



YORKSHIRES PREMIER AVIATION SOCIETY



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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

MEETING AT LBIA GATE 20 – 14.30 hrs

- 5 November AGM followed if there is time by a DVD of Paul Whincup's "50 of the best"
- 3 December Christmas get-together, including coffee/tea and mince pies
- 7 January We welcome back Peter Hampson who now runs his own consultancy business *Airport Solutions*. A meeting not to be missed.

Our speaker for the October meeting was Paul Jackson who is the current editor of Jane's *All the World Aircraft*. Paul was an original member of the West Riding branch of *Air Britain*, which in due course became *Air Yorkshire*, therefore he knew some of our 'old timers'. He gave us a presentation talk on the history of Jane's and how the book is currently produced. In addition he had brought with him a small selection of the books covering the last 100 years, which the members had the opportunity to browse through. If any member is interested in buying a copy of the latest edition it is a snip at £450!

Paul had made the long journey from Ipswich, and our thanks are due to him and also to Alan Sinfield and Jim Stanfield who looked after him over the weekend.

By the time that you read these notes the winter timetable will be in force. This summer has been interesting with Jet 2 dominating the holiday traffic. However, the number of foreign registered visitors for 2006 will be an all time record. By the end of August the total was not far behind the 2005 figure which was itself a record year. Clearly the reason for this is the Ryanair 737-800's which up to the end of August had produced 97 different aircraft. Taking into account ones which had previously visited but not so far this year, we had our 100th visitor on 31 August when EI-CSX arrived.

David Valentine



MOVEMENTS - SEPTEMBER

01 Friday

G-REDS	C.560 Citation XL	0656 0748	OK-SLD	LET 410UVP	0756 0827
G-JEDR	DHC-8 400	0759 0831	G-FIBS	Squirrel	0816 1817
G-JECF	DHC-8 400	0819 0857	G-WOWE	DHC-8 300	0829 0859
CS-DFP	C.560 Citation XL	0833 0939	HB-GJP	King Air 300	0855 1751
PH-OFG	Fokker 100	0921 1048	G-MIDX	Airbus 320	0930 1034
EI-DAM	Boeing 737/800	1017 1052	EC-HJP	Boeing 737/800	1105 1220
G-STRF	Boeing 737/700	1130 1244	G-VUEZ	C.550 Citation 2	1202 1337
G-WOWE	DHC-8 300	1237 1315	G-DYNE	Cessna 414	1247 1501
G-MIDX	Airbus 320	1312 1437	G-WOWA	DHC-8 300	1353 1442
G-JECL	DHC-8 400	1404 1456	G-BYAN	Boeing 757	1440 1616
ZF573	BN.2T Islander	1512 1357(04)	G-JEBD	BAe 146/300	1554 1642
EI-CTA	Boeing 737/800	1619 1658	PH-KZR	Fokker 70	1628 1726
OK-SLD	LET 410UVP	1732 1816	G-STRF	Boeing 737/700	1813 1936
G-DBCB	Airbus 319	1815 1913	G-JECO	DHC-8 400	1920 1955
G-JEDN	DHC-8 400	1923 1958	G-WOWB	DHC-8 300	2007 2033
PH-OFE	Fokker 100	2059 0627(02)	G-MIDT	Airbus 320	2130 2206
EI-CST	Boeing 737/800	2203 2237			

02 Saturday

G-BYAN	Boeing 757	0132 0650	G-STRF	Boeing 737/700	0254 0610
G-JEDR	DHC-8 400	0753 0844	EC-HGO	Boeing 737/800	0758 0905
G-JEDW	DHC-8 400	0835 0922	PH-OFK	Fokker 100	0927 1047
G-DBCE	Airbus 319	0931 1103	G-WOWB	DHC-8 300	0948 1034
G-JECF	DHC-8 400	0955 1042	EI-DAP	Boeing 737/800	1031 1110
G-STRF	Boeing 737/700	1121 1237	OE-LCR	Canadair CRJ	1159 1246
G-BYAN	Boeing 757	1204 1423	OK-SLD	LET 410UVP	1340 1414
G-JEDU	DHC-8 400	1404 1525	G-ZXZX	Lear Jet 45	1516 1145(03)
G-WOWE	DHC-8 300	1537 1615	EC-HBM	Boeing 737/800	1545 1701
G-ESLH	Agusta A.109E	1603 1656	PH-WXC	Fokker 70	1617 1719
EI-CSD	Boeing 737/800	1633 1717	G-WOWC	DHC-8 300	1759 1833
G-STRF	Boeing 737/700	1854 2003	G-BYAN	Boeing 757	2057 2228
PH-OFG	Fokker 100	2106 0634(03)	EC-IZG	Boeing 737/400	2355 0059(03)

03 Sunday

G-BYAN	Boeing 757	0437 0712	G-STRF	Boeing 737/700	0559 0732
G-JTCA	PA-23 Aztec	0705 0720	PH-OFK	Fokker 100	0926 1025
HB-JIB	MD-90	1215 1340	G-JECI	DHC-8 400	1258 1356
EI-DAP	Boeing 737/800	1329 1403	G-JEBD	BAe 146/300	1348 1334
G-STRF	Boeing 737/700	1436 1548	PH-KZB	Fokker 70	1639 1731
OK-SLD	LET 410UVP	1721 1757	G-MIDT	Airbus 320	1853 1938
G-VUEZ	C.550 Citation 2	1922 2005	G-JEAV	BAe 146/200	1928 2011
G-JTCA	PA-23 Aztec	1935 1943	G-WOWC	DHC-8 300	1957 2026
EI-DLG	Boeing 737/800	2003 2042	G-REDS	C.560 Citation XL	2007 2045
G-BYAN	Boeing 757	2038 0743(04)	LZ-BHE	Airbus 320	2048 2141
G-JECI	DHC-8 400	2123 2200	PH-OFK	Fokker 100	2127 0636(04)
G-MIDT	Airbus 320	2157 0659(04)			

04 Monday

G-STRF	Boeing 737/700	0220 0633	G-JECL	DHC-8 400	0747 0851
TC-OAB	Airbus A.300	0800 0936	OK-SLD	LET 410UVP	0808 0854
G-JECF	DHC-8 400	0815 0859	G-WOWB	DHC-8 300	0830 0917

D-COOL	Lear Jet 55	0833 1017	G-ORJA	King Air 200	0837 1224
TC-SUJ	Boeing 737/800	0843 1011	G-MIDT	Airbus 320	0924 1105
EI-DAM	Boeing 737/800	1023 1115	PH-KLD	Fokker 100	1029 1139
G-XLMB	C.560 Citation XL	1047 1113	G-STRF	Boeing 737/700	1131 1241
G-WOWE	DHC-8 300	1302 1345	G-MIDT	Airbus 320	1321 1436
G-BYAN	Boeing 757	1331 1506	G-JEDR	DHC-8 400	1402 1441
G-WOWC	DHC-8 300	1409 1443	G-BTKL	Bolkow Bo.105	1522 1618
PH-KZA	Fokker 70	1617 1720	EI-DLB	Boeing 737/800	1620 1700
OK-SLD	LET 410UVP	1730 1803	G-JEBD	BAe 146/300	1737 1818
G-FIBS	Squirrel	1750 1809	LZ-BHC	Airbus 320	1808 1909
G-DBCE	Airbus 319	1835 1919	G-JEDM	DHC-8 400	1916 2001
G-JECO	DHC-8 400	1940 2008	PH-KLE	Fokker 100	2124 0628(05)
G-MIDT	Airbus 320	2145 0709(05)	G-WOWC	DHC-8 300	2150 2218
EI-DAM	Boeing 737/800	2221 2250	TF-ELO	Boeing 737/300	2259 1339(07)
G-STRF	Boeing 737/700	2301 0750(05)			

05 Tuesday

G-BYAN	Boeing 757	0101 0624	G-JECL	DHC-8 400	0757 0842
G-JEDM	DHC-8 400	0820 0901	G-WOWE	DHC-8 300	0834 0910
G-SGEC	King Air B.200	0913 0940	G-MIDT	Airbus 320	0930 1041
PH-KLE	Fokker 100	0934 1036	HA-YFG	LET 410UVP	0936 1012
EI-CTA	Boeing 737/800	1028 1103	G-OAJS	PA-39 Twin Comanche	1042 1459
N184CD	Cirrus SR.20	1206 1027(06)	G-WOWA	DHC-8 300	1215 1252
G-BYAN	Boeing 757	1239 1449	G-MIDT	Airbus 320	1304 1433
G-STRF	Boeing 737/700	1322 1428	G-WOWC	DHC-8 300	1345 1424
G-JEDU	DHC-8 400	1401 1445	G-JEDR	DHC-8 400	1409 1451
G-RNCH	PA-28 Warrior	1431 1541	G-HRPN	Robinson R.44	1454 1530
ZH536	BN.2T Islander	1509 1213(08)	1623	C.130H Hercules	1603 0932(07)
EI-DAC	Boeing 737/800	1607 1709	PH-WXC	Fokker 70	1617 1712
N750GF	C.750 Citation X	1751 1046(06)	G-SGEC	King Air B.200	1755 1817
OK-SLD	LET 410UVP	1805 1840	G-DBCB	Airbus 319	1811 1859
9H-AEK	Airbus 320	1829 1936	G-JECI	DHC-8 400	1918 1950
G-JEDM	DHC-8 400	1922 1955	G-WOWA	DHC-8 300	1943 2014
PH-OFK	Fokker 100	2110 0625(06)	G-MIDT	Airbus 320	2143 0658(06)
EI-CTA	Boeing 737/800	2154 2225	G-STRF	Boeing 737/700	2324 0822(06)

