



YORKSHIRES PREMIER AVIATION SOCIETY



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JIM STANFIELD

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

Air Yorkshire Code of Conduct:

a member should not commit any act which would bring the Society into disrepute in any way.

Disclaimer:

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

SOCIETY NEWS

A crisis forced the Air Ambulance to send us a substitute speaker at short notice for the September meeting. Instead of Paul Gowland we welcomed Ian Thompson. Ian proved to be a more than able substitute and entertained us with some new facts about the operation. Where the helicopter can land is carefully monitored and even cut grass on the landing field can prove to be too hazardous to allow safe operations. If you wish you may have your name on the helicopter, as a sponsor, for the sum of £25,000. It costs £3500 per day to fly the helicopter. Ian had brought along some promotional items for sale: lottery entry forms, one or two nick knacks, and some Christmas cards. Thanks to Ian for filling the gap at such short notice.

After a short break Terry Sykes and Jim Stanfield explained progress with a research project that the Yorkshire Film Archive/Yorkshire Air Museum has asked us to do. The YFA has loaned us a DVD of film footage of people flying to aviation events in the UK and Germany in the mid -1930s. The people appear to be a very wealthy Yorkshire family. The YFA has asked for our help with dating the footage and identifying the aircraft and establishing who the people are and where their "Humble" home is located. The DVD was shown to members and their help was requested. Watch this space for further news.

The AGM in November will be an opportunity to discuss some important issues such as: structural changes to membership subscriptions, relations with the Aviation Academy and the Touchdown Cafe, possible extra meetings etc. The Committee will be meeting in the coming weeks to discuss these and other topics and will develop recommendations for members' consideration. Postal members please note that they may attend the AGM and that decisions may be taken at the AGM which will affect them.

Jim Stanfield



MOVEMENTS - AUGUST

01 Tuesday

G-BYAU	Boeing 757	0213 0618	G-JEDT	DHC-8 400	0757 0838
N665CH	C.525 Citationjet	0814 0917	G-JECJ	DHC-8 400	0832 0913
G-WOWA	DHC-8 300	0839 0903	PH-OFF	Fokker 100	0914 1022
G-OLDT	Lear Jet 45	0919 1031	G-MIDS	Airbus 320	0922 1041
D-ILAT	C.525 Citationjet	1002 1110	EL-DHE	Boeing 737/800	1013 1053
D-HEPT	Squirrel	1023 1328(02)	G-GBRU	Jet Ranger	1202 1510
G-WOWD	DHC-8 300	1231 1308	G-BYAU	Boeing 757	1239 1520
G-MIDS	Airbus 320	1319 1435	G-STRH	Boeing 737/700	1338 1452
G-JECL	DHC-8 400	1359 1455	G-WOWE	DHC-8 300	1404 1441
G-STRE	Boeing 737/300	1443 1523	G-FIBS	Squirrel 1506 1532	
PH-KZP	Fokker 70	1629 1726	CS-DXA	C.560 Citation XLS	1724 0848(02)
EL-CSE	Boeing 737/800	1740 1811	9H-AEO	Airbus 320	1815 1935
G-DBCB	Airbus 319	1819 1912	G-JEDI	DHC-8 400	1916 1947
G-JEDM	DHC-8 400	1923 1959	G-WOWD	DHC-8 300	2011 2042
PH-OFL	Fokker 100	2101 0616(02)	EL-DHE	Boeing 737/800	2205 2239
G-MIDX	Airbus 320	2208 0705(02)	G-STRH	Boeing 737/700	2337 0827(02)

02 Wednesday

G-BYAU	Boeing 757	0027 0814	G-JECL	DHC-8 400	0810 0843
G-JECJ	DHC-8 400	0831 0910	N170SW	Global Express	0835 1524(03)
G-WOWE	DHC-8 300	0840 0913	PH-OFL	Fokker 100	0923 1021
G-MIDX	Airbus 320	0932 1037	EL-DAG	Boeing 737/800	1015 1059
G-JBIZ	C.550 Citation 2	1018 1221	G-WOWA	DHC-8 300	1229 1305
EL-REX	Lear Jet 60	1243 1337	G-MIDX	Airbus 320	1327 1431
G-WOWD	DHC-8 300	1344 1422	N164RJ	Boeing 737/BBJ	1349 1611
G-BYAU	Boeing 757	1353 1532	G-JEDT	DHC-8 400	1407 1445
G-OMGI	King Air B.200	1427 1649	N6061U	Cessna 172S	1458 1000(03)
EC-JHV	Boeing 737/800	1539 1657	EL-DHE	Boeing 737/800	1616 1700
PH-KZH	Fokker 70	1625 1726	G-JEBC	BAe 146/300	1704 1755
G-STRH	Boeing 737/700	1730 0600(03)	G-DBCC	Airbus 319	1804 1859
G-FCED	PA-31T Cheyenne	1848 2025	G-JEDI	DHC-8 400	1913 1952
G-JECJ	DHC-8 400	1943 2023	G-WOWA	DHC-8 300	1956 2028
PH-OFA	Fokker 100	2107 0611(03)	G-BYAU	Boeing 757	2109 0803(03)
G-MIDX	Airbus 320	2144 0652(03)	EL-DAG	Boeing 737/800	2213 2237
TC-OAH	Airbus A.300	2311 0048(03)			

03 Thursday

G-JEDI	DHC-8 400	0755 0843	G-BHKJ	Cessna 421C	0812 0826
G-JECH	DHC-8 400	0822 0902	G-WOWB	DHC-8 300	0841 0918
PH-OFA	Fokker 100	0916 1022	G-MIDX	Airbus 320	0925 1041
EL-CSS	Boeing 737/800	1018 1055	G-GBRU	Jet Ranger	1023 1406
G-STRH	Boeing 737/700	1206 1415	G-WOWD	DHC-8 300	1246 1329
G-MIDX	Airbus 320	1326 1447	EC-INZ	Airbus 320	1357 1519
G-JECM	DHC-8 400	1400 1458	G-WOWA	DHC-8 300	1404 1442
G-JECI	DHC-8 400	1419 1508	G-OOAW	Airbus 320	1456 1610
EL-DCC	Boeing 737/800	1611 1650	VP-CSN	Citation Ultra	1632 1720
PH-WXA	Fokker 70	1637 1732	G-CTCG	DA-42 Twin Star	1658 0838(04)
474	C-130H Hercules	1722 1045(05)	G-VUEA	C.550 Citation 2	1730 0853(05)
G-DBCF	Airbus 319	1759 1856	G-JEDT	DHC-8 400	1912 1959
G-JECH	DHC-8 400	1920 2006	G-WOWD	DHC-8 300	2027 2109

PH-OFK	Fokker 100	2102 0627(04)	G-BYAU	Boeing 757	2106 0713(04)
G-STRH	Boeing 737/700	2149 0535(04)	G-MIDX	Airbus 320	2151 0648(04)
EI-CSS	Boeing 737/800	2252 2324			
04 Friday					
G-JECI	DHC-8 400	0744 0826	G-JECJ	DHC-8 400	0809 0850
G-WOWA	DHC-8 300	0828 0859	N234RG	Pilatus PC-12	0836 0955
G-RVRD	PA-23 Aztec	0840 0923	G-MIDX	Airbus 320	0926 1028
PH-OFK	Fokker 100	0930 1046	EI-DAG	Boeing 737/800	1036 1115
ZG844	BN.2T Islander	1114 1134	EC-ICD	Boeing 737/800	1127 1257
G-STRH	Boeing 737/700	1145 1303	G-HRPN	Robinson R.44	1214 1237
EI-REX	Lear Jet 60	1233 1327	G-WOWB	DHC-8 300	1240 1321
G-ONAL	King Air 200	1245 1640	G-ZAPK	BAe 146/200QC	1355 1502
G-RVRD	PA-23 Aztec	1407 1758	G-JEDI	DHC-8 400	1419 1458
G-WOWD	DHC-8 300	1421 1454	G-BYAU	Boeing 757	1428 1619
G-BHKJ	Cessna 421C	1555 1608	G-JEBC	BAe 146/300	1610 1656
PH-KLE	Fokker 100	1620 1730	EI-DLM	Boeing 737/800	1625 1718
G-MIDY	Airbus 320	1751 1900	G-STRH	Boeing 737/700	1840 1955
G-JEDT	DHC-8 400	1920 2000	G-WOWB	DHC-8 300	2055 2123
PH-OFD	Fokker 100	2115 0627(05)	G-JECM	DHC-8 400	2125 2207
G-MIDW	Airbus 320	2128 2212	EI-DAG	Boeing 737/800	2201 2243
05 Saturday					
G-BYAU	Boeing 757	0125 0724	G-STRH	Boeing 737/700	0318 0624
EC-ISN	Boeing 737/800	0741 0856	G-JECI	DHC-8 400	0751 0837
G-JEDM	DHC-8 400	0758 0900	G-JECE	DHC-8 400	0815 0917
PH-OFD	Fokker 100	0928 1032	G-WOWB	DHC-8 300	0937 1015
EI-DLG	Boeing 737/800	1034 1124	N2401Z	PA-23 Aztec	1109 1529
G-STRH	Boeing 737/700	1122 1259	OE-LCH	Canadair CRJ	1205 1256
G-BYAU	Boeing 757	1220 1420	N665CH	C.525 Citationjet	1237 1330
G-SAXN	King Air 200	1300 1803	G-JEDO	DHC-8 400	1431 1524
EC-ISE	Boeing 737/800	1549 1655	PH-JCH	Fokker 70	1617 1719
EI-DAI	Boeing 737/800	1619 1719	G-WOWA	DHC-8 300	1629 1709
G-JBIZ	C.550 Citation 2	1706 1812	G-WOWC	DHC-8 300	1829 2024
G-STRH	Boeing 737/700	1855 2024	PH-OFF	Fokker 100	2101 0621(06)
G-BYAU	Boeing 757	2101 2313	G-DBCC	Airbus 319	2140 0650(06)
06 Sunday					
EC-JNU	Boeing 737/400	0002 0101	G-STRH	Boeing 737/700	0542 0735
G-BYAU	Boeing 757	0852 1007	PH-OFF	Fokker 100	0927 1029
ZG844	BN.2T Islander	1123 1202	G-HRPN	Robinson R.44	1146 1224
HB-JIB	MD-90	1221 1358	EI-DCS	Boeing 737/800	1253 1336
G-JECM	DHC-8 400	1304 1356	G-JEBC	BAe 146/300	1344 1440
G-STRH	Boeing 737/700	1423 1546	PH-JCH	Fokker 70	1620 1717
G-MIDW	Airbus 320	1727 1852	G-OLDR	Lear Jet 45	1737 0658(07)
G-JECM	DHC-8 400	1913 1958	G-JEAK	BAe 146/200	1923 2004
N66DN	Lear Jet 45	1950 2006	G-WOWC	DHC-8 300	2000 2039
EI-DAL	Boeing 737/800	2015 2055	LZ-BHE	Airbus 320	2018 2108
PH-KLG	Fokker 100	2112 0646(07)	G-MIDT	Airbus 320	2145 0655(07)
G-BYAU	Boeing 757	2300 0721(07)			
07 Monday					
G-STRH	Boeing 737/700	0203 0617	TC-OAO	Airbus A.300	0723 0904
G-JECI	DHC-8 400	0748 0831	G-ILTS	PA-32 Cherokee 6	0800 0858
G-JECG	DHC-8 400	0819 0856	TC-SUM	Boeing 737/800	0833 1001
G-WOWD	DHC-8 300	0842 0921	G-ZAPK	BAe.146/200QC	0940 1041
PH-KLE	Fokker 100	0944 1053	G-TOBI	Cessna F.172K	1007 1823
EI-DHH	Boeing 737/800	1009 1047	G-STRH	Boeing 737/700	1113 1229
G-NAAA	Bolkow Bo.105	1208 1316	G-WOWA	DHC-8 300	1226 1300
G-BYAU	Boeing 757	1314 1509	G-CDLP	Squirrel 1315 1358	

G-ZAPK	BAe 146/200QC	1333 1440	G-WOWC	DHC-8 300	1350 1435
G-JEDT	DHC-8 400	1403 1443	N8159Q	Cirrus SR.22	1413 1749(08)
EI-DLM	Boeing 737/800	1616 1706	PH-KZL	Fokker 70	1624 1717
G-JEBD	BAe 146/300	1627 1721	LZ-BHC	Airbus 320	1742 1917
G-DBCE	Airbus 319	1802 1905	G-ILTS	PA-32 Cherokee 6	1827 1908
G-JEDL	DHC-8 400	1926 2000	G-WOWA	DHC-8 300	1938 2009
G-JEDM	DHC-8 400	2106 2049	G-OLDR	Lear Jet 45	2033 1351(08)
PH-OFL	Fokker 100	2058 0615(08)	G-MIDR	Airbus 320	2148 0700(08)
EI-DHH	Boeing 737/800	2211 2248	G-STRH	Boeing 737/700	2256 0749(08)

08 Tuesday

G-BYAU	Boeing 757	0048 0623	XV294	C-130 Hercules	0332 0344
G-JEDI	DHC-8 400	0746 0828	G-IDAB	Citation Bravo	0757 1157
G-JECG	DHC-8 400	0821 0854	G-WOWB	DHC-8 300	0824 0858
PH-OFH	Fokker 100	0920 1025	G-MIDR	Airbus 320	0927 1043
EI-DCC	Boeing 737/800	1017 1059	G-JIVE	Hughes 369E	1041 1054
G-WOWD	DHC-8 300	1248 1324	G-BYAU	Boeing 757	1311 1449
G-MIDR	Airbus 320	1320 1432	G-STRH	Boeing 737/700	1335 1455
G-JECN	DHC-8 400	1356 1441	G-WOWA	DHC-8 300	1400 1445
G-JECI	DHC-8 400	1410 1458	ZG844	BN.2T Islander	1420 1436
EI-CSW	Boeing 737/800	1612 1651	PH-KZB	Fokker 70	1614 1721
G-HRPN	Robinson R.44	1655 1727	G-DBCA	Airbus 319	1811 1912
9H-AEI	Airbus 320	1822 1930	G-JEDL	DHC-8 400	1914 1959
G-JECG	DHC-8 400	1918 1957	G-WOWD	DHC-8 300	1954 2026
PH-OFK	Fokker 100	2104 0623(09)	G-MIDR	Airbus 320	2138 0655(09)
EI-DCC	Boeing 737/800	2202 2231	G-STRH	Boeing 737/700	2339 0820(09)

09 Wednesday

G-BYAU	Boeing 757	0010 0801	G-JECI	DHC-8 400	0743 0825
G-JEDM	DHC-8 400	0830 0900	G-WOWC	DHC-8 300	0835 0906
G-CTCG	DA-42 Twin Star	0909 0936	G-MIDR	Airbus 320	0919 1103
PH-OFK	Fokker 100	0931 1044	EI-DHP	Boeing 737/800	1010 1101
474	C-130H Hercules	1042 0756(11)	G-OECM	Commander 114B	1215 1312
CS-DHB	Citation Bravo	1223 1452(10)	G-WOWB	DHC-8 300	1228 1304
G-CLOW	King Air 200	1234 1517	G-SIMS	Robinson R.22B	1324 1528
G-MIDR	Airbus 320	1334 1442	G-WOWD	DHC-8 300	1342 1417
G-BYAU	Boeing 757	1346 1510	240	King Air B.200	1357 1521
G-JEDT	DHC-8 400	1407 1502	EC-JHV	Boeing 737/800	1424 1535
G-HRPN	Robinson R.44	1536 1605	EI-CSH	Boeing 737/800	1609 1643
PH-KZM	Fokker 70	1622 1711	G-JEBD	BAe 146/300	1630 1739
G-STRH	Boeing 737/700	1714 0730(10)	G-DBCD	Airbus 319	1759 1854
TC-OAK	Airbus 321	1900 2042	G-JEDL	DHC-8 400	1913 1949
G-WOWB	DHC-8 300	1934 2006	G-JECG	DHC-8 400	2011 2048
G-BYAU	Boeing 757	2112 0842(10)	PH-OFK	Fokker 100	2116 1208(10)
G-MIDR	Airbus 320	2132 0735(10)	EI-DHP	Boeing 737/800	2156 2223

10 Thursday

G-JEDT	DHC-8 400	0826 0930	G-WOWE	DHC-8 300	0903 0945
G-JEDM	DHC-8 400	0926 1009	G-MIDR	Airbus 320	1036 1455
G-VGAG	Cirrus SR.22	1049 1448	G-STRH	Boeing 737/700	1340 1423
EC-JQP	Airbus 320	1344 1535	G-WOWC	DHC-8 300	1409 1444
N66DN	Lear Jet 45	1440 1627	G-WOWB	DHC-8 300	1446 1525
G-JECI	DHC-8 400	1511 1602	G-JECE	DHC-8 400	1528 1614
G-OOAP	Airbus 320	1542 1715	PH-KZN	Fokker 70	1625 1747
EI-DHH	Boeing 737/800	1645 1733	EI-LAL	Agusta A.109E	1647 1710
G-DBCC	Airbus 319	1758 1853	G-JECG	DHC-8 400	1939 2022
PH-KLD	Fokker 100	2112 0703(11)	G-JEDL	DHC-8 400	2124 2206
G-WOWC	DHC-8 300	2142 2219	G-MIDR	Airbus 320	2230 0706(11)
G-STRH	Boeing 737/700	2254 0537(11)	EI-DHP	Boeing 737/800	2256 2328

