF	EMB 145	1642 2100
G-MAJK	Jetstream 41	1647 1748	G-MAJL	Jetstream 41	1658 1745
EC-IMU	Airbus 320	1706 1828	G-RJXJ	EMB 135	1728 1818
D-EORK	Turbo Arrow IV	1734 1836	G-JIVE	Hughes 369E	1742 1851
G-JEBA	BAe 146 300	1755 1842	G-RJXG	EMB 145	1759 1848
A7-AAM	Global Express	1814 1739(19)	G-MIDV	Airbus 320	1823 1916
LZ-BHC	Airbus 320	1830 1933	CS-DFW	Hawker 800XP	1856 0807(16)
G-MAJK	Jetstream 41	1955 0703(16)	PH-OFF	Fokker 100	2002 0626(16)
G-BXWF	Fokker 100	2006 0715(16)	G-RJXJ	EMB 135	2008 1102(16)
EI-CNY	Boeing 737	2145 2224	G-KVIP	King Air 200	2149 1112(16)
G-BVJD	Fokker 100	2153 0714(16)			

16 Monday

C-FTDF	Airbus 320	0206 0726	G-BYAP	Boeing 757	0351 0934
G-RJXF	EMB 145	0622 0734	G-JEDP	DHC-8 400	0812 0847
G-MAJK	Jetstream 41	0923 1018	G-RJXF	EMB 145	0937 1022
G-BXWF	Fokker 100	0941 1449	PH-OFF	Fokker 100	0956 1058
G-BVJD	Fokker 100	0959 1104	EI-CJG	Boeing 737	1011 1055
VP-CTJ	Citation II	1050 1120	OO-TAF	BAe 146 300	1155 1330
C-FTDF	Airbus 320	1235 1516	G-MAJK	Jetstream 41	1255 1436
G-RJXF	EMB 145	1257 1355	G-BYRA	Jetstream 31	1301 1341
EI-CJC	Boeing 737	1308 1359	G-RJXJ	EMB 135	1337 1756
G-JEDP	DHC-8 400	1348 1452	PH-OFJ	Fokker 100	1408 1605
G-BVJD	Fokker 100	1419 1547	G-BYAP	Boeing 757	1530 1721
N700EL	TBM 700	1544 1707	OO-TAF	BAe 146 300	1559 1705
N750NS	Citation X	1602 1619	G-BYRA	Jetstream 31	1627 1727
N79EL	Beechjet 400A	1629 1652	G-BXWF	Fokker 100	1641 1725
LZ-BHB	Airbus 320	1655 1818	G-RJXF	EMB 145	1657 1749
G-MAJK	Jetstream 41	1701 1801	G-BVJC	Fokker 100	1715 1804
CS-DNL	Hawker 800XP	1753 0859(17)	G-JEDV	DHC-8 400	1758 1834
G-RKJT	PA-46 Malibu	1815 0700(17)	G-BVJD	Fokker 100	1827 1925
G-BXWF	Fokker 100	1921 1513(18)	PH-OFK	Fokker 100	1926 0630(17)
G-BVJC	Fokker 100	2003 0718(17)	G-MAJK	Jetstream 41	2005 0656(17)
G-BYRA	Jetstream 31	2012 0721(17)	G-RJXF	EMB 145	2043 0753(17)
G-RJXJ	EMB 135	2112 0758(17)	EI-CJC	Boeing 737	2131 2202
G-BXWE	Fokker 100	2200 0754(17)	G-BVJD	Fokker 100	2207 0811(17)

17 Tuesday

C-FTDF	Airbus 320	0034 0823	G-BYAP	Boeing 757	0222 0622
F-GNLG	Fokker 100	0615 0745	G-JEDP	DHC-8 400	0814 0849
G-ASXZ	Cessna 182G	0834 1649	G-MAJK	Jetstream 41	0922 1015
G-RJXF	EMB 145	0939 1018	N79EL	Beechjet 400A	0941 0953
G-BYRA	Jetstream 31	0950 1050	G-BVJC	Fokker 100	0958 1103
G-BVJD	Fokker 100	1017 1449	El-CJC	Boeing 737	1020 1058
PH-OFB	Fokker 100	1027 1138	G-RJXJ	EMB 135	1052 1131
G-SCOI	Agusta A-109E	1059 1224	G-BXWE	Fokker 100	1105 1517
F-GPAS	King Air 20	1128 1754	El-WJN	BAe125 700B	1133 1617
HB-ILK	CL601 Challenger	1157 1544	G-MAJK	Jetstream 41	1210 1431
G-RJXF	EMB 145	1247 1340	El-COX	Boeing 737	1258 1342
G-RJXJ	EMB 135	1347 1806	G-BVJC	Fokker 100	1354 1540
G-JEDP	DHC-8 400	1405 1441	PH-KLD	Fokker 100	1408 1558
F-GRAK	Bell 412	1413 1507	C-FTDF	Airbus 320	1418 1609
G-SCOI	Agusta A-109E	1527 1613	G-MONW	Airbus 320	1611 1742
G-BYRA	Jetstream 31	1636 1721	G-RKJT	PA-46 Malibu	1644 0703(24)
G-CEGP	King Air 200	1647 1930	G-RJXF	EMB 145	1653 1748
G-MAJK	Jetstream 41	1657 1751	G-BVJD	Fokker 100	1702 1745
G-BXWE	Fokker 100	1717 1758	G-JEDP	DHC-8 400	1723 1803
G-CEGR	King Air 200	1759 2000	9H-ABR	Boeing 737 300	1832 1927
G-BVJC	Fokker 100	1835 1935	PH-OFB	Fokker 100	1932 0619(18)
G-BVJD	Fokker 100	1942 0717(18)	G-BXWE	Fokker 100	1951 0714(18)
G-VOND	Bell 222	1953 2031	G-BYRA	Jetstream 31	1955 0701(18)
G-MAJK	Jetstream 41	2007 0703(18)	G-RJXF	EMB 145	2044 0726(18)
G-BYAP	Boeing 757	2049 0739(18)	G-RJXJ	EMB 135	2107 0743(18)
El-CNW	Boeing 737	2132 2202	G-BVJC	Fokker 100	2213 0759(18)

18 Wednesday

C-FTDF	Airbus 320	0122 0722	G-JEDI	DHC-8 400	0814 0856
G-MAJK	Jetstream 41	0923 1008	PH-OFA	Fokker 100	0933 1050
G-RJXF	EMB 145	0937 1017	G-BXWE	Fokker 100	0940 1451
G-BYRA	Jetstream 31	0945 1043	G-BVJD	Fokker 100	0948 1100
El-CJC	Boeing 737	1005 1040	G-MDCA	PA-34 Seneca	1020 1045
G-STER	JetRanger	1037 1059	G-RJXJ	EMB 135	1051 1139
OO-TAJ	BAe 146 300	1104 1227	G-STER	JetRanger	1128 1133
G-BVJC	Fokker 100	1139 0726(19)	G-MAJK	Jetstream 41	1213 1438
G-RJXF	EMB 145	1300 1400	El-COX	Boeing 737	1306 1355
G-RJXJ	EMB 135	1405 1854	G-BVJD	Fokker 100	1415 1547
PH-OFE	Fokker 100	1428 1637	G-JEDJ	DHC-8 400	1432 1524
LX-ZAK	Falcon 900EX	1449 1556	F-GRAK	Bell 412	1537 1608
G-BLYE	TB-10 Tobago	1639 1900	G-BXWE	Fokker 100	1653 1746
G-MAJK	Jetstream 41	1712 1922	G-BXWF	Fokker 100	1715 1820
G-JWEB	Robinson R-44	1722 1732	C-GTDK	Airbus 320	1725 0942(19)
G-JEDJ	DHC-8 400	1728 1848	G-MDCA	PA-34 Seneca	1739 1857
G-RJXF	Fokker 100	1813 1851	G-CBDA	Jetstream 31	1842 1911
G-JWEB	Robinson R-44	1844 1900	G-BVJD	Fokker 100	1902 1937
G-JWEB	Robinson R-44	1928 1943	G-BXWE	Fokker 100	1946 0739(19)
G-BXWF	Fokker 100	2012 0723(19)	G-BYRA	Jetstream 31	2019 0655(19)
PH-OFG	Fokker 100	2037 0623(19)	G-BYAP	Boeing 757	2112 0721(19)
El-COX	Boeing 737	2120 2158	G-MAJK	Jetstream 41	2133 0658(19)
G-RJXF	EMB 145	2148 0730(19)	G-RJXJ	EMB 135	2211 0800(19)
G-BVJD	Fokker 100	2229 0729(20)			

19 Thursday

G-JEDK	DHC-8 400	0804 0848	RA74016	Antonov 74	0819 1841
N587PB	King Air C90B	0823 1702	G-BXWF	Fokker 100	0913 1454
G-MAJK	Jetstream 41	0926 1013	G-BYRA	Jetstream 31	0933 1050

G-RJXF	EMB 145	0937 1019	PH-KZA	Fokker 70	0950 1047
EI-COA	Boeing 737	1016 1058	G-BVJC	Fokker 100	1024 1107
G-BXWE	Fokker 100	1036 1510	G-FIBS	Ecureuil	1040 1147
G-BZMG	Robinson R-44	1116 1208	G-RJXJ	EMB 135	1120 1157
G-DAEX	Falcon 900EX	1128 1656	G-JIVE	Hughes 369E	1126 1149
EI-WJN	BAe 125 700B	1126 1658	G-CCFC	Robinson R-44	1128 1203
OO-TAJ	BAe 146 300	1139 1250	G-MAJK	Jetstream 41	1214 1442
G-JIVE	Hughes 369E	1214 1226	EI-CON	Boeing 737	1248 1334
G-JIVE	Hughes 369E	1252 1312	G-RJXF	EMB 145	1254 1344
G-OOOX	Boeing 757	1308 1438	EC-GZE	Airbus 320	1313 1502
G-JIVE	Hughes 369E	1336 1353	G-JEDI	DHC-8 400	1347 1434
G-BVJC	Fokker 100	1414 1542	G-PIDS	Boeing 757	1421 1827
G-RJXJ	EMB 135	1424 1819	F-GNLG	Fokker 100	1433 1530
PH-OFG	Fokker 100	1504 1605	G-JIVE	Hughes 369E	1542 1546
G-BYRA	Jetstream 31	1628 1722	G-BXWF	Fokker 100	1647 1731
G-RJXF	EMB 145	1649 1741	G-BXWE	Fokker 100	1705 1801
G-MAJK	Jetstream 41	1708 1757	G-JEDI	DHC-8 400	1723 1806
G-JIVE	Hughes 369E	1817 1820	G-BVJC	Fokker 100	1823 1920
G-CCFC	Robinson R-44	1843 1848	N700EL	TBM 700	1844 1908
G-JIVE	Hughes 369E	1849 1904	G-BZMG	Robinson R-44	1931 1948
G-BXWF	Fokker 100	1939 0753(20)	G-JIVE	Hughes 369E	1940 2003
G-BYRA	Jetstream 31	1958 0704(20)	G-BXWE	Fokker 100	2001 0717(20)
G-MAJK	Jetstream 41	2011 0702(20)	PH-OFH	Fokker 100	2022 0622(20)
G-RJXF	EMB 145	2043 0726(20)	G-BYAI	Boeing 757	2120 0750(20)
G-RJXJ	EMB 135	2126 0805(20)	EI-CNY	Boeing 737	2128 2210
G-BVJC	Fokker 100	2148 1623(20)			
20 Friday					
G-PIDS	Boeing 757	0334 0429	C-GTDK	Airbus 320	0514 0635
G-JEDK	DHC-8 400	0844 0905	TC-APN	Boeing 737 800	0831 1000
N750NS	Citation X	0900 1104	G-RJXF	EMB 145	0920 1027
CS-DFY	Hawker 800XP	0923 1114	G-MAJK	Jetstream 41	0928 1015
G-BXWE	Fokker 100	0931 1451	G-BYRA	Jetstream 31	0941 1042
PH-OFI	Fokker 100	0946 1049	EI-CNX	Boeing 737	1008 1101
G-BVJD	Fokker 100	1017 1110	G-BXWF	Fokker 100	1051 1510
G-RJXJ	EMB 135	1106 1151	EC-HZS	Boeing 737 800	1147 1305
G-FRYI	King Air 200	1159 1403	G-MAJK	Jetstream 41	1230 1442
C-GTDK	Airbus 320	1238 1359	G-RJXF	EMB 145	1308 1353
EI-COA	Boeing 737	1324 1405	G-JEDW	DHC-8 400	1354 1445
G-RJXJ	EMB 135	1417 1809	G-FIBS	Ecureuil	1442 1634
PH-OFF	Fokker 100	1553 1644	N64VB	B.58 Baron	1556 1207(22)
G-BUVD	Jetstream 31	1627 1725	G-RJXF	EMB 145	1657 1813
G-BXWE	Fokker 100	1702 1735	G-BXWF	Fokker 100	1708 1800
G-MAJK	Jetstream 41	1716 1805	G-JEDL	DHC-8 400	1729 1815
G-BVJC	Fokker 100	1905 1951	C-GTDK	Airbus 320	1921 2141
G-BXWE	Fokker 100	1932 0905(21)	G-BXWF	Fokker 100	1952 1640(22)
G-BUVD	Jetstream 31	1955 2028	G-MAJK	Jetstream 41	2035 1009(21)
G-RJXF	EMB 145	2101 0715(21)	PH-OFB	Fokker 100	2106 0622(21)
G-RJXJ	EMB 135	2114 0821(21)	EI-COA	Boeing 737	2123 2158
EC-III	Boeing 737 800	2144 2301	G-BVJC	Fokker 100	2159 0706(21)
G-BYAI	Boeing 757	2348 0641(21)			
21 Saturday					
C-GTDK	Airbus 320	0320 0637	G-JEDU	DHC-8 400	0810 0856
PH-OFD	Fokker 100	0858 0954	PH-OFF	Fokker 100	0930 1040
G-BVJC	Fokker 100	0945 1058	G-EGEE	Cessna 310Q	1007 1420
G-EMBV	EMB 145	1142 1248	G-RJXJ	EMB 135	1146 1226
G-TAIR	PA-34 Seneca	1149 1751	G-BYAI	Boeing 757	1152 1343

