

COVER PAGE



**YORKSHIRES PREMIER AVIATION SOCIETY**



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

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

See page 33

## AIR YORKSHIRE AVIATION SOCIETY NEWS

It was no surprise to see a good attendance for the October meeting, the reason of course being the return of our good friend from Manchester, Paul Isherwood. An afternoon with Paul is always enjoyed by everyone. The presentation this time was unusual visitors to Manchester in recent times, and highlights from his trip to Canada earlier this year. The quality of the slides was excellent and the commentary by Paul was both informative and amusing. Hopefully we shall see Paul again before too long.

As I am writing these notes, the summer season at LBIA is drawing to a close. We have had many interesting visitors during the summer, many of which were substitutions for the normal booked aircraft. In addition, horse racing at York always produces something a bit special. By next summer we will have an extended apron following the closure of runway 27 and Delta taxiway will have been renewed.

Some of our older members may recall our long time member Eric Hatfield. Eric sadly passed away on 30 September. Although he had been very ill for many years he had kept up his membership until recently. Eric was a neighbour of mine and it was he who introduced me to Air Yorkshire, for which I will always be grateful.

Finally, I appeal to all members to support our raffle in aid of Yorkshire Air Ambulance. The prize is a good one and the cause even better.

*David E Valentine*

The November meeting is the AGM and it is important that all members take the opportunity to tell the Committee their views on the future of AYAS.

Next year's programme is shaping nicely (see elsewhere in the magazine). Alan's plans for an "Active Members" meeting is taking shape and there is only one, or maybe two, 20 minute slots to fill. If you would like to be involved please contact Alan (Sinfield).

*Jim Stanfield*



## MOVEMENTS - AUGUST

### 01 Monday

G-STR	Boeing 737 300	0520 0659	G-JDBC	PA-34 Seneca	0651 1218
G-JEDU	DHC-8 400	0806 0843	TC-SUM	Boeing 737 800	0839 0959
G-WOWD	DHC-8 300	0852 0922	G-RJXI	EMB 145	0921 1453
G-RJXC	EMB 145	0926 1112	PH-KLG	Fokker 100	0937 1054
G-DBCB	Airbus 319	0939 1044	G-OAKJ	Jetstream 31	0942 1018
G-MAJK	Jetstream 41	0945 1429	G-RJXJ	EMB 135	1000 1047
EI-CNW	Boeing 737	1015 1106	G-CCYH	EMB 145	1052 1344
G-CCJE	Hughes 269C	1102 1808	G-OAKJ	Jetstream 31	1213 1346
G-STR	Boeing 737 300	1230 1350	G-RJXJ	EMB 135	1317 1707
G-RJXC	EMB 145	1357 1514	G-JEDO	DHC-8 400	1402 1526
PH-KZL	Fokker 70	1413 1624	G-JEDM	DHC-8 400	1420 1543
G-HRPN	Robinson R-44	1424 1536	G-DBCA	Airbus 319	1449 1540
G-BYAH	Boeing 757	1512 1734	G-JEAK	BAe 146 200	1524 1626
EI-CJC	Boeing 737	1548 1636	G-OAKJ	Jetstream 31	1613 1722
G-RJXI	EMB 145	1642 1737	G-CCYH	EMB 145	1703 1739
G-RJXC	EMB 145	1706 1802	G-MAJK	Jetstream 41	1712 1748
LZ-BHC	Airbus 320	1803 1917	G-DBCA	Airbus 319	1815 1906
G-WOWB	DHC-8 300	1825 1600(02)	G-RJXI	EMB 145	1923 0724(02)
G-RJXJ	EMB 135	1943 0657(02)	G-RJXC	EMB 145	1948 0717(02)
PH-KLI	Fokker 100	1952 0616(02)	G-JEDM	DHC-8 400	1954 2028
G-WOWD	DHC-8 300	2000 2110	G-MAJK	Jetstream 41	2003 0707(02)
G-BYRM	Jetstream 31	2005 0703(02)	G-CCYH	EMB 145	2034 0803(02)
EI-CNZ	Boeing 737	2141 2215	G-DBCA	Airbus 319	2145 0655(02)
G-STR	Boeing 737 300	2343 0911(02)			

### 02 Tuesday

G-BYAH	Boeing 757	0256 0628	N824QS	Hawker 800XP	0759 0923
G-JECF	DHC-8 400	0807 0848	G-WOWD	DHC-8 300	0838 0925
G-RJXC	EMB 145	0915 1448	G-RJXI	EMB 145	0920 1111
G-DBCA	Airbus 319	0928 1032	PH-KLD	Fokker 100	0933 1041
G-BYRM	Jetstream 31	0940 1017	G-RJXJ	EMB 135	1000 1048
G-MAJK	Jetstream 41	1013 1427	EI-CNZ	Boeing 737	1018 1055
G-ESLH	Agusta A109E	1052 1117	G-CCYH	EMB 145	1105 1345
G-OBLC	B.76 Duchess	1123 1632	G-BYRM	Jetstream 31	0940 1017
G-WARW	PA-28 Warrior 3	1239 1315	G-BYAH	Boeing 757	1246 1440
G-RJXJ	EMB 135	1304 1655	G-BYWH	Grob 115E Tutor	1318 1409
G-ORJA	King Air B200	1338 1418	G-RJXI	EMB 145	1356 1512
G-JECI	DHC-8 400	1401 1445	G-MIDX	Airbus 320	1410 1515
G-JEDW	DHC-8 400	1423 1501	PH-KZI	Fokker 70	1437 1604
G-JEAK	BAe 146 200	1526 1622	EI-CNT	Boeing 737	1557 1636
G-BYRM	Jetstream 31	1616 1727	G-BMDK	PA-34 Seneca	1627 1831
LX-ONE	Lear Jet 35A	1634 1756	G-RJXC	EMB 145	1639 1736
G-ROWN	King Air 200	1640 1802	CS-DFZ	Hawker 800XP	1653 0728(03)
G-CCYH	EMB 145	1657 1743	G-MAJK	Jetstream 41	1659 1800
G-ESLH	Agusta A109E	1704 1716	G-RJXI	EMB 145	1707 1809
9H-AEI	Airbus 320	1711 1813	G-VMJM	TB-10 Tobago	1714 1338(04)
N824QS	Hawker 800XP	1724 0805(03)	G-BUIF	PA-28 Warrior 2	1734 1823
G-JIVE	Hughes 369E	1755 1824	G-WOWC	DHC-8 300	1822 1857
G-DBCC	Airbus 319	1901 2003	G-JECI	DHC-8 400	1920 1951

G-RJXC	EMB 145	1930 0721(03)	G-RJXJ	EMB 135	1935 0707(03)
G-RJXI	EMB 145	2004 0724(03)	G-BYRM	Jetstream 31	2010 0655(03)
G-MAJK	Jetstream 41	2021 0700(03)	G-CCYH	EMB 145	2044 0732(03)
EI-CJC	Boeing 737	2149 2222	PH-KZC	Fokker 70	2157 0628(03)
G-DBCC	Airbus 319	2208 0652(03)	G-STRA	Boeing 737 300	2243 1408(03)
G-BYAH	Boeing 757	2358 0755(03)			

### 03 Wednesday

G-HRPN	Robinson R-44	0751 0806	G-JEDT	DHC-8 400	0823 0858
G-WOWC	DHC-8 300	0836 0917	G-RJXC	EMB 145	0916 1447
G-MAJK	Jetstream 41	0919 1432	G-RJXI	EMB 145	0922 1124
G-DBCC	Airbus 319	0928 1031	PH-KZM	Fokker 70	0939 1040
G-BUVD	Jetstream 31	0943 1022	G-RJXJ	EMB 135	1002 1045
EI-CNX	Boeing 737	1020 1056	S5-BAY	CitationJet	1025 1615(07)
G-AZZV	Cessna F172L	1036 1437	G-CCYH	EMB 145	1042 1339
G-BPVY	Cessna 172D	1055 1204	G-BUVD	Jetstream 31	1221 1345
JY-JAR	Airbus 320	1225 1351	G-RJXJ	EMB 135	1321 1710
G-RJXI	EMB 145	1403 1521	G-JEDW	DHC-8 400	1418 1507
G-JECF	DHC-8 400	1423 1518	G-DBCF	Airbus 319	1427 1531
PH-KZA	Fokker 70	1437 1601	G-JEAK	BAe 146 200	1540 1623
EI-CJC	Boeing 737	1555 1640	G-BUVD	Jetstream 31	1620 1715
G-BYCP	King Air B200	1624 2100	G-RJXC	EMB 145	1638 1740
G-MAJK	Jetstream 41	1704 1751	G-RJXI	EMB 145	1718 1807
G-CCYH	EMB 145	1723 1754	N66DN	Lear Jet 45	1731 1853
G-DBCF	Airbus 319	1802 1851	G-WOWC	DHC-8 300	1821 1859
G-RJXC	EMB 145	1929 0719(04)	PH-LMW	Fokker 100	1938 2251(04)
G-RJXJ	EMB 135	1946 0705(04)	G-BUVD	Jetstream 31	1959 0653(04)
G-JECF	DHC-8 400	2004 2052	G-RJXI	EMB 145	2006 0716(04)
G-MAJK	Jetstream 41	2009 0722(04)	G-CCYH	EMB 145	2045 0753(04)
G-BYAH	Boeing 757	2119 0749(04)	G-DBCF	Airbus 319	2131 0650(04)
EI-COX	Boeing 737	2149 2218	G-STRA	Boeing 737 300	2226 0945(04)

### 04 Thursday

G-JEDT	DHC-8 400	0816 0932	G-WOWC	DHC-8 300	0841 0955
G-JECE	DHC-8 400	0848 1842(06)	G-RJXI	EMB 145	0940 1118
G-RJXC	EMB 145	0943 1440	G-MAJK	Jetstream 41	0947 1419
G-BKFY	King Air C90-1	0951 1436	G-DBCF	Airbus 319	0954 1105
G-JIVE	Hughes 369E	0957 1008	G-OAKJ	Jetstream 31	0958 1031
PH-OFJ	Fokker 100	1001 1113	G-RJXJ	EMB 135	1006 1109
EI-CNZ	Boeing 737	1016 1102	G-HRPN	Robinson R-44	1035 1110
G-CCYH	EMB 145	1049 1353	N587PB	King Air C90B	1055 0717(06)
G-JEAK	BAe 146 200	1130 1215	JY-JAR	Airbus 320	1209 1312
G-OAKJ	Jetstream 31	1221 1348	G-RJXJ	EMB 135	1331 1652
C-GTDG	Airbus 320	1335 1609	G-RJXI	EMB 145	1357 1506
G-JECF	DHC-8 400	1401 1441	G-DBCB	Airbus 319	1425 1524
G-JEDO	DHC-8 400	1433 1513	PH-KVD	Fokker 50	1515 1630
G-JEAK	BAe 146 200	1519 1613	G-JIVE	Hughes 369E	1543 1610
EI-CNX	Boeing 737	1603 1641	G-NCFC	PA-38 Tomahawk	1619 1803
G-RJXC	EMB 145	1643 1735	G-BUVC	Jetstream 31	1654 1726
G-CCYH	EMB 145	1658 1739	G-MAJK	Jetstream 41	1706 1751
G-RJXI	EMB 145	1715 1759	9A-CDB	DC-9 83	1732 1858
G-JIVE	Hughes 369E	1743 1937	G-DBCB	Airbus 319	1746 1852
G-WOWB	DHC-8 300	1840 1912	G-JECF	DHC-8 400	1915 1952
G-RJXC	EMB 145	1926 0717(05)	G-RJXI	EMB 145	1943 0721(05)
G-RJXJ	EMB 135	1949 0708(05)	G-BUVC	Jetstream 31	2001 0658(05)
G-MAJK	Jetstream 41	2013 0724(05)	PH-JCH	Fokker 70	2027 0619(05)
G-CCYH	EMB 145	2053 0737(05)	G-BYAR	Boeing 757	2105 0711(05)
G-DBCB	Airbus 319	2142 0702(05)	EI-CJC	Boeing 737	2145 2209

**05 Friday**

G-STR	Boeing 737 300	0037 0532	G-JECF	DHC-8 400	0811 0845
G-WOWB	DHC-8 300	0900 0944	N485LT	Hawker 800XP	0904 1053
G-RJXC	EMB 145	0913 1450	G-RJXI	EMB 145	0918 1117
G-BUVC	Jetstream 31	0928 1017	N418WS	B.58 Baron	0932 1401
G-MAJK	Jetstream 41	0936 1024	G-DBCB	Airbus 319	0939 1035
PH-OFA	Fokker 100	0941 1058	G-RJXJ	EMB 135	1002 1047
EI-CNZ	Boeing 737	1015 1050	G-CCYH	EMB 145	1025 1345
EC-HJQ	Boeing 737 800	1125 1245	G-STR	Boeing 737 300	1130 2248
G-BUVC	Jetstream 31	1216 1336	G-RJXJ	EMB 135	1310 1709
G-JEDU	DHC-8 400	1351 1443	G-JEDW	DHC-8 400	1404 1531
G-RJXI	EMB 145	1408 1513	G-WARK	Hughes 269C	1426 1551(07)
G-MIDM	Airbus 321	1435 1546	G-STRH	Boeing 737 300	1446 1603
PH-KZH	Fokker 70	1532 1626	G-JEAK	BAe 146 200	1534 1619
EI-CNV	Boeing 737	1600 1631	G-BUVC	Jetstream 31	1621 1719
CS-DNP	Falcon 2000	1641 1111(06)	G-RJXC	EMB 145	1651 1729
G-MAJK	Jetstream 41	1656 1745	G-CCYH	EMB 145	1705 1743
G-RJXI	EMB 145	1717 1757	G-DBCA	Airbus 319	1824 1915
G-WOWA	DHC-300	1858 1925	G-JEDU	DHC-8 400	2038 2009
G-RJXC	EMB 145	1950 2152	G-RJXI	EMB 145	1953 2202
PH-OFB	Fokker 100	1956 0621(06)	TC-API	Boeing 737 800	2001 2121
G-RJXJ	EMB 135	2006 0819(06)	G-BUVC	Jetstream 31	2008 0654(08)
G-MAJK	Jetstream 41	2011 1502(07)	G-CCYH	EMB 145	2054 1338(06)
G-DBCA	Airbus 319	2142 0655(06)	EI-COX	Boeing 737	2221 2250
G-BYAR	Boeing 757	2332 0648(06)			

**06 Saturday**

OY-CLN	Falcon 2000	0741 1020	G-JEAY	BAe 146 200	0749 0847
G-ZAPU	Boeing 757	0756 0909	G-JECF	DHC-8 400	0813 0903
G-DBCA	Airbus 319	0937 1035	PH-LMV	Fokker 100	0948 1108
G-WOWC	DHC-8 300	1012 1049	EI-COX	Boeing 737	1021 1102
G-RJXJ	EMB 135	1124 1212	G-BYAR	Boeing 757	1207 1407
G-ZAPT	King Air B200C	1351 1535	PH-KZL	Fokker 70	1423 1607
G-ESLH	Agusta A109E	1438 1506	EC-GOU	DC-9 83	1440 1552
G-RJXJ	EMB 135	1446 1548	G-ZAPU	Boeing 757	1454 1618
G-FTDF	Airbus 320	1506 1634	EI-CJC	Boeing 737	1602 1638
SE-RBV	Boeing 767	1626 1801	G-JEDI	DHC-8 400	1630 1715
N5839P	PA-24 Comanche	1724 1845	G-ESLH	Agusta A109E	1725 1733
OE-LCM	CRJ 200LR	1749 1839	G-RJXK	EMB 135	1804 1852
G-ESLH	Agusta A109E	1828 1844	G-RJXJ	EMB 135	1837 0733(07)
PH-OFA	Fokker 100	1953 0621(07)	G-CCYH	EMB 145	2014 0659(07)
G-BYAR	Boeing 757	2043 2238	G-STR	Boeing 737 300	2057 2254
G-RJXI	EMB 145	2133 1037(07)	CS-DNP	Falcon 2000	2210 1132(07)
G-ZAPU	Boeing 757	2229 2335			

**07 Sunday**

EC-JHX	Boeing 737 400	0019 0118	G-BYAR	Boeing 757	0446 0702
G-STR	Boeing 737 300	0802 0910	G-RJXC	EMB 145	0943 1406
PH-OFA	Fokker 100	0947 1044	G-JIVE	Hughes 369E	1205 1228
EI-CNV	Boeing 737	1210 1256	HB-JIB	MD-90	1247 1358
G-JIVE	Hughes 369E	1322 1436	G-OLTT	Pilatus PC-12	1345 1435
G-JEDK	DHC-8 400	1353 1438	D-IRKE	CitationJet	1413 1524
PH-KZI	Fokker 70	1421 1610	G-RJXJ	EMB 135	1427 1509
G-JEAK	BAe 146 200	1532 1648	G-STR	Boeing 737 300	1536 1704
EI-CNW	Boeing 737	1649 1734	SE-RBV	Boeing 767	1655 1659(08)
G-MAJF	Jetstream 41	1659 1741	G-MAJK	Jetstream 41	1702 1748
G-RJXC	EMB 145	1719 1755	G-CCYH	EMB 145	1731 1810
G-MIDU	Airbus 320	1756 1854	LZ-BHA	Airbus 320	1823 1932

G-JEDM	DHC-8 400	1912 1958	G-RJXJ	EMB 135	1920 2002
G-WARK	Hughes 269C	1929 1037(20)	G-WOWC	DHC-8 300	1930 2006
G-JEDK	DHC-8 400	1934 2020	PH-OFG	Fokker 100	1949 0618(08)
G-MAJK	Jetstream 41	1956 0718(08)	G-RJXA	EMB 145	2030 0716(08)
G-BYAR	Boeing 757	2051 0728(08)	G-CCYH	EMB 145	2055 0755(08)
G-RJXC	EMB 145	2100 0722(08)	G-RJXJ	EMB 135	2144 0706(08)
G-DBCB	Airbus 319	2154 0702(08)	N789ME	Falcon 50EX	2214 1540(09)

