

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



AIRBUS A340-600 DEMONSTRATOR F-WWCA
FARNBOROUGH 19 JULY 2004
JIM STANFIELD

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

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

03 October 2004 - Paul Isherwood with more of his recent travels

AIR YORKSHIRE AVIATION SOCIEY NEWS

Those members who were on holiday for August meeting missed a treat. We welcomed Captain Adrian Benson from Monarch Airlines. Adrian flew with the RAF for seventeen years, latterly on Jaguars in Germany, before joining Monarch where he has been flying B757s for another seventeen years or so. His hobby is spotting planes and this was the subject of his illustrated talk.

We started the afternoon with some air to air shots from his Jaguar days and then travelled around the world with regular return visits to his favourite airport, Bangor Maine. He has used his access to airports to good effect and had many photos of aeroplanes in places usually closed to spotters. Some shots were taken from the cockpit while taxi-ing and many were on the ramp parked next to his Monarch B757.

His only flight from Leeds/Bradford was a couple of years ago and was a day trip to Iceland.

Thanks to Adrian for travelling so far, on his day off, to give us a thoroughly enjoyable afternoon with the promise of a return at some time in the future. Don't miss this meeting next time.

If you are thinking about joining the Society coach trip to Hendon, then turn that thought into action by getting in touch with Paul Windsor (tel: 0113 250 4424) to reserve your place. The date is Saturday 18 September.

Tickets for the prize draw for the David Bates framed original are on sale from Pauline Valentine (tel: 0113 228 8143). Proceeds will go to the Yorkshire Air Ambulance.

Jim Stanfield



MOVEMENTS - JUNE

01 Tuesday

C-FTDF	Airbus 320	0024 0830	G-BRIG	Boeing 767	0223 0619
G-JEDP	DHC-8 400	0815 0850	G-BVJB	Fokker 100	0914 1452
G-RJXC	EMB 145	0918 1005	G-CBDA	Jetstream 31	0932 1050
PH-KLE	Fokker 100	0941 1044	G-BVJC	Fokker 100	0957 1056
G-MAJL	Jetstream 41	1010 1047	G-RJXJ	EMB 135	1018 1058
El-CJE	Boeing 737	1031 1114	G-BXWE	Fokker 100	1131 1528
G-MAJL	Jetstream 41	1233 1440	G-RJXC	EMB 145	1252 1335
El-CJI	Boeing 737	1254 1338	G-RJXJ	EMB 135	1312 1358
G-JEDP	DHC-8 400	1350 1443	C-FTDF	Airbus 320	1422 1621
PH-OFB	Fokker 100	1531 1634	G-BVJC	Fokker 100	1536 1549(02)
G-OZBB	Airbus 320	1615 1733	G-BVJB	Fokker 100	1631 1735
G-BUVD	Jetstream 31	1643 1726	G-RJXC	EMB 145	1657 1742
G-RJXJ	EMB 135	1659 1743	G-MAJL	Jetstream 41	1705 1745
G-BXWE	Fokker 100	1716 1808	G-JEDP	DHC-8 400	1722 1800
G-BVJD	Fokker 100	1839 1932	9H-ABS	Boeing 737 300	1846 1956
G-BVJB	Fokker 100	1929 0746(02)	G-BXWE	Fokker 100	1951 0716(02)
G-MAJL	Jetstream 41	1954 0700(02)	G-BUVD	Jetstream 31	2002 0656(02)
PH-OFD	Fokker 100	2024 0638(02)	G-RJXJ	EMB 135	2030 0752(02)
G-RJXC	EMB 145	2055 0734(02)	G-BRIG	Boeing 767	2058 0743(02)
El-CJI	Boeing 737	2114 2157	G-BVJD	Fokker 100	2154 0931(02)

02 Wednesday

C-FTDF	Airbus 320	0153 0722	G-JEDP	DHC-8 400	0811 0850
El-DMG	Cessna 441	0903 0918	G-BXWE	Fokker 100	0920 1501
G-MAJL	Jetstream 41	0929 1013	G-RJXC	EMB 145	0933 1018
G-BUVD	Jetstream 31	0935 1043	PH-OFB	Fokker 100	0942 1050
El-CJE	Boeing 737	1021 1057	G-BBSM	PA-32 Cherokee 6	1022 1520
G-RJXJ	EMB 135	1026 1107	G-MIDF	Airbus 321	1036 1128
N671B	A.36 Bonanza	1048 1136(12)	G-BVJB	Fokker 100	1055 1537
G-MAJL	Jetstream 41	1210 0818(03)	G-JIVE	Hughes 369E	1214 1253
G-BAKJ	Twin Comanche	1224 1017(03)	G-RJXC	EMB 145	1252 1343
El-CJC	Boeing 737	1302 1345	G-RJXJ	EMB 135	1327 1408
G-JEDP	DHC-8 400	1355 1435	G-BVJD	Fokker 100	1424 1913
PH-OFD	Fokker 100	1451 1603	G-JIVE	Hughes 369E	1452 1459
G-RJXH	EMB 145	1458 1532	G-BKBV	TB-10 Tobago	1503 1722
El-DMG	Cessna 441	1514 1540	G-CBDA	Jetstream 31	1624 1716
G-RJXC	EMB 145	1648 1738	C-GTDL	Airbus 320	1658 1816
G-RJXJ	EMB 135	1708 1752	G-BXWE	Fokker 100	1713 1755
G-RJXH	EMB 145	1716 1801	G-JEDP	DHC-8 400	1721 1818
G-MAJC	Jetstream 41	1747 1831	G-BVJB	Fokker 100	1812 1901
G-BXWE	Fokker 100	1934 0712(04)	PH-OFH	Fokker 100	1946 0625(03)
G-RJXH	EMB 145	1955 2031	G-CBDA	Jetstream 31	1958 0727(03)
G-RJXJ	EMB 135	2035 0823(03)	G-RJXC	EMB 145	2048 0722(03)
G-MAJC	Jetstream 41	2051 1358(03)	G-BRIG	Boeing 767	2115 0908(03)
El-CJC	Boeing 737	2118 2154	G-DBCC	Airbus 319	2123 0811(03)
G-BVJB	Fokker 100	2150 0714(03)			

03 Thursday

C-GTDL	Airbus 320	0820 1030	G-VUEA	Citation II	0833 1033
G-JEDO	DHC-8 400	0903 0944	G-RJXC	EMB 145	0918 1043
G-BVJB	Fokker 100	0927 1014	G-CBDA	Jetstream 31	1002 1047
PH-OFJ	Fokker 100	1010 1403	G-MAJL	Jetstream 41	1027 1107
G-RJXJ	EMB 135	1110 1205	EI-CJE	Boeing 737	1203 1240
G-MAJL	Jetstream 41	1252 1446	G-RJXC	EMB 145	1318 1408
G-BPPM	King Air B200	1321 1346	EI-CJF	Boeing 737	1326 1432
EC-IMU	Airbus 320	1345 1457	G-OOOK	Boeing 757	1349 1513
G-JEDO	DHC-8 400	1354 1442	G-RJXH	EMB 145	1356 1455
PH-KLG	Fokker 100	1409 1604	G-RJXJ	EMB 135	1429 1517
G-BVJB	Fokker 100	1510 1549	G-BVJD	Fokker 100	1606 1733
C-GTDL	Airbus 320	1640 1753	G-BXWF	Fokker 100	1644 1736
G-RJXH	EMB 145	1658 1742	G-MAJL	Jetstream 41	1702 1757
G-VUEA	Citation II	1705 1813	G-RJXC	EMB 145	1708 1756
G-JEDO	DHC-8 400	1721 1803	G-OAKJ	Jetstream 31	1728 1818
G-RJXH	EMB 145	1928 2003	CS-DNP	Falcon 2000	1932 0903(04)
PH-OFJ	Fokker 100	1939 0624(04)	G-BXWF	Fokker 100	1943 2035
G-BVJB	Fokker 100	1952 0719(04)	G-MAJL	Jetstream 41	2019 0701(04)
G-RJXC	EMB 145	2048 0724(04)	G-OAKJ	Jetstream 31	2051 0657(04)
G-RJXJ	EMB 135	2103 0727(04)	EI-CJI	Boeing 737	2106 2154
G-BRIG	Boeing 767	2207 0800(04)	G-BXWF	Fokker 100	2230 0743(04)

04 Friday

C-GTDL	Airbus 320	0245 0615	G-BXWE	Fokker 100	0913 1514
G-MAJL	Jetstream 41	0921 1002	TC-APM	Boeing 737 800	0938 1050
G-BVJB	Fokker 100	0945 1102	G-RJXC	EMB 145	0950 1029
G-OAKJ	Jetstream 31	0955 1041	PH-KLG	Fokker 100	1008 1057
EI-CJF	Boeing 737	1010 1134	G-RJXJ	EMB 135	1021 1058
G-ROWN	King Air 200	1105 1234	G-BXWF	Fokker 100	1107 1452
G-AYEE	PA-28 Cherokee	1120 1929	G-BPPM	King Air B200	1131 1153
EC-IDT	Boeing 737 800	1145 1258	C-GTDL	Airbus 320	1202 1349
G-BXXT	B.76 Duchess	1214 1649	G-MAJL	Jetstream 41	1216 1439
CS-DNN	Hawker 800XP	1312 1556	G-RJXJ	EMB 135	1315 1415
EI-CJE	Boeing 737	1342 1419	G-RJXH	EMB 145	1356 1436
G-JEDP	DHC-8 400	1358 1428	G-BVJB	Fokker 100	1412 1545
PH-OFD	Fokker 100	1424 1622	N900CB	Cessna 421C	1603 1055(10)
G-RJXC	EMB 145	1611 1752	G-OAKJ	Jetstream 31	1619 1733
G-BXWF	Fokker 100	1649 1737	G-MAJL	Jetstream 41	1708 1754
G-BXWE	Fokker 100	1711 1803	G-RJXJ	EMB 135	1713 1759
G-JEDP	DHC-8 400	1728 1814	G-RJXH	EMB 145	1746 1821
G-BVJB	Fokker 100	1817 1912	G-MAJM	Jetstream 41	1905 1942
C-GTDL	Airbus 320	1928 2113	PH-KLI	Fokker 100	1935 0626(05)
G-BXWF	Fokker 100	1937 0723(05)	G-BXWE	Fokker 100	1953 0911(05)
G-OAKJ	Jetstream 31	2011 0709(07)	G-MAJL	Jetstream 41	2013 1003(05)
G-RJXJ	EMB 135	2042 0811(05)	G-RJXC	EMB 145	2054 0714(05)
G-BVJB	Fokker 100	2138 2225	EC-ICD	Boeing 737 800	2140 2253
EI-CJE	Boeing 737	2204 2242	G-BRIF	Boeing 767	2259 0655(05)

05 Saturday

C-GTDL	Airbus 320	0300 0622	PH-OFA	Fokker 100	0750 1024
G-JEDI	DHC-8 400	0808 0851	G-AMRA	DC3 Dakota	0921 1128
G-BXWF	Fokker 100	0947 1106	PH-OFG	Fokker 100	0953 1049
EI-CNV	Boeing 737	1014 1051	N708SP	Lear Jet 45	1118 1140
G-RJXJ	EMB 135	1120 1403	G-EMBE	EMB 145	1134 1238
C-GTDL	Airbus 320	1207 1358	G-BRIF	Boeing 767	1213 1350
G-BXWE	Fokker 100	1215 1641(06)	G-RKJT	PA-46 Malibu	1242 1326
G-RJXC	EMB 145	1246 1335	G-JEDI	DHC-8 400	1352 1436

EC-HBN	Boeing 737 800	1441 1632	EC-III	Boeing 737 800	1519 1657
G-MAJL	Jetstream 41	1523 1455(06)	PH-KZL	Fokker 70	1550 1648
EC-GAT	DC-9 83	1552 1715	EI-CJG	Boeing 737	1555 1650
9H-ADY	Airbus 320	1605 1758	G-RJXC	EMB 145	1607 0950(06)
G-RJXJ	EMB 135	1649 1551(06)	G-RKJT	PA-46 Malibu	1651 0910(07)
EC-GUO	Boeing 737 400	1735 1856	OE-LCQ	CL600 RJ	1808 1850
C-GTDL	Airbus 320	1951 2111	PH-KZK	Fokker 70	1954 0623(06)
G-BRIF	Boeing 767	2018 2204	G-BXWF	Fokker 100	2129 0711(06)
PH-OFA	Fokker 100	2207 2246			

06 Sunday

G-BRIF	Boeing 767	0345 0708	C-GTDL	Airbus 320	0642 0811
G-SPOR	King Air B200	0807 1651	G-MAMD	King Air B200	0841 0911
G-SGEC	King Air B200	0851 0920	G-RJXH	EMB 145	0945 1057
PH-OFG	Fokker 100	1006 1050	G-MAJM	Jetstream 41	1233 1301
EI-CJG	Boeing 737	1258 1357	G-JEDO	DHC-8 400	1349 1430
PH-OFH	Fokker 100	1432 1602	C-GTDL	Airbus 320	1440 1611
G-HONG	T-67M Firefly	1607 0920(07)	LX-RED	PA-60 Aerostar	1621 1036(09)
N560SH	Gulfstream 3	1632 1144(07)	G-MAJL	Jetstream 41	1636 1748
G-JEBD	BAe 146 300	1640 1722	G-RJXC	EMB 145	1649 1752
G-MAJB	Jetstream 41	1654 1738	LZ-BHA	Airbus 320	1734 1839
EC-IMU	Airbus 320	1739 1847	G-RJXH	EMB 145	1816 1906
G-RJXJ	EMB 135	1824 1909	G-MAMD	King Air B200	1849 1916
G-MIDW	Airbus 320	1856 1955	HB-IAU	Falcon 2000	1911 1939
PH-OFH	Fokker 100	1932 0623(07)	G-MAJL	Jetstream 41	1956 0714(07)
G-SGEC	King Air B200	1959 2011	G-BXWE	Fokker 100	2006 0726(07)
G-RJXC	EMB 145	2043 0732(07)	G-AMRA	DC3 Dakota	2047 2116
G-RJXJ	EMB 135	2057 0712(07)	G-BXWF	Fokker 100	2137 0728(07)
EI-CJF	Boeing 737	2139 2209			

07 Monday

C-GTDL	Airbus 320	0217 0747	G-BRIF	Boeing 767	0401 0931
G-ZAPN	BAe 146 200QC	0803 0850	G-RJXC	EMB 145	0921 1008
G-BXWE	Fokker 100	0923 1452	G-MAJL	Jetstream 41	0928 1018
PH-OFF	Fokker 100	0933 1045	G-OAKJ	Jetstream 31	0943 1051
G-BXWF	Fokker 100	0956 1108	EI-COX	Boeing 737	1005 1057
G-RJXJ	EMB 135	1010 1048	G-JEDJ	DHC-8 400	1013 1103
G-BPTE	PA-28 Archer II	1028 1616	G-BBAG	PA-34 Seneca	1204 1315
G-ZAPN	BAe 146 200QC	1209 1259	G-MAJL	Jetstream 41	1229 1433
G-RJXC	EMB 145	1244 1342	C-GTDL	Airbus 320	1253 1456
EI-CJE	Boeing 737	1258 1336	G-RJXH	EMB 145	1325 1509
G-BXWF	Fokker 100	1403 1543	XZ341	Gazelle AH.1	1408 1656
G-BAXU	Cessna F150L	1419 1502	G-JEDD	DHC-8 300	1440 1514
G-BKWY	Cessna F152	1459 1540	G-BRIF	Boeing 767	1536 1752
PH-KLG	Fokker 100	1551 1648	G-OAKJ	Jetstream 31	1625 1714
G-BXWE	Fokker 100	1639 1733	G-RJXC	EMB 145	1651 1755
G-MAJL	Jetstream 41	1652 1747	LZ-BHB	Airbus 320	1655 1825
G-RJXH	EMB 145	1707 1758	G-JEDP	DHC-8 400	1718 1801
G-BVJD	Fokker 100	1745 1833	G-BXWF	Fokker 100	1816 1917
G-BXWE	Fokker 100	1918 0721(08)	PH-OFF	Fokker 100	1944 0631(08)
G-BYRA	Jetstream 31	2004 0656(08)	G-MAJL	Jetstream 41	2006 0658(08)
G-BVJD	Fokker 100	2013 0710(08)	G-RJXH	EMB 145	2029 2126
G-HMMV	CitationJet	2034 1049(08)	G-RJXJ	EMB 135	2038 0712(08)
G-RJXC	EMB 145	2043 0729(08)	EI-CJE	Boeing 737	2132 2205
G-BXWF	Fokker 100	2144 0739(08)			