EI-CON	Boeing 737	1201 1240	C-GTDK	Airbus 320	1233 1353
G-RJXF	EMB 145	1306 1356	G-JEDU	DHC-8 400	1347 1434
PH-OFF	Fokker 100	1412 1604	G-MAJK	Jetstream 41	1450 1459(22)
G-BSYZ	PA-28 Warrior II	1501 1742	EC-ISE	Boeing 737 800	1503 1625
G-RJXJ	EMB 135	1505 1506(22)	CS-DKB	Gulfstream V	1548 1731
EC-HBN	Boeing 737 800	1550 1701	9H-ADY	Airbus 320	1552 1713
EI-CNY	Boeing 737	1601 1644	G-RJXF	EMB 145	1635 0955(22)
G-BXWE	Fokker 100	1639 0749(23)	G-BDUN	PA-34 Seneca	1643 1716
EC-FTS	DC9 83	1706 1824	EC-GUO	Boeing 737 400	1746 1859
C-GTDK	Airbus 320	2001 2118	G-BYAI	Boeing 757	2023 2148
PH-KLE	Fokker 100	2106 0625(22)	G-BVJC	Fokker 100	2150 0714(22)
PH-OFD	Fokker 100	2316 0004(22)			
22 Sunday					
G-ROWN	King Air 200	0301 1722(23)	G-BYAI	Boeing 757	0351 0711
C-GTDK	Airbus 320	0638 0806	PH-OFC	Fokker 100	0942 1048
G-RJXE	EMB 145	0946 1110	G-JIVE	Hughes 369E	1104 1116
ZG846	Islander AL.1	1124 1235	VH-MXE	Agusta A109E	1246 1345
EI-COX	Boeing 737	1312 1353	G-JEDP	DHC-8 400	1348 1431
PH-KLE	Fokker 100	1413 1653	C-GTDK	Airbus 320	1437 1602
G-JIVE	Hughes 36E	1450 1557	G-ARHW	DH 104 Dove 8	1612 n/s +
G-MAJK	Jetstream 41	1638 1750	G-MAJC	Jetstream 41	1640 1741
EC-INZ	Airbus 320	1702 1815	G-RJXF	EMB 145	1704 1803
N750NS	Citation X	1706 1721	G-RJXJ	EMB 135	1746 1820
G-RJXE	EMB 145	1813 1855	LZ-BHC	Airbus 320	1827 1928
G-MIDY	Airbus 320	1858 1956	G-JEBA	BAe 146 300	1910 1958
G-BUVD	Jetstream 31	1914 0703(23)	PH-OFJ	Fokker 100	1922 0623(23)
G-BXWF	Fokker 100	1952 0724(23)	G-MAJK	Jetstream 41	2001 0708(23)
G-BWHF	PA-31 Navajo	2004 2020	G-RJXJ	EMB 135	2012 0745(23)
G-RJXF	EMB 145	2058 0726(23)	EI-CNY	Boeing 737	2137 2220
G-BVJC	Fokker 100	2159 0724(24)	G-BVJD	Fokker 100	2203 0732(23)
G-IFIT	PA-31 Navajo	2330 0017(23)			
23 Monday					
C-GTDK	Airbus 320	0235 0735	G-BYAI	Boeing 757	0352 0929
G-JEDL	DHC-8 400	0857 0933	G-RJXF	EMB 145	0924 1008
G-BXWF	Fokker 100	0927 1448	PH-OFB	Fokker 100	0931 1046
G-MAJK	Jetstream 41	0938 1038	G-BUVD	Jetstream 31	0945 1049
G-BVJD	Fokker 100	1007 1056	EI-CJC	Boeing 737	1028 1100
G-RJXJ	EMB 135	1044 1124	G-BXWE	Fokker 100	1105 1506
G-MAJK	Jetstream 41	1218 1440	G-ORJA	King Air B200	1228 1247
C-GTDK	Airbus 320	1241 1459	G-RJXF	EMB 145	1258 1342
EI-CNZ	Boeing 737	1320 1358	G-JEDP	DHC-8 400	1352 1438
G-RJXJ	EMB 135	1402 1741	G-BVJD	Fokker 100	1422 1553
PH-OFH	Fokker 100	1434 1603	G-BYAI	Boeing 757	1533 1713
G-SCBI	TB-20 Trinidad	1601 1716	G-BXWF	Fokker 100	1637 1726
G-MAJK	Jetstream 41	1702 1753	LZ-BHB	Airbus 320	1706 1833
G-BUVD	Jetstream 31	1711 1747	G-RJXF	EMB 145	1716 1757
G-BXWE	Fokker 100	1721 1800	G-JEDP	DHC-8 400	1724 1812
G-BVJD	Fokker 100	1824 1914	D-CURT	Lear Jet 31A	1901 1959
G-BXWF	Fokker 100	1932 0732(24)	PH-OFB	Fokker 100	1943 0628(24)
G-BXWE	Fokker 100	2002 0712(24)	G-BUVD	Jetstream 31	2013 0656(24)
G-MAJK	Jetstream 41	2031 0701(24)	G-RJXJ	EMB 135	2059 0726(24)
G-RJXF	EMB 145	2101 0729(24)	EI-CNZ	Boeing 757	2124 2201
G-BVJD	Fokker 100	2140 0748(26)			
24 Tuesday					
C-GTDK	Airbus 320	0044 0811	G-BYAI	Boeing 757	0222 0614
F-GSLZ	Falcon 100	0733 1606	G-JEDL	DHC-8 400	0813 0850

CS-DHE	Citation Bravo	0845	1003	G-RKJT	PA-46 Malibu	0848	0859
G-BXWE	Fokker 100	0918	1503	G-MAJK	Jetstream 41	0925	1011
G-RJXA	EMB 145	0934	1024	G-BVJC	Fokker 100	0944	1103
G-BYRA	Jetstream 31	0950	1035	PH-OFH	Fokker 100	0955	1046
G-RJXJ	EMB 135	1006	1059	EI-CJC	Boeing 737	1020	1054
G-BXWF	Fokker 100	1043	1509	G-MAJK	Jetstream 41	1223	1435
G-JWEB	Robinson R-44	1224	1400	OE-GPS	Citation Bravo	1247	1341
EI-COX	Boeing 737	1249	1332	G-RJXA	EMB 145	1258	1343
G-RJXJ	EMB 135	1320	1746	G-JEDU	DHC-8 400	1345	1438
PH-KLE	Fokker 100	1404	1602	C-GTDK	Airbus 320	1430	1621
G-BVJC	Fokker 100	1432	1545	G-OZBB	Airbus 320	1600	1756
N45YM	PA-46 Malibu	1610	1445(26)	G-BYRA	Jetstream 31	1619	1721
CS-DHH	Citation Bravo	1631	1717	G-BXWE	Fokker 100	1702	1738
G-RJXA	EMB 145	1712	1802	G-JEDU	DHC-8 400	1721	1813
G-RKJT	PA-46 Malibu	1726	1303(26)	G-BXWF	Fokker 100	1732	1810
G-BVJC	Fokker 100	1814	1911	9H-ABS	Boeing 737 300	1829	1930
G-MAJJ	Jetstream 41	1832	1857	G-BXWE	Fokker 100	1951	0735(25)
G-BYRA	Jetstream 31	2000	0655(25)	G-MAJK	Jetstream 41	2006	0700(25)
G-BXWF	Fokker 100	2009	0719(25)	G-RJXJ	EMB 135	2028	0713(25)
G-BYAI	Boeing 757	2044	0738(25)	G-RJXA	EMB 145	2052	0724(25)
PH-OFF	Fokker 100	2058	0625(25)	G-BVJC	Fokker 100	2152	0707(25)
EI-CNV	Boeing 737	2206	2235				

25 Wednesday

C-GTDK	Airbus 320	0127	0728	PH-JFS	Pilatus PC-12	0808	1106
G-JEDU	DHC-8 400	0812	0939	G-RJXA	EMB 145	0918	1017
G-MAJK	Jetstream 41	0922	1027	G-BXWF	Fokker 100	0934	1450
G-BMDK	PA-34 Seneca	0937	1029	G-CBDA	Jetstream 31	0943	1052
G-BVJC	Fokker 100	0948	1103	PH-KLE	Fokker 100	0959	1100
EI-CON	Boeing 737	1009	1045	G-RJXJ	EMB 135	1012	1055
G-BYCP	King Air B200	1023	0804(26)	G-BXWE	Fokker 100	1041	1510
N587PB	King Air C90B	1049	1154	G-MAJK	Jetstream 41	1216	1442
G-CUBJ	PA-18 Super Cub	1240	1308(27)	EI-COX	Boeing 737	1254	1330
G-RJXA	EMB 145	1306	1348	G-RJXJ	EMB 135	1325	1756
G-JEDJ	DHC-8 400	1355	1434	PH-KLD	Fokker 100	1403	1702
G-BVJC	Fokker 100	1412	1935	G-FRYI	King Air 200	1457	1042(26)
G-BYRA	Jetstream 31	1636	1751	C-GTDK	Airbus 320	1658	1842
G-BXWF	Fokker 100	1700	1802	G-MAJK	Jetstream 41	1715	1825
G-RJXA	EMB 145	1719	1813	G-BXWE	Fokker 100	1805	1840
G-JEDJ	DHC-8 400	1911	1957	CS-DNT	Hawker 800XP	1921	0919(26)
G-BXWF	Fokker 100	1959	1832(26)	EC-HZH	SA227AC Metro 3	2031	2139
G-MAJK	Jetstream 41	2042	0700(26)	PH-KLD	Fokker 100	2052	0623(26)
G-RJXJ	EMB 135	2105	0728(26)	G-BYAI	Boeing 757	2112	0725(26)
G-RJXA	EMB 145	2116	0737(26)	EI-COX	Boeing 737	2125	2156
G-BCVY	PA-34 Seneca	2136	2150	G-BVJC	Fokker 100	2201	0722(26)

26 Thursday

C-GTDK	Airbus 320	0719	0949	G-JEDU	DHC-8 400	0813	0858
N587PB	King Air C90B	0820	1329	G-BXWE	Fokker 100	0913	1454
G-MAJK	Jetstream 41	0922	1021	G-BYRA	Jetstream 31	0929	1102
G-RJXD	EMB 145	0952	1040	PH-OFD	Fokker 100	0957	1054
G-BVJC	Fokker 100	1000	1059	EI-CJC	Fokker 100	1024	1107
G-RJXJ	EMB 135	1037	1119	G-BVJD	Fokker 100	1044	1517
G-BYCP	King Air B200	1114	1156	G-MAJM	Jetstream 41	1218	1443
EI-CON	Boeing 737	1258	1333	G-CPEV	Boeing 757	1306	1452
EC-INZ	Airbus 320	1336	1457	G-RJXJ	EMB 135	1349	1441
G-JEDW	DHC-8 400	1352	1436	G-XLAG	Boeing 737 800	1420	1536
PH-OFJ	Fokker 100	1428	1604	G-BVJC	Fokker 100	1430	1544