### 08 Monday

G-STR A	Boeing 737 300	0405 0602	G-JEDU	DHC-8 400	0819 0900
G-GOON	MD-600N	0844 1741(09)	TC-SUM	Boeing 737 800	0850 1006
G-WOWD	DHC-8 300	0855 0934	G-RJXA	EMB 145	0910 1340
G-RJXC	EMB 145	0914 1120	G-MAJK	Jetstream 41	0928 1418
G-BUVC	Jetstream 31	0935 1021	G-DBCB	Airbus 319	0938 1036
PH-OFK	Fokker 100	0947 1116	G-RJXJ	EMB 135	0957 1516
EI-CNW	Boeing 737	1022 1104	XW213	Puma HC.1	1040 1721
ZA935	Puma HC.1	1040 1358	G-CCYH	EMB 145	1045 1235
G-STR A	Boeing 737 300	1110 1253	G-BUVC	Jetstream 31	1210 1335
G-RJXC	EMB 145	1354 1449	G-JEDT	DHC-8 400	1356 1440
G-JEDO	DHC-8 400	1408 1451	G-DBCF	Airbus 319	1424 1533
PH-KZM	Fokker 70	1447 1612	G-BYAR	Boeing 757	1457 1745
G-CCYH	EMB 145	1505 1704	G-JEAK	BAe 146 200	1520 1619
N79EL	Beechjet 400A	1535 1606	XW198	Puma HC.1	1549 1630
G-BUVC	Jetstream 31	1608 1723	G-RJXC	EMB 145	1644 1736
G-MAJK	Jetstream 41	1652 1750	G-RJXA	EMB 145	1654 1747
G-RJXJ	EMB 135	1715 1811	EI-CNX	Boeing 737	1725 1802
G-DBCF	Airbus 319	1752 1848	LZ-BHC	Airbus 320	1757 1909
G-WOWC	DHC-8 300	1834 1905	G-JEDT	DHC-8 400	1923 1956
G-RJXC	EMB 145	1926 0722(09)	G-CCYH	EMB 145	1938 0756(09)
PH-OFB	Fokker 100	1941 0620(09)	G-BUVC	Jetstream 31	1958 0655(09)
G-RJXJ	EMB 135	2000 0707(09)	G-MAJK	Jetstream 41	2004 0714(09)
G-RJXA	EMB 145	2043 0719(09)	G-DBCF	Airbus 319	2148 0652(09)
EI-COX	Boeing 737	2152 2229	G-STR A	Boeing 737 300	2259 0909(09)

### 09 Tuesday

G-BYAR	Boeing 757	0251 0616	G-JECE	DHC-8 400	0806 0854
G-BAXY	Cessna F172M	0818 1159	G-WOWC	DHC-8 300	0842 0919
G-RJXC	EMB 145	0905 1115	G-RJXA	EMB 145	0921 1457
G-BUVC	Jetstream 31	0925 1009	G-MAJK	Jetstream 41	0932 1422
G-DBCF	Airbus 319	0942 1038	PH-OF E	Fokker 100	0946 1050
G-ORJA	King Air B200	0952 1621	G-RJXJ	EMB 135	1000 1059
EI-CJC	Boeing 737	1007 1104	G-CCYH	EMB 145	1053 1339
G-RVRW	PA-23 Aztec	1125 1606	G-BUVC	Jetstream 31	1218 1334
G-BYAR	Boeing 757	1243 1451	G-RJXJ	EMB 135	1327 1703
G-RJXC	EMB 145	1353 1521	G-JEDW	DHC-8 400	1409 1450
G-MIDR	Airbus 320	1420 1514	G-JEDO	DHC-8 400	1429 1518
PH-KVI	Fokker 50	1505 1556	G-JEAK	BAe 146 200	1526 1617
EI-CNT	Boeing 737	1556 1638	G-BUVC	Jetstream 31	1610 1719
G-RJXA	EMB 145	1651 1736	G-CCYH	EMB 145	1655 1739
G-MAJK	Jetstream 41	1705 1743	G-RJXC	EMB 145	1711 1756
9H-AEK	Airbus 320	1714 1815	G-DBCD	Airbus 319	1827 1922
G-WOWD	DHC-8 300	1846 1915	G-CTWW	PA-34 Seneca	1919 2243
G-JEDW	DHC-8 400	1925 1954	G-RJXA	EMB 145	1942 0708(10)
G-RJXJ	EMB 135	1945 0710(10)	G-RJXC	EMB 145	1952 0727(10)
G-BUVC	Jetstream 31	2007 0658(10)	G-MAJK	Jetstream 41	2017 0724(10)
PH-OF A	Fokker 100	2037 0643(10)	G-CCYH	EMB 145	2041 0749(10)
G-DBCD	Airbus 319	2143 0656(10)	EI-CNZ	Boeing 737	2146 2214
G-STR A	Boeing 737 300	2227 1418(10)			

**10 Wednesday**

G-BYAR	Boeing 757	0018 0801	G-JEDN	DHC-8 400	0820 0848
G-WOWD	DHC-8 300	0845 0922	G-RJXA	EMB 145	0908 1452
G-RJXC	EMB 145	0920 1112	N79EL	Beechjet 400A	0928 0939
G-DBCD	Airbus 319	0933 1035	G-MAJK	Jetstream 41	0936 1426
PH-KZL	Fokker 70	0943 1050	G-BUVC	Jetstream 31	0947 1028
G-RJXJ	EMB 135	0951 1052	EI-CNZ	Boeing 737	1020 1059
G-CCYH	EMB 145	1046 1347	G-BOGO	PA-32RT Saratoga	1134 1758
G-BUVC	Jetstream 31	1221 1340	G-RJXJ	EMB 135	1313 1709
G-RJXC	EMB 145	1344 1519	EC-ISY	Boeing 757	1412 1536
PH-KZC	Fokker 70	1422 1602	G-JEDO	DHC-8 400	1429 1506
G-JEDW	DHC-8 400	1431 1514	G-DBCE	Airbus 319	1433 1532
G-JEAK	BAe 146 200	1528 1610	EI-CJC	Boeing 737	1556 1633
G-BUVC	Jetstream 31	1624 1719	G-RJXA	EMB 145	1648 1731
G-CCYH	EMB 145	1656 1735	G-MAJK	Jetstream 41	1658 1749
G-RJXC	EMB 145	1714 1803	G-DBCE	Airbus 319	1810 1904
G-WOWC	DHC-8 300	1819 1901	G-RJXA	EMB 145	1926 0732(11)
PH-OFA	Fokker 100	1936 0613(11)	G-RJXJ	EMB 135	1952 0706(11)
G-RJXC	EMB 145	1956 0715(11)	G-BYRM	Jetstream 31	1959 0656(11)
G-MAJK	Jetstream 41	2006 0711(11)	G-CCYH	EMB 145	2054 0718(11)
G-JECI	DHC-8 400	2103 2136	G-BYAR	Boeing 757	2116 0729(11)
G-DBCE	Airbus 319	2137 0652(11)	G-STRA	Boeing 737 300	2144 0850(11)
EI-CNW	Boeing 737	2153 2216			

**11 Thursday**

G-RVRW	PA-23 Aztec	0745 1204	G-JECG	DHC-8 400	0809 0852
G-WOWC	DHC-8 300	0845 0944	G-JIVE	Hughes 369E	0914 1359
G-RJXC	EMB 145	0916 1459	G-CCYH	EMB 145	0918 1116
G-MAJK	Jetstream 41	0930 1424	G-DBCE	Airbus 319	0933 1035
G-BYRM	Jetstream 31	0937 1011	PH-OFA	Fokker 100	0953 1059
G-RJXJ	EMB 135	0955 1047	EI-CNW	Boeing 737	1019 1103
C-GAJS	Lear Jet 35A	1128 0742(13)	G-RJXA	EMB 145	1201 1355
G-BYRA	Jetstream 31	1205 1343	G-BYRM	Jetstream 31	1211 1256
695796	MH-53M	1245 1323	JY-JAR	Airbus 320	1254 1403
695828	MC-130P	1309 1334	G-RJXJ	EMB 135	1316 1704
C-GTDG	Airbus 320	1353 1610	G-JECF	DHC-8 400	1357 1437
695796	MH-53M	1400 1647	G-CCYH	EMB 145	1405 1612
G-JEDO	DHC-8 400	1412 1454	PH-JCT	Fokker 70	1414 1613
695795	MH-53M	1417 1647	G-DBCB	Airbus 319	1429 1528
G-JEAK	BAe 146 200	1520 1617	EI-CJC	Boeing 737	1558 1631
G-HTRL	PA-34 Seneca	1607 1934	9A-CDB	DC-9 83	1628 1734
G-RJXA	EMB 145	1649 1743	G-RJXC	EMB 145	1653 1737
G-CBCS	Jetstream 31	1656 1730	G-CCYH	EMB 145	1718 1802
G-MAJK	Jetstream 41	1721 1806	G-DBCB	Airbus 319	1746 1851
G-KVIP	King Air 200	1812 1830	G-WOWD	DHC-8 300	1824 1859
G-AYSY	Cessna F177RG	1856 1933	G-JECF	DHC-8 400	1915 1956
G-RJXC	EMB 145	1932 0717(12)	PH-LMV	Fokker 100	1949 0631(12)
G-RJXJ	EMB 135	1954 1050(12)	G-CCYH	EMB 145	1958 0720(12)
G-CBCS	Jetstream 31	2003 0656(12)	G-MAJK	Jetstream 41	2019 0707(12)
G-RJXA	EMB 145	2041 0728(12)	G-CDUO	Boeing 757	2113 0702(12)
G-DBCB	Airbus 319	2133 0700(12)	EI-CNZ	Boeing 737	2137 2207
G-STRA	Boeing 737 300	2346 0531(12)			

**12 Friday**

G-JEDW	DHC-8 400	0815 0854	N700VB	TBM-700	0844 1200
G-WOWD	DHC-8 300	0847 0918	N202AA	Cessna 421C	0851 0905
G-RJXC	EMB 145	0915 1349	G-CCYH	EMB 145	0920 1110
G-DBCB	Airbus 319	0923 1043	G-MAJK	Jetstream 41	0927 1033

G-CBCS	Jetstream 31	0935 1341	PH-KLG	Fokker 100	0952 1046
EI-COX	Boeing 737	1017 1054	G-RJXA	EMB 145	1025 1449
EC-HZS	Boeing 737 800	1123 1236	G-STR	Boeing 737 300	1124 1243
G-MAJK	Jetstream 41	1215 1420	CS-DHH	Citation Bravo	1238 1334
G-RJXJ	EMB 135	1316 1708	G-JEDR	DHC-8 400	1356 1442
G-CCYH	EMB 145	1401 1509	G-HRPN	Robinson R-44	1412 1545
G-DBCA	Airbus 319	1422 1535	G-JECF	DHC-8 400	1453 1538
EI-CNV	Boeing 737	1606 1645	G-JEAK	BAe 146 200	1614 1655
G-CBCS	Jetstream 31	1624 1722	PH-KZC	Fokker 70	1627 1733
G-RJXC	EMB 145	1658 1749	G-MAJK	Jetstream 41	1700 1743
G-RJXA	EMB 145	1702 1740	G-CCYH	EMB 145	1714 1811
G-DBCA	Airbus 319	1747 1856	G-STR	Boeing 737 300	1838 2014
G-WOWC	DHC-8 300	1841 1917	N202AA	Cessna 421C	1853 1910
G-RJXJ	EMB 135	1947 0812(13)	G-RJXA	EMB 145	1950 1342(13)
G-CBCS	Jetstream 31	1958 0655(15)	G-CCYH	EMB 145	1958 2213
G-JECF	DHC-8 400	2006 2041	G-MAJK	Jetstream 41	2008 1457(15)
TC-APY	Boeing 737 800	2017 2131	N900CB	Cessna 421C	2037 1052(16)
G-RJXC	EMB 145	2059 2140	G-DBCA	Airbus 319	2138 0754(13)
EI-COB	Boeing 737	2149 2226	PH-OFF	Fokker 100	2152 0633(13)
G-CDUO	Boeing 757	2342 0701(13)			

### 13 Saturday

G-STR	Boeing 737 300	0601 0711	G-JEAY	BAe 146 200	0750 0853
G-JECG	DHC-8 400	0810 0859	CS-DHH	Citation Bravo	0916 1106
G-WOWC	DHC-8 300	0935 1013	EI-CNT	Boeing 737	1008 1048
G-DBCA	Airbus 319	1016 1118	PH-OFE	Fokker 100	1057 1154
G-RJXA	EMB 145	1111 1207	G-STR	Boeing 737 300	1216 1326
G-CDUO	Boeing 757	1223 1400	N79EL	Beechjet 400A	1255 1310
PH-KZI	Fokker 70	1413 1610	G-RJXJ	EMB 135	1429 1537
G-GTDK	Airbus 320	1433 1749	N43GG	PA-34 Seneca	1438 1539
EC-FXA	DC-9 83	1452 1616	ES-PVS	Lear Jet 60	1533 1647(16)
EI-CNV	Boeing 737	1608 1645	G-JEDK	DHC-8 400	1625 1716
SE-RBV	Boeing 767	1704 1820	OE-LCL	CRJ-200LR	1740 1830
G-RJXK	EMB 135	1747 1834	G-RJXJ	EMB 135	1823 0735(14)
G-STR	Boeing 737 300	1954 2100	PH-OFE	Fokker 100	2002 0630(14)
G-RJXA	EMB 145	2040 1045(14)	G-CDUO	Boeing 757	2044 2233
G-RJXC	EMB 145	2137 0713(14)			

### 14 Sunday

EC-JHX	Boeing 737 400	0030 0136	G-CDUO	Boeing 757	0425 0710
G-STR	Boeing 737 300	0633 0742	G-RJXH	EMB 145	0940 1342
PH-KZA	Fokker 70	0944 1048	EI-COB	Boeing 737	1226 1302
HB-JIB	MD-90	1233 1351	N5020A	Cessna T182T	1353 1426
G-RJXJ	EMB 135	1429 1519	G-STR	Boeing 737 300	1433 1552
G-JECF	DHC-8 400	1501 1549	G-BIBT	AA-5B Tiger	1505 1728
N43GG	PA-34 Seneca	1521 1606	G-JEAK	BAe 146 200	1537 1627
PH-KZO	Fokker 70	1546 1634	G-MAJK	Jetstream 41	1642 1801
EI-CNZ	Boeing 737	1648 1724	G-HTRL	PA-34 Seneca	1651 1906
G-MAJA	Jetstream 41	1653 1745	G-RJXH	EMB 145	1716 1755
G-RJXC	EMB 145	1740 1820	G-RJXJ	EMB 135	1743 1824
G-MIDW	Airbus 320	1756 1850	LZ-BHA	Airbus 320	1809 1925
G-JIVE	Hughes 369E	1857 1931	G-JEDR	DHC-8 400	1913 2040
G-WOWC	DHC-8 300	1917 1949	SE-RBV	Boeing 767	1922 1645(15)
N170SW	Global Express	1955 1311(19)	G-RJXJ	EMB 135	2012 0715(15)
G-MAJK	Jetstream 41	2017 0712(15)	G-JECF	DHC-8 400	2020 2058
G-CCYH	EMB 145	2023 0724(15)	G-CDUO	Boeing 757	2037 0728(15)
PH-OFF	Fokker 100	2049 0615(15)	G-RJXC	EMB 145	2051 0714(16)
G-RJXF	EMB 145	2109 0709(15)	G-DBCB	Airbus 319	2144 0722(15)

**15 Monday**

G-STRA	Boeing 737 300	0224 0601	G-JECE	DHC-8 400	0815 0856
G-OEAC	Mooney M.20J	0821 0909	G-WOWD	DHC-8 300	0858 0944
TC-SUM	Boeing 737 800	0903 1012	G-JECG	DHC-8 400	0904 0951
G-CCYH	EMB 145	0921 1110	N286ZT	Falcon 50EX	0929 1001
G-MAJK	Jetstream 41	0935 1016	G-RJXG	EMB 145	0938 1055
G-CBCS	Jetstream 31	0942 1041	G-DBCB	Airbus 319	0950 1049
EI-CNZ	Boeing 737	1012 1102	PH-OFK	Fokker 100	1035 1141
G-RJXJ	EMB 135	1050 1743	G-STRA	Boeing 737 300	1116 1247
G-MAJK	Jetstream 41	1217 1435	G-IJYS	Jetstream 31	1243 1336
G-FIBS	Ecureuil	1257 1321	G-RJXG	EMB 145	1332 1459
G-JEDO	DHC-8 400	1359 1449	PH-KZL	Fokker 70	1411 1559
G-CCYH	EMB 145	1417 1515	G-JECI	DHC-8 400	1422 1508
G-BAXU	Cessna F150L	1429 1521	N286ZT	Falcon 50EX	1443 1513
G-DBCC	Airbus 319	1447 1543	GCDUO	Boeing 757	1451 1750
G-JEAK	BAe 146 200	1526 1601	EI-CJC	Boeing 737	1604 1636
G-IJYS	Jetstream 31	1619 1720	G-RJXG	EMB 145	1648 1730
G-MAJK	Jetstream 41	1659 1755	G-CCYH	EMB 145	1713 1802
G-OPUB	T67M Firefly	1718 1637(16)	G-DBCC	Airbus 319	1804 1852
LZ-BHC	Airbus 320	1806 1934	G-WOWB	DHC-8 300	1826 1856
EI-GDL	Gulfstream 5	1839 1704(17)	G-RJXG	EMB 145	1931 0751(16)
PH-KLD	Fokker 100	1942 0623(16)	G-JECI	DHC-8 400	1958 2032
G-CCYH	EMB 145	2000 0729(16)	G-MAJK	Jetstream 41	2004 0707(16)
G-BUVC	Jetstream 31	2010 0700(16)	G-RJXJ	EMB 135	2043 0706(16)
G-DBCC	Airbus 319	2129 0658(16)	G-STRA	Boeing 737 300	2315 0854(16)
EI-COB	Boeing 737	2317 2348			

**16 Tuesday**

G-CDUO	Boeing 757	0309 0610	G-JECI	DHC-8 400	0824 0909
YL-KSB	AN-74	0831 1804	G-WOWB	DHC-8 300	0836 0915
G-RJXC	EMB 145	0916 1454	G-MAJK	Jetstream 41	0923 1424
G-CCYH	EMB 145	0931 1110	G-BUVC	Jetstream 31	0943 1020
PH-OFA	Fokker 100	0946 1048	G-DBCC	Airbus 319	0949 1037
G-RJXJ	EMB 135	1007 1655	EI-CJG	Boeing 737	1017 1056
F-GHSV	King Air 200	1029 1739	G-RJXG	EMB 145	1032 1336
G-JIVE	Hughes 369E	1152 1237	EI-WJN	BAe 125 700B	1202 1628
G-CCFC	Robinson R-44	1206 1223	G-BUVC	Jetstream 31	1216 1344
G-CDUO	Boeing 757	1248 1450	G-JIVE	Hughes 369E	1301 1304
G-CCYH	EMB 145	1359 1505	G-JEDO	DHC-8 400	1401 1457
G-MIDX	Airbus 320	1404 1507	G-BMJC	Cessna 152	1410 1510
G-JECF	DHC-8 400	1413 1519	PH-KZF	Fokker 70	1415 1556
G-JEAK	BAe 146 200	1517 1602	EI-CJC	Boeing 737	1551 1630
G-BUVC	Jetstream 31	1626 1718	G-RJXG	EMB 145	1643 1734
G-FCED	PA-31T Cheyenne 2	1653 1758	G-MAJK	Jetstream 41	1657 1752
9H-AEK	Airbus 320	1703 1811	G-RJXC	EMB 145	1713 1749
G-CCYH	EMB 145	1716 1807	G-JIVE	Hughes 369E	1721 1754
G-DBCB	Airbus 319	1808 1903	G-OPUB	T67M Firefly	1822 1631(19)
G-JIVE	Hughes 369E	1823 1827	G-WOWC	DHC-8 300	1832 1908
G-JEDO	DHC-8 400	1930 2007	G-RJXC	EMB 145	1933 0735(17)
G-RJXJ	EMB 135	1939 0710(17)	PH-OFK	Fokker 100	1942 0609(17)
G-CCYH	EMB 145	1953 0755(17)	G-BUVC	Jetstream 31	1956 0655(17)
G-HOOT	Twin squirrel	1957 2017	G-MAJK	Jetstream 41	2015 0705(17)
G-RJXG	EMB 145	2037 0730(17)	G-DBCB	Airbus 319	2144 0715(17)
EI-CNW	Boeing 737	2201 2228	G-STRA	Boeing 737 300	2226 1424(17)