G-BYAU	Boeing 757	2341 0751(11)			
11 Friday					
G-JEDT	DHC-8 400	0807 0846	G-JECK	DHC-8 400	0828 0902
G-WOWD	DHC-8 300	0841 0909	G-MIDR	Airbus 320	0936 1037
PH-KLG	Fokker 100	0959 1116	EL-CSW	Boeing 737/800	1025 1108
G-BSEU	PA-28 Archer	1028 1414	EC-III	Boeing 737/800	1131 1235
G-STRH	Boeing 737/700	1154 1254	G-WOWE	DHC-8 300	1244 1325
G-MIDR	Airbus 320	1327 1432	G-CBAK	Robinson R.44	1359 1436
G-WOWC	DHC-8 300	1406 1448	G-JECI	DHC-8 400	1418 1504
G-BYAU	Boeing 757	1502 1727	G-OWST	Cessna 172S	1508 1652
PH-JCH	Fokker 70	1620 1720	EL-DHH	Boeing 737/800	1623 1709
G-JEBD	BAe 146/300	1700 1803	G-HRPN	Robinson R.44	1714 1750
G-MIDZ	Airbus 320	1814 1903	G-STRH	Boeing 737/700	1820 1934
G-JECG	DHC-8 400	1908 2002	G-JEDI	DHC-8 400	1920 2008
G-MIDX	Airbus 320	2143 2219	PH-OFG	Fokker 100	2145 0635(12)
EL-CSW	Boeing 737/800	2159 2233	G-WOWB	DHC-8 300	2339 0008(12)
12 Saturday					
G-BYAU	Boeing 757	0240 0658	G-STRH	Boeing 737/700	0304 0612
EC-JKZ	Boeing 737/800	0740 0902	G-JECI	DHC-8 400	0757 0838
G-JECK	DHC-8 400	0806 0851	G-JECE	DHC-8 400	0822 0907
PH-OFG	Fokker 100	0932 1036	G-WOWB	DHC-8 300	0956 1032
EL-DAI	Boeing 737/800	1037 1120	G-STRH	Boeing 737/700	1123 1237
OE-LCR	Canadair CRJ	1143 1244	G-BYAU	Boeing 757	1220 1406
HA-YFG	LET 410UVP	1306 1334	G-JEDW	DHC-8 400	1413 1459
EC-HBM	Boeing 737/800	1552 1700	G-GHPG	Citation Bravo	1619 1734
EL-CSG	Boeing 737/800	1622 1703	G-RHUM	ATR.42/200	1734 1820
PH-KZG	Fokker 70	1746 1836	G-WOWD	DHC-8 300	1807 1846
G-STRH	Boeing 737/700	1851 2011	G-BYAU	Boeing 757	2101 2232
G-CEGR	King Air 200	2138 1242(13)	PH-OFA	Fokker 100	2141 1256(13)
13 Sunday					
EC-GNZ	Boeing 737/400	0006 0111	G-BYAU	Boeing 757	0446 0814
G-STRH	Boeing 737/700	0534 0733	OE-HMS	Dornier 328Jet	0919 1102
CS-DHK	Citation Bravo	0925 1024	PH-KLE	Fokker 100	1104 1211
G-EDCJ	C.525 Citationjet	1128 1806	HB-JIB	MD-90 1224 1338	
EL-CSW	Boeing 737/800	1328 1422	G-JEBD	BAe 146/300	1351 1438
G-CBAK	Robinson R.44	1356 1425	G-JEDI	DHC-8 400	1419 1635
G-STRH	Boeing 737/700	1432 1551	PH-KZD	Fokker 70	1614 1714
OK-SLD	LET 410UVP	1734 1808	G-MIDX	Airbus 320	1759 1933
EL-DCZ	Boeing 737/800	1926 2048	G-JEAY	BAe 146/200	1931 2012
G-WOWD	DHC-8 300	2004 2035	LZ-BHE	Airbus 320	2007 2129
G-JEDI	DHC-8 400	2021 2101	G-BYAU	Boeing 757	2139 0722(14)
PH-OFF	Fokker 100	2142 0633(14)	G-MIDV	Airbus 320	2307 0700(14)
14 Monday					
G-STRH	Boeing 737/700	0226 0611	N64VB	Be.58 Baron	0646 0657
TC-OAY	Airbus A.300	0753 1012	G-JEDI	DHC-8 400	0758 0841
OK-SLD	LET 410UVP	0807 0836	G-JECN	DHC-8 400	0828 0912
TC-SUM	Boeing 737/800	0834 1005	G-RHUM	ATR.42/200	0906 0943
PH-OFA	Fokker 100	0927 1029	G-MIDV	Airbus 320	0934 1045
EL-DCZ	Boeing 737/800	1010 1106	G-STRH	Boeing 737/700	1120 1234
G-WOWB	DHC-8 300	1246 1320	G-BYAU	Boeing 757	1315 1451
G-WOWD	DHC-8 300	1346 1431	F-HAOA	C.525 Citationjet	1403 1621(15)
G-JECI	DHC-8 400	1416 1453	G-JEBD	BAe 146/300	1603 1652
PH-KZK	Fokker 70	1620 1725	EL-DAM	Boeing 737/800	1626 1718
OK-SLD	LET 410UVP	1729 1755	LZ-BHC	Airbus 320	1802 1915
G-HRPN	Robinson R.44	1820 1903	G-JEDT	DHC-8 400	1919 1952
G-JEAV	BAe 146/200	1954 2027	G-WOWB	DHC-8 300	2002 2034

PH-OFH	Fokker 100	2103 0623(15)	N89CE	Falcon 2000EASy	2151 1108(16)
G-MIDV	Airbus 320	2153 0700(15)	EI-DCZ	Boeing 737/800	2219 2255
G-STRH	Boeing 737/700	2328 0731(15)			
15 Tuesday					
G-BYAU	Boeing 757	0034 0633	N170SW	Global Express	0737 1513(16)
OK-SLD	LET 410UVP	0747 0821	G-JEDL	DHC-8 400	0758 0833
G-JECJ	DHC-8 400	0816 0851	G-RHUM	ATR.42/200	0847 0918
PH-OFG	Fokker 100	0928 1034	G-MIDV	Airbus 320	1009 1059
EI-DHC	Boeing 737/800	1014 1102	G-UAVA	PA-30 Twin Comanche	1113 1356
G-BZTG	PA-34 Seneca	1215 1327	G-WOWD	DHC-8 300	1220 1253
G-BYAU	Boeing 757	1259 1442	G-STRH	Boeing 737/700	1320 1425
G-MIDV	Airbus 320	1332 1434	G-WOWB	DHC-8 300	1340 1430
G-JECI	DHC-8 400	1404 1447	G-BKMA	Mooney M.20J	1416 1814
G-JECG	DHC-8 400	1450 1532	N51JJ	C.525A Citationjet	1527 1632
PH-WXA	Fokker 70	1614 1730	EI-CSA	Boeing 737/800	1620 1659
OK-SLD	LET 410UVP	1717 1758	G-DGHD	Robinson R.44	1746 1809
G-DBCB	Airbus 319	1750 1852	9H-AEK	Airbus 320	1808 1926
G-JECK	DHC-8 400	1906 1948	G-BZTG	PA-34 Seneca	1911 1930
G-JEDN	DHC-8 400	1914 1952	G-WOWD	DHC-8 300	1944 2010
CS-DHQ	Citation Bravo	1956 0920(16)	G-DGHD	Robinson R.44	2040 2047
EI-REX	Lear Jet 60	2043 0744(16)	PH-OFI	Fokker 100	2056 0617(16)
G-MIDV	Airbus 320	2142 0656(16)	EI-DHC	Boeing 737/800	2210 2244
G-STRH	Boeing 737/700	2301 0832(16)	G-BYAU	Boeing 757	2356 0805(16)
16 Wednesday					
G-JEDN	DHC-8 400	0751 0834	OK-SLD	LET 410UVP	0754 0822
G-JECN	DHC-8 400	0802 0843	G-ONAL	King Air 200	0819 0840
G-WOWE	DHC-8 300	0826 0859	CS-DNW	C.560 Citation XL	0836 1018
PH-OFI	Fokker 100	0924 1024	G-MIDV	Airbus 320	0936 1038
EI-CSJ	Boeing 737/800	1050 1139	G-RVRW	PA-23 Aztec	1128 1625
G-BZTG	PA-34 Seneca	1148 1227	G-WOWC	DHC-8 300	1217 1259
G-MIDV	Airbus 320	1328 1427	EI-REX	Lear Jet 60	1338 1729
G-BYAU	Boeing 757	1341 1510	G-WOWD	DHC-8 300	1347 1421
G-JECI	DHC-8 400	1406 1449	EC-JHV	Boeing 737/800	1442 1550
G-GBRU	Jet Ranger	1459 1707	G-JEBD	BAe 146/300	1552 1649
G-BIXH	Cessna F.152	1604 1640	EI-DCZ	Boeing 737/800	1612 1656
PH-KZB	Fokker 70	1620 1723	OK-SLD	LET 410UVP	1720 1758
G-STRH	Boeing 737/700	1734 0536(17)	CS-DHH	Citation Bravo	1822 0825(17)
G-DBCA	Airbus 319	1825 1920	TC-OAI	Airbus 321	1859 2032
G-JECK	DHC-8 400	1909 2006	G-JEDI	DHC-8 400	1911 1958
G-WOWC	DHC-8 300	1935 2010	G-BYAU	Boeing 757	2054 0749(17)
PH-OFK	Fokker 100	2058 0653(17)	G-MIDV	Airbus 320	2142 0703(17)
EI-DCN	Boeing 737/800	2306 2339			
17 Thursday					
G-WOWD	DHC-8 300	0821 0855	OK-SLD	LET 410UVP	0932 1020
G-USSY	PA-28 Archer	0937 1223	G-MIDV	Airbus 320	0943 1044
PH-OFK	Fokker 100	0946 1053	EI-CSJ	Boeing 737/800	1047 1140
G-STRH	Boeing 737/700	1147 1401	PT-SFC	EMB 135 Legacy	1227 1520
G-WOWE	DHC-8 300	1303 1337	EC-INZ	Airbus 320	1324 1516
G-OOAP	Airbus 320	1333 1543	G-MIDV	Airbus 320	1345 1440
G-WOWC	DHC-8 300	1359 1437	G-JEDU	DHC-8 400	1405 1457
G-JECI	DHC-8 400	1407 1508	G-HMPH	Jet Ranger	1428 1433
N60712	Cessna 182T	1557 0841(19)	EI-DHA	Boeing 737/800	1611 1726
PH-KZC	Fokker 70	1616 1721	OE-HMS	Dornier 328Jet	1706 1755
OK-SLD	LET 410UVP	1747 1845	G-DBCD	Airbus 319	1836 1916
G-CHEY	PA-31T Cheyenne	1913 1949	G-JECN	DHC-8 400	1918 1959
G-ONAL	King Air 200	1933 1956	G-JEDI	DHC-8 400	1947 2017

G-WOWE	DHC-8 300	2031 2104	CS-DXF	C.560 Citation XLS	2101 1114(18)
PH-OFF	Fokker 100	2109 0619(18)	G-STRH	Boeing 737/700	2146 0540(18)
EI-DCX	Boeing 737/800	2210 2245	G-MIDV	Airbus 320	2242 0654(18)
18 Friday					
OK-SLD	LET 410UVP	0759 0843	G-JECN	DHC-8 400	0822 0904
G-JEDL	DHC-8 400	0825 1653	G-WOWD	DHC-8 300	0840 1005
PH-OFF	Fokker 100	0923 1025	G-MIDV	Airbus 320	0932 1036
G-JBIZ	C.550 Citation 2	0945 1440	EI-DCS	Boeing 737/800	1038 1117
EC-IDA	Boeing 737/800	1054 1208	G-STRH	Boeing 737/700	1128 1231
G-WOWC	DHC-8 300	1239 1313	G-OLDR	Lear Jet 45	1305 1758
G-MIDV	Airbus 320	1403 1453	G-BYAU	Boeing 757	1420 1630
G-JECI	DHC-8 400	1424 1504	D-CFAI	Lear Jet 35A	1427 0607(19)
G-WOWE	DHC-8 300	1434 1530	N111EP	AS.365N Dauphin	1531 <u>Res.</u>
PH-KZC	Fokker 70	1614 1709	EI-CSJ	Boeing 737/800	1632 1705
G-SFCJ	C.525 Citationjet	1650 1819	G-JEDB	BAe 146/300	1742 1836
OK-SLD	LET 410UVP	1749 1839	G-STRH	Boeing 737/700	1827 2038
G-DBCD	Airbus 319	1845 1925	G-JECJ	DHC-8 400	1916 1956
G-JEDV	DHC-8 400	1958 2030	G-WOWC	DHC-8 300	2032 2108
PH-OFD	Fokker 100	2056 0635(19)	G-MIDV	Airbus 320	2218 2255
EI-DCS	Boeing 737/800	2238 2310			
19 Saturday					
G-BYAU	Boeing 757	0147 0752	G-STRH	Boeing 757	0350 0617
EC-HBM	Boeing 737/800	0712 0839	G-JECK	DHC-8 400	0803 0845
G-JEDN	DHC-8 400	0815 0905	PH-OFB	Fokker 100	0930 1027
G-WOWC	DHC-8 300	0939 1015	G-JEDW	DHC-8 400	0948 1031
EI-CSJ	Boeing 737/800	1033 1114	G-STRH	Boeing 737/700	1124 1235
OE-LCF	Canadair CRJ	1148 1254	CS-DLB	Falcon 2000EASy	1203 1340
G-BYAU	Boeing 757	1304 1433	HA-YFG	LET 410UVP	1310 1343
G-JEDU	DHC-8 400	1408 1539	G-DGHD	Robinson R.44	1605 1712
EI-DCZ	Boeing 737/800	1608 1651	PH-KZF	Fokker 70	1612 1704
G-WOWE	DHC-8 300	1617 1700	EC-JHK	Boeing 737/800	1628 1745
N79EL	Beechjet 400A	1652 1719	G-WOWA	DHC-8 300	1808 1849
G-STRH	Boeing 737/700	1922 2025	G-BYAU	Boeing 757	2058 2233
PH-KLG	Fokker 100	2114 0632(20)			
20 Sunday					
EC-IVR	Boeing 737/400	0006 0107	G-BYAU	Boeing 757	0422 0724
G-STRH	Boeing 737/700	0541 0740	LX-OMC	Lear Jet 31A	0906 1125
PH-KLG	Fokker 100	0921 1022	G-RCEJ	Hawker 800XP	0947 1045
HB-JIB	MD-90	1205 1332	G-BPYR	PA-31 Chieftain	1210 1611
EI-DCZ	Boeing 737/800	1310 1346	G-JEBA	BAe 146/300	1348 1428
G-STRH	Boeing 737/700	1429 1556	G-JEDU	DHC-8 400	1507 1600
PH-KZN	Fokker 70	1609 1714	G-FIBS	Squirrel	1617 1629
OK-SLD	LET 410UVP	1729 1759	G-HMPH	Jet Ranger	1746 1819
G-MIDV	Airbus 320	1800 1849	PT-SFC	EMB 135 Legacy	1804 1831
G-JEAW	BAe 146/200	1908 2002	G-JECK	DHC-8 400	1934 2014
G-WOWA	DHC-8 300	1957 2027	EI-CSJ	Boeing 737/800	1959 2041
LZ-BHE	Airbus 320	2017 2124	G-BYAU	Boeing 757	2038 0734(21)
PH-KLG	Fokker 100	2056 0620(21)	G-MIDV	Airbus 320	2142 0659(21)
21 Monday					
G-STRH	Boeing 737/700	0159 0609	TC-OAY	Airbus A.300	0738 0936
OK-SLD	LET 410UVP	0748 0829	G-JECM	DHC-8 400	0815 0905
G-WOWC	DHC-8 300	0831 0907	G-JEDK	DHC-8 400	0836 0913
TC-SUH	Boeing 737/800	0857 1059	PH-KLG	Fokker 100	0915 1048
G-MIDV	Airbus 320	0920 1045	EI-CSJ	Boeing 737/800	1020 1106
G-STRH	Boeing 737/700	1111 1220	G-FIBS	Squirrel	1253 1439
OO-DPJ	Boeing 757(SF)	1302 1651	G-WOWE	DHC-8 300	1309 1342

G-MIDV	Airbus 320	1316 1429	G-BYAU	Boeing 757	1322 1500
OO-FPA	C.560 Citation XL	1416 1858	G-SCIP	TB.20 Trinidad	1501 1809
G-WOWA	DHC-8 300	1504 1533	N671B	Beech A.36	1546 1032(27)
PH-KZK	Fokker 70	1606 1704	EI-DAM	Boeing 737/800	1611 1710
OK-SLD	LET 410UVP	1726 1800	LZ-BHC	Airbus 320	1743 1907
G-DBCC	Airbus 319	1746 1855	G-JEBD	BAe 146/300	1839 1917
G-JEDN	DHC-8 400	1913 1944	G-JECK	DHC-8 400	1924 2000
G-WOWE	DHC-8 300	2025 2056	PH-OFF	Fokker 100	2058 0615(22)
G-MIDV	Airbus 320	2150 0716(22)	EI-CSJ	Boeing 737/800	2235 2316
G-STRH	Boeing 737/700	2250 0734(22)			

22 Tuesday

G-BYAU	Boeing 757	0047 0627	OK-SLD	LET 410UVP	0744 0824
G-JEDK	DHC-8 400	0751 0839	YL-KSB	Antonov An-74	0818 1819
G-WOWA	DHC-8 300	0824 0900	PH-OFF	Fokker 100	0920 1026
G-MIDV	Airbus 320	0930 1040	G-JECN	DHC-8 400	0950 1023
N51QS	Gulfstream 5	1018 1105	EI-DHP	Boeing 737/800	1018 1105
CS-DXF	C.560 Citation XLS	1117 2047	G-EMHB	Agusta A.109E	1153 1212
G-LGKO	CL.604 Challenger	1201 1740(23)	G-DAEX	Falcon 900EX	1215 1806(23)
G-WOWC	DHC-8 300	1226 1253	G-BYAU	Boeing 757	1240 1442
G-MIDV	Airbus 320	1312 1435	N66DN	Lear Jet 45	1340 1445(24)
G-STRH	Boeing 737/700	1343 1439	G-WOWE	DHC-8 300	1401 1431
G-JEDL	DHC-8 400	1406 1451	G-JECI	DHC-8 400	1415 1459
N170SW	Global Express	1452 1040(23)	CS-DHQ	Citation Bravo	1454 1656
G-JIVE	Hughes 369E	1559 1649	PH-WXC	Fokker 70	1621 1717
EI-DLN	Boeing 737/800	1631 1728	G-HRPN	Robinson R.44	1638 1622(24)
OK-SLD	LET 410UVP	1733 1808	9H-AEI	Airbus 320	1746 1902
G-DBCE	Airbus 319	1749 1906	G-JECN	DHC-8 400	1910 1951
G-JECK	DHC-8 400	1917 1957	G-WOWC	DHC-8 300	1932 2004
PH-KLD	Fokker 100	2100 0610(23)	G-MIDV	Airbus 320	2133 0707(23)
EI-DHP	Boeing 737/800	2143 2217	G-STRH	Boeing 737/700	2316 0822(23)
G-BYAU	Boeing 757	2358 0808(23)			

23 Wednesday

OK-SLD	LET 410UVP	0748 0827	G-JECI	DHC-8 400	0758 0832
G-JEDN	DHC-8 400	0805 0840	YL-KSB	Antonov An-74	0811 1037
G-WOWE	DHC-8 300	0826 0856	PH-KLD	Fokker 100	0919 1031
G-MIDV	Airbus 320	0935 1035	EI-CTA	Boeing 737/800	1024 1111
D-EBWS	Cessna T.210N	1112 1152	CS-DHQ	Citation Bravo	1223 1602
G-WOWA	DHC-8 300	1225 1356	CS-DFQ	C.560 Citation XL	1230 1836
G-MIDV	Airbus 320	1316 1435	G-GBRU	Jet Ranger	1320 1643
G-WOWC	DHC-8 300	1341 1421	G-BYAU	Boeing 757	1344 1517
G-JEDK	DHC-8 400	1411 1454	EC-JHV	Boeing 737/800	1441 1628
G-VUEZ	C.550 Citation 2	1540 1752	G-JEBD	BAe 146/300	1559 1657
PH-KZM	Fokker 70	1612 1734	EI-DCZ	Boeing 737/800	1624 1725
G-EMHB	Agusta A.109E	1710 1727	G-STRH	Boeing 737/700	1712 0539(24)
OK-SLD	LET 410UVP	1741 1817	G-DBCI	Airbus 319	1832 1923
TC-OAE	Airbus 321	1902 2037	G-JECJ	DHC-8 400	1946 2052
G-JEDR	DHC-8 400	1948 2028	G-WOWA	DHC-8 300	1953 2023
PH-OFF	Fokker 100	2056 0624(24)	G-BYAU	Boeing 757	2104 0759(24)
G-MIDV	Airbus 320	2139 0654(24)	EI-DLN	Boeing 737/800	2310 2348