G-RJXD	EMB 145	1449 1750	N79EL	Beechjet 400A	1558 1609
C-GTDK	Airbus 320	1606 1807	G-BYRA	Jetstream 31	1629 1734
G-MAJM	Jetstream 41	1651 1752	G-BXWE	Fokker 100	1658 1747
G-BVJD	Fokker 100	1712 1802	G-RJXJ	EMB 135	1737 1821
G-BVJC	Fokker 100	1812 1909	G-BXWE	Fokker 100	1933 1507(27)
G-JEDL	DHC-8 400	1946 2036	G-BVJD	Fokker 100	1954 0720(27)
G-MAJM	Jetstream 41	2007 0702(27)	G-BYRA	Jetstream 31	2013 0657(27)
PH-OFD	Fokker 100	2028 0621(27)	G-RJXD	EMB 145	2055 1328(27)
G-BYAL	Boeing 757	2101 0754(27)	G-RJXJ	EMB 135	2105 0811(27)
EI-CJI	Boeing 737	2126 2203	G-BVJC	Fokker 100	2201 0716(27)
27 Friday					
C-GTDK	Airbus 320	0316 0606	G-JEDU	DHC-8 400	0814 0855
TC-AAP	Boeing 737 800	0845 1016	G-BVJD	Fokker 100	0908 1454
G-MAJM	Jetstream 41	0918 1021	G-BYRA	Jetstream 31	0941 1039
G-BVJC	Fokker 100	0946 1108	G-CBCS	Jetstream 31	0955 1054
G-RJXJ	EMB 135	0958 1104	EI-CNW	Boeing 737	1004 1056
PH-OFB	Fokker 100	1011 1106	G-AVYS	PA-28R Arrow	1045 1321
G-FIBS	Ecureuil	1053 1117	EC-ICD	Boeing 737 800	1129 1300
ZG845	Islander AL.1	1216 1305	C-GTDK	Airbus 320	1218 1353
G-MAJM	Jetstream 41	1241 1437	EI-CNZ	Boeing 737	1244 1323
G-RJXJ	EMB 135	1324 1416	G-BVJC	Fokker 100	1417 1600
PH-OFB	Fokker 100	1443 1617	G-ORJA	King Air B200	1446 1627
G-JEDP	DHC-8 400	1519 1604	G-RJXD	EMB 145	1609 1746
G-BVJD	Fokker 100	1645 1737	G-CBCS	Jetstream 31	1647 1731
G-MAJM	Jetstream 41	1702 1749	G-BXWE	Fokker 100	1704 1802
G-RJXJ	EMB 135	1716 1755	G-BMDK	PA-34 Seneca	1727 1808
G-JEDP	DHC-8 400	1758 1848	G-MAJD	Jetstream 41	1818 1852
G-BVJC	Fokker 100	1830 1927	C-GTDK	Airbus 320	1914 2120
HB-VNI	Citation Excel	1928 1140(29)	G-BVJD	Fokker 100	1933 0720(28)
G-BXWE	Fokker 100	1949 0907(28)	PH-KLE	Fokker 100	2000 0634(28)
G-MAJM	Jetstream 41	2007 1000(28)	G-CBCS	Jetstream 31	2009 1042(30)
G-BEWY	JetRanger	2019 0757(28)	G-RJXJ	EMB 135	2040 0825(28)
G-RJXD	EMB 145	2046 0715(28)	EI-CNZ	Boeing 737	2112 2154
EC-IDT	Boeing 737 800	2136 2249	G-BVJC	Fokker 100	2158 1643(29)
G-BYAL	Boeing 757	2347 0713(28)			
28 Saturday					
C-GTDK	Airbus 320	0319 0606	G-JEDI	DHC-8 400	0808 0850
G-BVJD	Fokker 100	0947 1102	PH-OFD	Fokker 100	0953 1042
PH-OFJ	Fokker 100	1004 1058	EI-COX	Boeing 737	1011 1051
N79EL	Beechjet 400A	1017 1036	G-EMBP	EMB 145	1142 1240
G-RJXJ	EMB 135	1207 1238	C-GTDK	Airbus 320	1212 1355
G-BYAL	Boeing 757	1216 1344	G-RJXD	EMB 145	1251 1339
G-JEDI	DHC-8 400	1349 1438	G-MAJM	Jetstream 41	1500 1456(29)
G-RJXJ	EMB 135	1512 1501(29)	PH-KLI	Fokker 100	1514 1602
EC-ISN	Boeing 737 800	1519 1629	EC-HBN	Boeing 737 800	1535 1648
EC-GAT	DC9 83	1549 1712	EI-COA	Boeing 737	1559 1641
9H-ADY	Airbus 320	1620 1728	G-BXWE	Fokker 100	1623 1355(30)
G-RJXD	EMB 145	1626 0958(29)	N7715X	CitationJet II	1754 1815
EC-GUO	Boeing 737 400	1816 1915	G-BEWY	JetRanger	1924 0810(29)
PH-OFB	Fokker 100	1939 0618(29)	C-GTDK	Airbus 320	1943 2056
G-BYAL	Boeing 757	2024 2154	PH-OFD	Fokker 100	2343 0027(29)
29 Sunday					
G-BYAL	Boeing 757	0352 0712	C-GTDK	Airbus 320	0605 0752
N750NS	Citation X	0923 1052	PH-KLI	Fokker 100	0940 1039
G-RJXE	EMB 145	1007 1103	CS-DNV	Hawker 800XP	1237 0320(30)
EI-COA	Boeing 737	1309 1347	G-JEDI	DHC-8 400	1349 1426

PH-OFB	Fokker 100	1429 1558	C-GTDK	Airbus 320	1435 1626
G-BYWP	Grob 115E Tutor	1552 0952(31)	G-BYVZ	Grob 115E Tutor	1552 0952(31)
G-FIBS	Ecureuil	1600 1859(9/9)	G-MAJM	Jetstream 41	1632 1742
G-JEBC	BAe 146 300	1649 1730	G-MAJJ	Jetstream 41	1654 1734
EC-INZ	Airbus 320	1704 1804	G-RJXD	EMB 145	1725 1814
G-RJXJ	EMB 135	1931 1059(30)	LZ-BHC	Airbus 320	1802 1931
G-MIDY	Airbus 320	1808 1919	G-OLCP	Twin Squirrel	1846 1706(31)
G-OHMS	Twin Squirrel	1913 1936	PH-OFB	Fokker 100	1937 0614(30)
G-MAJM	Jetstream 41	1955 1006(30)	G-BVJC	Fokker 100	1958 0719(31)
G-RJXD	EMB 145	2105 1010(30)	EI-COX	Boeing 737	2139 2210

30 Monday

C-GTDK	Airbus 320	0321 0723	G-BYAL	Boeing 757	0412 0924
G-JEDO	DHC-8 400	0800 0848	PH-OFB	Fokker 100	0940 1055
G-BVJD	Fokker 100	0942 1102	EI-CNT	Boeing 737	1007 1050
G-JLCA	PA-34 Seneca	1026 1358	G-MAXI	PA-34 Seneca	1138 1147(31)
N79EL	Beechjet 400A	1203 1209	G-MAJM	Jetstream 41	1221 1439
EI-COA	Boeing 737	1239 1318	C-GTDK	Airbus 320	1250 1514
G-RJXD	EMB 145	1252 0734(31)	G-RJXJ	EMB 135	1324 1745
G-JEDP	DHC-8 400	1345 1431	G-BVJD	Fokker 100	1417 1555
PH-OFE	Fokker 100	1421 1618	G-BYAL	Boeing 757	1526 1716
G-CBCS	Jetstream 31	1621 0655(31)	G-MAJM	Jetstream 41	1647 0702(31)
LZ-BHB	Airbus 320	1700 1809	G-JEDP	DHC-8 400	1725 1824
G-BXWE	Fokker 100	1727 0714(31)	G-CEGP	King Air 200	1732 0855(31)
G-BVJD	Fokker 100	1808 0736(31)	G-RKJT	PA-46 Malibu	1853 0637(3/9)
PH-OFB	Fokker 100	1940 0632(31)	G-RJXJ	EMB 135	2038 0740(31)
EI-COA	Boeing 737	2106 2135			

31 Tuesday

C-GTDK	Airbus 320	0054 0820	G-BYAL	Boeing 757	0238 0617
N170SW	Global Express	0611 1623(01)	G-VUEA	Citation II	0637 0746
G-JEDO	DHC-8 400	0807 0858	G-BXWE	Fokker 100	0928 1458
G-RJXD	EMB 145	0932 1017	G-MAJM	Jetstream 41	0934 1024
G-BAXZ	PA-28 Cherokee	0936 1716	G-CBCS	Jetstream 31	0946 1047
PH-OFE	Fokker 100	0948 1037	G-BVJC	Fokker 100	0951 1058
EI-COX	Boeing 737	1003 1052	G-TRIN	TB-20 Trinidad	1027 1637
G-BVJD	Fokker 100	1042 1521	G-RJXJ	EMB 135	1055 1144
G-OECM	Rockwell 114B	1101 1700(17/9)	G-BBXX	PA-34 Seneca	1138 1651
N750NS	Citation X	1148 1754	G-CBAK	Robinson R-44	1157 1322
G-MAJM	Jetstream 41	1224 1440	EI-COB	Boeing 737	1245 1322
G-OLDR	Lear Jet 45	1247 1324	G-RJXD	EMB 145	1303 1354
G-BVJC	Fokker 100	1400 1539	G-JEDV	DHC-8 400	1406 1444
G-RJXJ	EMB 135	1411 1456	C-GTDK	Airbus 320	1421 1613
G-VUEA	Citation II	1432 0759(01)	G-BIXH	Cessna F152	1439 1511
PH-OFB	Fokker 100	1508 1600	G-CBCS	Jetstream 31	1629 1713
G-BXWE	Fokker 100	1649 1733	G-MAJM	Jetstream 41	1654 1746
N7242N	Agusta A109	1655 1750	G-OZBB	Airbus 320	1658 1820
G-RJXD	EMB 145	1702 1742	G-BVJD	Fokker 100	1722 1805
G-JEDV	DHC-8 400	1724 1801	G-RJXJ	EMB 135	1726 1759
G-BVJC	Fokker 100	1809 1912	9H-ABS	Boeing 737 300	1835 1934
G-BXWE	Fokker 100	1924 0717(01)	PH-OFA	Fokker 100	1940 0625(01)
G-CBCS	Jetstream 31	1951 0655(01)	G-BVJD	Fokker 100	1954 0756(01)
G-MAJM	Jetstream 41	2000 0725(01)	G-RJXJ	EMB 135	2031 0743(01)
G-RJXD	EMB 145	2042 0730(01)	G-BYAL	Boeing 757	2049 0738(01)
G-IFIT	PA-31 Navajo	2119 1156(01)	EI-COA	Boeing 737	2139 2203
G-BVJC	Fokker 100	2146 0733(01)			

From and to

01) N708SP/Cranfield-Faro;N79EL/Cannes-EMA: 02) N607HW/Gander-n/s-Bangor: 03) HB-IGL/ Geneva-Glasgow: 04) N710A/Shannon-Istanbul: 05) EI-DMG/Cardiff-Swansea and F & T Swansea;N750NS/Berne-Jersey;N6498V/Guernsey-Newcastle: 06) N225ME/F n/s T Wolverhampton: 07) N79EL/EMA-Gamston;LX-ONE/Zurich-Ostend;CS-DNT/Montichiari-Chateauxrout: 08) N709EL/ Blackbushe-EMA: 09) N500PC/Gander-Farnboro: 10) N824QS/Kassel-Northolt: 11) N587PB/F & T Guernsey;N750NS/F & T Jersey: 12) CS-DYF/ Palma-Northolt;N900CB/Bordeaux-n/s-Cologne: 13) D-EORK/ Essen-Sylt;N772MA/Reykjavik-Lugano: N708SP/Faro-Kristiansund: 14) N228CX/F-n/s-T Southend: 15) D-EORK/Sylt-Mainz;A7-AAM/F-n/s-T Ibiza; CS-DFW/Amsterdam-n/s-Waterford: 16) VP-CTJ/Palma-Aberdeen;N700EL/Dolly's Field-Cranfield;N750NS/ F & T Jersey;N79EL/Naples-EMA;CS-DNL/Waterford-Cognac: 17) N79EL/EMA-Cannes;F-GPAS/F & T Caen;EI-WJN/F & T Shannon;HB-ILK/F & T Samedan;F-GRAK/F & T York racecourse: 18) LX-ZAK/ Farnboro-Le Bourget;F-GRAK/York racecourse-Biggan Hill: 19)N587PB/F & T Fairoaks;EI-WJN/F & T Shannon;F-GNLG/Nykoping-Stanstead;N700EL/F & T Dolly's Field: 20) N750NS/F & T Jersey;CS-DYF/ Cannes-Palma;N64VB/ Elstree-n/s-Guernsey: 21) CS-DKB/Nice-Luton: 22) VH-MXE/York-Stocksbridge; N750NS/F & T Jersey: 23) D-CURT/F & T Dusseldorf: 24) F-GSLZ/F & T Strasbourg;CS-DHE/ Aberdeen -Farnboro;OE-GPS/ Alicante-Vienna;N45YM/F-n/s-T Alderney;CS-DHH/Farnboro-Luton: 25) PH-JFS/F & T Weert;N587PB/ Guernsey-Fairoaks;CS-DNT/Farnboro-n/s-Cannes: 26) N587PB/Fairoaks-Teesside;N79EL/ Cannes-EMA: 27) HB-VNI/Amsterdam-n/s-Cambridge: 28) N79EL/EMA-Dundee;N7715X/Stansstead-Manchester: 29) N750NS/Jersey-Faro: 30) N79EL/Dundee-EMA: 31) N170SW/F-n/s-T Rogers;N750NS/ F & T Jersey;N7242N/Blythe-Lisheard:

Overshoots

02) G-RAFK/CWL79;G-RAFN/CWL67; G-RAFL/CWL64: 03) G-BWXX; G-RAFL/CWL67: 04) G-RAFN/ CWL 79; G-RAFJ/CWL60;XX847/COLT84: 05) G-RAFN/CWL67: 06) ZE754/Razor 1: 09) XX146/ COLT91: 10) G-RAFL/CWL77; D-IOSB/Lufthansa8908: 11) G-RAFL/CWL72: 12) XZ360/COLT91: 16) G-OBLC; XX838/ COLT93: 17) G-OBLC; G-RAFJ/CWL64: 18) G-RAFO/CWL77;G-RAFJ/CWL70: 24) XX278/LEE90; G-RAFP/ CWL76;G-OBLC;G-RAFN/CWL74: 25) G-OBLC; G-BHYG/Oxford66: 26) G-OBLC;G-RAFO/CWL45: 27) G-OBLC ;XZ400/COLT47

LBA Movements review, August 2004

Starting off as usual with the foreign visitors we noted on the 1st the Lear Jet 45 N708SP from Cranfield to Faro and the Beechjet 400A N79EL from Cannes back to its home at East Midlands. Challenger N601HW arrived from Gander on the 2nd and stayed until the 5th when it left for Bangor. On the 3rd the Falcon 900 HB-IGL of Tag Aviation was calling "FPG640" when it was from Geneva to Glasgow. The BAe 125 800B N710A on the 4th was from Shannon to Istanbul and is registered to ARAMCO. The Dawn Meats Cessna 441 EI DMG on the 5th was from Cardiff to Swansea in the morning and then from and to Swansea in the afternoon whilst the same day saw the Citation X N750NS from Bern to Jersey as "Beauport 6NS" and the Cessna T303 N6498V travelling from its base in Guernsey to Newcastle. Night stopping on the 6th was Cessna T206H N225ME from and to Wolverhampton. Back again on the 7th was Beechjet 400A N79EL from EMA to Gamston, meanwhile the Lear Jet 35A LX-ONE was on ambulance duties from Zurich to Ostend as "Duke one ambulance" and the Netjets Hawker 800XP CS-DNT was from Montichiari to Chateauroux with the callsign "Skyshare 0115-004P". A change of aircraft for DFS Furniture on the 8th when they used their other Beechjet 400A N709EL from Blackbushe to EMA. Another Challenger on the 9th when Pepsico's N500PC was from Gander to Farnboro. A different aircraft from the Netjets fleet on the 10th was the Hawker 800XP N824QS which was from Kassel to Northolt as "Skyshare 0233-262P". Citation X N750NS was from and to Jersey on the 11th with its usual "Beauport 6NS" callsign and it was joined by the King Air C90B N587PB from and to the neighbouring island of Guernsey.