**17 Wednesday**

G-CDUO	Boeing 757	0015 0803	G-JEDW	DHC-8 400	0810 0847
G-WOWC	DHC-8 300	0831 0923	G-RVRW	PA-23 Aztec	0910 1700

G-RJXC	EMB 145	0922 1116	G-RJXG	EMB 145	0926 1331
G-MAJK	Jetstream 41	0928 1015	G-GBRU	JetRanger	0931 1607
PH-KLE	Fokker 100	0933 1043	G-BUVC	Jetstream 31	0937 1344
G-DBCB	Airbus 319	0949 1040	G-RJXJ	EMB 135	1006 1801
EI-CNT	Boeing 737	1013 1052	F-GEXV	King Air A100	1025 1652
G-CCYH	EMB 145	1059 1515	VP-CMR	Gulfstream 4	1131 1742
G-MAJK	Jetstream 41	1218 1428	JY-JAR	Airbus 320	1226 1353
G-RJXC	EMB 145	1351 1452	G-CCFC	Robinson R-44	1403 1437
G-JEDR	DHC-8 400	1411 1500	G-JECH	DHC-8 400	1415 1508
G-RVRF	PA-38 Tomahawk	1421 1518	G-DBCA	Airbus 319	1445 1540
G-JWEB	Robinson R-44	1451 1503	PH-KZI	Fokker 70	1502 1609
G-JEAK	BAe 146 200	1505 1604	EI-COX	Boeing 737	1551 1634
G-BUVC	Jetstream 31	1618 1716	G-ROWN	King Air 200	1625 1712
G-RJXC	EMB 145	1649 1736	G-RJXG	EMB 145	1708 1746
G-CCYH	EMB 145	1710 1804	G-MAJK	Jetstream 41	1712 1755
G-GBRU	JetRanger	1734 1422(18)	G-DBCA	Airbus 319	1807 1856
G-WOWD	DHC-8 300	1827 1901	G-SFSG	King Air E90	1847 0808(18)
EI-GDL	Gulfstream 5	1914 1059(18)	G-RJXC	EMB 145	1926 2020
PH-OFF	Fokker 100	1947 0619(18)	G-BUVC	Jetstream 31	1958 0703(18)
G-JECH	DHC-8 400	2000 2037	G-MAJK	Jetstream 41	2026 0714(18)
G-RJXJ	EMB 135	2033 0707(18)	G-CCYH	EMB 145	2042 0726(18)
G-RJXG	EMB 145	2047 0718(18)	G-DBCA	Airbus 319	2144 0653(18)
G-CDUO	Boeing 757	2146 0737(18)	EI-CNW	Boeing 737	2159 2229
G-STRA	Boeing 737 300	2202 0841(18)	G-RJXH	EMB 145	2329 0752(18)

#### 18 Thursday

G-JECG	DHC-8 400	0817 0852	G-WOWD	DHC-8 300	0830 0918
G-RJXG	EMB 145	0912 1339	G-CCYH	EMB 145	0933 1114
G-DBCA	Airbus 319	0936 1242	G-MAJK	Jetstream 41	0940 1023
D-IEFD	CitationJet II	0945 1516	G-BUVC	Jetstream 31	0947 1332
G-RJXJ	EMB 135	0955 1053	PH-OFF	Fokker 100	0958 1111
EI-CNT	Boeing 737	1012 1055	F-GHSV	King Air 200	1035 1647
G-RJXH	EMB 145	1038 1452	G-JIVE	Hughes 369E	1104 1149
G-EXEC	PA-34 Seneca	1131 1222	F-GPUJ	CitationJet II	1138 1636
JY-JAR	Airbus 320	1157 1316	G-JIVE	Hughes 369E	1215 1235
G-MAJK	Jetstream 41	1219 1431	G-CCFC	Robinson R-44	1301 1328
G-RJXJ	EMB 135	1324 1703	G-CCYH	EMB 145	1352 1512
C-GTDH	Airbus 320	1356 1612	G-JEDR	DHC-8 400	1359 1442
G-JECH	DHC-8 400	1405 1456	PH-KZN	Fokker 70	1409 1606
G-DBCF	Airbus 319	1438 1540	LX-ONE	Lear Jet 35A	1443 1714
G-JEAK	BAe 146 200	1524 1618	EI-COB	Boeing 737	1554 1634
G-BUVC	Jetstream 31	1620 1719	9A-CDB	DC-9 83	1623 1728
G-RJXH	EMB 145	1653 1737	G-RJXG	EMB 145	1656 1745
G-MAJK	Jetstream 41	1659 1752	G-CCYH	EMB 145	1722 1806
ZE395	BAe 125 CC.3	1724 1605(19)	G-JIVE	Hughes 369E	1747 1750
G-DBCF	Airbus 319	1809 1902	G-JIVE	Hughes 369E	1827 1853
G-WOWC	DHC-8 300	1836 1908	G-RJXH	EMB 145	1924 0809(19)
PH-KLE	Fokker 100	1938 0618(19)	G-JECH	DHC-8 400	1943 2018
G-RJXJ	EMB 135	1945 0710(19)	G-CCYH	EMB 145	2000 0723(19)
G-BUVC	Jetstream 31	2005 0700(19)	G-MAJK	Jetstream 41	2014 0706(19)
G-RJXG	EMB 145	2042 0719(19)	G-CDUO	Boeing 757	2109 0658(19)
EI-CNZ	Boeing 737	2138 2216	G-DBCF	Airbus 319	2145 0653(19)
G-STRA	Boeing 737 300	2336 0531(19)			

#### 19 Friday

G-RVRW	PA-23 Aztec	0757 1243	G-JECG	DHC-8 400	0821 0903
G-WOWC	DHC-8 300	0848 0923	G-RJXG	EMB 145	0914 1453
G-CCYH	EMB 145	0918 1115	G-DBCF	Airbus 319	0927 1041

G-BYRA	Jetstream 31	0930 1331	G-MAJK	Jetstream 41	0934 1027
N202AA	Cessna 421C	0947 1445	G-RJXJ	EMB 135	0953 1045
PH-OFA	Fokker 100	1006 1109	EC-CNZ	Boeing 737	1015 1056
N95TA	PA-31 Navajo	1105 1733	EC-HZS	Boeing 737 800	1121 1236
G-RJXH	EMB 145	1134 1347	G-STRA	Boeing 737 300	1142 1255
G-BARG	Cessna 310Q	1153 1849	G-MAJK	Jetstream 41	1223 1442
G-RJXJ	EMB 135	1313 1657	G-CCYH	EMB 145	1352 1507
G-JEDL	DHC-8 400	1400 1455	G-DBCE	Airbus 319	1429 1544
PH-OFK	Fokker 100	1451 1600	G-JEAS	BAe 146 200	1505 1548
G-JEAJ	Bae 146 200	1536 1615	G-OLTT	Pilatus PC-12	1545 1614
EI-CJC	Boeing 737	1557 1632	G-BYRA	Jetstream 31	1613 1718
G-RJXG	EMB 145	1650 1729	G-RJXH	EMB 145	1653 1800
G-CCYH	EMB 145	1701 1803	G-MAJK	Jetstream 41	1706 1752
G-WOWD	DHC-8 300	1830 1904	G-DBCE	Airbus 319	1832 1926
G-OPUB	T67M Firefly	1851 1510(22)	PH-OFB	Fokker 100	1934 0635(20)
G-RJXJ	EMB 135	1937 0817(20)	G-CCYH	EMB 145	1953 2027
G-JEDL	DHC-8 400	1956 2030	G-BYRA	Jetstream 31	1958 0659(22)
G-MAJK	Jetstream 41	2012 1553(20)	G-RJXG	EMB 145	2038 2150
G-RJXH	EMB 145	2050 1337(20)	EI-CNV	Boeing 737	2137 2216
G-DBCE	Airbus 319	2140 0703(20)	TC-APF	Boeing 737 800	2245 2353
G-CDUO	Boeing 757	2250 0657(20)			
<b>20 Saturday</b>					
G-OAVB	Boeing 757	0046 0134	G-ZAPK	BAe 146 200	0753 0928
G-JEAV	BAe 146 200	0757 0849	G-JEDL	DHC-8 400	0826 0911
N79EL	Beechjet 400A	0845 0932	G-DBCE	Airbus 319	0935 1053
G-WOWC	DHC-8 300	0956 1032	EI-COX	Boeing 737	1010 1056
D-ITAN	CitationJet	1022 1120	PH-OFK	Fokker 100	1026 1128
G-JIVE	Hughes 369E	1111 1123	G-RJXJ	EMB 135	1134 1536
G-CDUO	Boeing 757	1220 1405	ZH881	Hercules C.5	1323 1519
G-MAJJ	Jetstream 41	1415 0659(24)	G-GTDL	Airbus 320	1440 1622
EC-GAT	DC-9 83	1509 1632	PH-KZL	Fokker 70	1528 1653
G-JIVE	Hughes 369E	1605 1624	EI-CJC	Boeing 737	1611 1707
G-ZAPK	BAe 146 200	1616 1731	SE-RBV	Boeing 767	1618 1717
G-JEDI	DHC-8 400	1641 1725	OE-LCQ	CRJ 200LR	1726 1817
G-RJXK	EMB 135	1756 1834	G-RJXJ	EMB 135	1822 1611(21)
G-FIBS	Ecureuil	1823 1839	PH-OFA	Fokker 100	1939 0616(21)
S5-AAG	CRJ-200LR	2000 2059	G-RJXH	EMB 145	2038 0659(21)
G-MAJK	Jetstream 41	2044 1458(21)	G-STRB	Boeing 737 300	2048 2157
G-CDUO	Boeing 757	2052 2227	G-CCYH	EMB 145	2133 0917(21)
<b>21 Sunday</b>					
EC-JHX	Boeing 737 400	0145 0244	G-BYAY	Boeing 757	0451 0703
G-STRB	Boeing 737 300	0727 0840	G-SGEC	King Air B200	0843 0853
G-RJXA	EMB 145	0936 1034	PH-OFI	Fokker 100	0946 1054
G-OLTT	Pilatus PC-12	1045 1115	EI-CNV	Boeing 737	1219 1252
HB-JIB	MD-90	1223 1336	G-GBRU	JetRanger	1247 1444
ZH881	Hercules C.5	1319 1625	PH-RXA	EMB 145	1323 1356
G-JEDM	DHC-8 400	1406 1440	PH-KZO	Fokker 70	1410 1557
G-STRB	Boeing 737 300	1521 1654	G-JEAJ	BAe 146 200	1528 1614
SE-RBV	Boeing 767	1603 1646(22)	G-CCYH	EMB 145	1608 1743
G-MAJK	Jetstream 41	1643 1755	PH-RXA	EMB 145	1652 1818
G-MAJA	Jetstream 41	1656 1748	EI-COB	Boeing 737	1702 1732
G-RJXH	EMB 145	1716 1804	G-MIDU	Airbus 320	1801 1852
LZ-BHA	Airbus 320	1812 1925	G-RJXJ	EMB 135	1835 0713(22)
G-JECF	DHC-8 400	1911 2005	G-SFSG	King Air E90	1915 1949
G-WOWC	DHC-8 300	1918 2007	PH-OFD	Fokker 100	1938 0628(22)
G-SGEC	King Air B200	1958 2009	G-JECH	DHC-8 400	2000 2045

PH-EXA	EMB 145	2008 2050	G-MAJK	Jetstream 41	2011 0706(22)
G-RJXE	EMB 145	2027 0719(22)	G-CCYH	EMB 145	2038 0753(22)
G-RJXH	EMB 145	2051 0725(22)	G-BYAY	Boeing 757	2105 0728(22)
G-DBCC	Airbus 319	2217 0703(22)			
<b>22 Monday</b>					
G-STRB	Boeing 737 300	0339 0557	G-JEDV	DHC-8 400	0842 0917
TC-SUL	Boeing 737 800	0846 0959	G-WOWD	DHC-8 300	0853 0929
G-RJXE	EMB 145	0916 1453	G-RJXH	EMB 145	0920 1114
G-DBCC	Airbus 319	0937 1053	G-MAJK	Jetstream 41	0942 1429
PH-KLE	Fokker 100	0947 1051	G-BYRA	Jetstream 31	0950 1025
G-RJXJ	EMB 135	1005 1057	EI-CNZ	Boeing 737	1034 1121
G-CCYH	EMB 145	1101 1347	G-STRB	Boeing 737 300	1110 1255
G-BYRA	Jetstream 31	1222 1343	G-SENX	PA-34 Seneca	1237 0905(23)
G-RJXJ	EMB 135	1317 1702	G-RJXH	EMB 145	1400 1516
G-JEDF	DHC-8 400	1405 1450	PH-KZR	Fokker 70	1411 1609
G-JEDW	DHC-8 400	1419 1507	G-DBCE	Airbus 319	1442 1533
G-BYAY	Boeing 757	1501 1753	G-RVRJ	PA-23 Aztec	1512 1635
G-JEAJ	BAe 146 200	1529 1606	CS-DNL	Hawker 800XP	1537 0810(23)
G-BZYB	SA.341 Gazelle	1617 1640	GBYRA	Jetstream 31	1624 1719
N900CB	Cessna 421C	1637 1054(5/9)	G-RJXE	EMB 145	1642 1725
G-MAJK	Jetstream 41	1656 1758	G-CCYH	EMB 145	1658 1745
G-RJXH	EMB 145	1718 1802	G-DBCE	Airbus 319	1742 1847
LZ-BHC	Airbus 320	1749 1926	G-WOWD	DHC-8 300	1827 1902
EI-DCP	Boeing 737 800	1838 1922	G-JEDW	DHC-8 400	1915 1955
G-RJXE	EMB 145	1923 0718(23)	PH-OFK	Fokker 100	1938 0620(23)
G-RJXJ	EMB 135	1944 0711(23)	G-BYRA	Jetstream 31	1949 0704(23)
G-RJXH	EMB 145	1952 0721(23)	G-MAJK	Jetstream 41	2011 0714(23)
G-CCYH	EMB 145	2045 0750(23)	G-DBCE	Airbus 319	2135 0701(23)
EI-COX	Boeing 737	2207 2238	G-STRB	Boeing 737 300	2326 0902(23)
<b>23 Tuesday</b>					
G-BYAY	Boeing 757	0427 0615	G-JEDP	DHC-8 400	0804 0845
G-WOWC	DHC-7 300	0838 0911	G-RJXH	EMB 145	0926 1120
G-DBCE	Airbus 319	0931 1036	G-RJXE	EMB 145	0933 1453
PH-OFE	Fokker 100	0936 1046	G-BYRA	Jetstream 31	0940 1014
G-MAJK	Jetstream 41	0942 1442	G-RJXJ	EMB 135	1005 1702
EI-COB	Boeing 737	1040 1128	G-CCYH	EMB 145	1043 1340
G-BYRA	Jetstream 31	1211 1350	G-BYAY	Boeing 757	1250 1449
G-RJXH	EMB 145	1401 1511	G-MIDW	Airbus 320	1406 1508
G-JECG	DHC-8 400	1409 1455	G-JECF	DHC-8 400	1411 1457
PH-KZC	Fokker 70	1433 1553	EI-DMG	Cessna 441	1440 1639
G-JEAJ	BAe 146 200	1526 1607	EI-CNW	Boeing 737	1557 1635
G-CBTN	PA-31 Navajo	1617 1658	G-BYRA	Jetstream 31	1637 1717
G-CCYH	EMB 145	1644 1726	G-RJXE	EMB 145	1649 1731
G-LYCA	Falcon 900EX	1655 1714	G-MAJK	Jetstream 41	1705 1758
G-RJXH	EMB 145	1711 1804	9H-AEK	Airbus 320	1735 1840
G-DBCA	Airbus 319	1800 1854	G-WOWD	DHC-8 300	1822 1859
G-JECG	DHC-8 400	1931 2005	G-RJXE	EMB 145	1934 0722(24)
PH-OFA	Fokker 100	1946 0617(24)	G-RJXJ	EMB 135	1948 0707(24)
G-BYRA	Jetstream 31	2000 0649(24)	G-RJXH	EMB 145	2009 0726(24)
G-MAJK	Jetstream 41	2015 0731(25)	G-CCYH	EMB 145	2040 0746(24)
EI-COX	Boeing 737	2130 2202	G-DBCA	Airbus 319	2133 0654(24)
G-STRB	Boeing 737 300	2226 1442(24)			
<b>24 Wednesday</b>					
G-BYAY	Boeing 757	0013 0804	G-JEDP	DHC-8 400	0826 0908
N64VB	B.58 Baron	0830 0855	G-WOWD	DHC-8 300	0842 0924
G-RJXE	EMB 145	0914 1450	CS-DRA	Hawker 800XP	0916 1100

G-RJXH	EMB 145	0920 1154	G-BYRA	Jetstream 31	0936 1040
G-MAJJ	Jetstream 41	0940 1434	G-DBCA	Airbus 319	0946 1121
G-RJXJ	EMB 135	1002 1344	PH-KLG	Fokker 100	1023 1143
N8702K	Cessna 340A	1029 1613	G-CCYH	EMB 145	1046 1520
EI-DMG	Cessna 441	1050 1445	EI-COB	Boeing 737	1112 1147
G-BYRA	Jetstream 31	1227 1347	JY-JAR	Airbus 320	1240 1358
G-ORDB	Citation Bravo	1312 1424	G-OACG	PA-34 Seneca	1426 0905(25)
G-RJXH	EMB 145	1438 1700	PH-KZG	Fokker 70	1440 1609
G-JEAJ	BAe 146 200	1526 1637	G-JEDM	DHC-8 400	1532 1628
G-JECF	DHC-8 400	1547 1642	D-IETZ	CitationJet	1550 1655
G-DBCD	Airbus 319	1556 1651	EI-CNZ	Boeing 737	1624 1710
G-RJXE	EMB 145	1653 1738	G-RJXJ	EMB 135	1703 1749
G-BYRA	Jetstream 31	1715 1744	G-CCYH	EMB 145	1720 1807
G-MAJJ	Jetstream 41	1722 1800	G-CLOW	King Air 200	1759 0656(25)
G-WOWD	DHC-8 300	1841 1919	G-DANZ	Twin Squirrel	1931 1720(25)
G-RJXE	EMB 145	1934 0717(25)	PH-OFD	Fokker 100	1937 0614(25)
G-DBCD	Airbus 319	1945 2038	G-RJXH	EMB 145	1948 0723(25)
G-CCYH	EMB 145	2003 0726(25)	G-BYRA	Jetstream 31	2010 0703(25)
G-MAJJ	Jetstream 41	2026 0706(26)	G-RJXJ	EMB 135	2044 0710(25)
G-JEDM	DHC-8 400	2050 2125	G-BYAY	Boeing 757	2111 0736(25)
EI-CNV	Boeing 737	2145 2217	G-DBCD	Airbus 319	2309 0700(25)