06 Wednesday

G-BYAN	Boeing 757	0001 0817	G-JECL	DHC-8 400	0755 0836
OK-SLD	LET 410UVP	0811 0849	G-JECG	DHC-8 400	0814 0857
G-WOWD	DHC-8 300	0829 0912	G-REDS	C.560 Citation XL	0910 0956
PH-OFH	Fokker 100	0923 1042	G-MIDT	Airbus 320	0929 1038
EI-DAM	Boeing 737/800	1013 1054	G-OCIT	C.208B Caravan	1218 1429
G-WOWE	DHC-8 300	1227 1259	G-GBRU	Jet Ranger	1251 1635(07)
G-MIDT	Airbus 320	1310 1433	EI-DND	Boeing 737/800	1316 1424
G-WOWA	DHC-8 300	1340 1412	G-JEDR	DHC-8 400	1405 1442
G-BYAN	Boeing 757	1421 1539	G-JEBD	BAe 146/300	1555 1651
LX-ONE	Lear Jet 35A	1558 1824	G-CZNE	BN.2B Islander	1601 1617
EI-DLL	Boeing 737/800	1611 1654	PH-KZD	Fokker 70	1630 1732
G-STRF	Boeing 737/700	1726 0534(07)	OK-SLD	LET 410UVP	1730 1801
G-DBCA	Airbus 319	1746 1908	TC-OAF	Airbus 321	1905 2047
G-JEDJ	DHC-8 400	1909 1953	G-JECF	DHC-8 400	1912 1956
G-WOWE	DHC-8 300	1925 1959	PH-KLG	Fokker 100	2107 0618(07)
G-BYAN	Boeing 757	2112 0758(07)	G-MIDT	Airbus 320	2143 0708(07)
EI-DAM	Boeing 737/800	2202 2231			

07 Thursday

G-JEDR	DHC-8 400	0745 0848	N66DN	Lear Jet 45	0754 0839
OK-SLD	LET 410UVP	0801 0829	G-JECF	DHC-8 400	0806 0850
G-WOWA	DHC-8 300	0832 0917	G-YEOM	PA-31 Chieftain	0845 0912

G-MIDT	Airbus 320	0934 1046	PH-KLG	Fokker 100	0940 1028
G-JLCA	PA-34 Seneca	0945 1419	ZG845	BN.2T Islander	0951 1640
EI-DAM	Boeing 737/800	1043 1123	G-STRF	Boeing 737/700	1152 1408
G-WOWD	DHC-8 300	1246 1327	D-BLUE	C.750 Citation X	1316 1355
EC-JST	Airbus 320	1333 1455	G-MIDT	Airbus 320	1336 1445
G-OOAP	Airbus 320	1341 1536	G-WOWE	DHC-8 300	1350 1426
G-JECI	DHC-8 400	1412 1449	G-JEDU	DHC-8 400	1435 1506
N184CD	Cirrus SR.20	1603 0834(08)	EI-CSZ	Boeing 737/800	1612 1659
PH-KZD	Fokker 70	1617 1714	N66DN	Lear Jet 45	1655 1331(07)
XW219	Puma	1704 1751	OK-SLD	LET 410UVP	1734 1809
G-DBCF	Airbus 319	1811 1858	G-FLAP	Cessna A.152	1904 1855(10)
G-JECL	DHC-8 400	1928 2009	G-JECF	DHC-8 400	1947 2021
G-WOWD	DHC-8 300	2106 2043	PH-OFA	Fokker 100	2110 0619(08)
G-BYAN	Boeing 757	2120 0704(08)	G-MIDT	Airbus 320	2148 0701(08)
EI-DAM	Boeing 737/800	2207 2240	G-STRF	Boeing 737/700	2214 0534(08)

08 Friday

OK-SLD	LET 410UVP	0759 0812	G-JEDN	DHC-8 400	0804 0849
G-JECL	DHC-8 400	0826 0904	G-WOWB	DHC-8 300	0830 0918
PH-KLG	Fokker 100	0926 1027	G-DBCB	Airbus 319	0928 1044
G-LIMO	Long Ranger	0943 1020	G-CDLT	Hawker 800XP	0946 1308
EI-DCY	Boeing 737/800	1036 1114	EC-HJQ	Boeing 737/800	1109 1232
G-MAPP	Cessna 402B	1117 1216	G-STRF	Boeing 737/700	1121 1239
G-BTKL	Bolkow Bo.105	1126 1236	G-RVRJ	PA-23 Aztec	1148 1708
G-YEOM	PA-31 Chieftain	1151 1224	G-JBIZ	C.550 Citation 2	1155 1258
G-WOWA	DHC-8 300	1249 1328	G-DBCB	Airbus 319	1334 1443
G-JEDJ	DHC-8 400	1409 1450	G-WOWD	DHC-8 300	1416 1458
G-BYAN	Boeing 757	1428 1634	G-GSPY	Robinson R.44	1507 1526
G-BYHM	Hawker 800B	1536 1813(09)	PH-WXD	Fokker 70	1621 1721
EI-CTA	Boeing 737/800	1635 1716	G-JEBD	BAe 146/300	1635 1740
OK-SLD	LET 410UVP	1735 1812	G-MIDR	Airbus 320	1827 1926
G-STRF	Boeing 737/700	1832 1938	G-JEDM	DHC-8 400	1900 1945
G-CZNE	BN.2B Islander	1905 1933	D-CPMU	Lear Jet 60	1920 1950
G-JEDR	DHC-8 400	1924 2014	G-WOWA	DHC-8 300	2028 1149(09)
ZH536	BN.2T Islander	2047 2128	PH-OFA	Fokker 100	2114 0615(09)
G-MIDR	Airbus 320	2205 2245	EI-DCY	Boeing 737/800	2240 2311

09 Saturday

G-BYAN	Boeing 757	0156 0655	G-STRF	Boeing 737/700	0252 0612
EC-JBJ	Boeing 737/800	0806 0918	YL-KSB	Antonov An-74	0903 1848
G-JEDN	DHC-8 400	0910 1000	G-WOWA	DHC-8 300	0939 1017
G-DBCB	Airbus 319	0948 1043	PH-OFA	Fokker 100	0956 1051
EI-DAC	Boeing 737/800	1037 1121	OE-LCK	Canadair CRJ	1149 1238
G-BYAN	Boeing 757	1205 1423	CS-DHA	Citation Bravo	1226 1722
N516QS	Gulfstream 5	1236 1348	HA-YFG	LET 410UVP	1258 1341
G-STRF	Boeing 737/700	1303 1440	G-JEDU	DHC-8 400	1405 1503
CS-DFE	Falcon 2000	1537 1811	EC-JNF	Boeing 737/800	1541 1701
G-WOWB	DHC-8 300	1557 1633	G-BYZA	Twin Squirrel	1608 1242(10)
EI-DHY	Boeing 737/800	1620 1657	PH-KZD	Fokker 70	1624 1715
G-CDLP	Twin Squirrel	1713 1739	G-PASH	Twin Squirrel	1752 1806
G-WOWC	DHC-8 300	1754 1830	PH-OFG	Fokker 100	2107 0619(10)
G-BYAN	Boeing 757	2112 2231	G-STRF	Boeing 737/700	2132 2250

10 Sunday

EI-DOR	Boeing 737/400	0212 0316	G-BYAN	Boeing 757	0453 0711
G-STRF	Boeing 737/700	0807 0919	PH-OFG	Fokker 100	1021 1117
HB-JIB	MD-90	1220 1339	G-RCEJ	Hawker 800B	1240 1002(11)
G-JEDJ	DHC-8 400	1257 1347	G-ETHU	Eurocopter EC.135B	1305 1334
EI-DAM	Boeing 737/800	1338 1420	G-JEBD	BAe 146/300	1354 1437

G-CDLP	Twin Squirrel	1507 1538	G-FJET	C.550 Citation 2	1514 1540
G-PLAJ	Jetstream 31	1536 1623	G-STRF	Boeing 737/700	1541 1704
N66DN	Lear Jet 45	1645 1708	G-OPUB	Slingsby T.67M	1649 <u>Res.</u>
PH-KZI	Fokker 70	1652 1745	G-GBRU	Jet Ranger	1709 1819
G-BXWZ	PA-28R Arrow	1713 1525(12)	G-BIOB	Cessna F.172P	1837 1106(12)
G-MIDT	Airbus 320	1857 1946	G-JECG	DHC-8 400	1919 1949
G-JEDJ	DHC-8 400	1925 1957	G-WOWC	DHC-8 300	1933 2007
EI-CSJ	Boeing 737/800	1944 2045	LZ-BHE	Airbus 320	2010 2115
G-BYAN	Boeing 757	2043 0719(11)	PH-OFF	Fokker 100	2107 0622(11)
G-MIDT	Airbus 320	2231 0701(11)			