More from Netjets on the 12th when Hawker 800XP CS-DYF made a first visit to the LBA from Palma to Northolt as "Skyshare 4672-821P" and night stopping was the Cessna 421C N900CB which arrived from Bordeaux and departed to Cologne on September 16th. Turbo Arrow IV D-EORK on the 13th was from Essen to Sylt whilst the Mitsubishi MU-2P was from Reykjavik to Lugano and Lear Jet 45 N708SP was from Faro to Kristiansund. Night stopping on the 14th was the TBM 700 N228CX from and to its base at Southend. Turbo Arrow IV D-EORK was back on the 15th from Sylt to Mainz and night stopping was another Netjets Hawker 800XP on a first visit, this time CS-DFW from Amsterdam to Waterford. But the star of the day was the new Global Express A7-AAM which arrived from Ibiza as "Amiri 5" and night

stopped to the 19th before going back there. Citation VP-CTJ on the 16th was from Palma to Aberdeen and the same day saw TBM 700 N700EL from Dolly's Field (near Dublin) to Cranfield, Citation X N750NS from and to Jersey, Beechjet 400A N79EL from Naples to EMA and Hawker 800XP CS-DNL from Waterford to Cognac as "Skyshare 9837-875P". Beechjet 400A N79EL was back on the 17th from EMA to Cannes and the horse racing at York provided a few extra visitors for us with the Aga Khan's Bell 412 F-GRAK being from and to York racecourse to pick up various arrivals in the BAe 125 EI-WJN (from and to Shannon as "Emerald 002") and Challenger HB-ILK (from and to Samedan as "JetAviation 901-2") and the King Air 200 F-GPAS which was from and to Caen as "Challair 2052-3". Bell 412 F-GRAK was back from York racecourse on the 18th to drop off the Aga Khan before going to Biggin Hill, meanwhile the Aga Khan's private Falcon 900EX LX-ZAK had arrived from Farnboro and whisked him off to Le Bourget. BAe 125 EI-WJN was back on the 19th as "Emerald 002" from and to Shannon and also back was the King Air C90B N587PB calling "Monty 22A-22B" from and to Fairoaks and the TBM 700 N700EL from and to the aforementioned Dolly's Field.

Using its usual "Beauport 6NS" callsign Citation X N750NS was from and to Jersey on the 20th and a Netjets Hawker 800XP was CS-DFY from Cannes to Palma as "Skyshare 491P-3491" whilst night stopping was the Beech 58 Baron N64VB from Elstree to Guernsey. Another first visit from a new Netjets aircraft on the 21st when Gulfstream V CS-DKB was "Skyshare 0171-783P" from Nice to Luton. The Agusta A109E on the 22nd carried the Australian registration VH-MXE but it was only from York to Stocksbridge and the Citation X N750NS was from and to Jersey on its usual callsign yet again. Lear Jet 31A D-CURT on the 23rd was from and to Dusseldorf using the callsign "Snoopy 231". Another unusual callsign on the 24th when the Falcon 100 F-GSLZ was from and to Strasbourg as "Lyon Helijet 242" and others that day were Citation Bravo OE-GPS from Alicante to Vienna as "Tyrolean Ambulance 822-3" the PA-46 Malibu N45YM which night stopped from and to Aldernay (on its first visit since being re-registered from G-MYLM) and two Netjets in the shapes of Citation Bravo's CS-DHE from Aberdeen to Farnboro as "Skyshare 322P-6322" and CS-DHH from Farnboro to Luton as "Skyshare 6324-658P". On the 25th the Hawker 800XP CS-DNT was positioned in and chartered out as "Skyshare 294P-6294" from Farnboro-n/s-to Cannes, joining it was the Pilatus PC-12 PH-JFS from and to Weert and the King Air B90B N587PB from Guernsey to Fairoaks with the callsign "Monty 22A-B". On the 26th N587PB was back with the same callsign from Fairoaks to Teesside and the Beechjet 400A N79EL was from Cannes to EMA. Night stopping on the 27th we had the Citation Excel HB-VNI which was from Amsterdam and left for Cambridge on the 29th. Beechjet 400A N79EL was back on the 28th from EMA to Dundee and it was joined by the CitationJet N7715X which was from Stansted to Manchester. Returning yet again on the 29th was Citation X N750NS still calling "Beauport 6NS" from Jersey to Faro then on the 30th the Beechjet 400A N79EL made its last visit of the month when it was from Dundee to EMA. The 31st found us with the Citation X N750NS being from and to Jersey and the Agusta A109 N7242N from Blythe all the way down to Liskeard in Cornwall whilst the Wal-mart Global Express N170SW arrived from its home at Rogers in the USA and after a night stop went back there.

Among the airliners we had the Excel Airways Boeing 737 G-XLAC from Montichiari to Bristol on the 5th as "Expo 3129-3128" and an extra Airtours on the 6th when Airbus 320 C-FTDF was from Glasgow to Mahon as "Airtours 905-905A". DHC-8 400 G-JEDW made a first visit to LBA on the 10th. BMI used the Airbus 319 G-DBCC on the late Heathrow flight on the 14th. Making a first visit on the 16th was the TNT Airways BAe 146 300 OO-TAF which was from Le Bourget to Dublin and then from Dublin to Cork as "Quality 1428-427P" and "Quality 1421-422P". On the 17th the Blue Line Fokker 100 F-GNLG was from Charles de Gaulle to Nykoping as "Blueberry 969P-969". Another TNT BAe 146 on the 18th when OO-TAJ was on a first visit and was from Cork to Le Bourget as "Quality 429P-1427". Horse freighting on the 19th was the Antonov 74 RA74016 from and to Shannon with the callsign "AVX 7306-7307" and also on the same day the Blue Line Fokker 100 F-GNLG was from Nykoping to Stansted as "Blueberry 970-970P" and the TNT BAe 146 OO-TAJ was back from Cork to Dublin as "Quality 429P-1430". On the 25th the Aeronova Metro 3 EC-HZH was from Liverpool to Barcelona and was calling "Aironova 51-53". Another visit from Excel Airways on the 26th brought in Boeing 737 G-XLAG as "Expo 3128" from Birmingham to Montichiari and Air Europa used Boeing 737 EC-ISBN for the first time at the LBA on the 28th. A delivery to Jet2 on the 30th was Boeing 737 G-CELE which arrived from Southend as "Express 941E".

Other notes are as follows. On the 4th Navajo G-BBGB was "Ravenair 99T" and again on the 6th it was the same when MD900 G-YPOL was "Police 42". Seneca G-OOON on the 9th was "JSP 244". King Air 200 G-CEGP was calling "Cega 910" on the 10th. Twin squirrel G-PASH arrived on the 11th as "Special 51" to act as a stand in for our local air ambulance G-PASG which had departed on the 4th for maintenance and also visiting that day was Defender G-GMPB of the Greater Manchester Police as "Police 152" and the Lear Jet 45 G-OLDR as "Goldair 24B-C". Ecureuil G-JBBZ arrived for work at Multiflight on the 12th and departed on the 19th, others noted on the 12th were Navajo G-CITY as "Euromanx 999Y-X", King Air G-KVIP as "Prestige 06" (night stopping) and Ecureuil G-FIBS on a "Bladerunner" callsign. Rockwell 114B G-OECM arrived on the 13th for work at Multiflight which kept it her until the 20th. Night stopping again on the 16th was King Air G-KVIP still calling "Prestige 06". Quite a few callsigns on the 17th when Agusta A109E G-SCOI was "Kingmore 01" on two different visits, King Air 200 G-CEGP was "Cega 327" and King Air G-CEGR was "Cega 517" with the Bell 222 G-VOND using "Premier 07". King Air 200 G-FRYI was using callsign "Lonex 888" on the 20th when the Ecureuil G-FIBS was calling "Bladerunner 007". Seneca G-BDUN on the 21st called itself "Airmed 075" whilst on the 22nd King Air G-ROWN used "Hangar 81". Others on the 22nd were Navajo G-BWHF as "Palmer 1" and the Navajo G-IFIT as "EXS 007-017" but the interesting one was Dove G-ARHW which was out of Sherburn and developed engine trouble so diverted in on one engine and went into Multiflight for repairs. King Air 200 G-ORJA used the callsign "Clifton 09" on the 23rd. On the 25th we had Seneca G-BMDK as "Airmed 053", King Air G-BYCP as "Lonex 815V-815A", King Air G-FRYI as "Lonex 896B-861" and Seneca G-BCVY as "Oxford 29". King Air G-BYCP was back as "Lonex 815B-C" on the 26th. On the 27th King Air 200 G-ORJA was back as "Clifton 09" whilst Seneca G-BMDK was "Airmed 053" and JetRanger G-BEWY was "Chukka 15" which callsign it used again on the 28th. On the 29th the callsign "Chukka 14" was used by Twin squirrel G-OHMS and Twin squirrel G-OLCP was "Starspeed". Another Cega King Air on the 30th when G-CEGP was "Cega 525" and finally on the 31st Citation G-VUEA was "Flyvue 181-182-183-184", Seneca G-BBXX was "Poyston 03", Lear Jet 45 G-OLDR was "Goldair 79B-29A" and Navajo G-IFIT was "EXS 027-007".

Very little military this month with Islander ZG846 as "Army 595" from Belfast International to Bembridge on the 22nd and Islander ZG845 as "Army 597" from and to Belfast International on the 27th. On the 29th we had two Grob Tutors G-BYWP and G-BYVZ arriving from Shoreham as "UAX94" and UAX97 respectively and night stopping in Multiflight until the 31st when they left for Church Fenton. The Citation G-RVHT has been sold in he USA and should now be removed from the residents list.

Terry Sykes

SEPTEMBER LOCAL REVIEW

HELICOPTER ACTIVITY

1/9	G-DMSS Gazelle	York – Brighton – Windermere
	G-BTFX Jet Ranger	Walton Wood – Whitby
	G-BZIP Bensen B.8MR	Doncaster – Field near Bagby
2/9	G-IFBP Squirrel	Penrith – Gamston(Refuel)
4/9	G-DOOZ Twin Squirrel	Edinburgh – Gamston(Refuel)
	G-SIMS R.22B	Teesside – Nun Monkton(York)
5/9	G-OPTF R.44	York Race Course – Rufforth(Refuel)
	G-LINC Hughes 369HS	Rugby – York Race Course
	G-BSBW Jet Ranger	Calverley – High Hunsley(Beverley)
	G-BYPA Twin Squirrel	Denham – Middleton-in-Teesdale
	G-CCYG R.44	Blackpool – Devonshire Arms
7/9	G-BWZI Agusta A.109C	Bovingdon – Doncaster(Cantley)
	G-HPOL MD.900	"Police 19", Leconfield – Carr Gate, also 8/9
8/9	G-SPEY Jet Ranger	Luton – Gamston(Refuel) – Fishburn
	G-DGHD R.44	Sherburn – Scarborough
	G-DYCE R.44	Mid Wales – Sheffield – Doncaster Race course