08 Tuesday

C-GTDL	Airbus 320	0027 0812	G-BRIF	Boeing 767	0245 0619
G-JEDJ	DHC-8 400	0803 0847	G-MAJL	Jetstream 41	0925 1013

G-BXWE	Fokker 100	0927 1458	G-RJXC	EMB 145	0931 1019
XZ341	Gazelle AH.1	0937 1639	G-BYRA	Jetstream 31	0941 1046
PH-OFK	Fokker 100	0950 1041	G-BVJD	Fokker 100	0952 1107
EI-CJF	Boeing 737	1014 1105	G-RJXJ	EMB 135	1017 1103
G-BXWF	Fokker 100	1045 1511	G-MAJL	Jetstream 41	1229 1439
G-HASO	DA-40D Star	1236 1629	G-RJXC	EMB 145	1252 1339
EI-CJI	Boeing 737	1306 1346	G-RJXJ	EMB 135	1315 1408
G-JEDJ	DHC-8 400	1350 1429	PH-KLG	Fokker 100	1404 1602
G-BVJD	Fokker 100	1407 1543	C-GTDL	Airbus 320	1422 1617
G-OZBB	Airbus 320	1553 1727	G-BYRA	Jetstream 31	1629 1720
G-BXWE	Fokker 100	1644 1733	G-RJXJ	EMB 135	1650 1743
G-MAJL	Jetstream 41	1707 1750	G-RJXC	EMB 145	1713 1755
G-BXWF	Fokker 100	1718 1805	G-AVEC	Cessna F172H	1722 0837(09)
G-JEDJ	DHC-8 400	1724 1802	G-BVJD	Fokker 100	1823 1913
9H-ADI	Boeing 737 300	1831 1937	G-BXWE	Fokker 100	1929 0743(09)
PH-OFK	Fokker 100	1933 0617(09)	G-BXWF	Fokker 100	1950 0721(09)
G-MAJL	Jetstream 41	2004 0707(09)	G-BYRA	Jetstream 31	2007 0732(09)
G-RJXJ	EMB 135	2032 0710(09)	G-RJXC	EMB 145	2043 0740(09)
G-BYAB	Boeing 757	2101 0747(09)	EI-CJI	Boeing 737	2112 2138
G-BVJD	Fokker 100	2129 0724(09)			

09 Wednesday

C-GTDL	Airbus 320	0127 0718	G-ROWN	King Air 200	0632 0734
G-JEDM	DHC-8 400	0817 0852	G-BXWF	Fokker 100	0916 1451
G-MAJL	Jetstream 41	0928 1017	PH-KLG	Fokker 100	0940 1042
G-RJXC	EMB 145	0943 1023	G-BVJD	Fokker 100	0955 1111
G-RJXJ	EMB 135	1003 1057	G-BYRA	Jetstream 31	1007 1047
EI-CJE	Boeing 737	1013 1044	N39605	PA-34 Seneca	1035 1658
G-BXNS	JetRanger	1047 1124	G-BXWE	Fokker 100	1049 1508
ZG993	Islander AL.1	1235 1423	G-MAJM	Jetstream 41	1240 1443
G-RJXC	EMB 145	1248 1338	EI-CJI	Boeing 737	1256 1327
G-RJXJ	EMB 135	1318 1402	G-JEDM	DHC-8 400	1340 1426
PH-OFJ	Fokker 100	1412 1744	G-BVJD	Fokker 100	1416 1541
G-PLAC	PA-31 Navajo	1418 1502(10)	XZ341	Gazelle AH.1	1550 1826
C-GTDL	Airbus 320	1618 1814	G-OLDL	Lear Jet 45	1632 1918
G-BYRA	Jetstream 31	1634 1722	G-RJXC	EMB 145	1641 1737
G-BXWF	Fokker 100	1653 1734	G-RJXJ	EMB 135	1655 1747
G-MAJM	Jetstream 41	1702 1810	G-FFRI	Twin Squirrel	1709 1800
G-BXWE	Fokker 100	1710 1757	G-JEDM	DHC-8 400	1719 1808
G-BVJD	Fokker 100	1759 1907	G-BXWF	Fokker 100	1929 0736(10)
G-BXWE	Fokker 100	1948 0724(10)	G-BYRA	Jetstream 31	2004 0655(10)
G-MAJM	Jetstream 41	2023 0658(10)	PH-OFK	Fokker 100	2025 0617(10)
G-RJXJ	EMB 135	2030 2109	G-RJXC	EMB 145	2039 0730(10)
EI-CJI	Boeing 737	2104 2141	G-BVJD	Fokker 100	2129 0714(10)
G-BYAB	Boeing 757	2135 0727(10)	G-RJXK	EMB 135	2204 0703(10)
G-CEGA	PA-34 Seneca	2216 2217			

10 Thursday

G-HRPN	Robinson R-44	0736 0754	G-JEDL	DHC-8 400	0804 0852
G-BXWE	Fokker 100	0919 1451	G-RJXC	EMB 145	0927 1020
G-MAJM	Jetstream 41	0930 1016	G-BYRA	Jetstream 31	0946 1044
C-FTDF	Airbus 320	0948 1051	G-BVJD	Fokker 100	0952 1104
EI-CJF	Boeing 737	1002 1056	PH-OFJ	Fokker 100	1006 1107
G-RJXK	EMB 135	1011 1059	ZG993	Islander AL.1	1013 1721
G-BXWF	Fokker 100	1042 1458	XZ341	Gazelle AH.1	1213 1810
G-MAJM	Jetstream 41	1239 1444	EI-CJI	Boeing 737	1249 1330
G-RJXC	EMB 145	1251 1338	EC-GZE	Airbus 320	1308 1431
G-OOBH	Boeing 757	1310 1449	G-RJXK	EMB 135	1324 1403

G-HRPN	Robinson R-44	1330 1621	G-JEDI	DHC-8 400	1406 1443
PH-KLG	Fokker 100	1407 1605	G-BVJD	Fokker 100	1411 1533
G-RJXK	EMB 135	1654 1746	C-FTDF	Airbus 320	1701 1808
G-BXWE	Fokker 100	1703 1740	G-MAJM	Jetstream 41	1709 1753
G-RJXC	EMB 145	1711 1752	G-BXWF	Fokker 100	1714 1800
G-JEDI	DHC-8 400	1725 1804	G-BUVD	Jetstream 31	1733 1812
G-BVJD	Fokker 100	1815 1907	N900CB	Cessna 421C	1854 0834(16)
G-BXWE	Fokker 100	1928 0802(11)	PH-OFF	Fokker 100	1950 0640(11)
G-MAJM	Jetstream 41	1959 0657(11)	G-BXWF	Fokker 100	2001 0721(11)
G-RJXK	EMB 135	2042 0704(11)	G-RJXC	EMB 145	2051 0735(11)
G-BUVD	Jetstream 31	2055 0652(11)	EI-CJI	Boeing 737	2113 2146
G-BVJD	Fokker 100	2144 0718(11)			

11 Friday

C-FTDF	Airbus 320	0304 0626	G-BRIF	Boeing 767	0448 0758
G-OLDR	Lear Jet 45	0750 1309	G-MAMD	King Air B200	0759 0818
G-JEDU	DHC-8 400	0811 0845	TC-APM	Boeing 737 800	0858 1036
G-BXWF	Fokker 100	0911 1458	G-MAJM	Jetstream 41	0919 1024
G-RJXC	EMB 145	0932 1020	G-BUVD	Jetstream 31	0936 1049
PH-KLG	Fokker 100	0940 1103	G-BVJD	Fokker 100	0947 1101
G-RJXK	EMB 135	1005 1047	EI-CJG	Fokker 100	1016 1055
ZG993	Islander AL.1	1051 1258	XZ341	Gazelle AH.1	1104 1303
G-BXWE	Fokker 100	1125 1510	G-JIVE	Hughes 369E	1143 1228
C-FTDF	Airbus 320	1219 1404	G-MAJH	Jetstream 41	1223 1440
ZE701	BAe 146 CC.2	1226 1600	G-MAMD	King Air B200	1252 1344
EI-CJI	Boeing 737	1256 1329	G-RJXC	EMB 145	1301 1358
G-RJXK	EMB 135	1314 1355	EC-IDA	Boeing 737 800	1322 1438
G-JIVE	Hughes 369E	1348 1654	G-JEDU	DHC-8 400	1352 1435
ZD621	BAe 125 CC.3	1420 1755	G-BVJD	Fokker 100	1428 1539
PH-OFF	Fokker 100	1445 1607	ZF242	Tucano T.1	1530 0936(14)
G-OAKJ	Jetstream 31	1640 1725	G-BXWF	Fokker 100	1642 1733
G-LFSK	PA-28 Warrior II	1650 res?	G-RJXC	EMB 145	1653 1742
G-RJXK	EMB 135	1655 1747	G-BXWE	Fokker 100	1702 1759
G-JEDU	DHC-8 400	1721 1803	G-MAJH	Jetstream 41	1753 1824
G-JIVE	Hughes 369E	1757 1801	G-JIVE	Hughes 369E	1830 1837
G-BVJD	Fokker 100	1835 1916	G-BXWF	Fokker 100	1924 0712(12)
C-FTDF	Airbus 320	1949 2115	G-BXWE	Fokker 100	1952 0936(12)
G-MAJH	Jetstream 41	2026 1008(12)	G-RJXK	EMB 135	2043 0813(12)
PH-KLI	Fokker 100	2046 0616(12)	G-BYRA	Jetstream 31	2048 0723(14)
G-RJXC	EMB 145	2050 0729(12)	EI-CJC	Boeing 737	2111 2147
EC-IDT	Boeing 737 800	2143 2303	G-BVJD	Fokker 100	2154 1630(13)
G-BRIG	Boeing 767	2250 0650(12)			

12 Saturday

C-FTDF	Airbus 320	0326 0653	G-JEDI	DHC-8 400	0805 0850
PH-OFC	Fokker 100	0817 0929	G-BXWF	Fokker 100	0946 1059
EI-CNV	Boeing 737	1008 1046	PH-OFF	Fokker 100	1016 1103
G-RJXK	EMB 135	1128 1158(13)	G-EMBI	EMB 145	1135 1238
G-BBPX	PA-34 Seneca	1155 n/s+	G-BRIG	Boeing 767	1208 1347
G-BXWE	Fokker 100	1227 0704(13)	G-RJXC	EMB 145	1254 1340
C-FTDF	Airbus 320	1300 1407	G-JEDI	DHC-8 400	1401 1436
PH-OFE	Fokker 100	1428 1607	G-MAJH	Jetstream 41	1501 1458(13)
EC-HJP	Boeing 737 800	1518 1630	9H-ADY	Airbus 320	1549 1820
EC-FZC	DC-9 83	1551 1654	EC-HZS	Boeing 737 800	1554 1715
EI-CNW	Boeing 737	1603 1645	G-RJXC	EMB 145	1621 0958(13)
EC-HNB	Boeing 737 400	1745 1905	OE-LCO	CL600 RJ	1802 1844
VP-CTJ	Citation II	1927 0913(13)	PH-OFF	Fokker 100	1930 0621(13)
N708SP	Lear Jet 45	1945 0829(13)	C-FTDF	Airbus 320	2001 2116

G-JARA	Robinson R-22B	2004 2036	G-BRIG	Boeing 767	2029 2201
G-BXWF	Fokker 100	2134 0751(14)	PH-OFK	Fokker 100	2143 2218
13 Sunday					
G-BRIG	Boeing 767	0350 0714	C-FTDF	Airbus 320	0642 0802
PH-KZE	Fokker 70	0941 1046	G-RJXD	EMB 145	0954 1115
XZ335	Gazelle AH.1	1218 1234	EI-CNT	Boeing 737	1258 1343
G-JEDU	DHC-8 400	1345 1426	G-MAMD	King Air B200	1402 0747(14)
PH-KZE	Fokker 70	1419 1601	C-FTDF	Airbus 320	1448 1622
G-MAJH	Jetstream 41	1641 1749	G-JEBD	BAe 146 300	1647 1731
G-MAJB	Jetstream 41	1653 1739	G-RJXC	EMB 145	1655 1746
EC-IMU	Airbus 320	1722 1820	LZ-BHA	Airbus 320	1737 1841
G-RJXD	EMB 145	1807 1845	G-MIDO	Airbus 320	1817 1909
G-RJXK	EMB 135	1949 2204	G-MAJH	Jetstream 41	2001 0715(14)
G-BVJD	Fokker 100	2004 0718(14)	PH-OFD	Fokker 100	2017 0621(14)
G-RJXC	EMB 145	2040 0733(14)	EI-CJE	Boeing 737	2130 2207
G-BVJC	Fokker 100	2149 1508(15)	G-BXWE	Fokker 100	2101 0738(14)
14 Monday					
C-FTDF	Airbus 320	0232 0754	G-BRIG	Boeing 767	0408 0933
G-RJXK	EMB 135	0529 0712	G-JEDI	DHC-8 400	0805 0849
G-BVJD	Fokker 100	0915 1451	G-MAJH	Jetstream 41	0928 1015
PH-OFF	Fokker 100	0936 1146	G-MAJD	Jetstream 41	0940 1047
G-RJXC	EMB 145	0943 1029	G-BXWE	Fokker 100	0957 1121
G-RJXK	EMB 135	1010 1102	EI-CNT	Boeing 737	1027 1110
G-BXWF	Fokker 100	1111 1522	G-MAMD	King Air B200	1202 1316
G-MAJH	Jetstream 41	1231 1439	C-FTDF	Airbus 320	1243 1741
EI-CJF	Boeing 737	1249 1330	G-RJXC	EMB 145	1256 1345
G-RJXK	EMB 135	1334 1419	G-JEDM	DHC-8 400	1343 1415
N708SP	Lear Jet 45	1401 1435	PH-OFJ	Fokker 100	1416 1600
VP-CTJ	Citation II	1430 1458	G-BXWE	Fokker 100	1432 1635
G-BRIG	Boeing 767	1546 1714	G-BKWY	Cessna F152	1627 1712
G-BVJD	Fokker 100	1647 1747	G-MAJH	Jetstream 41	1654 1753
G-RJXC	EMB 145	1659 1743	G-RJXK	EMB 135	1710 1750
LZ-BHC	Airbus 320	1714 1823	G-JEDM	DHC-8 400	1719 1758
G-BXWF	Fokker 100	1722 1804	G-MAJD	Jetstream 41	1733 1821
G-BXWE	Fokker 100	1755 1906	G-BVJD	Fokker 100	1929 0728(15)
G-BXWF	Fokker 100	1951 0753(15)	G-MAJH	Jetstream 41	2007 0714(15)
G-RJXK	EMB 135	2027 0711(15)	G-RJXC	EMB 145	2031 0730(15)
PH-KLG	Fokker 100	2042 0619(15)	G-MAJM	Jetstream 41	2059 0655(15)
EI-CJF	Boeing 737	2108 2135	G-BXWE	Fokker 100	2130 0722(15)
15 Tuesday					
G-BRIG	Boeing 767	0224 0616	C-FTDF	Airbus 320	0248 0823
PH-JFS	Pilatus PC-12	0815 1114	G-JEDI	DHC-8 400	0838 0912
G-BXWE	Fokker 100	0923 1449	G-RJXC	EMB 145	0925 1009
G-MAJH	Jetstream 41	0942 1026	PH-OFK	Fokker 100	0946 1041
G-MAJM	Jetstream 41	0951 1051	G-BVJD	Fokker 100	1000 1108
G-RJXK	EMB 135	1007 1058	EI-CNT	Boeing 737	1013 1102
G-BXWF	Fokker 100	1112 2113	G-MAJB	Jetstream 41	1212 1444
G-JIVE	Hughes 369E	1214 1243	G-RJXC	EMB 145	1248 1340
N101PV	Falcon 2000EX	1254 1140(20)	EI-CJI	Boeing 737	1256 1332
G-RJXK	EMB 135	1317 1406	G-JEDI	DHC-8 400	1409 1438
G-BVJD	Fokker 100	1412 1543	PH-OFH	Fokker 100	1429 1606
C-FTDF	Airbus 320	1451 1620	G-OZBB	Airbus 320	1555 1728
G-MAJM	Jetstream 41	1625 1721	G-RJXK	EMB 135	1651 1735
G-RJXC	EMB 145	1655 1750	G-MAJB	Jetstream 41	1700 1746
G-BXWE	Fokker 100	1702 1740	G-JIVE	Hughes 369E	1704 1725
G-BVJC	Fokker 100	1708 1802	G-JEDI	DHC-8 400	1714 1804