11 Monday

G-STRF	Boeing 737/700	0311 0601	TC-OAG	Airbus A.300	0707 0905
G-JECL	DHC-8 400	0753 0837	G-JEDN	DHC-8 400	0800 0854
G-PLAJ	Jetstream 31	0813 0913	TC-SUJ	Boeing 737/800	0832 1000
G-WOWA	DHC-8 300	0935 0917	PH-OFF	Fokker 100	0928 1056
G-MIDT	Airbus 320	0937 1049	1623	C-130H Hercules	0942 0924(13)
OO-SKM	King Air B.200	1004 1512	EI-DLB	Boeing 737/800	1024 1115
G-JIVE	Hughes 369E	1056 1113	G-STRF	Boeing 737/700	1106 1224
G-WOWD	DHC-8 300	1236 1307	G-BYAN	Boeing 757	1311 1458
G-MIDT	Airbus 320	1322 1436	G-WOWC	DHC-8 300	1343 1422
G-JEDJ	DHC-8 400	1411 1443	G-JEBD	BAe 146/300	1556 1705
G-JIVE	Hughes 369E	1809 1627	PH-KZP	Fokker 70	1616 1717
EI-DHY	Boeing 737/800	1621 1712	PH-ILO	Citation V Ultra	1651 0622(12)
G-PLAJ	Jetstream 31	1744 1828	G-DBCC	Airbus 319	1823 1902
LZ-BHC	Airbus 320	1848 1958	G-JEDR	DHC-8 400	1935 2006
G-JEAS	BAe 146/200	2005 2048	PH-KLD	Fokker 100	2109 0644(12)
G-MIDT	Airbus 320	2152 0657(12)	G-WOWD	DHC-8 300	2203 2237
EI-DLB	Boeing 737/800	2214 2242	G-STRF	Boeing 737/700	2235 0751(12)

12 Tuesday

G-BYAN	Boeing 757	0055 0639	G-JECH	DHC-8 400	0752 0835
G-ONAL	King Air B.200	0755 0817	G-JEDN	DHC-8 400	0805 0845
G-PLAJ	Jetstream 31	0823 0856	G-MIDT	Airbus 320	0927 1041
PH-OFH	Fokker 100	0930 1032	G-WOWE	DHC-8 300	0941 1016
EI-DAM	Boeing 737/800	1019 1054	G-JIVE	Hughes 369E	1146 1204
G-WOWA	DHC-8 300	1227 1302	G-BYAN	Boeing 757	1240 1440
G-JIVE	Hughes 369E	1251 1310	G-WOWD	DHC-8 300	1356 1428
G-JECO	DHC-8 400	1410 1446	G-MIDT	Airbus 320	1412 1518
N350PB	PA-31 Navajo	1503 1751	G-STRF	Boeing 737/700	1527 1644
G-LBDC	Jet Ranger	1613 1659	PH-KZR	Fokker 70	1614 1729
EI-CSJ	Boeing 737/800	1620 1708	G-VIPI	Hawker 800B	1646 1807
PH-MSE	Mooney M.20J	1710 1624(13)	G-PLAJ	Jetstream 31	1735 1813
9H-AEK	Airbus 320	1749 1901	G-DBCB	Airbus 319	1753 1855
G-JEBC	BAe 146/300	1916 2003	G-WOWA	DHC-8 300	1922 1954
PH-ILO	Citation V Ultra	2008 0905(13)	G-JECK	DHC-8 400	2057 2140
PH-OFI	Fokker 100	2121 0622(13)	G-MIDT	Airbus 320	2142 0656(13)
EI-DAM	Boeing 737/800	2148 2218			

13 Wednesday

G-BYAN	Boeing 757	0016 0800	G-STRF	Boeing 737/700	0129 0812
G-JECH	DHC-8 400	0756 0843	G-JECK	DHC-8 400	0814 0900
G-WOWC	DHC-8 300	0829 0902	G-PLAJ	Jetstream 31	0835 0909
G-MIDT	Airbus 320	0929 1038	PH-OFJ	Fokker 100	0932 1025
EI-DCS	Boeing 737/800	1022 1120	ZD257	Westland Lynx	1116 1324
G-MIDT	Airbus 320	1328 1441	G-WOWE	DHC-8 300	1331 1408
G-WOWA	DHC-8 300	1345 1425	G-GBRU	Jet Ranger	1348 1753
G-BYAN	Boeing 757	1354 1517	G-JECG	DHC-8 400	1402 1456
EI-DND	Boeing 737/800	1547 1709	G-JEBD	BAe 146/300	1551 1651

EI-DCV	Boeing 737/800	1617 1659	PH-KZD	Fokker 70	1622 1731
G-ONAL	King Air B.200	1630 1701	G-LSAE	Boeing 757	1641 <u>Res.</u>
G-PLAJ	Jetstream 31	1719 1757	G-STRF	Boeing 737/700	1722 0537(14)
G-ZAPT	King Air 200C	1729 1747	G-DBCD	Airbus 319	1812 1905
N456PP	King Air C.90	1841 1609(14)	TC-OAF	Airbus 321	1902 2045
G-JEDU	DHC-8 400	1912 1948	G-JEDN	DHC-8 400	1918 2004
G-FBEA	ERJ.190/200	1920 2048	G-WOWE	DHC-8 300	2037 2114
G-BYAN	Boeing 757	2058 0759(14)	PH-KLD	Fokker 100	2106 0613(14)
EI-DAR	Boeing 737/800	2153 2220	G-MIDT	Airbus 320	2228 0654(14)

14 Thursday

N66DN	Lear Jet 45	0749 0902	G-JECG	DHC-8 400	0753 0842
G-JEDN	DHC-8 400	0805 0953	G-WOWA	DHC-8 300	0837 0912
EI-DCV	Boeing 737/800	1038 1128	G-WOWC	DHC-8 300	1311 1339
EC-JND	Airbus 320	1327 1516	G-OOAP	Airbus 320	1334 1613
G-MIDT	Airbus 320	1343 1456	G-STRF	Boeing 737/700	1401 1522
CS-DRF	Hawker 800XPI	1412 1617	G-JECH	DHC-8 400	1415 1524
G-WOWE	DHC-8 300	1442 1530	G-JECI	DHC-8 400	1505 1621
PH-OFD	Fokker 100	1614 1721	EI-DAE	Boeing 737/800	1619 1708
G-JBIZ	C.550 Citation 2	1629 1718	G-PLAJ	Jetstream 31	1735 1808
N357J	C.525A Citationjet	1738 1801	G-DBCC	Airbus 319	1827 1921
N66DN	Lear Jet 45	1850 1125(15)	G-VIPI	Hawker 800B	1918 1944
G-JECK	DHC-8 400	2003 2036	G-JEDI	DHC-8 400	2008 2041
G-WOWC	DHC-8 300	2032 2103	PH-OFL	Fokker 100	2145 0627(15)
EI-DAS	Boeing 737/800	2204 2241	G-BYAN	Boeing 757	2220 0719(15)
G-MIDT	Airbus 320	2233 0651(15)	G-STRF	Boeing 737/700	2320 0541(15)

15 Friday

G-JEDI	DHC-8 400	0751 0843	G-JEDJ	DHC-8 400	0805 0855
G-PLAJ	Jetstream 31	0822 0912	G-WOWD	DHC-8 300	0837 0918
G-CDSR	Lear Jet 45	0919 1030	G-MIDT	Airbus 320	0929 1037
PH-OFA	Fokker 100	0938 1039	EI-CSA	Boeing 737/800	1034 1111
EC-HKQ	Boeing 737/800	1158 1310	G-STRF	Boeing 737/700	1201 1330
N630S	Astra 1124SP	1250 1301(17)	G-MIDT	Airbus 320	1325 1446
G-JECH	DHC-8 400	1408 1503	G-BYAN	Boeing 757	1431 1626
G-WOWC	DHC-8 300	1447 1530	PH-OFG	Fokker 100	1615 1747
EI-DAC	Boeing 737/800	1627 1704	G-JEBB	BAe 146/300	1638 1729
G-PLAJ	Jetstream 31	1722 1806	G-DBCA	Airbus 319	1759 1908
G-STRF	Boeing 737/700	1912 2016	G-JECL	DHC-8 400	1914 2005
G-JEDN	DHC-8 400	1917 1951	G-FRYI	King Air 200	1927 1934
G-RJWW	Maule M.5	1959 1408(16)	G-WOWA	DHC-8 300	2050 2134
PH-OFF	Fokker 100	2115 0628(16)	G-MIDT	Airbus 320	2128 2214
EI-CSA	Boeing 737/800	2215 2248			

16 Saturday

G-BYAN	Boeing 757	0131 0650	G-STRF	Boeing 737/700	0329 0558
EC-JBK	Boeing 737/800	0729 0909	G-JEDN	DHC-8 400	0802 0833
G-JECL	DHC-8 400	0808 0853	G-JECI	DHC-8 400	0923 1326
PH-OFF	Fokker 100	0928 1038	G-DBCC	Airbus 319	0931 1040
EI-DAE	Boeing 737/800	1028 1109	G-WOWA	DHC-8 300	1033 1119
G-FIBS	Squirrel	1037 1058	G-STRF	Boeing 737/700	1139 1255
OE-LCK	Canadair CRJ	1147 1241	G-BYAN	Boeing 757	1206 1421
G-JEDK	DHC-8 400	1217 1309	G-BFDO	PA-28R Arrow	1222 1300
HA-YFG	LET 410UVP	1320 1355	G-JECF	DHC-8 400	1358 1518
EC-HBL	Boeing 737/800	1556 1707	EI-DHI	Boeing 737/800	1612 1648
G-OLDT	Lear Jet 45	1615 1654	PH-JCH	Fokker 70	1625 1718
G-WOWC	DHC-8 300	1651 1724	G-WOWD	DHC-8 300	1742 1818
G-STRF	Boeing 737/700	1855 2026	G-BYAO	Boeing 757	2054 2235
PH-KZB	Fokker 70	2104 0621(17)	EI-DOR	Boeing 737/400	2339 0050(17)