9/9	N745HA	Agusta A.109A	Warrington – Gamston
10/9	N59SD	Hughes 369E	Brighton – Faldingworth
	G-CCVO	Jet Ranger	Netherthorpe – Laceby – Beelsby
11/9	G-ZELE	Gazelle	Masham – Gamston(Refuel)
	G-PRET	R.44	Blackpool – Devonshire Arms
12/9	G-VEIT	R.44	York Race course – Battersea
	G-JWEB	R.44	Market Rasen(Pleasure flights all afternoon)
	G-CBJV	Rotorway Executive	Rutland Water – Sherburn(Refuel)
13/9	G-ERIS	Hughes 369D	Battersea – Durham – Sherburn
	G-JIVE	Hughes 369E	Shelf – LBA – Redcar Race course
	G-NUTY	Squirrel	"Arena 12", Aston Park – Sheffield(Refuel)
14/9	G-MOMO	Agusta A.109E	Gamston – Thorseby Hall – Luton
15/9	G-BOOV	Squirrel	Harrogate(Landed plus local filming sorties)
	G-ODNH	Schweizer 269C	LBA – Masham – Helmsley – Bagby(Refuel)
	G-CBVI	R.44	Site nr. Sherburn – Site West of Chester
16/9	G-LINC	Hughes 369HS	Swinton Hall(N.Yorks) – Sherburn(Refuel)
	N766AM	Twin Squirrel	Loughborough – Site 4 S/W of Teesside
17/8	G-JIVE	Hughes 369E	Shelf – Oxenhope – Gleneagles
18/9	G-PEPL	MD.600N	Gamston – Burn Gliding site – Chesterfield
	G-USTB	Agusta A.109A	"Rocket 01", Hexham – Sheffield(Refuel)
19/9	G-BZLA	Gazelle	Site 4/N York – Gamston(n/s) - Kirkbymoorside
	G-USTS	Agusta A.109E	Donnington Park – Hornby Grange(N.Yorks)
	G-TATS	Twin Squirrel	"Air Medina 12", Bentwaters – Site N/W Richmond
20/9	G-JWEB	R.44	Sherburn – Pudsey(n/s) – Huddersfield
	G-VONB	Sikorsky S.76B	"Premier 20", Bradford Golf club – LBA(Refuel)
21/9	G-DGHD	R.44	Sherburn – Lelley Bottom(E/Hull)
	G-BXYC	Schweizer 269C	Beverley – Lelley Bottom(E/Hull)
	G-BBCA	Jet Ranger	Telford – Witteringham(W/Hull)
	G-WMWM		R.44 Barkway – Garforth – Rufforth – Costock(24/9)
	G-PFML	R.44	Sandtoft – Welshpool
	G-EYRE	Long Ranger	Peterlee – Gamston(Refuel)
22/9	G-MOMO	Agusta A.109E	Stansted – Sheffield(Refuel) – Carlisle
23/9	G-JWEB	R.44	Pudsey – Huddersfield – Brighton
	N188S	Agusta A.109A	Donnington Park – Knaresborough
24/9	G-POTT	R.44	Normanton – Wellesbourne Mountford
26/9	G-OMCC	Twin Squirrel	Blackpool – Ramside(Nr. Durham)
	N620LH	Twin Squirrel	Elvington – Kirton-in-Lindsey – Ascot Race Course
29/9	G-DATE	Agusta A.109A	Gamston – Scarcroft(Leeds)
	G-LEEZ	Long Ranger	Saddleworth – Scarborough

Two new R.44s have moved into the area this month with G-OSSI arriving at LBA from Northampton on 23/9 and G-GATE delivered Wellesbourne to Teesside the following day.

On 2/9 R.44 G-PIXX arrived at a private site in Batley, staying overnight before, the following day, operating as camera ship for the round Britain cycle race. Using call-sign "Newsflight 1" it routed via Huddersfield to Sheffield, finally landing at the airport there and again night stopping.

Jet Ranger G-BXUF was crop spraying on the moors 2 miles South of Ilkley on the 8th but had to postpone due strong winds. After completing the task the next day the aircraft positioned to another job S/W of Huddersfield.

For the St. Ledger meeting at Doncaster a heliport was set up at the race course with a call-sign of Rotary Wings, Doncaster on frequency 122.95. Among the visitors on the 11th were G-BZVG Squirrel, G-CCLY Jet Ranger, G-DYCE R.44, G-VEIT R.44, HA-LFZ Alouette, N620LH Twin Squirrel and N709AT Agusta A.109A.

The evening of the 23rd saw Twin Squirrel G-NAAS("Helimed 20A") land on Woodhouse Moor, Leeds with a patient for the LGI, F/T Newcastle. At the same time Bo.105 G-CDBS("Helimed 61A") was dropping a patient at St.James Hospital before routing to LBA for fuel and onwards to Rhyl, North Wales.

R.22B G-IORG was active on photography details all day on the 28th. Departing Beverley in the morning it operated in the Grimsby/Scunthorpe area before routing to Sherburn. The afternoon was spent all around Leeds(Rothwell/Chapeltown/Bramhope/Guiesley) before again visiting Sherburn for fuel. The early evenings sortie was around Wetherby and Tadcaster before landing at Aldwark near Linton-on-Ouse for a night stop. The next day North Yorkshire got the treatment.

LOCAL AIRFIELDS

Bagby:- On 6/9 Diamond DA.40 F-GNJR was noted departing to Caen. Prestwick based PA-38 G-BNIM was logged departing to Carlisle with based Pup G-BXSD on the 12th, the latter possibly on delivery to a new owner? Beech 36 N836TP visited on 30/9, from Ledbury. Others:- 1/9 G-ATUB PA-28; 2/9 G-BRLR C.150G; 4/9 G-BTZA Be.33; 5/9 G-BTBY PA-17, G-BZDU Chipmunk, G-YBAA FR.172J; 8/9 G-CBBT Bulldog; 28/9 G-CBMO PA-28.

Beverley:- Noted departing for Glenrothies on the 11th was Cessna F.150J D-EEBB. On 22/9 Cessna P.210N N6593W("Pacnet 1") arrived from Shannon, later departing to Filton. Visitors:- 7/9 G-PREZ DR.400; 11/9 G-AZEW Pup; 29/9 G-BZYB Gazelle, G-RATZ Europa, G-BSCE R.22B.

Breighton:- A Fly-in was held here on the 5th with a variety of visitors including:- Mustang G-MSTG, G-CCSR Eurostar, G-CBPD Ikarus, G-BPII Kitfox, G-FINZ Sky Arrow, G-BVGF Europa, G-BRIL PA-18, G-BZON Bulldog, G-BTOT PA-15 and PA-28s G-BNSZ, G-BSAW, G-GBRB also YAK 52s G-BWJT, G-YYAK and RV.6s G-RVEE, G-RVMC. Visitors:- 3/9 G-MZDG Coyote; 4/9 G-RRCU DR.221; 13/9 G-BEZV F.172M; 15/9 G-CBZK DR.400; 24/9 G-OSSI R.44; 26/9 G-APXY C.150.

Crosland Moor:- The Wassmer WA.52 D-EFVS has been noted frequently just recently and seems to spend its time jointly between here and Snitterby. Visitors:- 4/9 G-CCFU DA.40; 9/9 G-BNOH PA-28, G-NINC PA-28.

Dishforth:- Visiting on the 6th was C.421C G-BLST, from Leicester, while another of the type c/s "Prestige 06" called in on the 9th. Visitors:- 3/9 G-ODNH Schweizer 269C; 22/6 ZA299 Sea King ("Navy YD"), to Yeovilton.

Eddsfild:- Resident Ikarus C.42 G-CBOD was declared missing after disappearing on a flight between Gerona, Spain and St. Secondin, near Poitiers, France in the first week of the month. The wreckage was found in the first week of October in the Leucate district of the Pyrenees some six miles from the French coast. The bodies of the two occupants were found still inside the aircraft. Visitors:- 1/9 G-IYCO DR.400(From Jersey), G-ECUB PA-18; 4/9 G-AVEH Siai S.205(From Fenland); 5/9 G-DINAAA.5A, G-AZTF C.177; 11/9 G-PTAG Europa; 18/9 G-CCHU CT.2K(From Denham); 26/9 G-BXLS Koliber, G-DRID FR.172J, G-AVWV PA-28R(To Perth).

Elvington:- An unusual movement on the 4th was Mitsubishi Mu.2J N33EW, F/T Southend. Visitors:- 3/9 G-BJWW F.172N; 7/9 G-BKWY C.152; 8/9 G-BOCM T.67C(To Benson); 9/9 G-BHUI C.152; 21/9 G-BIIT PA-28(From Cark).

Full Sutton:- New residents here are Commander 112A G-ZIPA and Cessna 182S G-MISH. After many months(years) languishing in the hangar Twin Comanche G-BKCL took to the skies on the 8th for an air test. On the same day PA-28 PH-KIK paid a short visit enroute Perth to Cambridge. Visitors:- 1/9 G-BIDI PA-28R; 7/9 G-BPUU C.140; 17/9 G-BOXV Pitts Special; 21/9 G-REDB C.310Q; 24/9 G-BNJT PA-28; 29/9 G-NSUK PA-34, G-OMAL Thruster.

Gamston:- PA-28R G-GDOG has been very active this month so would appear to be a new resident, as would PA-32R Saratoga G-PAPS. Cessna 177 OO-ALW was logged on the 5th outbound to Ghent and on the 6th Citation VP-CED was noted. Another Citation on the 12th was CS-DNG("Skyshare 854P") from Oxford and on the 13th unidentified Hawker 800XP("Skyshare 0558") was a visitor. The 23rd saw SR.22 N147CD, outbound to Denham. Others:- 1/9 G-AXPB Pup; 2/9 G-ASOK F.172E; 3/9 G-BCJN PA-28; 4/9 G-SSWV RF.5B(From Kirton-in-Lindsey), G-BNCO PA-38; 6/9 G-UILT C.303; 7/9 G-CBFO C.172S; 8/9 G-BJVJ C.152; 9/9 G-ATEZ PA-28, G-BYNF PA-28, G-NEGG Acrosport; 11/9 G-ELZN PA-28, G-CTCL TB.10; 12/9 G-PAPS PA-32R; 15/9 G-KARI Fuji FA.200, G-BWHF PA-31; 16/9 G-BOLE PA-38; 18/9 N43GG PA-34; 24/9 G-CCFP DA.40.

Grindale:- New resident with the parachute centre is C.182P G-BAAT, joining C.206 G-ASVN.

Harewood:- On 18/9 based FR.172 G-THIN departed to Sherburn returning later in company with Cessna U.206G OO-SPU. The latter has not been noted leaving so may still be there.

Humberside:- The star visitor here appeared on the 27th with the arrival of "Air Transport 271". This is the call-sign of A.T.I. of Little Rock and Toledo, USA whose fleet consists solely of Douglas DC-8 freighters, although at the time of writing which one of the 19 strong fleet operated this flight. A pair of Agusta A.109s c/s "Belgium Army 818" called in for fuel on the 24th whilst routing home from Otterburn ranges. S.76B G-XXEA("Rainbow 1R") diverted in on the 30th having been unable to land at its destination of Thorne due bad weather, while inbound from Kensington Palace. Visitors:- 1/9 D-EJFN Glasair(To Edinburgh), HB-VNI Citation; 2/9 N26634 PA-24, C-FMFL Falcon 50(n/s to Gander); 3/9 G-OCIT C.208 Caravan; 7/9 N40GD SR.22(ILS); 10/9 G-BVEZ Jet Provost; 13/9 XS713 Dominie("Cranwell 88", touch & go); 16/9 P4-LJG Citation X, G-JMDW Citation 2; 17/9 G-ESTA Citation 2; 19/9 N4483W Beechjet, VP-CRB Lear Jet 60; 20/9 N97GW Be.36; 27/9 G-AVJ Jet Ranger("Bristows 91A"); 29/9 VP-CLD Citation 2; 30/9 N41AK King Air 90.

Kirkbymoorside:- T.67M G-BUUD was an arrival on 9/9 with PA-28 G-NINA calling to collect the pilot. A Royal visitor on the 22nd, arrived on board Twin Squirrel c/s "Sparrowhawk 1S", heading to Scarborough later in the afternoon.

Linton-on-Ouse:- Noted visiting on the 8th was a C.421C G-UVIP c/s "Prestige 5". On the 13th Lynx("Royal Netherlands Navy 440") called in for a fuel top-up.

Mount Eyrie:- New resident is Zenair G-EXLL. Visitors:- 1/9 G-ATDA PA-24; 5/9 G-MVXN Mistral(To Buchnal, Wickenby); 7/9 G-BZVF C.182T, G-BGXS PA-28; 27/9 G-SAMJ P.68B.

Oxenhope:- Visitors:- 4/9 G-BMIV PA-28R; 19/9 G-DRID FR.172J(F7 Fishburn)

Pocklington:- Visiting from Dundee on the 29th was Katana G-BXJV, to Wickenby.

Rufforth:- EV.97 Eurostar G-CDAP was delivered from Southampton on the 1st and is now resident. Another possible resident is Skybolt G-RODC which has been noted carrying out local aerobatic sorties. Arriving for an overnight stay on 25/9 was Malibu N9122N heading home to Oxford the next day. Visitors:- 2/9 G-AWDA Nipper; 3/9 G-SITA Quantum(From Bagby to Beverley); 5/9 G-BHDP C.182Q; 17/9 G-BFTT C.421C(From Goodwood); 18/9 G-BBGX C.182P; 23/9 G-HANS DR.400; 27/9 G-CCPH Eurostar; 29/9 G-MYYD Chaser

Sandtoft:- The Duke N60NZ has been noted on numerous occasions again this month so may be resident? Visitors:- 2/9 G-MVCW Shadow, G-BWNY Ximango, G-BTFO PA-28; 4/9 G-ODJB R.44, G-CDAP Eurostar, G-AVBH PA-28; 5/9 G-NICC Eurostar, G-TECH Commander 114, G-LABS Europa; 7/9 G-CCRV Skyranger; 8/9 G-BBEB PA-28R; 10/9 G-MWTP Shadow; 11/9 G-BELP PA-28; 13/9 G-JUIN C.303; 16/9 G-AWTV Be.19; 17/9 G-TSIX Harvard; 24/9 G-BLXA TB.20; 25/9 G-CCLH Coyote; 29/9 G-PACL R.22B

Scampton:- Folland Gnat G-TIMM visited on 24/9 for a publicity shoot with the Red Arrows.