## 25 Thursday

G-STRA	Boeing 737 300	0409 0909	G-JEDW	DHC-8 400	0821 0901
G-BPWR	Cessna F172K	0828 1404	G-WOWD	DHC-8 300	0844 0936
F-GUAJ	Falcon 50	0910 1201	G-RJXE	EMB 145	0918 1447
G-RJXH	EMB 145	0922 1119	G-BYRA	Jetstream 31	0931 1011
G-DBCD	Airbus 319	0935 1040	PH-KLE	Fokker 100	0943 1111
G-MAJK	Jetstream 41	0947 1441	G-CBEE	PA-28R Arrow II	0952 1318
G-RJXJ	EMB 135	1023 1105	EI-CJG	Boeing 737	1026 1115
G-CCYH	EMB 145	1102 1349	JY-JAR	Airbus 320	1205 1326
G-BYRA	Jetstream 31	1215 1340	C-GTDH	Airbus 320	1333 1610
N147VC	Cirrus SR-22	1347 1528	G-RJXJ	EMB 135	1351 1701
G-RJXH	EMB 145	1359 1518	G-JEDM	DHC-8 400	1401 1444
PH-WXD	Fokker 70	1419 1605	G-DBCF	Airbus 319	1433 1533
G-JEAJ	BAe 146 200	1524 1630	G-CLOW	King Air 200	1541 1612
EI-CNW	Boeing 737	1554 1643	G-JECF	DHC-8 400	1623 1715
9A-CDB	DC-9 83	1628 1726	G-BYRA	Jetstream 31	1632 1719
G-RJXE	EMB 145	1646 1739	G-CCYH	EMB 145	1703 1751
G-RJXH	EMB 145	1713 1805	G-MAJK	Jetstream 41	1811 1900
G-WOWA	DHC-8 300	1817 1858	G-DBCF	Airbus 319	1823 1923
CS-DNU	Hawker 800XP	1838 0850(26)	G-JEDM	DHC-8 400	1920 1958
PH-OFD	Fokker 100	1937 0738(26)	G-RJXE	EMB 145	1940 0712(26)
G-BYRA	Jetstream 31	1952 0650(26)	G-RJXH	EMB 145	2007 0718(26)
G-RJXJ	EMB 135	2009 1046(26)	G-CCYH	EMB 145	2056 0728(26)
G-BYAY	Boeing 757	2108 0701(26)	G-MAJK	Jetstream 41	2118 1019(26)
G-DBCF	Airbus 319	2205 0658(26)	EI-CNV	Boeing 737	2230 2308
G-STRA	Boeing 737 300	2337 0534(26)			

## 26 Friday

G-JEDP	DHC-8 400	0814 0852	G-WOWA	DHC-8 300	0855 0931
G-RJXE	EMB 145	0916 1014	G-RJXH	EMB 145	0919 1105
G-MAJJ	Jetstream 41	0924 1108	G-BYRA	Jetstream 31	0929 1353
PH-KLE	Fokker 100	0943 1054	G-DBCF	Airbus 319	0947 1035
EI-CNX	Boeing 737	1017 1057	G-CCYH	EMB 145	1932 1348
CS-DFV	Citation Excel	1050 1126	EC-HKQ	Boeing 737 800	1115 1237
G-STRA	Boeing 737 300	1118 1234	G-JIVE	Hughes 369E	1148 1311
G-MAJK	Jetstream 41	1226 1434	G-BUKA	SA227AC Metro 3	1244 1423

G-RJXJ	EMB 135	1314 1454	CS-DNR	Falcon 2000	1345 1603
G-RJXH	EMB 145	1403 1514	PH-KZE	Fokker 70	1414 1616
G-JECG	DHC-8 400	1417 1458	CS-DFV	Citation Excel	1426 1701
G-CCFC	Robinson R-44	1438 1517	G-DBCA	Airbus 319	1451 1538
G-JEAJ	BAe 146 200	1534 1619	EI-CNV	Boeing 737	1609 1704
CS-DNS	Falcon 2000	1614 0906(27)	G-BYRA	Jetstream 31	1630 1712
G-JIVE	Hughes 369E	1645 1713	G-RJXJ	EMB 135	1707 1752
G-RJXH	EMB 145	1710 1837	G-MAJK	Jetstream 41	1714 1801
G-CCYH	EMB 145	1727 1813	G-NIOS	PA-32R Saratoga	1738 1802(29)
G-JEAS	BAe 146 200	1758 1844	G-DBCA	Airbus 319	1807 1851
G-WOWD	DHC-8 300	1832 1908	G-STRA	Boeing 737 300	1841 1948
G-JECG	DHC-8 400	1918 1957	PH-OFH	Fokker 100	1944 0620(27)
G-CBCS	Jetstream 31	2000 1009(29)	G-MAJK	Jetstream 41	2019 1619(28)
G-RJXJ	EMB 135	2040 0814(27)	G-RJXH	EMB 145	2122 2224
TC-APY	Boeing 737 800	2132 2254	EI-CNV	Boeing 737	2136 2214
G-DBCA	Airbus 319	2140 0656(27)	G-CCYH	EMB 145	2143 2217
G-BYAY	Boeing 757	2252 0701(27)			
<b>27 Saturday</b>					
G-STRA	Boeing 737 300	0542 0651	G-FIBS	Ecureuil	0738 2030(29)
G-JEAX	BAe 146 200	0750 0844	G-JEDP	DHC-8 400	0820 0856
CS-DRD	Hawker 800XP	1833 1313(28)	G-DBCA	Airbus 319	0923 1041
PH-OFF	Fokker 100	0938 1048	G-WOWA	DHC-8 300	0948 1019
EI-CNX	Boeing 737	1037 1111	G-RJXJ	EMB 135	1109 1538
G-BZYD	SA.341 Gazelle	1156 1221	G-STRA	Boeing 737 300	1213 1313
G-RJXG	EMB 145	1237 1345	G-BYAY	Boeing 757	1243 1417
PH-KZP	Fokker 70	1412 1603	G-FTDF	Airbus 320	1439 1605
EC-GAT	DC-9 83	1446 1613	EI-CNW	Boeing 737	1600 1640
SE-RBV	Boeing 767	1623 1733	G-JEDI	DHC-8 400	1632 1713
G-CCFC	Robinson R-44	1633 1652	OE-LCJ	CRJ-200LR	1730 1816
CS-DNS	Falcon 2000	1745 1010(28)	G-RJXJ	EMB 135	1827 1913
G-STRA	Boeing 737 300	1944 2059	PH-KZB	Fokker 70	1946 0618(28)
G-BYAY	Boeing 757	2042 2229	G-RJXG	EMB 145	2047 1354(28)
G-RJXH	EMB 145	2121 0655(28)	G-RJXJ	EMB 135	2156 0724(28)
<b>28 Sunday</b>					
EC-JHX	Boeing 737 400	0035 0135	G-BYAY	Boeing 757	0434 0713
G-STRA	Boeing 737 300	0607 0750	G-RJXH	EMB 145	0931 1034
PH-OFD	Fokker 100	0950 1055	EI-CJG	Boeing 737	1215 1256
G-BPWS	Cessna 172P	1220 1107(30)	HB-JIB	MD-90	1228 1337
252	CN235	1235 1316	G-JEDO	DHC-8 400	1347 1435
PH-KZI	Fokker 70	1403 1557	G-RJXJ	EMB 135	1405 1508
G-STRA	Boeing 737 300	1427 1531	G-JEAJ	BAe 146 200	1524 1611
SE-RBV	Boeing 767	1632 1643(29)	EI-CNX	Boeing 737	1638 1719
G-RJXG	EMB 145	1648 1750	G-MAJL	Jetstream 41	1659 1747
G-CCYH	EMB 145	1723 1349(29)	G-RJXJ	EMB 135	1740 1050(29)
G-MIDX	Airbus 320	1801 0659(29)	G-MAJK	Jetstream 41	1813 1850
G-WOWA	DHC-8 300	1829 1929	CS-DRD	Hawker 800XP	1852 1950
G-JEDN	DHC-8 400	1916 2004	LZ-BHA	Airbus 320	1921 2022
G-JEDO	DHC-8 400	1925 1959	PH-OFF	Fokker 100	2007 0619(29)
G-RJXG	EMB 145	2047 1115(29)	G-RJXA	EMB 145	2053 1159(29)
G-MAJK	Jetstream 41	2057 0719(29)	G-BYAY	Boeing 757	2100 0723(29)
<b>29 Monday</b>					
G-STRA	Boeing 737 300	0238 0615	G-TWIN	PA-44 Seminole	0743 0808
G-WOWC	DHC-8 300	0829 0909	TC-SUJ	Boeing 737 800	0834 1018
G-DBCB	Airbus 319	0923 1034	PH-KLG	Fokker 100	0949 1045
EI-CNW	Boeing 737	1011 1057	G-STRA	Boeing 737 300	1125 1242
G-CJAD	CitationJet	1140 1540(2/9)	G-CBCS	Jetstream 31	1211 1340

G-RXJ	EMB 135	1318 1656	G-CEGP	King Air 200	1337 1614
G-JECF	DHC-8 400	1359 1439	G-JEDN	DHC-8 400	1402 1450
G-RJXG	EMB 145	1406 0723(30)	G-DBCD	Airbus 319	1435 1851
PH-OFJ	Fokker 100	1457 1603	G-BYAY	Boeing 757	1506 1738
G-TWIN	PA-44 Seminole	1522 1552	G-JEAJ	BAe 146 200	1529 1608
EI-CNX	Boeing 737	1600 1637	G-CBCS	Jetstream 31	1618 1745
G-CCYH	EMB 145	1700 1750	N109MJ	Agusta A109	1702 1727
G-RJXA	EMB 145	1741 0716(30)	LZ-BHC	Airbus 320	1751 1909
CS-DFR	Citation Excel	1815 1847	G-WOWD	DHC-8 300	1822 1857
CS-DNT	Hawker 800XP	1824 0938(30)	G-JECF	DHC-8 400	1930 2004
G-RXJ	EMB 135	1940 0704(30)	PH-OFA	Fokker 100	1945 0624(30)
G-CBCS	Jetstream 31	2023 0655(30)	G-CCYH	EMB 145	1052 0748(30)
EI-COB	Boeing 737	2137 2205	G-DBCD	Airbus 319	2154 0659(30)
G-STR	Boeing 737 300	2320 1626(30)			

### 30 Tuesday

G-ATHR	PA-28 Cherokee	0128 0208	G-BYAY	Boeing 757	0247 0621
G-WOWD	DHC-8 300	0856 0940	G-RJXG	EMB 145	0914 1109
G-RJXA	EMB 145	0920 0959	G-DBCD	Airbus 319	0927 1042
G-CBCS	Jetstream 31	0929 1013	G-MAJK	Jetstream 41	0942 1426
PH-KLD	Fokker 100	0948 1048	G-RJXJ	EMB 135	1001 1432
G-VUEZ	Citation II	1021 1118	EI-CNV	Boeing 737	1025 1101
G-CCYH	EMB 145	1047 1453	G-RJXA	EMB 145	1157 1345
G-CBCS	Jetstream 31	1236 1335	G-BYAY	Boeing 757	1239 1605
G-RJXG	EMB 145	1353 1518	G-FIBS	Ecureuil	1405 1503
G-MIDO	Airbus 320	1413 1515	G-JECF	DHC-8 400	1419 1511
G-JEDN	DHC-8 400	1423 1504	PH-OFJ	Fokker 100	1445 1559
CS-DNO	Hawker 800XP	1532 1706	G-JEAJ	BAe 146 200	1614 1704
G-BPWS	Cessna 172P	1617 1601(31)	G-CBCS	Jetstream 31	1621 1725
G-CCYH	EMB 145	1643 1734	EI-CNV	Boeing 737	1652 1731
G-RJXA	EMB 145	1659 1743	G-RJXG	EMB 145	1709 1802
G-RXJ	EMB 135	1715 1755	G-MAJK	Jetstream 41	1728 1814
G-OEAC	Mooney M.20J	1733 1804	9H-AEI	Airbus 320	1738 1853
G-DBCB	Airbus 319	1822 1910	G-WOWB	DHC-8 300	1832 1906
G-CCYH	EMB 145	1922 0723(31)	G-JECF	DHC-8 400	1932 2000
PH-OFA	Fokker 100	1941 0614(31)	G-RJXG	EMB 145	1954 0728(31)
G-BYRA	Jetstream 31	2022 0701(31)	G-MAJK	Jetstream 41	2028 0711(31)
G-RJXA	EMB 145	2040 0745(31)	G-RJXJ	EMB 135	2044 0705(31)
EI-CNW	Boeing 737	2141 2210	G-DBCB	Airbus 319	2153 0709(31)

### 31 Wednesday

G-BYAY	Boeing 757	0115 0809	G-STR	Boeing 737 300	0512 0622
G-JEDO	DHC-8 400	0820 0851	ES-NOI	Antonov AN-72	0833 1913
G-WOWB	DHC-8 300	0843 0924	G-RJXG	EMB 145	0918 1115
G-CCYH	EMB 145	0922 1004	N147CD	Cirrus SR-20	0927 1808
G-MAJK	Jetstream 41	0935 1048	PH-OFA	Fokker 100	0937 1045
G-DBCB	Airbus 319	0940 1043	G-BYRA	Jetstream 31	0944 1355
G-RVRJ	PA-23 Aztec	1007 1509	G-RJXJ	EMB 135	1014 1414
EI-CNW	Boeing 737	1028 1103	G-RJXA	EMB 145	1100 1346
G-FLBI	Robinson R-44	1129 1224	G-CCYH	EMB 145	1148 1449
JY-JAR	Airbus 320	1218 1331	G-MAJK	Jetstream 41	1231 1434
G-JIVE	Hughes 369E	1336 1401	G-JEDN	DHC-8 400	1351 1441
G-JEDW	DHC-8 400	1353 1437	G-RJXG	EMB 145	1359 1506
PH-KLI	Fokker 100	1412 1604	G-DBCF	Airbus 319	1421 1525
G-JEAJ	BAe 146 200	1516 1611	EI-CJC	Boeing 737	1634 1813
G-CBCS	Jetstream 31	1638 1807	G-RJXA	EMB 145	1656 1847
G-RJXJ	EMB 135	1658 1834	G-CCYH	EMB 145	1706 1824
G-OLDC	Lear Jet 45	1752 1903	G-BPWS	Cessna 172P	1812 1141(3/9)

G-DBCF	Airbus 319	1831 2004	G-JIVE	Hughes 369E	1842 1907
PH-OFH	Fokker 100	1943 0623(01)	G-WOWD	DHC-8 300	1947 2039
G-JEDW	DHC-8 400	1953 2024	G-RJXG	EMB 145	1958 2037
G-CCYH	EMB 145	2013 0734(01)	G-MAJK	Jetstream 41	2023 2110
G-CBCS	Jetstream 31	2045 0658(01)	G-RJXJ	EMB 135	2120 0712(01)
G-BYAY	Boeing 757	2138 0745(01)	G-RJXG	EMB 145	2217 0724(01)
G-RJXA	EMB 145	2223 0738(01)	EI-COB	Boeing 737	2240 2306
G-DBCF	Airbus 319	2313 0702(01)	G-MAJK	Jetstream 41	2317 0708(01)

### Overshoots;

01) G-RAFM/CWL68 and CWL66: 02) XX842/COLT 13: 03) G-BAXY: 04) G-RAFJ/CWL62;G-RAFL/CWL75: 08) XX842/COLT 40;G-RAFL/CWL77; G-RAFM/CWL66: 09) G-RAFM/CWL04: 10) G-RAFL/CWL 77: 11) G-RAFO/CWL78: 14) XZ598/SRG128: 19) G-RAFL/CWL76: 22) ZF243/LOP10: 23) ZE839/Javelin: 25) G-RAFO/CWL66: 26) XX838/COLT13: 28) XZ598/SRG128:

### From and To;

02) N824QS/Luton-Hannover and Hannover Zurich; LX-ONE/Budapest-Luxembourg;CS-DFZ/Biggin Hill-n/s- Altenrhein: 03) S5-BAY/F-n/s-T Nice;N66DN/Luton-Faro: 04) N587PB/Guernsey-n/s+---; N418WS/Edinburgh-Booker;CS-DNP/Vienna-n/s-Dalaman: 06) OY-CLN/Sonderborg-Palma;N5839P/F and T Blackbushe; CS-DNP/Nice-n/s-Luton: 07) D-IRKE/Berlin(Tempelhof)-Cologne; N789ME/Halifax-n/s-Gander: 08) N79EL/Cannes-EMA: 10) N79EL/EMA-Galway: 11) C-GAJS/Keflavik-n/s-St Petersburg: 12) N700VB/F and T Biggin Hill;N202AA/Bigin Hill-Dunkeswell and Dunkeswell-Biggin Hill;CS-DHH/Malaga-London City; N900CB/Genk-n/s-Milan: 13) CS-DHH/Mortlaix-Malaga; N79EL/Dublin-EMA; N43GG/Humberside-Shoreham; ES-PVS/F and T Helsinki: 14) N5020A/Dinard-Boroughbridge;N43GG/Shoreham-Humberside;N170SW/F n/s T Rogers: 15) N286ZT/Inverness-Biggin Hill;EI-GDL/Shannon-n/s-Deauville: 16) F-GHSV/F and T Deauville; EI-WJN/F and T Shannon: 17) F-GEXV/F and T Deauville;VP-CMR/F and T Deauville;EI-GDL/Deauville-n/s-Nice: 18) D-IEFD/F and T Stuttgart;F-GMSV/F and T Deauville;F-GPUJ/F and T Deauville;LX-ONE/Reykjavik-Luxembourg: 19) N202AA/Biggin Hill-Southend;N95TA/F and T Newcastle: 20) N79EL/EMA-Cannes;D-ITAN/ Nice-Speyer: 22) CS-DNL/Biggin Hill-n/s-Prague;N900CB/Milan-n/s-Guernsey: 23) EI-DMG/F and T Swansea: 24) N64VB/Sleap-Biggin Hill;CS-DRA/Prestwick-Biggin Hill;N8702K/Dunsfold-Southampton;EI-DMG/F and T Waterford;D-IETZ/F and T Nice: 25) F-GUAJ/Le Bourget-Filton;N147VC/Denham-Booker;CS-DNU/F-n/s-T London City: 26) CS-DFV/Biggin Hill-Inverness and Inverness-Palma;CS-DNR/Belfast international-Olbia; CS-DNS/Nice-Dalaman: 27) CS-DRD/London City-n/s-Deauville;CS-DNS/Dalaman-n/s-Farnboro: 28) CS-DRD/Le Bourget-London City: 29) N109MJ/Cark-Elstree;CS-DFR/Inverness-Biggin Hill;CS-DNT/Biggin Hill- n/s-Dublin: 30) CS-DNO/London City-Birmingham: 31) N147CD/F and T Shannon:

### LBA Movements review, August 2005:

Nothing on the 1<sup>st</sup> so we go the 2<sup>nd</sup> when we had one of the US registered Netjets Hawker 800XP's N824QS (QS signifying quarter share) from Luton to Hannover and then from Hannover to Zurich using their new prefix "Fraction 8DW" which has now replaced the old "Skyshare" prefix. This was confirmed later that day when Hawker 800XP CS-DFZ was night stopping from Biggin Hill to Altenrhein as "Fraction 5DZ", also noted was the Lear Jet 35A LX-ONE with its usual "Duke one ambulance" callsign from Budapest to Luxembourg.