17 Sunday

G-BYAO	Boeing 757	0438 0716	G-STRF	Boeing 737/700	0537 0742
G-LVLV	CL.604 Challenger	0845 0952	PH-OFK	Fokker 100	0922 1015
G-DBCG	Airbus 319	0926 1039	G-LIDE	PA-31 Chieftain	1023 1250
G-OLTT	Pilatus PC-12	1138 1718	HB-JIB	MD-90	1226 1344
EI-DHS	Boeing 737/800	1244 1324	G-JECG	DHC-8 400	1307 1353
G-JEBD	BAe 146/300	1357 1433	N66DN	Lear Jet 45	1408 1450
G-STRF	Boeing 737/700	1449 1612	G-PLAJ	Jetstream 31	1536 1624
PH-KZK	Fokker 70	1610 1713	G-IFTE	BAe 125/700B	1756 1817
G-MIDT	Airbus 320	1828 1915	G-JEDR	DHC-8 400	1913 2008
G-JECG	DHC-8 400	1917 2003	EI-DHY	Boeing 737/800	1946 2029
G-WOWD	DHC-8 300	1954 2032	LZ-BHE	Airbus 320	2020 2123
G-BYAO	Boeing 757	2051 0723(18)	PH-OFK	Fokker 100	2151 0710(18)
G-MIDS	Airbus 320	2157 0656(18)			

18 Monday

G-STRF	Boeing 737/700	0231 0621	CS-DXD	C.560 Citation XLS	0442 1535(19)
TC-AOG	Airbus A.300	0654 0903	G-JECG	DHC-8 400	0757 0834
G-JECL	DHC-8 400	0810 0857	TC-SUG	Boeing 737/800	0827 1002
CS-DXK	C.560 CitationXLS	0831 0926	G-WOWD	DHC-8 300	0837 0912
G-PLAJ	Jetstream 31	0839 0915	N66DN	Lear Jet 45	0857 1005
N369SB	Robinson R.44	0915 0949	G-MIDS	Airbus 320	0923 1045
PH-OFI	Fokker 100	0935 1041	G-FIBS	Squirrel	1008 1213(19)
EI-DHI	Boeing 737/800	1039 1132	G-STRF	Boeing 737/700	1129 1248
G-WOWE	DHC-8 300	1235 1305	G-MIDS	Airbus 320	1320 1432
G-BYAO	Boeing 757	1326 1501	G-WOWA	DHC-8 300	1351 1425
G-JEDN	DHC-8 400	1413 1451	CS-DOC	Beech 1900D	1538 1716
G-JEBA	BAe 146/300	1605 1650	EI-DHG	Boeing 737/800	1628 1727
PH-KZM	Fokker 70	1630 1731	G-PLAJ	Jetstream 31	1722 1818
LZ-BHC	Airbus 320	1745 1845	G-DBCA	Airbus 319	1821 1915
G-JECK	DHC-8 400	1911 1953	G-JEDM	DHC-8 400	1936 2005
G-LVLV	CL.604 Challenger	1958 2024	N601HW	CL.601 Challenger	2049 0809(22)
PH-OFF	Fokker 100	2115 0643(19)	G-MIDS	Airbus 320	2212 0723(19)
G-WOWA	DHC-8 300	2215 2244	EI-DHI	Boeing 737/800	2228 2256
G-STRF	Boeing 737/700	2319 0735(19)			

19 Tuesday

G-BYAO	Boeing 757	0103 0621	G-JECG	DHC-8 400	0747 0827
G-JEDR	DHC-8 400	0757 0841	OE-GKP	Lear Jet 60	0804 1308
G-PLAJ	Jetstream 31	0816 0849	G-WOWC	DHC-8 300	0839 0905
PH-KLI	Fokker 100	0933 1041	EI-CSA	Boeing 737/800	1018 1056
G-WOWD	DHC-8 300	1239 1315	G-BYAO	Boeing 757	1354 1504
G-MIDP	Airbus 320	1309 1443	G-STRF	Boeing 737/700	1324 1453
G-WOWA	DHC-8 300	1352 1419	G-JEDM	DHC-8 400	1357 1445
G-JEDK	DHC-8 400	1412 1457	G-FIBS	Squirrel	1514 1547
EI-DHT	Boeing 737/800	1615 1700	PH-KZM	Fokker 70	1626 1716
G-PLAJ	Jetstream 31	1731 1822	9H-AEO	Airbus 320	1745 1857
G-DBCD	Airbus 319	1813 1918	CS-DHH	Citation Bravo	1850 1045(20)
G-JEDN	DHC-8 400	1911 1950	G-JECL	DHC-8 400	1920 2014
G-WOWD	DHC-8 300	1959 2033	PH-KLE	Fokker 100	2100 0615(20)
G-MIDP	Airbus 320	2200 0703(20)	EI-CSA	Boeing 737/800	2207 2239
G-STRF	Boeing 737/700	2334 0820(20)			

20 Wednesday

G-BYAO	Boeing 757	0015 0756	G-JECG	DHC-8 400	0745 0831
G-PLAJ	Jetstream 31	0815 0848	G-JEDI	DHC-8 400	0817 0852
G-WOWA	DHC-8 300	0829 0901	PH-OFJ	Fokker 100	0929 1039
G-MIDP	Airbus 320	0935 1041	G-JBIZ	C.550 Citation 2	1019 1116
EI-DAG	Boeing 737/800	1042 1119	G-WOWC	DHC-8 300	1206 1246

EC-JRL	Boeing 737/800	1322 1436	G-MIDP	Airbus 320	1326 1528
G-BYAO	Boeing 757	1347 1521	CS-DHK	Citation Bravo	1352 1551
G-JECI	DHC-8 400	1406 1459	G-WOWD	DHC-8 300	1419 1451
N1297C	Cessna 172S	1439 1055(22)	G-BOKA	PA-28 Dakota	1529 1642(23)
PH-KZA	Fokker 70	1611 1725	EL-DAG	Boeing 737/800	1633 1721
G-JEBA	BAe 146/300	1709 1756	G-STRF	Boeing 737/700	1720 0549(21)
G-DBCB	Airbus 319	1751 1855	G-PLAJ	Jetstream 31	1754 1826
XZ303	Gazelle	1827 1842	TC-OAF	Airbus 321	1900 2037
G-JEDR	DHC-8 400	1911 1958	G-JEDO	DHC-8 400	1929 2013
G-WOWC	DHC-8 300	1942 2021	G-BYAO	Boeing 757	2101 0756(21)
PH-OFC	Fokker 100	2109 0621(21)	D-CIFA	C.550 Citation 2	2113 1116(21)
G-MIDP	Airbus 320	2148 0709(21)	EL-CSP	Boeing 737/800	2330 0010(21)

21 Thursday

G-JECG	DHC-8 400	0752 0834	G-WOWB	DHC-8 300	0857 0938
PH-OFC	Fokker 100	0918 1026	G-JEAY	BAe 146/200	0928 1003
G-MIDP	Airbus 320	0945 1039	EL-DAG	Boeing 737/800	1022 1101
G-PLAJ	Jetstream 31	1140 1213	G-WOWA	DHC-8 300	1201 1242
G-STRF	Boeing 737/700	1210 1401	EC-JND	Airbus 320	1322 1526
G-MIDP	Airbus 320	1329 1435	G-WOWC	DHC-8 300	1345 1426
G-JECF	DHC-8 400	1359 1438	G-JEDO	DHC-8 400	1402 1453
G-OOAP	Airbus 320	1407 1557	G-LFSJ	PA-28 Warrior	1507 n/s+
PH-JCH	Fokker 70	1618 2036	EL-CSP	Boeing 737/800	1620 1707
CS-DNR	Falcon 2000	1738 0805(22)	G-PLAJ	Jetstream 31	1742 1815
G-BPXX	PA-34 Seneca	1744 1828	G-DBCC	Airbus 319	1757 1901
G-SASD	King Air 200C	1805 1912	G-JEDI	DHC-8 400	1858 1942
G-WOWA	DHC-8 300	1933 2008	G-JEDN	DHC-8 400	1943 2020
G-BYAS	Boeing 757	2101 0706(22)	PH-OFF	Fokker 100	2105 0631(22)
G-RHUM	ATR.42/200	2127 2153	G-STRF	Boeing 737/700	2150 0541(22)
G-MIDP	Airbus 320	2203 0658(22)	EL-DAG	Boeing 737/800	2230 2312

22 Friday

G-JEDN	DHC-8 400	0757 0834	G-JEDP	DHC-8 400	0800 0844
G-PLAJ	Jetstream 31	0814 0848	G-WOWD	DHC-8 300	0818 0851
G-FIBS	Squirrel	0845 0916	PH-OFF	Fokker 100	0930 1041
G-MIDP	Airbus 320	0934 1037	N900NS	Falcon 900EASy	0944 1115
G-NICI	Robinson R.44	1030 1345	EC-HKQ	Boeing 737/800	1052 1222
EL-CSB	Boeing 737/800	1056 1142	G-JIVE	Hughes 369E	1118 1132
G-STRF	Boeing 737/700	1136 1240	G-JIVE	Hughes 369E	1219 1250
G-WOWB	DHC-8 300	1306 1349	G-MIDP	Airbus 320	1317 1442
G-WOWA	DHC-8 300	1403 1434	G-JECG	DHC-8 400	1406 1449
G-BYAS	Boeing 757	1438 1628	EL-DHV	Boeing 737/800	1618 1706
PH-KZD	Fokker 70	1629 1729	G-JEBA	BAe 146/300	1710 1758
G-SAXN	King Air 200	1714 1740	G-PLAJ	Jetstream 31	1733 1816
G-BUFH	PA-28 Warrior	1808 1344(24)	G-DBCD	Airbus 319	1820 1921
G-STRF	Boeing 737/700	1833 1939	P4-LJG	C.750 Citation X	1852 2113
G-JECM	DHC-8 400	1911 1944	G-JEDO	DHC-8 400	1920 1959
G-WOWB	DHC-8 300	1937 2011	PH-KLI	Fokker 100	2103 0623(22)
D-CETV	Lear Jet 60	2125 1306(22)	G-MIDP	Airbus 320	2211 2300
EL-DHO	Boeing 737/800	2213 2247	TF-ELO	Boeing 737/300	2256 n/s+

