

COVERING



YORKSHIRES PREMIER AVIATION SOCIETY



AIR AMBULANCE G-PASX
LEEDS BRADFORD 5 JUNE 2004
PAUL WHINCUP

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2003 - 2004

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Geoff WARD

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

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

7 November: Annual Meeting
5 December: Christmas Social

AIR YORKSHIRE AVIATION SOCIETY NEWS

At our September meeting, we enjoyed watching one of the "Concorde" videos.

A couple of weeks later, we enjoyed visiting the RAF Museum at Hendon.

I take the opportunity to thank members and friends who supported this coach trip. It was a really good day – we knew it would be a long day but the coach was comfortable so we could catch up on our rest and sleep if we wanted to. I admit to being disappointed that the coach was only half full and you might wonder why we do not hire a smaller coach. The reason is that the cost per passenger would not be much less on a mini coach, and the facilities on the luxury coach add to the relaxation and enjoyment of the day.

Your committee will soon be discussing next year's programme of events. If you know of any interesting places to visit as a Society, please let me have a note of your ideas.

Paul Windsor

Thank you, Paul, for arranging this trip to Hendon, and for your hard work in co-ordinating the day on our behalf. It went well and we enjoyed it. We particularly appreciated your accurate head-counting – we didn't leave anyone behind, did we?

A day-tripper



MOVEMENTS - JULY

01 Thursday

C-GTDK	Airbus 320	0659 0942	G-LVES	Cessna 182S	0755 1319
70101	UC-35A	0810 0948	G-JEDM	DHC-8 400	0815 0851
G-OWLC	PA-31 Navajo	0914 1438(02)	G-BVJD	Fokker 100	0919 1451
G-RJXH	EMB 145	0924 1015	G-MAJL	Jetstream 41	0928 1007
PH-KZA	Fokker 70	0933 1048	G-BXWE	Fokker 100	0941 1103
G-OAKJ	Jetstream 31	0950 1100	EI-CNT	Boeing 737	0956 1054
G-RJXK	EMB 135	1009 1056	G-BXWF	Fokker 100	1043 1510
G-JIVE	Hughes 369E	1112 1119	G-MAJL	Jetstream 41	1214 1439
G-JIVE	Hughes 369E	1224 1308	EI-CJC	Boeing 737	1242 1328
G-OOBA	Boeing 757	1250 1429	G-RJXH	EMB 145	1252 1335
G-RJXK	EMB 135	1317 1405	EC-GZD	Airbus 320	1353 1532
G-JEDM	DHC-8 400	1400 1442	G-BXWE	Fokker 100	1413 1538
PH-OFH	Fokker 100	1526 1636	G-BTGD	PA-28 Archer II	1551 1812(03)
C-GTDK	Airbus 320	1619 1923	G-BVJD	Fokker 100	1648 1738
G-RJXH	EMB 145	1655 1740	G-OAKJ	Jetstream 31	1705 1752
G-MAJL	Jetstream 41	1707 1757	G-BXWF	Fokker 100	1711 1801
G-JEDM	DHC-8 400	1721 1805	G-BXWE	Fokker 100	1816 2013
G-BNOE	PA-28 Warrior II	1818 1906	G-BVJD	Fokker 100	1931 0720(02)
PH-OFH	Fokker 100	1940 0634(02)	G-BXWF	Fokker 100	1955 0744(02)
G-MAJL	Jetstream 41	2005 0652(02)	G-OAKJ	Jetstream 31	2019 0655(02)
G-RJXK	EMB 135	2039 0703(02)	G-RJXH	EMB 145	2046 0725(02)
G-BYAR	Boeing 757	2056 0740(02)	EI-CJC	Boeing 737	2109 2137
G-BXWE	Fokker 100	2244 0716(02)			

02 Friday

C-GTDK	Airbus 320	0400 0553	G-JEDT	DHC-8 400	0817 0852
N64VB	B.58 Baron	0832 0938	TC-APZ	Boeing 737 800	0858 1022
G-BYCP	King Air B200	0904 0916	G-BXWE	Fokker 100	0912 1507
G-RJXH	EMB 145	0917 1009	G-OAKJ	Jetstream 31	0946 1051
G-MAJL	Jetstream 41	0948 1024	G-BVJD	Fokker 100	0958 1102
EI-CJC	Boeing 737	1002 1057	G-RJXK	EMB 135	1028 1108
PH-OFH	Fokker 100	1041 1139	G-BXWF	Fokker 100	1158 1537
EC-HZS	Boeing 737 800	1211 1319	G-MAJL	Jetstream 41	1216 1452
C-GTDK	Airbus 320	1232 1356	G-RJXH	EMB 145	1252 1806
EI-COA	Boeing 737	1305 1342	G-RJXK	EMB 135	1334 1420
G-JEDT	DHC-8 400	1349 1428	PH-KLE	Fokker 100	1417 1612
G-BVJD	Fokker 100	1448 1545	G-ONCM	P-68C Victor	1511 1623
G-OAKJ	Jetstream 31	1635 1725	G-RJXK	EMB 135	1657 1746
G-BXWE	Fokker 100	1707 1742	G-JEDT	DHC-8 400	1743 1815
G-MAJL	Jetstream 41	1810 1852	G-BXWF	Fokker 100	1833 1907
G-RKJT	PA-46 Malibu	1848 0705(05)	G-BVJD	Fokker 100	1854 1943
C-GTDK	Airbus 320	1939 2124	G-BXWE	Fokker 100	1955 0722(05)
G-OAKJ	Jetstream 31	1958 1309(03)	G-RJXH	EMB 145	2018 0727(03)
PH-OFH	Fokker 100	2022 0625(03)	G-RJXK	EMB 135	2048 0816(03)
EI-COB	Boeing 737	2115 2149	G-MAJL	Jetstream 41	2121 1028(03)
G-BXWF	Fokker 100	2153 0912(03)	G-BVJD	Fokker 100	2226 0705(04)
EC-IDT	Boeing 737 800	2329 0048(03)	G-BYAR	Boeing 757	2344 0651(03)
G-BVJC	Fokker 100	2348 0703(03)			

03 Saturday

C-GTDK	Airbus 320	0306 0610	PH-OFE	Fokker 100	0810 0949
G-JEDR	DHC-8 400	0813 0858	G-BVJC	Fokker 100	0939 1102
PH-KLE	Fokker 100	0943 1041	EI-CJC	Fokker 100	1013 1053
G-EMBC	EMB 145	1124 1245	G-RJXK	EMB 135	1148 1502(04)
C-GTDK	Airbus 320	1217 1358	G-CBDA	Jetstream 31	1929 0658(05)
G-BYAR	Boeing 757	1235 1348	G-RJXH	EMB 145	1304 1355
PH-KZA	Fokker 70	1405 1832	G-JEDR	DHC-8 400	1412 1453
G-MAJL	Jetstream 41	1447 1454(04)	EC-HBL	Boeing 737 800	1535 1649
9H-ADY	Airbus 320	1540 1717	CS-DNK	Hawker 800XP	1555 1013(04)
EI-CNX	Boeing 737	1608 1643	G-RJXH	EMB 145	1639 0957(04)
G-BXWF	Fokker 100	1641 1645(04)	EC-FTS	DC-9 83	1652 1800
EC-GUO	Boeing 737 400	1754 1858	OE-GPS	Citation Bravo	1757 0815(04)
OE-LCM	CL600 RJ	1801 1849	PH-OFA	Fokker 100	1951 0618(04)
C-GTDK	Airbus 320	1953 2115	G-BYAR	Boeing 757	2021 2353
G-BVJC	Fokker 100	2211 2103(06)	PH-OFE	Fokker 100	2225 2345

04 Sunday

G-BYAR	Boeing 757	0527 0712	C-GTDK	Airbus 320	0615 0808
PH-KLG	Fokker 100	0942 1036	G-RJXF	EMB 145	0954 1057
N750NS	Citation X	1108 1823	EI-CNT	Boeing 737	1315 1358
G-JEDI	DHC-8 400	1344 1426	PH-OFG	Fokker 100	1412 1821
C-GTDK	Airbus 320	1504 1616	G-MAJL	Jetstream 41	1632 1751
EC-IMU	Airbus 320	1643 1819	G-JEBC	BAe 146 300	1648 1740
G-MAJB	Jetstream 41	1654 1745	G-RJXH	EMB 145	1707 1757
LZ-BHC	Airbus 320	1720 1841	G-RJXK	EMB 135	1728 1821
G-RJXF	EMB 145	1826 1859	G-MIDP	Airbus 320	1838 1926
G-BXWF	Fokker 100	1953 0752(05)	G-MAJL	Jetstream 41	2008 0702(05)
G-RJXK	EMB 135	2024 0717(05)	PH-OFJ	Fokker 100	2042 0652(05)
G-RJXH	EMB 145	2053 0737(05)	G-BVJD	Fokker 100	2135 0713(05)
EI-CJI	Boeing 737	2145 2221			

05 Monday

C-GTDK	Airbus 320	0224 0756	G-CDUP	Boeing 757	0343 0935
G-JEDM	DHC-8 400	0814 0851	G-OBYF	Boeing 767 300	0821 1002
N555BK	Citation Bravo	0844 1419	G-BXWE	Fokker 100	0911 1456
G-RJXH	EMB 145	0917 1008	G-AVMD	Cessna 150G	0923 0938
G-MAJL	Jetstream 41	0924 1020	G-CBDA	Jetstream 31	0939 1043
G-BVJD	Fokker 100	0944 1057	EI-CNT	Boeing 737	1004 1048
G-RJXK	EMB 135	1018 1054	G-BXWF	Fokker 100	1117 1509
PH-OFG	Fokker 100	1141 1240	G-MAJL	Jetstream 41	1218 1450
C-GTDK	Airbus 320	1243 1539	G-RJXH	EMB 145	1246 1343
G-RJXK	EMB 135	1324 1408	EI-COX	Boeing 737	1326 1401
G-JEDM	DHC-8 400	1341 1427	G-IJYS	Jetstream 31	1345 1422
PH-OFC	Fokker 100	1416 1605	G-BVJD	Fokker 100	1424 1543
G-CDUP	Boeing 757	1537 1713	G-CBDA	Jetstream 31	1626 1721
G-RJXH	EMB 145	1651 1739	G-BXWE	Fokker 100	1653 1737
G-MAJL	Jetstream 41	1700 1748	G-RJXK	EMB 135	1702 1745
G-BXWF	Fokker 100	1709 1804	LZ-BHA	Airbus 320	1726 1847
G-JEDT	DHC-8 400	1809 1850	G-BVJD	Fokker 100	1811 1903
G-BXWE	Fokker 100	1921 0715(06)	PH-KLE	Fokker 100	1941 0630(06)
G-BXWF	Fokker 100	1950 0742(06)	G-CBDA	Jetstream 31	2005 0656(06)
G-MAJL	Jetstream 41	2007 0707(06)	G-RJXH	EMB 145	2035 0723(06)
G-RJXK	EMB 135	2043 0703(06)	EI-CNX	Boeing 737	2111 2140
G-BVJD	Fokker 100	2134 0732(06)			

06 Tuesday

C-GTDK	Airbus 320	0059 0830	G-CDUP	Boeing 757	0204 0613
G-JEDT	DHC-8 400	0807 0855	G-BXWE	Fokker 100	0906 1450

G-MAJL	Jetstream 41	0924 1025	G-RJXH	EMB 145	0930 1019
D-FFBU	TBM 700	0936 1304	G-CBDA	Jetstream 31	0939 1040
EI-COA	Boeing 737	1000 1054	G-BVJD	Fokker 100	1002 1101
PH-OFC	Fokker 100	1010 1105	G-RJXK	EMB 135	1012 1058
G-OLDJ	Lear Jet 45	1021 1616	G-BXWF	Fokker 100	1032 1510
G-MAJL	Jetstream 41	1223 1438	G-RJXH	EMB 145	1254 1345
EI-CNV	Boeing 737	1257 1335	G-RJXK	EMB 135	1315 1405
G-BXXT	B.76 Duchess	1403 1612	G-JEDT	DHC-8 400	1412 1446
PH-KLD	Fokker 100	1415 1604	C-GTDK	Airbus 320	1422 1608
G-BVJD	Fokker 100	1436 1537	G-OZBB	Airbus 320	1551 1736
G-CBDA	Jetstream 31	1624 1723	G-BXWE	Fokker 100	1640 1740
G-RJXH	EMB 145	1650 1743	G-RJXK	EMB 135	1653 1752
G-MAJL	Jetstream 41	1700 1747	G-BXWF	Fokker 100	1708 1755
G-JEDT	DHC-8 400	1720 1801	G-BVJD	Fokker 100	1823 1912
G-BXWE	Fokker 100	1929 0745(07)	PH-OFC	Fokker 100	1937 0638(07)
G-BXWF	Fokker 100	1951 0829(07)	G-MAJL	Jetstream 41	2004 0706(07)
G-CBDA	Jetstream 31	2006 0701(07)	G-RJXH	EMB 145	2043 0731(07)
9H-ABS	Boeing 737 300	2046 2150	G-RJXK	EMB 135	2049 0743(07)
G-CDUP	Boeing 757	2104 0750(07)	EI-CNT	Boeing 737	2152 2224
G-BVJD	Fokker 100	2157 0733(07)			

07 Wednesday

C-GTDK	Airbus 320	0124 0710	G-LOFT	Citation I	0804 0825
G-JEDT	DHC-8 400	0815 0900	D-IDCV	King Air C90B	0904 1612
G-RJXH	EMB 145	0922 1017	G-MAJL	Jetstream 41	0929 1019
G-MAJM	Jetstream 41	0933 1113	G-CBDA	Jetstream 31	0938 1054
PH-OFC	Fokker 100	0940 1056	G-BVJD	Fokker 100	1002 1108
EI-COB	Boeing 737	1012 1045	G-GRGS	Citation Ultra	1020 1322(08)
G-BXWF	Fokker 100	1029 1446	G-BXWE	Fokker 100	1047 1506
G-RJXK	EMB 135	1050 1124	G-ROUT	Robinson R-22	1105 n/s+
CS-DKA	Gulfstream 4	1109 1259	G-AWBH	PA-28 Cherokee	1121 1151
G-MAJL	Jetstream 41	1217 1434	G-RJXH	EMB 145	1251 1430
EI-CJC	Boeing 737	1257 1333	G-RJXK	EMB 135	1340 1424
G-JEDT	DHC-8 400	1404 1441	PH-OFF	Fokker 100	1416 1630
G-BVJD	Fokker 100	1436 1539	G-FITZ	Cessna 335	1443 1534
G-WAAS	Bolkow 105DBS-4	1548 1654	G-CBDA	Jetstream 31	1621 1708
C-GTDK	Airbus 320	1635 1817	G-BXWF	Fokker 100	1644 1736
G-MAJL	Jetstream 41	1657 1739	G-BXWE	Fokker 100	1700 1756
G-RJXK	EMB 135	1717 1759	G-JEDT	DHC-8 400	1723 1805
G-FITZ	Cessna 335	1726 n/res	G-RJXH	EMB 145	1731 1822
G-KVIP	King Air 200	1733 1811	G-BVJD	Fokker 100	1831 1922
G-LOFT	Citation I	1844 1926	PH-OFC	Fokker 100	1936 0626(08)
G-BXWF	Fokker 100	1940 0732(08)	G-BXWE	Fokker 100	1948 0719(08)
G-CBDA	Jetstream 31	2002 0654(08)	G-MAJL	Jetstream 41	2004 2122
G-CDUO	Boeing 757	2118 0729(08)	G-RJXK	EMB 135	2123 0716(08)
G-RJXH	EMB 145	2126 0739(08)	EI-CJC	Boeing 737	2138 2206
G-BVJD	Fokker 100	2228 0736(08)	G-MAJK	Jetstream 41	2232 0659(08)

08 Thursday

G-JEDR	DHC-8 400	0809 0848	G-MAJK	Jetstream 41	0923 1010
G-BXWE	Fokker 100	0933 1514	G-CBDA	Jetstream 31	0937 1051
PH-OFF	Fokker 100	0939 1047	G-RJXH	EMB 145	0950 1031
G-RJXK	EMB 135	1014 1105	EI-CJC	Boeing 737	1016 1055
G-BVJD	Fokker 100	1018 1109	G-BXWF	Fokker 100	1040 1454
C-GTDK	Airbus 320	1102 1205	G-CCVP	B.58 Baron	1158 1822
G-MAJK	Jetstream 41	1217 1446	EI-CJI	Boeing 737	1259 1333
G-OOOG	Boeing 757	1312 1425	G-RJXH	EMB 145	1319 1405
G-RJXK	EMB 135	1330 1418	EC-GZE	Airbus 320	1351 1538

G-JEDJ	DHC-8 400	1358 1439	PH-OFC	Fokker 100	1448 1600
G-BVJD	Fokker 100	1503 1552	G-MAJL	Jetstream 41	1549 0726(09)
G-CBDA	Jetstream 31	1631 1718	G-BXWF	Fokker 100	1646 1732
G-RJXK	EMB 135	1701 1750	G-BXWE	Fokker 100	1709 1755
G-RJXH	EMB 145	1714 1829	G-MAJK	Jetstream 41	1725 1801
C-GTDK	Airbus 320	1803 1908	G-JEAS	BAe 146 200	1812 1846
G-WNAA	Agusta A.109E	1923 1942	G-BVJD	Fokker 100	1926 2004
G-BXWF	Fokker 100	1936 0735(09)	PH-OFF	Fokker 100	1941 0625(09)
G-BXWE	Fokker 100	1955 0723(09)	G-CBDA	Jetstream 31	1959 0700(09)
G-MAJK	Jetstream 41	2014 0717(09)	G-RJXK	EMB 135	2040 0708(09)
G-BYAX	Boeing 757	2056 0739(09)	G-RJXH	EMB 145	2123 0730(09)
EI-CJI	Boeing 737	2126 2155	G-BVJD	Fokker 100	2258 0715(09)