Night stopping on the 3<sup>rd</sup> was the Genair Slovenia CitationJet S5-BAY from and to Nice and the Lear Jet 45 N66DN was from Luton to Faro. Air Mongeries King Air C90 N587PB on the 4<sup>th</sup> was from Guernsey as "Monty 22A" and night stopped until the 6<sup>th</sup>. Netjets were back on the 5<sup>th</sup> when Falcon 2000 CS-DNP was night stopping from Verona to Dalaman as "Fraction 2DX-439M",meanwhile Hawker 800XP N485LT of Surewings Inc was from Luton to Prestwick and Beech Baron N418WS was from its base in Edinburgh to Booker.The Danfoss Falcon 2000 OY-CLN on the 6<sup>th</sup> was from Sonderborg to Palma as "Mermaid 6167" and the PA-24 Comanche N5839P was from and to Blackbushe where it is said to be resident and the Netjets Falcon 2000 CS-DNP night stopped from Nice to Luton as "Fraction 2DX".

CitationJet D-IRKE of the Triple Alpha Avanti Aviation on the 7<sup>th</sup> was from Berlin/Tempelhof to Cologne Bonn with the callsign "CLU5643" and night stopping was the Falcon 50EX N789ME from Halifax (Nova Scotia) to Gander. The next few days were fairly quiet with Beechjet 400A N79EL from Cannes to EMA on the 8<sup>th</sup> and again on the 10<sup>th</sup> from EMA to Galway followed by the Lear Jet 35A-C-GAJS of the Canadian Global Air Ambulance on the 11<sup>th</sup> night stopping from Keflavik to St Petersburg. On the 12<sup>th</sup> the TBM 700 N700VB was from and to Biggin Hill and the Cessna 421C N202AA visited twice from Biggin to Dunkeswell and back from Dunkeswell to Biggin, meanwhile the other Cessna 421C N900CB was night stopping from Genk to Milan and the Netjets Citation Bravo CS-DHH was from Malaga to London City as "Fraction 1NH". The same Netjets was back on the 13<sup>th</sup> from Morlaix to Malaga still as "Fraction 1NH" and it was joined by the Beechjet N400A N79EL from Dublin to EMA and the Seneca N43GG from Humberside to Shoreham whilst the Slovenian registered Lear Jet 60 ES-PVS was from and to Helsinki as "Avies 559-560". PA-34 Seneca N43GG was back on the 14<sup>th</sup> from Shoreham to Humberside and the Cessna 182 N5020A was from Dinard to Boroughbridge whilst the Wal-mart Global Express N170SW night stopped from and to its home at Rogers in the USA.

Falcon 50EX N286ZT on the 15<sup>th</sup> is registered to Horizon Americas Inc and it was from Inverness to Biggin Hill, the Gulfstream 5 EI-GDL was night stopping from Shannon to Deauville as "Emerald 05". On the 16<sup>th</sup> the King Air 200 F-GHSV of Phenix Aviation was from and to Deauville with the callsign "Newbird 816A-B" and the BAe 125 700B EI-WJN was from and to Shannon as "Emerald 02". More French trips on the 17<sup>th</sup> when the King Air 100 F-GEXV of Phenix Aviation was from and to Deauville as "Newbird 717" and the Gulfstream 4 VP-CMR was from and to Deauville whilst the Gulfstream 5 EI-GDL was night stopping from Deauville to Nice as "Emerald 05". Lots more callsigns on the 18<sup>th</sup> when CitationJet D-IEFD was using "Overflight 401" from and to Stuttgart, King Air 200 F-GMSV was "Newbird818" from and to Deauville, CitationJet 2 F-GPUJ of Unijet was using "Leadair 101J" and the ambulance Lear Jet 35A LX-ONE was using its alternate callsign of "Lion King ambulance" when it was from Reykjavik to Luxembourg. Cessna 421C N202AA was back on the 19<sup>th</sup> from Biggin Hill to Southend and the Navajo N95TA was from and to Newcastle.

Back once more on the 20<sup>th</sup> was Beechjet 400A N79EL when it was from its home at EMA to Cannes and the CitationJet D-ITAN was from Nice to Speyer. Netjets were back on the 22<sup>nd</sup> and their Hawker 800XP CS-DNL was calling "Fraction 8LG-939D" when it night stopped from Biggin Hill to Prague whilst night stopping until the 5<sup>th</sup> of Sept was the Cessna 421C N900CB from Milan to Guernsey. Cessna 441 EI-DMG of the Dawn Meats Group was from and to Swansea on the 23<sup>rd</sup>. On the 24<sup>th</sup> Baron N64VB was from Sleaf to Biggin Hill and Cessna 441 EI-DMG was back from and to Waterford where it lives, with the Cessna 340A N8702K being from Dunsfold to Southampton and CitationJet D-IETZ from and to Nice calling "Global Jet 127A-B" whilst night stopping was the Netjets Hawker 800XP CS-DRA as "Fraction 5HW" from Prestwick to Biggin Hill.

Falcon 50 F-GUAJ of Aero Services Executive on the 25<sup>th</sup> was using the callsign "Bird express 379" from a flight from Le Bourget to Filton and the Cirrus SR-22 N147VC was from Denham to Booker whilst night stopping was the Netjets Hawker 800XP CS-DNU from and to London City as "Fraction 8VK". More Netjets on the 26<sup>th</sup> when Citation Excel CS-DFV was from Biggin Hill to Inverness and Inverness to Palma as "Fraction 6EZ" on both trips and their two Falcon 2000's were CS-DNR as "Fraction 2GY-2HG" from Belfast International to Olbia and CS-DNS as "Fraction 2HG-443Y" from Nice to Dalaman.

Netjets were in evidence yet again on the 27<sup>th</sup> when Hawker 800XP CS-DRD was night stopping from London City to Deauville with the callsign "Fraction 5WU" and Falcon 2000 CS-DNS was night stopping from Dalaman to Farnboro" as "Fraction 822F-2HG". Hawker 800XP CS-DRD was back on the 28<sup>th</sup> when it was "Fraction 5WU" again from Le Bourget to London City. For a change on the 29<sup>th</sup> we had the Agusta A109 N109MJ from Carl to Elstree but then it was back to Netjets later in the day when Citation Excel CS-DFR was from Inverness to Biggin Hill as "Fraction 6VL" and Hawker 800XP CS-DNT was night stopping as "Fraction 8RL" from Biggin Hill to Dublin. Last Netjets of the month was the Hawker 800XP CS-DNO on the 30<sup>th</sup> as "Fraction 8QM" from London City to Birmingham and the last foreigner of the month was the Cirrus SR-20 N147CD on the 31<sup>st</sup> from and to Shannon.

Notes on the UK visitors start on the 1<sup>st</sup> when Seneca G-JDBC was calling "Jaydee 028D-P", then on the 2<sup>nd</sup> we had Agusta A109E G-ESLH as "Sloane 15" followed by The Tutor G-BYWH with the University Air Squadron callsign "UAX 01", which makes it a 9AEF aircraft, King Air 200 G-ORJA as "Clifton 9", Seneca G-BMDK as "Airmed 055", and finally King Air 200 G-ROWN as "Hangar 81". The London Executive King Air B200 G-BYCP on the 3<sup>rd</sup> was "Lonex 846". On the 6<sup>th</sup> Astraeus were using the Titan Boeing 757 G-ZAPU which positioned in from Stansted as "Flystar 925P" and did a flight to and from Verona as "Flystar 925-926" then another to and from Alicante as "Flystar 953-954" before going back to Stansted as "Flystar 954P". Meanwhile the Titan King Air 200 G-ZAPT operated from and to Stansted as "Flystar 161A-B" and Agusta A109E G-ESLH was in and out three times as "Sloane 15". On the 9<sup>th</sup> the King Air G-ORJA was back as "Clifton 9" whilst the Aztec G-RVRW was "Raven 88T" and later in the day Seneca G-CTWW was calling "Clifton 61". Aztec G-RVRW was back as "Raven 88T" on the 11<sup>th</sup> and the same day saw the King Air 200 G-KVIP visiting as "Prestige 06". On the 14<sup>th</sup> the Seneca G-HTRL was "Airmed 061".

The Flybe Dash 8 G-JECE diverted in on a medical emergency on the 15<sup>th</sup> as "Jersey 761-761A" from Edinburgh to Southampton. The horse freighting Antonov 74 of KS Avia YL-KSB on the 16<sup>th</sup> was using its alternate callsign of "Sky camel 790-791" when it was from and to Shannon and Air Medical were using PA31T Cheyenne G-FCED as "Airmed 056-075". Aztec G-RVRW was back as "Raven 88T" on the 17<sup>th</sup> when King Air 200 G-ROWN was "Hangar 81" and The Premier Air Charter King Air E90 G-SFSG night stopped and then went out as "Suzy 943". Aztec G-RVRW was back as "Raven 88T" once again on the 19<sup>th</sup>. Astraeus were borrowing aircraft on the 20<sup>th</sup> when the Titan BAe 146 G-ZAPK arrived from Stansted as "Flystar 925P" then went off to Verona and back as "Flystar 925A-926B" before going back to Stansted as "Flystar 926P" then later the Adria CRJ200LR S5-AAG was from and to Verona as "Flystar 926B-925B". Ryan Air substituted the Boeing 737 800 EI-DCP on the teatime schedule on the 22<sup>nd</sup>. The Falcon 900EX G-LCYA of London City Airport Jet Centre made a first visit to the LBA on the 23<sup>rd</sup>. Night stopping on the 24<sup>th</sup> was the PA-34 G-OACG as "Cega 736-503" and two other night stoppers that day were King Air 200 G-CLOW as "Silver 25" and the Twin Squirrel G-DANZ of Fewton Ltd as "Premier 11". The Air Atlantique Beech Metro G-BUKA on the 26<sup>th</sup> was calling "Atlantic 177-178" on a flight from Coventry to Farnboro. CitationJet G-CJAD of Davis Aircraft Operations arrived for maintenance on the 29<sup>th</sup> and stayed until September 2<sup>nd</sup>, meanwhile the King Air 200 G-CEGP was "Cega 636" and PA-44 Seminole G-TWIN was "Bonus 81". Transferring crews through the night on the 30<sup>th</sup> was the Britannia Airways Cherokee G-ATHR from Luton to Newcastle, later in the day the Citation II G-VUEZ was noted on a first visit as "Flyvue 812-3". Ravenair used a different aircraft on the 31<sup>st</sup> when Aztec G-RVRJ was operating as "Raven 99T" and Goldair used Lear Jet 45 G-OLDC as "Goldair 46A-B".

Quite a bit of military this month starting on the 8<sup>th</sup> when two Puma's arrived as "Warlock" from Benson, these were XW213 and ZA935. XW213 departed to Cottesmore as "SHP 353" and ZA935 went off to Edinburgh as "Warlock" then Puma XW198 was from Benson to Aberdeen as "SHP 353-347". There appears to have been some confusion on the 11<sup>th</sup> when MH-53M 69-5796 of the USAF arrived as "Knife 21" from Mildenhall and went to Menwith Hill, then MC-130P 69-5828 arrived from Staverton as "Shadow 61" and departed to Mildenhall, after which the MH-53M came back from Menwith Hill still as "Knife 21" and went to Mildenhall, finally MH-53M 69-5795 arrived as "Knife 22" and departed to Mildenhall. However another LBA movements list that I have seen has the second MH-53M as 67-14994??. Moving on to the 18<sup>th</sup> we had HS125 ZE395 as "Ascot 1435" night stopping from Boscombe Down to Lyneham. On the 20<sup>th</sup> the Hercules ZH881 was dropping parachutists locally when it was from Brize Norton to Exeter as "Ascot 500" and it was back with the same callsign on the 21<sup>st</sup> from Brize Norton to Manchester. Finally on the 28<sup>th</sup> we had the Irish Air Corps CN235 serial 252 as "Irish 252" from Glasgow to Stansted.

The PA-44 Seminole G-DENZ which arrived from Full Sutton back on July 5<sup>th</sup> did quite a bit of flying here but finally went home on August 12<sup>th</sup>. The JetRanger G-GBRU which arrived on July 8<sup>th</sup> for maintenance departed to Wombledon on August 15<sup>th</sup>. Resident Schweitzer 269 G-ODNH departed to Redhill on the 16<sup>th</sup>.

**Terry Sykes**



## LOCAL MOVEMENTS

### HELICOPTERACTIVITY

1/9	G-TILI N109TK	Jet Ranger Agusta A.109A	Sandtoft – Wakefield Caenarfon – Sheffield City Centre
2/9	G-DGHD G-MGAN	R.44 R.44	N/Sheffield – Newcastle – Selby Ferrybridge – Bedford
3/9	G-DATE G-HOOT G-CBKC	Agusta A.109C Twin Squirrel Gazelle	Sywell – Scarcroft(Leeds) – Battersea Fairoaks – Huddersfield Fowlmere – Studley Park(Ripon)
4/9	G-CCNY G-PFML YU-HET	R.44 R.44 Gazelle	Boston – Blackburn Huddersfield – Netherthorpe Devonshire Arms – Widnes(Microlight site)
6/9	G-BWZI G-STER G-RCNB	Agusta A.109A Jet Ranger EC.120B	Bovingdon – Doncaster R/C(n/s) - Hexham Sherburn – Masham – Stainsby Hall Elvington – Deenethorpe
7/9	N500TY G-BZEE G-WKRD	MD.369E Jet Ranger Squirrel	Stoke – Morley(Leeds) – Manchester Chesterfield - Sandtoft – Doncaster R/C Liverpool – Hull
8/9	G-LIMO G-IPTS G-BXXW G-PEPL	Long Ranger R.44 Enstrom F-28F MD.600N	Site S. of Netherthorpe – Doncaster R/C Bridlington/Carnaby – Wellesbourne Sheffield City – Barton(Also 18/9) Doncaster Race Course – Walton Wood
9/9	N109MJ	Agusta A.109E	LBA – Skipton
11/9	G-ZZLE G-DMSS N745HA	Gazelle Gazelle Agusta A.109A	Thirsk – Barnetby – Thornton Curtiss York – Collingham – Emley Moor Barton – Devonshire Arms
12/9	G-OHCP	Twin Squirrel	Sheffield – Devonshire Arms
13/9	F-GUAZ	Squirrel	Goole – Barton – Birkenhead
14/9	G-OBEK	Agusta A.109E	Manchester – Wetherby Race Course
15/9	N5120	Bell 430	Wigan – Darlington
16/9	G-RAMI	Jet Ranger	Coney Park – Devonshire Arms – Ripley Castle – Castle Howard – Swinton Manor(The Grand Tour!)
	G-DFKI	Gazelle	Tickton(Beverley) – Thorp Underwood
	G-FFRI	Twin Squirrel	Peterborough – Wooslingham(N. Yorks)
17/9	G-MOMO G-CCVO G-DGHD	Agusta A.109E Jet Ranger R.44	Stansted – Adwick-le-Street – Newbury Beelsby – Tickton(Beverley) Eldwick – Adel(N.Leeds) – Linton(Hotel)
18/9	G-CDKU	R.44	Blackberry Farm – Skipton
19/9	N188S	Agusta A.109A	Hawthornthorpe(Baildon) – Steeton
20/9	G-DGHD G-MGAN G-FIBS	R.44 R.44 Squirrel	Sherburn – Elvington – Lothersdale Castle Howard – Skellingthorpe Skipton – LBA – Fangfoss(York)
21/9	G-DRIV G-OTSP YU-HEI	R.44 Twin Squirrel Gazelle	LBA – Saxilby – Rudding Park Glasgow – Gamston(refuel) – Ipswich Skelmersdale – York R/C(n/s) – Kendal
22/9	G-OSSI	R.44	Shelf – Devonshire Arms

23/9	G-DBOY	Agusta A.109A	Battersea – Bedale(n/s) – Edinburgh
24/9	G-JWBI	Jet Ranger	Middleton(Driffield) – Welton Top(Hull)
	G-CORN	Jet Ranger	Ripon Race Course – Haydock Park
25/9	G-GSPY	R.44	Sherburn – Calverley(Leeds),(2 return trips)
	G-OHCP	Twin Squirrel	Sheffield – Middlethorpe Hall(York)
	G-BLDK	R.22B	Barton – Devonshire Arms
	G-FIBS	Squirrel	Knutsford – Devonshire Arms
	G-FANY	Long Ranger	Donnington Park – Appleton Wiske(N. Yorks)
26/9	G-BZRN	R.44	Sandtoft – Gildersome – Boston
28/9	G-FIBS	Squirrel	Burley-in-Wharfedale – Northampton
	G-EMHH	Twin Squirrel	"Costock 5", Devonshire Arms – Doncaster
	N9208V	MD-900 Explorer	Penrith – York
	N5120	Bell 430	Hilversum – Hessle(Hull)
	G-RAMI	Jet Ranger	Rudding Park(Local flights all day)
29/9	G-OPJM	Jet Ranger	Costock – Ripon Race Course
	G-IGPW	EC.120B	Walton Wood – Stainsby Hall

After a years absence Schweizer 269C G-WHRL was noted back at its former home of Barkston Ash near Church Fenton on 7/9.

The camera equipped R.44 G-PIXX(Newsflight 01") was engaged in following the Round Britain cycle race through our area on the 1<sup>st</sup>. Arriving at Coney Park early morning it followed the race from Leeds to Ilkley, before landing there. Early afternoon the race carried on to Huddersfield where 'XX landed for fuel before continuing to Sheffield for a night stop.

On 5/9 Jet Ranger G-BXUF arrived on Hawksworth Moor, near Baildon from Netherthorpe in order to complete a crop spraying task. Shortly after lunch, on completion, the aircraft positioned to a site on Ilkley Moor to carry out a similar task.

#### LOCAL AIRFIELDS

**Bagby:-** The Eurostar being assembled here has now been registered G-TIVV and will replace resident Coyote G-TIVS on completion. Two of the horsey sets aircraft were noted on 2/9, PA-24 N218SA and PA-32 N2989M. PA-28 N235PF called in for fuel on the 19<sup>th</sup>, routing Glasgow to Southend and a late arrival from Elstree on 24/9 was PA-28R N216GC. On the 26<sup>th</sup> PA-34 N34MY called for fuel while routing from Mt. Airey to Wick. A quartet of microlights, comprising Eurostars G-CCDX and G-CCEJ with Coyote G-CBTO and CT.2K G-TOMJ, arrived from Lichfield on 25/9. Visitors:- 2/9 G-AZRK RF.5B(From Wolverhampton), G-BVES C.340A, G-BYZR Sky Arrow, G-OGAN Europa; 4/9 G-JABS Jabiru(To Chilbolton), G-DABS R.22B; 6/9 G-GIRY AG.5B; 12/9 G-BWGO T.67M; 13/9 G-GALB PA-28(From Old Buckenham); 16/9 G-AWTV Be.19, G-IKRS Ikarus(From Shifnal); 17/9 G-EGLS PA-28(From Old Sarum), G-RODI Fury, G-CCSR Eurostar; 18/9 G-BYKJ Westland Scout; 19/9 G-AYRG F.172H, G-GAND Jet Ranger("Powerline 01"); 20/9 G-CBLP X'Air; 21/9 G-RMAC Europa(To Kemble); 24/9 G-CCEH Skyranger, G-BGAX PA-28, G-BAMM PA-28; 25/9 G-CBRD Jodel D.11; 26/9 G-WYSP R.44; 27/9 G-PATN TB.10, G-GBRU Jet Ranger; 30/9 G-AYFG Conдор(To Waddington).