G-BVJD	Fokker 100	1824 1920	9H-ADI	Boeing 737 300	1840 1945
G-BXWE	Fokker 100	1930 0730(16)	PH-OFK	Fokker 100	1938 0618(16)
G-MAJM	Jetstream 41	1957 0706(16)	G-BVJC	Fokker 100	2000 0738(16)
G-MAJB	Jetstream 41	2006 0658(16)	G-RJXC	EMB 135	2042 0712(16)
G-RJXC	EMB 145	2048 0725(16)	EI-CJI	Boeing 737	2106 2138
G-BRIG	Boeing 767	2110 0744(16)	G-BVJD	Fokker 100	2139 0718(16)

16 Wednesday

C-FTDF	Airbus 320	0140 0721	G-JEDI	DHC-8 400	0812 0854
G-OLDJ	Lear Jet 45	0841 0859	G-BVJD	Fokker 100	0917 1451
G-RJXC	EMB 145	0922 1008	G-MAJM	Jetstream 41	0935 1020
G-MAJB	Jetstream 41	0938 1043	G-RJXC	EMB 135	1004 1056
G-BVJC	Fokker 100	1010 1104	EI-CNT	Boeing 737	1025 1053
G-BXWE	Fokker 100	1041 1515	N527EW	Citation I	1101 1859
N321KL	Mooney M20J	1118 1714	PH-OFJ	Fokker 100	1126 1219
G-MAJM	Jetstream 41	1227 1443	G-RJXC	EMB 145	1249 1338
EI-CJE	Boeing 737	1255 1330	G-RJXC	EMB 135	1313 1358
G-BVJC	Fokker 100	1407 1541	G-JEDD	DHC-8 300	1414 1454
PH-KLI	Fokker 100	1417 1559	G-ARAW	Cessna 182C	1532 1725
G-MAJB	Jetstream 41	1618 1724	C-FTDF	Airbus 320	1630 1821
G-OLDJ	Lear Jet 45	1641 1720	G-RJXC	EMB 135	1652 1750
G-BVJD	Fokker 100	1654 1738	G-MAJM	Jetstream 41	1708 1800
G-RJXC	EMB 145	1710 1757	G-JEDI	DHC-8 400	1713 1803
G-BXWE	Fokker 100	1715 1809	G-OLDJ	Lear Jet 45	1720 1753
N900CB	Cessna 421C	1729 0654(18)	G-CCFC	Robinson R-44	1749 1840
G-BVJC	Fokker 100	1807 1902	G-BVJD	Fokker 100	1932 0718(17)
VP-CTJ	Citation II	1939 0731(17)	G-MAJB	Jetstream 41	1956 0700(17)
G-BXWE	Fokker 100	1958 0744(17)	PH-OFJ	Fokker 100	2016 0619(17)
G-MAJM	Jetstream 41	2020 0709(17)	G-RJXC	EMB 135	2032 0715(17)
G-RJXC	EMB 145	2101 0725(17)	EI-CJE	Boeing 737	2109 2142
G-BVJC	Fokker 100	2157 0749(17)	G-BRIG	Boeing 767	2204 0723(17)

17 Thursday

C-FTDF	Airbus 320	0657 1004	G-JEDM	DHC-8 400	0814 1848
G-GAFA	PA-34 Seneca	0921 1016	G-RJXC	EMB 145	0926 1020
G-BVJD	Fokker 100	0929 1457	G-CBDA	Jetstream 31	0938 1053
G-MAJM	Jetstream 41	0945 1026	EI-CJE	Boeing 737	1004 1050
PH-KLI	Fokker 100	1008 1230	G-BVJC	Fokker 100	1015 1105
G-RJXC	EMB 145	1044 1125	N6039X	Rockwell 114B	1045 1534
G-BXWE	Fokker 100	1056 0713(18)	G-JEDJ	DHC-8 400	1137 1235
G-MAJM	Jetstream 41	1224 1453	G-BXWF	Fokker 100	1237 1517
EI-CJF	Boeing 737	1247 1331	G-RJXC	EMB 145	1251 1337
G-CPEU	Boeing 757	1300 1436	G-JBBZ	Ecureuil	1314 1343
EC-GZD	Airbus 320	1317 1446	G-RJXC	EMB 145	1346 1423
G-JEDD	DHC-8 300	1401 1441	G-BVJC	Fokker 100	1403 1550
PH-KLG	Fokker 100	1415 1613	C-FTDF	Airbus 320	1621 1742
G-CBDA	Jetstream 31	1631 1718	G-BVJD	Fokker 100	1643 1734
G-RJXC	EMB 135	1700 1745	G-RJXC	EMB 145	1703 1738
G-BXWF	Fokker 100	1716 1800	G-MAJM	Jetstream 41	1721 1756
G-JEDJ	DHC-8 400	1748 1828	G-BVJC	Fokker 100	1812 1904
G-JIVE	Hughes 369E	1842 1855	G-BVJD	Fokker 100	1927 0729(18)
G-PUSK	PA-32R Saratoga	1936 1524(18)	PH-OFI	Fokker 100	1943 0623(18)
G-CBDA	Jetstream 31	1952 0658(18)	G-BXWF	Fokker 100	2008 0746(18)
G-MAJM	Jetstream 41	2023 0701(18)	G-RJXC	EMB 135	2032 0708(18)
G-RJXC	EMB 145	2042 0718(18)	G-BYAB	Boeing 767	2052 0507(18)
EI-CNV	Boeing 737	2110 2142	G-BVJC	Fokker 100	2150 0741(23)

18 Friday

C-FTDF	Airbus 320	0242 0629	G-BYAX	Boeing 757	0357 0827
G-RKJT	PA-46 Malibu	0738 0749	G-JEDU	DHC-8 400	0804 0839
G-BXWE	Fokker 100	0917 1454	G-MAJM	Jetstream 41	0920 1018
G-RJXC	EMB 145	0922 1009	G-CBDA	Jetstream 31	0924 1050
PH-KLD	Fokker 100	0939 1039	G-BVJD	Fokker 100	0950 1100
TC-AAB	Boeing 737 800	0959 1216	EI-CNV	Boeing 737	1005 1105
G-RJXK	EMB 135	1031 1109	G-OOON	PA-34 Seneca	1055 1630
G-BXWF	Fokker 100	1102 1505	EC-ICD	Boeing 737 800	1132 1307
C-FTDF	Airbus 320	1219 1351	G-MAJM	Jetstream 41	1234 1449
G-RJXC	EMB 145	1244 1347	EI-CNT	Boeing 737	1321 1358
G-RJXK	EMB 135	1330 1417	G-JEDT	DHC-8 400	1356 1439
G-BVJD	Fokker 100	1402 1541	PH-KLE	Fokker 100	1456 1608
VP-CTJ	Citation II	1513 1549	G-CBDA	Jetstream 31	1627 1721
G-BXWE	Fokker 100	1700 1747	G-RJXK	EMB 135	1703 1750
G-RJXC	EMB 145	1710 1753	G-MAJM	Jetstream 41	1713 1758
G-BXWF	Fokker 100	1715 1802	G-JEDT	DHC-8 400	1730 1816
G-RKJT	PA-46 Malibu	1748 1405(21)	G-BVJD	Fokker 100	1824 1916
G-BXWE	Fokker 100	1933 0913(19)	C-FTDF	Airbus 320	1936 2119
G-BXWF	Fokker 100	1954 0709(20)	G-CBDA	Jetstream 31	1959 2021
PH-KLD	Fokker 100	2007 0620(19)	G-MAJM	Jetstream 41	2014 1001(19)
G-RJXK	EMB 135	2040 0819(19)	G-RJXC	EMB 145	2043 0727(19)
EI-CNX	Boeing 737	2128 2213	EC-III	Boeing 737 800	2135 2302
G-BVJD	Fokker 100	2138 0713(19)			

19 Saturday

G-BYAX	Boeing 757	0045 0650	C-FTDF	Airbus 320	0318 0607
OE-GPS	Citation Bravo	0353 1406	G-JEDI	DHC-8 400	0804 0851
G-JIVE	Hughes 369E	0834 0902	PH-OFD	Fokker 100	0901 1028
PH-WXC	Fokker 70	0948 1108	G-BVJD	Fokker 100	0951 1058
EI-CJF	Boeing 737	1015 1104	G-EMBF	EMB 145	1129 1257
C-FTDF	Airbus 320	1202 1350	G-BYAX	Boeing 757	1219 1347
G-RJXK	EMB 135	1224 1511(20)	G-RJXC	EMB 145	1259 1354
G-JEDI	DHC-8 400	1344 1428	VP-CGE	Citation VII	1408 1605
PH-KLD	Fokker 100	1413 1601	G-MAJM	Jetstream 41	1450 1454(20)
EC-HGQ	Boeing 737 800	1503 1556	EI-CNX	Boeing 737	1546 1634
XZ311	Gazelle AH.1	1552 1608	9H-ADY	Airbus 320	1554 1749
G-HGO	Boeing 737 800	1557 1704	G-RJXC	EMB 145	1632 1006(20)
G-BXWE	Fokker 100	1637 1632(20)	G-AWBH	PA-28 Cherokee	1656 1805
EC-FXP	Boeing 737 400	1750 1903	OE-LCM	CL600 RJ	1815 1906
C-FTDF	Airbus 320	1954 2114	EC-FXA	DC-9 83	2001 2135
G-BYAX	Boeing 757	2015 2210	PH-OFK	Fokker 100	2023 0614(20)
PH-OFD	Fokker 100	2314 2359			

20 Sunday

G-BYAX	Boeing 757	0400 0706	C-FTDF	Airbus 320	0646 0821
PH-OFK	Fokker 100	0936 1046	G-BVJD	Fokker 100	0953 1049
EI-CNV	Boeing 737	1256 1351	G-JEDI	DHC-8 400	1347 1430
PH-KZO	Fokker 70	1417 1606	G-BVJD	Fokker 100	1438 0719(21)
C-FTDF	Airbus 320	1449 1623	G-MAJM	Jetstream 41	1636 1744
G-JEBD	BAe 146 300	1641 1727	G-MAJG	Jetstream 41	1701 1741
G-RJXC	EMB 145	1710 1755	LZ-BHA	Airbus 320	1712 1835
EC-INZ	Airbus 320	1714 1832	G-RJXK	EMB 135	1737 1813
G-RJXD	EMB 145	1809 1846	G-MIDS	Airbus 320	1824 1917
G-ORJA	King Air B200	1929 1943	G-CBDA	Jetstream 31	1953 0652(21)
G-BXWE	Fokker 100	1956 0742(21)	G-MAJM	Jetstream 41	2000 0656(21)
G-RJXK	EMB 135	2020 0710(21)	VP-CTJ	Citation II	2024 0824(21)
G-RJXC	EMB 145	2034 0735(21)	PH-KLG	Fokker 100	2048 0622(21)

EI-CON	Boeing 737	2140 2219	G-BXWF	Fokker 100	2157 0730(21)
21 Monday					
C-FTDF	Airbus 320	0246 0737	G-BYAX	Boeing 757	0349 0932
G-CLOW	King Air 200	0707 0802	G-JEDI	DHC-8 400	0809 0851
G-BXWF	Fokker 100	0916 1452	G-MAJM	Jetstream 41	0928 1013
G-RJXC	EMB 145	0933 1025	G-CBDA	Jetstream 31	0937 1041
G-BVJD	Fokker 100	0954 1104	G-RJXK	EMB 135	1016 1107
EI-COA	Boeing 737	1018 1101	PH-OFB	Fokker 100	1021 1113
N750NS	Citation X	1037 1128	G-ECMM	Agusta A109E	1057 1341
G-BXWE	Fokker 100	1108 1510	N340SC	Cessna 340	1141 1439
G-MAJM	Jetstream 41	1227 1437	C-FTDF	Airbus 320	1234 1521
G-RJXC	EMB 145	1255 1354	EI-CNZ	Boeing 737	1300 1342
EI-DMG	Cessna 441	1312 1531	G-RJXK	EMB 135	1331 1508
G-JEDI	DHC-8 400	1350 1423	G-BVJD	Fokker 100	1400 1557
PH-KLD	Fokker 100	1519 1608	G-BYAX	Boeing 757	1543 1712
G-OAKJ	Jetstream 31	1623 1722	G-LEAR	Lear Jet 35A	1626 1657
G-BXWF	Fokker 100	1646 1730	LZ-BHB	Airbus 320	1707 1816
G-RJXC	EMB 145	1710 1752	G-BXWE	Fokker 100	1714 1758
G-JEDI	DHC-8 400	1720 1802	G-MAJM	Jetstream 41	1740 1814
G-RJXK	EMB 135	1746 1836	G-CLOW	King Air 200	1818 1844
G-BVJD	Fokker 100	1823 1916	G-CHEM	PA-34 Seneca	1832 1857
G-BXWF	Fokker 100	1917 0713(22)	PH-OFB	Fokker 100	1928 0634(22)
G-BXWE	Fokker 100	1952 0756(22)	G-OAKJ	Jetstream 31	1958 0652(22)
G-MAJM	Jetstream 41	2021 0657(22)	G-RJXC	EMB 145	2055 0725(22)
G-RJXK	EMB 135	2112 0703(22)	EI-CJE	Boeing 737	2117 2155
G-BVJD	Fokker 100	2153 0705(22)			

22 Tuesday

C-FTDF	Airbus 320	0209 0837	G-BYAX	Boeing 757	0221 0622
G-JEDI	DHC-8 400	0817 0849	G-RJXC	EMB 145	0925 1015
G-BXWF	Fokker 100	0927 1025	G-MAJM	Jetstream 41	0933 1021
PH-KLG	Fokker 100	0936 1039	G-OAKJ	Jetstream 31	0938 1043
G-BVJD	Fokker 100	0941 1101	EI-CNV	Boeing 737	1019 1058
G-RJXK	EMB 135	1024 1103	G-BXWE	Fokker 100	1109 1510
G-AZOT	PA-34 Seneca	1147 1607	G-MAJM	Jetstream 41	1214 1439
EI-CJF	Boeing 737	1245 1322	G-RJXC	EMB 145	1304 1353
G-BXWF	Fokker 100	1310 1454	G-RJXK	EMB 135	1332 1420
G-JEDI	DHC-8 400	1340 1423	PH-OFE	Fokker 100	1401 1601
VP-CTJ	Citation II	1410 1442	G-BVJD	Fokker 100	1417 1540
C-FTDF	Airbus 320	1428 1618	G-OZBB	Airbus 320	1555 1732
G-BUVC	Jetstream 31	1625 1716	G-BXWF	Fokker 100	1646 1727
G-RJXK	EMB 135	1701 1754	G-MAJM	Jetstream 41	1704 1750
G-RJXC	EMB 145	1707 1803	G-BXWE	Fokker 100	1715 1758
G-JEDI	DHC-8 400	1722 1806	G-BVJD	Fokker 100	1823 1912
G-NETA	Citation Excel	1829 1218(23)	9H-ABT	Boeing 737 300	1903 2002
G-BXWF	Fokker 100	1927 0729(23)	PH-KLG	Fokker 100	1930 0617(23)
G-BUVC	Jetstream 31	1952 0658(23)	G-BXWE	Fokker 100	1957 0721(23)
G-MAJM	Jetstream 41	2001 0702(23)	G-RJXK	EMB 135	2041 0709(23)
G-BYAX	Boeing 757	2044 0733(23)	G-RJXC	EMB 145	2104 2134
G-RKJT	PA-46 Malibu	2113 1108(24)	EI-CJF	Boeing 737	2125 2156
G-BVJD	Fokker 100	2158 1548(23)			

23 Wednesday

C-FTDF	Airbus 320	0140 0716	G-JEDI	DHC-8 400	0807 0843
G-JJMX	Falcon 900EX	0850 0927	G-BXWE	Fokker 100	0918 1000
G-BXWF	Fokker 100	0928 1517	G-MAJM	Jetstream 41	0937 1017
G-BUVC	Jetstream 31	0943 1044	PH-OFE	Fokker 100	0945 1042
CS-DNX	Hawker 800XP	0948 1032	G-RJXK	EMB 135	1013 1056