24 Thursday

OK-SLD	LET 410UVP	0754 0827	G-JEDR	DHC-8 400	0805 0840
G-JEDN	DHC-8 400	0810 0849	G-WOWC	DHC-8 300	0817 0853
D-COEB	King Air 350	0827 1634	PH-OFF	Fokker 100	0915 1026
G-MIDV	Airbus 320	0942 1037	EI-CSN	Boeing 737/800	1011 1048
G-JIVE	Hughes 369E	1040 1128	G-JAJK	PA-31 Chieftain	1102 1815
VP-CMR	Gulfstream 4	1107 1658	G-RVRJ	PA-23 Aztec	1142 1600

G-JIVE	Hughes 369E	1153 1221	G-STRH	Boeing 737/700	1159 1423
G-GLTT	PA-31 Chieftain	1203 1900	G-WOWE	DHC-8 300	1238 1312
G-JIVE	Hughes 369E	1246 1306	G-MIDV	Airbus 320	1323 1435
G-OOAP	Airbus 320	1341 1556	G-JECE	DHC-8 400	1354 1448
G-WOWA	DHC-8 300	1358 1438	EC-JST	Airbus 320	1442 1630
PH-OFL	Fokker 100	1611 1736	EI-CTA	Boeing 737/800	1619 1712
G-JBIZ	C.550 Citation 2	1700 1734	CS-DHH	Citation Bravo	1727 2012
G-DBCC	Airbus 319	1738 1850	G-JIVE	Hughes 369E	1928 1933
G-PLAJ	Jetstream 31	1901 1930	G-JECJ	DHC-8 400	1915 1941
G-JECI	DHC-8 400	1920 2005	G-JIVE	Hughes 369E	1928 1933
G-WOWE	DHC-8 300	1948 2018	G-JIVE	Hughes 369E	2009 2024
G-BYAU	Boeing 757	2107 2223(25)	PH-OFL	Fokker 100	2109 0623(25)
N601KJ	C.601 Challenger	2136 2212	G-MIDV	Airbus 320	2141 0708(25)
G-STRH	Boeing 737/700	2154 0538(25)	EI-CSN	Boeing 737/800	2207 2245

25 Friday

G-BYAN	Boeing 757	0606 0712	G-JEDR	DHC-8 400	0759 0855
G-JEDN	DHC-8 400	0804 0849	OK-SLD	LET 410UVP	0814 0840
G-WOWA	DHC-8 300	0828 0858	N79EL	Beechjet 400A	0905 0935
G-MIDV	Airbus 320	0932 1045	PH-KLE	Fokker 100	1015 1130
EI-CSN	Boeing 737/800	1020 1109	N900NS	Falcon 900EASy	1046 1539
EC-III	Boeing 737/800	1124 1245	G-STRH	Boeing 737/700	1127 1238
G-BZTG	PA-34 Seneca	1213 1305	G-WOWC	DHC-8 300	1248 1328
G-CKKS	Hughes 369E	1302 1330	G-MIDV	Airbus 320	1335 1439
G-WOWE	DHC-8 300	1359 1431	G-JECL	DHC-8 400	1413 1452
CS-DFF	Falcon 2000EXEASy	1419 1739(26)	G-BYAN	Boeing 757	1449 1632
ZH536	BN.2T Islander	1556 1009(26)	EI-DCS	Boeing 737/800	1612 1657
PH-KZL	Fokker 70	1624 1730	OE-HTJ	Dornier 328Jet	1700 0003(26)
G-JEBD	BAe 146/300	1719 1805	OK-SLD	LET 410UVP	1733 1817
G-DBCD	Airbus 319	1814 1905	G-STRH	Boeing 737/700	1820 1935
G-JECJ	DHC-8 400	1911 1949	G-JECI	DHC-8 400	1921 2004
G-JIVE	Hughes 369E	1931 1947	G-WOWC	DHC-8 300	2028 2104
PH-OFB	Fokker 100	2102 0624(26)	EI-CSN	Boeing 737/800	2154 2238
G-MIDV	Airbus 320	2200 2241			

26 Saturday

G-BYAN	Boeing 757	0144 0655	G-STRH	Boeing 737/700	0259 0605
EC-JEX	Boeing 737/800	0731 0855	G-JECL	DHC-8 400	0755 0832
G-JECJ	DHC-8 400	0802 0859	G-JEDW	DHC-8 400	0833 0915
PH-OFK	Fokker 100	0920 1029	G-WOWC	DHC-8 300	0943 1025
EI-DAP	Boeing 737/800	1022 1057	G-STRH	Boeing 737/700	1113 1235
OE-LCO	Canadair CRJ	1152 1244	G-BZTG	PA-34 Seneca	1202 1416
G-BYAN	Boeing 757	1208 1412	G-BOKA	PA-28 Turbo Dakota	1216 1754(28)
HA-YFG	LET 410UVP	1309 1336	XZ589	Sea King	1341 1403
G-JEDU	DHC-8 400	1403 1523	EC-JHL	Boeing 737/800	1554 1705
EI-DCX	Boeing 737/800	1608 1700	G-WOWA	DHC-8 300	1610 1650
PH-KZL	Fokker 70	1613 1714	ZH536	BN.2T Islander	1628 1110(27)
D-IDRF	King Air 200	1746 1831	G-WOWE	DHC-8 300	1812 1845
G-STRH	Boeing 737/700	1900 2033	G-BYAN	Boeing 757	2059 2234
PH-OFG	Fokker 100	2102 0620			

27 Sunday

EC-IVR	Boeing 737/400	0014 0119	G-BYAN	Boeing 757	0431 0705
G-STRH	Boeing 737/700	0540 0726	PH-OFG	Fokker 100	0917 1020
N8105Z	PA-28R Arrow	1216 1010(28)	HB-JIB	MD-90 1240 1347	
G-JECI	DHC-8 400	1311 1354	EI-CSN	Boeing 737/800	1335 1412
G-JEBD	BAe 146/300	1339 1442	G-STRH	Boeing 737/700	1424 1534
G-CIEL	C.560 Citation XL	1453 1528	G-OECM	Commander 114B	1516 n/s+
G-RNCH	PA-28 Archer	1523 1549	PH-KZM	Fokker 70	1624 1725

OK-SLD	LET 410UVP	1714 1757	ZH536	BN.2T Islander	1736 1504(28)
G-MIDV	Airbus 320	1756 0708(28)	G-JECI	DHC-8 400	1909 1956
G-JEAY	BAe 146/200	1926 2000	EL-DLF	Boeing 737/800	1931 2012
G-WOWE	DHC-8 300	1944 2017	LZ-BHE	Airbus 320	2018 2118
G-BYAN	Boeing 757	2048 0716(28)	PH-OFG	Fokker 100	2129 0612(28)

28 Monday

G-STRH	Boeing 737/700	0145 0559	TC-OAH	Airbus A.300	0710 0859
OK-SLD	LET 410UVP	0737 0813	G-WOWD	DHC-8 300	0818 0852
TC-SUG	Boeing 737/800	0842 1007	PH-KLG	Fokker 100	0935 1030
EL-CTA	Boeing 737/800	1018 1104	G-STRH	Boeing 737/700	1109 1222
G-BNDY	Cessna 425	1115 n/s+	G-BZTG	PA-34 Seneca	1143 1635
G-WOWA	DHC-8 300	1215 1247	N79EL	Beechjet 400A	1309 1327
G-BYAN	Boeing 757	1320 1456	G-MIDV	Airbus 320	1329 1439
G-WOWE	DHC-8 300	1359 1431	G-JECL	DHC-8 400	1408 1459
EL-DAM	Boeing 737/800	1618 1700	PH-KZK	Fokker 70	1621 1718
G-JEBD	BAe 146/300	1708 1756	OK-SLD	LET 410UVP	1720 1758
G-JEDN	DHC-8 400	1902 1952	LZ-BHC	Airbus 320	1910 2024
G-JECI	DHC-8 400	1920 2002	G-WOWA	DHC-8 300	1950 2027
PH-OFG	Fokker 100	2113 0653(29)	G-MIDV	Airbus 320	2147 0702(29)
EL-CTA	Boeing 737/800	2227 2300	G-STRH	Boeing 737/700	2313 0753(29)

29 Tuesday

G-BYAN	Boeing 757	0028 0611	G-JEDR	DHC-8 400	0750 0833
OK-SLD	LET 410UVP	0807 0846	G-JEDP	DHC-8 400	0813 0901
G-WOWE	DHC-8 300	0839 0912	G-MIDV	Airbus 320	0921 1035
PH-OFB	Fokker 100	0933 1041	EL-DAP	Boeing 737/800	1017 1106
N900NS	Falcon 900EASy	1125 1147	CS-DFX	Hawker 800XP	1134 1649
G-WOWD	DHC-8 300	1229 1308	ZH536	BN.2T Islander	1235 1229(31)
G-BYAN	Boeing 757	1241 1453	C-GTRL	Gulfstream G-200	1311 2227
G-MIDV	Airbus 320	1317 1435	G-BUMP	PA-28 Archer	1347 1350(30)
G-STRH	Boeing 737/700	1350 1519	G-WOWA	DHC-8 300	1404 1445
G-JECL	DHC-8 300	1409 1448	G-JEDW	DHC-8 400	1432 1523
G-OAWD	Gazelle	1512 1550	PH-KZP	Fokker 70	1621 1722
EL-DCZ	Boeing 737/800	1627 1715	G-DENZ	PA-44 Seminole	1641 n/s+
OK-SLD	LET 410UVP	1733 1810	G-CDLP	Twin Squirrel	1802 1830
G-PZIZ	PA-31 Chieftain	1804 1843	G-DBCD	Airbus 319	1835 1941
9H-AEK	Airbus 320	1859 2010	G-JECF	DHC-8 400	1911 1955
G-JECI	DHC-8 400	1916 1949	OO-LFS	Lear Jet 45	1953 0907(30)
G-WOWD	DHC-8 300	2050 2123	PH-KLE	Fokker 100	2126 0622(30)
G-MIDV	Airbus 320	2201 0659(30)	EL-CSD	Boeing 737/800	2346 0014(30)
G-STRH	Boeing 737/700	2359 0823(30)			

30 Wednesday

G-BYAN	Boeing 757	0020 0810	G-UMMI	PA-31 Chieftain	0738 0759
G-JEDR	DHC-8 400	0747 0831	OK-SLD	LET 410UVP	0756 0826
G-JEDN	DHC-8 400	0819 1847	G-WOWA	DHC-8 300	0834 0900
G-MIDV	Airbus 320	0930 1038	PH-KZO	Fokker 70	0940 1030
EL-DLH	Boeing 737/800	1017 1054	G-OBLC	Be.76 Duchess	1129 1620
G-BZTG	PA-34 Seneca	1208 1626	G-WOWE	DHC-8 300	1248 1324
EC-JFB	Boeing 737/800	1322 1437	G-MIDV	Airbus 320	1327 1443
G-BYAN	Boeing 757	1356 1535	G-JECL	DHC-8 400	1407 1445
G-WOWD	DHC-8 300	1434 1511	G-DNCS	PA-28R Arrow	1523 1741
EL-CSM	Boeing 737/800	1612 1649	G-JEBD	BAe 146/300	1622 1706
PH-KZG	Fokker 70	1624 1727	G-STRH	Boeing 737/700	1704 0739(31)
OK-SLD	LET 410UVP	1743 1815	G-DBCF	Airbus 319	1802 1912
G-JECI	DHC-8 400	1917 1946	G-JEDN	DHC-8 400	1945 2022
TC-OAK	Airbus 321	2000 2125	G-WOWE	DHC-8 300	2029 2112
PH-OFL	Fokker 100	2106 0626(31)	G-BYAN	Boeing 757	2109 0747(31)

G-MIDY	Airbus 320	2159 0706(31)	El-DAM	Boeing 737/800	2209 2236
31 Thursday					
ZH881	C.130 Hercules	0153 0208	G-JEDR	DHC-8 400	0744 0827
OK-SLD	LET 410UVP	0747 0832	G-ONAL	King Air 200	0815 0848
G-WOWB	DHC-8 300	0825 0857	G-JEDN	DHC-8 400	0829 0903
PH-OFI	Fokker 100	0921 1020	G-MIDY	Airbus 320	0945 1051
El-CSX	Boeing 737/800	1030 1103	G-PIXL	R.44 Newscopter	1037 1202
G-BWYH	Cessna 310R	1130 1819	G-BZTG	PA-34 Seneca	1200 1707
G-TAGH	King Air 200	1307 1637	EC-JND	Airbus 320	1324 1519
G-MIDY	Airbus 320	1326 1441	G-OOAP	Airbus 320	1345 1644
G-WOWE	DHC-8 300	1354 1431	D-CJAK	C.525B Citationjet	1401 1544
G-STRF	Boeing 737/700	1453 1537	G-BNOF	PA-28 Warrior	1457 1526
G-JECL	DHC-8 400	1521 1601	G-ZAPK	BAe 146/200	1534 1617
PH-KZF	Fokker 70	1613 1717	El-DHW	Boeing 737/800	1615 1658
OK-SLD	LET 410UVP	1722 1809	G-DBCE	Airbus 319	1754 1852
G-ONAL	King Air 200	1803 1832	G-JECF	DHC-8 400	1912 1948
G-JECI	DHC-8 400	1916 2003	G-RDMV	Hawker 800XP	1954 1607(03)
N66DN	Lear Jet 45	2000 2035	G-WOWA	DHC-8 300	2011 2038
G-BYAN	Boeing 757	2047 0704(01)	PH-OFC	Fokker 100	2127 0745(01)
G-MIDX	Airbus 320	2144 0703(01)	El-CSX	Boeing 737/800	2149 2223
G-STRF	Boeing 737/700	2308 0545(01)			

OVERSHOOTS

- 04/8 G-RAFO King Air 200("Cranwell 66", 1151), ZK452 King Air 200("Cranwell 66, 1431)
05/8 G-BZTG PA-34 Seneca("Exam 77", 1238)
07/8 ZD790 Tornado("Javelin 20", 1558) Aircraft coded "FM", which should be ZD790?
08/8 ZK451 Be.200("Cranwell 73", 1143), XX349 Hawk("VYT 31", 1544),
XX159 Hawk "VYT29" 1558)
09/8 ZK450 King Air 200("Cranwell 75", ????)
10/8 ZK451 King Air 200("Cranwell 65", 1221), ZK452 King Air 200("Cranwell 62", ????)
ZF343 Tucano("LOP 80", 1519), XX349 Hawk("Anglesey 45", 1519), G-LFSK PA-28(1900)
11/8 XX185 Hawk("VYT 45", 1032), ZK450 King Air 200("Cranwell 73", 1533),
G-YPOL MD.902 Explorer("Police 42", 1941)
14/8 G-RAFP King Air 200("Cranwell 73", 1555)
15/8 XX238 Hawk("VYT 45", 1055), ZF343 Tucano("LOP 80", 1304)
16/8 G-OBLC Be.76 Duchess(1058)
17/8 ZK454 King Air 200("Cranwell 75", 1413)
21/8 ZK454 King Air 200("Cranwell 77", ????), G-OBLC Be.76 Duchess(1514)
22/8 ZK450 King Air 200("Cranwell 65", ????), G-OBLC Be.76 Duchess(1318)
23/8 G-RAFO King Air 200("Cranwell 65", 1120), G-OBLC Be.76 Duchess(1239)
24/8 ZK452 King Air 200("Cranwell 76, 1130")
25/8 ZK452 King Air 200("Cranwell 77, 1452")
26/8 G-BAFL Cessna 182P(1541)
28/8 "Spitfire 90", Low flypast along runway 32(1525), from Conningsby
29/8 ZK454 King Air 200("Cranwell 76", 1429)

MOVEMENTS REVIEW

Airlines. This month we welcome a new airline to our midst in the shape of **Manx2** who commenced twice daily services to Ronaldsway on 12/8, with a single service at weekends. The aircraft chosen to operate the flights is the LET 410UVP of which the airline have leased two, HA-YFG(first visit 12/8) of Budapest Aircraft Services and OK-SLD(first visit 13/8) of Silver Air. The call signs used so far have been a mixture of "SLD" and "Silverline" which are Silver Airs prefixes and, confusingly "Solid" and "Base" which are the Czech company's. On 24/8 Jetstream 31 G-PLAJ of Jetstream Executive Travel operated the evening flight using call sign "Vannin 01/02" and this was an indication of things to come, but more of this next month! **Bmi** utilised the Titan BAe 146 G-ZAPK to operate the "BD5JL/4LJ" London rotation on the 4th and the 7th. This same aircraft was also used by **Flybe** on 31/8 when it arrived from Exeter on the "Jersey 643/4". The company's Dash 8 G-JEDL went u/s on arrival from Belfast on the 18/8 and after spending a good part of the day parked on the apron it positioned out to

Bristol as "Jersey 044D". The same morning **Air Southwest** Dash 8 G-WOWD suffered a lightning strike while inbound on the morning Plymouth/Bristol rotation resulting in the outbound flight being cancelled and the aircraft positioning out empty back to Plymouth. Unfortunately my next door neighbour was due to leave on the outbound flight and instead suffered a 12 hour taxi ride to Plymouth! The company also leased Air Atlantic's ATR.42 G-RHUM to operate the Jersey flight on 12/8 and the morning Plymouth/Bristol on the 14th. We now have only a handful of **Ryanair** 737/800 which have not visited, however this month the following were logged on their first visits, EI-CSX(31/8), EI-DLG(5/8), EI-DLH(30/8) and EI-DLN(22/8).

On 21/8 we had an interesting arrival in the shape of Boeing 757 freighter OO-DPJ, which is operated by **European Air Transport** on behalf of DHL. The aircraft arrived from Le Bourget("Eurotrans 9801") to drop of one horse for York Races and, after quite a long job unloading the beast, it positioned to Brussels("Eurotrans 982P"). Also carrying livestock for York was Antonov An.74 YL-KSB of **KS Avia**, which was utilised on 22/8 and 23/8. Arriving from Shannon each morning as "Skycamel(KSA) 711" the aircraft spent the day parked on the Multiflight apron before returning to Eire in the evening. **Onur Air** produced first visits by A.300s TC-OAO(7/8) and TC-OAY(14/8) operating their early Monday morning Dalaman flights, while similar type TC-OAH was substituting for the usual A.321 on the Bodrum flight on the 2nd. On 2/8 **Futura** Boeing 737/800 EC-JHV was logged on its first visit while Airbus 320 EC-JST of **Iberworld** was a first timer on the 24th. Finally we must report, that after operating every single flight bar one(when the aircraft was nicked to do a flight from Manchester) from the second week in May **Astreus** 737/700 G-STRH finally missed a flight on 31/8 with tech problems! Similar type G-STRF positioned in to operate one flight before 'RH was repaired to continue its' incredible run of flights.