**Beverley:-** Visiting on the 1<sup>st</sup> was Cessna F.172H D-EAGC, which is in fact based at Rochester. On 29/9 BAC Strikemaster G-CDHB made a flypast whilst inbound to Sandtoft from North Weald. Others:- 2/9 G-BHLW C.120, G-JPAT HR.100; 3/9 G-BXYJ DR.1050; 7/9 G-AVUG F.150G; 8/9 G-ONGA R.44; 11/9 G-RIVT RV.6; 13/9 G-BMLK Grob 109; 14/9 G-SONA TB.10; 17/9 G-AVGI PA-28, G-GBUE DR.400; 19/9 G-WERY TB.20; 21/9 G-HOPE Beech 36, G-JOYD R.22B

**Boroughbridge:-** Visiting the strip here, home of Cessna T.182T N5020A, was FR.172E G-THIN arriving from a farm strip in Norfolk.

**Brighton:-** Hibaldstow based Dornier 28 HA-ACO was bashing the circuit on the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup>. Pitts N666BM visited from Gamston on 3/9 and Hughes 369E N59SD called in for fuel on 19/9. Visitors:- 2/9 G-AHRO C.140, G-BSUT Coyote; 3/9 G-AVRP PA-28; 5/9 G-ATLA C.182G; 6/9 G-AXDK Jodel DR.315, G-BIWN D.112, G-IDII DR.107; 11/9 G-BMCK PA-28R; 12/9 G-JONZ C.172P; 16/9 G-CBHR Lazer; 17/9 G-AJEI Auster J/1N, G-BKPB Scamp, G-CDHC T.67M, G-BROR PA-18, G-BTZA Be.33; 22/9 G-ORMA Twin Squirrel(To Dunsfold); 24/9 G-OSSI R.44, G-JWBI Jet Ranger, G-IJBB Enstrom, G-

RRCU Jodel DR.221, G-RVMT RV.6; 25/9 G-AZYS Emeraude, G-AXIE Pup, G-BBRV Chipmunk, G-AOZP Chipmunk; 26/9 G-FIBS Squirrel.

Brighton(Vans Aircraft Fly-in 4/8):-

The bulk of the aircraft arriving were RV.6s:- G-BVCG, G-EERV, G-OJVA, G-RIVT, G-RVAN, G-RVDR, G-RVIA, G-RVIN, G-RVMT and G-RVXS along with RV.4s G-RVDS, G-RVIV, RV.7s G-JFRV, G-SEVN and RV.8s G-C CIR, G-LEXX. Among the couple of dozen other visitors on the day were MCR-01 G-DECO, PA-22 G-BRNX, Auster 5 G-ANRP and Europas G-BXTD, G-CDEX, G-OGAN and G-RIKS.

**Church Fenton:-** On 14/9 C.441 G-FPLC("Calibrator 412") was engaged in calibrating the ILS and was back on the 19<sup>th</sup>. Making good use of the ILS on 22/9 were the Sherburn Aero Club with PA-28s G-BNOE, G-BNOH, G-BODB, G-BODE and G-BPYO all visiting during the day.

**Crosland Moor:-** Noted arriving from Ronaldsway early on the 24<sup>th</sup> was TB.20 N882, the aircraft making a return visit on 29/9. Visitors:- 2/9 G-AHRO C.140; 12/9 G-GALB PA-28(From Newcastle); 16/9 G-BXML Mooney M.20A (From Guernsey); 18/9 G-UFCD C.172S; 22/9 G-BZHE C.152; 24/9 G-ATDO Bolkow Junior; 25/9 G-AVGD PA-28(To Cranfield).

**Dishforth:-** Visiting on 19/9 was Jodel D.112 G-DAVE, to Monewden p.m.

**Doncaster:-** Once again including information from the RHADS website. Firstly, a note on DC-8-63 9G-PEL, this aircraft operated on 1/9 and 7/9 however the aircraft was then grounded by the CAA on safety grounds! Antonov An.72 YL-KSB("Skycamel 790/1") was a visitor on 10/9, f/t Shannon with horses for the St. Ledger meeting at Doncaster. Sikorsky S.76s G-VONA("Premier 22") and G-VONB("Premier 46") landed here instead of the race course due to the inclement weather, also Cessna TU.206G N206CF and Navajo G-BFIB were for the races. Bizjets included Gulfstream 100(Astra) N147SW(To Shannon) and Falcon 900 N699BG both on the 16<sup>th</sup>, Gulfstream 550 VP-BLR on the 26<sup>th</sup> and IAI Galaxy HB-JEB("TAG 036") on the 27<sup>th</sup>. Netjet visitors were Citation Bravos CS-DHE("Fraction 1HZ", 14/9 and 15/9) and CS-DHP("Fraction 7DQ", 23/9) while regular Citation X P4-LJG appeared on 6/9 and Lear Jet 31A EI-MAX("Highflyer 31A") on 18/9. British Bizjets included Citation XL G-IPAX("Go-Jet 022A") on 2/9, Lear 45 G-OLDJ ("Goldair 93A") on 6/9 and Lear 45 G-ZZX("Gama 719") on 12/9. Swiftair operated two freight charters with Metroliners, EC-JCU("OVAK 62") on the 12<sup>th</sup> and EC-GVE("OVAK 32") on the 19<sup>th</sup>. Military visitors were, Apache ZJ223("Armyair 955") precautionary landing on 8/9, Gazelle ZA771 ("Armyair 437") on 14/9 and H.S.125 ZE 395(Kittyhawk 5", Duke of Gloucester) while a trio of Tornados were highlights on the ILS, ZE255/UC("OGQ 12") on 7/9 and ZA452/ZA601("Munster Formation") on 13/9. Dornier 28 HA-VOC was pounding the circuit on 16/9 for most of the morning and was back on the 17<sup>th</sup> and 18<sup>th</sup>. Other GA visitors included:- 1/9 G-IJIM PC-12; 2/9 G-BGKY PA-38; 4/9 N77YY PA-32; 5/9 G-BMJR C.337; 6/9 G-RVRD Aztec; 7/8 G-BYFC Jabiru, G-CDEP Eurostar, G-CBWA CT.2K(From Millfield); 8/9 G-ORMG C.182S, G-PUSI C.303, G-BMDK PA-34("Air Med 011"); 9/9 G-EIRE C.182S, G-SERC King Air 200, G-OMNH King Air 200("Saltyre 430"); 11/9 N101UK M.20J(ILS); 14/9 G-BHFJ PA-28RT, G-KWLI C.421C; 15/9 G-HAMA King Air 200 ("Gama 727") 18/9 N154DJ C.303(ILS); 22/9 G-ATHR PA-28; 24/9 G-BNOJ PA-28, N709AM TB.21; 25/9 G-BSER PA-28, G-FLYG T.67M; 26/9 G-OBAL M.20J; 29/9 G-AWET PA-28, G-AYWD C.182N. All Thomson sub charters this month were Titan 737/300s.

**East Kirkby:-** Visiting the Lincoln Heritage Museum on 12/9 was C.152 G-BTDW, from Carlisle.

**Eddsfield:-** Visitors:- 3/9 G-RIVT RV.6, G-CBRO R.44(Bedford - Peterborough); 11/9 G-AYGX C.172RG; 17/9 G-CCEG Coyote, G-PIGS Rallye; 18/9 G-ORUG T.600N, G-CBEI PA-22, G-OSLD Europa; 24/9 G-CCAD Quik, G-BVLF Shadow, G-SONA TB.10; 28/9 G-BSYG PA-19; 29/9 G-AXNS Pup.

**Elvington:-** Cessna 303 N154DJ was noted on the 8<sup>th</sup>, f/t Denham while on the 17<sup>th</sup> PA-32R N4178W was from Blackbushe. Leeds based Citation XL G-CFGL was an early morning arrival on 13/9 while later in the day Do.28 HA-VOC arrived from Hibaldstow. Other:- 2/9 G-BRUD PA-28; 8/9 G-OJIL Navajo (From Blackbushe); 12/9 G-BSOT PA-38; 13/9 G-AWEX PA-28; 16/9 G-AYPH F.177RG; 18/9 G-FTIN DR.400; 19/9 G-SVPN PA-32R; 20/9 G-MZGN Quantum; 21/9 G-BORL PA-28; 25/9 G-BITF C.152, G-BNSO T.67M; 26/9 G-NSUK PA-34; 29/9 G-BCRB F.172M.

**Fadmoor:-** Cessna F.177 G-AYSY was a visitor on 6/9, from Goodwood while Mt. Airey based Cessna FR.182RG N882DP called in on the 22<sup>nd</sup>.

**Felixkirk:-** Sherburn Aero Club PA-28 G-BNOH was logged here on 22/9.

**Full Sutton:-** Unrecorded until now has been the demise of based PA-28 G-BTVR. On 11/6 the aircraft clipped some trees on take off and as a result spun into the ground and was destroyed. New resident is Rans Courier G-KATI, formerly at Netherthorpe while Maule MX.7 G-RJWW has moved here from Beckwithshaw. Sherburn based TB.21 N709AM was noted visiting on the 11<sup>th</sup> while the

16<sup>th</sup> and 19<sup>th</sup> saw Ronaldsway based C.421C N421CA made late evening visits. Cessna FR.182RG N883DP visited f/t Mt. Airey on 24/9. Visitors:- 17/9 G-CDFL Zenair, G-BYZZ Jabiru(From Ince Blundell); 18/9 G-BGSV F.172N; 19/9 G-RVDR RV.6; 20/9 G-ATOT PA-28.

**Gamston:-** The Diamond agency has registered DA.42 Twin Stars G-CTCE(First noted 27/9), G-CTCF(Delivered 16/9) and G-CTCG. The former Leeds based ASDA(Wal-Mart) King Air 200 N771SC arrived here on the 16<sup>th</sup> and the next day was noted on Air Test, possibly in preparation for a return to the USA as it has been axed by ASDA as part of their cutbacks. Resident PA-32 Saratoga G-PAPS has been reregistered N88NA and was first noted as such when carrying out an Air Test on 28/9. An early evening departure to Billund on 7/9 was Baron OY-GEO. On the 8<sup>th</sup> SR.22 N54105 made a precautionary landing after a door popped open while on a flight from Leeds to Southend. Regular Beechjet N79EL arrived from EMA early on the 21<sup>st</sup> while Leeds based Hawker 800XPS N5736 was noted on the 23<sup>rd</sup> and Lear Jet 45 N66SG visited on the 29<sup>th</sup>. Others:- 1/9 G-BDOG Bulldog; 2/9 G-GYAV C.172N; 4/9 G-BSNX PA-28; 6/9 G-BDZU C.421C, G-MDCA Seneca(Also 16/9); 7/9 G-BSSC PA-28, G-GKRG C.172RG; 13/9 G-PJMT Lancair 320; 14/9 G-PIXX R.44; 19/9 G-BLGC TB.10(From Shoreham); 22/9 G-CBME F.172M; 26/9 G-WCIN Citation XL; 29/9 G-AWAZ PA-28R, G-AXJI Pup.

**Garforth:-** Mr. Makin's strip here had a visit from Cessna 310R G-RODD on 23/9.

**Haxey:-** Visiting this strip near Doncaster on 18/9 was C.182P G-BAHD from Lambley.

**Hazelwood Castle/Tadcaster:-** Prospective new resident here is Coyote G-CCJN.

**Humberside:-** Some kind of Fly-in took place here on 4/9 with 20+ visitors including N24136 Be.36(From North Weald), N101DW PA-32(From Panshanger), N747MM PA-28(From Elstree) along with R.2112 G-BIVA, PA-28 G-BFKN, C.401 G-AZRD, TB.20 G-HEVN and Bulldog G-EDAV. A couple of interesting arrivals on 11/9 were Spitfire G-BUOS and Douglas A.26 Invader N167B, both aircraft diverting in due bad weather while making their way home from Leuchars, 'OS heading to Duxford and '67B heading for Ostend. On 27/9 an as yet unidentified PA-34 landed with its nosewheel retracted causing slight damage to the nose of the aircraft but no injuries. Visitors:- 1/9 N29MR Citationjet; 2/9 OY-AHD F.172H(To Dundee); 7/9 G-TART PA-28, N8523Y Twin Comanche, N132SV Citation Sovereign; 9/9 N525AL Citationjet, N57MT C.303; 12/9 G-MAPP C.402; 14/9 EI-MAX Lear Jet 31A ("Highflyer 31A"); 16/9 N2326Y Baron; 16/9 N40GD SR.22("Solo 15"); 17/9 N112JA Commander 112; 19/9 N73AD C.210L(To Inverness, see overflights), VP-CRB Lear Jet 60; 20/9 N502QS Gulfstream 5; 23/9 G-BXZS Sikorsky S.76B; 26/9 VP-CRB Lear Jet 60; 27/9 VP-CKN Hawker 800XP.

**Kirkbymoorside:-** Noted visiting from Eddsfild on 22/9 was T.67M G-FLYG.

**Linton-on-Ouse:-** Jersey based Mu.2J Marquise N973BB was a visitor on 7/9. On the 19<sup>th</sup> Cessna 441 G-FPLC("Calibrator 422") called in for fuel while working at Church Fenton.

**Leeming:-** A temporary resident at the start of the month, while carrying out Electronic Warfare trial flights at the Spadeadam range, was Lear Jet 35 N541PA of Phoenix Aviation. Netherlands Air Force Bell 412EP, R-03 called in for fuel on 12/9 while on 15/9 Lithuanian Air Force Antonov AN.26, 05 Blue was noted. Visiting from Coventry on 7/9 was Maule MX-7 G-LOFM("Atlantic 50").

**Melbourne:-** Mt. Airey based Gemini Flash G-MVIZ called in here on 17/9 while noted on the 24<sup>th</sup>, heading home to Askern(Doncaster) was Bensen Autogyro G-BZIP.

**Mt. Airey:-** Jodel DR.253 G-BOSM has been noted on various occasions this month so would appear to be resident. On 8/9 Bulldog N8267E arrived from Oxford, this being another former Swedish Air Force machine(Ex. SE-LNF) and joins SE-LNN which was still present early in the month. '67E was logged routing Wick to Keflavik enroute to the USA on 11/9 along with two more of the type, N82696 and SE-LNP. PA-34 Seneca N34MY(ex. G-BBZJ) was noted departing on the 26<sup>th</sup> routing via Bagby to Wick presumably on delivery to the USA. Visitors:- 5/9 G-ATAF F.172F; 13/9 G-AKVN Aeronca Chief(To Priory Farm); 24/9 G-BULR PA-28(From Little Gransden), G-CBCM X'Air, G-CBDJ CT.2K, G-CDDX T.600N.

**Netherthorpe:-** On 31/8 PA-28 G-AZWE was written off after crashing on departure. The Dunkeswell based aircraft crossed a road before becoming embedded in a stone wall resulting in serious injuries to the two people on board, both from Devon. Visiting on the 2<sup>nd</sup> was C.172N N6182G from Cambridge while the following day Boroughbridge based C.182T N5020A was noted. Others:- 6/9 G-BVRA Europa; 11/9 G-OJVA RV.6, G-CCSR Eurostar; 13/9 G-BGGO C.152; 14/9 G-BMDS Jodel D.112; 17/9 G-FOXA PA-28, G-BNDT Colibri; 18/9 G-JOYD R.22B; 20/9 G-ATYM F.150G, G-NOSY R.44, G-JWEB R.44; 24/9 G-EFAM C.182S.

**Oxenhope:-** Operating from here all day on low level photography was Shadow G-MVAM.

**Pocklington:-** Visitors:- 1/9 G-EEJE PA-31(To Perth); 13/9 G-EHMJ Bonanza, 24/9 G-CPCD Jodel DR.221(To Hucknall); 25/9 G-RJMS PA-28R.

**Rufforth:-** Visiting on 24/9 was PA-28 N661KK, from Fairoaks. Others:- 1/9 G-SGEC King Air 200(To Prestwick, also 8/9); 6/9 G-BHJU DR.400(n/s), G-CDER PA-28(n/s to Newcastle); 7/9 G-BYIM Jabiru; 13/9 G-BFTT C.421C(From Goodwood); 14/9 G-CCTX Coyote(To Telford); 18/9 G-ASSF C.182G, G-BIBT AA-5, G-BHRW Jodel DR.221; 24/8 G-CCLH Coyote, G-JUGE Eurostar, G-MZHV T.600N, G-JBUZ DR.400(n/s, to Booker), G-BKMA M.20K; 25/8 G-JLAT Eurostar, G-ARHP PA-22(From North Coates), G-LEXX RV.8.

**Sandtoft:-** Jet Provost G-BXLO returned here this month after spending most of the summer at Leeds/Bradford, however its owner took delivery of BAC Strikemaster G-CDHB on 29/9. This new aircraft arrived from North Weald but it is unclear whether it replaces or compliments 'LO. Resident Jet Provost G-BWGT had to make a dead stick emergency landing here on the 24<sup>th</sup> after engine failure while flying locally. Noted on local Air Test(17/9) was Eurostar G-JAME, however this aircraft is supposed to live at Askern. Calling in for fuel on the 1<sup>st</sup> whilst routing from Dalkieth, Edinburgh to Headcorn, Kent were Zenair G-CCVT and Pegasus Quik G-CCHO. PA-28 N65JF arrived from its home of Tollerton on 25/9 while on the 29<sup>th</sup> Malibu N9275Y was logged outbound to Haverfordwest. On the 30<sup>th</sup> Cessna 421C N421CA visited, F/T Exeter. Others:- 1/9 G-BHLW C.120, G-ARVT PA-28; 2/9 G-AHRO C.140; 3/9 G-BZHG Echo, G-BYFC Jabiru, G-CDEP Eurostar, G-CDEX Europa; 4/9 G-BRZS C.172P; 6/9 G-OVOL Skyranger; 8/9 G-BFZD FR.182RG; 11/9 G-EHGF PA-28, G-APXY C.150; 18/9 G-RUBY PA-28; 21/9 G-BARG C.310Q, G-BOZI AA-5, G-BKFY King Air(To Connington); 24/9 G-AVWD PA-28, G-BGZF PA-38, G-BSLK PA-28; 26/9 G-WINI Bulldog(To Connington); 30/9 G-BSKW PA-28, G-BHDZ F.172N.