G-BVJC	Fokker 100	1018 1129	G-RJXH	EMB 145	1028 1355
EI-CJC	Boeing 737	1035 1107	G-RJXB	EMB 145	1046 1132
G-MAJL	Jetstream 41	1233 1435	EI-CJF	Boeing 737	1250 1329
G-RJXK	EMB 135	1319 1402	G-BXWE	Fokker 100	1323 1446
G-JEDI	DHC-8 400	1344 1425	G-RJXB	EMB 145	1407 1457
PH-OFK	Fokker 100	1412 1731	G-BVJC	Fokker 100	1428 1540
G-BHYG	PA-34 Seneca	1511 1512	N41762	Hawker 800XP	1531 1634
C-FTDF	Airbus 320	1616 0205(24)	G-BUVD	Jetstream 31	1629 1725
G-OLDR	Lear Jet 45	1640 0642(24)	G-RJXK	EMB 135	1654 1737
G-BXWE	Fokker 100	1656 1740	G-RJXH	EMB 145	1702 1816
G-MAJL	Jetstream 41	1705 1751	G-BXWF	Fokker 100	1711 1805
G-JEDI	DHC-8 400	1726 1810	G-BVJC	Fokker 100	1838 1954
G-BXWE	Fokker 100	1922 0813(24)	G-BUVD	Jetstream 31	2001 1206(24)
G-MAJL	Jetstream 41	2003 0708(24)	G-RJXH	EMB 145	2014 0728(24)
G-RJXK	EMB 135	2032 0712(24)	PH-OFE	Fokker 100	2044 0654(24)
G-BYAX	Boeing 757	2049 0726(24)	G-BXWF	Fokker 100	2104 0730(24)
EI-CJF	Boeing 737	2112 2146	G-BVJC	Fokker 100	2219 0733(24)
24 Thursday					
G-JEDJ	DHC-8 400	0821 0856	G-RJXH	EMB 145	0930 1013
G-BXWF	Fokker 100	0935 1451	PH-KZN	Fokker 70	0939 1219
G-MAJL	Jetstream 41	0942 1020	EI-CJC	Boeing 737	1002 1048
G-BVJC	Fokker 100	1004 1105	G-RJXK	EMB 135	1010 1054
G-BXWE	Fokker 100	1136 1506	C-GTDL	Airbus 320	1203 1321
G-MAJL	Jetstream 41	1222 1441	G-RJXH	EMB 145	1250 1346
G-RJXK	EMB 135	1315 1402	EC-GZE	Airbus 320	1341 1500
G-CPEU	Boeing 757	1348 1518	G-JEDJ	DHC-8 400	1351 1435
EI-CJI	Boeing 737	1408 1446	PH-OFE	Fokker 100	1432 1825
LX-PMR	Raytheon Premier	1439 1602	G-BVJC	Fokker 100	1442 1550
G-BXWF	Fokker 100	1649 1735	G-RJXH	EMB 145	1656 1803
G-RJXK	EMB 135	1659 1820	G-BXWE	Fokker 100	1718 1810
G-JEDJ	DHC-8 400	1721 1806	G-MAJL	Jetstream 41	1724 1814
G-BUVD	Jetstream 31	1752 1827	G-RKJT	PA-46 Malibu	1816 0656(25)
G-BVJC	Fokker 100	1821 1931	G-BXWF	Fokker 100	1928 0739(25)
C-GTDK	Airbus 320	1938 2021	G-IFIT	PA-31 Navajo	1955 2002
G-BXWE	Fokker 100	1959 0712(25)	G-MAJL	Jetstream 41	2029 0702(25)
G-BYAW	Boeing 757	2049 0742(25)	G-RJXK	EMB 135	2052 0707(25)
G-BUVD	Jetstream 31	2054 0652(25)	G-RJXH	EMB 145	2104 0727(25)
EI-CJC	Boeing 737	2110 2149	PH-KLI	Fokker 100	2145 0619(25)
G-BVJC	Fokker 100	2156 0725(25)			
25 Friday					
C-GTDK	Airbus 320	0445 0629	G-BOFZ	PA-28 Warrior II	0805 1345
G-JEDO	DHC-8 400	0821 0855	TC-APU	Boeing 737 800	0901 1032
G-BXWE	Fokker 100	0916 1454	G-MAJL	Jetstream 41	0920 1009
G-RJXH	EMB 145	0923 1025	PH-OFH	Fokker 100	0935 1041
G-OAKJ	Jetstream 31	0938 1034	G-RJXK	EMB 135	1005 1054
EI-CJI	Boeing 737	1009 1045	G-OECM	Rockwell 114B	1020 1319
G-BVJC	Fokker 100	1022 1113	G-BKBV	TB-10 Tobago	1037 1511
G-OLDF	Lear Jet 45	1047 1135	G-BXWF	Fokker 100	1055 1512
EC-III	Boeing 737 800	1220 1325	G-MAJL	Jetstream 41	1225 1445
CS-DFD	Falcon 2000	1235 1321	EI-CJC	Boeing 737	1308 1342
C-GTDK	Airbus 320	1312 1433	G-RJXK	EMB 135	1316 1405
G-RJXH	EMB 145	1348 1430	G-LUND	Cessna 340	1359 1501
G-JEDJ	DHC-8 300	1401 1448	G-LEAR	Lear Jet 35A	1403 1508
PH-KLE	Fokker 100	1414 1602	G-BKWY	Cessna F152	1416 1510
G-BVJC	Fokker 100	1422 1543	CS-DNK	Hawker 800XP	1529 0856(26)
G-OAKJ	Jetstream 31	1623 1722	G-TANS	TB-20 Trinidad	1625 0942(27)

G-BXWE	Fokker 100	1644 1729	G-RJXK	EMB 135	1703 1744
G-BXWF	Fokker 100	1707 1800	G-MAJL	Jetstream 41	1717 1756
G-JEDJ	DHC-8 400	1720 1804	G-RJXH	EMB 145	1731 1812
G-RKJT	PA-46 Malibu	1808 1408(1/7)	G-BVJC	Fokker 100	1823 1915
G-BXWE	Fokker 100	1929 0905(26)	PH-OFH	Fokker 100	1940 0629(26)
G-BXWF	Fokker 100	1951 0730(28)	G-BUVD	Jetstream 31	2002 1606(27)
C-GTDK	Airbus 320	2011 2126	G-MAJL	Jetstream 41	2018 1011(26)
G-RJXK	EMB 135	2030 2116	G-RJXH	EMB 145	2105 0719(26)
EL-CJC	Boeing 737	2111 2145	G-LEAR	Lear Jet 35A	2123 2132
EC-ICD	Boeing 737 800	2140 2255	G-BVJC	Fokker 100	2143 0728(26)
G-BYAT	Boeing 757	2335 0658(26)			
26 Saturday					
G-XLMB	Citation Excel	0201 1411	C-GTDK	Airbus 320	0318 0625
G-BVJD	Fokker 100	0753 0833	G-CBGF	PA-31 Navajo	0933 1000
G-BVJC	Fokker 100	0942 1106	PH-OFB	Fokker 100	0949 1056
PH-KLE	Fokker 100	0956 1103	EL-CNT	Boeing 737	1020 1058
G-JEDT	DHC-8 400	1033 1120	G-EMBK	EMB 145	1136 1414
G-BVJD	Fokker 100	1153 1113(28)	C-GTDK	Airbus 320	1205 1356
G-BYAT	Boeing 757	1210 1405	G-RJXH	EMB 145	1310 1351
PH-OFI	Fokker 100	1401 1614	G-RJXK	EMB 135	1459 1515(27)
G-MAJL	Jetstream 41	1513 1452(27)	EC-HBL	Boeing 737 800	1543 1729
G-JEDT	DHC-8 400	1547 1630	9H-ADY	Airbus 320	1549 1722
EC-ISE	Boeing 737 700	1553 1705	EL-COB	Boeing 737	1559 1637
EC-GAT	DC-9 83	1603 1720	G-BXWE	Fokker 100	1626 1631(27)
G-RJXH	EMB 145	1640 0956(27)	EC-HNB	Boeing 737 400	1732 1846
G-CBGF	PA-31 Navajo	1800 1137(27)	OE-LCK	CL600 RJ	1809 1856
G-LUND	Cessna 340	1923 1946	OY-NPA	SA226TC Metro 3	1931 2006
PH-OFA	Fokker 100	1939 0620(27)	C-GTDK	Airbus 320	1956 2115
G-CEGA	PA-34 Seneca	2003 0904(27)	G-BYAT	Boeing 757	2026 2207
G-BVJC	Fokker 100	2144 0708(27)	PH-OFB	Fokker 100	2237 2323
27 Sunday					
G-BYAT	Boeing 757	0357 0718	C-GTDK	Airbus 320	0616 0804
G-OBNW	PA-31 Navajo	0736 0817	G-MAMD	King Air B200	0813 0826
G-RJXF	EMB 145	0928 1056	PH-OFH	Fokker 100	0933 1046
EL-CON	Boeing 737	1323 1357	G-JEDI	DHC-8 400	1344 1427
G-TANS	TB-20 Trinidad	1404 1403(13/7)	PH-OFH	Fokker 100	1407 1601
C-GTDK	Airbus 320	1432 1622	XZ598	Sea King HAR.3	1521 1548
G-BYRM	Jetstream 31	1533 0704(28)	G-JEBC	BAe 146 300	1644 1731
G-MAJA	Jetstream 41	1647 1738	G-MAJL	Jetstream 41	1649 1800
HB-VNI	Citation Excel	1702 1801	G-RJXH	EMB 145	1704 1753
EC-INZ	Airbus 320	1726 1834	G-RJXK	EMB 135	1745 1818
LZ-BHC	Airbus 320	1759 1858	G-RJXA	EMB 145	1829 1903
G-MAMD	King Air B200	1851 1906	G-OBNW	PA-31 Navajo	1918 1939
CS-DFE	Falcon 2000	1931 1101(28)	G-MIDS	Airbus 320	2001 2053
G-BXWE	Fokker 100	2010 0732(28)	G-MAJL	Jetstream 41	2014 0706(28)
G-RJXK	EMB 135	2017 0710(28)	PH-OFF	Fokker 100	2022 0620(28)
G-RJXH	EMB 145	2058 0738(28)	EL-CJC	Boeing 737	2143 2220
G-BVJC	Fokker 100	2201 0702(28)			
28 Monday					
C-GTDK	Airbus 320	0249 0724	G-BYAT	Boeing 757	0355 0934
G-JEDT	DHC-8 400	0817 0857	G-MAJL	Jetstream 41	0923 1015
G-BXWE	Fokker 100	0926 1520	G-RJXH	EMB 145	0930 1011
G-FPLA	King Air B200	0932 1416	G-BVJC	Fokker 100	0941 1548
G-BYRM	Jetstream 31	0945 1107	PH-KLE	Fokker 100	1002 1052
EL-CJC	Boeing 737	1018 1058	N234RG	Pilatus PC-12	1021 1646
G-RJXK	EMB 135	1024 1111	G-BXWF	Fokker 100	1051 1453

G-ROWN	King Air 200	1107 1159	PH-RAZ	SA226TC Metro 2	1138 1433
G-MAJL	Jetstream 41	1210 1444	G-IGGL	TB-10 Tobago	1238 1611
C-GTDK	Airbus 320	1247 1512	G-RJXH	EMB 145	1249 1336
EI-COA	Boeing 737	1258 1343	G-RJXK	EMB 135	1332 1411
G-JEDT	DHC-8 400	1340 1426	G-BZEE	JetRanger	1402 1546
PH-OFE	Fokker 100	1408 1558	G-BVJD	Fokker 100	1413 1100(29)
N422PM	King Air C90B	1518 1814	G-BYAT	Boeing 757	1542 1715
G-BYRM	Jetstream 31	1631 1723	G-BXWF	Fokker 100	1639 1733
G-MAJL	Jetstream 41	1657 1742	G-RJXK	EMB 135	1659 1735
G-RJXH	EMB 145	1709 1746	G-BXWE	Fokker 100	1721 1801
G-JEDT	DHC-8 400	1724 1807	LZ-BHB	Airbus 320	1803 1920
G-BVJC	Fokker 100	1811 1907	G-BXPO	Thorp T.211	1831 1924
G-BXWF	Fokker 100	1922 0720(29)	PH-KLD	Fokker 100	1935 0620(29)
G-MAJL	Jetstream 41	1951 0701(29)	G-BYRM	Jetstream 31	1956 0657(29)
N170SW	Global Express	2005 1213(30)	G-BXWE	Fokker 100	2007 0739(29)
G-RJXK	EMB 135	2026 0712(29)	G-RJXH	EMB 145	2045 0725(29)
EI-COA	Boeing 737	2111 2152	G-BVJC	Fokker 100	2136 0716(29)

29 Tuesday

C-GTDK	Airbus 320	0035 0835	G-BYAT	Boeing 757	0242 0617
G-JEDO	DHC-8 400	0810 0852	TF-ARI	Boeing 757	0826 0942
VP-CTJ	Citation II	0851 1459	G-BXWF	Fokker 100	0915 1449
G-MAJL	Jetstream 41	0924 1017	G-RJXH	EMB 145	0927 1009
G-BYRM	Jetstream 31	0935 1103	PH-OFE	Fokker 100	0939 1042
G-BVJC	Fokker 100	0954 0745(30)	EI-CNW	Boeing 737	1011 1054
G-RJXK	EMB 135	1027 1111	G-BXWE	Fokker 100	1045 1506
EI-COA	Boeing 737	1234 1319	G-RJXH	EMB 145	1238 1334
G-MAJL	Jetstream 41	1242 1442	G-RJXK	EMB 135	1335 1405
G-JEDO	DHC-8 400	1348 1439	PH-OFJ	Fokker 100	1400 1612
G-BVJD	Fokker 100	1420 1539	C-GTDK	Airbus 320	1444 1615
G-OZBB	Airbus 320	1603 1744	5N-FGN	Boeing 727 2N6	1627 2226
G-BXWF	Fokker 100	1642 1733	G-RJXK	EMB 135	1649 1754
G-RJXH	EMB 145	1652 1746	G-BXWE	Fokker 100	1701 1806
HB-GJR	King Air 350	1706 0740(30)	G-BYRM	Jetstream 31	1709 1751
G-MAJL	Jetstream 41	1711 1802	G-JEDO	DHC-8 400	1724 1809
70101	UC-35A	1759 1919	G-BVJD	Fokker 100	1837 1930
9H-ABS	Boeing 737 300	1845 1949	G-BXWF	Fokker 100	1916 0731(1/7)
PH-OFK	Fokker 100	1954 0613(30)	G-BXWE	Fokker 100	1956 0718(30)
G-BYRM	Jetstream 31	2017 0702(30)	G-MAJL	Jetstream 41	2022 0705(30)
G-RJXK	EMB 135	2041 0711(30)	G-RJXH	EMB 145	2046 0729(30)
G-BYAT	Boeing 757	2056 0734(30)	EI-CJI	Boeing 737	2110 2151
G-BVJD	Fokker 100	2148 0715(30)	TF-ARI	Boeing 757	2152 2250

30 Wednesday

C-GTDK	Airbus 320	0119 0723	CS-DHC	Citation Bravo	0731 0803
G-JEDM	DHC-8 400	0806 0849	G-VVIP	Cessna 421C	0847 1304
G-ORDB	Citation Bravo	0851 0935	G-RJXH	EMB 145	0926 1015
G-BXWE	Fokker 100	0928 1453	G-MAJL	Jetstream 41	0939 1023
G-BVJD	Fokker 100	0944 1103	G-BYRM	Jetstream 31	0948 1042
PH-OFA	Fokker 100	0951 1057	EI-CJC	Boeing 737	1000 1054
G-RJXK	EMB 135	1025 1109	G-BVJC	Fokker 100	1052 1508
G-MAJL	Jetstream 41	1215 1433	G-RJXH	EMB 145	1257 1347
EI-CJF	Boeing 737	1307 1340	G-RJXK	EMB 135	1329 1413
G-JEDM	DHC-8	1353 1431	G-BVJD	Fokker 100	1417 1536
PH-KLI	Fokker 100	1423 1602	ZE701	BAe 146 CC.2	1642 1150(01)
C-GTDK	Airbus 320	1644 1817	G-OAKJ	Jetstream 31	1464 1722
G-BXWE	Fokker 100	1649 1733	G-MAJL	Jetstream 41	1658 1754
G-BVJC	Fokker 100	1701 1757	G-RJXK	EMB 135	1703 1744