Foreign Bizjets. Straight in this month and on the 1st we had visits by two Citationjets, N665CH operated by Volante Aviation was from Coventry to Kerry and D-ILAT of Liebherr Aerospace from Belfast Int. to Biberach an der Riss. After quite a long absence the Walmart Global Express N170SW made up for lost time with three visits during the month. Arriving from Luton on 2/8 the aircraft stayed overnight before heading home to Rogers the next day only to return on 15/8, this time from Coventry and again after night stopping it left for Rogers. Finally on the 22nd it arrived from Manchester before routing to Madrid/Torreon the following day. Also noted on the 2nd was Lear Jet 60 EI-REX("Highflyer 60") and this aircraft was very active during the month, f/t Shannon(2/8), Shannon – Manchester (4/8), Dublin – Manchester(15/8) and Manchester – Dublin(16/8). Finally on the 2nd Boeing BBJ N164RJ, which is operated by Netjets arrived from Manchester for an overnight stay before heading to Northolt. Citation Ultra VP-CSN of Scottish and Newcastle Breweries was noted on the 3rd when it was from and to Edinburgh. There was then a bit of a gap until the 13th when Dornier 328Jet OE-HMS made the first of two visits, from Munich to Palma as "Tyrol Jet 41/42", the other being on 17/8 from Palma to Mahon("Tyrol Jet 42/43"). The company's other '328Jet OE-HTJ was also noted later in the month, from Dublin to Luton with a night-stop on 25/8 as "Tyrol Jet 32/33". Citationjet F-HAOA("Caraluss 4511") was from Dublin to Roskilde on 14/8 and later that evening Falcon 2000EASy N89CE arrived from Bangor/Maine for a two day stay.

Citationjet 3 N51JJ was noted on 15/8, f/t Annemasse, however a much more interesting arrival on 17/8 was Embraer Legacy PT-SFC. This machine arrived from Carlisle before routing to Jyvaskyla in Finland and made the return trip on the 20th. Lear Jet 35A D-CFAI(Frankenair 1893/4") arrived from Tromso on 18/8 and after night stopping went to Antalya. "Jet Italia 3415"(Milan/Linate – Cannes) on 20/8 was unusual in that it was operated by Lear Jet 31A LX-OMC of Valumaco Lussemburge SA. Citation XL OO-FPA("Flying Group 171F/172F) routed from Cannes to Geneva on 21/8 while the following day Netjets Gulfstream 5 N511QS was from Olbia to Farnborough. Gulfstream 4 VP-CMR was f/t Deauville on 24/8, with passengers for York Races while late in the evening Challenger N601KJ of Charty's Wings LLC arrived from Gander for a night stop before heading to Luton. On 29/8 Gulfstream-200(Galaxy) C-GTRL, which is operated by Partner Jet Inc. routed from Luton to Edinburgh and Lear Jet 45 OO-LFS("Abelag 23P") was from East Midlands to Cannes. Finally brand new Citationjet 3 D-CJAK was noted on the 31st from Cologne to Munich.

Onto the regulars and Lear Jet N66DN has taken to using call signs from the beginning of this month, arriving from Faro on 4/8 as "Bizjet 322" before heading to Luton as '323. On 10/8 as "Bizjet 311" it arrived from Luton and routed outbound to Faro was "Bizjet 312". However by 22/8 the call signs had gone alpha-numeric, prefixed by "Bizjet" and ending in "Delta November" the flights start each day as 1,2,3 etc. For example on 22/8 it was f/t Faro as "Bizjet 2DN/3DN" and on 31/8 from Northolt to Luton as "Bizjet 3DN/4DN". Thankfully sticking to using their registrations were Beechjet N79EL, Cannes – EMA(19/8), EMA – Knock(25/8), Galway – EMA(28/8) and Falcon 900EASy N900NS, f/t Jersey on 25/8 and 19/8. As well as the two Netjets/USA visitors mentioned above, Netjets/Europe were just as active as usual with the following flights:-

01/8	CS-DXA	C.560 Citation XLS	From Biggin Hill('3UK) to East Midlands('3UK)
09/8	CS-DHB	Citation Bravo	From Guernsey('1ER) to Deauville('1ER)
13/8	CS-DHK	Citation Bravo	From Deauville('1UM) to Birmingham('1UM)
15/8	CS-DHQ	Citation Bravo	From Inverness('7EV), n/s to London City('7EV)
16/8	CS-DNW	C.560 Citation XL	From Luton('6HY) to Tallinn('6HY)
17/8	CS-DXF	C.560 Citation XLS	From Tallinn('3PF), n/s to London City('3PF)
19/8	CS-DLB	Falcon 2000EASy	From Malaga('2XM) to Venice('233A)
22/8	CS-DXF	C.560 Citation XLS	F/T Cork('3PF)
22/8	CS-DHQ	Citation Bravo	From Cannes('7EV) to Waterford('7EV)
23/8	CS-DHQ	Citation Bravo	From Waterford('7EV) to Dublin('829U)
23/8	CS-DFQ	C.560 Citation XL	From Linton-on-Ouse('553U) to Southampton('??)
24/8	CS-DHH	Citation Bravo	From Zurich('1NH) to Dublin('243A)
25/8	CS-DFF	Falcon 2000EX EASy	From Rieka('2PN), n/s to Faro('765U)
29/8	CS-DFX	Hawker 800XP	From Alicante('378X) to ????('393E)

British Bizjets. Starting on the 1st we had a first visit by Lear Jet 45 G-OLDT("Goldair 51A/B") from Stansted to Palma while another of the company's aircraft G-OLDR was noted on 6/8("Goldair 46A/B", Luton – Cannes) and 7/8("Goldair 46C/D", Cannes – n/s – Luton). AD Aviation provided visits by two of their Citations, G-VUEA("Flyview 382/3", Northolt – n/s – Luton) on 3/8 and G-VUEZ("Flyview 741/742A", f/t Liverpool) on 23/8. We also had a pair of Citations of London Executive Aviation, G-GHPG("Lonex 888H", Biggin Hill – Farnborough) on 12/8 and G-CIEL("Lonex 821E", Biggin Hill – Palma) on 27/8. Citation Bravo G-IDAB of Errigal Aviation was noted on the 8th from Blackpool to Belfast City and this was followed by a pair of Citationjets, G-EDCJ on 13/8 f/t Jersey and G-SFCJ("Hangar 896J") on 18/8 from London City to Oxford. Hawker 800XP G-RCEJ("Interflight 120A") arrived from Biggin Hill to operate a charter to Deauville on 20/8 and the 22nd saw two aircraft arrive with passengers for York Races. First Challenger G-LGKO, on its first visit to Leeds, was f/t Nice and Falcon 900EX G-DAEX was f/t Waterford. Also a first timer was Hawker 800XP G-RDMV("Gama 335"), which arrived from Belfast Int. on 31/8 and stayed until 3/9 before returning to N. Ireland. Finally Citation G-JBIZ was pretty active, Nice – Southend on 2/8, Southend – Nice on 4/8, Nice – Luton on 18/8 and Southend – Nice on 24/8.

Foreign GA. Once again this month we had two new Cessnas routing through on delivery, Cessna 172S N6061U arrived from St. Johns direct on 2/8 while Cessna 182T N60712 arrived via Keflavik on 17/8. Both aircraft were on delivery to Germany and left for Egelsbach on 3/8 and 19/8 respectively. There was a trio of German arrivals starting on the 23rd when Cessna T.210M D-EBWS was f/t Sherburn where it has been based for some time. On 24/8 King Air 350 D-COEB arrived from Bielfeld before routing onwards to Munster and King Air 200 D-IDRF("Ambulance 827") was from East Midlands to Karlsruhe on 26/8. All the others in this category were U.K. based American registered machines, starting on 4/8 when Pilatus PC-12 N234RG was f/t Belfast City. Aztec N2401Z was f/t Filton on 5/8 and the 7th saw Cirrus SR.22 N8159Q arrive from Swansea for an overnight stay. Baron N64VB routed from Sleaf to Farnborough on 14/8 and finally PA-28RT Arrow N8105Z arrived from Goodwood on 27/8 and, after also night stopping, headed home to Blackpool. Our old friend, Beech 36 N671B returned home to Ronaldsway on 14/8 having been here since 23/7, it then returned on the 20th and stayed the 27th.

British GA. As ever King Air 200s were quite predominant in this section commencing on 2/8 when G-OMGI("Saltyre 837") dropped in while routing from Doncaster to Glasgow. G-SAXN("Silver 21")

visited f/t Cambridge on 5/8, bringing Delia Smith and her co-directors to watch the Leeds United – Norwich City match and the company's other machine G-CLOW("Silver 25") was logged on 9/8 from Glasgow to Manchester. The 12th saw G-CEGR("Cega 573") visit from Dublin to Goodwood and G-ONAL was noted on 16/8(Teesside – Farnborough) and 31/8(Teesside – Stornoway). Finally, recently registered G-TAGH was on its first visit when routing f/t Teesside on 31/8. Air Medical used a couple of their Cheyennes on flights f/t Oxford, G-FCED on 2/8 and G-CHEY on 17/8. Both aircraft used the call sign "Air Med 061" as this company allocates each pilot his own individual number which he/she uses whichever aircraft they are flying. On 29/8 PA-31 G-PZIZ("Air Med 053") arrived from Bergerac before positioning home to Oxford. Other PA-31 movements included, 20/8 G-BPYR("Synergie 624", Fair Oaks – Manchester), 24/8 G-JAJK("Causeway 09A", f/t Belfast Int.) and G-GLTT("Air Time 393/4, f/t Hurn), with G-UMMI("Poyston 01", Haverfordwest – Swansea) on 30/8. Cessna 310R G-BWYH("Saltyre 581") arrived from Linton-on-Ouse on 31/8 before routing outbound to Waddington. Two other twins of note were Twin Star G-CTCG, which visited f/t Sheffield on 3/8 and 9/8, and vintage Twin Comanche G-UAVA, from Enstone to Sywell on 15/8. Finally PA-34 G-BZTG was a regular visitor on crew training flights towards the end of the month and PA-44 G-DENZ arrived on 29/8 from Humberside and was based well into September for training flights.

A few highlights from the singles included Cessna F.172K G-TOBI which was f/t Leicester on 7/8 and on 10/8 Cirrus SR.20 G-VGAG visited f/t Southend. Cessna 172S G-OWST was f/t Blackpool on 11/8 while TB.20 was logged f/t Coventry on 20/8. Notables from the PA-28 stable were G-USSY(f/t Thruxton on 17/8), G-BOKA(f/t Fair Oaks on 26/8), G-BUMP(f/t Cumbernauld, n/s on 29/6) and G-BNOF(f/t Dundee on 29/6) while Arrow G-DNCS was noted on the 30th carrying out a training detail as "Jaydee 28S/28P". A couple of aircraft arrived for maintenance with Multiflight, Commander 114B G-OECM on 27/8 and Cessna 425 G-BNDY on 28/8, both still here at the month's end.

Helicopters. The most notable arrival in this section was on the 1st when Squirrel D-HEPT of Hahn Helicopters arrived from Cranfield for a night stop, this being the second of this firm's aircraft to have visited this year. On 2/8 'PT did a local flight out to the west before routing North to Dundee. On 7/8 Bolkow 105 G-NAAA("Helimed 61A/61E") arrived from Bangor, N.Wales and later routed out to Caernarfon. On the 10th we had our monthly visit by an Irish Agusta A.109E, in this case EI-LAL which called in for fuel while routing from Gleneagles to a site near Birmingham. Another A.109E visitor was G-EMHB("Costock 5"), which was engaged in transporting people to and from York Race Course on the 22nd and 23rd. Gazelle G-OAWD paid a brief visit on 29/8, f/t Walton Wood while Dauphin VP-BUL, which has been with Multiflight for maintenance since 27/6 returned home to Stansted on 6/8.

On the 9th R.22B G-SIMS was noted f/t Durham/Tees while big brother, R.44 G-PIXL("Newsflight 02") called in for fuel while covering the Round Britain Cycle Race between Bradford and Sheffield on 31/8. Hughes 369E G-CCKS, which is a new local resident was noted on 23/8 when it arrived from the Lake District, later heading to Sherburn.

All the others were the usual suspects, however one of these R.44 G-HRPN was engaged in some night training on 22/8 when, after completing 10 circuits between 2100 and 2200 it then left on a navigational exercise to Beverley and Doncaster before finally arriving back here just before midnight!

Military. Just one Saudi Air Force Hercules this month, 474("RSAF 907"), which arrived from Pisa on 3/8 before heading to Gander on 5/8 only to return from Gander on 9/8 and route to Catania on 11/8. Two RAF examples both made nocturnal visits with XV294("Ascot 673", f/t Lyneham) arriving at 3.30am on 8/8 and ZH881("Ascot 5577", Hanover – Lyneham) arriving just before 2.00am on 31/8. Irish Air Corps King Air 200, 240 was in evidence again this month, routing from Aberdeen to Baldonnel on 9/8. Sea King XZ589("SRG 128") called in for a fuel top-up on 26/8, from Airedale General Hospital to Rochdale while the other two visitors in this section were Islanders. Army Air Corps example ZG844 made three visits, on 4/8 Belfast – Brize Norton("Armyair 585"), on 6/8 Belfast – Netheravon("Armyair 598/598A") and on 8/8 Wattisham – Belfast("Armyair 585"). From 25/8 until the end of the month RAF BN.2T ZF536 was virtually based here while carrying out local surveillance flights. It arrived from Northolt on 25/8 as "Ascot 7996" and was flying virtually all day, every day, calling at Blackpool on some occasions for fuel. The aircraft departed back to Northolt on 31/8 as "Ascot 7982".

Residents. The Dauphin N111EP returned from Oxford on 18/8 resplendent in a new black and orange colour scheme. The aircraft was reregistered G-OLNT a couple of days later and will join/replace Twin Squirrel G-LNTY operating with LNT Helicopters. We can also record a couple of departures this month, the former Driver Hire Group R.44 G-DRIV has moved to a private site at Easingwold while DFS Furniture's Augusta A.109S G-GRND has joined its stable mates at East Midlands.

Trevor Smith

Bmi REGIONAL Embraer (G-RJ—/G-CC(YH)) operations(cx- cancelled flight):-

	GLASGOW			EDINBURGH				PARIS/LBG			BRUSSELS		
	1XV/ 1VX	2XV/ 6VX	3XV/ 3VX	403/ 404	409/ 410	405/ 406	407/ 408	493/ 494	495/ 496	497/ 498	611/ 612	613/ 614	615/ 616
01	XA	XF	XF	YH		YH	YH	XF	XA	XA	XL		XL
02	YH	YH	YH	XF		XF	XF	XA	XA	XA	XL		XL
03	XA	YH	YH	XF		XF	XF	YH	XA	XA	XL		XL
04	XF	XA	XA	YH		YH	YH	XA	XF	XF	XL		XL
05								XL					
06			XI				XL		XA	XA			XD
07	XI	XD	XD	XA		XI/XB	XB	XD	XA	XA	XL		XL
08	XD	XA	XA	XB		XD	XD	XA	XB	XB	XL		XL
09	XA	XA	XA	XD		XD	XD	XB	XB	XB	XL		XL
10	XB	XA	XA	XD		XD	XD	XA	XB	XB	XL		XL
11	XA	XB	XB	XD		XD	XD	XB	XA	XA	XL		XL
12								XL					
13			XD				XL/XK		XH	XH			cx
14	XH	XE	XE	XD		XD	XD	XE	XH	cx	XK		XK
15	XD	XD	XD	XE		XE/XI	XI	cx	XH	XK	cx		cx
16	XH	XD	XD	XD		XH/XF	XF	XI	XI	XI	XK		XK
17	XI	XF	XF	XF		XI	XI	XD	XD	XD	XK		XK/cx
18	XF	XD	XD	XI		XI	XI	XD	XF	cx	cx		XF
19								XL					
20			XI				XL		XL	cx			XF
21	XI	YH	YH	XF		XI/XH	XH	XI	XF	XF	XL		XL
22	YH	YH	YH	XH		XH	XH	XF	XF	XF	XL		XL
23	YH	XF	XF/XG	XH		XH	XH	XF	YH	YH	XL		XL
24	XG	YH	YH	XH		XG	XG	YH	XH	XH	XL		XL
25	YH	XG	cx	XG		YH	YH	cx	XH	XH	cx		XK
26								XK					
27			cx				XK		XB	cx			cx
28	cx	cx	cx	cx		cx	cx	cx	XB	XB	XK		XK
29	XE	XE	XE	XG	XG	XB	XB	XB	XG	XG	XK	XK	XK
30	XE	XK	XK	XB	XB	XE	XE	XE	XB	cx	XK	cx	XB
31	XE	XE	XE	XG	XG	XB	XB	XB	XG	XG	XK	XK	XK
	1VX/ 1XV	2VX/ 6XV	3VX/ 3XV	403/ 404	409/ 410	405/ 406	407/ 408	493/ 494	495/ 496	497/ 498	611/ 612	613/ 614	615/ 616

OTHER FLIGHTS

- 04 YH('9853, t. Heathrow), XA('9854, t. Manchester)
- 05 XF('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow)
- 06 YH('4JL/'2LJ, f/t Heathrow), XI('7JL, f. Heathrow), XA('9873, f. Manchester), XD(9871, f. Aberdeen)
- 11 XD('9853, t. Heathrow), XB('9854, t. Manchester)
- 12 XA('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow), XB('8JL, f. Heathrow)
- 13 XB('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow), XD('7JL, f. Heathrow), XH('9873, f. Manchester), XE('9871, f. Aberdeen)
- 18 XD('9854, t. Manchester), XI('9853, t. Heathrow)
- 19 XF('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow), XA('8JL f. Heathrow), XL('9162, f. Aberdeen)
- 20 XA('01J/'4JL, t/f Heathrow, '9171 t. Aberdeen), XI('7JL f. Heathrow), XF('9871, f. Aberdeen) YH('9172, f. Aberdeen)
- 21 YH('9111, t. Aberdeen), YH('9112, f. Aberdeen)
- 25 XL('9151, t. Aberdeen), XK('9152, f. Aberdeen), XG('9854, t. Manchester), YH('9852, t. Aberdeen)
- 26 XH('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow), YH('8JL, f. Heathrow)
- 27 YH('01J, t. Heathrow, '4JL/'2LJ, f/t Heathrow), XB('9873, f. Manchester), XE('9871, f. Aberdeen) XG('7JL, f. Heathrow)
- 30 XG('9131, t. Aberdeen), XG('9132, f. Aberdeen)