Sheffield:- New temporary resident is Teesside(Durham/Tees Valley) based FRA.150L G-BCKV. First arrival of the month on 1/9 was Beech 36 D-EARI. The 9th saw Hughes 369HS N500RK visiting on demonstration to a potential local buyer. Calling for fuel from its home near Bristol on the 14th was Gazelle F-GGTJ. Visiting on 17/9 was Enstrom 480 N480E("Bladerunner 10"), being used by the owner of similar type G-IJBB based at Old Coates(Newark). Citation G-LOFT("Atlantic 214") was an arrival from Coventry on 23/9 and PA-31 N250AC visited from its Liverpool base on the 27th. The 29th saw PA-24 N500AV visit from Blackbushe and Pilatus PC-12 HB-FPJ arrive from Munster. Others:- 1/9 G-CCFS DA.40; 2/9 G-BXGV C.172R; 3/9 G-BNKI C.152, G-CBEE PA-28R; 4/9 G-ROAR C.401A; 5/9 G-TATS Twin Squirrel("Air Medina 10"); 6/9 G-NJAG C.207; 7/9 G-FANL FR.172K; 8/9 G-BASP Pup, G-JONI C.152, G-BTHY Jet Ranger ("Pipeline 12"); 9/9 G-TBZI TB.21; 11/9 G-FLAK Baron; 12/9 G-WMAS EC.135("Helimed 53A", refuel); 13/9 G-CCNY R.44("Pipeline 21"); 15/9 G-DYCE R.44; 16/9 G-CMSN R.22B; 17/9 G-AYMK PA-28; 24/9 G-PLAN F.150L; 25/9 G-MALA PA-28, G-ONSF PA-28R; 29/9 G-CCPX DA.40.

Sheffield(Fly-in 19/9):- Unfortunately a combination on strong winds and the fact the event was pretty late in the year meant the turn out was pretty sparse. A trio consisting of Eurostars G-CBWG and G-CCEJ along with CT.2K G-TOMJ arrived from Litchfield early afternoon but the only others were Kolibers G-BXLS and G-BYSI, C.182S G-JBRN, TB.20 G-TBZO and Jodel G-BFXR. The Yorkshire Air Ambulance Bo.105 G-PASX arrived to drum up support, with a steady stream of visitors being shown around the machine all afternoon. Only other visitors were Cougar G-GCCL and A.109 G-USTB("Rocket 1") which called in for fuel. One new "resident" noted is the remains T.67 G-BLLP which apparently had just been

loaded in from Bagby where they had been languishing for some time. Thanks to Ron for making me most welcome and it was worth going for the super burger!

Sherburn:- Some kind of Europa gathering took place here on 8/9 with the following of the type visiting:- G-BWCN, G-BYSA, G-CBWF, G-HOFC, G-PTAG, G-RIXS, G-WUFF. An unidentified PA-34 on the 17th was "Air Med 053" inbound from Zurich. On the 18th Cessna U.206G OO-SPU departed for Harewood(q.v.), collected by FR.172 G-THIN. Noted departing for Guernsey on 24/9 was Cessna 210N, N210AD. Visitors:- 1/9 G-IEJH Jodel D.150, G-ARVT PA-28; 2/9 G-BVNS PA-28, G-BOLI C.172P, G-CCLC DA.40; 4/9 G-BJOA PA-28, OY-AVT PA-18, G-CBCE Jungmann; 5/9 G-BOLZ Rand KR.2, G-MERI PA-28, G-YYAK YAK 52, G-RVEE RV.6, G-AYOW C.182N; 7/9 N2943D PA-28R, G-ATPT C.182J; 8/9 G-BRXW PA-24, G-BKCC PA-28, G-BNOJ PA-28, G-EDNA PA-38; 9/8 G-BLTG RC.112; 11/9 G-OBAL M.20J; 13/9 G-LKTB PA-28; 17/9 G-NODE AA.5B; 18/9 G-BOID Citabria, G-AVOZ PA-28; 19/9 G-BPGU PA-28, G-BERC Rallye; 23/9 N101UK M.20J; 24/9 G-BCRB F.172M; 26/9 G-OMIA Rallye, G-AVEH S.205, G-BVJH Pulsar, G-GYTO PA-28; 29/9 G-GOSL DR.400, G-WBVS DA.40.

Sherburn(Aerobatics, 18/9):- The bulk of aircraft participating over the weekend were Pitts with the following noted:- G-BOXH, G-BOXV, G-BRZX, G-BTUL, G-CCTF, G-ICAS, G-IICI, G-III, G-IIIIV, G-ODDI, G-STUA, G-TIII, G-WILD, along with YAK 52s G-BWVR, G-CBRL, G-CBPY, G-TYAK and T.67s G-BNSO, G-SKYC and G-BWXL("Barkston 19"). CAP.222 F-WWMX and CAP.232 F-GOTC were also there with Christen Eagle G-EEGL and Lazer 200 G-LAZA.

Sturgate:- Taylor Titch G-BKWD was noted on Air Test on the 1st. On the 17th Laser G-LAZA, enroute to Sherburn and R.44 G-RAVN both diverted in on encountering severe weather.

Sutton Bank:- Jet Ranger G-RAMI paid a visit on the 9th routing from Huntington(York) inbound.

Walton Wood:- Schweizer 269C G-BXYC was noted on Air Test from here on the 1st, returning to its Hedon base later in the day. On 17/9 Twin Squirrel G-IANW arrived, with another of the type G-TATS("Air Medina 12"), from Ellwood(Newcastle) for a refuel. Others:- 2/9 G-HRPN R.44, G-BZGO R.44; 3/9 G-OMAC FR.172E (To Maypole, Kent), G-BZMG R.44, G-CCJE Schweizer 269C; 11/9 G-CCVG Schweizer 269C, G-BBNG Jet Ranger("Pipeline 01"); 16/9 G-TILI Jet Ranger; 18/9 G-OLOW R.44; 29/9 G-BFEF Bell 47G.

Wickenby:- New resident is Ikarus G-IKUS. C.172R D-EGLL was a late evening arrival from Ostend on 2/9, routing to Northampton the next day. The TB.20 N34FA was back again on the 17th, enroute to Elstree, while on 19/9 YAK 18T RA-02933 was noted outbound to a private strip near Lincoln. Visiting on the 24th was PA-32 G-CDUX from Ronaldsway.

Wombledon:- The Europa Aircraft company has been placed in administration so has an unsure future unless a buyer can be found. Europa G-CCFK was noted on 3/9 departing to its home field at Humbleton, near Hull. Another of the type G-CBYN was noted on Air Test on 13/9.

Yearby:- This airfield near Redcar had a visit from the Aero AT.3 demonstrator SP-EAR on 1/9, F/T North Weald. Europa G-WUFF paid a visit on 8/9 from Brighton and PA-32R G-ILTS was noted on the 21st outbound to Mt. Eyrie.

Area overflights included:-

1/9	F-GMKV	Robin DR.400	Calais - Cumbernauld(York 0922 @ 4000')
2/9	N758LL	Cessna 172	Paris - Prestwick(Eccup 1742 @ 4000')
5/9	N2923N	PA.32 Cherokee 6	Teesside - Goodwood(York 0724 @ 3000')
9/9	N209LG		Overhead York 1227 @ 4000', South(2 ship formation)
10/9	N28TE	Baron	Blackbushe - Inverness(Selby 1006 @ 6500')
14/9	N146FL	King Air 90	Glasgow - Southend(York 1530 @ 6000')
15/9	TF-SIX	Cessna 172M	Overhead York 1333 @ 6000', Southbound
	N600RN	MD.600N	Elwood(Newcastle) - Stroud(LBA 1933 @ 1500')
16/9	N97GW	Beech 36	Edinburgh - Fair Oaks(LBA 1051 @ 5000')
17/9	N24136	Beech 36	North Weald - Prestwick(3/W LBA 1644 @ 4000')
21/9	N26634	PA-24 Comanche	Blackpool - Earls Colne(POL 1634 ' 3000')
22/9	G-OGEO	Gazelle	Stapleford - Falkirk(Wetherby 1445 @ 1000')
30/9	N2086P		LBA 1220 @ 6000' route OTR - 5415N/0025E

The Slovenian microlight reported last month, S5-PCT has been identified as a Pipistrel Sinus. Owner Matevz Lenarcic left his home base of Szeged in June visiting Oshkosh in July and was on his way home from his epic trip when he crossed our area in late August.

Trevor Smith



CONEY PARK

05/08/04	N80367	Bell 206B Jet Ranger	12:30	12:40
08/08/04	G-WAFU	Robinson R44 Raven	09:55	
09/08/04	N109GR	Augusta A109E Power	15:12	18:00
11/08/04	G-VIPH	Augusta A109cC	13:35	13:45
15/08/04	G-ROZI	Robinson R44 Astro	15:15	10:55 N/S
1/08/04	N109GR	Augusta A109e Power	09:15	11:30
18/08/04	G-BZVG	AS350B3 Ecureuil	12:30	12:55
18/08/04	G-BZMG	Robinson R44 Raven	13:00	13:10
19/08/04	N80367	Bell 206B Jet Ranger	10:10	10:30
19/08/04	G-SKYN	AS355F1 Twin Squirrel	11:20	11:25
31/08/04	G-IANW	As350b3 Ecureuil	11:25	11:45
31/08/04	G-CPTS	Bell 206b Jet Ranger	15:35	15:55
31/08/04	G-IANW	As350b3 Ecureuil	15:55	16:15
01/09/04	G-PIXX	Robinson R44 Raven II	14:45	15:10
07/09/04	G-NOIR	Bell 222	15:55	16:05
07/09/04	G-IANW	AS350B3 Ecureuil	15:50	16:30
09/09/04	G-BTFX	Bell 206B Jetranger II	12:15	12:25
09/09/04	G-RFDS	Augusta A109A II	19:18	N/S 10/09/04
13/09/04	N745HA	Augusta A109A II	09:30	
15/09/04	G-BOOV	AS355F2 Twin Squirrel	13:55	14:00
21/09/04	G-RFDS	Augusta A109A II	13:00	18:30
23/09/04	G-MDGE	Augusta A109A II	15:48	16:00
25/09/04	N80367	Bell 206B Jet Ranger	13:15	13:25
25/09/04	N80367	Bell 206B Jet Ranger	13:40	
26/09/04	N7242N	Augusta A109	12:50	13:00
26/09/04	N7242N	Augusta A109	14:00	14:05
29/09/04	G-BSTE	AS355F2 Twin Squirrel	10:05	13:30
29/09/04	XZ337	Ws Gazelle AH1	12:45	13:05
30/09/04	N745HA	Augusta A109A II	14:30	17:30

Geoff Ward

UNDER RESTORATION
by Volunteers from BAe



BLACKBURN "BEVERLEY" XB 259
Clifford Hadwin

MILITARY AVIATION



Common title and common brevet for RAF Non-Commissioned Aircrew

RAF Aircrew categories are about to undergo the most drastic reorganisation since 1940-41, with the assumption of the title of Weapons Systems Operator for all Non-Commissioned Aircrew, which will accompany the use of a single brevet, consisting of a single wing with the RAF motif. This brevet will parallel the pilot's wings, but with a single wing instead of the pilot's 'double' wings. The new brevet is illustrated below.

The different specialisations have also been renamed to reflect the changes brought about by new technology. Air Electronics Operators are now known as Electronic Warfare Operators and Acoustic Operators. Air Loadmasters have changed their title to Crewman and Air Signallers are now known as Linguists.

Electronic Warfare Operators and Acoustic Operators are employed primarily on Intelligence, Surveillance, Targeting and Reconnaissance (ISTAR) aircraft, such as the Nimrod R1, Nimrod MRA4 and Sentry A-3D AWACS. They operate highly advanced sensor and communications equipment, absolutely vital to the aircraft's role.

Crewman specialists are streamed to work on rotary or fixed wing aircraft. A rotary crewman plans for the freight - vehicles, supplies or troops - to be loaded, carried and unloaded quickly and safely. He also supplies hands-on assistance to the pilots and operates the aircraft's defence systems. A fixed wing crewman uses management and communications skills to ensure that the aircraft carries its load safely and efficiently.

Linguists are monitoring and manipulating specialists, operating complex electronic reconnaissance equipment in aircraft such as the Nimrod R. They are employed primarily for their linguistic ability and they must possess a high level of real-time interpretation skills.

Weapons Systems Operators are currently employed on twelve different aircraft types. The more sophisticated level of equipment included in the Nimrod MRA4 and Sentinel R1 requires a higher level of expertise on the part of its operators.

The last ever four air engineers are currently in training. After them, the 'E' brevet will no longer exist.
Credit: Air Cadet



Tangmere Military Aviation Museum to re-locate?

Tangmere Museum, based on the site of the famous Battle of Britain fighter airfield, is probably scheduled to be re-located. The current site on which the Museum stands is within the initial plans for some local housing re-development and the Museum Council is considering suggestions from the County Council to re-locate to one of the existing ex-RAF airfield hangars or alternatively re-locate to a new site, which would incorporate some of the existing airfield hard-standing and be adjacent to the old control tower, giving the possibility of incorporating the control tower within the Museum.

To me, the latter possibility appears to be the preferred option; currently the Tower is in a dilapidated state, which is a great pity and the tower could be refurbished to provide additional space, which the Museum badly needs. Whichever plan is finally adopted, it is appropriate that the Museum remains within the confines of the airfield.

Credit: Karl Matthews Talking Tangmere

SOE Reunion at Tangmere

The World War II Special Operations Executive (SOE) was a clandestine organisation which sent agents into Occupied France. These agents were mainly transported by black painted Lysanders, operated by 161 Squadron from RAF Tangmere. These operations were so secret that the Station Commander knew nothing about the flights!

SOE recently held a reunion of agents who operated from Tangmere and members of the families of agents. Amongst the guests was Tania Szabo, daughter of Violette Szabo, who was commemorated in the film "Carve Her Name With Pride" and who was posthumously awarded the George Cross for her work with SOE. Violette was executed at Ravensbruck concentration camp in the final year of the war.