G-RJXH	EMB 145	1715 1800	G-JEDM	DHC-8 400	1724 1805
CS-DHH	Citation Bravo	1746 0954(01)	G-BVJD	Fokker 100	1846 1935
G-BXWE	Fokker 100	1926 0713(01)	G-BVJC	Fokker 100	1950 1520(01)
G-ORDB	Citation Bravo	1958 2011	PH-OFA	Fokker 100	2000 0620(01)
G-MAJL	Jetstream 41	2005 0656(01)	G-OAKJ	Jetstream 31	2008 0702(01)
G-RJXH	EMB 145	2036 0711(01)	G-BYAW	Boeing 757	2059 0723(01)
G-RJXH	EMB 145	2102 0730(01)	EI-CJF	Boeing 737	2120 2147
G-BVJD	Fokker 100	2154 0720(01)			

From and To

02) EI-DMG/Waterford-Wolverhampton and Wolverhampton-Waterford; N671B/F-n/s-T Isle of Man: 03) CS-DNP/Southampton-n/s-Sheremetyevo: 04) CS-DNN/Kastrup-Hamburg; N900CB/Wellesbourne Mountford-n/s-Guernsey: 05) N708SP/Cannes-Cranfield: 06) LX-RED/F-n/s-T Luxembourg; N560SH/Malaga-n/s-Cork; HB-IAU/F and T Kloten: 09) N39605/F and T Elstree: 10) N900CB/Guernsey-n/s-Blackbushe: 12) VP-CTJ/Biggin Hill-n/s-Cascais; N708SP/St Mawgan-n/s-Southampton: 14) N708SP/Southampton-Cranfield; VP-CTJ/Cascais-Biggin Hill: 15) PH-JFS/F and T Weert; N101PV/Dublin-Iqaluit: 16) N527EW/F and T Jersey; N321KL/F and T Stapleford; N900CB/Blackbushe-n/s-Guernsey; VP-CTJ/Biggin Hill-n/s-Cascais: 17) N6039X/F and T Guernsey: 18) VP-CTJ/Cascais-Biggin Hill: 19) OE-GPS/Faro-Bastia; VP-CGE/Liverpool-Farnboro: 20) VP-CTJ/Biggin Hill-n/s-Cascais: 21) N750NS/Exeter-Jersey; N340SC/F and T North Weald; EI-DMG/F and T Waterford: 22) VP-CTJ/Cascais-Biggin Hill: 23) Cs-DNX/Perugia-Northolt; N41762/F and T Blackpool: 24) LX-PMR/Luxembourg-Northolt: 25) CS-DFD/Lisbon-Perugia; CS-DNK/Northolt-n/s-Dublin: 26) OY-NPA/Coventry-Esbjerg: 27) HB-VNI/Malmö-Mannheim; CS-DFE/Dublin-n/s-Palermo: 28) N234RG/F and T Belfast City; PH-RAZ/Rotterdam-Saarbrücken; N422PM/Biggin Hill-Manchester; N170SW/Rogers-n/s-Bremen: 29) VP-CTJ/Stansted-St Mawgan; 5N-FGN/Mitiga (Libya)-Heathrow; HB-GJR/F and T Lausanne: 30) CS-DHC/Le Bourget-London City; CS-DHH/London City-n/s-Farnboro:

Overshoots

01) G-RAFP/CWL74: 02) G-RAFO/CWL74; G-BEAG/Oxford34: 08) G-RAFK/CWL???: 09) G-RAFM/CWL75; G-RAFL/CWL77; G-RAFJ/CWL79: 10) G-YPOL/Police42: 11) G-SYPS/Police33: 14) G-YPOL/Police42; ZG993/Army598; G-SYPS/Police33: 15) XS736/CWL19; ZG845/Army585; G-RAFL/CWL77: 16) G-RAFM/CWL77; G-RAFL/CWL66; G-RAFN/CWL60: 17) G-RAFL/CWL74; G-RAFO/CWL77; G-RAFK/CWL63: 18) G-RAFL/CWL74; G-RAFM/CWL71: 21) G-VTAL: 22) G-BWXF/CWL80: 24) ZD575/Vortex427: 25) G-RAFM/CWL63; G-BXXT: 29) G-BWXC/CWL81; G-BPID/Raven28T:

LBA Movements Review, June 2004

Visiting twice on the 2nd we had the Dawn Meats Group Cessna 441 EI-DMG which was from Waterford to Wolverhampton in the morning and back the other way in the afternoon, night stopping the same day was A.36 Bonanza N671B which was from and to its home in the Isle of Man and stayed until the 12th. Night stopping on the 3rd was the first Netjets of the month when the Falcon 2000 CS-DNP was "Skyshare 1396-586P" from Southampton to Moscow (Sheremetyevo). On the 4th Netjets Hawker 800XP CS-DNN was from Kastrup to Hamburg as "Skyshare 823P-9823" and the Cessna 421C N900CB was from Wellesbourne Mountford with a night stop to the 10th when it departed for Guernsey. Lear Jet 45 N708SP on the 5th was from Cannes to Cranfield. Piper PA-60 Aerostar LX-RED on the 6th was a night stopper until the 9th and it was from and to Luxembourg whilst the Gulfstream 3 N560SH also night stopped from Malaga to Cork and the Falcon 2000 HB-IAU was from and to Kloten as "CAZ 501-2". From and to Elstree on the 9th was PA-34 Seneca N39605 although it is reported to be based at Biggin Hill.

Cessna 421C N900CB went out on the 10th as reported above but it returned on the same day from Guernsey and then night stopped until the 16th when it departed to Blackbushe. Night stopping on the 12th was Citation II VP-CTJ from Biggin Hill to Cascais and also night stopping on that day from St Mawgan to Southampton was the Lear Jet 45 N708SP again. N708SP was back again on the 14th from Southampton to Cranfield and the Citation II VP-CTJ was back from Cascais to Biggin Hill. A bit more unusual on the 15th was the Pilatus PC-12 PH-JFS which was from and to Weert whilst night stopping

was the newly registered Falcon 2000EX N101PV which was Dublin to Iqaluit (which is in Canada) on the 20th. Using the callsign "Beauport 5EW" on the 16th was the Citation I N527EW from and to Jersey and the Mooney M20J N321KL was from and to Stapleford where it is based, meanwhile Cessna 421C N900CB was from Blackbushe on a night stop till the 18th when it went to Guernsey and Citation II VP-CTJ again night stopped from Biggin Hill to Cascais. Rockwell Commander 114B N6039X on the 17th was from and to Guernsey. On the 18th Citation II VP-CTJ was back yet again from Cascais to Biggin Hill.

Citation Bravo OE-GPS on the 19th was calling "Tyrolean 852-863" and it was from Faro to Bastia whilst the Citation I VP-BGE was from Liverpool to Farnboro. The 20th found Citation II VP-CTJ doing yet another night stop, this time going from Biggin Hill to Cascais. Citation X N750NS on the 21st was calling "Beauport 6NS" when it was from Exeter to Jersey and Cessna 340 N340SC was from and to its home at North Weald whilst Cessna 441 EI-DMG was from and to Waterford. Back yet one more time on the 22nd was Citation II VP-CTJ on its return from Cascais down to Biggin Hill. Netjets were back on the 23rd when Hawker 800XP CS-DNX was calling "Skyshare 2968-233P" from Perugia to Northolt and another Hawker 800XP was the Blackpool based N41762 which was from and to its home as "Jmax 1". A different type of biz-jet on the 24th when the Raytheon Premier LX-PMR was calling "BATAIR 24A-B" on a flight from Luxembourg to Northolt. Some confusion on the 25th when the airport log says we had CS-DFO and identifies it as a Falcon 2000, we have no confirmation but believe it to be CS-DFD, anyway it was "Skyshare 512P-6883" and it was from Lisbon to Perugia, the same day saw Netjets Hawker 800XP CS-DNK from Northolt for a night stop before going to Dublin as "Skyshare 877P-3439".

OY-NPA on the 26th was a Metro II from Coventry to Esbjerg using the callsign "Northflying 147E-147". Citation Excel HB-VNI of Century Aviation was from Malmo to Mannheim on the 27th and night stopping the same day was the Netjets Falcon 2000 CS-DFE from Dublin to Palermo as "Skyshare 3440-450P". Another visit from a Pilatus PC-12 on the 28th when N234RG was from and to Belfast City, also noted were Metro II PH-RAZ as "BID 3A-B" from Rotterdam to Saarbrücken, King Air C90B N422PM from Biggin Hill to Manchester and the Wal-mart Global Express N170SW on a night stop from its home at Rogers (Arkansas) departing to Bremen on the 30th. Citation II VP-CTJ made one last visit on the 29th but this time it was not the usual places but it was from Stansted to St Mawgan, King Air 350 HB-GJR was on a night stop from-to Lausanne but the star of the month went to Boeing 727 5N-FGN of the Federal Government of Nigeria which arrived from Mitiga in Libya using the callsign "Nigerian 001" and departed to Heathrow. Finishing off the month on the 30th was Netjets with the Citation Bravo CS-DHC as "Skyshare 142P-5142" from Le Bourget to London City and Citation Bravo CS-DHH as "Skyshare 5143-796P" from London City and night stop before going to Farnboro.

The military have been fairly active this month but using the same aircraft on a number of occasions. On the 7th Gazelle AH.1 XZ341 was from and to Dishforth as "Army 563" and it returned on the 8th, 9th, 10th and 11th with the final departure on the 11th being to Carlisle. Joining it on the 9th, 10th and 11th was the BN-2 Islander ZG993 as "Army 595" from and to Dishforth with the final departure on the 11th being to Staverton. Also noted on the 11th were BAe 146 ZE701 calling "Kittyhawk 19R" from Lyneham to Northolt and BAe 125 ZD621 calling "Kittyhawk 24R" from Inverness to Liverpool. Tucano ZF242 also arrived from Linton-on-Ouse on the 11th as "LOP 94" and stayed in Mutiflight over the weekend doing a trip out to Cosford and back on the 13th for a display there before departing back to Linton on the 14th. From and to Linton on the 13th we had the Gazelle XZ335 as "Army 778". On the 19th Gazelle XZ311 was from Strensall to Shawbury as "Army 781" and on the 27th the Sea King XZ598 was from Halifax to Leconfield calling "Sea King 128". The only foreign military of the month was UC-35A 70101 on the 29th of the US Army which was "Duke 84B-C" from Caen to Weisbaden and finally we had BAe 146 ZE701 again on the 30th as "Northolt 11" from Dundee night stop to Exeter.

Moving on to the rest of the movements Airtours base one Airbus 320 here for the holiday period and on the 2nd it changed to C-GTDL for a while, also on the 2nd we had a first visit from the BMA Airbus 319 G-DBCC night stopping on the London route. Flyvue's Citation I G-VUEA was using the callsign "Flyvue 611-2-3-4" when it made two visits on the 3rd, also noted that day was King Air B200 G-BPPM using "GAMA 970". G-BPPM was back on the 4th this time as "GAMA 975" and King Air 200 G-ROWN was calling "Hangar 81". An interesting oldie on the 5th was the Dakota G-AMRA which arrived as "Atlantique

082" from Coventry then did a local flight with a load of mayoral dignitaries before departing to Londonderry as "Atlantique 083". BMA used the Airbus 320 G-MIDW on the 6th and the Dakota G-AMRA was back as "Atlantique 084-5" from Londonderry to Coventry. On the 7th BMA used the BAe 146 G-ZAPN of Titan, it arrived as "Midland 9511" did the "Midland 493-494" then departed as "Midland 9512", meanwhile PA-34 Seneca G-BEAG of Oxford Aviation was on a training flight as "Oxford 37". The Diamond DA-40D Star G-HASO on the 8th was using the callsign "Cabair 29" and on the same day Cessna F172H G-AVEC night stopped using the callsign "Images 01". King Air G-ROWN was back on the 9th with the same "Hangar 81" callsign and others noted that day were JetRanger G-BXNS as "Pipeline 12", Lear Jet 45 G-OLDL as "Goldair 29B-C" and the PA-34 G-CEGA doing a touch and go at 2216 with the callsign "Oxford 13".

Airtours changed the based Airbus to C-FTDF on the 10th and Air 2000 sent in the Boeing 757 G-OOBH the same day. On the 11th the Flybe DHC-8 G-JEDU was said to be on its first visit to LBA whilst the Lear Jet 45 G-OLDR was calling "Goldair 49A-B" and the Cherokee G-LFSK (ex SE-IAD) took up temporary residence with the Leeds Flying School although it is expected to move to Sheffield City where most of their aircraft seem to be now. Guernsey based Seneca G-BBPX was noted on the 12th when it arrived for one of its extended visits and it was still present at the end of the month and late the same day Robinson R-22 G-JARA visited with the callsign "NHL 02". The tea-time Heathrow-LBA-Heathrow flight on the 13th was operated by the Airbus 320 G-MIDO. On the 16th Lear Jet 45 G-OLDJ was "Goldair 97A-B" in the morning then in the afternoon Lear Jet 45 G-OLDR was "Goldair 49C -D" and G-OLDJ was back as "Goldair 97C-D". Another Oxford Aviation Seneca on the 17th was G-GAFA as "Oxford 66". Making a first visit on the 18th was Boeing 737 TC-AAB of Pegasus. Another BMA Airbus 320 on the 20th was G-MIDS whilst the King Air B200 G-ORJA on the same day was "Clifton 09". Eastex were using King Air 200 G-CLOW on a charter on the 21st when it was "Eastex 41P" twice and the Lear Jet 35A G-LEAR was "Neatax 1B-C" whilst Seneca G-CHEM was "Lonex 498C-P".

Citation Excel G-NETA of Oxaero on the 22nd was using the callsign "OXE 447. The Falcon 900EX G-JJMX on the 23rd was using the callsign "Jmax 3" which makes it a stable mate of the Hawker 800XP N41762 which was noted later in the day calling "Jmax 1", also noted that day were Seneca G-BHYG as "Oxford 22" and Lear Jet 45 G-OLDR as "Goldair 28C-44B" which night stopped. On the 24th there was yet one more change of the Airtours Airbus 320 when C-GTDL was used then later on in the day it changed again to C-GTDK, meanwhile Navajo G-IFIT visited as "Channel 007-017". Lear Jet 45 G-OLDF operated as "Goldair 44E-F" on the 25th and Lear Jet 35 G-LEAR was "Neatax 1A-B-C-D". Citation Excel G-XLMB used the callsign "Beauport 952-961" on the 26th whilst Navajo G-CBGF was "JSP519" twice and Seneca G-CEGA was "Cega 336" as opposed to the "Oxford" callsign it was using on the 9th, on a first visit on the 26th was the Europa Boeing 737 EC-ISE. TB-20 G-TANS arrived on the 27th and stayed until the 13th of July whilst the owner was believed to be doing some training here. King Air 200 G-FPLA was operating as "Calibrator 219" on the 28th and King Air 200 G-ROWN was "Hangar 81" but the surprise of the day was G-BXPO a Thorpe T.211 which is home built kitplane similar to a Cherokee and is believed to be from Barton. Boeing 757 TF-ARI of Excel Airways arrived as "Excel 240P" from Gatwick on the 29th and did a charter to and from Charles de Gaulle/Paris as "Excel 7240-1" before going back to Gatwick as "Excel 241P".

Terry Sykes





CONEY PARK

01/07/04	G-RUZZ	ROBINSON R44 RAVEN	12:30	16:00
05/07/04	G-WYSP	ROBINSON R44 ASTRO	09:00	09:20
07/07/04	G-BZXJ	SCHWEIZER 269C	13:55	15:10
09/07/04	G-TOPC	AS355F1 TWIN SQUIRREL	10:15	10:30
13/07/04	N80367	BELL 206B JET RANGER	13:05	07:30 N/S
19/07/04	G-CPTS	BELL 206B JET RANGER	15:05	15:30
20/07/04	G-PKPK	SCHWEIZER 269C	14:00	16:15
21/07/04	N9208V	MD900	10:30	10:45
22/07/04	N59SD	HUGHES 369	09:40	10:25
24/07/04	G-HMPF	ROBINSON R44 ASTRO	12:30	12:50
26/07/04	G-OITN	AS355F1 TWIN SQUIRREL	12:15	12:20
26/07/04	G-OITN	AS355F1 TWIN SQUIRREL	13:05	13:50
26/07/04	G-BWZI	AUGUSTA A109A II	16:15	17:45
27/07/04	N7242N	AUGUSTA A109	10:00	10:10
27/07/04	G-BVGA	BELL 206B-3 JET RANGER III	13:05	14:00
28/07/04	G-MAMK	ROBINSON R44 CLIPPER	10:30	11:00
28/07/04	N7242N	AUGUSTA A109	14:30	14:35
28/07/04	G-MAMK	ROBINSON R44 CLIPPER	16:50	17:20

Geoff Ward

HELICOPTER ACTIVITY JULY 2004

A star visitor to the area arrived in York on 19/7 when Chilean registered Eurocopter EC.135B CC-CEX landed mid-morning routing to Gamston for fuel shortly afterwards.