EASTERN AIRWAYS Jetstream 41 (G-MA—/G-CD(YH/YI)) operations(cx- cancelled flight):-

	ABERDEEN			SOUTHAMPTON				INVERNESS		
	11JE/ 12JE	13JE/ 14JE	15JE/ 16JE	470C/ 471C	472C/ 473C	474C/ 475C	476C/ 477C	92CD/ 93CD	94CD/ 95CD	
01	JF/JJ	JT	JT/JD	JT		JJ	JJ	JJ		
02	JD	JD	JD	JJ/cx		<u>cx</u> /JJ	JJ	JD		
03	JD	JU	JU	JJ/JB		JD	JD	JD		
04	JD	JU	JU	JU		JD/JP	JP	JD		
05										
06							JP			JP
07	JP	JU	JU	JU		JP	JP	JP		
08	JP	JP	JP	JU		JU	JU	JU		
09	JU	JP	JP	JP		JU	JU	JU		
10	JP/JD	JU	JU/JN	JU		JD	JD	JD		
11	JD	JN	JN	JN		JD	JD	JD		
12										
13							JN			JN
14	JD/JB	JN	JN	JN		JB	JB	JB		
15	JB	JN	JN	JN		JB	JB	JB		
16	JN	JB	JB	JB		JN	JN	JN		
17	JB	JB	JB	JN		JN	JN	JN		
18	JB	JN	JN	JN		JB	JB	JB		
19										
20							JN			JN
21	JB	JN	JN	JN		JB	JB	JN		
22	JB	cx	JN	JN		JB	JB	JN		
23	JB	cx	JN	JN		JB	JB	JB		
24	JB/JG	cx	JT	JN/JT		JG	JG	JG		
25	JT/JJ	cx	JG	JG		JJ	JJ	JJ		

26									
27						JG		JG	
28	CX	JJ	CX	CX	CX	CX	JG		
29	JG	CX	JG	JJ	JJ	JJ	JJ		
30	JG	JJ/CX	CX/JC	JJ	JG	JB	JG		
31	JB	JC	JC	JC	JB	JB	JB		
	11JE/	13JE/	15JE/	470C/	472C/	474C/	476C/	92CD/	94CD/
	12JE	14JE	16JE	471C	473C	475C	477C	93CD	95CD

SUNDAY. F/T Aberdeen(14JE/15JE):- 06 'JG; 13 'JF; 20 'JF; 27 'JB

Other Flights:-

03	JB('047P, t. Humberside), JU('045P, f. Humberside)
14	JB('226, t. East Midlands, '021P, f. East Midlands)
23	JN('01T, crew training)
30	JG('036P, t. Humberside), JB('035P, f. Humberside)

Jet 2 News. Nothing much to report this month apart from the fact that 737/300 **TF-ELO** has moved into Newcastle to operate flights from there, replacing MD-83 **SE-RBA**, of Nordic Leisure which has been on lease. Of the other 737s **G-CELB** positioned from Leeds to Nice on 4/8 to rescue passengers from **G-CELH** which had gone u/s on arrival from Manchester. 'LB operated the return flight to Manchester and remained based there covering for 'LH on flights from there, while 'LH positioned to Leeds in the early hours of the 5th and went to Multiflight for repairs. However, after several days and a couple of local air tests the fault could not be rectified so the aircraft positioned to Lasham on 10/8 for some major surgery. Meanwhile **G-CELI** positioned from Manchester to Leeds on 8/8 to operate from here until 12/8 when it was swapped with G-CELB, which resumed flight from Leeds. **G-CELC** was swapped in Nice with Leeds based **G-CELU** on 1/8 and operated flights from Leeds until 8/8 when it was swapped back, again in Nice. **G-CELJ** was swapped Leeds based **G-CELS** in Murcia on 4/8 and apart from a couple of days mid-month 'LJ was utilised on flights from here. One of its jobs was to position to Riga on 10/8 to transport Newcastle United back home following their UEFA Cup match. Leeds based **G-CELV** positioned out to Newcastle on 19/8 to cover flights from there but was back home to next day. Finally just a snippet regarding the 757s **G-LSAE** is due to be delivered to Leeds mid September and will be based here.

Trevor Smith



HELICOPTER ACTIVITY

03/8	G-GSPY	R.44	Sherburn – Huddersfield – Goodwood
	G-CPTS	Jet Ranger	Skipton – Emley Moor and return
	G-CBGZ	Gazelle	Dundee – Whitby(due weather) – Fenland
05/8	G-FIBS	Twin Squirrel	Site 5 S/E Leeming – Kirklington(N. Yorks)
	G-OSSI	R.44	Packhouse Manor(Outlane) – Shelf
06/8	G-RFUN	R.44	Cranfield – Sheffield
07/8	G-TGRZ	R.22B	Site 2/S Sheffield – Shobdon
	G-LNTY	Twin Squirrel	LBA – Hull(BP Site, then survey along Humber)
	G-RKEL	Jet Ranger	Brighton – Tockwith(York)
08/8	G-OLIZ	R.22B	Emley Moor – Brighton – Towton
10/8	N449J	Agusta A.109E	Dublin – Hull – Elstree – Barnsley – Dublin
	G-GBRU	Jet Ranger	Helmsley – Felixkirk – Bagby(Refuel)
	G-LOCO	R.44	Dunsville – Carcroft – Hatfield
12/8	YU-HEI	Gazelle	Lake District – Rotherham
14/8	G-CBGZ	Gazelle	Filey – Fenland
	N449J	Agusta A.109E	Dublin – Barnsley – Garforth(Leeds)
	G-SCOI	Agusta A.109E	Sherburn Village – Sherburn – Warrington
15/8	G-CDSU	R.22B	Leyburn – Chorley(nr. Preston)
	G-GDSG	Agusta A.109S	Luton – Rudding Park(Harrogate)
	G-SHAN	R.44	Beverley – Denham
16/8	G-WALI	R.44	Winchester – Middlethorpe Hall(York)
	G-FABI	R.44	Sherburn – Easingwold
	G-BZVD	Gazelle	Lambourne – Leyburn
17/8	N109AR	Agusta A.109A	Bristol – Wetherby
20/8	G-SDCI	Jet Ranger	Tollerton – Harrogate
	N120HH	Bell 407	Site in Essex – Sandtoft – Prestwick
21/8	G-MLTY	Dauphin	LBA – Yarm – Long Marston
	G-NUTY	Squirrel	Keighley(Low level filming) – Coney Park
22/8	G-DRIV	R.44	Sherburn – Walton Wood – Knaresborough
23/8	G-ULES	Twin Squirrel	Holym(Drop pax) – Humberside(fuel)
	G-EMHB	Agusta A.109B	“Costock 40”, Costock – Brighouse
	G-RCNB	Eurocopter 120B	Deenethorpe – Sutton-on-Derwent
	G-OJRH	R.44	Emley Moor – Doncaster
24/8	G-EDES	R.44	Sandtoft – Site 2/N Knaresborough
	G-TGRA	Agusta A.109E	Site S/Hartlepool – Redhill
26/8	G-HELE	Jet Ranger	Dundee – Gamston(Refuel)
27/8	N500XV	MD-500	Delph – Beverley Race Course
28/8	G-OEAT	R.22B	York – Didcot
29/8	G-CPOL	Twin Squirrel	Battersea – Ripon Race Course
	G-XOIL	Twin Squirrel	Barnard Castle – Gamston(Refuel)
	G-BZRN	R.44	Kendal – 4/N Northallerton – Bagby
	G-DRIV	R.44	Ripon Race Course – Easingwold
30/8	G-OMCC	Twin Squirrel	Blackpool – Site N/W Sheffield
	G-GDSG	Agusta A.109S	Tring – Doncaster
	G-GRND	Agusta A.109S	Redhouse(Doncaster) – Wetherby – Chesterfield
	G-GATE	R.44	Teesside – Woodhall Spa
	G-WCRD	Gazelle	Sherburn – Pickering

31/8 G-STRL	Twin Squirrel	Wistow(Selby) – Glenn Eske (Scotland)
G-GLIB	R.44	Garnston – Ramskill – Seamer

The former Leeds resident R.44 G-DRIV has moved and now lives at a private site at Easingwold. Also new in the area is Hughes 369D G-CCKS which has been noted at Sherburn as well as the private site at Drighlington where Schweizer 269C G-JMDI lives. Jet Ranger G-OPEN in confirmed as living at Huthwaite.

The Hughes 369E G-BTRP, which has been based at Fulford, York for numerous years had been replaced by Augusta A.109E N709AT.

Operating in the area on 31/8 was R.44 G-PIXL("Newsflight 2"), covering the Round Britain Cycle Race. The race left Bradford around 1000 passing LBA around 1030 before routing via Harrogate and Wetherby before routing with Pontefract to eventually finish the stage in Sheffield.

LOCAL AIRFIELDS

Askern:- Based Zenair Zodiac G-YOXI was the aircraft which crashed near to the M.18 Junction 1 on 25/8 resulting in the death of Brian Yoxhall, the owner of the aircraft and another local man. The aircraft came down in a farmers field shortly after 4.00 p.m. after hitting power lines and was destroyed in the resulting fire. A new resident is Rotorsport UK MT-O3 Gyrocopter G-CDZZ.

Bagby:- Noted on several occasions operating from here this month was Tri Kiss G-BZDR, so may now be resident. On 1/8 Mooney M.20J D-EKUR was logged outbound to the Scilly Isles while the 20th saw the arrival of C.182P N1424C for a night stop before routing to Gloucester. Vintage Puss Moth G-AAZP was noted on 25/8 routing outbound to Hungerford. Visitors:- 4/8 G-BYJF Thorp T.211, G-RABA FR.172H; 5/8 G-RAMI Jet Ranger(Refuel); 7/8 G-IIMT Midget Mustang(f. Hinton-in-the-Hedges), G-BPMF PA-28; 10/8 G-OMLS Jet Ranger; 16/8 G-JBDH DR.400, G-KNEK Grob 109, G-BRLR PA-38; 18/8 G-BARC FR.172J(t. Gloucester); 20/8 G-DMRS R.44; 24/8 G-BXHY Europa, G-HULL F.150M; 26/8 G-ESME C.182RG(t. Draycott Farm), G-DRAG C.152 Taildragger; G-AVWV PA-28R; 27/8 G-BWON Europa, G-WAVS PA-28, G-SACB C.152, G-CCWM DR.400, G-RFSB RF.5(f. Sibson), G-RONS DR.400(f. t Swansea, n/s); 28/8 G-BUVA PA-22; 29/8 G-BZBU R.22B(Refuel).

Barnard Castle:- Landing at a strip near here on 20/8 was Be.36TP N836TP, from Barton.

Beverley:- An unusual arrival here on 15/8 was DH.104 Dove G-HBBC, which arrived mid morning from Compton Abbass. Visitors:- 4/8 G-BCWB C.182P(t. White Waltham); 5/8 G-ARAW C.182C; 6/8 G-RVDR RV.6, G-BPLZ Hughes 369E; 16/8 G-BGAE C.152; 22/8 G-CBBS Bulldog, G-BMLK Grob 109; 31/8 G-HIPO R.22B

Brighton:- An interesting arrival on 21/8 was Swailsong G-AYDV which was in formation with Thorp T.211 G-TZII and returning from the PFA Rally at Kemble. Spitfire G-OXVI did a beat up on the 24th while routing from Duxford to Linton. Visitors:- 6/8 G-BXTD Europa(f. Hucknall), G-SHSP C.172S, G-ORAY F.182Q, G-BUJJ T.67M; 9/8 G-AXDW Pup(f. Cranfield); 16/8 G-CBZG Coyote; 24/8 G-BYJF Thorp T.211, G-ARAW C.182C; 27/8 G-BLYE TB.10.

Cadwell Park:- The racing circuit played host to the Superbike racing over the Bank Holiday weekend with several helicopters noted. Squirrel G-IFBP arrived from Penrith on 26/8 and stayed for the weekend while on 28/8 the following were logged:- G-FOFO R.44, G-OJAZ R.44, G-MLTY Dauphin, G-USTS A.109E and G-ZZLE Gazelle. On the 27th the Yorkshire Air Ambulance G-SASH arrived to transport a badly injured rider to Leeds General Infirmary, however he unfortunately later died.

Coal Aston:- MCR.01 Banbi G-CBNL has taken up residence here while a visitor on 27/8 was C.152 G-JIMH from Andrewsfield.

Crosland Moor:- Resident Skyranger G-PSKY was badly damaged in a forced landing near Diggle, Rochdale on 23/4 after losing engine power due to water contamination. The aircraft bounced on landing and ended up straddling a dry stone wall, fortunately with no serious injuries. Visitors:- 8/8 G-SMRS C.172F(To Leicester); 16/8 G-BFXW AA-5; 20/8 G-WOOD Baron; 22/8 G-BLTK Commander 114; 24/8 G-BXHY Europa; 25/8 G-BOUE C.172N; 26/8 G-BMFD Aztec("Goldair 03", f. Biggin Hill); 27/8 G-BBBK PA-28; 30/8 G-FAIR TB.10(f. Rochester).

Devonshire Arms(Bolton Abbey):- MD. 500 N322MC was noted on the 8th routing out to a site near Preston. Visitors:- 3/8 G-NICI R.44(f. Blackburn); 4/8 G-CDKU R.44; 7/8 G-STER Jet Ranger; 9/8 G-OLOW R.44; 13/8 G-JIVE Hughes 369E(Also 23/8); 15/8 G-DCSE R.44(Also 26/8), G-DGHD R.44;

16/8 G-FABI R.44(f. Easingwold); 20/8 G-HMPH Jet Ranger(t. Harewood); 20/8 G-MAYB R.44(f. South Milford), G-RAMI Jet Ranger; 23/8 G-DHGD R.44("Jockey 1"), G-GSPY R.44("Jockey 2"); 24/8 G-SBAR R.22B; 25/8 G-HMPH Jet Ranger(f. Anglesey); 28/8 G-SIMS R.22B(f. Whitby).

Doncaster:- Once again a sparse review for this month:- 3/8 G-SGEC King Air 200; 6/8 G-BYKB Commander 114, N338DB PA-46; 10/8 N304JC Citationjet; 14/8 D-CVHI Lear Jet 60; 16/8 N46PJ Citation 2; 17/ N66DN Lear Jet 45, EI-SBP Cessna T.210M; 23/8 N909PS Citation; 30/8 VP-CMR Gulfstream 4, N54JC Challenger, G-EIRE C.182T. Returning to last month with a few more highlights, 737 EC-GNY was based all month operating for Thomson, who also used MD.83 9A-CDC on 5/7. Airbus 321s F-GYAP(5/7) and F-GYAZ(10/7) of Air Mediterranean operated charters as did Greek Airways 757 SX-BLX on 22/7 and 30/7. Hawker 1000A A6-ELB visited on 8/7 and Challenger A9C-BXB was noted on 20/7. Other visitors included, 4/7 D-ITAN Citationjet, CS-DFR Citation XL, CS-DMM Hawker 400XP; 6/7 CS-DXB Citation XLS, OE-HTG Dornier 328Jet; 12/7 CS-DXA Citation XLS; 14/7 LX-GDX Citation XL; 16/7 D-CDDD Citation XLS; 17/7 VP-BKZ Gulfstream 5; 18/7 D-INOC Citationjet, F-GALP King Air 100; 19/7 D-IGME Citationjet, HB-VNS Citation XL; 29/7 OO-SAV Citation XL.

East Kirkby:- After a long time of inactivity Cessna 170 G-APVS took to the skies on 24/8 enroute to Jersey.

Eddsfild:- A new inmate here is Robin DR.400 G-GCUF which was delivered from Exeter in mid June. Also appearing to be a possible new resident is GlaStar G-GERY, which has been noted on numerous occasions this month. Early evening on 17/8 Robin DR.500 D-EPHN was noted departing to Perth. Visitors:- 5/8 G-LANE F.172N, G-BNXM PA-18; 6/8 G-LVES C.182S; 20/8 G-RIVT RV.6; 24/8 G-NBDD DR.400; 25/8 G-ROOK F.172P(t. Millfield); 26/8 G-DEXY PA-28(t. Fowlmere); 27/8 G-JAST M.20J(t. Elstree); 28/8 G-ROLY F.172M.

Elvington:- The Great Yorkshire Air Show took place on the weekend of the 19th/20th but I'm sure this will be covered elsewhere in the magazine. A rare machine visiting on 24/8 was Westland Scout G-NOTY, which arrived from Marlborough. Visitors:- 6/8 G-SHSP C.172S; 7/8 G-BCKS Fuji 200(f. Dunkseswell); 16/8 G-AXDW Pup(f. Cranfield), G-BODD PA-28(Circuits); 23/8 G-LOCO R.44; 24/8 G-BVWZ PA-28R.

Fadmoor:- On 30/8 Maule MX-7 G-URUS was noted heading outbound to Thruxton.

Full Sutton:- Visitors:- 4/8 G-BWBZ ARV.2(f. Stoke Golding); 5/8 G-BYBZ Jabiru(f. Lt. Gransden); 7/8 G-GEMM SR.20, G-CCFU DA.40; 8/8 G-CCZA Rallye; 19/8 G-FABI R.44.

Gamston:- It has been reported in Humberside Air Review that resident Cessna T.310R N234SA was involved in a fatal accident in France some time in late July. The Isaac's Spitfire G-BBJI was written off here on 20/7 when, after start up and with the cockpit unoccupied the aircraft ran off and struck a hangar. Aircraft delivered to the Diamond agency this month included, Twin Stars G-EGNA(2/8), G-IANV(5/8), G-OCCW(18/8), G-OCCX(23/8) and G-OCCY(22/8). DA-42 G-RASA was noted inbound from Groningen on 21/8. A further new resident is R.44 G-OJAZ. Former Leeds resident Citation XL G-CFGL has left for the USA where it has been reregistered N122AB. Noted visiting on 9/8 was SR.22 N800C, which arrived from Sherburn and on 20/8 Beech Sierra N39TA was in evidence. A pair of Citation visitors were N46PJ, a '2SP version on 18/8 and N58HK an Ultra which was noted outbound to Hawarden on 26/8. Beechjet N79EL made two visits on 22/8 and on 25/8 SR.22 N23AM was logged. The star visitor this month however was LET 200D Morava OK-RHJ which arrived on 24/8 from Ronaldsway, where it is a new resident. Visitors:- 3/8 G-HEVN TB.200, G-OSSI R.44; 4/8 G-GPMW PA-28RT, G-BYEO Zodiac; 5/8 G-BDSH PA-28; 6/8 G-BRPK PA-28, G-GCCL Duchess; 8/8 G-SMRS C.172F; 9/8 G-PJCC PA-28(t. Stapleford); 10/9 G-BAGN F.177RG; 16/8 G-BTUZ AA-5B(f. Sleep); 19/8 G-DNKN DA-40; 20/8 G-BWFP YAK 52(f. Spanhoe), G-GBMR King Air 200; 21/8 G-BWFZ Rebel.