09 Friday

C-GTDK	Airbus 320	0353 0607	G-JEAS	BAe 146 200	0813 0853
TC-APY	Boeing 737 800	0855 1033	G-RJXH	EMB 145	0917 1020
G-MAJK	Jetstream 41	0921 1004	G-BXWE	Fokker 100	0923 1451
PH-OFB	Fokker 100	0939 1045	G-BVJD	Fokker 100	0953 1131
G-BYRA	Jetstream 31	0957 1047	EI-COA	Boeing 737	1017 1109
G-FPLA	King Air B200	1023 1549	G-RJXK	EMB 135	1027 1104
G-BXWF	Fokker 100	1053 1519	EC-ICD	Boeing 737 800	1145 1310
G-BXXT	B.76 Duchess	1210 1725	G-MAJK	Jetstream 41	1217 1444
C-GTDK	Airbus 320	1223 1347	EI-CJC	Boeing 737	1258 1336
G-RJXH	EMB 145	1318 1407	G-RJXK	EMB 135	1333 1417
CS-DFH	Falcon 900	1338 1516	G-MAJM	Jetstream 41	1349 1427
G-JEDK	DHC-8 400	1400 1441	PH-KLI	Fokker 100	1409 1609
N125GW	Lear Jet 45	1412 1502	G-BVJD	Fokker 100	1421 1533
G-BYRA	Jetstream 31	1623 1721	G-BXWE	Fokker 100	1648 1735
G-MAJK	Jetstream 41	1658 1753	G-RJXK	EMB 135	1700 1740
G-BXWF	Fokker 100	1710 1759	G-RJXH	EMB 145	1718 1805
G-JEDK	DHC-8 400	1732 1808	G-BVJD	Fokker 100	1802 1902
VP-CSN	Citation Ultra	1857 1906	C-GTDK	Airbus 320	1919 2114
G-BXWE	Fokker 100	1933 1015(10)	G-BYRA	Jetstream 31	1955 0658(12)
G-BXWF	Fokker 100	2003 0711(10)	G-MAJK	Jetstream 41	2012 2105
PH-OFD	Fokker 100	2014 0616(10)	G-RJXK	EMB 135	2029 0818(10)
G-RJXH	EMB 145	2057 0717(10)	EI-CJC	Boeing 737	2113 2151
G-BVJD	Fokker 100	2136 0704(12)	EC-IDA	Boeing 737 800	2141 2300
G-MAJL	Jetstream 41	2308 1004(10)	G-CDUP	Boeing 757	2328 0647(10)

10 Saturday

C-GTDK	Airbus 320	0309 0613	PH-OFE	Fokker 100	0737 0922
G-JEDJ	DHC-8 400	0821 0908	N708SP	Lear Jet 45	0827 0916
PH-KLI	Fokker 100	0941 1055	G-BXWF	Fokker 100	0945 1101
EI-COA	Boeing 737	1018 1052	G-EMBY	EMB 145	1131 1240
G-RJXK	EMB 135	1145 0730(11)	G-CDUP	Boeing 757	1211 1349
C-GTDK	Airbus 320	1213 1353	CS-DNS	Falcon 2000	1232 1400
G-RJXH	EMB 145	1314 1405	G-JEDJ	DHC-8 400	1345 1424
PH-KZA	Fokker 70	1408 1549	G-HPAD	JetRanger	1440 1519
G-MAJL	Jetstream 41	1451 1453(11)	G-FIBS	Ecureuil	1538 1602
9H-ADY	Airbus 320	1552 1810	EI-CNW	Boeing 737	1554 1634
EC-ISE	Boeing 737 700	1619 1726	G-RJXH	EMB 145	1650 0949(11)
EC-FXA	DC-9 83	1659 1806	OE-LCF	CL600 RJ	1756 1842
G-BXWE	Fokker 100	1813 1633(11)	G-JPOT	PA-32R Saratoga	1846 1903
C-GTDK	Airbus 320	1944 2055	EC-FXP	Boeing 737 400	1958 2102
G-CDUP	Boeing 757	2018 2204	PH-KLI	Fokker 100	2021 0651(11)
PH-OFE	Fokker 100	2225 2305	G-GOJP	PA-46 Malibu	2243 1225(11)
G-BVJC	Fokker 100	2252 0702(11)			

11 Sunday

G-CDUP	Boeing 757	0343 0708	C-GTDK	Airbus 320	0616 0805
G-RVRC	PA-23 Aztec	0846 0906	PH-OFD	Fokker 100	0935 1057
G-RJXB	EMB 145	0939 1104	EI-CNW	Boeing 737	1320 1356
G-JEDO	DHC-8 400	1349 1426	G-RJXK	EMB 135	1407 1504
PH-OFK	Fokker 100	1409 1609	N422PM	King Air C90B	1434 1722
G-MAJB	Jetstream 41	1450 1748	C-GTDK	Airbus 320	1501 1620
G-MAJL	Jetstream 41	1638 1747	G-JEBH	BAe 146 300	1640 1728
G-RJXH	EMB 145	1653 1757	LZ-BHC	Airbus 320	1709 1837
EC-IMU	Airbus 320	1712 1831	G-MAJH	Jetstream 41	1715 1759
G-HMMV	CitationJet	1726 1741	G-RJXK	EMB 135	1736 1823
G-MIDP	Airbus 320	1817 1919	G-RJXB	EMB 145	1819 1855
G-RVRC	PA-23 Aztec	1906 1924	PH-OFF	Fokker 100	1953 0639(12)
G-BXWE	Fokker 100	1955 0720(12)	G-MAJL	Jetstream 41	2004 0707(12)
G-RJXK	EMB 135	2009 0714(12)	G-RJXH	EMB 145	2044 0730(12)
G-BVJC	Fokker 100	2152 0741(13)	EI-CNX	Boeing 737	2159 2235
G-BXWF	Fokker 100	2224 0744(12)			

12 Monday

C-GTDK	Airbus 320	0238 0736	G-BYAL	Boeing 757	0556 0918
G-FIRM	Citation Bravo	0841 0922	N295GA	Gulfstream 200	0851 0844(13)
G-RJXH	EMB 145	0924 1015	G-BXWE	Fokker 100	0927 1454
G-MAJL	Jetstream 41	0937 1017	G-BVJD	Fokker 100	0939 1056
G-BYRA	Jetstream 31	0944 1049	PH-OFB	Fokker 100	0950 1045
N79EL	Beechjet 400A	0952 1038	CS-DHD	Citation Bravo	1012 1203
N708SP	Lear Jet 45	1022 1035	EI-CNV	Boeing 737	1025 1106
G-RJXK	EMB 135	1027 1104	G-BXWF	Fokker 100	1047 1509
G-MAJL	Jetstream 41	1215 1439	C-GTDK	Airbus 320	1234 1516
G-RJXH	EMB 145	1256 1458	EI-COX	Boeing 737	1259 1334
G-BXXT	B.76 Duchess	1307 1422	G-RJXK	EMB 135	1321 1406
G-JEDI	DHC-8 400	1349 1437	G-BVJD	Fokker 100	1410 1540
PH-OFK	Fokker 100	1425 1600	G-BYAL	Boeing 757	1537 1715
G-BYRA	Jetstream 31	1622 1709	G-BXWE	Fokker 100	1649 1736
LZ-BHA	Airbus 320	1652 1820	G-RJXK	EMB 135	1656 1747
G-MAJL	Jetstream 41	1701 1749	G-BXWF	Fokker 100	1708 1800
G-PUSI	Cessna T303	1711 1807	G-JEDI	DHC-8 400	1719 1758
G-BVJD	Fokker 100	1806 1909	G-RJXH	EMB 145	1811 1842
G-BXWE	Fokker 100	1936 0725(13)	PH-OFB	Fokker 100	1940 0624(13)
G-BYRA	Jetstream 31	1943 0657(13)	G-BXWF	Fokker 100	1953 0724(14)
G-MAJL	Jetstream 41	2002 0703(13)	G-RJXK	EMB 135	2040 0709(13)
EI-COX	Boeing 737	2113 2150	G-RJXH	EMB 145	2124 0731(13)
G-BVJD	Fokker 100	2139 0720(31)			

13 Tuesday

C-GTDK	Airbus 320	0040 0827	G-BYAL	Boeing 757	0223 0621
G-JEDJ	DHC-8 400	0805 0841	G-RKJT	PA-46 Malibu	0823 1130
N750NS	Citation X	0835 0854	G-MAJL	Jetstream 41	0923 1015
G-BXWE	Fokker 100	0929 1452	G-RJXH	EMB 145	0934 1018
G-BYRA	Jetstream 31	0936 1048	PH-OFK	Fokker 100	0940 1040
G-BVJD	Fokker 100	0951 1057	G-RJXK	EMB 135	1009 1054
EI-CNT	Boeing 737	1025 1103	G-BVJC	Fokker 100	1036 1510
G-VUEA	Citation II	1132 1236	G-MAJL	Jetstream 41	1218 1444
EI-CJC	Boeing 737	1244 1327	G-MICI	Cessna 182S	1257 1837
G-RJXH	EMB 145	1259 1351	G-RJXK	EMB 135	1318 1359
G-JEDJ	DHC-8 400	1347 1434	PH-OFB	Fokker 100	1406 1604
G-BVJD	Fokker 100	1422 1537	C-GTDK	Airbus 320	1439 1619
G-BAXU	Cessna F150L	1450 1541	G-MONX	Airbus 320	1612 1733
G-TEFC	PA-28 Cherokee	1622 1712	G-BYRA	Jetstream 31	1627 1726

G-TANS	TB-20 Trinidad	1632 1658	G-BXWE	Fokker 100	1644 1740
G-RJXK	EMB 135	1652 1743	G-RJXH	EMB 145	1705 1748
G-MAJL	Jetstream 41	1709 1750	G-BVJC	Fokker 100	1717 1805
G-JEDJ	DHC-8 400	1721 1759	G-SOUL	Cessna 310R	1806 1833
G-RKJT	PA-46 Malibu	1817 0657(16)	G-BVJD	Fokker 100	1820 1912
9H-ABR	Boeing 737 300	1836 1930	G-BXWE	Fokker 100	1924 0739(14)
G-VUEA	Citation II	1933 2017	PH-OFK	Fokker 100	1935 0616(14)
G-BYRA	Jetstream 31	1957 0655(14)	G-BVJC	Fokker 100	2000 2007(16)
G-MAJL	Jetstream 41	2004 0700(14)	G-RJXK	EMB 135	2027 0715(14)
G-RJXH	EMB 145	2052 0742(14)	G-BYAL	Boeing 757	2103 0801(14)
G-BVJD	Fokker 100	2139 0727(14)	EI-CNW	Boeing 737	2142 2218

14 Wednesday

C-GTDK	Airbus 320	0133 0821	G-JEDM	DHC-8 400	0810 0851
G-BXWF	Fokker 100	0917 1453	G-MAJL	Jetstream 41	0930 1014
PH-KLD	Fokker 100	0932 1056	G-RJXH	EMB 145	0943 1030
G-BYRA	Jetstream 31	0945 1042	EI-CON	Boeing 737	1010 1058
G-RJXK	EMB 135	1012 1102	G-BVJD	Fokker 100	1015 1106
G-BXWE	Fokker 100	1048 1511	G-UVIP	Cessna 421C	1054 1608
G-ORDB	Citation Bravo	1101 0953(15)	CS-DNR	Falcon 2000	1132 1254
G-MAJL	Jetstream 41	1211 1438	G-CCLC	Diamond D-40D	1241 1600
EI-CNX	Boeing 737	1303 1336	G-RJXH	EMB 145	1312 1400
G-RJXK	EMB 135	1331 1407	G-BKBV	TB-10 Tobago	1346 1757
G-JEDJ	DHC-8 400	1351 1434	G-BVJD	Fokker 100	1402 1544
PH-OFK	Fokker 100	1416 1600	G-JPSX	Falcon 900EX	1527 0958(15)
ZH885	Hercules C.5	1613 1700	G-BYRA	Jetstream 31	1619 1720
G-BXWF	Fokker 100	1639 1729	N900CB	Cessna 421C	1648 0929(20)
G-RJXK	EMB 135	1654 1743	G-RJXH	EMB 145	1659 1741
G-BXWE	Fokker 100	1703 1807	G-MAJL	Jetstream 41	1708 1753
C-GTDK	Airbus 320	1714 1828	G-JEDJ	DHC-8 400	1718 1801
G-BVJD	Fokker 100	1830 1919	G-BXWF	Fokker 100	1922 1516(15)
PH-KLD	Fokker 100	1936 0621(15)	G-BXWE	Fokker 100	1958 0800(15)
G-BYRA	Jetstream 31	2003 0722(15)	G-MAJL	Jetstream 41	2013 0657(15)
G-RJXK	EMB 135	2040 0716(15)	G-RJXH	EMB 145	2053 0733(15)
G-BYAL	Boeing 757	2102 0720(15)	G-BVJD	Fokker 100	2141 0727(15)
EI-CNX	Boeing 737	2151 2220			

15 Thursday

C-GTDK	Airbus 320	0653 0941	G-JEDJ	DHC-8 400	0815 0851
G-JANN	PA-34 Seneca	0841 1105	G-MAJL	Jetstream 41	0925 1016
G-RJXH	EMB 145	0928 1021	G-BYRA	Jetstream 31	1000 1045
PH-OFK	Fokker 100	1002 1101	G-RJXK	EMB 135	1007 1059
G-BXWE	Fokker 100	1014 1457	G-BVJD	Fokker 100	1028 1119
N750NS	Citation X	1032 1702	EI-CJG	Boeing 737	1037 1114
G-MAJL	Jetstream 41	1217 1450	G-MRMR	PA-31 Navajo	1219 1343
G-OOBG	Boeing 757	1255 1434	G-RJXH	EMB 145	1308 1353
EI-CNX	Boeing 737	1321 1357	EI-MAX	Lear Jet 31A	1329 1920
G-RJXK	EMB 135	1340 1420	G-JEDJ	DHC-8 400	1346 1426
G-BVJD	Fokker 100	1404 1538	EC-GZD	Airbus 320	1407 2002
PH-OFK	Fokker 100	1454 1609	C-GTDK	Airbus 320	1621 2046
G-BYRA	Jetstream 31	1628 1713	G-RJXH	EMB 145	1701 1749
G-MAJL	Jetstream 41	1705 1758	G-BXWE	Fokker 100	1709 1747
G-BXWF	Fokker 100	1712 1809	G-RJXK	EMB 135	1715 1802
G-JEDJ	DHC-8 400	1721 1807	G-BVJD	Fokker 100	1805 1910
G-BXWE	Fokker 100	1934 0747(16)	PH-OFK	Fokker 100	1956 0628(16)
G-BXWF	Fokker 100	1959 0717(16)	G-BYRA	Jetstream 31	2005 0654(16)
G-MAJL	Jetstream 41	2014 0702(16)	G-RJXK	EMB 135	2040 0708(16)
G-RJXH	EMB 145	2045 0724(16)	G-BYAL	Boeing 757	2055 0749(16)