23 Saturday

G-BYAS	Boeing 757	0145 0656	G-STRF	Boeing 737/700	0259 0626
EC-HKR	Boeing 737/800	0741 0847	G-WOWB	DHC-8 300	0947 1024
EL-DAG	Boeing 737/800	1046 1129	PH-KLI	Fokker 100	1111 1202
G-STRF	Boeing 737/700	1135 1242	CS-DHP	Citation Bravo	1213 1312
G-BYAS	Boeing 757	1226 1412	G-OLDT	Lear Jet 45	1254 1814
HA-YFG	LET 410UVP	1331 1415	G-JECF	DHC-8 400	1346 1509
G-OBNW	PA-31 Chieftain	1350 n/s+	G-HIZZ	Robinson R.22B	1352 1421

EC-JBL	Boeing 737/800	1519 1654	PH-WXA	Fokker 70	1628 1717
EI-CSV	Boeing 737/800	1639 1715	G-JBIZ	C.550 Citation 2	1712 1826
G-WOWA	DHC-8 300	1740 1823	G-STRF	Boeing 737/700	1852 2026
G-BYAS	Boeing 757	2036 2234	PH-OFF	Fokker 100	2109 0642(24)
EI-DOR	Boeing 737/400	2348 0050(24)			

24 Sunday

G-BYAS	Boeing 757	0423 0729	HB-JIB	MD-90	1203 1333
EI-DHB	Boeing 737/800	1323 1359	G-JEDN	DHC-8 400	1327 1405
G-JEBE	BAe 146/300	1341 1433	G-BVMA	King Air 200	1521 1709
G-PLAJ	Jetstream 31	1543 1616	N900NS	Falcon 900EASy	1559 1614
PH-KZL	Fokker 70	1611 1713	F-GVJB	Pilatus PC-12	1732 2032(25)
G-STRF	Boeing 737/700	1754 1910	G-DBCH	Airbus 319	1800 1937
G-JEDP	DHC-8 400	1921 2010	G-JEDN	DHC-8 400	1925 2007
P4-LJG	C.750 Citation X	1935 2028	G-WOWA	DHC-8 300	1940 2037
N64VB	Be.58 Baron	1955 0646(25)	EI-DAM	Boeing 737/800	2012 2044
LZ-BHE	Airbus 320	2030 2123	PH-OFF	Fokker 100	2104 0635(25)
G-DBCH	Airbus 319	2213 0701(25)	G-BYAS	Boeing 757	2334 0814(25)

25 Monday

G-STRF	Boeing 737/700	0523 1234	TC-OAN	Airbus 321	0712 0927
G-JEDN	DHC-8 400	0804 0901	G-JEDK	DHC-8 400	0809 0846
TC-SUG	Boeing 737/800	0843 1006	G-PLAJ	Jetstream 31	0848 0922
G-WOWD	DHC-8 300	0858 0935	G-DBCH	Airbus 319	0941 1042
PH-OFI	Fokker 100	0949 1047	EI-DHO	Boeing 737/800	1108 1151
G-FIBS	Squirrel	1255 1326	G-DBCH	Airbus 319	1329 1448
G-WOWE	DHC-8 300	1336 1412	G-WOWA	DHC-8 300	1410 1443
G-BYAS	Boeing 757	1408 1532	G-JECI	DHC-8 400	1415 1453
G-ONAL	King Air 200	1440 1509	PH-OFK	Fokker 100	1605 1711
G-JEBE	BAe 146/300	1702 1740	EI-DAM	Boeing 737/800	1704 1748
G-PLAJ	Jetstream 31	1724 1801	LZ-BHE	Airbus 320	1754 1845
G-DBCC	Airbus 319	1858 2017	G-JECE	DHC-8 400	1909 1952
G-JECJ	DHC-8 400	1919 2003	G-WOWE	DHC-8 300	1933 2009
PH-OFK	Fokker 100	2056 0618(26)	G-STRF	Boeing 737/700	2241 0735(26)
EI-DHO	Boeing 737/800	2321 2351			

26 Tuesday

G-MIDV	Airbus 320	0021 0659	G-BYAS	Boeing 757	0116 0842
G-JECE	DHC-8 400	0757 0836	G-PLAJ	Jetstream 31	0812 0846
G-JECL	DHC-8 400	0814 0849	G-WOWB	DHC-8 300	0839 0908
G-FIBS	Squirrel	0905 1242	G-MIDV	Airbus 320	0931 1040
PH-OFL	Fokker 100	0940 1107	EI-DAG	Boeing 737/800	1020 1053
XZ303	Gazelle	1231 1251	G-MIDV	Airbus 320	1312 1440
G-STRF	Boeing 737/700	1331 1429	G-JECF	DHC-8 400	1349 1431
G-JECI	DHC-8 400	1358 1443	G-WOWE	DHC-8 300	1434 1521
D-COEB	King Air 350	1436 1437(27)	G-BYAS	Boeing 757	1444 1822
G-FIBS	Squirrel	1506 1616	G-BAJN	AA-5 Traveler	1513 1636
EI-DHV	Boeing 737/800	1625 1703	PH-KZL	Fokker 70	1628 1721
G-PLAJ	Jetstream 31	1715 1755	G-DBCB	Airbus 319	1751 1855
9H-AEI	Airbus 320	1808 1917	G-JEDP	DHC-8 400	1911 1959
G-JECL	DHC-8 400	1920 1954	G-WOWD	DHC-8 300	2001 2029
PH-OFI	Fokker 100	2106 0624(27)	G-MIDV	Airbus 320	2158 0712(27)
EI-DAG	Boeing 737/800	2208 2238	G-STRF	Boeing 737/700	2319 0818(27)

27 Wednesday

G-BYAS	Boeing 757	0315 0809	G-JECL	DHC-8 400	0802 0844
G-PLAJ	Jetstream 31	0829 0908	G-WOWB	DHC-8 300	0832 0902
G-JECN	DHC-8 400	0920 1001	G-MIDV	Airbus 320	0929 1036
SE-LTV	SAAB 340B	0932 1045(28)	OY-NPF	SA.227DC Metroliner	0954 1034(28)
PH-OFI	Fokker 100	0959 1113	EI-DAE	Boeing 737/800	1047 1130

EC-JRL	Boeing 737/800	1317 1431	G-MIDV	Airbus 320	1320 1434
G-WOWD	DHC-8 300	1347 1421	G-BYAS	Boeing 757	1357 1518
G-JECI	DHC-8 400	1407 1452	G-JEBE	BAe 146/300	1555 1653
PH-JCT	Fokker 70	1631 1715	EI-DHY	Boeing 737/800	1646 1729
G-HWAA	Eurocopter EC.135T	1654 1732	G-STRF	Boeing 737/700	1716 0633(28)
G-PLAJ	Jetstream 31	1728 1810	G-DBCD	Airbus 319	1812 1904
G-ONAL	King Air 200	1818 1845	TC-OAE	Airbus 321	1901 2026
G-JECM	DHC-8 400	1913 1949	G-JEDP	DHC-8 400	1928 2003
G-WOWE	DHC-8 300	1954 2029	G-BYAS	Boeing 757	2053 0751(28)
PH-KLD	Fokker 100	2106 0613(28)	G-MIDP	Airbus 320	2201 0702(28)
EI-DAE	Boeing 737/800	2241 2314			

28 Thursday

G-JEDK	DHC-8 400	0747 0848	G-JEDN	DHC-8 400	0828 0902
G-WOWD	DHC-8 300	0835 0915	PH-KLD	Fokker 100	0920 1025
G-MIDP	Airbus 320	0926 1038	G-FCED	PA-31T Cheyenne	1002 1127
EI-DHO	Boeing 737/800	1018 1105	G-BVMA	King Air 200	1102 1623
HA-YFG	LET 410UVP	1141 1214	G-WOWB	DHC-8 300	1230 1259
G-STRF	Boeing 737/700	1314 1428	G-MIDP	Airbus 320	1317 1445
EC-INZ	Airbus 320	1337 1459	G-WOWE	DHC-8 300	1400 1448
G-JECF	DHC-8 400	1403 1508	G-OOAP	Airbus 320	1432 1515
G-JEDP	DHC-8 400	1432 1515	EI-DAG	Boeing 737/800	1606 1713
PH-JCT	Fokker 70	1613 1718	HA-YFG	LET 410UVP	1744 1818
G-DBCB	Airbus 319	1800 1905	G-FIBS	Squirrel	1808 1848
G-JECL	DHC-8 400	1919 1952	G-JECI	DHC-8 400	1931 2007
G-WOWB	DHC-8 300	1948 2017	PH-OFE	Fokker 100	2121 0615(29)
G-MIDP	Airbus 320	2129 0656(29)	G-BYAK	Boeing 757	2146 0814(29)
EI-DHO	Boeing 737/800	2210 2246	G-STRF	Boeing 737/700	2339 0140(29)