1/7	G-DATE	Agusta A.109C	East Midlands – Wike – Coney Park
	G-BSCE	R.22B	Brighton – Wike – Devonshire Arms
	G-HANY	Jet Ranger	Wike – Adlington(Woodford)
	G-RUZZ	R.44	Wike – Enstone
	N9208V	MD.900 Explorer	Hexham – Wakefield – Aldborough
4/7	G-BRVI	R.22B	Eggborough – Coney Park
5/7	G-DEVL	EC.120	York University – Humberside
	G-ECMM	Agusta A.109A	Pontefract – Site nr. Lyneham
6/7	G-NEEL	Rotorway Exec.	Gainsborough – Skegness
8/7	N430CE	Bell 430	Blackburn – Site 4/S of Skipton
9/7	N109GR	Agusta A.109E	York Race Course – Chepstow Race Course
	G-RANI	Twin Squirrel	York Race Course – Costock
	G-CCVU	R.22B	Teesside – Skipton
	G-XTUN	Bell 47G	Sherburn - Boroughbridge
10/7	G-PEPL	MD.600N	Doncaster – York Race Course – Gamston
	G-CCFC	R.44	High Wycombe – York Race Course
	G-VEIT	R.44	York Race Course(n/s) – Denham
11/7	G-WOOF	Enstrom 480	Rochdale – Site 2 miles N/W Richmond
12/7	G-HIEL	R.22B	Sherburn – Knaresborough and return

	N7LQ	Agusta A.109	Northampton – Masham – Windermere
13/7	G-BZMG	R.44	Sherburn – Devonshire Arms
14/7	G-EMHH	Twin Squirrel	Middlesborough – Costock
15/7	N766AM	Twin Squirrel	Selby – Loughborough
	G-MOMO	Agusta A.109E	Battersea – York – Breighton – Battersea
	G-MLTY	Dauphin	LBA – Sheppley – Rudding Park
	G-BWDO	S-76B	Teesside – Driffild
18/7	G-ZELE	Gazelle	Garforth – Sherburn(Refuel)
	G-BZMG	R.44	Devonshire Arms – Hull – Sherburn
19/7	G-OLIZ	R.22B	Wombledon – Ripon – Bagby
20/7	G-BYCF	R.22B	Selby Fork Hotel – Todmorden
	G-CCFC	R.44	High Wycombe – Masham
	G-TOPC	Twin Squirrel	Filey – Derby
	G-FIBS	Squirrel	"Bladerunner 007", Full Sutton – Wombledon
	N9208V	MD.900	"Bladerunner 001", Manchester – LBA – Skipton
21/7	G-RCNB	EC.120	Deenthorpe – Elvington
	G-EHMS	MD.900 Explorer	Denham – Carr Gate(Refuel)
22/7	F-GGTJ	Gazelle	Bristol – Wetherby(n/s) – Rothwell
	G-JIVE	Hughes 369E	Doncaster Race Course – Shelf
23/7	G-MOTA	Jet Ranger	Oulton Hall – Kings Lynn
24/7	G-BZGO	R.44	Blackpool – Devonshire Arms
	G-OUEL	R.44	Stafford – York Race Course – Sherburn
	G-OGES	Enstrom 280FX	Gamston – Sherburn – Carlisle
	G-MRAJ	Hughes 369E	Stocksbridge(Sheffield) – Derby
	G-XTUN	Bell 47G	Sherburn – Birkenshaw(Bradford)
26/7	G-ECMM	A.109E	Lyneham – Pontefract
	G-OITN	Twin Squirrel	"Arena 45", Harrogate – Coney Park – Redhill
27/7	G-CBOT	R.44	Bournemouth – Teesside
28/7	N3242N	A.109	"Castle 02", Barnard Castle – Coney Park
29/7	G-PKPK	Schweizer 269C	Louth – Wetherby and return
	G-GOON	MD.600N	Dean Cross – Wakefield – Carlisle
30/7	F-GGTJ	Gazelle	Nr. Bristol – Doncaster – Sheffield(Refuel)
31/7	G-WENA	Squirrel	"Omega 26", Battersea – Huddersfield – LBA

On 16/7 A.109C G-DATE ("Sloane 14") and Twin Squirrel G-BYZA ("Omega 40") both routed from Prestwick, with passengers who had enjoyed a day at the Open Golf, to Pontefract Race Course for the evening race meeting(Nice day out!). The latest new Super Puma for Bond Helicopters, G-REDM routed through the area on delivery to Aberdeen on 27/7(Overhead York 1559 1500')(See also Crosland Moor).

The 22nd saw Prince Andrew visiting the area, arriving in Grimethorpe in the morning, unusually on board Twin Squirrel G-OLCP of Starspeed using call-sign "Sparrowhawk 1R". The aircraft then positioned to Sheffield Airport where it stayed until late afternoon when the Prince arrived and was whisked off to another engagement in York.

LOCAL AIRFIELDS

Bagby: - Aztec G-BAVL was on local Air Test from here on 16/7. Musketeer EI-BFF was a visitor from Fenland on 10/7, as was Be.36TP N836TP from Tattenhill. The next day Mooney M.20K D-EKUR was an early evening visitor while on 26/7 C.120 G-AKTS arrived from Insch, stayed overnight then routed to Sywell. On the 29th a formation of 8 French microlights were noted departing for "York" early afternoon with "Yankee Yankee" as radio man causing utter chaos in the Vale of York with his poor English. Others:- 2/7 G-BSOM DG.400; 5/7 G-RONS DR.400, G-IDPH PA-28; 6/7 G-IIFR R.22B; 9/7 G-BMKK PA-28R; 10/7 G-BVJX Charger; 11/7 G-DRID FR.172J; 12/7 G-MZMD Blade, G-MNVV Flash; 16/7 G-BSSE PA-28; 23/7 G-BILU C.172RG; 23/7 G-DJJA PA-28; 24/7 G-CCOK Quik, G-BGID Bell 47G; 26/7 N80367 Jet Ranger, G-PIGS Rallye; 27/7 G-BGWN PA-38; 28/7 G-BBBK PA-28; 29/7 G-AWTV Be.19, G-BZLC Koliber; 30/7 G-BXFG Europa; 31/7 Chipmunks G-AOTF and G-BCCX Beckwithshaw:- The Jet Ranger formerly known as D-HAFN returned from Wolverhampton via Coney Park, in its new guise

of N80367 on 5/7, and has resumed residency. It was originally reregistered G-OMLS but did not fly as such, taking up its American identity instead.

Beverley: - Visitors: - 4/7 G-DJJA PA-28; 5/7 G-WUFF Europa; 7/7 G-BZXJ Schweizer 269, G-JTPC Xiamango; 13/7 G-ATJL PA-24, G-BXYJ DR.1050, G-TBXX TB.20

Breighton: - Arriving early morning on the 1st from Prestwick was N23477, which was an Air Tractor AT.301 agricultural aircraft. Over the weekend 24th/25th an International Fly-in was held with numerous Warbirds (Mustangs, Spitfire, Hurricane, Yaks and Harvards) noted. (Did you go? How about sending in a report.). Others: - 1/7 G-BEZV F.172N; 6/7 G-BYZR Sky Arrow; 10/7 G-FLYG T.67C; 11/7 G-BUTD RV.6, G-AXTC PA-28; 14/7 F-GOTC CAP 232; 18/7 G-BBDL AA-5, G-AJAM Auster J/2; 20/7 G-AXDK DR.315; 23/7 G-AWFP Condor; 27/7 G-EHGF PA-28; 31/7 G-BWGT Jet Provost (Touch and go), G-BOHH C.172N

Cranwell: - Two unusual visitors here were Citationjet N312CJ from Ronaldsway on the 4th while Jet2 737 G-CELC ("Channex 222P") arrived from Leeds on the 16th. Leeds based Jet Provost G-JPTV made a flypast on 4/7 while operating out of Sandtoft.

Croft Racing Circuit: - Visiting on 13/7 was R.44 G-CBVI from Chester. A Touring Car race meeting over the weekend 23rd/24th attracted the following visitors: - A.109 N188S (Numerous visits), Twin Squirrel G-ORMA (to Stapleford), R.44 G-EMMI (to West Malling), Long Ranger G-LIMO ("Pilgrim 07", to Brands Hatch), Jet Ranger ("Sloane 18", to Crick), EC.120 G-RCNB (f/t Deenthorpe), TB.9 G-BHOZ (to Kemble), RV.6 G-OJVA (f/t Chesterfield).

Crosland Moor: - Logged visiting on 11/7 were AA-5B N136SA (To Popham) along with Wassmer WA.52 D-EFVS. An unusual arrival on 12/7 was Bond Helicopters new Super Puma G-REDL, from Cranfield to Aberdeen (Delivery?). The 28th saw an early arrival by TB.20 N882 from Ronaldsway, routing to Biggin Hill and making the return trip late afternoon. Visitors: - 1/7 G-OTDI DA.40; 6/7 G-GLUC RV.6; 19/7 G-CBEI PA-22; 28/7 G-BCEF AA-5; 31/7 G-ODJB R.22B

Church Fenton: - Acroduster Too G-BLES appears to have taken up temporary residence. Visitors: - 1/7 G-CYLS C.303; 5/7 G-BBRV Chipmunk; 12/7 G-TTHC R.22B (Training)

Dishforth: - A trio of Bolkow 105s using call-sign "German Army A.36" arrived late afternoon on the 9th for fuel. Training on 7/7 was Schweizer 269 G-ODNH from Leeds.

Eddsfield: - Noted outbound for its Marham base on 11/7 was PA-28 SE-FYT while the next day FR.172J G-BARC arrived from Croft Farm, Gloucester. On the 21st Maule MXT-7 G-BZDT was logged heading home to Ireland via Liverpool. Robin DR.400 D-EFQR visited from a farm strip in Suffolk on 28/7.

Elvington: - Visitors: - 28/7 G-NSUK PA-34; 29/7 G-CCWM DR.400; 30/7 G-BXIO DR.1050.

Full Sutton: - P.68B Victor G-ONCM was a visitor from Aberdeen on 4/7. On 27/7 Murphy Rebel G-BWLL visited from its base of Mill Farm near Catterick. Also: - 1/7 G-RJWW Maule M.5; 4/7 G-FLYG T.67C; 7/7 G-FILL PA-31; 24/7 G-BDAK RC.114, G-KOTA PA-28, G-BRNX PA-22; 24/7 G-ITON Maule MX.7; 26/7 G-IGGL TB.10; 28/7 G-RSWO C.172R, G-SCPL PA-28, G-HANS DR.400; 29/7 G-BIDI PA-28R, G-JTCA Aztec; 30/7 G-BDKC A.185F

Gamston: - New Diamond DA.40s G-CCPX and G-CCUS were delivered from the factory on 16/7 while another of the type ZK-SFH, which was crated in from New Zealand, has been reregistered G-CCXU. Based Rockwell 114 G-GRIF has been reregistered N14AF, but is still resident, while King Air 200 G-SGEC in confirmed as a new inmate. Cirrus SR.22 N147VC was a visitor from Denham on 3/7, staying overnight. On the 9th C.172N D-EADY arrived from Edinburgh accompanied by C.172M D-ESGW. The 10th saw Citation XL G-CBRG ("Stadium 07") divert from Humber side due the airport being closed by a bomb scare. Visitors: - 2/7 G-BNMB PA-28, G-AYUH PA-28, F-GOTC CAP.232; 4/7 G-GDTU CAP.10, G-BGKU PA-28R; 5/7 SE-FYT PA-28; 6/7 G-TWEL PA-28, N6339U PA-28, G-BKIJ F.172M; 7/7 G-EEJE PA-31; G-AXSG PA-28; 10/7 G-BPNA C.150L, G-BUTZ PA-28; 12/7 N295CP King Air 200, G-OMED TB.9; 14/7 N421CA C.421C; 16/7 G-AWVC Pup; 18/7 G-AWLP M.20F; 22/7 G-BHRP PA-44; 27/7 VP-CED Citation, G-BKFI VP.1, G-ONSF PA-28R; 30/7 G-CTCL TB.20, G-DCXL D.140A; 31/7 G-BNVT PA-28

Garton: - C.120 G-AKTS visited on the 29th from Popham, night-stopping then onwards to Eshott.

Harewood: - The strip here had a visit from Cessna A.185F G-BYBP on 11/7, the aircraft departing later for Herring Farm, Mayfield, E.Sussex.

Humberside: - Between 0815 and 0850 on the 14th a Bizjet invasion took place with the following arrivals, Gulfstream 4s N809C, N663P, N667P and Falcon 50EXs N662P, N668P. All departed within 15 minutes around 1700. PA-34 G-ROLA which was damaged when the nose wheel collapsed on take off from Sherburn in May 2003, emerged from here on Air Test on 7/7 in its new guise of N43GG, and

seems to be resident. Boeing Sentry ZH107 ("Nato 47") was crew training on the 19th. Others: - 1/7 N147CD SR.22; 5/7 VP-BLS PC-12; 7/7 F-GLIM Citation V; 15/7 N64VB Baron; 19/7 N151CG SR.22; 23/7 D-IDBU PA-42 Cheyenne; 28/7 N836TP Be.36TP; 30/7 N55CJ Citationjet

Leeming:- A busy military helicopter afternoon on the 9th with the following arrivals:- "Belgium Air Force 718/724, a pair of Agusta A.109s, "Belgium Army 650", a formation of 3 Alouettes from Waddington and "German Air Force 555", a CH.53A. Another CH.53A arrived from Shawbury on 13/7, this time calling "German Army 123". Arriving from Petersfield on 23/7 was PA-20 G-BOUI while the 28th saw PA-28 G-BEYT visiting. Be.36 N767CM was noted on the 30th.

Linton-on-Ouse:- Visiting on the 29th was AA-5A G-DOEA, departing later to Panshanger.

Mount Eyrie:- Europa G-OEZY was noted visiting on 5/7 and on the 31st PA-28 G-BGXS.

Netherthorpe:- Noted operating from here recently and presumably resident is Tiger Moth G-AMCK. Visitors: - 9/7 G-AVEX Condor; 24/7 G-BOIL C.172N, N9VL A.109A; 29/7 G-BOUE F.172N; 31/7 G-PIPS RV.4(To Isle of Wight), Jodels G-ATJN, G-AWFW, G-AYGA, G-BFXR.

Oxenhope:- An interesting arrival on 9/7 was Thruster T.600N microlight G-EVEY from Newtownards in Northern Ireland. The following day it left for the PFA Rally at Kemble, returning on the 11th and then heading home. Visiting on 13/7 was FR.172K G-DAVD from Conington.

Pocklington:- Europa G-TERN is confirmed as being a new resident. Visiting on 9/7 was Be.36TP N836TP, from Skegness, while on the 31st PA-28R G-ECJM arrived from Southampton.