EI-CNX	Boeing 737	2114 2143	G-BVJD	Fokker 100	2140 0722(16)
16 Friday					
C-GTDK	Airbus 320	0453 0615	G-JEDM	DHC-8 400	0817 0853
G-PUSI	Cessna T303	0859 0944	G-BXWF	Fokker 100	0907 1512
G-RJXH	EMB 145	0918 1019	TC-APJ	Boeing 737 800	0920 1033
G-MAJL	Jetstream 41	0930 1012	G-BYRA	Jetstream 31	0924 1047
G-AVGD	PA-28 Cherokee	0946 1357	PH-OFK	Fokker 100	0953 1055
G-BVJD	Fokker 100	0957 1110	EI-CJG	Boeing 737	1007 1058
G-BYZA	Twin Squirrel	1011 1035	G-RJXK	EMB 135	1014 1101
G-DATE	Agusta A109C	1031 1108	G-BXWE	Fokker 100	1042 1446
EC-IDA	Boeing 737 800	1128 1259	C-GTDK	Airbus 320	1221 1345
G-MAJL	Jetstream 41	1223 1457	G-RJXH	EMB 145	1255 1354
EI-CNY	Boeing 737	1303 1351	G-RJXK	EMB 135	1324 1402
G-JEDM	DHC-8 400	1349 1432	G-BVJD	Fokker 100	1410 1545
PH-OFG	Fokker 100	1422 1813	G-BPWS	Cessna 172P	1542 1624(17)
G-BYRA	Jetstream 31	1630 1724	G-BXWE	Fokker 100	1632 1728
G-RJXK	EMB 135	1650 1734	G-MAJL	Jetstream 41	1719 1755
G-JEDM	DHC-8 400	1722 1803	G-RKJT	PA-46 Malibu	1736 0709(20)
VP-BGE	Citation I	1802 0704(17)	G-BVJD	Fokker 100	1809 1901
G-OAKJ	Jetstream 31	1822 1845	G-BXWE	Fokker 100	1915 0906(17)
C-GTDK	Airbus 320	1923 1210	G-DATE	Agusta A109C	1925 1944
G-BYZA	Twin Squirrel	1928 1945	PH-OFB	Fokker 100	1939 0616(17)
G-BXWF	Fokker 100	1946 1635(18)	G-BYRA	Jetstream 31	1958 0700(19)
G-BYZA	Twin Squirrel	2005 2027	G-MAJL	Jetstream 41	2015 1019(17)
G-RJXK	EMB 135	2030 0823(17)	G-RJXH	EMB 145	2103 0802(17)
EC-ICD	Boeing 737 800	2116 2234	EI-CNY	Boeing 737	2118 2147
G-BVJD	Fokker 100	2156 0720(17)	G-BYAL	Boeing 757	2321 0648(17)
17 Saturday					
C-GTDK	Airbus 320	0255 0604	PH-OFD	Fokker 100	0759 0935
G-JEDJ	DHC-8 400	0817 0859	PH-OFA	Fokker 100	0933 1100
G-BVJD	Fokker 100	0948 1113	EI-CNY	Boeing 737	1006 1040
G-EMBE	EMB 145	1120 1242	G-RJXK	EMB 135	1203 1247
G-BYAL	Boeing 757	1209 1346	C-GTDK	Airbus 320	1211 1412
G-RJXH	EMB 145	1402 1447	PH-OFB	Fokker 100	1405 1619
G-MAJL	Jetstream 41	1458 1458(18)	G-RJXK	EMB 135	1507 0726(18)
9 H-ADY	Airbus 320	1538 1744	EC-III	Boeings 737 800	1601 1702
EI-CNW	Boeing 737	1605 1638	EC-GAT	DC-9 83	1630 1749
G-BBGB	PA-23 Aztec	1646 1657	G-BXWE	Fokker 100	1655 0725(19)
G-RJXH	EMB 145	1717 1006(18)	G-JEDM	DHC-8 400	1742 1821
EC-GUO	Boeing 737 400	1801 1902	OE-LCG	CL600 RJ	1854 1934
VP-BGE	Citation I	1925 1952	C-GTDK	Airbus 320	1949 2105
G-BYAL	Boeing 757	2014 2156	PH-OFA	Fokker 100	2136 0618(18)
G-BVJD	Fokker 100	2139 0709(18)	PH-OFD	Fokker 100	2215 2305
18 Sunday					
G-BYAL	Boeing 757	0343 0705	C-GTDK	Airbus 320	0626 1106
G-RJXD	EMB 145	0957 1102	PH-OFI	Fokker 100	1002 1056
G-SMJJ	Cessna 414A	1037 1111	EI-CNX	Boeing 737	1259 1337
G-FIBS	Ecureuil	1307 1324	G-JEBD	BAe 146 300	1345 1429
G-CBEI	PA-22 Colt	1351 1449	G-RJXK	EMB 135	1405 1501
PH-OFA	Fokker 100	1442 1600	G-OAKJ	Jetstream 31	1544 1608
G-MAJL	Jetstream 41	1641 1757	G-JEBD	BAe 146 300	1647 1730
EC-INZ	Airbus 320	1702 1807	G-RJXH	EMB 145	1709 1803
LZ-BHC	Airbus 320	1712 1855	G-MAJA	Jetstream 41	1716 1751
C-GTDK	Airbus 320	1723 1848	G-RJXK	EMB 135	1739 1811
G-RJXD	EMB 145	1819 1853	G-CDCB	Airbus 319	1839 1928
PH-OFE	Fokker 100	1943 0627(19)	G-BXWF	Fokker 100	1951 0757(19)

G-MAJL	Jetstream 41	2008 0706(19)	G-RJXK	EMB 135	2012 0926(19)
G-RJXH	EMB 145	2043 0734(19)	El-CJG	Boeing 737	2147 2223
G-BVJC	Fokker 100	2217 0719(19)	G-BVJD	Fokker 100	2356 1116(19)
19 Monday					
G-BYAL	Boeing 757	0350 0930	C-GTDK	Airbus 320	0445 0738
G-JEDT	DHC-8 400	0819 0850	G-BXWE	Fokker 100	0920 1101
G-RJXH	EMB 145	0923 1008	G-MAJL	Jetstream 41	0928 1012
PH-KLE	Fokker 100	0932 1045	G-BVJC	Fokker 100	0951 1452(20)
G-BYRA	Jetstream 31	0955 1300	El-CJG	Boeing 737	1016 1059
G-BXWF	Fokker 100	1052 1508	G-MAJL	Jetstream 41	1208 1439
G-OAKJ	Jetstream 31	1215 1247	C-GTDK	Airbus 320	1225 1517
G-AZTS	Cessna F172L	1237 1622	G-RJXH	EMB 145	1245 1338
G-RJXK	EMB 135	1308 1758	G-BPWS	Cessna 172P	1313 1426
G-MRMR	PA-31 Navajo	1322 1524	G-BXWE	Fokker 100	1327 1452
El-CNY	Boeing 737	1337 1419	G-BORW	Cessna 172P	1340 1434
G-BOFM	Cessna 152	1341 1911(23)	G-JEDL	DHC-8 400	1349 1430
G-BVJD	Fokker 100	1407 1537	PH-OFA	Fokker 100	1417 1600
G-BXXT	B.76 Duchess	1442 1706	G-BYAL	Boeing 757	1534 1656
G-OAKJ	Jetstream 31	1626 1717	G-BXWF	Fokker 100	1705 1803
G-MAJL	Jetstream 41	1708 1747	G-BXWE	Fokker 100	1712 1752
G-RJXH	EMB 145	1714 1755	G-JEDL	DHC-8 400	1716 1805
G-CCFC	Robinson R-44	1759 1834	G-BVJD	Fokker 100	1806 1908
LZ-BHB	Airbus 320	1859 2007	PH-KLE	Fokker 100	1933 0616(20)
G-BXWE	Fokker 100	1936 0736(20)	G-BXWF	Fokker 100	1945 0740(20)
G-OAKJ	Jetstream 31	1957 0700(20)	G-MAJL	Jetstream 41	1959 0658(20)
G-RJXK	EMB 135	2037 0730(20)	G-RJXH	EMB 145	2043 0733(20)
El-CJI	Boeing 737	2122 2154	G-BVJD	Fokker 100	2132 0717(20)
20 Tuesday					
C-GTDK	Airbus 320	0040 0837	G-BYAL	Boeing 757	0217 0610
G-JEDI	DHC-8 400	0813 0848	D-ISWA	CitationJet	0851 1328
G-RJXH	EMB 145	0915 1011	G-MAJL	Jetstream 41	0927 1004
G-BXWF	Fokker 100	0936 0716(21)	G-OAKJ	Jetstream 31	0940 1035
PH-OFI	Fokker 100	0945 1112	G-BVJD	Fokker 100	0948 1110
El-CJG	Boeing 737	1013 1050	G-RJXK	EMB 135	1018 1100
N909PS	Citation I	1020 1056	G-BXWE	Fokker 100	1039 1518
G-MAJL	Jetstream 41	1209 1440	El-CON	Boeing 737	1249 1333
G-RJXH	EMB 145	1252 1347	N453TM	BAe 125 800A	1258 1323
G-BXXT	B.76 Duchess	1306 1818	G-RJXK	EMB 135	1324 1746
G-RKJT	PA-46 Malibu	1335 0702(22)	G-JEDI	DHC-8 400	1342 1436
G-CCFC	Robinson R-44	1351 1416	C-GTDK	Airbus 320	1434 1614
G-BVJD	Fokker 100	1437 1538	PH-KLE	Fokker 100	1439 1605
G-MONX	Airbus 320	1557 1727	G-JIVE	Hughes 369E	1602 1631
G-FIBS	Ecureuil	1615 1706	G-BVJC	Fokker 100	1644 1736
G-OAKJ	Jetstream 31	1647 1731	G-MAJL	Jetstream 41	1701 1755
G-RJXH	EMB 145	1704 1742	G-BXWE	Fokker 100	1714 1803
G-JEDI	DHC-8 400	1725 1807	D-CAMS	Citation V	1816 0956(22)
9H-ADM	Boeing 737 300	1833 1951	G-BVJD	Fokker 100	1841 1932
G-MAMD	King Air B200	1915 1633(22)	G-BVJC	Fokker 100	1953 0714(21)
G-BXWE	Fokker 100	1958 0626(21)	G-OAKJ	Jetstream 31	2009 0650(21)
G-MAJL	Jetstream 41	2012 0659(21)	G-RJXK	EMB 135	2047 0734(21)
G-BYAL	Boeing 757	2051 0747(21)	G-RJXH	EMB 145	2055 0724(21)
PH-OFF	Fokker 100	2058 0624(21)	El-CNY	Boeing 737	2151 2229
G-BVJD	Fokker 100	2155 2303			
21 Wednesday					
C-GTDK	Airbus 320	0140 0730	G-JEDL	DHC-8 400	0826 0857
G-BXWF	Fokker 100	0916 1055	G-RJXH	EMB 145	0920 1011

G-MAJL	Jetstream 41	0926 1016	G-OAKJ	Jetstream 31	0930 1050
G-BVJC	Fokker 100	0937 1106	XZ303	Gazelle AH.1	0952 1013
PH-OFI	Fokker 100	1007 1109	El-CJI	Boeing 737	1010 1047
G-RJXK	EMB 135	1031 1751	G-BBGB	PA-23 Aztec	1057 1524
G-XLMB	Citation Excel	1059 1438	G-BVJD	Fokker 100	1103 1512
XZ303	Gazelle AH.1	1155 1229	G-MAJL	Jetstream 41	1214 1443
El-CJC	Boeing 737	1248 1322	G-RJXH	EMB 145	1251 1344
G-BXWF	Fokker 100	1341 1450	CS-DNT	Hawker 800XP	1414 1533
G-BVJC	Fokker 100	1428 1539	PH-OFJ	Fokker 100	1436 1606
N9208V	MD900	1502 1524	G-FIBS	Ecureuil	1502 1509(5/8)
G-JEDL	DHC-8 400	1535 1611	G-OAKJ	Jetstream 31	1630 1722
C-GTDK	Airbus 320	1633 1818	G-BXWF	Fokker 100	1641 1731
XZ335	Gazelle AH.1	1642 1700	G-RJXH	EMB 145	1653 1739
G-BVJD	Fokker 100	1703 1759	G-MAJL	Jetstream 41	1709 1754
G-JEDL	DHC-8 400	1804 1838	G-BVJC	Fokker 100	1812 1911
N453TM	BAe 125 800A	1853 1939	G-BXWF	Fokker 100	1934 0733(22)
PH-OFI	Fokker 100	1941 0751(22)	G-BVJD	Fokker 100	2001 0721(22)
G-OAKJ	Jetstream 31	2006 0652(22)	G-MAJL	Jetstream 41	2008 0659(22)
G-RJXK	EMB 135	2026 0738(22)	G-RJXH	EMB 145	2041 0731(22)
N900CB	Cessna 421C	2058 0844(28)	El-CJG	Boeing 737	2121 2153
G-BYAW	Boeing 757	2128 0719(22)	G-BVJC	Fokker 100	2143 0716(22)

22 Thursday

G-GTDK	Airbus 320	0656 0936	G-FRYI	King Air 200	0810 1520
G-JEDR	DHC-8 400	0816 0853	OE-GNL	Lear Jet 60	0849 1502
G-BVJC	Fokker 100	0909 1454	G-RJXH	EMB 145	0924 1018
G-OAKJ	Jetstream 31	0929 1045	G-MAJL	Jetstream 41	0935 1022
G-BVJD	Fokker 100	0945 1104	G-OWDB	BAe 125 700B	0953 1049
El-CJC	Boeing 737	1014 1052	G-RJXK	EMB 135	1023 1101
G-BKBV	TB-10 Tobago	1025 1237	PH-KLI	Fokker 100	1029 1126
G-TOPS	Twin Squirrel	1102 1635	G-BXWF	Fokker 100	1108 1505
G-MAJL	Jetstream 41	1209 1446	El-COB	Boeing 737	1246 1321
G-RJXH	EMB 145	1248 1346	G-SAMJ	P-68B Victor	1256 1347
G-OOBF	Boeing 757	1305 1419	N79EL	Beechjet 400A	1308 1323
EC-GZD	Airbus 320	1329 1530	G-RJXK	EMB 135	1333 1751
G-JEDL	DHC-8 400	1351 1432	VP-CAB	Falcon 900	1357 1708
G-BVJD	Fokker 100	1415 1541	G-SAMJ	P-68B Victor	1517 1810
PH-OFB	Fokker 100	1522 1617	C-GTDK	Airbus 320	1558 2038
G-CBCS	Jetstream 31	1630 1722	G-BVJC	Fokker 100	1658 1744
G-BXWF	Fokker 100	1711 1832	G-JEDL	DHC-8 400	1717 1802
G-MAJL	Jetstream 41	1720 1805	G-RJXH	EMB 145	1726 1818
G-RKJT	PA-46 Malibu	1729 0837(25)	D-CCCC	SA227AT Merlin 4	1812 1927
G-BVJD	Fokker 100	1837 1931	N914KA	Gulfstream 2 SP	1901 1517(23)
G-CBCS	Jetstream 31	2013 0650(23)	G-BVJC	Fokker 100	2016 0746(23)
G-MAJL	Jetstream 41	2019 0655(23)	G-BXWF	Fokker 100	2031 0729(23)
G-RJXK	EMB 135	2033 0720(23)	G-BYAW	Boeing 757	2047 0744(23)
PH-OFG	Fokker 100	2049 0641(23)	El-COB	Boeing 737	2135 2209
G-BVJD	Fokker 100	2151 0749(23)	G-RJXH	EMB 145	2204 0735(23)

23 Friday

C-GTDK	Airbus 320	0509 0943	G-JEDM	DHC-8 400	0813 0859
TC-APG	Boeing 737 300	0904 1045	G-BXWF	Fokker 100	0923 1458
G-MAJL	Jetstream 41	0928 1024	G-LORD	PA-34 Seneca	0930 1447
G-RJXH	EMB 145	0936 1022	G-RJXK	EMB 135	1009 1107
PH-OFB	Fokker 100	1011 1109	G-BVJD	Fokker 100	1018 1118
El-CJC	Boeing 737	1027 1103	G-BVJC	Fokker 100	1052 1514
EC-ICD	Boeing 737 800	1204 1318	G-MAJL	Jetstream 41	1242 1443
G-RJXH	EMB 145	1256 1345	G-OWAX	King Air 200	1300 1331