Grassthorpe Hall(Newark):- Netherthorpe based Cessna 172N G-SEVE landed here on 1/8 and on 28/8 PA-22 G-BUVA called in while routing to Bagby.

Grindale:- The two C.206 fuselages of G-BRID and G-STAT are reported to have gone to Langar.

Harewood:- Visiting the home of G-THIN on 31/8 was Cessna 182RG G-OZOI from Blandford Forum.

Humberside:- The unidentified Dash 8 using call sign "De Havilland 01" which was on demo to Eastern last month turns out to have been series 311C-FFPA, which is eventually destined for operation by Air Nelson in New Zealand. The aircraft arrived via Reykjavic on 11/6 and after staying overnight departed to Aberdeen then onwards back to Canada via Reykjavic. Visitors:- 10/8 XS738 Dominie("Cranwell 82", ILS); 14/8 D-IZZY Avanti; 20/8 N59GG King Air 200; 22/8 N249SP T.210M(f. Perth); 24/8 N808HG Challenger.

Kirkbymoorside:- Noted visiting on 3/8 was DR.400 G-FTIL from RAF Wyton.

Leeming:- An unusual arrival here on the 7th was C.310Q G-XLKF, from Jersey.

Linton-on-Ouse:- There were visits by a few bizjets this month including, on 11/8 Citation Ultra HB-VNB ("Speedwings 043B") and a pair of Netjets aircraft Citation XL CS-DFQ "NJE553U" on 23/8 and unidentified "NJE 487B" on 24/8. Newcastle based Jet Provost G-BVEZ was noted visiting on 4/8 while Spitfire G-OXVI arrived from Duxford on 24/8 for an overnight stay. Cessna 310R G-BWYH("Saltyre 581") was also noted visiting on 31/8.

Mt Airey:- Recently completed X'Air G-CCKJ has been operating from here on its initial test programme so may be a new resident. String Carbon 45-QN("F-JFNL") arrived from Rufforth on 17/8. Visitors:- 3/8 G-BCVJ F.172M; 16/8 G-AKVN Aeronca Chief(f. Priory Farm); 30/8 G-BSPE F.172P.

Netherthorpe:- A new resident here in Vans RV-4 G-JIMZ along with EV.97 Eurostar G-CEBF. Visitors:- 5/8 G-ROLY F.172M; 6/8 G-PETH PA-24; 8/8 G-BIWN Jodel D.117, G-OLOW R.44; 12/8 G-BKGW C.152; 16/8 G-BMMP Grob 109; 20/8 G-CDZZ Gyrocopter; 26/8 G-FIII Extra; 28/8 G-BHEV PA-28R.

Pocklington:- Robin DR.400 G-CBMT was logged departing home to Crowfield on 21/8 while F.150L G-BBJX was noted on the 22nd and Jabiru G-BZAP on 27/8. On 28/8 Pawnee G-BFEV was noted heading home to Kirton in Lindsey.

Rufforth:- A new resident is Skyranger G-CDIU while possibly leaving was resident Eurostar G-CDAP which left for a private strip near Billericay. Logged arriving from its home at Beccles on 7/8 was Maule MX.7 N535TK. French microlight 45-QN("F-JFNL"), which is a TL Ultralight TL-2000 String Carbon arrived from Cambridge on 16/8 for a night stop. A rather larger visitor the next day was a Belgium registered King Air 200 using call sign "Skyservice 226/7". On 22/8 Be.36 N7205T was logged outbound to Tattenhill while Twin Star D-GBBB and PA-24 N218SA were also logged. Bringing passengers from and to Ireland for the races on 23/8 was Commander 690C N840PN. Visitors:- 1/8 G-SGEC King Air 200(t. Cork); 4/8 G-BZNY Europa(n/s), G-BWFZ Rebel; 6/8 G-CBBT Bulldog, G-BZNY Europa(t. Cambridge), G-TAA SR.20(f. Denham); 7/8 G-KHOM Dimona; 15/8 G-GYTO PA-28; 18/8 G-FANY Long Ranger; 19/8 G-BOJI PA-28; 20/8 G-AXNS Pup; 22/8 G-BFMH C.177B, G-PUSI C.303, G-BILU C.172RG; 23/8 G-BFIB PA-31, G-IDPH PA-28; 24/8 G-BWHF PA-31(f. Wolverhampton), G-BPYR PA-31("Synergie 270"); 25/8 G-INDC C.303(t. Turweston); 26/8 G-OBND PA-28.

Sandtoft:- The regular Duke N60NZ was in evidence on the 6th and again on the 20th. Islander G-AYRU diverted in for fuel on 16/8 while heading to Cumbernauld. Visitors:- 5/8 G-BUIF PA-28, G-CDAP Eurostar; 11/8 G-MAYB R.44, G-BTWF Chipmunk; 14/8 G-EEZZ Zodiac(f. Kirknewton); 16/8 G-WALI R.44(Refuel); 17/8 G-DAKO PA-28; 20/8 G-CLUE PA-34, G-CBXG T.600N, G-ZANG PA-28; 22/8 G-GERY GlaStar, G-PEGY Europa, G-WYSP R.44; 25/8 G-BVJN Europa; 26/8 G-CBBT Bulldog, G-RVDR RV.6; 31/8 G-CDJG Zodiac, G-EEZZ Zodiac, G-CCHO Quik

Sheffield:- On 7/8 King Air C.90 F-GETJ("CRF 7030") of Taxi Air Fret operated a charter, f/t Lille. Cessna F.172M PH-USC was noted on 16/8, from Stapleford to Den Helde and the same day Puma XW216("Vortex 346") called in for fuel having dropped a patient at Leeds General Infirmary. Lancair N350DG paid a visit on 27/8, from Blackpool and on 28/8 Gazelle HA-LFM visited TAME. Noted arriving from Biggin Hill on 29/8 was SR.22 N8159Q and on the 31st Premier 1 D-ISXT was logged visiting. Visitors:- 1/8 G-SOHO DA.40(f/t Biggin Hill), G-FRYI King Air 200("Lonex 833C"), G-BYCP King Air 200("Lonex 834M"); 3/8 G-AXJJ Pup, G-TROP T.310R; 4/8 G-BMOE PA-28R(f. Exeter); 5/8 G-BBDL AA-5; 6/8 G-AZCN Pup; 7/8 G-PASH Twin Squirrel; 9/8 G-HOLZ Jet Ranger; 10/8 G-BZDV Gazelle, G-RIKS Europa; 14/8 G-SLOK R.44(Refuel); 21/8 G-BSCE R.22B; 22/8 G-RACY C.182S, G-POPW C.182S; 24/8 G-OARI PA-28R(t. Cranfield), G-GDAV R.44, G-BZRN R.44, G-BNOJ PA-28; 25/8 G-BXOZ PA-28; 27/8 G-FOFO R.44; 28/8 G-BPNA C.150L; 31/8 G-MAMD King Air 200, G-PIXL R.44("Newsflight 2").

Sherburn:- Two aircraft noted regularly this month were R.44s G-FABI and G-THEL, both seeming to be resident. A late afternoon arrival on 7/8 was Jodel DR.221 HB-EMZ while visiting on 8/8 C.182T N5020A arrived from Aldeborough and the next day SR.22 N800C was noted. On 14/8 Sheffield based Mooney M20K N101UK was a visitor and an unusual arrival on 16/8 was Cessna TU.206G G-OLLS. This aircraft is a floatplane operated by Loch Lomond Seaplanes and in the evening it was operating for about an hour in the Harewood area, before returning for a night stop and heading back to Glasgow. Gazelle YU-HEI dropped in for a fuel top up on 17/8, likewise similar type HA-LFM on 19/8. Cirrus SR.22 N121HT was logged arriving from Gloucester on 24/8. The airfield had an open day, sponsored by Breitling on 20/8 with visits for display by a lot of the aircraft from the Elvington show plus others passing through and most of the residents of Brighton. Visitors:- 3/8 G-TJAY Tri-

Pacer(f. Narbath), G-TAMB/D Schweizer 333s; 4/8 G-BRSW Silvaire; 5/8 G-EDGE Jodel D.150(f. Wyton); 8/8 G-NEAT Europa(f. Sleaf), G-RIXS Europa; 9/8 G-BBCS DR.400; 11/8 G-CDKP Jabiru(f. Cumbernauld); 14/8 G-BPLH Jodel DR.1051; 15/8 G-CBBT Bulldog, G-WOOF Enstrom; 16/8 G-BPPY Schweizer 269C, G-BNEE PA-28R; 18/8 G-DMRS R.44(f. Sandringham) 19/8 G-GGTT Bell 47G; 20/8 G-GATE R.44, G-EJGO Zlin, G-DAVE DR.1050; 22/8 G-EYCO DR.400(t. Le Touquet), G-BUWK Coyote, G-OMHC PA-28R; 23/8 G-HPSE Commander 114(n/s); 30/8 G-APVF Putzer Elster, G-HIPO R.22B; 31/8 G-STRL Twin Squirrel(Refuel), G-RNCH PA-28(Weather div).

Sherburn(Stream Farm):- The home of Schweizer 269c G-ZBED and now also home, according to HAR, of a new maintenance company which currently houses another '269C D-HAEK, which is for British registry.

Stainbrook:- Skyraider G-CCXM landed at a strip here, described as near Teesside, on 14/8 from Banbury.

Sturgate:- Visitors:- 6/8 G-HOSS Beech F.33(f. Sleaf), G-PIKK PA-28; 7/8 G-WBVS DA.40.

Sutton Bank:- On 30/8 a 46 year old man from Bedford was seriously injured when the glider he was piloting, a Slingsby Lark crashed short of the airfield while inbound around 1900. He was airlifted to Leeds General Infirmary. The Bmi Siai SF.260B G-BAGB arrived from East Midlands on 4/8 and was later logged outbound to Bidford Gliding site near Birmingham. On the 30th Sturgate based PA-18 G-BROR was noted visiting along with RV.6 G-RDMS from Carlisle.

Walton Wood:- Just registered to Helicopter Maintenance here is R.22 Mariner G-CBXX. The wreck of Sherburn based R.44 G-RONN, which crashed at Netherthorpe is stored here while Jet Ranger G-SPYL is here reported by HAR as being prepared for export to the Seychelles. On the 1st Cessna F.172L G-AZZV arrived from Maypole Farm and was later utilised on a banner towing mission over Dewsbury. Gazelle YU-HEY was a visitor on 4/8, from Hartlepool and was also noted on the 9th. Visitors:- 1/8 G-BPTZ R.22B, G-WAGS R.44, G-HRPN R.44; 2/8 G-PEPL MD.600N(t. Manchester); 10/8 G-STER Jet Ranger; 12/8 G-MAYB R.44; 23/8 G-DCSE R.44(f. Yarm); 29/8 G-TINK R.22B, G-CBVI R.44(f. Hawarden), G-OAWD Squirrel.

Wickenby:- Pitts Special N5329X, a new import was logged on 25/8, outbound to Old Buckenham. Visitors:- 3/8 G-PHUN FRA.150L; 5/8 G-OBMS F.172N; 6/8 G-CBMT DR.400(f. Crowland); 19/8 G-ORAY F.182Q; 21/8 G-FABI R.44; 24/8 G-RIXS Europa.

Wombledon:- On 7/8 Polly Valcher arrived in her PA-28 G-FRGN, which she used on her round the world trip, and after a night stop departed to a private strip near Benson. Europa G-CCFK was logged on 14/8 heading home to its private strip at Humbleton near Hull. Visitors:- 4/8 G-BWBZ ARV.2; 6/8 G-BKEK PA-32(f. Hum); 18/8 G-AVXF PA-28R(f/t North Weald, n/s).

Yearby:- Visiting the strip here near Redcar on 22/8 was Mainair Blade G-CBKN, from Headon and on 27/8 BD.4 G-BOPD, Tailwind G-BOHV and RV.9 G-CDMF were all noted.

York Race Course:- For the Ebor Meeting the course set up a fully manned heliport as was used for the Ascot meeting. The call sign for the field was Ebor Radio and frequency 132.9 was utilised for inbound helicopters landing on runway 18/36. As with "Ascot" all helicopters were allocated a "Jockey" callsign with a few examples being '1 G-DGHD, '2 G-GSPY, '6 G-RAMI, '7 N800HL, '8 G-SCOI, '16 G-GDSG, '20 G-LIMO, '21 G-LEEZ and '22 G-WYSP.

OVERFLIGHTS

First a correction to last month's report, the Czech microlight mention was in fact OK-CUD 02, not 22, and was a LET-Mont Taulak, looking a bit like a Piper Super Cub.

02/8	N184CD	Cirrus SR.22	Cambridge - Ronaldsway(5/S LBA 0951 @ 3000')
03/8	D-EACN	PA-28 Warrior	Oban - Sywell(4/W LBA 1755 @ 3000')
04/8	N27MW	Be.58 Baron	Durham/Tees - Fair Oaks(York 1558 @ 5500')
05/8	*G-PTWB	Cessna T.303	Durham/Tees - Denham(York 1759 @ 3000')
07/8	G-HACE	Vans RV.6A	Wick - Tollerton(LBA 1333 @ 3000', delivery?)
09/8	F-PCRT	Jodel DR.1053MV	Le Havre - Durham/Tees(Hull 1420 @ 2000')
	G-CHCT	Agusta AG.139	North Denes - Blackpool(6/S LBA 1452 @ 3000')
10/8	OO-TMM	Beech Sierra	Inverness - Wevelgem(York 1512 5000')
	PH-COL	Lancair LC.250	Durham/Tees - Filton(6/W LBA 1536 @ 2500')
12/8	HA-YAK	YAK 18T	Stoke Golding - Fishburn(York 1149 @ 2000')
16/8	N9SZ	Cirrus SR.22	Over LBA 1320 @ 5000' enroute to Stornaway
	D-ECNP	Cessna T.210K	Southend - Stornaway(Hull 1324 @ 3000')

28/8	N6504K	Columbia 300	Blackpool – Lelystad(5/S LBA 1710 @ 3000')
29/8	N400UK	Columbia 400	Biggin Hill – Durham/Tees(York 0915 @ 4000')
31/8	N6024P	Cessna 172S	Over Hull 1114 @ 4000' enroute to Ostend
	G-BCLD	Sikorsky S-61N	Aberdeen – Norwich(Scarboro', 1553 @ 1500')
	N971RJ	Twin Comanche	Wick – Biggin Hill(York 1819 @ 5000')

* I have included Cessna 303 G-PTWB in the listing as this aircraft crashed on arrival at Denham resulting in the pilot being seriously injured and his five passengers also suffering injuries of varying degree. The aircraft, which was carrying officials of Swindon Town F.C. who had been to watch their match with Hartlepool, came down in trees on a golf course adjacent to the airfield and was totally written off.

On 24/8 the Russian Antonov 30 RA-30078("Open Skies 33F") which is used for the open skies flights was operating in our area. It passed over Leeds at 1105 flying at 5000' and although I could hear it rumbling overhead I couldn't see it as I was looking into the sun. It flew North from here before turning East just short of Leeming and then routing South down the coast.

Trevor Smith



CONEY PARK

06/08/06	G-OMLS	BELL 206B JETRANGER 2	11:15	11:25
09/08/06	G-OMLS	BELL 206B JETRANGER 2	10:55	14:15
10/08/06	G-OMLS	BELL 206B JETRANGER 2	09:00	09:15
10/08/06	G-OMLS	BELL 206B JETRANGER 2	11:00	11:45
11/08/06	G-NOIR	BELL 222	09:30	09:40
16/08/06	G-IANW	AS350B3 ECUREUIL	16:00	16:30
16/08/06	G-TKNT	AGUSTAA109A II	16:35	07:30 ^{N/S}
17/08/06	N7242N	AGUSTAA109	16:13	16:25
18/08/06	N7242N	AGUSTAA109	17:50	18:00
21/08/06	G-NUTY	AEROSPATIALE AS350B ECUREUIL	16:05	16:35
24/08/06	G-REGE	ROBINSON R44 RAVEN	11:30	12:00
29/08/06	N7242N	AGUSTAA109	14:26	14:36
30/08/06	G-FCKD	EUROCOPTER EC.120B	12:45	14:00

NB: Last month on the 28/07/06 registration G-XBUF was a mistake on the movement sheet for Coney Park and should have been G-BXUF (Agusta-Bell 206B Jetranger II)

Geoff Ward



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Jet2 received fourth Boeing 757, G-LSAD at the beginning of August. The aircraft features a white fuselage and was delivered straight to Manchester to commence operations from there. The fifth example is now in service at LBA and has been registered G-LSAE. This aircraft is painted with the more traditional silver fuselage. The aircraft arrived on 13 September. First revenue service was LS257 to Palma on Friday 15 September.

Esperia is new low cost airline setting up at London Manston Airport with McDonnell-Douglas MD-83 Aircraft. The airline's website www.esperia.co.uk/ originally had a Leeds/Bradford route listed on it. Flights are scheduled to commence on 1 December 2006, bookable at travel agents or on-line after 10 October 2006. The main website has been edited and now does not mention LBA, but if you click on "Book Online" Leeds still shows as an option. I await developments with interest!

July was yet again another record breaker for passengers at LBA. Press Release as follows:
Monthly Record Broken as LBA Hits 300,000 - 13 August 2006

July 2006 proved to be the most popular month in Leeds Bradford Airport's 75 year history, as 309,329 passengers passed through the terminal doors. This is the first month that the airport has handled over 300,000 passengers, which, as well as being an LBA record, is also a 10% increase over the same period last year.

This figure has contributed substantially to the 1,592,814 passengers that have utilised services from LBA so far this year, and the airport is well prepared for an even busier August.

Ed Anderson, Managing Director comments, "All airport staff, business partners, airlines and tour operators are working extremely hard to ensure that passengers experience a smooth transition when flying from LBA. The 300,000 passenger mark is a credit to all involved and we look forward to welcoming even more passengers in the not too distant future".

Jet2 have announced three new services from LBA since my last section was published. First to be announced was a service to Krakow in Poland. The flights are targeted at Polish workers working in Yorkshire, who apparently originate from the Krakow area, hence the service is routed here and not Warsaw.

Now! Krakow from Leeds Bradford - 10 August 2006 - Jet2.com announces cool Krakow flights; £14.99 intro Fare!

It's time to get 'kraking' as the North's low cost airline, Jet2.com, today announced that Europe's hippest city destination, Krakow, in Poland, will be the airline's latest route when services from Leeds Bradford get under way this October. The airline will be the only carrier in Yorkshire to offer a service to this dazzling new destination, with inaugural flights taking off on the 31 October.