Rufforth:- Arriving from Eglesbach on 6/7 was D-GHAN which is a Vulcanair P.68C. On 27/7 Humberside (q.v.) based PA-34 N43GG paid two visits and the following day SR.22 N147CD arrived from Denham. Visitors:- 1/7 G-BLYE TB.10; 2/7 G-BUFH PA-28, G-BLHN HR.100; 4/7 G-PIKK PA-28; 7/7 G-WARY PA-28; 9/7 G-ILTS PA-32R, G-BBDE PA-28; 10/7 G-BEOH PA-28R, G-BORS PA-28, G-KFRA PA-32, G-IDPH PA-28, G-IBZS C.182S, G-ILTS PA-32R; 18/7 G-BRPX Taylorcraft, G-AXBJ F.172H; 22/7 G-JTCA Aztec; 23/7 G-FLAK Baron; 24/7 G-BFIB PA-31, G-BTFT Baron, G-MOAC Be.33; 25/7 G-GIRY AG.5B; 31/7 G-BCVJ F.172M, G-MYHL Mainair

Sandtoft:- A visitor on the 3rd was PA-32 D-EDYQ, from Tattenhill, while on 4/7 Pa-28 N65JF arrived from Tollerton. Be.60 Duke N60NZ was noted on 21/7 outbound to Goodwood. On 9/7 Islander G-AWNT ("Silver 20") called in for a couple of fuel stops whilst on local survey work. Also:- 4/7 G-PIKK PA-28, G-ARZN Bonanza, G-TAYI Grob 115, G-CBCM X'Air; 6/7 G-MTDE Aerolights 110SX; 11/7 G-BXWK Coyote; 18/7 G-CCJO Savannah, G-IZZS C.172S; 19/7 G-CBCM X'Air; 20/7 G-PEGY Europa; 23/7 G-AXJI Pup; 27/7 G-BBIL PA-28; 28/7 G-AWTV Be.19, G-BUVA PA-22; 30/7 G-JAVO PA-28; 31/7 G-JPTV Jet Provost

Sheffield:- On the weekend of the 10th/11th a meeting of the European Rotarians took place in Sheffield producing the following visitors:- PA-31T N55KW(from Amsterdam), N37US PA-34(from Jersey), N382AS C.182RG, N42FW Beech F.33(from Kirknewton), D-EPNK PA-28(from Cologne to Poitiers), Mooney M.20R F-GNBC(from Wevelgem), G-OMEZ Zenair, G-BUTD RV.6, G-IFFR PA-32, G-RJMS PA-28R, G-AOZP Chipmunk and Enstrom 280FX G-BYSW. A.109AN109WF which has recently been purchased by a new owner near Liverpool paid numerous visits on the 8th and 9th. The 12th saw Cherokee G-IIIC pass through, routing Biggin Hill to Newcastle, flown by blind pilot Steve Cunningham on his much publicised round Britain flight. New resident is PA-28 G-BXJD. Others:- 2/7 G-BTAS PA-28; 4/7 G-RCED RC.114; 7/7 G-CCNP CT.2K; 9/7 G-CRDY Jet Ranger; 13/7 G-AYMO Aztec; 16/7 G-IJBB Enstrom 480; 17/7 G-OWAX King Air 200(Sir Cliff Richard, to Edinburgh), G-BPRY PA-28; 19/7 G-BLST C.421C; 22/7 G-LFSG PA-28, G-SOBI PA-28; 23/7 G-HUGS R.22B; 25/7 G-BNRX PA-34; 26/7 G-BBIF Aztec, G-GURN PA-31; 28/7 G-BLVI T.67M

Sherburn:- Noted on CoFAir Test on 5/7 was F.172F G-ATAF. On the 2nd Auster 6 G-ASNB, using its military serial VX118 as a call-sign was noted outbound to Anwick strip in Lincolnshire. The 11th saw "Honda Formation" (Sukhoi Su.26 G-SIID and Pitts G-SIIE) call in for fuel enroute Edinburgh to Biggin Hill. Baron D-IBPN was noted on the 24th whilst another German was F.172F D-EGZE on the 26th, calling for fuel enroute to Islay. Others:- 1/7 G-AVXF PA-28R, G-ASSF C.182G; 2/7 G-CBMT DR.400; 3/7 G-EEJE PA-31; 5/7 N9469P PA-24, G-ASXZ C.182G; 9/7 G-FLIZ Flitzer Bi-Plane; 10/7 G-ILRS Ikarus; 11/7 G-FITZ C.335, G-OMNI PA-28R; 12/7 G-IBZS C.182S, G-IORG R.22B; 13/7 G-AYAC PA-28R, G-AWNT Islander; 14/7 G-CCCN Robin R.3000; 16/7 N101UK M.20K(Also 31/7); 17/7 G-OOON PA-34; 18/7 G-CBPD Ikarus; 19/7 G-CBBT Bulldog; 20/7 G-CBGF PA-31, G-AORW Chipmunk; 22/7 N2943D PA-28R; 23/7 G-OAKR C.172S; 24/7 G-DEVS PA-28, G-AWBG PA-28, G-ATIA PA-24; 26/7 G-BACJ D.120; 28/7 G-BOKA PA-28, G-MACK PA-28R, G-TANS TB.20; 30/7 G-FAIR TB.10, G-BVGA Jet Ranger; 31/7 G-BXGV C.172R, G-JESS PA-28RT

Sutton Bank: - The SF.260 G-BAGB of British Midland has spent most of the month shuttling between here and Nottingham/EMA. Bellanca Scout G-HUNI was noted visiting on 5/7.

Strugate: - Golden oldie Aero 45 G-APRR was noted departing to Ronaldsway on 18/7.

Walton Wood: - Visitors:- 1/7 G-HRPN R.44; 3/7 G-RAMY Jet Ranger; 6/7 G-ATJL PA-24; 9/7 G-JWEB R.44; 13/7 G-XTUN Bell 47G; 16/7 G-CCTL R.44, G-BZXJ Schweizer 269C; 22/7 G-BFEF Bell 47G, G-REDI R.44, G-OPCS Hughes 369; 23/7 G-BSBW Jet Ranger; 26/7 G-TILI Jet Ranger; 27/7 G-BXYC Schweizer 269C; 29/6 G-OPCS Hughes 369E; 30/7 G-BYBC Jet Ranger

Wickenby: - On 2/7 Pitts Special G-SWUN was operating local aerobatic flights. Aztec G-ATFF visited from Tattenhill on the 16th and on 24/7 TB.10 N34FA called for; fuel enroute Kirkwall to Biggin Hill.

Noted crossing the Leeds Zone at approx.1015 on the 24th was Polish registered PA-32R Saratoga SP-FGB enroute to Edinburgh. The King Air 90 N587PB on the 25th is a new aircraft for Montgomery Aviation who used to be based at LBA with C.421Cs G-CSNA and G-MUVG.

Others overflying the area included:-

4/7	N500AV	PA-24 Comanche	Blackbushe – Wick (York 1016 @ 4000')
5/7	G-BNIO	Luscombe Silvaire	Eshott – Gloucester (Eccup 1333 @ 2200')
	F-BVHM	Rallye 180GT	Overhead York 1349 @ 3000' heading north
7/7	D-ECGI	Tipsy Nipper	Wellesbourne – Teeside (York 1019 @ 2000')
	LN-TWB	PA-31 Navajo C/R	OTR.1002 @ 4000' routing GAM to Coventry
16/7	N2299L		Off Teesside routing South (York 1645 @ 4000')
18/7	N629RS	PA-44 Seminole	Barton – Aarhus (Abeam LBA.1536 @ 2000')
25/7	OO-VPI	Robin DR.400	Southend – Newcastle (York 1140 @ 1700')
	N587PB	King Air C.90	Overhead York 1606 @ 6000' heading south
26/7	N222SW		Overhead GAM 1445 @ 7000' heading South
27/7	G-BMUG	Long Eze	Perth – Wolverhampton (Wetherby 1235 @ 2000')
29/7	D-KITY	Schleicher ASK.16	Overhead York 1247 @ 1500' enroute Northampton
	N45AW	PA-28RT Arrow	Newcastle- Wolverhampton (York 1247 @ 6000')

On 27/7 a Cessna 152, as yet unidentified, crashed near Swainby in North Yorkshire while routing from Bournemouth to Teesside. Although the aircraft was written off no serious injuries were sustained by the two people on board.

Re the query from Ian Hall in the last magazine, the helicopters, including Chinooks, Pumas, Lynx and Gazelles were operating out of Driffield all weekend on exercises. The SF.260 G-BAGB has been a regular visitor to Sutton Bank for the past two months but I don't think there's any truth in the rumour that all Bmi Baby 737 pilots are being taught gliding techniques in order to conserve fuel with the hike in the price of oil!!

Trevor Smith



MILITARY AVIATION



16th Sunderland Seaside Air Show Sunday 25 July 2004

Sunderland Seaside Air Show was inaugurated in 1989 and, in the intervening years, attendance has quadrupled from a quarter of a million to over one million. As a local coach firm was running a trip, this was too good a chance to miss and I duly booked. We left Cleckheaton at 0930 and made our way via the M62, M1 and A1(M) arriving at Sunderland at noon, just as the Red Arrows were starting their display. We were able to see the start from the coach whilst the driver 'bagged' the last coach parking spot on the sea-front. Seating was sparse but I was able to sit on a low wall, near to a beach café, necessary for my essential cups of tea!

I watched the remainder of the Arrows display and they were followed by:

Aircraft

Sea King Mk 4
Nimrod MR2
F-16MLU
Sukhoi Su26 M2
Harrier FA2
4 Gazelles 1 Lynx
Fouga Magister
Jaguar GR3
B52
Lancaster Hurricane Spitfire
Tutor T1
Tucano T1
Hawk T1
Tornado GR4
F-16MLU
RAF Falcons Para Display Team
C130 Hercules

Unit/Base

846 NAS RNAS Yeovilton
42 Squadron RAF Kinloss
31 Squadron Belgian Air Force
Honda Dream Team Biggin Hill
899 NAS RNAS Yeovilton
Army Air Corps Middle Wallop (BLUE EAGLES)
7 Squadron Belgian Air Force
16 Squadron RAF Coltishall
US Air Force Air Combat Command
BBMF RAF Coningsby
Yorkshire Universities Air Squadron Church Fenton
1 FTS RAF Linton-on-Ouse
4 FTS RAF Valley
15 Squadron RAF Lossiemouth
322 Squadron Royal Netherlands Air Force
1 PTS RAF Brize Norton
RAF Lyneham

The highlight of the air show for the crowd was, perhaps, the unpublished arrival of the B52, to their obvious delight. Highlight for me was a near full complement of current RAF trainers with the Tutor, Tucano and Hawk in succession. Seaside air shows provide an extremely good sight-line for spectators and are inherently safe with almost zero risk. If the coach company does another trip next year, I will be there again!

Abbreviations

NAS Naval Air Squadron
RNAS Royal Naval Air Station
FTS Flying Training School
PTS Parachute Training School
BBMF Battle of Britain Memorial Flight

Credit: Show programme.

MILITARY NEWS

Defence White Paper 2004

As last month's Military News was being finally processed, this Government publication was issued, as noted briefly in a postscript. The White Paper represented the first major review of defence since "Options for Change" in 1990. It announced drastic cuts in all three Services, the major cuts to be experienced by the RAF.

The RAF reductions include:

- A loss of 7500 personnel
- RAF Coltishall to close (by 2006; other closures to be identified later)
- Jaguar strike force to be disbanded (108 aircraft)
- One squadron of Tornado F3s to be disbanded
- Nimrod MR2 force to be reduced to sixteen
- Nimrod MRA4 procurement to be reduced to 'about' twelve
- RAF Regiment Rapier surface-to-air missile units to be disbanded
- Tornado F3s to be withdrawn from RAF Leeming by 2008

On the positive side, the MOD is to *purchase* the four C-17 Globemasters currently on lease and will also *purchase* a fifth, confirming the overwhelming success of this aircraft in RAF service.

Whilst we are primarily interested in the military aviation aspects of the White Paper, I believe it is appropriate to consider briefly the reductions to be experienced by the other two Services:

Army:

- 1500 personnel
- Four infantry battalions to be disbanded
- Some infantry regiments to be converted into larger regional units
- Up to 90 Challenger 2 tanks to be mothballed
- 33 artillery weapons to be mothballed

Royal Navy:

- 1500 personnel
- Three Type 42 destroyers
- Three Type 23 frigates
- One Trafalgar Class nuclear submarine
- One Swiftsure Class nuclear submarine
- Three mine-hunter ships
- Three Hunt Class patrol vessels

On the positive side, the two large aircraft carriers in the offing, are to continue in procurement.

In commenting on the reductions, several of the tabloids stated that the cuts were entirely driven by politicians. In a prominent statement, however, no less an authority than the Chief of the Defence Staff, Sir Mike Walker (an ex-Para!) stated "Contrary to much of what has been written, it would be wrong to suppose that the strategic direction of the Armed Forces is decided by politicians and civil servants in secret and then 'issued' to the military. The lengthy and detailed planning which led to yesterday's White Paper involved all of the Chiefs of Staff. The three Chiefs of staff and I are satisfied that we have the resources to do the job..."

Credits: The Times. RAF News.

Eric Martin



VIEW FROM THE TOWER

"Requesting a Radar Information Service"

As the saying goes "it's better late than never"! So here is the article I promised two months ago on a Radar Information Service (RIS).

A RIS is basically a lesser form of a Radar Advisory Service (RAS) which I explained in the last article – if you can remember that far back!

As in a RAS, the controller will pass details of conflicting traffic to the aircraft receiving a RIS, but with one very significant difference. At no time will the controller pass any advice on avoiding action i.e. the pilot will not be given a heading to avoid the conflicting traffic. The pilot is wholly responsible for any separation from the conflicting traffic. The controller will continue to pass information on the traffic until he is satisfied that there is no longer a conflict. If after being given information on unknown traffic, the pilot advises the controller that he cannot see it, the pilot can request a heading to avoid the unknown traffic. The controller will then treat this as a request for an upgrade to a RAS. However, the controller is under no obligation to provide a RAS if, for example, the controller's workload at the time is high.

Radar vectors can be given to aircraft receiving a RIS for what is termed as "tactical planning". An example of this would be an aircraft, outside controlled airspace, receiving a RIS, and inbound to Leeds, could be given a heading to place him in the inbound sequence i.e. towards the ILS.

One other significant difference from a RAS is that a RIS is available to both VFR and IFR flights i.e. flights operating visually and also operating on instruments.

Now that everyone is probably completely confused, I will explain two phrases that anyone who listens to Leeds Approach on 123.75 will almost certainly have heard – "*Limited Radar Advisory Service*" and "*Limited Radar Information Service*". The word "*limited*" means that the controller cannot guarantee that he can provide a RIS or RAS and adhere to the requirements as explained above and in the last article. There are several occasions when this might happen. The ones you are most likely to hear mentioned are:

1. High Traffic Density – it would be almost impossible to provide a RAS on a sunny weekend in the Vale of York simply due to the volume of aircraft in that area.
2. Controller Workload – if a controller is busy vectoring aircraft on to the ILS he might not be able to provide a RAS or even a RIS.
3. Low Altitude – if the aircraft is flying fairly low, it is possible that there may be other aircraft flying low as well which might not show on radar.

I hope all that made sense, and apologies again for the two month delay in doing the article.

Jonathan Bates

243,343 passengers passed through Leeds Bradford Airport during the month of July. This represented a 13% increase over the previous July and was the highest number of passengers ever recorded in a single month. For the past 18 months Leeds Bradford has been one of the fastest growing airports in the UK and is set to see in excess of 2.3 million passengers this year.

During the month, Yorkshire's low cost airline, jet2.com, carried 89,959 passengers to 11 destinations. In total, low cost airlines jet2.com, Ryanair and flybe accounted for 48% of the airport's traffic in July.

During July, two new services were announced. Jet2.com will commence a daily service to Paris on 1st September in addition to the existing 17 flights per week operated to Paris by bmi. On 1st November bmi will commence a new service to London City Airport with 21 flights per week.

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

A local jazz band has been entertaining people passing through Yorkshire's Premier Airport every Thursday, throughout July and August. Dixieland Jazz Group were not only welcoming people to Leeds Bradford but also raised funds for the Yorkshire Air Ambulance.

The band raised over £600 for the charity which is the first dedicated air ambulance to operate in Yorkshire.

Paul Gowland of Yorkshire Air Ambulance commented, "On behalf of the Air Ambulance I would like to express our utmost thanks to all parties involved in the raising of funds for our charity at Leeds Bradford Airport. I would like to add my personal thanks to the Jazz band for playing come rain or shine? I am sure that both passengers and the crew will benefit from their efforts"



Although the Yorkshire Air Ambulance Service Charity receives a small amount of government funding, they still highly depend on fundraising support and donations, the overall annual cost being £1 million pounds. The Yorkshire Air Ambulance offers a service to both rural and urban communities across the whole of Yorkshire.

For further information on the Yorkshire Air Ambulance please contact 0845 120 6060 or visit them at www.yorkshireairambulance.org.uk

You can now experience the Caribbean on a cruise from Yorkshire's Premier Airport. For the first time ever, P&O and Fred Olsen Cruise Lines have added flights from Leeds Bradford to join their cruise programmes in Barbados.