EI-CNW	Boeing 737	1315 1351	G-RJXK	EMB 135	1330 1748
G-BVJD	Fokker 100	1424 1543	PH-OFB	Fokker 100	1455 1631
C-GTDK	Airbus 320	1517 1802	G-JEAS	BAe 146 200	1526 1614
G-OWDB	BAe 125 700B	1625 1727	G-CBCS	Jetstream 31	1635 1722
G-BXWF	Fokker 100	1657 1733	G-RJXH	EMB 145	1658 1740
G-MAJL	Jetstream 41	1705 1758	G-BVJC	Fokker 100	1714 1805
G-JEDM	DHC-8 400	1744 1822	G-OGEM	PA-28 Archer II	1756 1915
G-BVJD	Fokker 100	1808 1913	G-BXWF	Fokker 100	1923 0912(24)
G-CBCS	Jetstream 31	2000 0701(26)	G-BVJC	Fokker 100	2009 0746(24)
PH-OFC	Fokker 100	2012 0625(24)	G-MAJL	Jetstream 41	2015 1030(24)
G-RJXK	EMB 135	2026 0846(24)	G-RJXH	EMB 145	2051 0719(24)
EC-IVO	Fokker 100	2104 2215	G-BVJD	Fokker 100	2149 1632(25)
EC-HZS	Boeing 737 800	2206 2328	EI-CNW	Boeing 737	2220 2258
C-GTDK	Airbus 320	2322 0038(24)	G-BYAW	Boeing 757	2348 0802(24)
24 Saturday					
C-GTDK	Airbus 320	0552 0841	PH-OFK	Fokker 100	0749 0957
G-JEDI	DHC-8 400	0844 0917	PH-OFF	Fokker 100	0938 1043
G-BPMF	PA-28 Warrior	1000 1054	EI-CJI	Boeing 737	1012 1050
G-BVJC	Fokker 100	1024 1116	G-BMBE	EMB 145	1143 1240
G-RJXK	EMB 135	1145 1235	G-RJXJ	EMB 135	1215 0726(25)
G-RJXH	EMB 145	1241 1322	G-JEDI	DHC-8 400	1345 1438
G-BYAW	Boeing 757	1423 1539	C-GTDK	Airbus 320	1445 1556
XZ591	Sea King HAR.3	1448 1537	G-MAJL	Jetstream 41	1453 1451(25)
G-RJXK	EMB 135	1456 1533	PH-OFE	Fokker 100	1523 1621
9H-ADY	Airbus 320	1550 1712	EI-CNZ	Boeing 737	1611 1648
EC-GVI	DC-9 83	1616 1722	G-RJXH	EMB 145	1619 0955(25)
G-BXWF	Fokker 100	1625 0715(25)	EC-ISE	Boeing 737 700	1634 1732
EC-GUO	Boeing 737 400	1814 1925	PH-OFF	Fokker 100	2108 0629(25)
C-GTDK	Airbus 320	2125 2300	G-BVJC	Fokker 100	2137 0856(25)
G-BYAW	Boeing 757	2205 2323	PH-OFK	Fokker 100	2228 2328
25 Sunday					
G-BYAW	Boeing 757	0458 0704	C-GTDK	Airbus 320	0814 0921
PH-OFH	Fokker 100	0951 1108	G-RJXC	EMB 145	1000 1110
EI-CNY	Boeing 737	1301 1421	G-JEDL	DHC-8 400	1348 1427
G-RJXJ	EMB 135	1413 1500	PH-OFF	Fokker 100	1418 1606
C-GTDK	Airbus 320	1549 1656	G-MAJL	Jetstream 41	1637 1715
G-JEBA	BAe 146 300	1642 1732	G-RJXH	EMB 145	1717 1753
G-RJXJ	EMB 135	1723 1812	EC-IMU	Airbus 320	1726 1833
LZ-BHC	Airbus 320	1732 1838	G-CEGP	King Air 200	1935 1829
G-MIDZ	Airbus 320	1817 1932	G-RJXC	EMB 145	1825 1905
G-MAJJ	Jetstream 41	1848 1922	PH-OFA	Fokker 100	1937 0632(26)
G-BVJD	Fokker 100	1957 0804(26)	G-MAJL	Jetstream 41	2005 0657(26)
G-RJXJ	EMB 135	2008 0737(26)	G-RJXH	EMB 145	2055 0813(26)
EI-CNZ	Boeing 737	2143 2319	G-BXWF	Fokker 100	2146 0829(26)
G-BXWE	Fokker 100	2152 0815(26)			
26 Monday					
C-GTDK	Airbus 320	0411 0725	G-BYAW	Boeing 757	0418 0934
G-JEDR	DHC-8 400	0817 0851	G-MAJL	Jetstream 41	0922 1014
PH-BYA	B.58 Baron	0926 1044	G-BOGO	PA-32R Saratoga	0930 1439
G-CBCS	Jetstream 31	0940 1052	PH-OFF	Fokker 100	0942 1050
EI-CJC	Boeing 737	1010 1057	G-RJXH	EMB 145	1012 1104
G-BXWE	Fokker 100	1016 1455	G-RJXJ	EMB 135	1019 1102
G-BVJD	Fokker 100	1024 1119	G-BZIT	B.55 Baron	1031 1746
G-UROP	B.55 Baron	1033 1244	G-BXWF	Fokker 100	1205 1507
G-BTON	PA-28 Cruiser	1210 0917(27)	G-MAJL	Jetstream 41	1215 1443
G-OBLC	B.76 Duchess	1217 1727	G-BBGB	PA-23 Aztec	1226 1235

C-GTDK	Airbus 320	1229 1502	EI-CON	Boeing 737	1253 1330
G-BSBA	PA-28 Warrior II	1311 1734	G-RJXJ	EMB 135	1327 1752
G-RJXH	EMB 145	1343 1423	G-JEDL	DHC-8 400	1351 1434
G-BVJD	Fokker 100	1402 1538	PH-OFA	Fokker 100	1414 1603
G-BOKD	JetRanger	1458 1546	G-BYAW	Boeing 757	1534 1729
G-BKWY	Cessna F152	1612 1647	G-CBCS	Jetstream 31	1626 1724
G-BXWE	Fokker 100	1646 1743	LZ-BHB	Airbus 320	1655 1841
G-MAJL	Jetstream 41	1701 1759	G-BXWF	Fokker 100	1703 1809
G-RJXH	EMB 145	1720 1811	G-JEDL	DHC-8 400	1722 1804
G-BVJD	Fokker 100	1818 1907	G-BXWE	Fokker 100	1928 0802(27)
PH-OFF	Fokker 100	1949 0635(27)	G-BXWF	Fokker 100	1955 0711(27)
G-BYRA	Jetstream 31	2001 0652(27)	G-MAJL	Jetstream 41	2006 0725(27)
G-RJXJ	EMB 135	2040 0718(27)	G-RJXH	EMB 145	2105 0723(27)
EI-CON	Boeing 737	2111 2144	G-BVJD	Fokker 100	2149 0737(27)

27 Tuesday

C-GTDK	Airbus 320	0016 0820	G-BYAW	Boeing 757	0234 0611
G-JEDI	DHC-8 400	0809 0841	G-VUEA	Citation II	0823 0949
G-RJXH	EMB 145	0916 1014	G-BXWF	Fokker 100	0928 1447
G-BYRA	Jetstream 31	0938 1056	PH-KLI	Fokker 100	0944 1045
G-MAJL	Jetstream 41	0947 1028	G-BVJD	Fokker 100	1002 1107
EI-CNZ	Boeing 737	1004 1050	G-RJXJ	EMB 135	1011 1105
G-GRGS	Citation Ultra	1038 1621	G-CCFC	Robinson R-44	1041 1110
G-BUUG	T-67M Firefly	1051 1410	N20UK	Mooney M.20F	1100 1735
G-IGIE	SIAT SF260	1102 1713	G-BXWE	Fokker 100	1125 1511
G-MAJL	Jetstream 41	1209 1442	G-XXEA	Sikorsky S-76C	1241 1638
EI-COX	Boeing 737	1248 1324	G-BGID	Bell 47G	1253 1604(11/8)
G-RJXH	EMB 145	1254 1341	G-RJXJ	EMB 135	1322 1748
G-AVEC	Cessna F172H	1358 1128(29)	G-JEDI	DHC-8 400	1406 1444
G-BVJD	Fokker 100	1408 1536	PH-OFE	Fokker 100	1411 1628
C-GTDK	Airbus 320	1424 1631	G-AVBH	PA-28 Cherokee	1535 1816
G-VUEA	Citation II	1543 1634	G-MONX	Airbus 320	1555 1728
G-BYRA	Jetstream 31	1625 1719	G-BXWF	Fokker 100	1645 1732
G-RJXH	EMB 145	1648 0739(28)	G-MAJL	Jetstream 41	1701 1751
G-ARBS	PA-22 Tri-Pacer	1703 1806	G-BXWE	Fokker 100	1709 1758
G-JEDI	DHC-8 400	1722 1803	G-SENX	PA-34 Seneca	1744 1059(28)
G-BVJD	Fokker 100	1812 1907	9H-ABS	Boeing 737 300	1850 1954
G-BXWE	Fokker 100	1951 0725(28)	G-CCFC	Robinson R-44	1953 2008
G-BYRA	Jetstream 31	2003 0656(28)	G-MAJL	Jetstream 41	2007 0747(28)
PH-OFF	Fokker 100	2027 0637(28)	G-BYAW	Boeing 757	2033 0733(28)
G-RJXJ	EMB 135	2036 2125	G-BVJD	Fokker 100	2142 0729(28)
EI-CNZ	Boeing 737	2144 2217	G-IONA	ATR-42	2213 2230
G-BXWF	Fokker 100	2220 0741(28)			

28 Wednesday

G-RJXJ	EMB 135	0016 0715	C-GTDK	Airbus 320	0147 0736
G-JEDR	DHC-8 400	0808 0842	G-BXWE	Fokker 100	0911 1453
G-RJXH	EMB 145	0926 1019	G-FRYI	King Air 200	0934 1022
G-BYRA	Jetstream 31	0942 1044	PH-OFH	Fokker 100	0945 1055
G-BVJD	Fokker 100	0955 1106	EI-CNW	Boeing 737	1005 1052
G-RJXJ	EMB 135	1014 1110	G-MAJL	Jetstream 41	1018 1057
G-BXWF	Fokker 100	1042 1506	N6039X	Rockwell 114B	1047 1429
G-JIVE	Hughes 369E	1125 1136	G-MAJL	Jetstream 41	1234 1435
G-RJXH	EMB 145	1258 1335	EI-CNZ	Boeing 737	1302 1338
G-RJXJ	EMB 135	1326 1747	G-BVJD	Fokker 100	1406 1533
N900CB	Cessna 421C	1426 0923(8/8)	PH-OFF	Fokker 100	1513 1613
G-JEBD	BAe 146 300	1537 1609	C-GTDK	Airbus 320	1623 1815
G-BYRA	Jetstream 31	1626 1721	G-BXWE	Fokker 100	1655 1741

G-RJXH	EMB 145	1659 1758	G-MAJL	Jetstream 41	1704 1753
G-JIVE	Hughes 369E	1706 1710	G-BXWF	Fokker 100	1710 1755
G-JIVE	Hughes 369E	1732 1804	G-JEDT	DHC-8 400	1742 1810
G-BVJD	Fokker 100	1822 1909	G-BXWE	Fokker 100	1933 0740(29)
G-BXWF	Fokker 100	2002 0725(29)	G-MAJL	Jetstream 41	2014 0704(29)
G-BYRA	Jetstream 31	2024 0653(29)	PH-KLI	Fokker 100	2034 0620(229)
G-RJXJ	EMB 135	2039 0715(29)	G-RJXH	EMB 145	2047 0737(29)
G-BYAW	Boeing 757	2100 0731(29)	EI-CNZ	Boeing 737	2111 2145
G-BVJD	Fokker 100	2141 0710(29)			

29 Thursday

C-GTDK	Airbus 320	0643 0924	G-JEDO	DHC-8 400	0809 0853
G-BXWF	Fokker 100	0919 1118	G-MAJL	Jetstream 41	0929 1018
G-RJXH	EMB 145	0931 1014	G-BYRA	Jetstream 31	0943 1043
G-BVJD	Fokker 100	0946 1109	G-RJXJ	EMB 135	0959 1036
PH-KZN	Fokker 70	1002 1106	EI-COB	Boeing 737	1012 1050
G-BXWE	Fokker 100	1040 1503	CS-DFE	Falcon 2000	1104 1158
G-MAJL	Jetstream 41	1221 1441	G-RJXH	EMB 145	1256 1338
G-OOOZ	Boeing 757	1304 1425	G-BVJC	Fokker 100	1309 0710(30)
EI-CNZ	Boeing 737	1324 1412	G-CITY	PA-31 Navajo	1331 1355(30)
G-BXWF	Fokker 100	1355 1450	EC-GZE	Airbus 320	1359 1550
G-JEDT	DHC-8 400	1402 1444	G-XLAB	Boeing 737 800	1405 1544
PH-OFB	Fokker 100	1414 1607	G-BVJD	Fokker 100	1433 1537
G-JPSX	Falcon 900EX	1448 1523	HB-VNI	Citation Excel	1458 1806(1/8)
C-GTDK	Airbus 320	1605 1745	CS-DFD	Falcon 2000	1635 1850
G-OAKJ	Jetstream 31	1640 1725	G-BXWF	Fokker 100	1650 1733
G-BXWE	Fokker 100	1656 1758	G-MAJL	Jetstream 41	1704 1749
G-RJXJ	EMB 135	1716 1751	G-JEDV	DHC-8 400	1718 1801
G-RJXH	EMB 145	1804 1853	G-BVJD	Fokker 100	1816 1913
VP-BGE	Citation I	1833 0822(30)	G-BXWF	Fokker 100	1936 0735(30)
G-BXWE	Fokker 100	1950 0712(30)	G-IAMS	Citation Excel	2002 2019
G-MAJL	Jetstream 41	2007 0701(30)	G-OAKJ	Jetstream 31	2010 0706(30)
G-RJXJ	EMB 135	2029 0722(30)	G-BYAW	Boeing 757	2054 0740(30)
PH-OFD	Fokker 100	2057 0627(30)	G-BVJD	Fokker 100	2130 1559(30)
EI-COB	Boeing 737	2136 2209	G-RJXH	EMB 145	2143 0738(30)

30 Friday

D-CCAA	Lear Jet 35A	0131 0342	C-GTDK	Airbus 320	0259 0611
G-JEDI	DHC-8 400	0810 0846	TC-APZ	Boeing 737 800	0818 1000
G-BHKJ	Cessna 421C	0830 1232	G-BXWE	Fokker 100	0907 1501
G-MAJL	Jetstream 41	0917 1346	G-RJXH	EMB 145	0921 1749
PH-OFB	Fokker 100	0926 1048	G-OAKJ	Jetstream 31	0944 1042
G-BVJC	Fokker 100	0946 1109	G-RJXJ	EMB 135	1013 1058
EI-CNZ	Boeing 737	1023 1126	G-BXWF	Fokker 100	1035 1516
CS-DHH	Citation Bravo	1124 1156	G-BBGB	PA-23 Aztec	1143 1729
G-MAJM	Jetstream 41	1146 1226	G-IONA	ATR-42	1148 1229
EC-ICD	Boeing 737 800	1151 1309	C-GTDK	Airbus 320	1236 1338
LX-LAR	Lear Jet 35A	1322 1707	G-RJXJ	EMB 135	1324 1420
G-GOJP	PA-46 Malibu	1345 1023(1/8)	G-JEDL	DHC-8 400	1350 1429
G-MAJM	Jetstream 41	1358 1443	G-BVJC	Fokker 100	1410 0919(31)
EI-CON	Boeing 737	1418 1451	G-IONA	ATR-42	1605 2018
G-BPBO	Turbo Arrow IV	1607 1625	G-BYRA	Jetstream 31	1628 1714
G-BXWE	Fokker 100	1654 1738	G-MAJM	Jetstream 41	1658 1751
G-BXWF	Fokker 100	1703 1758	PH-OFB	Fokker 100	1716 1821
G-RJXJ	EMB 135	1719 1810	G-JEDL	DHC-8 400	1724 1813
G-BVJD	Fokker 100	1819 1925	PH-OFB	Fokker 100	1931 0631(31)
C-GTDK	Airbus 320	1934 2127	G-BXWE	Fokker 100	1938 2112
G-BXWF	Fokker 100	1948 0719(1/8)	G-BYRA	Jetstream 31	2002 0659(2/8)

G-MAJM	Jetstream 41	2007 1009(31)	G-RJXJ	EMB 135	2050 0910(31)
EC-HZS	Boeing 737 800	2139 2252	G-BVJD	Fokker 100	2150 0707(31)
EI-CNY	Boeing 737	2232 2305	G-BYAW	Boeing 757	2324 0651(31)
G-RJXH	EMB 145	2350 0859(31)			

31 Saturday

G-IONA	ATR-42	0022 0047	C-GTDK	Airbus 320	0316 0639
G-JEDI	DHC-8 400	0813 0846	G-BVJD	Fokker 100	0944 1104
PH-OFC	Fokker 100	1003 1056	EI-CON	Boeing 737	1006 1053
G-FIRM	Citation Bravo	1048 1219	PH-OFE	Fokker 100	1115 1213
G-EMBK	EMB 145	1133 1235	G-BYAW	Boeing 757	1203 1339
G-BBPX	PA-34 Seneca	1209 n/s+	G-RJXH	EMB 145	1244 1332
ZE418	Sea King AEW.2	1311 1440	G-KNOT	Jet Provost T.3A	1341 1600
C-GTDK	Airbus 320	1343 1447	G-JEDI	DHC-8 400	1353 1438
G-RJXJ	EMB 135	1435 1517	G-MAJM	Jetstream 41	1458 1456(01)
G-RAMI	JetRanger	1508 1612	PH-OFB	Fokker 100	1510 1609
EC-HGP	Boeing 737 800	1541 1648	I-FXRE	Piaggio Avanti	1557 1635
EI-CNZ	Boeing 737	1606 1640	CS-DNL	Hawker 800XP	1612 1018(01)
9H-ADY	Airbus 320	1617 1734	G-RJXH	EMB 145	1619 1632(01)
G-BVJC	Fokker 100	1651 1639(01)	EC-GVI	DC-9 83	1701 1812
G-RJXJ	EMB 135	1743 0910(01)	EC-FXP	Boeing 737 400	1747 1859
G-WENA	Twin Squirrel	1844 1902	G-BYAW	Boeing 757	2013 2155
C-GTDK	Airbus 320	2026 2131	PH-OFC	Fokker 100	2127 0623(01)
G-BXWE	Fokker 100	2141 0839(2/8)			