A special introduction fare of an incredible £14.99 each way will be available for every seat on the first two flights: this fantastic offer is expected to sell very fast and will end on Monday 14 August. The standard fare will start at a highly competitive £19.99 - all fares are one way, inclusive of taxes. Two flights a week will link Yorkshire with this superb short break destination, giving residents unparalleled opportunity to explore what is Eastern Europe's hottest emerging city known for its art and architecture, from baroque to Art Nouveau, renaissance to Gothic. Jet2.com boss, Philip Meeson, said: "I am absolutely thrilled to launch our services to Krakow. This is our first route into Poland and our introductory fare of £14.99 is so low you'd be *krakers* to miss out on it. Krakow is undeniably a fantastic destination, with historic city fortifications surrounding a centre that has deservedly been on UNESCO's World Heritage list for over 25 years.

"What's more, the city can hold its own against Prague when it comes to some of Eastern Europe's finest art, architecture and beer. The latter is even cheaper than Prague's, at just about £1 a pint, guaranteeing a visit to this gem of a city will be a trip to remember. Hip bars and sophisticated restaurants aside, Krakow has everything you could possibly need to have a fabulous short break and with Jet2.com flights starting from just £19.99, there has never been a better time to explore

Eastern Europe's rising star. What's more, with our low cost fares and excellent service, Polish residents in Yorkshire can now easily and affordably visit family and friends back in Poland and we're proud to be making it easier for families to get together again."

Krakow is awash with spectacular monuments, including Europe's largest medieval town square, Główny Square, the imposing Wawel castle that dominates the city, magnificent churches and a sublime cathedral to boot. Visitors can also take a day trip to the Wieliczka Salt Mines - at over 800 years old and containing underground chapels, ballrooms and meeting halls, these salt mines have been named one of the Wonders of the World. For a more modern historic experience, Krakow is just 60km from the infamous former Nazi German concentration camp of Auschwitz - more than 25million people have now visited the memorial. It serves as a sombre reminder of the suffering that many people experienced in the struggle for a peaceful and united Europe.

Next came the announcement of a new service to Valencia:

New from Yorkshire - Leeds Bradford to Valencia - 6 September 2006 - Fantastic City Break and Holiday Destination from only £39.99 one way including taxes. Many of Jet2.com's Spanish summer 2007 flights also on sale now with more to come.

The news beach lovers and sailing enthusiasts have been waiting for has arrived, with Jet2.com, Yorkshire's low cost airline, announcing that flights for its 25th destination from Leeds Bradford - Valencia - will get underway from 18 May 2007. Prices start from just £39.99 one way inclusive of taxes.

With the America's Cup visiting Europe for the first time in its 152 year history and Valencia the proud host, Jet2.com has introduced flights from Leeds Bradford to meet the anticipated large volume of passengers keen to sample the yachting action and one of Spain's hippest destinations.

An initial four-times-a-week service (Monday, Friday, Saturday and Sunday) will allow residents of Yorkshire the only direct link from the region to this stunning historical city, famed for its mouth-watering cuisine, sophisticated nightlife and its proximity to some of the best-loved beach resorts in all of the Med - the Costa Blanca and Costa de Valencia are both just short drives away.

Jet2.com boss, Phillip Meeson, said: "Valencia is a fantastic place, offering both the hustle and bustle of a major European city, a thriving arts scene and a beach just ten minutes away. Next year it will be mobbed by visitors keen to see what's never been seen before - the America's Cup.

"Our new service is ideal for those wanting both a weekend break in one of Spain's most cosmopolitan cities and also those wanting to combine big-city style with excellent beach resorts for longer breaks.

"For those who like to 'play with their food', Valencia is also a stone's throw, or should that be 'tomato's throw' from the village Bunol, which hosts the annual 'La Tomatina' Festival in August each year. Over 100 tons of tomatoes are thrown in a battle in the streets attended by over 40,000 people. Just make sure you've showered before you get your flight back.

"Launching our 25th route from Leeds Bradford is a significant moment for us and our latest destination is certain not to disappoint - simply, Valencia has it all."

For more information about this route and next summer's flight destinations visit www.jet2.com

Just a week later the third announcement, a new service to Almeria was announced. This makes Jet2's 26th destination from LBA.

You don't have to be Good, Bad or Ugly to Enjoy Jet2.com's Latest Destination, Almeria - 12 September 2006 - Gateway to the 'Costa's' and Home of the Spaghetti Western - £39.99 one-way including taxes

Clint Eastwood here we come! Today Jet2.com announced its 26th destination from Leeds Bradford to Almeria. Tickets go on sale immediately (12 September) and prices start from just £39.99 one-way inclusive of taxes.

Once again the airline has chosen to increase its portfolio to Spain, the region's favourite holiday country - with the inclusion of its latest route to Almeria, gateway to the 'Costa's' and home of the famous Spaghetti Western.

Handily placed midway between the Costa del Sol and the Costa Blanca, Almeria provides easy access to some of Spain's most spectacular countryside and beaches. An initial four-times-a-week service (Monday, Friday, Saturday and Sunday) will allow residents of Yorkshire the only direct link

from the region to this stunning destination. Almeria is already a favourite with those looking for a cheap overseas home in the sun and is destined to be even more popular with this latest announcement from Yorkshire's low cost airline. Jet2.com boss, Philip Meeson, said: "Almeria is perfectly placed to take advantage of some of Spain's most beautiful natural scenery, such as the Cabo de Gata-Nigar, National Park, Andalucia's largest coastal protected area and the famous Desierto de Tabanas – Europe's only semi desert. Plus, Spain's latest new hotspot, the Costa Tropical, near the famous Alhambra of Granada, is also easily accessible. Our new service is ideal for those wanting to experience both stunning beaches and countryside and typical, unspoilt Andalucian villages" he concluded.

The first flight leaves Leeds Bradford on 19 May 2007 and goes on sale today alongside a host of summer 2007 destinations including Faro.

For more information about this route and next summer's flight destinations visit www.jet2.com

Another new service, which was announced and launched very quickly, was an extra Turkish flight operated by Onur Air. The service on behalf of Goldtrail Holidays is operated by an A.300 Airbus, a type I believe has only been seen at LBA once before on a regular flight programme. Hands Up those who can remember the Iberia A.300 service on a Sunday in the mid 1980's.

More Turkish Delights for Yorkshire - 7 August 2006

Following the success of their new flight to Bodrum this summer from Leeds Bradford Airport, Turkey specialist, Goldtrail Holidays have commenced a second service to Dalaman every Monday throughout the season. This new service is a welcome addition to Goldtrail's programme from Leeds Bradford and it provides a wider choice of resorts for the Yorkshire traveller to choose from when flying with this specialist operator.

The Lycian Coast provides something for every holidaymaker, whether you want sun drenched days on stunning beaches, lively evenings or the natural beauty of pine-clad hillsides. The Lycian Coast offers a blue lagoon that has National Park status at Olu Deniz, lively bars and colourful bazaars in Marmaris and a full range of other resorts to suit all tastes. Samantha Wynzar, Marketing Coordinator at Leeds International Airport said "The initial sales figures confirmed the popularity of Turkey from the Yorkshire region and by adding this additional service, Goldtrail have shown a great vote of confidence in Leeds Bradford Airport."

AIRPORT NEWS

Doncaster Robin Hood will see Toronto added as a destination. Flyglobespan have announced they will operate seasonal summer service from 1 May through to 30 October 2007. The airline will operate a weekly flight on Tuesdays using a Boeing 757-200.

Durham Tees-Valley (or if you're a stuck in the mud like me, Teesside) received an unexpected blow on Thursday 14 September, when BMI Baby suddenly announced they are to pull services from the airport. Services to Cork, Paris and Gatwick will end on 29 October and Palma, Alicante and Malaga will cease on 6 November. As you can imagine, there is much speculation who will take over the routes, but favourites on the rumours network seem to be Flyglobespan or Jet2.

Humberside also received bad news with the announcement Ryanair and Excel.com are both to cease services. Not as many rumours as who if anybody will take up these routes.

AIRLINE NEWS

Centralwings announced it would be adding two Boeing 737s to its fleet shortly, a 737-300 previously operated by EasyJet and a 737-400 previously operated by LOT.

Centralwings announced it will inaugurate service on 8 new routes as follows:

Gdansk-Shannon	2x wk from Oct 30	Krakow-Cork	2x wk from Oct 31
Warsaw-Lillie	3x wk from Dec 15	Warsaw-Stinted	3x wk from Dec 15
Workflow-Cologne	4x wk from Oct 29	Cork-Cork	2x wk from Oct 31
Gatwick-Gatwick	5x wk from Oct 29	Woodlark-Rome	3x wk from Oct 31

All flights will be operated with Boeing 737s.

Funny isn't it how Centralwings suddenly dropped their LBA to Warsaw service, and intimated it was aircraft being re-deployed. Despite the flights being almost always full, they get new aircraft and do

not re-instate the service? However, "word on the street" is that the real reason was the LBA service was having a major adverse effect on sister company Lot's full fare Manchester to Warsaw service. We can now all have a chuckle if this was the case; check out the new Jet2 routes from Manchester in the news item below.

Eastern Airways have introduced a new colour scheme. It was first noted on Jetstream G-MAJL.

EasyJet announced it has picked Madrid as its 17th base. The airline already operates 9 routes out of Madrid's Barajas Airport but plans on expanding operations from 16 February and will announce a series of new routes shortly.

Flyby took delivery of the first of 14 Embraer ERJ-195's on Friday 8 September. The aircraft, registered G-FLEA, made a visit to LBA on the evening of 13 September.

Monarch placed an order for 6 Boeing 787-8s along with purchase rights for another 4 aircraft. The airline is expecting its first delivery in 2010.

Jet2 announced, just as we close for press on 20 September, 6 new routes from Manchester. It would be very nice to see a Berlin service from Leeds. The Toulouse service gives enthusiasts an opportunity of cheap flights which could be coupled with a visit to the Airbus facility ... where is that Air Yorkshire trips organiser?

Here is the press release, which has a bit of a dig at BA's latest attempt at low cost operations!

Jet2.com boss gives Willie Walsh Six of the Best! Six spanking new low cost city destinations from Manchester: Barcelona.. Berlin.. Paris.. Toulouse.. Venice.. Warsaw.

You may not have heard of Willie Walsh before - he runs the high cost airline British Airways which has been ripping off passengers, with inflated fares, flying from Manchester for longer than we can remember. Philip Meeson and his team at Jet2.com on the other hand have been bringing low cost fares to the North for many years.

Jet2.com already offers low cost services from Manchester to many exciting European cities. Alongside Amsterdam, Budapest, Geneva, London, Milan, Nice, Pisa, Rome and Valencia, we are delighted today to announce new low cost services to Barcelona, Berlin, Paris, Toulouse, Venice and Warsaw. All these city destinations are on sale now and fares start from an amazing £1.

We don't want you to think that we've just got Willie and his chums at BA in our sights though. We aim to bring low fares to those disgruntled passengers being ripped off every day by all the "flag carriers" such as Alitalia, Air France, KLM, Iberia and Lufthansa, and be THE airline for low cost travel from Manchester.

The low cost revolution at Manchester has only just started; today marks the beginning of the end for high fares to European cities and Jet2.com is leading the way - there are many more destinations to come, so keep visiting Jet2.com

Ryanair announced it will add 3 B737-800s to its Dublin base which will allow the airline to add service on 12 new routes as follows to:

Almeria	2x a wk from Jan	Billund	4x a wk from Jan
Bologna	4x a wk from Feb	Friedrichshafen	3x a wk from Dec
Grenoble	3x a wk from Dec	Madrid	7x a wk from Feb
Oslo	7x a wk from Dec	Pula	3x a wk from Feb
Rzeszow	2x a wk from Jan	Seville	3x a wk from Jan
Tampere	4x a wk from Dec	Vitoria	4x a wk from Jan

Scandinavian Airlines System celebrated its 60th anniversary on Sunday 17 September 2006. On 1 August 1946, SAS was formed through the merger of three Nordic airlines and shortly thereafter it made its first scheduled transatlantic flight from Stockholm-Bromma to New York.

Silverjet, the new all business class Luton based airline, will take over 2 Boeing 767-200s from Thomsonfly with deliveries planned by March 2007 and October 2007.

Thomsonfly announced plans to purchase 2 used Boeing 737-300s as well as 3 new Boeing 737-800s.

AIRCRAFT NEWS

Boeing has made history by delivering the 2,000th Next-Generation 737 nearly seven years sooner than any other commercial jet airliner. The milestone delivery - a 737-700 to Southwest Airlines - occurred nearly nine years after Southwest received the first Next-Generation 737.

"This is a tremendous day for the Boeing team and our customers. The 737 family just keeps getting better and better, and this milestone is a reflection of the continued value our customers place on the airplanes and the people who design, build and support them," said Mark Jenkins, vice president and general manager of 737 Airplane Production.

Known for its versatility, reliability, fuel efficiency and economical performance, the Next-Generation 737 models have been selected by leading full-service airlines and low-cost carriers throughout the world. The Next-Generation 737 airliner family, which includes the 737-600, -700, -800, -900 and the new -900ER and -700ER, continues to be the company's best-selling airplane model.

Earlier this year, the current airplane family eclipsed order totals for Classic 737s. As of 30 June 2006, 97 customers have placed orders for more than 3,300 airplanes. The program has 1,365 unfilled orders with a value of \$91 billion at current list prices.

So far this year, the Next-Generation 737 has won net orders for 399 aircraft. The order total represents 78 percent in units of all Boeing commercial airliner orders for the year.

The Next-Generation 737 has been in service since 1998, making it 10 years younger than the Airbus A320. The fleet has accumulated more than 24million flight hours and flown more than 12million flights. The reliability rate is an industry-leading 99.4 percent.

The Japanese government is planning to develop the country's first passenger jet in a joint venture with Mitsubishi Heavy Industries Ltd. and subsidize up to 30 percent of the costs.

The proposed airliner will come in 72-seat and 92-seat versions and enter service in 2012, the Nihon Keizai newspaper said, without saying where it got the information. Japan's Ministry of Economy, Trade and Industry is leading the project, which is expected to cost 120 billion yen (\$1.03 billion), the report said. The project would be Japan's first venture into a lucrative commercial aircraft market controlled mostly by U.S.-based Boeing Co. and Europe's Airbus. Japan has no home-grown large-scale aircraft maker, although Japanese manufacturers have been supplying Boeing with parts for decades.

The airliner would aim to be at least 20 percent more fuel efficient than competing aircraft, the newspaper said.

Mitsubishi Heavy and its partners plan to begin market research by year's end to determine sometime next year whether to go ahead with the project, the Nihon Keizai said. Between 50 and 100 aircraft are expected to be manufactured and sold each year.

Mitsubishi Heavy believes 350 to 600 aircraft orders are needed for the project to be profitable, the report said.

Rolls-Royce plc will likely supply the aircraft's engines, it said.

OTHER NEWS

A bizarre incident aboard an Air Canada Jazz flight at the end of August has raised questions about just how terror-proof new bullet-proof (and apparently pilot-proof) cockpit doors are.

With thirty minutes left in the flight from Ottawa to Winnipeg, the captain left the cockpit to use the toilet at the rear of the Canadair Regional Jet. When he got back, the door lock had apparently malfunctioned and he was unable to get back to his seat. Of course, the first officer was up front and fully capable of landing the plane but the captain apparently insisted on being in his seat. In front of 50 passengers, he and the cabin crew popped the hinges on the door.

New technologies being developed in Europe would make it impossible for hijackers to fly airliners into buildings, The Sunday Times has reported. Systems using biometrics, which scan irises and fingerprints, would prevent unauthorised users from gaining access to cockpits and from operating the airplane's controls. If the airplane was headed for a collision with a building or terrain, another on-board system would automatically cause it to divert. That technology is based on mid-air-collision

alert systems already in use. Another system, which was tested last month, comprises hidden cameras and microphones that can monitor every passenger and their conversations. This may prove alarming to privacy advocates, the Times said, especially if lavatories are also monitored.

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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



LEEDS BRADFORD AIRLINE REPORT - AUGUST 2006

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA208	TFS	04/EC-ICD	11/EC-III	18/EC-IDA	25/EC-III
AEA328	PM	05/EC-ISN	12/EC-JKZ	19/EC-HBM	26/EC-JEX
AEA638	PM	05/EC-ISE	12/EC-HBM	19/EC-JHK	26/EC-JHL
AEU551	FNC	07/G-STRH	14/G-STRH	21/G-STRH	28/G-STRH
AEU901	REU	07/G-STRH	14/G-STRH	21/G-STRH	28/G-STRH
AEU907	ZTH	03/G-STRH	10/G-STRH	17/G-STRH	24/G-STRH
		31/G-STRF			
AEU911	VRN	05/G-STRH	12/G-STRH	19/G-STRH	26/G-STRH
AEU917	PM	01/G-STRH	08/G-STRH	15/G-STRH	22/G-STRH
		29/G-STRH			
AEU923	IBZ	04/G-STRH	11/G-STRH	18/G-STRH	25/G-STRH
AEU925	ALC	05/G-STRH	12/G-STRH	19/G-STRH	26/G-STRH
AEU931	HER	01/G-STRH	08/G-STRH	15/G-STRH	22/G-STRH
		29/G-STRH			
AEU933	RHO	02/G-STRH	09/G-STRH	16/G-STRH	23/G-STRH
		30/G-STRH			
AEU935	FAO	03/G-STRH	10/G-STRH	17/G-STRH	24/G-STRH
		31/G-STRH			
AEU937	MAH	04/G-STRH	11/G-STRH	18/G-STRH	25/G-STRH
AEU941	AGP	06/G-STRH	13/G-STRH	20/G-STRH	27/G-STRH
AEU951	CFU	04/G-STRH	11/G-STRH	18/G-STRH	25/G-STRH
AEU953	LPA	05/G-STRH	12/G-STRH	19/G-STRH	26/G-STRH
AEU955	LCA	06/G-STRH	13/G-STRH	20/G-STRH	27/G-STRH
AMC5209	MLA	01/9H-AEO	08/9H-AEI	15/9H-AEK	22/9H-AEI
		29/9H-AEK			
AUA2366	INN	05/OE-LCH	12/OE-LCR	19/OE-LCF	26/OE-LCO
BGH5544	VAR	06/LZ-BHE	13/LZ-BHE	20/LZ-BHE	27/LZ-BHE
BGH5576	BOJ	07/LZ-BHC	14/LZ-BHC	21/LZ-BHC	28/LZ-BHC
FCA639C	FAO	03/G-OOAP	10/G-OOAP	17/G-OOAP	24/G-OOAP
		31/G-OOAP			
FHE321	MLA	06/HB-JIB	13/HB-JIB	20/HB-JIB	27/HB-JIB
FUA1724	PM	06/EC-JNU	13/EC-GNZ	20/EC-IVR	27/EC-IVR
FUA1756	FUE	02/EC-JHV	09/EC-JHV	16/EC-JHV	23/EC-JHV
		30/EC-JFB			
IWD3660	ACE	03/EC-INZ	10/EC-JQP	17/EC-INZ	24/EC-JST
		31/EC-JND			