**Sheffield:-** Total Air Management received their latest Schweizer 333 G-TAMC at the beginning of the month bringing the fleet to four, G-TAMA/B/C/E. Noted departing to Braunshweig on the morning of the 1<sup>st</sup> was DA.42 Twin Star D-GAAA. Others:- 2/9 G-CIFR PA-28, G-BRRJ PA-28RT, G-AYGX FR.172G; 3/9 G-FITZ C.335; 5/9 G-NJAG C.207(To Biggin Hill); 6/9 G-BPPM King Air 200("Gama 683"), G-LIDE PA-31("Causeway 999Z"), G-TAYI Grob 115; 7/9 G-FRYI King Air 200("Lonex 963"), G-FTIN DR.400, G-CCCN Robin 3000, G-BZEE Jet Ranger; 11/9 G-BBSA AA-5; 12/9 G-FILL Navajo; 13/9 G-BCRL PA-28; 14/9 G-GDOG PA-28RT; 16/9 G-ATIA PA-24, G-RAFB Grob 115, G-BWWZ Kitfox; 17/9 G-BHIB F.182Q; 19/9 G-BNCD C.152, G-PIXX R.44; 20/9 G-NNAC PA-18, G-BXYD EC.120, ZH 536 Islander("Ascot 7996"); 21/9 G-BUVA PA-22(From Oaksey Park), G-CLOW King Air 200("Silver 25"); 22/9 G-SENX Seneca; 23/9 G-RCED Commander 114(From Tollerton); 24/9 G-SAGA Grob 109, G-OMNH King Air 200("Saltyre 451"), G-OJDA Acrosport, G-AYCT F.172H; 29/9 G-TTMB Jet Ranger; 30/9 G-GCCL Cougar.

**Sherburn:-** It has been confirmed that the R.22B that crashed on 27/5 was G-SUMT. Extensive damage was caused when the aircraft pitched up on take off and struck the ground tail first. The PA-28R which had an undercarriage collapse last month appears to have been G-SABA, as this machine is reported languishing in the back of a hangar minus its engine. A new resident is R.44 Raven G-GSPY, registered to Alhpatec(UK) the aircraft was delivered from Sywell on 23/9. Another imminent arrival is G-OTVI, registered as an R.44 Raven Newscopter for Hields Aviation and is presumably fitted with the camera in the nose like G-PIXX. Noted arriving from Old Buckenham on 2/9 was Bonanza N59VT while Cessna 340 N85LB visited from Newcastle on 4/9. The 8<sup>th</sup> saw C.310Q N310QQ arrive from Elstree and on the 11<sup>th</sup> Tattenhill based PA-24 N84VK visited. Leeds based visitors were SR.22 N54105 on 17/9 and Twin Squirrel N620LH, for fuel, on 18/9. Others:- 2/9 G-AHRO C.140, G-HERC C.172S; 3/9 G-SUTN Sky Arrow(From Headcorn); 4/9 G-BWCY Rebel, G-MKVB Spitfire(n/s); 5/9 G-BBRV Chipmunk, G-BOOL C.172N; 6/9 G-BXAY Jet Ranger, G-AIXN Sokol; 7/9 G-BVVH Europa; 8/9 G-CBKC Gazelle; 13/9 G-BTDW C.152; 14/9 G-BDIG C.182P; 16/9 G-TECS Tecnam Sierra(To Fife); 17/9 G-BNJC C.152; 18/9 G-BVAB Zenair, G-OPET PA-28, G-ARKM PA-22(From Perth); 19/9 G-LAIN R.22B; 20/9 G-AYEF PA-28; 21/9 G-BCOL F.172M; 22/9 G-BMYD Beech 36, G-TANS TB.20, G-BULG RV.4(To Tibenham), G-BXRY Jet Ranger; 24/9 G-BXVM RV.6, G-FKNH Vagabond, G-UAPO Ruchmeyer R.90, G-BGPJ PA-28, G-BPVA C.172F, G-RACO PA-28R, G-OBAA A.109A(Refuel), G-BOIL C.172N; 25/9 G-BCCF PA-28; 26/9 G-BLTK RC.114; 27/9 G-BXOZ PA-28, G-BFVG PA-28; 30/9 G-CBKD Gazelle(Refuel).

**Sherburn(Aerobatic Competition 17/9,18/9)** The following aircraft were logged participating:-  
G-BKKZ Pitts S-1S      G-BKPZ Pitts S-1T      G-BOXH Pitts S-1S  
G-BOXV Pitts S-1S      G-BTUL Pitts S-2A      G-BUUD Slingsby T.67M

G-CBHR	Lazer Z.200	G-CBUA	Extra EA.230	G-CPXC	CAP 10C
G-FIII	Extra EA.300/L	G-ICAS	Pitts S-2B	G-IICI	Pitts S-2C
G-III	Pitts S-2B	G-LAZA	Lazer Z.200	G-MAGG	Pitts S-1SE
G-MRKI	Extra EA.300/200	G-ODDI	Pitts S-1D	G-OSIT	Pitts S-1T
G-RODC	Steen Skybolt	G-SIII	Extra EA.300	G-STUA	Pitts S-2A
G-TIII	Pitts S-2A	G-XTRA	Extra EA.300	G-YKSO	YAK 50

Other visitors noted on the 18<sup>th</sup> included DR.107 bi-plane G-IDII along with Leeds based SR.22 N54105 and Cessna 335 G-FITZ, FA.152 Aerobat G-JEET from Southend, Jurca Tempete G-AYTV and PA-28 G-BOKA.

**Snitterby:-** Mooney M.20F OY-DFD arrived on 2/9 and is thought to be a new resident.

**Sutton Bank:-** Noted heading home to Rochester on 2/9 was Ximango G-BWNY while Schweizer 269 G-WARK arrived from Halifax on 18/9. The 19<sup>th</sup> saw Dimona G-LYDA arrive from Booker while on the 26<sup>th</sup> Falke G-HBOS visited from Husbands Bosworth.

**Sturgate:-** A possible new resident here is Baron G-WOOD which has been active during the month. Sundowner EI-BFF was noted at the beginning of the month in bare metal awaiting respray while YAK 12M LY-AQG was picketed outside and appears to be a new resident. Pitts Special N666BM was logged on the 3<sup>rd</sup> outbound to Gamston while heading for Dunsfold on 24/9 was YAK 18T HA-YAF. Visitors:- 11/9 G-BYLL Falco, G-BFEV Pawnee; 13/9 G-TSGJ PA-28; 14/9 G-OSEA Islander; 15/9 G-MOUN King Air 200(From Berne); 17/9 G-BYSI Koliber, G-AYEC Emeraude; 25/9 G-BKFZ PA-28R; 29/9 G-BLST C.421C.

**Walton Wood:-** A new resident here is Murphy Rebel G-BWCY. Diverting in on 6/9 was MD.500 N252JP after encountering fog whilst enroute from Swinton Park in N.Yorks to Wellesbourne and similar type N500TY was logged on the 7<sup>th</sup>. Visitors:- 1/9 G-NOSY R.44, G-JWEB R.44; 2/9 G-GATE R.44, G-CBCN Schweizer 269; 5/9 G-CCUG Long Ranger, G-DGHD R.44; 6/9 G-IIPM Squirrel; 7/9 G-GBRU Jet Ranger; 8/9 G-CMSN R.22B, G-JOYD R.22B; 13/9 G-TILI Jet Ranger; 18/9 G-FOFO R.44; 19/9 G-CCBL Jet Ranger; 20/9 G-XTUN Bell 47G; 21/9 G-TTMB Jet Ranger; 26/9 G-FANY Long Ranger(ex. G-CCUG); 29/9 G-EWAW Jet Ranger, G-IIPM Squirrel.

**Wickenby:-** Skyranger G-OMSS has been logged on Air Test this month while on certification trials. Other new inmates are PA-38 G-WSEC and Soko P.2 G-SOKO. Arriving from Brighton on 11/9 was Commander 690 N71VE("Surveyor 02") while on 28/9 PA-32R N88NA landed from Gamston. Visitors:- 4/9 G-OSZB Pitts S.2B(From Popham, aerobatics over Wragby), G-BWMX Chipmunk; 11/9 G-AKSY Auster 5; 17/9 G-BRND C.152, G-CCME Quik; 24/9 G-TAYI Grob 115.

**Wombleton:-** Europas noted this month included G-JHYS(To Earls Colne on 4/9) and G-RMAC (From Kemble 21/9). Dropping in on 16/9 was Bell 222 G-VOND("Premier 10") while enroute to Connington. On 22/9 "Tiger Formation", consisting of T.67s G-OPUB and G-SKYC, were engaged in aerobatic practice over the airfield mid morning. Visitors:- 2/9 G-AWFW Jodel D.117; 4/9 G-BBKI F.172M; 8/9 G-BAOS F.172M(From Seething).

**Yearby:-** Visiting on the 3<sup>rd</sup> was Cessna FR.172J D-EKJD from Bourne while the following day G-BOPD Bede BD.4 arrived from Fishburn.

## OVERFLIGHTS

On 21/9 Cessna 210L N73AD, which called in Humberside on 19/9, was noted routing from Inverness to Saint Ghislain (Belgium) in formation with Beech 36 N326R(LBA 1344 @ 5500').

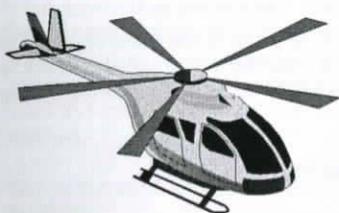
1/9	N4305H	Mooney M.20M	Elmsett – Strathallan(York 1350 @ 8000')
	D-ELJR	Jodel DR.1050	Newcastle – Fowlmere(3/W C/Fenton 1400 @ 2000')
	F-GHRT	Cessna 310Q	Overhead Hull 1404 @ 6000' heading North
3/9	N12AB	Ruschmeyer R.90	Keflavic - Wick – Elstree(Hull 1414 @ 7500')
7/9	G-BUOS	Spitfire FR.XVIII	Duxford – Leuchars(Hull 1229 @ 4500')
10/9	N14113	T.28B Trojan	Duxford – Blackpool(POL 1112 @ 8000')
14/9	N95TA	PA-31 Navajo	Newcastle – Exeter(6/E LBA 1010 @ 3500')
15/9	N1424C	Cessna T.182T	Wick – Oxford, delivery(York 1256 @ 6000')
16/9	G-MAFI	Dornier 228	"Carrot 17", over York 1436 @ 2000' to EMA.
17/9	LN-NAL	PA-28 Archer	Carlisle – Duxford(Harrogate 1049 @ 2000')
18/9	D-EFQR	Robin DR.400	Fishburn – Husbands Bosworth(York 1515 @ 3000')

19/9	N235PF	PA-28 Cherokee	Southend – Glasgow(Selby 0938 @ 2800')
24/9	N45CD	PA-28R Arrow	Gloucester – Newcastle(LBA 1915 @ 3000')
25/9	N84718	PA-28RT Arrow	EMA – Newcastle(York 1512 @ 3000')
26/9	N31GN	Cessna 310R	Frencham Point – Teeside(York 0955 @ 3500')
	EI-MUL	Robinson R.44	Teesside – Cranfield(Harrogate 1045 @ 1500')

Spitfire G-MKVB was active a Harewood House on the evening of the 4<sup>th</sup> operating at the Proms concert carrying out aerobatics in conjunction with the music for about 20 minutes from 1915. On completion the aircraft landed at Sherburn where it night stopped before returning to Duxford. On 22/9 Hercules ZH 882("Ascot 500") made a parachute drop in the Bradford area at 1030.

Finally, reported in Humberside Air Review is the following:- "4/9 G-EMAZ PA-28 Archer is reported down in the North Yorkshire coast area and being searched for by SAR helicopters, No further information is known". Anybody know any further details?

*Trevor Smith*



## CONEY PARK

04/08/05	G-OSSI	ROBINSON R44 RAVEN II	09:25	09:30
04/08/05	G-ESLH	AGUSTAA109E	11:20	11:30
04/08/05	G-HOOT	AS355F2 ECUREUIL 2	11:25	11:30
04/08/05	G-ORBK	ROBINSON R44 RAVEN II	15:10	15:45
07/08/05	G-WYSP	ROBINSON R44 ASTRO	10:45	11:00
08/08/05	G-WYSP	ROBINSON R44 ASTRO	13:00	13:10
10/08/05	N7242N	AGUSTA A109	12:12	12:18
10/08/05	N7242N	AGUSTA A109	13:48	14:20
10/08/05	G-REDI	ROBINSON R44 CLIPPER	14:10	16:30
17/08/05	G-PLMI	AEROSPATIALE SA365C1 DAUPHIN 2	14:45	15:00
17/08/05	G-JARV	AEROSPATIALE AS355F1 ECUREUIL 2	14:45	15:00
18/08/05	G-OLCP	AS355N ECUREUIL 2	08:15	08:25
18/08/05	G-BZRN	ROBINSON R44 RAVEN	10:00	15:15
19/08/05	G-GOON	MD600N	13:00	15:30
19/08/05	G-TATS	AEROSPATIALE AS350BA ECUREUIL	16:20	16:30
23/08/05	G-CDKU	ROBINSON R44 RAVEN	15:00	15:55
25/08/05	G-ESLH	AGUSTAA109E	11:40	11:45
26/08/05	G-ESLH	AGUSTAA109E	14:55	15:00
27/08/05	G-FEES	EUROCOPTER EC135T2	11:15	11:25

*Geoff Ward*

## MILITARY AVIATION



### Sunderland International Air Show 31 July 2005

I ended last year's report of the Sunderland Air Show with, "if a local coach firm runs a trip to Sunderland again next year, I will be there!" or words to that effect. Sure enough, the same coach firm ran a trip this year and I booked shortly after their announcement.

We left Cleckheaton at 0900 hours and made good progress north via the M62, A1 and A1(M) until we left the A1 when nearing Sunderland and we ran into heavy local traffic (seaside-bound on a sunny day?). This sorted itself out but the coach driver had not done this trip before, was poorly directed by traffic marshals and had difficulty getting to the coach parking spots.

However, we eventually reached a good place on the seafront and I walked a few hundred yards to find the same low wall as last year, conveniently located near a loo (I am on the strongest diuretic in the book!) and a beach café for my essential cups of tea (it's a vicious circle of trips to the former after patronising the latter!).

As there was no static display, a complete listing of the flying display:

RAF Falcons Parachute Display Team	1 PTS RAF Brize Norton
F-16 MLU	RNeth AF
Tucano T1	1 FTS RAF Linton
Hawk T1	100 Sq RAF Leeming
Merlin HC1	28 Sq RAF Benson
Lancaster, Hurricane, Spitfire	BBMF RAF Coningsby
PC-7	RNeth AF
Boeing 757	DHL East Midlands Airport
AB-412	RNeth AF
Lynx (two) (Black Cats Display Team)	702 NAS RNAS Yeovilton)
Typhoon	29 Sq RAF Coningsby
SU 26 (Honda Dream Team)	Biggin Hill
Jaguar GR3	41 Sq RAF Coltishall
Hawk T1 (Red Arrows)	RAF Scampton
KC-135 (USAF 100 <sup>th</sup> Air Refuelling Wing)	RAF Mildenhall
Tornado F3	56 Sq RAF Leuchars
Fouga Magister	Belgian Air Component
F-16 MLU	Belgian Air Component
Sea Harrier T8	RNAS Yeovilton

Good to see the contributions from the US Air Force, the Royal Netherlands Air Force and the Belgian Defence Air Component (like the Canadians, the Belgians have combined their three separate Armed Forces).

Also good to see a Royal Navy helicopter display team again, albeit composed of only two helicopters, but they gave a rousing display. I will be there again next year, DV.

## MILITARY NEWS

### Sunderland Air Show report

This should have appeared in the magazine *before* the Southport report but I mislaid the Sunderland Listing (incipient dementia strikes again!)

### Museums, Museums, Museums

I spent five days in Winchester at the beginning of September, during which I visited six Military Museums. I was expecting that the only item of aviation interest would be the Oxford & Buckinghamshire Light Infantry diorama of the D Day glider assault on what has now become known as "Pegasus Bridge". However, in the forecourt of the museums was an excellent display on "The Royal Observer Corps in Hampshire". Of particular interest was a listing of all the Observers who served as Spotters aboard merchant ships throughout the D Day operations. This entitled them to wear a special shoulder flash "Seaborne". A gallant group of men, they should have been awarded some distinction in addition to their shoulder flash - perhaps a clasp to their ROC Medal? I had heard of this operation during the War, but this was the first occasion I had seen some evidence of it.

### HMS Invincible withdrawn from service

The aircraft carrier HMS Invincible has been withdrawn from the Fleet after twenty-five years of active service. This active service included action in the Adriatic and the Arabian Gulf but most notably in the Falkland for which she was awarded a battle honour. Before being laid up at Portsmouth, Invincible completed a Jubilee tour of the UK which included Southampton, Crombie, London and Durham.

This withdrawal leaves the Royal Navy with only two active carriers: HMS Ark Royal and HMS Illustrious.

Credit: Navy News

### Globemaster pilot honoured

The pilot of the RAF Globemaster, (Squadron Leader Peter Hewitt), which transported submarine rescue crews and equipment to Russia, reported in the last issue, received the Russian Order of Friendship from President Vladimir Putin in a ceremony at 10 Downing Street. This is the first Russian award to an RAF pilot since several RAF fighter pilots, who served on the Russian Front, were appointed "Heroes of the Soviet Union".

Credit: RAF News

### RAF Command Headquarters co-locate

Personnel and Training Command, previously located at Innsworth, Gloucestershire, is in process of moving to High Wycombe to share the site with Strike Command. This is part of the continuing rationalisation of defence estates which hopefully will save money for the tax-payer.

Credit: RAF News

**Eric Martin**

Please send any information for inclusion in Military News to:  
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DBB (tel: 01274 873336)



### LEEDS/BRADFORD NEWS

On Monday 3rd October the airport closed Runway 09/27, which in future will be used as a taxiway and developed for the extra apron space needed to park the increasing number of aircraft using the airport.

To commemorate the occasion, airport fire fighters saluted a vintage Dakota DC-3 aircraft, operated by Air Atlantique, with an arch of water as it became the last ever aircraft to land on the runway.

Initially work has commenced on the removal of the tarmac taxiway "Delta"; this will be replaced with a concrete taxiway, which will be able to accommodate heavier aircraft than the old taxiway allowed.

Work will then begin on the apron and will involve the area to the south of the Eastern End of the apron which will allow another 3 parking stands. Aircraft on these stands will then park nose in, facing towards the 32 threshold. The work is scheduled for completion before the start of the 2006 summer programme.

Saturday 8th October heralded the arrival of Jet's first Boeing 757, G-LISA. The airport finally acknowledged the fact over a week later. The aircraft managed one Tenerife rotation and several training sorties to Teesside during its first few days at LAB. It will be joined by sister ship G-SLAB.

*Jet2.com becomes First Low Cost Airline in Europe to Introduce Boeing 757-200s: 17 October 2005*  
Jet2.com, the North's low cost airline, has announced the arrival of its new Boeing 757-200 aircraft. The airline, the first low cost carrier in Europe to purchase this larger aircraft, will base the first two of the new fleet at Leeds Bradford International Airport.