Credit: Karl Matthews Talking Tangmere

My ex-Fleet Air Arm/Para old comrade, often noted in these columns, lives in Tangmere and is a member of the Society of Friends of Tangmere. He regularly sends me copies of the Society's magazine, "Talking Tangmere", and these are placed on our Society's sales table regularly.

Tucano flies 300,000 hours at Linton

The Tucano fleet at RAF Linton-on-Ouse has completed 300,000 flying hours, which is reported as the equivalent of one pilot flying non-stop for almost 34 years! The Linton Tucano fleet consists of 128 aircraft, of which 73 are at Linton at any one time, the rest being in storage. A rotational system ensures an even spread of fatigue.

Around 70 potential fastjet pilots graduate from Linton each year and more than 1000 pilots and navigators have been trained on Tucanos since they came into service in 1991, replacing Jet Provosts.

Credit: RAF News

Hawk reaches 30!

The BAE Hawk has recently celebrated its 30th birthday, chalking up 850 orders and 15 million flying hours. Since the first production T1 Hawk was delivered to the RAF in 1976, there have been a number of export variants. Perhaps the most important of these is the T-45 Goshawk, built under licence by McDonnell Douglas for the US Navy. The Goshawk is a carrier-capable jet trainer. To win a world-wide competition to supply aircraft to a US air service, albeit under licence, reflects great credit on the capability of the aircraft.

Credit: AirForces Monthly

Please send any information for inclusion in Military News to:
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Eric Martin



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Again September was another successful month for the airport, and an appropriate press release was forthcoming:

Passenger numbers at Leeds Bradford Airport increased by 11% in September over the previous year. During the month a total of 242,976 passengers used the airport, the second highest monthly figure in its history.

During the year so far, over 1.8 million passengers have passed through Leeds Bradford and throughput is expected to exceed 2.3 million by the end of the year.

Managing Director, Ed Anderson, said "Leeds Bradford Airport continues to be one of the UK's fastest growing airports. The record passenger numbers are proof of the strength of demand from Yorkshire people for flights from their local airport."

Jet2 also announced a success of their own, picking up a local tourism award.

JET2.COM COMES OUT SMELLING OF 'WHITE' ROSES AT AWARDS CEREMONY!

The North's own low cost airline, Jet2.com, was celebrating today having been named the 'Best Newcomer to Tourism' at the prestigious White Rose Awards for Tourism.

The ceremony took place at the National Railway Museum in York where Jet2.com was presented with its award by BBC personalities Harry Gration and Christa Ackroyd.

News of the award is further testimony to the success Jet2.com is currently enjoying having recently carried its one millionth passenger from Leeds Bradford - and launched a further nine destinations from Manchester Airport (see under Airline News).

Philip Meeson, boss of Jet2.com, commented: "We are delighted to have received this award, which is recognition of our dedication towards bringing more foreign visitors into Yorkshire. Jet2.com is doing its bit to fly the flag for the county overseas and now even has a specially branded 'Jet2 Yorkshire' aircraft amongst its fleet.

"Yorkshire really has a unique appeal as a tourist destination and part of our job is to act in an ambassadorial role for the county so that the tourism industry can enjoy further growth and success."

Congratulating Jet2.com, David Andrews, chief executive of Yorkshire Tourist Board, which organised the awards ceremony, said: "Year after year the quality and diversity of tourism product in our region increases. As an industry, tourism internationally has gone from strength to strength and in Yorkshire we recognise that competition elsewhere means you must constantly strive to improve your product. Every one of the finalists here this evening deserves congratulations."

An interesting article regarding Fly BE appeared in "The Financial Times" on the 12th October. The article centred on new services from Liverpool; however, the following paragraphs were applicable to LBA:

The airline (Fly BE) wants to build a route network to compete with the low-cost airlines in the UK regions, as it restructures and overcomes several years of heavy losses.

It is expected to announce a further expansion shortly, possibly from Leeds-Bradford, from where it already flies to Belfast.

An air traffic controller at Leeds-Bradford Airport has been suspended while a disciplinary inquiry apparently related to alcohol is carried out. The highly unusual move comes after new laws were introduced last year extending restrictions on alcohol to controllers.

An airport spokeswoman said: "We are able to confirm that an air traffic controller has been suspended from duty while a disciplinary investigation is undertaken."

A spokeswoman for the national safety regulator, the Civil Aviation Authority, said it had been advised a controller had been withdrawn from duty pending further inquiries. The controller's licence had not been suspended, she added.

New rules on alcohol have brought air traffic controllers and aircraft engineers into line with pilots although it remains up to individual employers how levels are checked. Staff must observe limits of 20 micrograms of alcohol per 100 millilitres of blood - a much stiffer requirement than on the roads, where the legal limit is 35 micrograms per 100 millilitres of blood.

AIRPORT NEWS

The UK Guild of Air Traffic Control Officers (GATCO) is concerned about the growing number of airlines that are either planning or have commenced flights from UK airports which previously had few or no public transport 'airline' flights. These airports lack the protection of 'controlled airspace' in which all flights are known to air traffic controllers and so are under their positive control.

GATCO has very serious concerns and questions the apparent lack of safety oversight by the Civil Aviation Authority (CAA).

Hotspots include Kent International Airport at Manston which recently announced plans for a new airline, EUjet, to fly to 21 destinations from Manston using seven Fokker 100s and aims to carry 500,000 passengers in its first year. GATCO believes a significant increase in flights resulting from the expansion plans of several airline operators at airports where there is no controlled airspace, or where existing controlled airspace is judged to be less than totally adequate, statistically will result in an increased risk of safety-related incidents.

AIRLINE NEWS

British Airways is to hire 200 new staff at Heathrow Airport as it tightens operations at its busy hub following an embarrassing period of flight disruptions which left thousands stranded.

The flagship carrier said it would recruit the extra check-in staff and some baggage handlers on top of 216 new terminal workers already being trained to work at Heathrow. BA, which currently has 2,000 customer-service staff and 1,500 baggage handlers at Heathrow, will also scale back flights for the next three months and provide additional resources for operational control.

The changes follow a review of the airline's operations at Heathrow which have come under heavy criticism following August's flight disruptions ahead of a busy holiday weekend. "Our customers rightly expect first-class customer service staff, and last month we fell short of the standards we set ourselves," Chief Executive Rod Eddington said in a statement. "The further rolling recruitment will provide us with a buffer into the future." BA did not sack any executives over the flight disruptions, contrary to speculation that some senior heads would roll.

CSA Czech Airlines has picked Airbus for the delivery of 12 medium range aircraft. The airline will introduce the Airbus A.320 family into its fleet for the first time with 3 A.320s arriving in April 2005 and 2 A.319s in June 2005, all on operating leases until the new aircraft can be delivered between 2006 and 2008.

EasyJet have reported improved trading conditions during the European summer and raised its full-year profit forecasts. For the year to end-September 2004 the no frills carrier now expects a pre-tax profit above £60 million, compared with £52 million the previous year.

The move comes despite the continuing volatility in fuel prices. The airline's previous guidance, a profit warning in June, forecast a pre-tax profit that "at least" exceeds £52 million.

"EasyJet has enjoyed improved trading during the final quarter of 2004," said chief executive Ray Webster. "I'm pleased to report that the actions we are taking to strengthen our competitive position have begun to pay off."

Since the beginning of August, EasyJet has announced 16 new routes and nine new destinations, cut Zurich and reduced capacity to Copenhagen and Amsterdam as part of an ongoing programme to drive costs lower.

EasyJet's load factors remained in the 85-90 percent range during the summer. It forecast year to end-September 2004 passengers above 24.2 million, and revenue growth, including ancillary activities, of around 16 percent. However, the airline warned that it expected yield, or average fares, to remain under pressure during 2005.

The carrier also announced five new routes from London Gatwick to three new destinations in Ireland and enhanced services from Gatwick to Almeria and Valencia in Spain. The new Irish destinations to Cork, Knock and Shannon are EasyJet's first to the country. The three Irish services will start next January and the Spanish services next March.

FlyBE will inaugurate 4 new routes from John Lennon Airport at Liverpool in the coming months. They will service Edinburgh, Glasgow, Belfast and Jersey.

Jet2 is spreading its wings over the Pennines and launching nine new services from Manchester.

The airline is keeping its main headquarters at Leeds Bradford, but the move to Manchester is part of its strategy to become the number one operator in the North of England. Jet2, which also runs three services from Belfast, recently announced a near 50 per cent increase in capacity from Yorkshire next summer with a new service from Leeds Bradford to Ibiza as well as adding more flights on its routes to Alicante, Malaga, Murcia and Palma.

The new services from Manchester will see Jet2 run six new Boeing 737s from the airport to nine European destinations - Budapest, Faro, Geneva, Malaga, Murcia, Nice, Pisa, Valencia and Venice at fares starting from £21.

Jet2 chief executive Philip Meeson made it clear that this latest announcement was part of a long-term expansion plan using the airline's Leeds Bradford base as a building block for future development. He said: "Our base here at Leeds Bradford is our home. It's where we started, it's where we're building a very successful low cost airline from, and it's where we will remain."

"Across the Pennines it's an entirely separate operation, just like our Belfast base. The Manchester hub will have its own aircraft, crew and support staff but operationally we will use Leeds as our HQ. In terms of the size of today's announcement we are adding an additional 200 new employees and six aircraft to the business. We have launched there - which is the North's largest airport - with Manchester's biggest ever commitment by a scheduled airline."

The first flights will depart on December 1 from Manchester to the Hungarian capital Budapest and the following day to Murcia, close to the world-famous La Manga golf resort in Spain. Switzerland is the next launch with a Geneva service commencing on December 18, with a service to Malaga starting on February 4 with four more destinations taking off on March 19, while flights to the ninth destination, Pisa, start on May 26. Seats went on sale immediately the announcement was made.

Mr Meeson added: "Six of the routes we're starting with at Manchester are routes we also serve here at Leeds Bradford. We will be operating parallel services, and this is supported by our recent announcement of a 50 per cent increase in our capacity here in Yorkshire. We have very little traffic coming east across the Pennines, so our base in Manchester will have a negligible impact on our sales from Leeds.

"Jet2.com is not just here to stay, it's here to get bigger and better - we want more routes, we want more."

The announcement will challenge BMI Baby, who are currently Manchester's major no frills operator, serving 13 destinations from Manchester. Jet2 will go head to head on only two routes, Malaga and Murcia.

Meanwhile Gatwick based **G B Airways** have announced they will also commence services on a no frills basis from Manchester on May 16 next year. G B Airways will base one A.320 with flights to Malta, Madeira, Tenerife, Phapros and in competition with BMI Baby and Jet2 Malaga.

Finally low cost Canadian airline **Zoom Airlines** will also commence services in May from Manchester offering flights to Calgary, Vancouver and Toronto.

Laker Airways has suspended all flights for as long as two months. The airline suffered damages from hurricanes Frances and Jeanne at its bases in the Bahamas and other problems as a result. However, Laker hopes to be airborne again in 60 days or less.

Ryanair has announced seven new European routes from Milan and has added two new aircraft to its fleet at Milan Orio al Serio airport at a cost of \$120m.

The low-cost airline's new routes from Milan will connect to Oslo in Norway, Eindhoven in Holland, Valencia, Seville and Zaragoza in Spain and Liverpool and Newcastle.

In addition, Ryanair also announced its 22nd route from Frankfurt's Hahn airport to Klagenfurt in Austria.

The airline has sold its last 20 Boeing 737-200's in a \$10 million deal. This values the aircraft at £280,000 each, or as somebody pointed out about the same price as a small terrace house in London.

SN Airholding announced that a binding agreement has been signed with Virgin Express Holdings PLC placing SN Brussels Airlines and Virgin Express under the common ownership of SN Airholding.

For the moment, the two airlines will continue to operate under their own brands and Virgin Express will have the right to continue to use the Virgin Express brand for a period of two years from completion.

SN Brussels Airlines handled 3.2 million passengers in 2003 and Virgin Express 2.7 million. Together, SN Brussels Airlines and Virgin Express will have a market share of almost 40 percent at their Brussels airport home base. SN Brussels Airlines operates a fleet of 38 aircraft and Virgin Express operates 11 aircraft.

Thomsonfly will open a base at Bournemouth Airport in March 2005. The airline will base two Boeing 737s at the airport and offer on several routes, which will be announced shortly.

V Bird announced it was suspending all flights until further notice after leasing company ILFC repossessed the airline's four Airbus A320s.

AIRCRAFT NEWS

These days, maintenance on Concorde involves a thorough dusting, but a group of aviation enthusiasts are hoping to hear the roar of those Rolls Royce Olympus engines again. Fuelled by a 20,000-name petition, Save Concorde Group (SCG) is hoping to convince the British government to join the campaign.

The petition was presented to Prime Minister Tony Blair's official residence at 10 Downing Street on 22 October. "The public's fascination with Concorde is as strong as ever," said an SCG news release. The supersonic airliners are now proud exhibits in museums around the world and the SCG's focus is on G-BOAF, the last Concorde to fly. It landed last November at Filton, Bristol.

In the meantime, the SCG has been gathering support. The group has talked with former pilots, technical and maintenance staff and government officials who all want to see the aircraft fly again. "SGC believes passionately that, with enough skill and determination, Concorde will rise again."

Further information is available on the Group's web site www.save-concorde.co.uk

Airships seem to be getting a lot of attention lately, not only as a warm fuzzy way to advertise or give tours, but as a weapon of war. During October, a blimp leased by the U.S. Army and loaded with sensors and cameras flew missions above the Maryland countryside, to test its usefulness as an airborne sentry post.