From and To

02) N64VB/Hawarden-Tatenhill: 03) CS-DNK/Northolt-n/s-Palma; OE-GPS/Linz-n/s-Innsbruck: 04) N750NS/F and T Jersey: 05) N555BK/F and T Groningen: 06) D-FFBU/F and T Dortmund: 07) D-IDCV/F and T Nuremberg; CS-DKA/Glasgow-Inverness: 09) CS-DFH/Inverness-Northolt; N125GW/Galway-Luton; VP-CSN/Edinburgh-Bristol: 10) N708SP/Manchester-Biggin Hill; CS-DNS/Geneva-Nice: 11) N422PM/F and T Toussus le Noble: 12) N295GA/Iqaluit-n/s-Zaragoza; N79EL/EMA-Cannes; CS-DHD/Dublin-Cambridge; N708SP/Palma-Biggin Hill: 13) N750NS/F and T Jersey: 14) CS-DNR/Nice-Hamburg; N900CB/F-n/s-T Guernsey: 15) N750NS/F and T Jersey: EI-MAX/Manchester-Dublin: 16) VP-BGE/Cranfield-n/s-Luton: 17) VP-BGE/Luton-Exeter: 20) D-ISWA/F and T Donaueschingen; N909PS/Jersey-Isle of Man; N453TM/F and T Cork; D-CAMS/Gerona-Farnboro: 21) CS-DNT/Palma-Northolt; N9208V/Skipton-near Manchester; N453TM/Cork-Frankfurt; N900CB/Angouleme-n/s-Cardiff: 22) OE-GNL/Vienna-Bremen; N79EL/Blackbushe-EMA; VP-CAB/Coventry-Hamburg; D-CCCC/Coventry-Cologne Bonn; N914KA/Fort Liard-n/s-Gander: 23) EC-IVO/Valencia-Barcelona: 26) PH-BYA/Edinburgh-Coventry: 27) N20UK/F and T Biggin Hill: 28) N6039X/Guernsey-Gamston; N900CB/Cardiff-n/s-Biarritz: 29) CS-DFE/Nice-Gerona; HB-VNI/Amsterdam-n/s-Mannheim; CS-DFD/Altenrhein-Nice; VP-BGE/F-n/s-T Bristol: 30) D-CCAA/F and T Karlsruhe; CS-DHH/Cambridge-London City; LX-LAR/Tallinn-Luxembourg: 31) CS-DNL/Biggin Hill-n/s-Palma; I-FXRE/F and T Liege:

Overshoots

01) XV199/Ascot651: 05) G-BXWF/CWL80: 07) G-BXXT; XX845/COLT12: 08) ZA714/Vortex 522; XX139/COLT57: 12) G-BXXT; G-BBEY: 13) XX146/COLT89; G-OBLC; G-LNAA/Helimed 292: 15) G-BBGB/Raven 99T: 16) ZF241/LOP27; G-OBLC: 17) G-BGB/Raven 99T: 19) G-BXXT: 22) ZF483/LOP81; XX835/COLT12: 23) G-RAFN/CWL62: 24) G-OBLC: 26) G-RAFK/CWL66 and CWL22; G-RAFN/CWL74; G-RAFM/CWL67: 27) G-OBLC; ZF171/LOP74: 29) G-RAFO/CWL72; G-RAFP/CWL62: 30) G-AFM/CWL77; G-RAFO/CWL66; G-RAFL/CWL62; XX139/COLT89:

LBA movements review, July 2004

There has been nothing really outstanding among this month's foreigners, the first one noted was Beech Baron N64VB on the 2nd which was from Hawarden to Tatenhill. On the 3rd the Netjets Hawker 800XP CS-DNK was night stopping from Northolt to Palma as "Skyshare 361P-5209" whilst Tyrol Air Ambulance's Citation Bravo OE-GPS was night stopping from Linz to Innsbruck as "TYW862-871". Old faithful Citation X N750NS was from and to Jersey on the 4th as "Beauport 6NS" and on the 5th the Citation Bravo

N555BK was from and to Groningen (Eeld) in Holland. SOCATA TBM700 D-FFBU on the 6th was from and to Dortmund. Confusing on the 7th was the King Air C90B D-IDCV which had previously been registered D-ICDV and was from and to Nuremburg, also visiting was the Netjets Gulfstream 4 CS-DKA as "Skyshare 349P-3349" from Glasgow to Inverness. Netjets returned on the 9th with the Falcon 900 CS-DFH from Inverness to Northolt as "Skyshare 3350-278P" and were joined by the Lear Jet 45 N125GW from Galway to Luton and the Scottish and Newcastle Citation Ultra VP-CSN from its home in Edinburgh to Bristol. Another Lear Jet 45 on the 10th when N708SP was from Manchester to Biggin Hill and more from Netjets when the Falcon 2000 CS-DNS was from Geneva to Nice as "Skyshare 351P-3351". On the 11th we had the King Air C90B N422PM from and to Toussus le Noble.

Night stopping on the 12th was the Gulfstream 200 N295GA, this is the new name to be used for the old IAI 1126 Galaxy and it was from Iqaluit (Canada) to Zaragoza, meanwhile Lear Jet 45 N708SP was back from Palma to Biggin Hill and Beechjet 400 N79EL of DFS Furniture was from East Midlands to Cannes with the Citation Bravo of Netjets from Dublin to Cambridge as "Skyshare 703P-3703". Joining us again on 13th was Citation X N750NS from and to Jersey as "Beauport 6NS". Netjets Falcon 2000 CS-DNR was from Nice to Hamburg on the 14th as "Skyshare 095P-9095" and the Cessna 421C N900CB arrived from Guernsey and night stopped till the 20th when it went back there. Another visit from N750NS on the 15th when it was yet again on the same call sign from and to Jersey, joining it was the new Lear Jet 31A EI-MAX of Airlink Airways which was from Manchester to Dublin as "HYR 31A". On a night stop on the 16th was the Citation I VP-BGE from Cranfield to Luton, after its trip to Luton on the 17th it was back from there and departed to Exeter. Walmart CitationJet D-ISWA was from and to Donaueschingen on the 20th and was joined by Citation I N909PS from Jersey to the Isle of Man, BAe 125 800A N453TM from and to Cork and the Citation V D-CAMS from Gerona to Farnboro as "Carolus 453".

As recorded above the Cessna 421C N900CB went to Guernsey on the 20th but it was back on the 21st from Angouleme for another night stop before going to Cardiff on the 28th, also on the 21st we had BAe 125 800A N453TM from Cork to Frankfurt, MD900 helicopter N9208V as "Bladerunner 001" from Skipton to a private site near Manchester and the Netjets Hawker 800XP CS-DNT from Palma to Northolt using the call sign "Skyshare 6223-193P". On the 22nd the Lear Jet 60 OE-GNL was noted from Vienna to Bremen and the DFS Beechjet 400 N79EL was from Blackbushe to EMA where it lives, others that day were Falcon 900 VP-CAB from and to Hamburg, Merlin IVC D-CCCC (four C's-get it?) of Binair from Coventry to Cologne as "BID 4C-D" and a night stopping Gulfstream 2 N914KA of Krystal Air as "Pacifijet 914" (over the Atlantic?) from Fort Liard (Canada) to Gander. Bringing Valencia football club to play a friendly against Leeds United we had the Fokker 100 EC-IVO of Gestion on the 23rd as "GJT 501-502P" from Valencia to Barcelona. On a crew training flight on the 26th was the Beech Baron PH-BYA from Edinburgh to Coventry calling "KLM 7906" whilst on the 27th the appropriately registered Mooney M20F N20UK was from and to its home at Biggin Hill.

Rockwell Commander 114B N6039X on the 28th was from Guernsey to Gamston whilst the Cessna 421C N900CB was back from Cardiff and night stopped until the 3rd of August when it departed to Biarritz. Netjets were busy on the 29th when Falcon 2000 CS-DFE was from Nice to Gerona as "Skyshare 3250-157P" and its stablemate Falcon 2000 CS-DFD was from Altenrhein to Nice as "Skyshare 251P-3251", others on the same day were two night stoppers in the shapes of Citation Excel HB-VNI from Amsterdam to Mannheim and Citation I VP-BGE from and to Bristol. A busy day for the medics on the 30th when Lear Jet 35A D-CCAA was from and to Karlsruhe using the call sign "Ambulance 621" and Lear Jet 35A LX-LAR was noted from Tallinn to Luxembourg as "Duke 2 ambulance", on-medical was Netjets Citation Bravo CS-DHH from Cambridge to London City as "Skyshare 5576-589P". Ending the month on the 30th were the Piaggio Avanti I-FXRE from and to Liege and night stopping Hawker 800XP CS-DNL of Netjets as "Skyshare 693P-5693" from Biggin Hill to Palma.

Of the other visitors King Air 200 G-BYCP on the 2nd was "Lonex 739" and Midland used the Airbus 320 G-MIDP on the evening Heathrow flight on the 4th. Early on the morning of the 5th the Britannia Boeing 767 G-OBYF was noted as "Britannia 815F-815A" from Manchester to Tarbes. Lear Jet 45 G-OLDJ on the 6th was calling "Goldair 67A-B". On the 7th Citation Ultra G-GRGS of Oxaero was "OXE 490" whilst Citation I G-LOFT was "Atlantique 153-4-7-8" and Bolkow 105 G-WAAS of the Welsh

Helicopter Service was "Helimed 57E" from St James Hospital back to Swansea. The same day saw King Air 200 G-KVIP operating as "Prestige 20" and the Cessna 335 G-FITZ arrived from Wolverhampton to be based with a new owner. Baron G-CCVP on the 8th was calling itself "SVH 24" with another hospital flight being done by Agusta A109E G-WNAA as "Helimed 53A" from Kettering to Glasgow, positioning in to do a night stop from Humberside was the Jetstream 41G-MAJL as "Eastern 893P", then on the 9th it did a charter to and from Nice as "Eastern 1393-1394". Also noted on the 9th was the King Air B200 G-FPLA as "Calibrator 357".

Reportedly making its first visit to the LBA on the 10th was the BA Regional EMB 145 G-EMBY. One of Ravenairs Aztecs G-RVRC visited on the 11th with the callsign "Ravenair 04A-B-C-D". Citation Bravo G-FIRM on the 12th was calling "Marshalls 10A-B" and on the 13th Citation II G-VUEA was "Flyvue 961-2-3-4" whilst the Cessna 310R G-SOUL was "Atlantique 42".

A change of aeroplane on the 14th saw Cessna 421C G-UVIP operating as "Prestige one" and Oxaero used Citation Bravo G-ORDB as "OXE 532", making a first visit to LBA that day and night stopping was the Falcon 900EX Easy G-JPSX. More callsigns on the 15th when Seneca G-JANN was "JSP 240" and the Navajo G-MRMR was "Lonex 748A-B". On the 16th the Jet2 Boeing 737 G-CELC was noted positioning out with the callsign "Channex 222P" to Cranwell and later returning from there calling "Channex 225P", helicopters that day were Twin Squirrel G-BYZA as "Omega 44-40" and Agusta A109C G-DATE as "Sloane 11-12". Ecureuil G-FIBS was noted on the 18th with the callsign "Bladerunner 007" whilst Midland were using Airbus 319 G-CDCB on the evening Heathrow flight. Back again on the 19th was Navajo G-MRMR calling "Lonex 749C-710" whilst Ecureuil G-FIBS was back as "Bladerunner 007". The Aztec G-BBGB was noted on the 21st as "Ravenair 99T" and it was followed by Citation Excel G-XLMB using the callsign "Beauport 911-2" then the Ecureil G-FIBS arrived back in formation with the MD900 N9208V under the "Bladerunner" callsign and did a night stop until August 5th (for maintenance?). The 22nd saw the King Air 200 G-FRYI using the "Lonex 736-736A" callsign with Twin Squirrel G-TOPS as "SVH51" and BAe 125 G-OWDB making a first visit to LBA.

King Air 200 G-OWAX was "Hangar 81" on the 23rd. On the 25th the King Air 200 G-CEGP operated as "Cega 745" and the BMA evening Heathrow flight was done by the Airbus 320 G-MIDZ. Aztec G-BBGB was back as "Ravenair 99T" on the 26th and also noted that day was the JetRanger G-BOKD as "Pipeline 12". On the 27th the Flyvue Citation I G-VUEA was back calling "Flyvue 151-2-3-4" and the Oxaero Citation Ultra G-GRGS returned as "OXE 531", others that day included Sikorsky S-76C G-XXEA using the royal callsign "Rainbow 1" and the T67M G-BUUG from and to Kirkbymoorside on the "Slingsby 1" callsign. The same day saw the Cessna F172H G-AVEC arrive as "Images 01" for a night stop to the 29th and also the Bell 47G G-BGID arriving for maintenance at Multiflight until August 11th. King Air 200 G-FRYI on the 28th was "Lonex 747K-747P". Night stopping with us on the 29th we had the Woodgate Aviation Navajo G-CITY as "Euromanx 08" and Excel Airways B.737 G-XLAB positioned in from Birmingham to do a charter to Montichiari as "Expo 129P-3128", there were also two first visits that day when the DHC-8 G-JEDV was used on the BEA/Jersey flight and Citation Excel G-IAMS operated as "Lonex 753C-753D". Aztec G-BBGB was once again "Ravenair 99T" on the 30th and on the 31st the Citation Bravo G-FIRM was "Marshalls 10A".

Very little military to record and none of it outstanding. On the 1st the United States Army sent in the UC-35A (a military version of the Citation Ultra) 70101 as "Duke 42A" from Weisbaden to Northolt. On the 14th the Hercules C.5 ZH885 was from and to Lyneham as "Ascot 5146". Army Gazelle XZ383 was "Army 776" when it was from Shawbury to Scarborough and back again on the 21st and later the same day Gazelle XZ335 was "Army 778" from Catterick to Shawbury. Sea King XZ591 was from and to Leconfield as "SRG 128" on the 24th and on the 31st Sea King ZE418 was from Culdrose to HMS Fort George as "Redrat 86".

Terry Sykes



HELICOPTER ACTIVITY AUGUST

Another exotic helicopter graced the area this month with Agusta A.109E VH-MXE first noted on 21/8 when it called into Gamston for fuel. The aircraft, only registered on 29/6/04 to Astrik P/L of Perth, Western Australia, then routed to a site 2 miles North of Dundee returning the next day and dropping in at York before routing to LBA for fuel.

2/8	G-BTFX	Jet Ranger	Rufforth – Walton Wood
4/8	G-LNTY	Twin Squirrel	LBA – Batley – Snetterton
	G-DATE	A.109C	Battersea – Wike – Sywell
	G-BWZI	A.109A	Tring – Pontefract race course
5/8	G-CCVU	R.44	Gamston – Fishburn
	G-CCFC	R.44	Booker – Nr. Bagby("Tonys" house)
6/8	G-EMMI	R.44	Headcorn – Stainsby Hall
	G-BXYD	EC.120B	Bakewell – Nr. Scotch Corner
	G-MOTA	Jet Ranger	Oulton Hall(Leeds) – Kings Lynn
7/8	G-FIBS	Squirrel	Penrith – Gamston
	G-ERIS	Hughes 369D	Sherburn – Devonshire Arms
	G-HUGS	R.22B	Gamston – Devonshire Arms
	G-GSJH	Jet Ranger	Doncaster race course – Lancaster
8/8	G-BZVG	Squirrel	Oxford – York University
	G-LINC	Hughes 369HS	Rugby – Redcar race course
11/8	G-RCNB	EC.120	Deenethorpe – Elvington – Spalding
	G-CCFC	R.44	Beverley race course – Hamilton race course
	N565F	Gazelle	Cirencester – Barnard Castle – Fair Oaks
12/8	G-ECMM	A.109E	Site nr. Lyneham – Wetherby
	G-DMSS	Gazelle	York – Sherburn – Northampton
13/8	G-BBCA	Jet Ranger	Winterton(Humberside) – Telford
14/8	G-JBHH	Jet Ranger	Biggin Hill – Elsham(Humberside)
	G-BXUF	Jet Ranger	Shepton – Site nr. Scotch Corner
	G-MUSH	R.44	Costock – Gamston and return
	G-CCYG	R.44	Devonshire Arms – Blackpool
	G-HONI	R.22B	Cranfield – Sheffield
15/8	G-LEEZ	Long Ranger	Holmfirth(Pleasure flights all day)
	G-TRYG	R.44	Skegness – Hull – Nottingham
16/8	F-GGTJ	Gazelle	Bristol – Rothwell(Leeds)
	G-HELE	Jet Ranger	White Waltham – Gamston(Refuel)
	G-EFTF	Twin Squirrel	Glasgow – Huddersfield
17/8	N9208V	MD.900	Appleby(Carlisle) – Sherburn Village
	G-BZMG	R.44	Walton Country Park Hotel – Runswick Bay
18/8	G-CCVU	R.44	Teesside – Pickering
	G-MLTY	Dauphin	LBA – Grassington – Galway
19/8	G-WRWR	R.22B	Pickering – Blackpool
20/8	G-CCVY	R.44	Harrogate – Castleford – Sherburn(Refuel)
23/8	G-OLIZ	R.22B	Hereford – Pickering
	G-BZYB	Gazelle	Tadcaster – Beverley – Cockermouth
24/8	G-COLL	Enstrom 280C	Cockermouth – Tadcaster and return
	G-PFML	R.44	Site nr. Sheffield – Welshpool
	G-OAMG	Jet Ranger	Harrogate – Nottingham
27/8	G-ROZI	R.44	Devonshire Arms – Barton

	G-BZYD	Gazelle	Newbury – Site nr. Teesside
28/8	G-STOT	R.44	Clitheroe – Harrogate
	G-GACB	R.44	Chester – Halifax
29/8	G-TRYG	R.44	Harrogate – Nottingham
	G-DOOZ	Twin Squirrel	White Waltham – Teesside
	G-MOTA	Jet Ranger	Witteringham(Hull) – Kings Lynn
30/8	G-EFTF	Squirrel	Hamilton – Brighton – Cadwell Park
	G-ELLI	Jet Ranger	LBA – Crosland Moor – Cadwell Park

Jet Ranger G-CCVO has been active this month and appears to live at Beelsby seemingly replacing similar type G-JAES, which was noted earlier in the year. Also new to the area are a pair of R.22Bs G-HIZZ based at Gamston and G-CCDE at Sherburn. R.44 G-DGHD, registered to Ramsgill Aviation the owners of R.44 G-BZMG, is also new at Sherburn. It was delivered from Northampton to Eldwick on 26/8 before heading to Sherburn and being active all over the Bank Holiday weekend.