Jet2.com already operate 9 Boeing 737-300's from its original North of England base and are delighted that travellers will now be able to enjoy an aircraft that offers advanced technology for excellent fuel efficiency, low noise levels and increased passenger comfort.

The Boeing 757-200 is a twin engine aircraft that can fly both long and short range routes and because of its high-bypass-ratio engines, wing design and fully integrated flight management computer system, it is one of the quietest, most fuel-efficient aircraft in the world.

Philip Meeson, boss of Jet2.com said, "These new B757-200 aircraft will help us to grow our passenger numbers to our most popular destinations and in addition they will allow us to serve more adventurous routes in the future."

Jet2.com has announced two new routes ex Leeds/Bradford. Flights to Rome will be four weekly on Mondays, Thursdays, Fridays and Sundays starting 7th April 2006. Flights to Pisa will be once weekly on Saturdays starting from 4th April 2006.

#### Leeds/Bradford to Rome

LS331	Mon Thurs and Fri	Depart LBA 10:50	Arrive Rome 14:35
LS331	Sunday Only	Depart LBA 16:30	Arrive Rome 20:10

#### Rome to Leeds/Bradford

LS332	Mon Thurs and Fri	Depart Rome 15:20	Arrive LBA 17:15
LS332	Sunday Only	Depart Rome 20:55	Arrive LBA 22:50

#### Leeds/Bradford to Pisa

LS367	Saturday Only	Depart LBA 09:00	Arrive Pisa 12:20
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#### Pisa to Leeds/Bradford

LS368	Saturday Only	Depart Pisa 13:05	Arrive LBA 15:35
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*Mama Mia! New Pisa and Rome with Jet2.com: 21 September 2005*

The North's low cost airline has just confirmed that it has secured Pisa and Rome new for 2006 from Leeds/Bradford Airport

The airline continues to operate a very successful Manchester-Pisa service and is confident that demand for Leeds-Pisa from both travel trade and consumers will be as successful, if not more so. Jet2.com is the only airline to fly to Pisa from Leeds Bradford.

Flights will go on sale later today - when prices will also be confirmed - for the weekly Saturday service from Yorkshire to Pisa in the heart of Western Tuscany.

The airport's location is perfect for exploring the Tuscany region, with its wonderful countryside and wealth of Chianti vineyards, as well as fantastic places such as Florence, home to the Uffizi galleries, Michelangelo's David and the world-famous Ponte Vecchio, plus also the picture-postcard town of Sienna.

Full details on flight times and prices will be available later today from [www.jet2.com](http://www.jet2.com).

Passengers from Yorkshire can now also fly direct to the amazing city of Rome, thanks to Jet2.com, the North's low cost airline.

The exciting new destination - the third city the airline flies to in Italy - has long been mooted as a possibility for the rapidly expanding carrier, due to it consistently being at the top of passengers' wish lists.

Jet2.com boss, Philip Meeson, said: "Rome is a stunning city with so much to offer the tourist. It's no wonder that, following our extensive research, the city came in first place for where our passengers would like us to fly to next.

"We are very happy that we can fulfil their dreams and offer this direct service from Leeds Bradford to Rome. It really is the one that everyone has been waiting for!"

Jet2.com, which now serves eighteen destinations from Leeds Bradford, will commence its four times a week service to the Italian capital from 7th April 2006 - prices start from just £26 one way inclusive of taxes.

Philip Meeson added: "Rome contains too many great buildings to mention. From St Peter's at the Vatican to the Spanish steps and the Coliseum, the city has offered many major events that have shaped European and World history. It is impossible to over-estimate the importance that Rome has had on the world scene. We recommend you take your camera!

"Not only does Rome offer world-beating architecture, art, culture and history, the city itself is beautiful. Famed for its seven hills, it is easy to see why the romantics amongst us fall so easily in love with this stunning metropolis.

"To witness the sun going down behind the Roman ruins and bathing the city in warm, orange light is truly magical and something that we are delighted we can now help our passengers experience.

"What's more, when all those priceless works of art and fabulous coffee shops get too much, you can catch local Rome derby, as AC Roma and Lazio football teams are both based in the city."

For those wishing to get off the beaten track, the city also contains a beautiful, bohemian district called Trastevere. Packed full of wonderful restaurants, bars and pizzerias, the area comes alive at night as musicians busk in the main square and the ever-fashionable Italians take a walk before their evening meal.

Astraeus has announced an increase in flights for summer 2006, and will base a Boeing 737-700 at LBA for the summer. Press announcement as follows:

*Greece is the Word with Astraeus from LBA: 26 September 2005*

Astraeus, the independent UK airline which arrived at Leeds Bradford Airport for the start of summer 2005, has grown its programme for next year by 25% to offer a total of 15 flights each week to 15 destinations throughout Europe.

New Astraeus flights to the Greek islands of Rhodes and Crete will complement the existing programme from Leeds Bradford Airport to Corfu and Zante and will be bookable through major tour operators, Olympic Holidays, Thomas Cook and MyTravel.

Astraeus is also introducing an ultra-modern Boeing 737-700 Next Generation aircraft to its flights from LBA from May 2006. The latest generation of the popular Boeing jet is amongst the newest aircraft operating in the UK charter industry. Its longer-range capabilities mean that Astraeus is confident that further exciting developments will be possible for winter 2006/7 to expand the range of winter holidays available from LBA.

Since arriving at LBA in May 2005, Astraeus has created 30 new jobs at the airport and has also pioneered a new route from LBA to Madeira in conjunction with Atlantic Holidays. Jonathan Hinkles, Commercial Director for Astraeus commented, "We are delighted to be growing our operations at LBA for summer 2006. It means that a wider range of holiday destinations than ever is now available from Yorkshire's own airport and I'm very hopeful that these new services will be a resounding success."

#### **AIRLINE NEWS**

**Air Atlantique**, who are based at Coventry, has taken delivery of an ATR-72 aircraft that was previously operated by Estonian airline Aero. This is the first ATR-72 for the airline which already operated 3 ATR42s.

**Austrian Airlines** has received board approval for the purchase of a Boeing 777-200ER in replacement of the 2 Airbus A340-200s that are leaving the fleet shortly. In addition the airline is looking to sell or lease its sole Boeing 737-600 and 3 Canadair Regional Jet's.

**Britannia Airways** will disappear as a legal entity on Monday 31 October 2005. On that day the airline becomes Thomsonfly Ltd. In fact the new branding has now been around for some time and is very familiar. Britannia Airways began life in 1962 as Euravia flying holiday charters from Luton and Manchester using a Lockheed Constellation. After the takeover of Skyways the fleet widened to six Lockheed Constellations and Avro Yorks. It changed its name to Britannia Airways in 1964 (flying the Bristol aircraft of the same name) and became part of the Thomson holiday group a year later. The airline's first Boeing 737 arrived in 1968 and today it is still a dedicated Boeing operator with 20 757s and 13 767s.

As we close for press I am unsure how this will affect callsigns and Flight Numbers as both the Britannia callsign and BY flight codes are still in use.

**British Airways** is hoping to reopen talks with U.S. carrier American Airlines about creating a closer working relationship between the two. BA's new chief executive Willie Walsh said greater co-operation on areas such as ticket pricing and flight scheduling would benefit customers.

Mr Walsh told the BBC it would create a better selection of flights - spread out through the day - than at present. "We would also be able to offer better connections to U.S. cities," he said.

**Cathay Pacific Airways** celebrated the arrival in Hong Kong of the first Boeing 747-400 passenger airplane to be converted to a freighter as part of the 747-400 Boeing Converted Freighter program. The prototype airplane was flown from Xiamen where the modification was performed and certification ground testing was started - to Hong Kong, where the flight test and certification will be completed over the next few months.

**Jet 2** have announced another North of England base in the shape of Blackpool. Winter services to Belfast will commence on the 4th November, with Services to Mercia and Palma starting in early April.

**Ryanair** reassured investors that trading remains in line with expectations as it said cost cuts have offset higher fuel costs. Chief executive Michael O'Leary said, "Current trading continues to be in line

with expectations. Higher fuel prices over the summer months have been partly offset by a combination of other cost reductions and slightly more benign yield environment."

Taking a swipe at rival BA, O'Leary added, "In August we achieved a significant milestone by carrying more passengers on our short haul European network than British Airways (now just the world's second favourite airline) did on their entire worldwide network."

It wasn't all good news though as Ryanair said that looking forward to the winter period it remains cautious as rivals are likely to begin lowering their prices. "We remain cautious but comfortable with our previous guidance for the remainder of this fiscal year as we anticipate strong load factors and passenger volumes but as expected, at slightly lower yields."

## **AIRCRAFT NEWS**

An Airbus A380 is to land in Singapore during November as part of its flight test programme. Singapore will be the first city outside Europe to welcome the new aircraft when it arrives at Singapore Changi airport.

The aircraft will test its long-range flight capability in the non-stop flight from Europe to Singapore. It will participate in a wide range of tests with launch customer Singapore Airlines and Changi to ensure that ground-handling equipment and airport enhancements being developed for the aircraft adequately meet its needs.

Meanwhile the second Prototype (F-WWDD) made its maiden flight at 10:55 on Tuesday 18th October.

Airbus parent firm EADS has confirmed the go ahead of the A350, a new mid-sized aircraft, adding that it has turned down contentious state support. Designed to compete with Boeing's forthcoming 787 Dreamliner, the A350 is expected to cost €4.35bn (\$5.3bn; £3bn) to develop.

EADS is rejecting its usual state aid to try to calm a subsidies row between Europe and the United States. It expects to get 200 orders for the A350 by the end of this year alone.

Boeing has estimated that China will buy 2,600 airliners for \$213 billion by 2025...

Emissions emanating from aircraft have again attracted attention. A recent study found that with the amount of air travel in the United Kingdom expected to double over the next 25 years, it will be impossible for the country to meet its goal of cutting carbon emissions 60 percent by 2050. "The failure of all governments to think about [emissions from] international aviation and shipping has led to a serious underestimation of the actions necessary," says researcher Simon Shackley of Manchester University.

All other sources in the country would have to reduce carbon emissions to zero in order to meet the goal while allowing aviation to expand, researchers said.

Airbus North America has begun work on an engineering facility, in Boeing's back yard. The new facility is at Mobile Bay, Alabama. EADS will perform final assembly on A330 military tankers here if selected for this program. The engineering operation at Mobile Bay will probably see a lot of commercial A330 work, Airbus North America CEO Barry Eccleston told The DAILY. This facility could do work on aircraft interiors and later could be a good site to launch A330 freighter conversions, Eccleston said.

Eccleston said no decision on the cargo conversion program has been made yet and will probably not be made for another year or two. If the bid team that includes EADS doesn't win the tanker contract, or if the contract is postponed, the commercial cargo conversion work may go ahead at this site regardless, he said. The recent Gulf Coast hurricanes have set back work on the Mobile Bay facility by a couple of months but have not weakened Airbus' commitment to Mobile Bay, Eccleston said.

Airbus is often asked by U.S. and overseas customers about when it will launch a cargo version of the A330, Eccleston said. These customers have been telling Airbus that an A330 conversion would have the capacity they are looking for to replace A310s, A300s and DC-8s, he said. But the availability

of engineers in Toulouse could be a problem for the freighter conversion program because they have many other new programs that are a higher priority. So Mobile Bay could be a good place for the A330 work, particularly if the tanker conversions are already being done there, Eccleston said.

Since joining Airbus in August, Eccleston said he has managed to meet with top executives from about half of Airbus' North American customers. He formerly held top management roles at Rolls-Royce, Honeywell and Fairchild Dornier, and is now in charge of Airbus' sales and marketing, service and training in North America.

Eccleston conceded that there are unlikely to be more near-term orders for the new A350 from North American carriers because most of the prime candidates are still struggling through bankruptcy proceedings. Also, the 130 A350 orders already logged mean that the first available A350 production slot will probably not be until 2013. "In the long term, [the A350] will do just fine [in the U.S.], but we don't expect a whole rush of orders just yet," he said. Eccleston said the industrial launch of Airbus' A350 program "will happen very quickly now." Airbus earlier planned to officially launch the A350 at the Paris airshow, and then said the launch would occur in September.

In the longer term, any North American airlines already flying the A330 will be the best prospects for the A350, Eccleston said. After these, carriers that don't currently fly Airbus aircraft will also be targeted.

Eccleston said demand for the A320 - particularly from low-cost carriers - shows no signs of slowing down in the near future. Airbus is raising the production rate on this line in 2006, and is considering lifting it again in 2007. He said the low-cost carrier boom is not likely to slow in the U.S. as legacy carriers continue to pull down capacity, and there are still a lot of growth prospects for low-cost carriers in other parts of the world.

Japanese aerospace officials are optimistic the \$10 million test of a model of a future supersonic airliner was a success. The Japanese Aerospace Exploration Agency (JAXA), in cooperation with a French agency, is hoping to develop a Mach 2, 300-seat replacement for the Concorde by 2025.

In the test, on October 3rd, the 38-foot model was strapped to a rocket and flown to an altitude of 11 miles. A similar attempt three years ago resulted in the model separating prematurely from its booster rocket before boring a smoking hole in the Australian Outback..

## **OTHER NEWS**

I don't normally have anything to do with arranging weddings, and of course neither does Air Yorkshire. However if you are thinking of tying the knot in the near future we could just point you in the direction of one of the best locations for aviation enthusiasts to get married.

If you were to follow our advice, the service would take place in a Boeing 747. The aircraft is located at the Aviodrome Museum in Lelystad (The Netherlands), and is now licensed for weddings. In fact you have the option of getting married in economy-class, business class and even the cargo compartment.

The pilots of a chartered Lockheed Tristar were headed for Lima, Peru, on Tuesday 20th September, when they told air traffic control they were low on fuel and would have to divert to the northern coastal city of Piura.

Emergency crews were scrambled, and the jet landed safely ... just in time for the 300 Gambians on board to make it to the nearby soccer match where their home team was competing. "It truly was a scam," Betty Maldonado, a spokeswoman for Peru's aviation authority, told The Associated Press. "They tricked the control tower." Gambian President Yahya Jammeh had chartered the Air Rum jet.

How low can you get ... Police in Miami have charged a man who posed as a pilot working night and day to help victims of Hurricane Katrina. The man allegedly set up a bogus Internet donation site that fraudulently solicited donations to buy fuel for rescue aircraft that did not exist. Internet postings by the man claimed he was transporting to safety critically ill children, "Seven months old and smiling the whole way, as if she knew," according to the Miami Herald, and that he had tipped his wings at Air Force One while flying by.

The warrant for his arrest stated he spoke by phone with a potential donor claiming he was in the cockpit of an aircraft about to take off. During that call, he was interrupted by "what appeared to be sounds from air traffic control" and told the donor it would be his last flight if more money didn't arrive, according to The Associated Press. Prosecutors say he made no such flights and police say the nine-day scam netted about \$40,000 over a two-day peak.

E-mail: [DWooler@EGNM.screaming.net](mailto:DWooler@EGNM.screaming.net)

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*David Wooler*

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

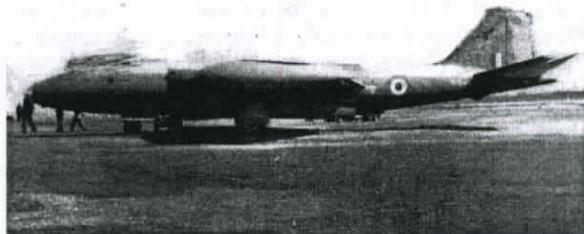
- 6 November Annual General Meeting  
Followed by a number of short video clips - some Civilian, some Military and even some amusing ones
- 4 December Pre-Christmas Get Together
- 8 January Philip Meeson, Group Chief Executive, Jet2
- 5 February Annual Air Yorkshire Quiz  
Norman Smart will present a photographic recognition quiz, similar to the 2004 one. The questions will reflect the many suggestions made by members after the last quiz
- 4 March David Sharp - Czech Ramblings  
David will talk about his visits to the Czech Republic in his own Cessna 120 including the Memorial Airshow at Roudnice-Nad Labem, Kunovice, Vyskov and Zruc museums and some other Czech Airfields. After learning to fly at Sherburn and obtaining his PPL, he has flown extensively across Europe in his vintage Cessna. David has recently bought a Piper Colt but that is another story
- 2 April Squadron Leader Drew Steel - RAF Nimrod MRA4  
Drew leads the RAF Element of the Nimrod MRA4 Joint Trials Team at BAES Warton. He will provide a brief background to the programme, a description of the aircraft and an explanation of the MRA4's capability in simple language, followed by questions. Drew is an experienced, entertaining and amusing speaker and should not be missed
- 7 May Tim Jeans, Managing Director of Monarch Scheduled has been invited and I await his response

One of our members, Roger Fozzard, will be doing a slide show/presentation during the coming year as hopefully will Alan Lord, Martin Powell, and Yorkshire Air Museum.

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

*Alan Sinfield*

## "BOMBED-UP" AND READY TO GO



With a borrowed pre-war "Box Brownie," smuggled onto the aircraft dispersal of 109 Squadron at Hemswell during the early fifties, I managed to photograph "judiciously" some of the English Electric Canberra Mk.2s and 6s as they were being prepared and "bombed-up" to take part in a NATO exercise and later a bombing run.

As this poor black and white print of 644 shows, they were not particular good examples (and it was a very serious and chargeable offence if caught taking photographs of these new sensational aircraft of the time), but they have over the years become highly evocative, nostalgic and priceless, as time and again I have had requests for prints.

Hemswell, operational bomber base, was a very busy aerodrome and as I was taking this particular photograph, a Vampire came trundling passed; and in the distance ready for take-off on 06 were three Lincolns waiting for the "green."

With the bulky camera tucked into my baggy, oil-stained overalls, I somehow managed to get a few interesting pictures as I wandered around the dispersal areas.

Proud of the fact that I was the permanent rigger on 109 squadron-leader's Canberra, he wanted, as always, to be first away. That nearly didn't happen on this particular day, I remember, because, on my pre-flight inspection, I spotted a nasty gash in the port-side tyre. It was always a long and difficult job to move the aircraft from the "pan" to No. 2 hanger, jack up the aircraft, change the wheel, set it all up, check brakes and hydraulics, lower the aircraft and tow it back.

"Well done, Tempest," I remember the "boss" saying to me in his very plummy voice, when we arrived back at the dispersal for his hurried departure. (I do have another poor photograph of 914 just about to "rotate" with the pilot obviously in a hurry). But in many ways this high-speed, never a dull moment lifestyle was all in a day's work for Canberra bomber squadron ground crew, especially riggers and engine bashers.

Three days later I flew in 914 on formation flying practice, which was unbelievably frightening but very exciting. I returned to base with a great deal of admiration for the pilots (and on which I could write pages). Finding out about my proposed flight, the guy who owned the "Box Brownie" had asked if I would care to take the camera again. Declining strongly, I remarked, "I think I have pushed my luck far enough!"

*Alan Tempest*

**GRAND DRAW 2005  
for  
Society Members**

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Manchester  
September 2005  
Steve Lord

Boeing 757-2Y0  
G-ZAPU  
Titan Airways  
Leeds Bradford  
6 August 2005  
Paul Whincup



A380 F-WWOW  
Airbus  
Toulouse  
14 September 2005  
Geoff Ward