29 Friday

N66DN	Lear Jet 45	0710 0802	G-JECL	DHC-8 400	0752 0830
G-JEDT	DHC-8 400	0808 0848	G-WOWE	DHC-8 300	0821 0901
G-PLAJ	Jetstream 31	0823 0907	G-STRH	Boeing 737/700	0905 1019
PH-OFE	Fokker 100	0917 1023	G-MIDP	Airbus 320	0926 1035
CS-DFD	Falcon 2000	0934 1256	G-JIVE	Hughes 369E	1014 1022
EI-DHV	Boeing 737/800	1052 1126	EC-HZS	Boeing 737/800	1108 1237
G-JIVE	Hughes 369E	1115 1135	G-WOWD	DHC-8 300	1233 1316
HB-VNI	C.560 Citation XL	1314 1758(03)	G-MIDP	Airbus 320	1320 1437
G-WOWB	DHC-8 300	1353 1423	D-CBIN	SA.227AT Expediter	1457 1600
G-BYAK	Boeing 757	1532 1749	G-JEBE	BAe 146/300	1603 1702
G-STRH	Boeing 737/700	1614 1836	EI-DHY	Boeing 737/800	1616 1653
G-FIBS	Squirrel	1618 1640	PH-KZA	Fokker 70	1625 1735
G-PLAJ	Jetstream 31	1730 1832	G-DBCC	Airbus 319	1803 1907
G-JEDK	DHC-8 400	1830 1931	G-BUFH	PA-28 Warrior	1833 1515(02)
N66DN	Lear Jet 45	1935 2005	G-WOWD	DHC-8 300	2001 2028
G-JECK	DHC-8 400	2015 2049	G-GBRU	Jet Ranger	2017 1553(08)
G-JECI	DHC-8 400	2020 2135	PH-OFK	Fokker 100	2105 0618(30)
EI-DHB	Boeing 737/800	2201 2238	G-MIDP	Airbus 320	2216 2251

30 Saturday

G-STRH	Boeing 737/700	0009 1251	G-BYAK	Boeing 757	0302 0737
EC-JNF	Boeing 737/800	0733 0858	G-JECE	DHC-8 400	0759 0853
G-FPLD	King Air B.200	0823 1215	G-JEDK	DHC-8 400	0856 0942
G-BYHG	Dornier Do.328	0900 1142	G-JEBE	BAe 146/300	0905 0953
PH-OFK	Fokker 100	0915 1031	N357J	C.525A Citationjet	0943 1012
G-WOWD	DHC-8 300	0945 1025	EI-DAC	Boeing 737/800	1022 1108
G-BYAK	Boeing 757	1248 1418	HA-YFG	LET 410UVP	1326 1402
G-BNYB	PA-28				
Turbo Dakota		1339 1246(01)	G-JECF	DHC-8 400	1422 1511

EC-JBK	Boeing 737/800	1554 1701	EI-DLO	Boeing 737/800	1610 1648
PH-KLG	Fokker 100	1615 1711	G-WOWB	DHC-8 300	1731 1821
G-STRH	Boeing 737/700	1851 2023	G-BYAK	Boeing 757	2044 2236
PH-OFF	Fokker 100	2050 0634(01)	EI-DOR	Boeing 737/400	2340 0106(01)

OVERSHOOTS

03/9	G-ATGO Cessna F.172G(1222)
05/9	ZG780 Tornado("Chariot 2", 1517) In special colour scheme with 'XXV' on tail
06/9	G-RAFP King Air 200("Cranwell 64", 1547)
07/9	ZK451 King Air 200("Cranwell 77", 1058)
11/9	G-SYPS MD.902("Police 33", 1247); ZK452 King Air 200("Cranwell 79", 1446)
13/9	XX329 Hawk("Javelin 68", 1018)
15/9	G-RAFO King Air 200("Cranwell 63", 1605)
19/9	G-RAFP King Air 200("Cranwell 61", 1348)
20/9	G-OBLC Duchess(1113); ZK453 King Air 200("Cranwell 72", 1513)
22/9	G-RAFO King Air 200("Cranwell 77", 1027)
25/9	ZK450 King Air 200("Cranwell 72", 1647)
28/9	G-RAFO King Air 200("Cranwell 60", 1447); G-OBLC Duchess(1610)
29/9	ZK454 King Air 200("Cranwell 71", 1252)
30/9	G-BHYG PA-34 Seneca("Oxford 44", 1252)

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

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

28	XF	XF	XF	YH	YH	XE	XE	XE	YH	YH	XK	XK	XK
29	XF	XF	XF	XE	cx	YH	YH	YH	XE	XE	XK	XK	XK
30								XX					
	1VX/	2VX/	3VX/	403/	409/	405/	407/	493/	495/	497/	611/	613/	615/
	1XV	6XV	3XV	404	410	406	408	494	496	498	612	614	616

OTHER FLIGHTS

01 XB('9853, t. Heathrow); XG('9854, t. Manchester)
02 XE('01J, t. Heathrow); XK('9161, t. Heathrow, '9162, f. Manchester); YH('8JL, f. Heathrow)
03 YH('01J, t. Heathrow, '4LJ/'2LJ, f/t Heathrow); XG('9873 f. Manchester);
XE('9871, f. Aberdeen); XK('9171, t. Aberdeen); XL('9172, f. Aberdeen);
XD('7JL f. Heathrow)
08 XE('9853, t. Heathrow); XC('9854, t. Manchester)
09 XG('01J, t. Heathrow); XE('8JL, f. Heathrow)
10 XE('01J, t. Heathrow); XE('412A, f. Teesside; '2LJ, t. Heathrow); XE('9873, f. Manchester);
XF('7JL, f. Heathrow); XG('9871, f. Manchester)
12 XF('9121, t. Manchester)
13 XB('9131, f. Toulouse)
14 XG('9141, f. Teesside); XB('9142, f. Teesside)
15 YH('9151/2, f/t Edinburgh); XG('9854, t. Manchester); XD('9853, t. Heathrow)
16 XE('01J, t. Heathrow); XL('9161, t. Aberdeen); XK('9162, f. Aberdeen); XF('8JL, f. Heathrow)
17 XF('01J, t. Heathrow); XG('9873, f. Manchester); XH('7JL, f. Heathrow);
XI('9871, f. Aberdeen)
20 XG('9132, t. Manchester); XI('9131, f. Beauvais, diverted there on outbound '493);
XG('9133, f. Edinburgh)
22 XG('9853, t. Heathrow); XI('9854, t. Manchester)
23 XA('01J, t. Heathrow); XI('8JL, f. Heathrow)
24 XI('01J, t. Heathrow); YH('7JL, f. Heathrow); XF('9873, f. Manchester);
XD('9871, f. Glasgow)
29 XF('9151/2 t/f Manchester); YH('9854, t. Manchester); XF('9853, t. Heathrow)

EASTERN AIRWAYS Jetstream 41 (G-MA—/G-CD(YH/YI) operations(cx- cancelled flight):- ATR.42 G-RH(UM) Air Atlantic (dv- inbound flight diverted)

	ABERDEEN			SOUTHAMPTON				INVERNESS	
	11JE/	13JE/	15JE/	470C/	472C/	474C/	476C/	92CD/	94CD/
	12JE	14JE	16JE	471C	473C	475C	477C	93CD	95CD
01	JB	cx	JP/JD	JC	JB	JB	JB	JB	
02									
03							JB		JB
04	JB	JD	JD	JD	JD	JB	JB	JB	
05	JB	JD	JD	JD	JD	JB	JB	JB	
06	JB	JD	JD	JD	JD	JB	JB	JB	
07	JD	JB	JB	JB	JB	JD	JD	JD	
08	JD	JB	JB	JB	JB	JD	JD	JD	
09									
10							JD		JD
11	JD	JB	JB/JC	JB	JB	JD	JD	JD	
12	JD	JC	JC	JC	JC	JD	JD	JD	
13	JD	JC	JC	JC	JC	JD	JD	JD	
14	JC/dv	JD	JD	JD/dv	cx	JC	JC	cx	
15	JC	JD	JD	JD	JD	JC	JC	JC	
16									
17							JD		JD
18	JC	JD	JD	JD	JD	JC	JC	JC	

19	JC	JD	JD	JD	JD	JC	JC	JC
20	JD	JC	JC	JC	JC	JD	JD	JD
21	JD	JC	JC	JC	JC	JD	JD/UM	JD
22	cx	JC	JC	JC	JC	JT/JP	JP	JT
23								
24						JC		JC
25	JP	JC	JC	JC	JC	JP	JP	JP
26	JC	JP	JP/JE	JP	JP	JC	JC	JC
27	JE	JC	JC/JB	JC	JC	JE	JE	JE
28	JE	JE	JE/JT	JB	JE	JB	JB	JB
29	JT	JB	JB	JB	JT	JT	JB/cx	JT
30								

11JE/ 13JE/ 15JE/ 470C/ 472C/ 474C/ 476C/ 92CD/ 94CD/
12JE 14JE 16JE 471C 473C 475C 477C 93CD 95CD

SUNDAY. F/T Aberdeen(14JE/15JE):- JC(3/9); JU(10/9); JO(17/9); JA(24/9)

Other Flights:-

- 01 JC('053P, t. Teesside); JP('756, f. Humberside)
- 14 JD('045P, f. Humberside); JC('043P, f. Cardiff)
- 15 JK('757G, f. Aberdeen, Humberside Div.)
- 16 JK('061P, t. Humberside)
- 21 **UM**('046P, t. Coventry)
- 22 JT('051P, f. Humberside)
- 29 JB('056P, f. Southampton)