On the 7th Will Young arrived for a concert at Harewood House in R.44 G-WAFU("Spellbound 45"), from a private site near Gatwick. The aircraft night-stopped and the next morning visited Coney Park for fuel. Over the Bank Holiday weekend Jet Ranger G-BEWY("Chukka 14") was utilised every day ferrying people between the two Carling Festival sites in Reading and Bramham Park, Leeds.

LOCAL AIRFIELDS

Bagby:- The Fly-in over the Bank Holiday weekend was sparsely attended due strong winds, however in the late afternoon Hornet Moth G-AHBL(A Doncaster resident in the 1970s) made a low slow flypast enroute home to Langham complete with American pilot. Chipmunk G-BWUV is a new resident. Agusta A.109E G-USTS arrived from Newcastle on the 19th and after picking up passengers left as "Powerline 01" checking powerlines in N.Yorks following the heavy storms. Visitors:- 2/8 G-BSCE R.22; 6/8 G-RONS DR.400, G-ESTR RV.6, G-MRAJ Hughes 369E; 7/8 G-BOGK ARV.2, G-BAMM PA-28, G-EEJE PA-31; 8/8 G-PIKK PA-28; 14/8 G-BXPI RV.4, G-FLYG T.67, G-AZRH PA-28; 15/8 0G-BEOH PA-28R, G-BORS PA-28, G-IKIS Ikarus; 16/8 G-BZUH Coyote; 17/8 G-BTEX PA-28; 22/8 G-ZELE Gazelle; 27/8 G-BRIL J/5A Cub Cruiser; 31/8 G-BXSM C.172R, G-ARHP PA-22.

Beverley:- Glstar G-ETCW arrived from Little Snoring on the 1st later routing to Hazelwood Castle, Tadcaster to carry out a display. Others:- 1/8 G-IBFW PA-28R; 5/8 G-JANT PA-28; 8/8 G-HYLT PA-32R; 13/8 G-BFZD FR.182RG; 14/8 G-AWMD Jodel D.11; 26/8 G-BKDJ DR.400

Brighton:- Visiting on 28/8 was Polish, Aero AT-03 100R SP-EAR. The aircraft was originally registered in 2003, with registration SP-ERM(I) reserved, and is the demonstrator for British importers S.T. Aviation of North Weald. Visiting from Turweston on the 14th was Beech 17 Staggerwing G-BRVE along with Cassutt Racer G-RUNT. Visitors:- 7/8 G-DABS R.22B, G-TRYG R.44, G-BPXY Aeronca Chief; 8/8 G-ASNI Emeraude, G-CBPI PA-28RT; 14/8 G-BZSX Pegasus, G-YYAK YAK 52, G-BDEY PA-18; 15/8 G-FLAV PA-28, G-BTFO PA-28; 16/8 G-CCAV PA-28(To Yearby); 21/8 G-AKUW Super Ace, G-APVS C.170; 27/8 G-BSKW PA-28

Brough:- F.152 G-BHFI arrived on the 12th to collect the Blackburn B.2 G-AEBJ with both aircraft leaving for Warton in formation. The B.2 returned to Brough alone on the 22nd.

Cranwell:- Operating local flights from here on 15/8 was Chipmunk G-BYHL(WG 308) and visiting on the 22nd was PA-28 G-AYJR, from Brize Norton.

Crosland Moor:- Visitors:- 7/8 G-JUIN C.303(To North Coates), G-PEGY Europa; 8/8 G-BMKK PA-28R; 17/8 G-ATIA PA-24; 21/8 G-CBGC TB.10; 27/8 G-BLTK RC.112; 28/8 G-AXCA PA-28R

Dishforth:- A new Army Apache("Westland 02") was delivered from Yeovilton on 11/8 with A.109A G-WEST("Westland 06") acting as crew ferry. Jodel D.140 D-EHIC was noted on 22/8.

Eddsfeld:- Visitors:- 2/8 G-BMZE TB.9; 10/8 G-BZDT Maule MX.7; 27/8 G-ARJT Apache; 28/8 G-CBAI CT.2K(To Lydd); 29/8 G-BXYJ DR.1050

Elvington:- On 18/8 Chipmunk G-AMUF arrived from Millfield(Scotland), staying overnight before heading to Leicester. Visitors:- 5/8 G-NSUK PA-34; 6/8 G-BNIK HR.200; 16/8 G-GYTO PA-28.

Felixkirk:- Coyote G-CCTX was Air Tested on 5/8 while visiting on 31/8 was C.172R G-EGEG.

Foxholes/Octon Grange:- This strip near Bridlington, home of Europa G-BVVH was visited on the 15th by Grob 109B G-BMMP from Tattenhill.

Full Sutton:- Pa-34 N43GG was a visitor on 7/8 while on the 31st Jodel D.120 G-BKJS was noted outbound to Clippgate strip in Kent.

Gamston:- R.22B G-MGEE has been reregistered G-CMSN but remains resident with Kuki Helicopters. Visiting from Spanhoe on the 5th was Auster J/5P G-AOFM. On the 6th Iceland Foods Citation VP-CED paid a visit and another of the type was N777NG on the 10th. Robin DR.400 F-BUHL was a visitor on the 13th as were a pair of RAF Pumas c/s "Iceberg Formation". Baron N55EN was logged departing to Thruxton on the 16th and the next day Robin HR.200 D-EEAW was noted. TB.20 N20AG visited from Jersey on 21/8 along with a pair of golden oldies, Airedale G-ARNP and Meta Sokol G-APUE. Others:- 3/8 G-ATEZ PA-28; 4/8 G-FIRM Citation("Marshall 01"); 5/8 G-BFBU P.68B("Suzy 871"), G-ODJB R.22B; 7/8 G-LOYD Gazelle; 11/8 G-POTT R.44; 14/8 N65JF PA-28, G-BBGB SF.260; 16/7 G-IMGL King Air 200; 17/8 G-ZEBY PA-28; 19/8 G-CBTT PA-28; 21/8 G-BNRG PA-28; 24/8 G-JAVO PA-28; 28/8 G-BTII AA-5B; 29/8 G-BGKU PA-28R; 30/8 G-BWVR YAK 52

Grindale:- Operating parachute drops here all day on the 17th was C.208 Caravan D-FBPS. On 25/8 C.182N G-AXZU(An LBA resident in the early 70's) visited f/t Coventry.

Humberside:- Gulfstream 4 A6-OME was noted departing early on the 1st while later in the day F.172N PH-EAM arrived from Carlisle. Baron N64MJ was noted on 25/8, from Galway.

Kirkbymoorside:- Visitors:- 4/8 G-BUUG T.67M(Recently registered to Flight Training, Europe based at Vaduz, Spain); 11/8 G-BNSO T.67M; 16/8 G-BIOW T.67

Leeming:- On 11/8 Spanish Air Force Falcon 900 c/s "AME 4562" arrived with a shooting party for the Glorious 12th. The passengers were picked up by A.109C G-VIPH, transported to the Swinton Park Hotel and the next morning onward to a site near Scotch Corner. Visiting on the 8th was PA-28 G-BSOZ, to Coltishall.

Mount Eyrie:- Aeronca Chief G-AKVN was a visitor on 22/8 f/t a farm strip in Norfolk.

Netherthorpe:- Noted on several occasions this month was RV.8 G-LEXX so could be a new resident. On the 7th Auster 5 G-AOVW diverted in after encountering bad weather while routing from Willsford(Nr. Cranwell) to Crosland Moor. On 22/8 PA-24 N7348P was logged outbound for Deauville while an unusual arrival on 29/8 was Islander G-BCWO. Others:- 7/8 G-EORJ Europa, G-CCIR RV.8, G-CBIX Zenair; 11/8 G-BWEU C.152; 28/8 G-BUTD RV.6, G-BCRB F.172N, G-ARJT Apache

Oxenhope:- Putzer Elster G-APVF paid a visit on 28/8 from Brighton.

Pocklington:- Arriving from Nottingham on 17/8 was Chipmunk G-AMUF. On the 21st Bulldog G-SIJW was a visitor from Northampton and the next day Extra 300 G-EXTR was noted.

Rufforth:- Humberside based PA-34 N43GG visited on 21/8 and again on the 24th, from Exeter. Visitors:- 7/8 G-CCHU CT.2K; 11/8 G-BORS PA-28; 21/8 G-DTCP PA-32, G-BNYM C.172N; 27/8 G-BTFX Jet Ranger; 28/8 G-MISH C.182R; 31/8 G-FLAK Baron

Scampton:- Visiting the Red Arrows base on 11/8 was former team member, Gnat G-BVPP(XR993).

Sandtoft:- Based Mainair Blade G-FERN made a forced landing in a field 10 miles East on 21/8 with an overheating engine. On the 1st Aztec N139DB was noted heading home to White Waltham while the 5th and 9th saw Be.60 Duke N60NZ visiting. An early morning arrival on 24/8 was PC-12 HB-FPJ. Also:- 4/8 G-BHDZ F.172N; 5/8 G-PFCL C.172S; 14/8 G-AXNR Pup; 17/8 G-BKMA M.20J, G-AXNS Pup; 28/8 G-ATXZ Nipper

Sheffield:- New resident is PA-28 G-BIUW while C.152 G-BJVT is a temporary resident on loan from Teesside. On the 1st Europa G-OMIK diverted in after encountering bad weather whilst enroute Carlisle to White Waltham. A Fly-in has been arranged for the 19th of September. Visitors:- 2/8 G-TYNE TB.20; 4/8 G-ATOU M.20E, G-KKES TB.20; 7/8 G-BTNE PA-28, G-BJOA PA-28, G-YFZT C.182S; 14/8 G-WOLF PA-28; 15/8 G-JUDE DR.400, G-BKMA M.20J; 19/8 G-DBUG R.44; 25/8 G-CYLS C.303; 27/8 G-BTVR PA-28; 28/8 G-BTYI PA-28, G-BWXO T.67M; 29/8 G-BICS R.2160

Sherburn:- Pitts Special G-CCTF is a new resident and was first logged on the 7th on a local test flight. Visiting on 19/8 was Gazelle F-GFDG from Darwen, Lancashire. Others:- 2/9 N101UK M.20J; 7/8 G-AZRR C.310Q, G-ELIS PA-34, G-BWGT Jet Provost; 8/8 G-EMMI R.44; 11/8 G-BIAC Rallye; 12/8 G-PASH Twin Squirrel("Helimed 29Z", training); 14/8 G-BXTW PA-28, G-GCYC F.182Q; G-BZEH PA-28, G-BCPN AA-5; 18/8 G-OBAL M.20J, G-AXED PA-25; 26/8 G-ZIPA RC.114; 27/8 G-AWSM PA-28; 28/8 G-RFSB RF.5B; 29/8 G-HOFC Europa, G-BNRX PA-34; 31/8 G-AYGX C.182

Sherburn(40th Anniversary Weekend 21st/22nd.)

Over the weekend there was also a meeting of the Grumman American Club with amongst the dozen or so participants, AG.5B N31RB(Arrived from Hurn with PA-34 G-BBNH), AA.5A N9920U and AA.5B OO-GAZ. Other foreign visitors included M.20J N3876H(To I.O.M.)and SF.260 N260AP(From Paris). Gazelle

c/s Armyair 707 arrived on the 22nd along with Twin Squirrel G-PASH("Helimed 99E"). On the Sunday the airfield was closed from 1230 until 1830 to enable a large number of aircraft taking part in the airshow at Elvington to put in an appearance, including the Red Arrows. One other notable visitor was Dove G-ARHW from Fairoaks. Shortly after departure in the evening he put out a Mayday call to say he had lost an engine and the other was "acting tense". A successful emergency landing was executed at Leeds/Bradford.

Skegness:- Just outside Yorkshire but an interesting movement on the 8th was Kenya registered Commander 114 5Y-MBK routing to Tollerton. Visiting on 12/8 was C.172S G-TAAL from Chester le Street and Rallye G-ASAU was noted outbound to Blackpool on 14/8.

Sturgate:- Cessna FR.172J D-EKJD has been noted a few times recently, resident? On the 15th PA-18 G-BLMI arrived from White Waltham in formation with a Hornet Moth(Possibly G-AHBL).

Walton Wood:- Visitors:- 2/8 G-HRPN R.44, G-CBCN Schweizer 269C; 7/8 G-GSJH Jet Ranger; 9/7 G-XTUN Bell 47G; 13/8 G-VIPH A.109C; 16/8 G-ROZI R.44; 17/8 G-BROX R.22B, G-HIZZ R.44; 21/8 G-HPAD Jet Ranger; 24/8 G-REDI R.44, G-JWEB R.44; 25/8 G-EWAW Jet Ranger, G-OPCS Hughes 369E; 27/8 G-DGHD R.44

Wickenby:- Visiting on 11/8 was French Microlight F-JFNL, later routing to Carlisle. On 22/8 Zlin 142 D-EMSE was noted departing for Eshott in formation with Zlin 42M D-EWOE closely followed by F.172H D-EDXB in formation with another Zlin 42M D-EWOQ. Visiting on 25/8 was TB.20 N34FA, to Elstree and C.172M PH-SKJ.

Wombledon:- Be.36 N7205T arrived from Tattenhill on the 13th visited Elvington on the 16th. It departed for Tattenhill at 0550 on the 17th, returning later and again visiting Elvington in the afternoon, before finally returning home to Tattenhill on the 18th. Europas noted on Air Test were G-CBWP (17/8), G-BYFG(19/8), G-CCOV(25/8) and G-BWZA(27/8).

An interesting machine crossing the area on 22/8 was Slovenian microlight S5-PCT. It was in the Hull area at 0845 at 3500' and next heard crossing the Wash some 45 minutes later. Other crossers:-

5/8	EI-CNM	Navajo	Connington - Inverness(York 1417 @ 2000')
8/8	PH-KRN	Cessna 182Q	Overhead Hull 1044 @ 5000' enroute Great Yarmouth
9/8	HB-COE	Cessna 180	POL. 1624 @ 3000' enroute to Carlisle
11/8	N337JR	Cessna 337	Wick - Pontoise(York 1535 @ 7000')
	F-BVIT	Cessna 337	Wick - Pontoise(York 1537 @ 5000')
	N132LE	PA-32	Great Oakley(Clacton) - Teeside(Goole 0944 @ 4000')
14/8	D-KERC	Grob 109	Newcastle - Cambridge(Hull 1043 @ 2000')
	N4108D	Cessna 182RG	Rochester - Teeside(York 1159 @ 4000')
	N8403Y	Twin Comanche	Elstree - Fife(York 1506 @ 3000')
	N14MT	Cessna 182	Wick - Elstree(York 1622 @ 2000')
18/8	G-SOIF	PA-44 Seminole	Midden Zeeland - Wick(OTR 1425 @ 6000')
19/8	EI-SQG	A.109E	Liverpool - Newcastle(POL 1438 @ 2000')
21/8	F-GMKV	Robin DR.400	Calais - Cumbernauld(Abeam LBA 1022 @ 2000')
	D-GEMB	P.68B Victor	Overhead Hull 1238 @ 2000', enroute Cambridge
22/8	C-FNJJ	Catalina	Overhead Goole 1024 @ 2000' enroute Elvington
	N71763	Cessna 180	Haddington(Scotland) - Newmarket(OTR 1610 @ 2000')
	N250JF		Overhead GAM 1805 @ 5000' enroute North Weald
27/8	N395TC	Commander 114	Bembridge - Inverness(POL 1400 @ 3000')
	N95TA	PA-31 Navajo	Overhead York 1630 @ 7000' enroute to Biggin Hill

The two unidentified last month were N222SW which is a Cirrus SR.22 and N2299L a Mooney M.20J.

A DAY(OR 3) AT THE RACES

As a prelude to the staging of the Ascot Meeting at York next year I thought we could take a more in depth look at the goings on surrounding the Ebor Meeting this month. Firstly the most important of ingredients, the horses, some of whom arrived at LBA in a mixture of BAE.146s and AN.76s which will be detailed in full in the LBA review. Some of the great and good arrived in their Bizjets including the Qatar Amiri Flight Global Express A7-AAM("Amiri 5") which spent the whole week with Multiflight. It is however rumoured that for the Ascot meeting Linton-on-Ouse is going to be used as the main arrival

point for Executive aircraft with a shuttle helicopter service to the race course, where a full scale heliport will be set up complete with ATC and refuelling facilities.

Back to this year and the meeting started on the 17th with the VIP visitors arriving at the course by helicopter. The Aga Khan arrived in his Bell 412EP F-GRAK(f/t Battersea), the aircraft visiting LBA for fuel. The following day 'AK again routed up from Battersea but this time after the races the "Boss" was taken to LBA where his Falcon 900EX LX-ZAK was waiting to transport him home. The 17th also saw A.109E G-SCOI("Kingmore 01") used to transport passengers f/t LBA, who had arrived on board Challenger HB-ILK, ("Jet Aviation 901"). This helicopter then positioned to Macclesfield and the following day made a trip from and to there direct into the race course, with a flight to Walton Wood for fuel while his passengers enjoyed the racing. A pair of helicopters, Dauphin c/s "Osprey 68" and S.76 c/s "Premier 20" made a trip f/t Newcastle on the 17th and once again were back on the 18th this time arriving from Newcastle heading to Elvington for a refuel and then transporting their passengers onwards to Newmarket.