Meanwhile, the Defence Advanced Research Projects Agency (DARPA) announced early this month it will invest \$10 million to build a giant new airship, called Walrus, which would be capable of transporting 500 to 1,000 tons of military payload across 6,000 miles within four days.

The airship would have a hull length of 600 to 1,000 feet, according to Aeros, an airship company that is working on the Walrus concept.

OTHER NEWS

Virgin tycoon Sir Richard Branson is hoping to offer adventurous tourists the chance to take a flight into space. Sir Richard said he wanted to bring "space tourism" to the masses by pricing the flights at affordable levels.

He told the Guardian Unlimited website that Virgin was now investing money in the futuristic science-fiction style project. "All will be revealed over the next two or three weeks but, in a general sense, space is the ultimate frontier - and something we at Virgin have dearly wanted to do is to bring space tourism one day to the masses," he said.

The entrepreneur, famed for his love of daredevil world record attempts, said he hoped to be aboard the first tourist flight into space. Sir Richard's official announcement of his space flight aspirations could coincide with the test flight on June 21 of Space Ship One.

The pioneering rocket-propelled space vehicle will be released from a carrier craft at an altitude of 15,000 metres and will fire its rockets to climb to a height of 100km before falling back into the atmosphere and back to earth.

Sir Richard refused to reveal whether his space tourism plan would involve Space Ship One.

Working the midnight shift late last year, American Airlines dispatcher Joe Arena monitored planes flying from Dallas to Peru, and noticed that some burned far more fuel than others.

"The weather patterns are usually the same, so I knew it couldn't be that," Arena said, adding that it didn't matter which captain was flying the plane either. "I kept asking myself, 'Why is it doing this?'"

Arena, whose mania about engine performance may owe to his hobby following top-fuel drag racers, compiled a list of gas-guzzling jets and gave it to superiors.

Officials at American, the largest U.S. carrier, believe they can save \$11.2 million a year by fixing the worst offenders in the 726-plane fleet - sometimes with mechanical adjustments, other times by smoothing

out small dings that affect a plane's aerodynamics - as part of a larger plan to save \$118 million in fuel a year.

That might seem a pittance to an airline that has lost more than \$6.7 billion since 2001, but company officials say they must start somewhere. Jet fuel accounts for nearly 20 percent of American's costs, its second-largest expense behind labour. American spent \$2.8 billion on fuel last year, and with stubbornly high oil prices, it estimates the 2004 cost will be \$3.4 billion.

The increased cost of fuel turned what could have been parent AMR Corp.'s first profitable year since 2000 into another money-loser. It's the same story at many other carriers. Their trade group, the Air Transport Association, estimates that U.S. carriers will pay \$6 billion more for fuel this year because of higher prices.

Eighteen executives, including the CEO of American, asked Congress last month for relief from fuel costs. But Congress - which approved \$5 billion in grants for the industry after the 2001 terror attacks - hasn't responded this time.

The average price of a gallon of jet fuel on spot markets along the Gulf Coast is \$1.39, nearly twice the price of a year ago.

American cited fuel when it tried to raise fares last week, but the move stalled when some rivals declined to boost prices. Among the fuel-saving steps American has taken: taxiing on one engine instead of two, and shutting down auxiliary gas-powered engines while planes are parked at the terminal.

To reduce weight and improve mileage, American jets have been carrying half as much reserve fuel on international routes since May after the Federal Aviation Administration approved. American also uses its planes as tankers, ferrying fuel from places where it is cheap instead of filling up where it is costly. This summer, when jet fuel cost \$1.58 a gallon in California but \$1.16 in Dallas, American saved \$400 a flight by filling up in Texas. Steve Chealander, a pilot picked to lead American's fuel program, said ferrying will save \$15 million this year. Computers are used to calculate how to spread the weight of passengers when flights aren't full - an uneven load could cause the nose to rise, increasing drag and reducing mileage. Changing the centre of gravity on each MD80 and Boeing 757 by just 11 inches will save \$5 million a year. "You're not going to find a \$100 million saver, but you can find lots of smaller ones that add up," Arena said.

American is also considering imitating Ted, the sister carrier to UAL Corp.'s United Airlines, which has reduced the maximum cruise speed of its jets to conserve fuel. AMR also is studying whether to install "winglets" on its planes, like Dallas-based Southwest Airlines.

Southwest began installing the upturned wing tips on its Boeing 737-700s late last year and reports that they boost mileage 3 percent to 4 percent, saving about \$9 million this year. However, the winglets cost \$725,000 a pair, so it could take Southwest several years to recoup its investment.

Still, Southwest Treasurer Tammy Romo said the real improvement in fuel efficiency will only come as carriers add newer, more efficient planes to their fleets. Southwest's most successful effort to cut costs hasn't saved a drop of fuel, however. It's a financial tactic called hedging - taking an option to buy fuel in the future at a certain price. Southwest has been the most aggressive hedger in the industry, locking in 80 percent of its fuel buys for this year and next at prices more than one-third below current levels. Romo said Southwest will save more than \$300 million this year by hedging. American wasn't able to hedge because it was near bankruptcy last year. Fuel is so expensive now that hedging would backfire if prices fall.

Chealander said American will continue the conservation measures even if fuel prices drop. "We're going to heal the wound, then we're going to be doing this regardless of fuel prices," he said. "We should have been doing this years ago."

The FAA has just completed tests on a portable radar unit that can track flocks of birds around airports. The radar has a three-mile range and is designed to give fair warning of potential strikes on aircraft departing and arriving at airports. The tests were done at Dallas/Fort Worth International and are now being reviewed. The portable system would be part of the National Bird Strike Advisory System. The system is designed to provide near-real-time warning of the risk of bird strikes by combining radar data and database information on bird strikes. And just to punctuate how useful this equipment might be, in late September an American Airlines MD-80 had to return to Chicago O'Hare immediately after takeoff after shredding a Canada goose or two in its left engine. The engine disintegrated, raining debris over the suburbs and causing an on-board fire. The flight got back to O'Hare safely.

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

David Wooler



PRESS RELEASE



The 7th October saw the last ever flight of Captain John Morris from Eastern Airways as he flew into retirement after 40 years as a pilot.

After flying an amazing 353 different aircraft during his career, and a long service with Eastern Airways, the airline and Leeds Bradford Airport wanted to make his last touchdown extra special by giving him a salute to remember. As Flight T34714 landed at LBA, John was greeted with two airport fire tenders, which created an amazing arch of water over the Jetstream 32 aircraft.

Once John had brought the aircraft to a final stand still, staff from Eastern Airways greeted him with champagne and chocolates. John, who was clearly choked by this unique greeting, commented, "I have thoroughly enjoyed working with Eastern Airways and flying out of Leeds Bradford".

ACCOUNTS FOR 2004

INCOME and EXPENDITURE: year ended 31 October 2004

<u>Income</u>	2003	2004
Members' Subscriptions	2457.00	2501.50
Society Dinner	941.00	881.00
Magazine Sales	480.00	480.00
Duxford Visit	40.00	-
Cosford Visit	547.00	18.00
Hendon Visit	-	534.00
Christmas Meeting	26.75	-
Christmas Raffle	55.00	58.00
Trident Raffle	-	48.00
David Bates – Collection	-	108.00
David Bates – Picture	-	79.00
Sundry Income	56.02	23.60
Bank Interest	<u>1.57</u>	<u>1.56</u>
	4604.34	4732.66
Members' Extra Subs	251.00	253.00
Members' Car Parking	<u>20.00</u>	<u>-</u>
	<u>4875.34</u>	<u>4985.66</u>

<u>Expenditure</u>	2003	2004
Magazine Production	2392.65	2411.75
Postage	310.03	342.16
Stationery	40.10	47.48
Society Dinner	925.00	863.60
Duxford Visit	10.00	-
Cosford Visit	510.00	-
Hendon Visit	-	630.00
Christmas Meeting	77.06	108.10
Speakers' Fees	98.35	128.50
Sundry Expenditure	95.00	61.20
Trident Fund	-	50.00
Yorkshire Air Ambulance	<u>-</u>	<u>250.00</u>
	4458.19	4892.79
Members' Extra Subs	196.78	-
Members' Car Parking	<u>318.00</u>	<u>50.00</u>
	<u>4972.97</u>	<u>4942.79</u>

Trading Profit / (Loss)	£146.15	(£160.13)
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BALANCE SHEET: year ended 31 October 2004

	2003	2004
Balance brought forward	1510.33	1412.70
Profit / (Loss) for year	<u>(97.63)</u>	<u>42.87</u>
Balance carried forward	<u>1412.70</u>	<u>1455.57</u>
Closing Bank Balance	859.92	654.13
Petty Cash	95.56	141.22
Members' Car Park Fund	75.00	-
Members' Extra Fund	<u>382.22</u>	<u>660.22</u>
	<u>1412.70</u>	<u>1455.57</u>

D E Valentine, October 2004

SOCIETY MAGAZINE

Production Costs	2003	2004
Magazine Printing	2243.14	2303.75
Timetable Printing	149.50	108.00
Postage	310.03	342.16
Stationery	<u>40.10</u>	<u>47.48</u>
	<u>2742.78</u>	<u>2801.39</u>

Income		
Members' Subscriptions	2457.00	2501.50
Sales to Air Supply	<u>480.00</u>	<u>480.00</u>
	<u>2937.00</u>	<u>2981.50</u>

Profit	£194.22	£180.11
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"TAILS" at L.B.A. 5 June 2004
Paul Whincup

FREE AIR



Bomb Threat Plane Declared Safe

A Singapore Airlines flight to New York, diverted to Manchester Airport following a bomb threat, has been cleared to continue its journey.

The Boeing 747-400 took off from Frankfurt bound for JFK airport, but was diverted to Manchester after German authorities received a hoax bomb threat.

The plane landed safely without a military escort.

The 292 passengers and 19 crew members were taken off the flight SQ26 and security screened while police searched the plane.

It was declared safe and later took off from Manchester to resume its journey to New York, the airport spokeswoman said.

It is the fourth flight to be diverted due to bomb threats in the past nine days.

A Greater Manchester Police spokeswoman said: "The plane travelling from Frankfurt to New York that was diverted to Manchester Airport this morning has been declared safe.

"All passengers have been screened and the airline is happy that all the necessary checks have been carried out.

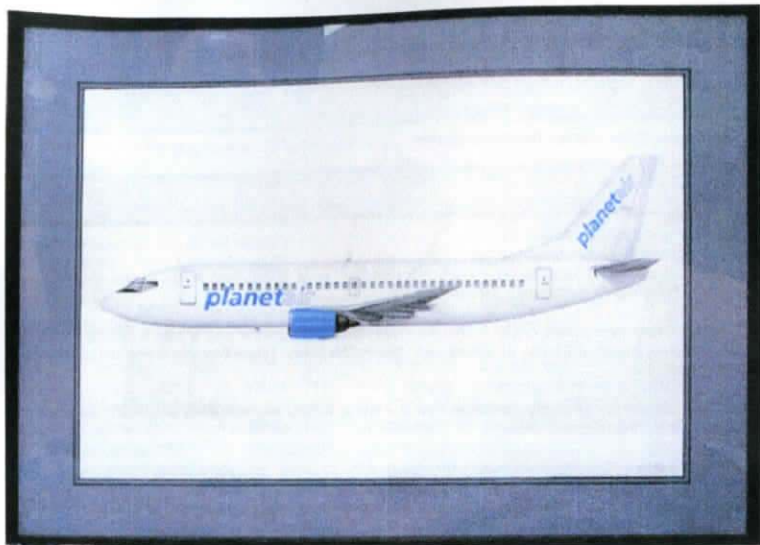
"The plane will continue its journey to New York."



Singapore Airlines Boeing 747-400 9V-SPG Manchester 4th October 2004

Photograph shows the tractor unit burning out whilst towing the aircraft

Bob Leach



Framed original drawing by David Bates, recently donated to the Society by David's family, and formerly commissioned by Planet Air. This unique picture (overall size 34" x 27") is the prize in a draw organised by the committee for Society members, proceeds for *Yorkshire Air Ambulance Service Charity*.

BUYERS WANTED NO EXPERIENCE REQUIRED

Tickets (£1 each) are available to all members from Pauline Valentine, at meetings and by post (with stamped addressed envelope, please) cheques payable to *Air Yorkshire Aviation Society*. The draw will take place at the December meeting.

Fundraising for *The Vulcan to the Sky Appeal*
Celebrating over 100 years of Powered Flight

"Poacher to Gamekeeper"
Aerobatic Pilot to CAA Inspector
An Illustrated Lecture by Barry Tempest

From his experiences learning to fly in the 1950's, to becoming a top aerobatic pilot, few people have such extensive experience on the British Air Show display circuit.

Eventually Barry joined the General Aviation Division of the Civil Aviation Authority as Chief Inspector of the air display section, Issuing Display Authorisations to many of today's top display pilots. He is a well-known raconteur, and the evening will cover his many hilarious adventures in the sky.

PUDSEY CIVIC HALL, LEEDS
Friday 3 December 2004 - 7.30pm
Limited capacity in room – 100 persons only
Admission on the night - £7.50

In advance from Air Supply - £7.00
Cheques payable to *Air Supply Aviation Store ONLY*
No Credit Cards

Air Supply Aviation Store, 97 High Street, Yeadon. LS19 7TA



Boeing 737-86N
TC-APJ
Pegasus
L.B.I.A.
15 July 2004
Dave Carter

Boeing 707
YU-AGI
JAT Yugoslav Airlines
LBA 1970's
Ian Gratton



Westland Lysander
RS125
RAF Museum Hendon
18 September 2004
Terry Sykes