The Caribbean is one of the most popular cruise destinations in the world, offering everything that an ultra-luxurious, carefree holiday should. The start of your journey is now even easier when you can fly direct to the Caribbean from your own doorstep.

Sally Ramsey, Marketing and Business Development Manager at LBA said, "The cruise market is becoming increasingly popular, offering holidaymakers the chance to see more than one destination and experience a unique style of holiday. I understand the flights are proving to be extremely popular and the Caribbean certainly makes an excellent addition to our current European cruise flights".

FARNBOROUGH 2004

Detailed check lists of aircraft present on the various days have appeared in the usual magazines, so the following is just a personal view of a display which I had not been to for over forty years. It was good to be back.

Instead of going on a public day, as in the past, I was lucky enough to have a ticket for Day One, a trade day frequented by lots of smartly dressed "corporates" with laptops. No matter, the weather was perfect for an afternoon at an airshow, fine and warm with high cloud and hazy sunshine.

The short flying programme began around 2.15 west, with a demo of the A318 (F-WWIA) followed by some real heavy metal in the shape of the A340-600 (F-WWCA) demonstrator, which whispered its way around the sky. This was followed by a scintillating display from an F/A-18F from VFA-2 Squadron of the US Navy using lots of afterburner.



USAF flying participation in the form of a B52, on the way home from RIAT, reminded me of how inaccurate USAF fly-byes used to be. Apparently nothing has changed; I understand that the B52 was perfectly positioned some miles away over the runway at Blackbushe! A USAF Rockwell B-1B did an acceptable run, if rather too high as was the USAF F-117A. It was all a bit lame.

The Bombardier Global (A7-AAM) in Qatar Airways colours showed us how quiet aircraft can be these days. The Swedish Air Force Gripen then changed all that. Other

flying items were an Embraer 190, a USAF F-16C, an MB339, a C-27J and finally an Italian Air Force Tornado.

There was much in the static park that was new and new to me. With the afternoon lengthening and the corporates rapidly disappearing either into the early rush home, or the queue for the junketing marquee, we spotters were able to stroll along the line up of aircraft and log/photograph without the crowds of tail pipe gazers.

There were lots of helicopters, but also many proper aeroplanes to excite and interest. A PAC 750 XL (ZK-KAY) was intriguing. The single engined Cirrus SR22 (N5084V) is a beaut, but I like the airliners best of all and I was well catered for with: Qatar Airways A330 (F-WWYX/A7-HHM), Do328JET(D-BDXE), AN 140(UR-14007), Saab 2000 (SE-036), Alitalia Express Embraer 170 (EI-DLF), Omega Tanker DC-10-40 (N852V), Easyjet A319 (F-WWBD/G-EZES), Korean Air B737/900 (N6066U/HL7727), Binter ATR 72 (F-WWEL/EC-JAH).



Let's not forget the military. Nothing much from the RAF, but feast your eyes on the following: EH101 from the Italian Navy, a Pilatus PC-9M (266) of the Irish Air Corp, P-3 Orion of the Spanish Navy, Super

Lynx (XJ906) of the Malaysian Navy, AH-64D Apache (Q10) of the Royal Netherlands Air Force, ATR 42-400MP of the Italian Air Force, C-130J USAF/AFRC "Singing Jennies". But, to my surprise and disappointment, no Typhoon, except for a mock-up in the BAe Compound.

The business aircraft park also contained many aircraft of interest including: a B727 (VP-BAA), a Piaggio Avanti, a Raytheon Premier, a Bombardier CRJ700 and an Embraer 135BJ. There were also a number of aircraft parked at the new biz jet terminal on the north side. This looks and is very

modern and as we took stock over a "cuppa" at a picnic table, that side of the airfield was re-activating with the normal comings and goings of a business day.

The park and ride from the airfield to the car parks worked extremely well in both directions and it was quite a novelty to sit on the top deck of a bus again! They could catch-on you know.

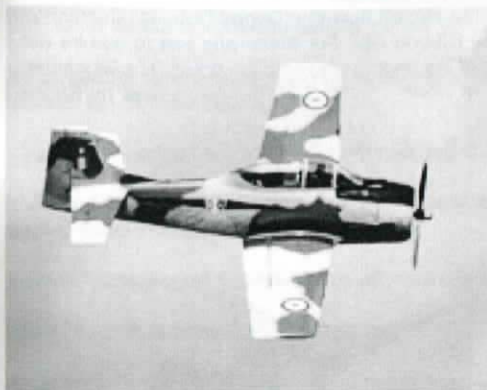
On the way home we called at Nottingham East Midlands and were fortunate enough to catch the AN22 (UR09307) on the ground ... "Super Spot" was delighted with this "cop" and to be honest so was I.

The traffic on the way south in the morning had been truly dreadful, but it was worth it for my first corporate ticket to Farnborough. Thank you Castrol, I have been a user of your products for many years and will continue to be so.



Jim Stanfield

THE YORKSHIRE AIR SHOW - ELVINGTON 2004



Once again in August the skies above Yorkshire came alive with the sound of aircraft displaying for the pleasure of the many spectators; I suspect that the pilots of the aircraft enjoyed showing off their mounts as much as the spectators enjoyed the display.

This year the show was held on the weekend of 21st/22nd, the weekend before the Bank Holiday, to alleviate the problems of traffic build-up on the A64.

Many people thought that the show might be cancelled due to a spell of heavy rain experienced in the days leading up to the show, but the weather over the weekend was excellent

with just two heavy showers on the Saturday, the going was very soft to very firm, with the ground varying from a lake to concrete, but this did not deter the traders who support Elvington every year.

Again this year the display aircraft was a mixture of types supplied by the Military and types from private collections.

- From the Royal Air Force: The Battle of Britain Memorial Flight (two Spitfires and the mighty Lancaster), Tucano, Hawk, Harrier, Tornado, Jaguar, and the ever popular Red Arrows.
- From the Royal Netherlands Air Force: The F16 - this nimble little fighter aircraft went dashing around like an impertinent puppy showing off in front of the big boy, the Tornado.
- From the Royal Air Force Gliding and Soaring Association: The Condor Pair - these gliders provided a pool of quietness and calm in the middle of a generally noisy show.
- From the Army Air Corps: The Blue Eagles - this team did things with the helicopter which helicopters were not supposed to do, like looping and back flips.
- From Elvington Air Museum: The Victor K2 tanker, "Lusty Lindy", loaned to the museum by its owner Andre Tempest, did a taxiing display on the runway.
- From Elvington Events Ltd: In the air Elvington's beautiful silver Hunter T8C put on a spectacular display, on the ground the unique smell of the Hunters exhaust fumes took me back to RAF Watisham where I worked with 56 and 111 Squadrons. One very lucky person won a flight in the machine by buying the winning raffle ticket held in aid of Woodlands M.S. Respite Centre.
- From Duxford: The Boeing B17 "Sally B" - it was great to see this old lady over Elvington again as she rarely ventures far from her home these days. Consolidated Catalina, this was a first at Elvington.
- From the Shuttleworth Trust: The world's oldest airworthy Hawker Hurricane. Sea Hurricane Z7015.

Non-Flying Participant



- From the Honda Dream Team: Sukhoi SU-26 - a welcome return for this attractive little but powerful aircraft. One sometimes wondered whether the powerful engine of this spectacular little machine was turning the propeller or the aircraft itself.
- Other Aircraft: The Stearmans of the Utterly Butterly display team. The Grumman Avenger, owned by Tony Haig-Thomas, the only airworthy example in the UK and based at North Weald. Extra 300, a highly manoeuvrable little aircraft flown by Denny Dobson. Denny has two special manoeuvres, the Limbo and the Ribbon Cut. For these one has to admire not only the skill of the pilot but also the courage of the people who hold the poles. The Skyraider, owned by Kennet Aviation and also based at North Weald. T-28 Fennec owned by Radial Revelations.

The attraction of Elvington is the mix of aircraft that display, and each year we see some old friends and some new ones that one hopes will add to the future attractions like the Avenger, Skyraider and the Catalina. Sadly the Fairey Gannet was not able to make it, but who knows - perhaps next year.

For me the highlight of this year's show has to have been the fantastic display given by the Royal Netherlands Air Force with the F16.

Once again, Ken Cothliff and his team are to be congratulated on yet another excellent and exciting show that goes from strength and including all the volunteers who work over the weekend to make the show the success it is and something they can be rightly proud of.



Cliff Jayne

BAGBY VISIT FRIDAY AUGUST 6TH 3PM

Very short visit to this friendly airfield, no hangars were visited, just what was on the deck!

A Pawnee PA28 was being assembled during my visit, had arrived that morning and was destined for Millfield the Borders gliding club.

It had come crated from the USA where its registration was N4713Y.

It will be UK registered in about four weeks after flight checks etc. and will be G-CTUG.
So, hot news indeed!

Also on Friday, August 6th, we had overfly us in Easingwold, bound for RAF Linton-on-Ouse, a Canberra.

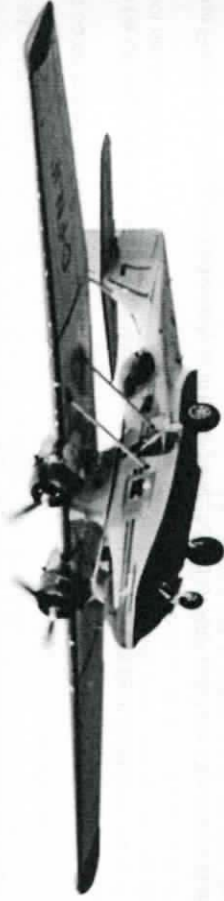
Bagby fly-in is Sunday August 29th 2004.

Keep up the good work, an excellent magazine.
Cheers for now.

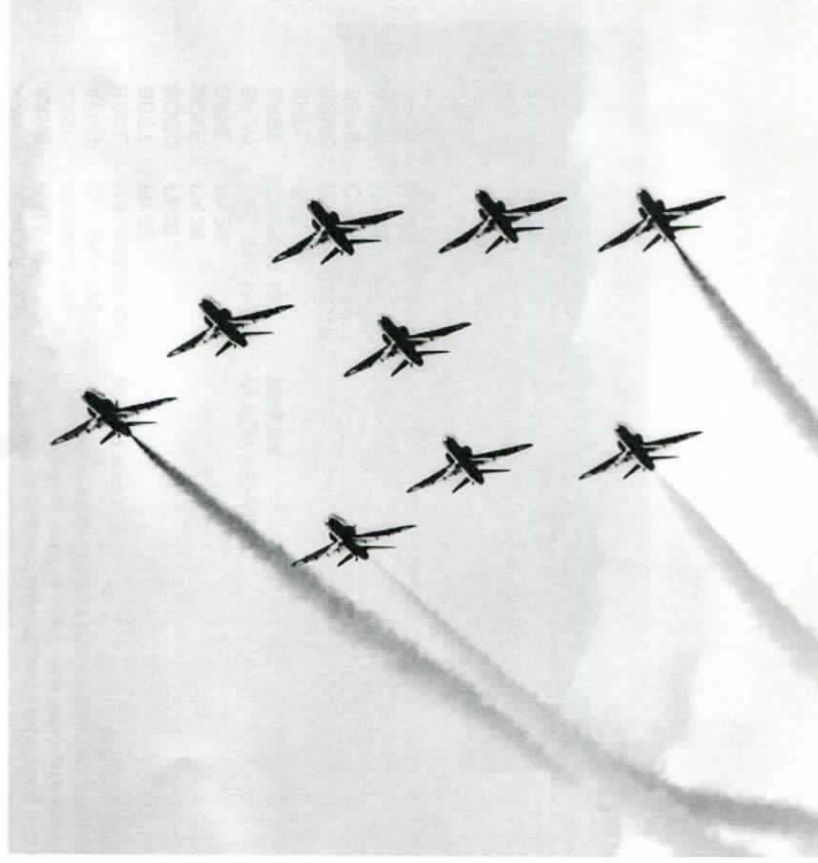
AVMD	CESSNA 150	
AWKO	BEAGLE PUP	WRECK
AXHS	RALLYE	
AXSI	CESSNA 172	
AYRG	CESSNA 172	
BBDL	GRUMMAN AA5	IN FOR REPAIR
BBEY	PA 23	
BGGG	PA38	
BOLF	PA 38	
BPHL	PA 28	
BPJW	CESSNA 150	IN FOR REPAIR
BRBF	CESSNA 152	WRECK
BRFL	PA38	
BSMU	RANS COYOTE	
BSPE	CESSNA 172	
BTFP	PA 38	
ESTR	VAN'S RV 6	
IMAB	EUROPA	
MNZJ	CFM SHADOW	
MRAJ	HUGHES 369	
RONs	ROBIN REGENT	LANDED FROM SWANSEA
SUZN	PA 28	
TIVS	RANS COYOTE	

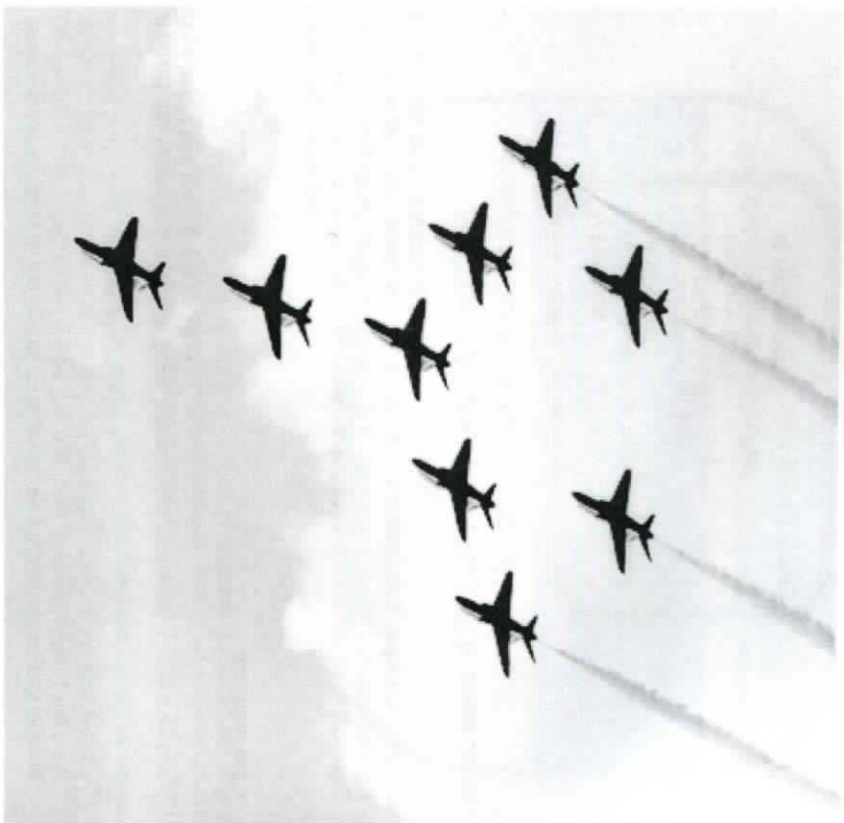
Ian Hall

IMAGES FROM ELVINGTON 2004



8.40





FREE AIR



Dear Editor,

Rumours abound. Even some local travel agents are saying it. One agent in Horsforth gave me a brochure, but reluctantly and from the back-shop.

Apparently, there is a chance that there will be no Airtours holidays from Leeds/Bradford next year.

I find it difficult to believe, but that is what I understand the agents are telling me. Is it just the based aircraft change and the fleet disposals that have become exaggerated?

Whatever the full story is, the agents have made me reluctant to book an Airtours holiday from Leeds and I may not be the only one. Consequently, if the early booking figures from Leeds for 2005 are down, then MyTravel can say that demand for flights from Leeds is down and therefore ...

It poses the Airport Management Team a formidable challenge. I hope they can do a deal: I **like** travelling from LBIA.

Jim Stanfield

Recycling Cartridges

Thank you to everyone who has supported the Yorkshire Air Ambulance by providing empty toner and ink jet cartridges for recycling. However, Cliff and I do not now have a contact to pass the cartridges on to, so we have stopped being "collectors", but we do thank you all for supporting the project.

Sheila Jayne

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G Westerman



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

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



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G-MIDV BMI
Manchester Airport
24 June 2004
Alan Sinfeld