Numerous locally based helicopters were used to ferry passengers from and to the course including:- 17/8 Hughes 369E G-JIVE (f/t Skipton x4); R.44 G-JWEB (f/t Wetherby); Gazelle G-BZYB (f/t Tadcaster); Alouette HA-LFZ (f/t Knaresboro' & f/t Scotch Corner).

18/8 Hughes 369E G-JIVE(f/t Shelf); Jet Ranger G-STER (f/t Harewood x4); R.44 G-CCFC(f/t Rudding Park, Bagby(refuel)); R.44 G-BZMG(f/t Silsden/Queensbury); R.44 G-JWEB (f/t LBA x2)

19/8 Hughes 369E G-JIVE(f/t LBA, numerous trips); G-BZMG R.44(f/t LBA, numerous trips), Jet Ranger G-STER (f/t Eggborough x6); Jet Ranger G-RAMI (f/t Harrogate, numerous); Jet Ranger N80367(f/t Coney park, numerous); Twin Squirrel G-LNTY (f/t Batley/Norwood Edge); R.44 G-CCFC (LBA – Ridding Park); Bell 222 N800HL (f/t Coney Park).

Helicopters from outside the area arriving at the race course included:-

17/8 S.76 G-BWDO(f/t near Kirkbymoorside, had arrived there from County Down, N.I. in the morning.); Enstrom G-IJBB(from Newark); Twin Squirrel G-BOOV(to Sherburn, refuel); Squirrel G-JETU ("Air Medina 10").

18/8 Long Ranger G-SUEY(f/t Lydd, Brighton refuel); R.44 G-VEIT; Squirrel G-BZVG ("Woodstock 12"); Jet Ranger G-CORN("Costock 40").

19/8 R.44 G-BXUK; R.44 G-ROZI(f/t Boston); R.44 G-VEIT; A.109E N555GS(f/t Chorley).

Rufforth is used by the light aircraft, transporting mainly jockeys. PA-32R N3053R, fairly new to the scene, visited on the 18th and 20th while the more regular Jock-mobiles include PA-31 G-BFIB (17/18/19); PA-28 G-BORS(17/18); C.303 G-PUSI(17); Baron G-BTFT(18). Be.36 N7205T made the short hop from Wombledon(q.v.) on the 17th and 18th. Also visiting were:- 17/8 PA-34 G-BDUN("Air Med 057"), Aztec G-BJNZ, FR.172J G-YBAA; 18/8 R.44 G-VEIT(refuel, also 19/8).

Finally PA-32 G-BKEK visited Elvington on all three days of the meeting, f/t Newmarket. Also here on the 18th and 19th was Jet Ranger G-STER visiting for fuel. So roll on next year and the Ascot meeting should produce a host of movements, both fixed-wing and rotary, to the area.

Trevor Smith



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Lots of LBA related news over the last few months.

First is the announcement that bmi are to commence an LBIA to London City service, using a "hired in" Atlantic Air Transport ATR-42.

bmi regional is to launch direct flights between Leeds Bradford and London City Airport, commencing 1 November 2004.

Operated by a 46 seat ATR aircraft, passengers flying on the new route will benefit from bmi's renowned full-service operation, offering both business and economy classes with full in-flight catering.

Services depart four times daily Mondays to Fridays, with one service on Sundays. The new services will compliment the existing bmi flight schedule between Leeds Bradford Airport and London Heathrow, adding over 1900 extra seats per week between the Yorkshire airport and the UK capital. The convenient and direct route into the heart of London has a journey time of just over one hour.

Alex Grant, Managing Director of bmi regional said: "The opportunity to fly into London City Airport gives us the ability to directly link two important business centres and satisfy a clear market demand. It is the best possible news for our customers who now have a choice of bmi flights to suit their needs. Not only do we have excellent schedules into Heathrow from the North, allowing for convenient transport connections to the capital and around the world by air, but now the ability to offer our customers the option of a fast direct route into the heart of the City."

Richard Gooding, Managing Director of London City Airport said: "bmi have been good supporters of the airport since its earliest days, so it's good to see them back again. This air link is particularly good news for the growing business community developing in East London and I'm confident that demand from the London corporate market will ensure the success of this route."

Councillor Tony Cairns, Chairman of Leeds Bradford Airport said: "We are delighted to be able to offer more choice for the people of Yorkshire when choosing their travel options to London. The business people of the region will now have a quick and reliable option when commuting to the heart of the UK's capital".

Fares for the new route are on sale now and can be booked online at flybmi.com or through the bmi reservations centre on 0870 60 70 555. Prices start £39 one way including taxes and charges when booked online at flybmi.com.

Flight schedules from Leeds Bradford to London City:

BD503 departs 07:30, arrives 08:30 (Monday-Friday)

BD505 departs 11:15, arrives 12:15 (Monday-Friday)

BD507 departs 14:15, arrives 15:15 (Monday-Friday)

BD509 departs 17:15, arrives 18:15 (Monday-Friday and Sunday)

From London City to Leeds Bradford:

BD504 departs 08:55, arrives 09:55 (Monday-Friday)

BD506 departs 12:45, arrives 13:45 (Monday-Friday)

BD508 departs 15:45, arrives 16:45 (Monday-Friday)

BD510 departs 18:45, arrives 19:45 (Monday-Friday and Sunday)

As you would expect Jet2 have been much in the news. First they announced their one-millionth passenger:

Jet2.com, the North's low cost airline, passed a major milestone yesterday as it welcomed on board its one-millionth passenger. A group booking of forty people to Venice saw the airline burst past the magic number, only eighteen months after its first flight took off.

Managing director of Leeds-based business Ravenheat, Louis Pickersgill, was officially named passenger number one million as he checked in for the flight. The firm, which is one of the European market leaders in Combination Central Heating Boilers, was flying out clients and customers to inspect its Verona-based factory on a three-day trip.

Mr Pickersgill received two return tickets to any Jet2.com destination, which he now plans to give to a name drawn randomly from the travelling group. He said he was shocked and delighted to be the one millionth passenger: "It's a terrific surprise. I've flown with Jet2.com a number of times before personally, but this is the first time Ravenheat has taken so many clients and customers to see the factory.

"Throughout the booking and planning of this trip Jet2.com has been superb and their group booking service is second to none. Being named the millionth passenger is just the icing on the cake of what we know will be a very successful trip."

Philip Meeson, Jet2.com boss, expressed his delight at the achievement. He said: "This is a wonderful achievement for Jet2.com and I'd like to thank everyone for the hard work that has contributed to our success. Our staff put in every effort to ensure the best possible service for our passengers and that's why they come back time and time again.

"The one millionth passenger is truly a fantastic milestone, and it's great to be celebrating that with a successful local business. An increasing number of businesses are making group bookings like this and I'm sure Ravenheat and its customers will enjoy our quality service. Now we'll look forward to taking care of the next million passengers that fly with Jet2.com."

Next came the announcement of next summer's plans, which included the announcement of a new destination in the form of Ibiza: Jet2.com, the North's low cost airline based at Leeds Bradford Airport, has announced a massive increase in seats and services for next summer, including a brand new destination. From next year the airline will be flying to the island of Ibiza, as well as increasing flights to a number of its established destinations.

The new service commences in May. Famed for being the clubbing capital of Europe, Ibiza is equally regarded as a picture-perfect, relaxing beach destination. Thanks to these two virtues Jet2.com expects the new route to be hugely popular.

Jet2.com is also offering people from the region more of what they want, Spain, with increased daily services to the popular holiday destinations of Alicante, Malaga, Murcia and Palma.

The Ibiza flights, coupled with expansions to six other established routes, means Jet2.com is offering almost 50% more seats next summer than it has done this year. Seats for summer 2005 go on sale on Wednesday 15th September – and if next year's weather is anything like this year's, the airline expects demand to be high!

Jet2.com boss Philip Meeson said: "Flights for next summer are on sale now, and as always Jet2.com is exceeding all expectations. Not only do we have more flights on many of our popular routes, we're also proud to announce the newest addition to our offering: Leeds Bradford to Ibiza.

"Ibiza has long been recognised as the centre for nightlife in Europe, but there's another side to the island. Sandy beaches, clear seas and beautiful country can all be found away from the bars and clubs.

Thanks to these two contrasting appeals we expect this new destination to be one of the most popular yet.

"Overall we're offering our customers almost 50% more low cost seats next summer than we did this summer. That's a huge increase – fantastic news for passengers, staff and the whole region."

The airport too, was not without its own good news.

Leeds Bradford Airport is celebrating serving a record number of customers - just as plans for new passenger bus links have been unveiled.

A total of 243,343 passengers passed through the Yeadon airport during July, a 13 per cent jump over the figures for the same month in 2003. Those figures also represent the highest number of passengers ever recorded by LBA in a single month.

For the past year and a half it has been one of the fastest growing airports in the UK and is on target to have dealt with more than 2.3 million passengers in 2004.

A delighted Managing Director, Ed Anderson, said: "The record numbers using Leeds Bradford are proof of the strength of demand for flights from this airport and the excellent service provided by our staff."

Yet again budget airline flights accounted for much of LBA's July business, with Yorkshire's low cost firm Jet2.com carrying 89,959 passengers to 11 destinations. In total, Jet2.com along with fellow low cost operators Ryanair and flybe accounted for 48 per cent of the airport's traffic last month.

Two new services were also announced during July, with Jet2.com set to start a daily link to Paris on 1st September, in addition to the existing 17 flights per week operated to the French capita by bmi.

And on 1st November bmi will begin a new service to London City Airport with 21 flights per week.

Meanwhile a new bus link from railway stations across Leeds and Bradford to LBA could be in place as early as this autumn.

The West Yorkshire Passenger Transport Authority (Metro) is considering several bids from companies keen to run a service from stations across the area, including Guiseley.

Airport board chairman Councillor Tony Cairns said the new MetroConnect services would be welcomed by air passengers - a view shared by Councillor Ryk Downes (Lib Dem, Otley and Yeadon). Councillor Downes said: "I think any additional bus services are to be welcomed. I'm aware this probably won't provide a high percentage of passenger access - there aren't that many people who will use it, but they still are there and need to be accommodated where possible. And quite often other people, as well as air passengers, can use these kinds of services and be dropped off en-route.

"Also, anything that takes away some traffic from our roads has to be positive. I know we have a problem with some people parking their cars on the streets of Yeadon and then leaving them there as they get up to the airport and fly off for a few weeks, so this could help counter that.

"On the face of it I'm in favour of this but I'll reserve final judgment until we see exactly what we're getting." Aireborough and Horsforth MP Paul Truswell also believes the development is positive. He said: "Any measures that integrate public transport links with the Airport and provide an alternative to the private car for airport passenger, staff and visitors are to be welcomed as a move in the right direction.

"While its contribution is obviously limited, it reflects the right kind of thinking. But it needs to be part of an overall transport, access and environmental approach to the airport's operation."

It is becoming a harder and harder job to keep up with the Jet2 fleet these days. Aircraft no 9 for Jet2, G-CELZ, a QC variant is now in Jet2 colours and entered service mid August.

However it will be covering for Globespan and other ad-hoc Channel Express operational requirements until 1st November, when it will become Belfast International based.

Aircraft no 10 is G-CELE which entered service on 1st September. Coincidentally, or otherwise, this is of course the day the new Paris service began.

The Harrogate Advertiser ran a competition for their readers in August, to "name a plane". The name must be something to do with the Harrogate District i.e. a town, place or feature and ideas.

AIRPORT NEWS

Birmingham will see a new airline in the form of Gulf Air, after it has announced its plans to inaugurate non-stop service from Abu Dhabi on 1st April 2005. The airline will operate 4 flights a week, on Thursdays/Fridays/Saturdays/Sundays) with a Boeing 767-300ER. On 20th June frequency will increase to daily service.

Bristol will benefit from a Continental Airlines non-stop service to Newark from 20th May 2005. The airline will operate a daily service with a Boeing 757-200.

AIRLINE NEWS

Aer Lingus is to scrap business class seats on European flights as part of its realignment as a low-fares carrier, and consequently may also quit the oneworld alliance. The airline, which is rebranding itself after a brush with bankruptcy in 2001, said its membership of the international eight airline network was "under review". "It is likely to be decided at a oneworld chief executives' meeting in Dublin in November," an Aer Lingus spokeswoman said.

The alliance, which includes British Airways and American Airlines, allows members to co-ordinate flight schedules and ticketing. However, the decision by Aer Lingus to end business class on all European flights from April 2005 means it would be unable to offer links to business passengers connecting to its flights from other oneworld alliance airlines.

Aer Lingus's board has approved a three-year business plan which calls for 1,300 job cuts to compete with budget airlines such as Ryanair and EasyJet.

Under the plan, Aer Lingus will scrap cargo services on all but transatlantic and German routes from January 2005 as part of cost-cutting plans. From September, it will end a reciprocal "interline" deal with other airlines on carrying cargo.

The Irish government is debating the airline's future after its chief executive Willie Walsh asked for permission last month to lead a management buyout. Ireland's biggest union, SIPTU, said senior officials were meeting to discuss the proposed job cuts after members voted to strike if managers imposed redundancies. "The union does not accept there is a need to sacrifice large numbers of jobs," SIPTU branch secretary Christy McQuillan said in a statement.

Aer Lingus lost business after the September 2001 attacks in the United States. It has since cut costs by €344 million (\$417.9 million) or 30 percent, and axed 2,000 jobs or a third of its work force.

British Airways is selling its stake in Qantas as it looks to slash its debt pile and take part in consolidation among European airlines. The self-styled world's favourite airline said it was selling its 18.25% stake in Qantas by way of an underwritten offering, with the proceeds expected to be no less than £425m.

Chief executive Rod Eddington said, "Our shareholders have had a good return from our investment in Qantas. We now believe it is in our best interests to sell our shares to pay down our debt and continue to strengthen our balance sheet."

Increased competition from low cost airlines Ryanair and EasyJet has forced BA to look at ways to strengthen its position. Reports suggest that BA could make a move for Spanish airline Iberia, in which it already holds a 9% minority stake. "A strong balance sheet will place British Airways in a robust position for any future European consolidation," Eddington added.

BA has had a rough few months, as it negotiated pay settlements with ground staff, the disruption of which caused chaos for travellers on the August bank holiday weekend. The group has finally settled its dispute, agreeing a backdated 8.5% pay increase for ground staff.

British Airways currently has £5.6bn of debt on its books and the recent acquisition by Air France of KLM Royal Dutch Airlines, which created Europe's largest airline, spurred interest in further tie-ups.

EasyJet expects a tough six to eighteen months and has confirmed it will announce the outcome of a strategic review in several weeks. "It will be a very hard winter and that will last for some time. Whether it is six to twelve to eighteen months, we are looking at a very difficult time," Finance Director Chris Walton told Reuters on the sidelines of a UBS transport conference in London.

Analysts expect EasyJet to reduce its growth capacity target from an existing 20 percent as it battles tough competition and high fuel prices.

Walton said the review of the airline's growth rate, deployment and route network would be announced in "several weeks".

The firm recently announced it would withdraw services from Zurich airport because airport charges were too expensive and warned more withdrawals could follow. "If you have airports which are charging stupid prices, you will see us withdraw," Walton said.

He said 50 percent of the airline's fuel costs were hedged until June 2005, when the figure would fall to 10 percent. Hedging at current prices was extremely unattractive, Walton said, but he declined to reveal the price at which the airline would be willing to resume hedging.

Singapore Airlines has ordered up to 31 long-range Boeing 777-300 jetliners as it expands its fleet. In a statement, Singapore Airlines said it had placed firm order for 18 of the planes, which will be delivered between 2006 and 2010. It has options to buy 13 more.

At list prices, the total order is worth about \$7.35 billion, if the cost of spares and spare engines is included, the airline said. However, airlines typically negotiate steep discounts.

The twin-engined B777-300ER can cover 7,000 nautical miles. Singapore Airlines said it would use them on its long-haul and medium-haul routes. The order would enable the carrier to expand its combined passenger and cargo capacity by between 4 percent and 6 percent a year.

General Electric GE90-115B engines will be used on the new planes. SIA Chief Executive Officer Chew Choon Seng said Chicago-based Boeing and its European rival Airbus Industrie had competed fiercely for the deal.

The new Boeings "should integrate well with our existing fleet, which already includes fifty-five aircraft from the B777 family," Chew said in the statement. Singapore Airlines currently operates 89 wide-bodied aircraft, and already has an additional 14 firm orders outstanding, including four for Boeing 777 jets.

Thai Airways has placed an order with Airbus for 8 new aircraft, including 6 A380s. The aircraft are due for delivery from 2008 to 2009. In addition the airline ordered an A340-500 for delivery in 2007 and an A340-600 for delivery in 2008.

US Airways has filed for bankruptcy protection after failing to get unions to sign up to a cost-cutting deal. It is the second time in two years that the airline, the seventh largest in the US, has sought such protection.

The concessions it was negotiating with staff represented more than half of a \$1.5bn cost-savings plan proposed by the management.

US Airways, based in Virginia, has been trying to turn itself into a viable competitor for low-cost carriers.

Virgin Atlantic has agreed to buy an additional 13 A340-600s with options on a further 13 aircraft. Deliveries of the aircraft are scheduled from 2006 to 2008. With the additional aircraft Virgin will be adding capacity on its existing routes to the US, China, Japan, India, the Caribbean and Africa. The airline is also looking to expand to new destinations such as Melbourne, Dubai, Bangkok, Mumbai, Chicago, Toronto, Jamaica, Nairobi and Rio.