Jet 2 News. The Boeing 737/300 fleet based at Leeds now seems to have been whittled down to just five aircraft, **G-CELB**, **G-CELS**, **G-CELU**, **G-CELV**, **G-CELX** which are helped out by other aircraft on the busier days. The full compliment of 8 aircraft needed here is made up of these 5 along with the three '757s **G-LSAA**, **G-LSAC**, **G-LSAE**, the latter being delivered from Southend on 13/9 and has Jet 2 Murcia titles on the nose. Incidentally, **G-LSAD**, which is the odd one out having a white fuselage has yet to grace the Leeds/Bradford concrete. Now onto the merry-go-round of 737 movements during the month and we start with **TF-ELO**, another aircraft with a white fuselage, which was on its first visit to Leeds when it arrived from Newcastle on 4/9 to spend a few days in the Multiflight hanger. **G-CELX** positioned out to Newcastle the same day to act as cover and stayed there until 7/9 when 'LO returned to service in the north east. **TF-ELO** was back on the 22nd and was still present at the end of the month in Multiflight, once again **G-CELX** was substituting on flights out of Newcastle. **G-CELD** positioned from Manchester on 30/9 to operate the Leeds - Mahon flight. **G-CELE** was in Multiflight for several days late in the month with some major problem before heading back to Manchester on 29/9. **G-CELF** arrived from Belfast on 25/9 to cover operations from Leeds until 27/9 when it returned to Belfast. **G-CELG** positioned from Manchester on 29/9 to operate a couple of flights. **G-CELI** was temporarily exchanged with **G-CELU** on 11/9 and curiously 'LI was utilised on just the Leeds - Belfast flights until 15/9 when it did venture further afield before being swapped back on 17/9. **G-CELJ** was swapped in Murcia on 1/9, with **G-CELS** going to Manchester as stand-in while 'LJ was utilised on Leeds flights until 7/9. The same thing happened for a couple of days towards the end of the month and on 29/9 'LJ was back at Leeds with **G-CELV** this time being its substitute over the Pennines. **G-CELK** arrived from Amsterdam on 6/9 with **G-CELC** replacing it at Manchester, and this appears to be a more permanent arrangement as 'LK was still here at the end of the month. **G-CELY** positioned from Belfast on 1/9 just to operate the Paris flight(Incidentally, the outbound Paris now uses the radio call-sign "Channex 035Q" instead of its '315 flight number, the inbound '316 is unchanged), before heading home to Belfast International. Charter flights during the month saw aircraft positioning to places as far afield as Tallinn, Jerez and Lisbon.

Trevor Smith

REVIEW - SEPTEMBER

Airlines. This month we start with a first visit of type in the shape of Embraer 195 G-FBEA of **Flybe**, which called late evening on the 13th while on a promotional tour. Arriving from Newcastle as "Jersey 054Z" the aircraft, which is in fact an Embraer ERJ.190/200 stayed about an hour before heading off to Exeter. Also on its first visit was the new company Dash 8 400 G-JECO which was utilised on the '733/734, f/t Belfast City on 1/9. Onto **Manx 2** now and as hinted last month the Jetstream 31 G-PLAJ now operates most of the flights, however the LET 410s can still be seen on the weekend rotations. This follows passengers being unhappy with the Czech built machines, especially their slowness and also the lack of toilets on board! Incidentally, the Jetstream used "Vannin" as its call-sign, anyone have any idea of the significance of this? **Eastern** are adopting a new blue and white colour scheme on their Jetstream fleet, the first aircraft noted here being G-MAJT. The company produced the only diversion of the month when, on 15/9 Jetstream 41 G-MAJK("Eastflight 757G") arrived late evening while operating from Aberdeen to Humberside. The company also utilised Air Atlantic ATR-42 G-RHUM on the late inbound from Southampton on 21/9. **Ryanair** produced just two first visiting 737/800s, EI-DHT on 19/9 and EI-DLO on 30/9. However, more new aircraft are arriving by the day and the newest we have had is EI-DLX on 19/10, but more of this next time. Of the older ones there are now just four aircraft still to visit, EI-DAN, EI-DAV (Has since visited on 12/10), EI-DHF and EI-DHK. Airbus 300 TC-OAB of **Onur Air** was on its first visit on 4/9 while on the 25th Airbus 321 TC-OAN substituted for its' bigger brother on the Monday Dalaman flight. Boeing 737/400 EI-DOR of **Futura** also put in its first appearance on 10/9 and this particular machine caused a stir on 30/9 when reporting signs of a fire in the rear cabin while inbound, necessitating a full emergency turn out. All was well on landing and the aircraft departed some hour or so late after a full check up.

On 9/9 Antonov An.74 YL-KSB("Skycamel 722/3") of **KS Avia** brought horses for the St. Ledger meeting at York, arriving from Shannon early morning and after spending the day on the Multiflight apron it returned to Eire. On 27/9 we had a pair of aircraft arrive from Thisted in Denmark, **Golden Airways** SAAB 340 SE-LTV("Golden 6501") and **North Flying** Metroliner OY-NPF("Norflying 113"). The pair spent the night in the old 01 pan and the next day carried on to Cambridge. Another Metroliner late in the month was D-CBIN("Binair 1A/B") of **Binair Aero Service** which arrived from Egelsbach on 29/9 and after a short stay routed out to Zweibrücken. This is in fact a SA.227DC Expediter, which is the cargo version of the Metroliner. Finally on 30/9 Dornier 328 G-BYHG("Suckling 490P") of **Scot Airways** arrived from Edinburgh to operate a charter to Cork.

Foreign Bizjets. This month we kick off on the 4th with the arrival of Lear Jet 55 D-COOL("Premium 379"), which routed from Munich to Olbia. Routing from Olbia to Munich on 8/9 was the companies' Lear Jet 60 D-CPMU and unusually it was using the same call sign. Citation X N750GF was noted on the 5th, from Northolt to Edinburgh with an overnight stay and another of the type D-BLUE of ACM Air Charter was logged on 7/9. Using call sign "Bavarian 505" this aircraft arrived from Baden Baden before heading onwards to Treviso. In between these two we had yet another visit by Lear Jet 35A LX-ONE("Lion King 1 Ambulance"), this time from Kirkcaldy to Luxembourg on 6/9. Netjets/USA Gulfstream 5 N516QS graced the Multiflight apron on 9/9, from Ibiza to Athens. On 11/9 Citation 3 PH-ILO("Solid 230") arrived from Dublin for a night stop before heading to Luton. The aircraft returned from Luton on 12/9 and carried on to Niederrhein. Gamston based Citationjet N357J arrived from Dublin on 14/9 before returning home and the same aircraft arrived from Gamston on 30/9 to operate a charter to Luxembourg. On 15/9 Astra N630S, operated by Sanoz Swansburg LLC arrived for a two day stay before routing onwards to Le Mans. The Walmart Challenger N601HW was back on the scene on 18/9, arriving from Gander and staying until 22/9 before heading home. Lear Jet 60 OE-GKP of Amira Air arrived from Wein as "Expert 975" on 19/9, carrying on to Düsseldorf later in the day. A late arrival on 20/9 was Citation D-CIFA("Frankenair 1942"), which arrived from Keflavik for an overnight stay and departed to Split, Slovenia the following day. On 22/9 Citation X P4-LJG paid the first of two visits from and to Dublin, the second being on the 24th. Also on the 22nd Air Independence Lear Jet 60 D-CETV("Junior 102/123") was from Nice, to Ibiza after a night stop. Finally we move to the 29/9 when Citation XL HB-VNI arrived from Mannheim and stayed until 3/10 before returning there.

On to the regulars now and Lear Jet 45 N66DN was very active again using call signs for all flights in the "Bizjet -DN" series, however I will not include these in order to save space. On 7/9 it was from Luton to Birmingham and back later for a night stop. On 9/9 it left for Cannes only to return from there the next day and route to Luton. Back from Luton on 14/9 the aircraft routed to Northolt and back only to night stop and then depart to Rome. The return trip from Rome arrived on the 17th when 'DN' went to Luton only to return the next morning and this time head for Dalaman. Finally on 29/9 the aircraft routed from Luton to Northolt with the trip in reverse in the evening. Falcon 900EASy N900NS was much easier to deal with being from and to Jersey on the 22nd and 24th. Now as ever we complete this section with the Netjets/Europe operations, Fraction call-signs in brackets after each flight:-

01/9	CS-DFF	C.560 Citation XL	From Le Bourget('6RM) to Alicante('6RM)
09/9	CS-DHA	Citation Bravo	F/T Waterford('1DV)
09/9	CS-DFE	Falcon 2000	From Agen('242Y) to Ibiza('2NB)
14/9	CS-DRF	Hawker 800XPi	From Dublin('136W) to Moscow/Vnukovo('737Q)
17/9	CS-DXD	C.560 Citation XLS	From Luton('698P), n/s to 19/9, to Nice('3EU)
17/9	CS-DXK	C.560 Citation XLS	From Dublin('793L) to Bucharest('698F)
19/9	CS-DHH	Citation Bravo	F/T Dublin('547U/'117L), with a night stop
20/9	CS-DHK	Citation Bravo	From Stockholm('1UM) to Dublin('401C)
21/9	CS-DNR	Falcon 2000	From Bucharest('939B), n/s to Jersey('2GY)
23/9	CS-DHP	Citation Bravo	From London City('7DQ) to Exeter('7DQ)
29/9	CS-DFD	Falcon 2000	From Northolt('607Y) to Nice('2FD)

Although not strictly a Bizjet, Beech 1900D CS-DOC of Netjets/Europe, which is used for ferrying crew/spares etc. paid its first visit to LBA on 17/9. The aircraft arrived from Potoroz, Slovenia with parts for CS-DXD which had gone u/s on arrival earlier in the day, but as can be seen from the above list CS-DXK arrived to stand in for 'XD'.