OHY2612	BJV	02/TC-OAH 30/TC-OAK	09/TC-OAK	16/TC-OAI	23/TC-OAE
OHY7336	DLM	07/TC-OAO	14/TC-OAY	21/TC-OAY	28/TC-OAH
SXS161	DLM	07/TC-SUM	14/TC-SUM	21/TC-SUH	28/TC-SUG
TOM1391	ALC	01/G-BYAU 29/G-BYAN	08/G-BYAU	15/G-BYAU	22/G-BYAU
TOM1551	PFO	07/G-BYAU	14/G-BYAU	21/G-BYAU	28/G-BYAN
TOM3101	PM	06/G-BYAU	13/G-BYAU	20/G-BYAU	27/G-BYAN
TOM3133	MAH	02/G-BYAU 30/G-BYAN	09/G-BYAU	16/G-BYAU	23/G-BYAU
TOM3193	DLM	04/G-BYAU	11/G-BYAU	18/G-BYAU	25/G-BYAN
TOM3347	PM	07/G-BYAU	14/G-BYAU	21/G-BYAU	28/G-BYAN
TOM3427	IBZ	05/G-BYAU	12/G-BYAU	19/G-BYAU	26/G-BYAN
TOM4973	REU	05/G-BYAU	12/G-BYAU	19/G-BYAU	26/G-BYAN
TOM5633	PM	03/G-BYAU 31/G-BYAN	10/G-BYAU	17/G-BYAU	24/G-BYAU
TOM6051	AGP	05/G-BYAU	12/G-BYAU	19/G-BYAU	26/G-BYAN
TOM6123	IBZ	02/G-BYAU 30/G-BYAN	09/G-BYAU	16/G-BYAU	23/G-BYAU
TOM6163	TFS	01/G-BYAU 29/G-BYAN	08/G-BYAU	15/G-BYAU	22/G-BYAU
TOM6243	CFU	04/G-BYAU	11/G-BYAU	18/G-BYAU	25/G-BYAN
WOW3LJ	JER	05/G-WOWA	12/G-RHUM	19/G-WOWE	26/G-WOWA

OTHER FLIGHTS

01	G-STRE	B733	BEE643/644	f/t Exeter	Lieu DH8
01	El-CSE	B738	RYR1544/155	f/t Dublin	-
02	N164RJ	B737	-	Manchester - Northolt	BBJ1 Executive
03	G-MAJU	JS41	EZE045P/13JE	Humberside - Aberdeen	-
04	G-ZAPK	B462	BMA5JL/4LJ	f/t Heathrow	Lieu BMA A320
05	El-DLG	B738	RYR152/153A	f/t Dublin	-
07	G-ZAPK	B462	BMA4JL/2LJ	f/t Heathrow	Lieu BMA A320
07	G-ZAPK	B462	BMA5JL/4LJ	f/t Heathrow	Lieu BMA A320
12	HA-YFG	L410	BPS304/305	f/t Isle of Man	New Schedule
13	OE-HMS	D328	TJS41/42	Munich - Palma	Executive Charter
13	OK-SLD	L410	SLD302/303	f/t Isle of Man	Leased to BPS
14	G-RHUM	AT42	WOW4BL/4LB	f/t Bristol	Lieu WOW DH8
15	G-RHUM	AT42	WOW4BL/4LB	f/t Bristol	Lieu WOW DH8
16	El-DCN	B738	RYR156/15N	f/t Dublin	-
17	PT-SFC	E135	-	Carlisle - Jyvaskyla (Finland)	Executive Charter
17	OE-HMS	D328	TJS42/43	Palma - Mahon	Executive Charter
20	PT-SFC	E135	-	Jyvaskyla (Finland) - Carlisle	Executive Charter
21	OO-DPJ	B752	BCS9801-982P	Paris Le Bourget - Brussels	Horse Charter
22	YL-KSB	AN72	KSA711/712	f/t Shannon	Horse Charter
22	El-DLN	B738	RYR154/155	f/t Dublin	-
23	YL-KSB	AN72	KSA711/712	f/t Shannon	Horse Charter
24	G-PLAJ	JS31	JXT001/002	f/t Isle of Man	Lieu BPS L410
25	OE-HTJ	D328	TJS32/33	Dublin - Luton	Executive Charter
30	El-DLH	B738	RYR152/153A	f/t Dublin	-
31	El-CSX	B738	RYR152/153A	f/t Dublin	-
31	G-ZAPK	B462	BEE643/644	f/t Exeter	Lieu BEE DH8

MILITARY AVIATION



The Yorkshire Air Show Elvington 20 August 2006

At this year's Show, I achieved a minor ambition, in that I finally *flew* into an air show, albeit a short helicopter flight from nearby, but it meant that I missed the horrors of a drive in and a 'continuous tail' of a drive away. My aversion to driving is well known to regular readers and this increases with ageing!

On Sunday, events opened early at 1100 hours with taxiing runs from a Victor and a Buccaneer. These were closely followed by one of the highlights of this, or any, show - Christian Moullec, with his microlight and accompanying geese. This was not my first sight of his display but it has to be seen to be believed. The geese are 'imprinted' on Christian and accept him as their 'Mother', so wherever he flies, they fly! Behind this is a serious intent as Christian leads flocks of geese on an alternative migratory route from Sweden to Germany away from predators. A column on military aviation is not an appropriate venue to detail the story of Christian and his geese but I stand open-mouthed at the sight and have to relate it; as I said at the opening, it has to be seen to be believed.

What might be termed the flying display 'proper' commenced at 1300 hours and proceeded as follows:

- Falcons RAF Parachute Display Team
- Hercules fly-by
- Army Blue Eagles Helicopter Display Team (1 x Lynx, 4 x Gazelle)
- Catalina
- 3 x Spitfires
- Dakota
- Blades aerobatic display team (4 x Extra 300 LP)
- C130J Hercules
- Alpha jet
- Canberra
- Sea Fury
- RAF Gliding and Soaring Association display
- Harrier
- Utterly Butterly Barnstormers (2 x Stearman PT17)
- Hunter
- Hawk

Static Display: (not a *complete* listing)

Mosquito NF11 2 x Jet Provost T1 Tucano T1 Hawk T1 Tornado F1

In reporting air shows I usually nominate the one or two personal 'highlights' of the show. This year, however, I am spoiled for choice, there were so many (and Ken hasn't paid me for saying that!). These highlights included the microlight and geese, seeing three Spitfires again in vic formation, the majestic Catalina, the glider in silent flight and the Falcons. To beat *that* lot next year, Ken, it will have to be the Vulcan!

If you weren't there, you should have been!

Eric Martin



AlphaJet

MILITARY NEWS

Seven Spitfires over Duxford

I thought I was lucky to see three Spitfires in vic formation again after so many years, but visitors to Duxford over the first weekend in September were treated to **seven** in the sky at the same time! This was in celebration of the seventieth anniversary of the first flight in 1936.

Credit: Yorkshire Post via John Mountain

Solar-powered spy drone

British scientists have designed the world's first solar-powered spy drone, which will take photographs from sixty thousand feet and provide armed forces with a unique surveillance system. It is scheduled to be in service over Iraq and Afghanistan within two years, to replace the recently retired fleet of Canberra PR9s.

Credit: Sunday Times

Bomber Command Memorial Stone for Lincoln Cathedral

Lincoln Cathedral was a beacon of hope to the returning crews of Bomber Command during World War II, in that it indicated that they were nearly home. This is marked by several means within the Cathedral, including an 'Airmen's Chapel'. A new memorial was unveiled recently, in Lincoln silver bed stone, by two WWII veterans - a 90-year-old ex Lancaster navigator, Douglas Hudson DFC and 84-year-old Sylvia Watts, ex Bomber Command WAAF.

I hope to visit Lincoln Cathedral before Christmas and will report further then.

Credit: The Times

Lowestoft Air Festival crowd don't pay up

Seafront air show organisers have difficulty levying charges, for obvious reasons - it is difficult to 'shut off' sea fronts. Lowestoft Air Show organisers attempted to raise funds by having bucket collections. This was something of a failure, however, as only £60,942 was raised, an average of less than 15p per head of the estimated 430,000 people attending; they were asked to donate £1 per head! It is hoped that this poor response will not jeopardise the future of the Lowestoft show, which has been increasingly successful.

As I write this, I hear that **Southport Seafront Air Show** is to levy an admission charge this year and I will report on this next month.

Credit: Waveney Advertiser

(via Vic Kilbey, our Anglia correspondent)

Eric Martin

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

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

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

- 1 October** Paul Jackson – previously a member of the West Riding Branch of Air Britain. Paul left Hull in 1969 and has been a full-time aviation journalist since 1979, now being the editor of Jane's *All the World's Aircraft*. Paul's talk will be on the history of Jane's and showing how the book is put together today.
- 5 November** Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.
- 3 December** Christmas get together, including coffee/tea and mince pies.

2007

- 7 January** Peter Hampson, Airport Solutions
'Aviation Disaster Management' – we welcome back Peter Hampson (ex Manchester Airport) who now runs his own consultancy business. He will be describing Aviation Accidents. How they are managed and what lessons have been learnt to improve safety in the future. The presentation will include photographs of Aircraft Accidents, details of the Accident Investigation Process in different Countries and Peter's own personal experiences of managing fatal and non-fatal accidents.
 A fascinating insight – Not to be missed.
- 4 February** Annual Air Yorkshire Quiz. This year's seemed to be very popular, so why not come along and see if you can win a prize,
- 4 March** To be arranged
- 1 April** NEW - Graham Perry
'FROM WHIRLWINDS TO LIGHTNINGS - LIVING WITH AIRCRAFT'
 Graham is a former RAF engineering officer who has had a career in two halves: 20 years in the Service, and 20 years since, working with aircraft and aircraft people in industry. The talk is structured around the various things he has seen and experienced, and these vary from Whirlwinds at Odiham to Lightnings at Binbrook - hence the title: *'From Whirlwinds to Lightnings - Living with Aircraft'*. The theme running through the talk is the vital contribution made to aircraft operations by aviation's people, both military and civil, and in particular how they mix openness and good humour with a firm professionalism to produce safe flying. He is a current private pilot and flies a Jodel 120 from White Waltham.
- 6 May** To Be Arranged
- 3 June** To Be Arranged
- 1 July** NEW - Sqn Ldr Graham Laurie
'THE HISTORY OF ROYAL FLYING'
 Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *'The History of Royal Flying'* will be extremely interesting and informative.

Alan Sinfield

WUNDERBAR

As it is getting more difficult to take photographs at airports, I have to be more selective when deciding where to go. The worldwide web is very helpful nowadays as you get information (and maps) on the best viewing spots. Germany seems to be very 'pro-spotter' as most airports provide viewing facilities 'off and on airport' including spots for photography. After long deliberation, I decided to 'cash in' some more of my nectar points and go to Munich which had a viewing area above Terminal 2 and two very good viewing mounds outside the airport.

The flights were booked with KLM from Leeds via Amsterdam to Munich and the usual accommodation sorted. The advantage of going with KLM is that you can book right through; therefore giving you time to spend in the viewing area at Schiphol. The interesting (to me) airliners were: A321 Inter A/L; A320 Arke Fly; RJ85 Blue 1; A330 KLM; and a Northwest DC10 painted in the new colour scheme so they must intend using the DC10 for some time to come. I boarded the flight to Munich on a B737.300 and we set off for the departing runway. As we were about to join the runway, the pilot said that we had a problem and had to return to the Terminal! After initial inspection by the ground crew, they said it would be fixed 'in the hour'. An hour and half later the pilot told us that it was not fixed and we were



looking for another aircraft. We eventually took off for Munich over three hours late so no chance to 'suss out' the airport.

The viewing area above the Terminal gave restricted views of the apron and runway and was behind glass. I went to the viewing area opposite Terminal 1 where you could see all movements at the airport. Photographs were limited due to the position of the sun and the distance from the apron, but most movements to the Terminal could be 'shot'. As a bonus, there was a small museum at the side of the viewing area which included a DC3, Constellation, Junkers 52 and a Bo105 on a pod! The viewing area was a big mound (seen above behind the DC3), entry €1. There are toilets and refreshments next to the museum but none on the mound. Entry to the museum (to go inside the Connie) was also €1. There are also air side tours at a cost of €8.50.

As you would expect, the majority of flights are by Lufthansa and examples of all types were seen excluding Jumbo's. They do quite a lot of long haul flights using the A340, the odd A330 and Privatair B737, the usual mix of A321/320/319 and B737 on European routes and CRJ/ATR/DH8/146 on regional routes. I managed to see three CRJ 900's that had only gone into service the week before (31 July). Of the other German carriers, DBA used B737/F100; Hapag Lloyd Express used B737; LTU A330/A320; Condor B757/767/A320; Germanwings A319; Other interesting ones were Dauair with Saab 340 (since stopped operations) and Cirrus A/W with DHC8. Air Dolomiti operate a lot of services for Lufthansa with AT4/AT7/146.

The majority of the major European carriers were well represented by aircraft normally seen in the UK. Exceptions were: Air Baltic F50; LOT AT4/AT7; CSA AT4; Aeroflot TU154; Adria CRJ; Malev CRJ; Croatia AT4; Finnair EM7; Olympic B717. It rained late in the afternoon on the second day and I decide to go to the viewing area in Terminal 2. This gives a good view of the Lufthansa and associate carrier movements as well as the GA apron. Biz Jets included Citation D-CJAK; CS-DFU; Learjet OE-GGB; Challenger D-AIND;

German airports still get TU 154 movements and not to be disappointed we had representatives from Tajikistan A/L, KMV and Pulkovo in addition to the Aeroflot one mentioned above. One other 'Russian' of interest was Donbassero Yak 42. Other long haul visitors were Air Canada, United, Delta and US A/W B767; Eitihad A330; Emirates B777;



On the day of return, when you went through to departures, you were restricted to about 7 gates, but that did not stop me seeing Qatar A/W A300, Turkish A/L A330 and Tunis Air A300. Good facilities, although a little distant for photography, but I would go again.

Roger Fozzard

A DIFFERENT ASPECT OF OSHKOSH

Every year, at Oshkosh in mid-state Wisconsin, there is a fly-in of mammoth proportions for the EAA 'Airventure' gathering and display. This attracts light aviation, home build and warbird operators and enthusiasts, particularly from all over the USA. The US military also support the event, providing examples of many of the current operational types for display in the static park and contributing to the flying display. However, this year's EAA sponsored 'Airventure' at Oshkosh, Wisconsin may well have proved to be a turning point for the Business Jet aviation market. Three manufactures of the new class of Very Light Jets (VLJs) had examples of their products on display in the village:

- Cessna were present with a single example of their model 510 Mustang (N510KS, c/n 0002).
- Adams Aircraft had examples both of the turbine powered model 500 (N504AX, c/n 0004) and the turboprop powered model 700 (N700AJ, c/n 0001).
- Meanwhile, Eclipse Aviation, had 4 complete models of the Eclipse 500 on display – two development aircraft (N505EA, c/n EX-500-106 and N506EA, c/n EX-500-107) and the first two production aircraft (N508JA, c/n 00001 and N129DJ, c/n 00002). This had received FAA Part 1 certification on 27 July, placing it ahead of the rest of the market, with full FAA certification anticipated by 30 August.



These aircraft are all billed as enabling jet ownership for turbo prop prices: early figures quoted for purchase costs had the Eclipse 500 at less than \$1million, the Adams 700 at round about \$2 million and the Cessna 501 at around the \$2.3 million mark.

Many of these orders are from air taxi operators who foresee a market for point to point business jet travel into airfields that cannot currently be satisfied by even today's generation of small business jets such as the Cessna 525 Citation and the Beech 400A. As a consequence of these VLJs, it may not be long before we see business travel in the UK take on a different perspective. Why would someone want to travel to a large airport, go through the latest version of security checks and sit around waiting on scheduled flights when they can have fractional ownership of a VLJ and virtually point to point travel to any small airfield capable of handling a VLJ at a time of their choosing? With a minimum runway requirement of only 3000', many small towns will now be in reach of jet transport (particularly in the USA) and this capability will almost certainly revolutionise the current commuter hub and long haul connector services currently on offer by many of the world's established airlines.

Another newcomer on display at Oshkosh was the Honda HA420 (N420HA, c/n P0001). Originally built as a pure technology demonstrator, this has now been launched as an offering in the general business jet market, following a successful test flight programme. With a very clean airframe, the most noticeable aspect of the design are the engine pods mounted on vertical pylons above the inboard wing sections, much the same as the overwing long-range fuel tanks that used to be fitted to the English Electric Lightning in RAF service up until 1987. It will be interesting to watch how successful this newcomer will be when placed against the traditional bizjet marketplace and the market for VLJs!

Jim Rivendell

"OVER THE FENCE" AT EG CX

An early start, so we can arrive at Waddington in time to catch the departures after the weekend's air show. High summer, and the weather is glorious for spotting aircraft. By midday most of the aircraft have departed so we decide to leave and head south to Coningsby for some Typhoon watching. On the way we call at Cranwell to spot a few military "tins".



At Coningsby our first stop is to view the promisingly full flight line. There are many Typhoons on the line from all three squadrons. The attendant activity suggests some flying is planned, so we hasten down to the public enclosure and car park. It is well filled on arrival, but we find a spot on the front rank. However, the afternoon sun is wrong for photographs and so we head to the other side of the approach for R08. There is an easy pull-in with access down the side of the fence.

It is surprising how many spotters have gathered to watch the flying. The sound of Typhoon engines can be heard on the ramp so there is just time for a sandwich before the action begins. As we dine, more car loads of spotters arrive and the parking starts to spill onto the road. Step ladders are unloaded from car boots to allow views and photos "over the fence". The RAF does not seem bothered by our presence and it occurs to me that it would be nice if civil airports were the same, but times have changed and that freedom has been lost.

The afternoon flying begins with departures of Typhoons in pairs. A wonderful sight as they roar away on their take-off runs. A short lull and then Jaguars appear from the hardened shelters where they currently live. Six in all taxi out, line up and take off in turn. So we now have six Typhoons and six Jags airborne. We await their return with anticipation and cameras at the ready. A circling Sentry is spotted low to the north, but comes no closer.

Then the first of the Typhoons returns and does a low pass, approach and go-round. Others follow and either land or go-round. There is a period of constant approaches and fly-bys. It is excellent entertainment. A formation of four Jags appears and does a fly-by followed by a break and peel to land. Then a period of mixed Jag and Typhoon activity as they complete their respective sorties. One or two folk begin to leave. It is five o'clock and the afternoon is winding down. A singleton Typhoon stays in the circuit doing touch and goes and then finally lands.

We return to the flight line to log the ones we missed earlier and spot one or two through open hangar doors. A final cup of tea, a call at the village shop for an ice-cream and we head north. On the way home we call at Humberside to log a couple of Jetstream 41s that are currently being Easternised.

Jim Stanfield



Something Different
Fokker F27 touching down in heavy rain, taken through aircraft window
RAF Gutersloh Germany
E.B. Wray



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