AIRCRAFT NEWS

A Concorde visitor centre was opened to the public on Wednesday 18th August at the airfield where the plane was built. Tickets for the first weeks of the exhibition, at Filton near Bristol, sold out within days.

Visitors are able to take a tour of Concorde 216, whose final flight in November 2003 was watched by thousands. The plane's history is explained via displays in a temporary museum and there will be a tour of the Airbus factory where Concorde was built.

Concorde at Filton is the temporary home for Concorde 216 which is being managed by The Bristol Aero Collection - a local aviation preservation society.

The attraction will be staffed by a team of 100 enthusiasts on a voluntary basis. Proceeds from tickets - for sale from the website priced £12.50 - will go towards creating a permanent home for the supersonic jet and the rest of Filton's aviation heritage.

Ticket price includes booking fee and UK postage.

Ticket Hotline: 08700 3000 578

Weekdays - 9am to 9pm

Weekends/Bank Holidays - 10am to 5pm

Online booking website: <http://www.concordeatilton.org.uk>

Boeing's 800th B737-800 has been delivered to Ryanair. The airline has also taken delivery of number 801 taking its total number of 737NGs to 57. Ryanair has another 98 on order, which are scheduled for delivery through 2008.

At the end of July 2004, Boeing had won orders for 1,167 B737-800s and had delivered 793 to 52 operators around the world.

OTHER NEWS

Heathrow, one of the world's most secure airports, is being used as a "hostel" by homeless people. The airport's four terminals play host to about 15 permanent residents, and many more periodic guests, according to a man who lived there for four years.

A BBC documentary tells the story of 26-year-old George, who lived in the international arrivals hall after dropping out of college. His story mirrors that of Merhan Nasseri, an Iranian exile who became stranded at Charles de Gaulle airport in Paris and stayed for 16 years. He is now the subject of Steven Spielberg's film *The Terminal*.

In the BBC documentary, *The Day They Disappeared*, George says that as long as he remained clean and presentable it was easy to avoid airport security and blend in with the 190,000 passengers who pass through Heathrow each day. "There are showers in every terminal and it's in your own interests to keep yourself clean and tidy," he said. "You've got to look as if you're meant to be there."

George, whose surname is withheld to protect his family's identity, first went to the airport after getting into debt at university. On that occasion he spent just a night there before returning to his parents' house in the home counties. But after running into more financial problems he returned to Heathrow.

He said: "I thought, 'Where can I be warm, dry and safe?' So I headed for Heathrow."

George said that food was readily available from the cafes, which put left-overs in plastic bags at the back of the building, and there were plenty of newspapers and magazines to read.

Homeless people can also claim benefits in cash as "being of no fixed abode".

George said 15 or so lived at the airport full time and others stayed while working and saving money for rent. One man had been wintering at Heathrow for years, spending the summer in a tent in Cornwall, he said.

An airport spokeswoman said: "It is a warm, dry and safe place that is open 24 hours. Our policy is to move these people on but we know that some regularly come back." George is now employed, has a flat and is in touch with his family, who had tried to contact him via the Missing Person's Helpline after he was spotted by an old school friend.

After several visits to Heathrow to look for him, George's mother eventually ran into him when she was there to meet another relative. "It was a shock but it was fantastic that it happened like that," George said.

Janet Newman, co-founder of the Missing Person's Helpline, said: "Although it is illegal, there are a number of people who use the big airports for shelter. It's common sense really, they are warm, secure and busy so people can easily blend in."

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

David Wooler

During taxi out for takeoff on a Boeing 727 the plane suddenly stopped. While still on the taxiway, the flight attendant in the back began to lower the aft stairway. Behind the plane was a van with flashing lights. The van came to a screeching halt and out jumped 3 pilots. They grabbed their bags and started to run for the plane.

As they ran up the stairs, the pilot in front continued running up the aisle shouting "I can't believe the stewardess got the plane this far. I didn't even know she knew how to start the engines!"

You can't believe the startled look on the passengers' faces. Led to believe that these were their pilots, the passengers were left sitting there in total shock. To think that your flight is preparing for takeoff and there aren't any pilots on board! Of course, unbeknown to them, these pilots were just deadheading and the regular flight crew **was** actually driving the plane.....

MILITARY AVIATION



Society Trip to the RAF Museum Saturday 18 September 2004

As usual, participants assembled at Guiseley before 7am. We left about ten minutes before our planned ETD and initially headed for Horsforth, our second pick-up point. Again, we were quickly on our way to Hendon via Leeds and the M1 in our Setra 220 Special coach, ably driven by our driver, Kevin Jackson.

We made good headway and again were ahead of our ETA in arriving at the Museum site. Since my last visit, the Museum has been totally reorganised. From the previous three museums of main Museum, Battle of Britain Museum and Bomber Command Museum, there are now six sections: Milestones of Flight, Bomber Hall, Historic Hangars, Aeronauts Interactive Centre, Battle of Britain Hall and the Grahame White Factory.

Personally, I found the new layout less visitor-friendly than the old one; I am easily confused by change nowadays and I had become perhaps over familiar with the old layout after at least annual visits since my first one in 1960. I found the new small guide book most useful and good value at £2.95 and I would recommend it to future visitors with its summaries of "essential viewing" in each section and an outline of the contents of each section. There is such a galaxy of riches that a guide is essential to enable one to make use of the time available. We had five hours on the site and I managed to view most of the "main highlights" suggested in the guide although I was beginning to wilt before the end of the time. In company with the majority, I made my way back to the coach about half an hour before our departure time.

The reorganisation has brought a number of welcome additional aircraft. These are enhanced by some new films and audio-visual displays. The most notable of the latter are "Ten Minute Century", a kaleidoscope of the first century of flight and "Our Finest Hour", a presentation on the Battle of Britain. A film show presented three films: "Air Traffic Control", "The RAF Today" and "Eurofighter", the latter in 3-D, requiring the use of provided 3-D glasses.

Again, we departed somewhat ahead of our planned time and returned home safely, passing through several rain-storms on the way. Yet another successful Society trip and another Gold Star to Paul!



**Even the Royal Air Force had a Navy
RAF Hendon September 18 2004 - Cliff Jayne**

MILITARY NEWS

Nimrod MRA4 takes to the air at last!

After ten years of delays and technical setbacks, the latest version of the Nimrod maritime reconnaissance and attack aircraft, the MRA4, has made its first flight. Initially, 21 of the aircraft were scheduled to be produced, this was subsequently reduced to 18 and the current plan is to produce "around" 12.



The MRA4s will replace the existing MR2s. The latest version has a range of 6000 miles and can gather, process and display *twenty* times more information than its predecessor. Nimrods are operated on anti-submarine warfare, anti-surface unit warfare and search and rescue missions.

Credit: Professional Engineer, Gerry Owen, RAF News

Grob Tutors grounded

All 99 Grob Tutors operated by University Air Squadrons (UAS) and Air Experience Flights (AEF) have been grounded. The incident which caused the groundings occurred when a Southampton UAS Tutor developed severe propeller-vibration when over the City. It is thought to be due to de-lamination of the layered propeller which is simply rectified but it was thought to be advisable to ground the whole fleet. The Tutor is proving to be more costly to maintain than the manufacturer indicated; perhaps the MOD would have been better settling for the tried-and-tested Slingsby Firefly?

Credit: Flight Training News

Commons report slams MOD

In its most damning report ever, the All-Party Select Committee on Defence has delivered a devastating verdict on the MOD in failing to control procurement cost over-runs (£23 billions in the last year alone!) and continuing over-stretch of the Armed Forces. It is reported that the recent reductions in man-power announced will cure some of the problems featured in this report.

Credit: The Air League Newsletter

Where were the Brits?

On the first day of this year's Farnborough Air Show the only British aircraft which displayed were the Hawks of the Red Arrows and the Slingsby Firefly!

Credit: The Air League Newsletter

Indian Air Force celebrates 25 years of Jaguar operation

In contrast to the recent announcement of the withdrawal of the Jaguar from RAF service, the Indian Air Force has been celebrating 25 years of its operation. This included a flight of six IAF Jaguars to Alaska and return via Canada, Azores, Portugal, Italy and Egypt.

Credit: AirForces Monthly

Please send any information for inclusion in Military News to:

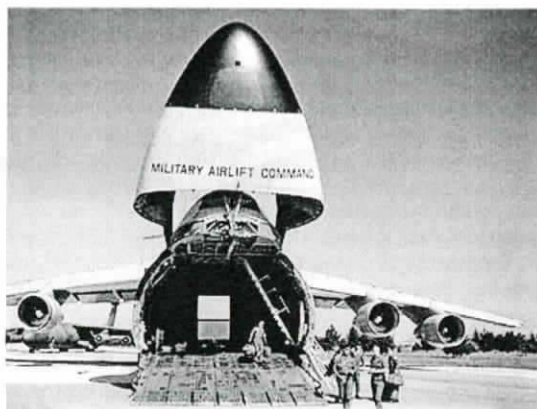
Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (Tel: 01274-873336)

Eric Martin

BOEING AND THE C5A GALAXY

In the mid 1960's, Pan Am hinted to Boeing that both Douglas and Lockheed might be designing huge new passenger aircraft capable of carrying as many as 400 passengers or even more. This came as a great shock to Boeing, who immediately went to work on one of their own to be known eventually as the 747. Pan Am had enjoyed a long business association with Boeing and their deliberate disclosure of the rumour was to hopefully extend the business relationship to the benefit of both parties.

Boeing had no preconceived idea of how to tackle the project, but the initial plan was for a lengthened double deck 707 which incidentally they were already looking into. This aircraft would however need an engine of greater thrust than the ones currently being fitted to the 707-320 so, a visit to P&W was arranged.



P&W demonstrated a JT3-D which would hopefully give some 22,000lbs of thrust. They then unfurled a long drawing, showing the cross section of a brand new engine, the likes of which Boeing had never seen before. It would produce a staggering 41,000lbs of thrust while using one-third less fuel. The engine which had just completed a test run had been designed as an alternative to a GE engine intended for use on the Lockheed C5A Galaxy. Unlike conventional turbofan jet engines where the front fan is only slightly larger than the compressor section, the front fan on this engine was huge, so big in fact that a man could stand up inside the front of the nacelle to inspect the blades on the front fan. This new design, known as the High Bypass Turbo Fan Engine used a completely new principle of jet propulsion. The giant fan greatly increases the volume of air being drawn into the engine. It increases the power in two ways - by increasing the thrust of the exhaust gases, the original form of propulsion on a jet engine, while at the same time acting as a propeller, pulling the aircraft through the air. Each of the turbine blades is similar to a conventional propeller blade being twisted, except that now there are lots of them. The air drawn in, is divided into the hot and faster moving central core but with a larger volume of cooler denser air flowing between this core and the outer casing or nacelle. The outer stream of cooler air not only gives a huge increase in thrust but also significantly muffles the thunderous roar of the hot central core of air.

Initially some serious engineering problems arose, due to extremely high temperatures in the turbine section. There are two main danger areas in any high bypass engine. Both the front fan blades and the compressor blades have to withstand impact damage caused by ingesting birds or even large chunks of ice. The ice can accumulate on the leading edge of the engine nacelle before breaking free and entering the engine. Ice deposits can be instantly disintegrated into tiny particles in the compressor section and can cause a flame out in the combustion section, causing a sudden loss of power. This eventuality is catered for by an auto re-light system, where the engine automatically re-ignites if this happens.

Whereas the old turbofan nacelle is long and slender (look at a 737-200 for example), the nacelle on the new high bypass engine is chunky and almost dustbin shaped. The Boeing engineers were 'gob smacked' by what they saw. This was yet another bitter pill for Boeing to swallow, as some time earlier, they had tendered for what was to be known as the C5A Galaxy, a huge new transport aircraft which was required by the American Airforce. It was to have front opening cargo doors and a rear loading ramp. This arrangement would allow full access to the cavernous fuselage for long heavy loads. It was to have a complex, multi-wheeled undercarriage and be capable of landing on a 4000ft rough strip. The

idea was that the gigantic aircraft be able to transport heavy equipment almost anywhere in the world or, alternatively, carry up to 900 troops to a battle zone. Behind the scenes though, Congress was worried about public reaction should a fully laden aircraft be brought down by enemy fire with the subsequent loss of so many lives.

In the event it has been used for this purpose during a conflict but behind the front line, to avoid this very scenario. Though the C5A was originally Boeing's baby, it is to this day seen as Lockheed's. Boeing's had done a lot of work on the project and were expected to get the order to manufacture the aircraft. They even helped to get the C5A project through Congress. Politics however intervened in the form of a certain Robert McNamara who at the time was Secretary of State for Defence, under John F. Kennedy. McNamara was an enthusiastic supporter of the regime of cost effectiveness. He claimed that Lockheed's tender was 300 million dollars lower than Boeing's. This was probably a bluff. Boeing reluctantly responded but with a 100 million dollar reduction - not enough to gain the contract, which was awarded to Lockheed. Boeing were mortified at having apparently been 'mugged'. They had done a lot of work and by all independent accounts, were the ones who had put forward the best tender, with Lockheed being in third place.



The new engine was twice as powerful as any previously available and in design, was unlike anything Boeing had ever seen before. It was an obvious candidate for the C5A Galaxy, DC10, Lockheed Tri-star and on a brighter note the new large Boeing. The fact that Boeing had already lost the contract for the Galaxy, prevented them from converting it into a large passenger aircraft. Worse, Lockheed were already on with their Tri-star. Then came a bit of luck for Boeing. One of their designers was still dwelling on the idea that the new large aircraft needed by Pan Am was eventually to become a freighter. He sketched two squares, representing the end view of two standard aircraft containers, sat side by side on the floor of an aircraft with a gap between them. He then drew a circle around the two containers and 'Bingo', there it was, the 747's fuselage in cross section. Though its size was unprecedented for a passenger aircraft, it seems strange that the idea hadn't sprung to mind earlier, Boeing having previously worked on the Galaxy project. Perhaps the success of the 707 series and the idea of enlarging it even further, gave the company tunnel vision.

In some respects, Boeing's reluctance to stray from what was tried and tested put them at a disadvantage. Back in the 1930's, their DC2 look alike, the 247, was to be fatally flawed in commercial terms, by the lack of something we take for granted today - wing flaps. The DC1, DC2 and the iconic DC3, all had them. The latter cornered the market for airliners for some time, so superior was the aircraft to anything else available. Ironically Boeing were to eventually become experts in flap design. They had particularly good results with the 727, which had triple slotted flaps. This aircraft was aimed at the Inter-City market

in the USA. Some airfields it was to be used at had relatively short runways, where a low landing speed and good braking were desirable. The 727 had that capability, being designed to operate from a 5500ft runway. Boeing were also reluctant to change to the Glass Cockpit and even more so to the 'Fly by Wire' system. Even the various factory sites where their aircraft were built, were slow to computerise, instead relying on tried and trusted paper systems. More recently, production of the new generation of 737, the series 600, 700, 800 and 900 has been plagued by production problems, caused by trying to assemble differing models on old systems.

Over the years Boeing has enjoyed a close working relationship with the US government due to its sales of defence equipment. For a period of some twenty years, defence contract work brought Boeing a continuous flow of cash. The US government always paid Boeing's invoices on the dot, month after month like clockwork. This fact makes it rather tiresome when they now complain that Airbus are cheating by selling aircraft at unrealistic prices and that they are being subsidised by the member countries involved. Boeing have themselves offered heavily discounted contracts to airlines placing large orders and who will commit themselves to Boeing for the next twenty years or so.

Never the less, you can't help but have a grudging admiration and respect for the company who have, despite everything that Douglas and Lockheed have thrown at them, picked themselves up and in the end seen them off. You don't get anywhere by keeping quiet and turning the other cheek when something the opposition is doing is hurting you financially. In industry, you simply have to get up and fight back. Otherwise, you go bust. At the present time, Airbus must be hurting Boeing as they claim to be ahead on sales of new aircraft. The proposed entry into service of the Airbus A380 in 2005/2006 must also be a worry. Preparation for its introduction at European airports is in the main on schedule or close to it. In the USA however it appears that it's behind schedule at some of their major airfields. This may delay the aircraft's introduction over there. Is it just me or do I detect a similarity with the introduction of Concorde? As with Concorde, the Europeans once more have an unassailable lead with this new Super Jumbo. Again we appear to be facing possible delaying tactics, or am I being cynical. I'm sure if the boot was on the other foot, we British would be 'busting a gut' to have our airports up and ready for any new aircraft, purely as a matter of honour.

JOHN BOOTH 2004

PLEASE TAKE NOTE

At the Annual General Meeting in November, members will elect their new committee.

Please give serious thought to this election and to the different duties to be allocated.

If you have a particular interest in one of the titles to be allocated, please do speak up, and talk it through with any member of the current committee. We need to "play fair" with those who wish to retire from office, having served a term on the committee, by identifying enthusiastic successors who are willing to put their name forward.

Officers and Members of the Committee



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

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



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There were only two entries for this month's Photographic Competition. Unfortunately, over the last few months there have been very few entries so please get your photographs in or you will have to be content with my photographic efforts.

Cliff Jayne
Editor

Visit to RAF Hendon
18th September 2004

Cliff Jayne