British Bizjets. First arrival in this bit was Citation XL G-REDS("Gojet 016P/A") from Hawarden to Luton and this machine was logged another couple of times, 3/9 from Luton to Liverpool("Gojet 036B/C") and 6/9 from Belfast to Cardiff("Gojet 066B/C"). Also on the 1st Citation 2 G-VUEZ made the first of two visits, from Liverpool to Filton ("Flyvue 011/012P"), the second being Filton to Liverpool on 3/9("Flyvue 615A/616"). Citation XL G-XLMB ("Beauport 941/2") was from Manchester to Jersey on 4/9 and then we move to the 8th when there were two Hawkers. '800XP G-CDLT("Gama 416") was operating for Tesco and was from Luton to Hurn while 800B G-BYHM ("Spacejet 71") arrived from Nice and went to Rome/Ciampino. Another two Hawker 800Bs were G-RCEJ ("Interflight 110P/111A", Glasgow - Palma) on 10/9 and G-VIPI from Farnborough to Palma on the 11th. 'PI returned from Palma on 14/9 and then positioned back to Farnborough. Also on the 10th Citation G-FJET("Lonex 999P") was also noted, from Jersey to Manchester. On its' first visit to Leeds was Lear Jet 45 G-CDSR("Goldair 22A/B"), which was from Dublin to Cannes on 15/9. Another of the companies aircraft G-OLDT("Goldair 92B/C") made the return trip from Cannes the next day and this machine also visited on 23/9("Goldair 93A/B", f/t Stansted), bringing the boss, Mr. Gold and his fellow directors for the Leeds United v Birmingham City match. Another first timer was Challenger G-LVLV("Gama 595") from Farnborough to Nice, making a return trip the following day. Also on the 17th BAe 125/700B G-IFTE("Interflight 117B/P") was from and to Biggin Hill.

Finally, Citation G-JBIZ was kept busy during the month ferrying Leeds United chairman Ken Bates from and to his home in the South of France, 8/9 Nice - Southend, 14/9 Biggin Hill - Nice, 20/9 Nice - Berlin/Tempelhof and 23/9 Southend - Nice.

Foreign GA. King Air 350 HB-GJP kicks us off this month, arriving on the 1st, f/t Geneva. Another King Air on the 11th was '200 OO-SKM of Skyservice which was from and to Wevelgem. On 12/9 PA-31 N350PB made a brief visit from and to Birmingham while the next day King Air C.90 N456PP("Monty 22A/C") arrived from Fairoaks for an overnight stay before heading home to Guernsey. Pilatus PC-12 F-GVJB is operated by Ste. Transalsis and this aircraft was logged on the 24th, f/t Brussels with a night stop. Also on the 24th the regular Baron N64VB arrived from Sleaford ready for an early get away to Denham the following morning. Finally the last of the bigger beasts in this section was King Air 350 D-COEB which arrived from Munster on 26/9 and again after a night stop went to Bielfeld.

Onto the singles and they were few and far between, we did however have another new Cessna 172S pass through on delivery. N1297C arrived from St. Johns, Newfoundland on 20/9 and stayed until 23/9

when it continued its flight to Kyritz in the former East Germany. There were just a couple of others, SR.22 N184CD routed Monewden to Ronaldsway on 5/9, with a night stop and made the reverse journey two days later. The other was Mooney M.20J PH-MSE which arrived from Seppe on 11/9, this aircraft also enjoying a night with Multiflight before heading home.

British GA. We start as ever on the 1st when Cessna 414A G-DYNE was a visitor from and to Tollerton using its' unique call-sign "Commodore 01". Then starts the usual King Air 200 invasion commencing on the 4th with G-ORJA ("Clifton 08") f/t Bristol followed the following day by G-SGEC from Gamston to Farnborough. The 13th sees G-ZAPT("ZAP 619A/W") from London City to Stansted and also from The City was G-FRYI("Lonex 937A") on 15/9, this machine positioning out to Stapleford. Northern Aviation's G-ONAL was utilised for charters to Alesund on 12/9, returning 13/9 and Luxemburg on 25/9, returning 27/9. On each occasion the aircraft positioned from and to Teesside. We now move to the 21st when G-SASD("Gama 682A") was logged from Aberdeen to Glasgow and on the 23rd G-SAXN("Silver 21") was again from London City, this time to Norwich. G-BVMA was noted twice towards the end of the month, Cardiff – Zurich on 24/9 and Le Bourget – Luton on 28/9 and finally on the 20th G-FLPD ("Calibrator 538") arrived from Durham/Tees on 30/9 to spend a few hours calibrating the ILS. PA-31 G-YEOM ("Yeoman 1") arrived from its Bristol base on 8/9 to fly onwards to Oban, only to make the return journey the next day. Another Navajo, G-LIDE("Causeway 999A") operated an ambulance flight f/t Belfast on 17/9 and Cheyenne G-FCED("Air Med 055") was similarly occupied on 28/9. This aircraft arrived from Oxford to transport the now famous Richard Hammond to Filton in order to be nearer his family, after making a remarkable recovery from his 300mph crash.

An interesting arrival on 6/9 was Islander G-CZNE which arrived from Fenland and routed outbound to Hawarden, making the reverse journey the following day. This was joined by Cessna 208B Caravan G-OCIT of Fly C.I. Ltd. which was from and to Southampton. On the 8th Cessna 402B G-MAPP dropped in for a fuel top up having spent most of the day flying around in circles overhead on survey work, f/t Cranfield. A couple of Sherburn based aircraft popped in during the month, PA-39 G-OAJS on 5/9 and PA-34 G-BPXX on 21/9 while Durham/Tees based PA-34 G-JLCA was noted on the 7th. Finally, in the twinnies PA-31 G-OBNW of British Northwest Airways arrived from Liverpool on 23/9 and was still present, in the former Yorkshire Light hanger, at the end of the month.

On to the singles and they were few and far between this time round. Cessna F.172P G-BIOB("Flight Images 01") arrived from Fair Oaks on 10/9 and was based for three days while carrying out local photo survey work. Maule G-RJWW, which is often seen flying locally but very rarely visits, arrived from Lydd late on the 15th and after staying overnight returned to its' base at Full Sutton. PC-12 G-OLTT was logged on 17/9 from Elstree to Connington while AA-5 G-BAJN visited f/t Blackpool on 26/9. PA-28 G-BUFH arrived from Baden Baden on 22/9, staying until 24/9 before routing to Lydd. On 29/9 'FH once again arrived from Baden Baden and this time stayed until 3/10 before heading back to Germany. Finally PA-28 G-RNCH arrived from Carlisle on 5/9 to collect Commander 114 G-OECM which had been with Multiflight for maintenance since 27/8.

Helicopter. The 2nd saw A.109E G-ESLH("Sloane 15") arrive for fuel, f/t Ripon. Bolkow Bo.105 G-BTKL("Veritair 02") called in on 4/9 while enroute from Redhill to Carlisle, returning on 8/9, this time from Cumbernauld to Shoreham. Twin Squirrel G-BYZA("Omega 18") arrived from Stapleford on 9/9 and in the evening it was utilised as a camera ship, beaming back pictures from the Robbie Williams concert at Roundhay Park in Leeds. After circling the arena for two hours the aircraft returned for an overnight stay at around 2240. Also on the 9th Squirrel G-PASH("Jockey 4") arrived from York Race Course to drop off passengers who had enjoyed a day at the St. Ledger meeting. EC.135T G-ETHU called in on 10/9 from and to a site near Huddersfield and another of the type G-HWAA("Helimed 06A/06E") arrived for fuel after dropping a patient at the LGI before heading home to Strensham(Gloucester).

Perhaps the most interesting helicopter to visit this month was R.44 N369SB, which was also for fuel while routing from Hereford to Teesside. Other R.44s of note were G-GSPY, from Windermere to Brighouse on 8/9 and G-NICI, f/t Clitheroe on 22/9. Long Ranger G-LIMO arrived from Sheffield on 8/9 to transport passengers to York Race Course while Jet Ranger G-LBDC arrived from Oxford on 12/9 before heading across the Pennines to Barton. Finally, apart from the regulars we had R.22B G-HIZZ pay a visit on 23/9, from Rochdale – Heywood.

Military. As ever we start with our friends from the Middle East, C-130H 1623("RSAF 908") arrived from Wejha on 5/9 and stayed until 7/9 when it crossed the pond to Gander. Arriving back direct from Dover AFB, Delaware on 11/9 the aircraft stayed until 14/9 when it set off to Prince Sultan AFB only to divert into Sigonella enroute. Apart from that there was little else apart from a trio of helicopters, starting on 7/9 when Puma XW219("Vortex 010") routed from Fenland to the Isle of Man. On 13/9 Lynx ZD257("Seacat 27") spent some time on the main apron, visiting from and to Cranwell while Gazelle XZ303("Armyair 787") visited on 20/9 and 26/9, on both occasions f/t Shawbury. Between 1/9 and 8/9 the "Special Missions" Islander ZF573 was virtually based here while carrying out local operations in the area from here to Blackpool. Another of their aircraft ZH536("Ascot 7988") visited from Blackpool to Northolt on 8/9, while Army Air Corps example ZG845("Armyair 070") was from and to Belfast International on the 7th.

Resident. This month we can record the departure of PC-12 G-PVPC, which was registered to the UK agents, Pilatus PC-12 Centre UK Ltd. on 29/9/06 and left sometime over the past few weeks. On the plus side T.67M G-OPUB seems to have moved back in, the aircraft having arrived from Kirkbymoorside on 16/9. The Dauphin G-OLNT made its first commercial flight on 19/9 and contrary to reports the companies' Twin Squirrel G-LNTY is still here although it has been reregistered to Helix Aviation at Shobdon. Also still here, although at present undergoing major surgery in Multiflight is Michael Owen's Dauphin G-MLTY.

The Leeds Flying School PA-28 G-BODD disappeared to Sandtoft on 7/9 and was still missing at the end of the month. '152 G-FLAP substituted from 7/9 until 10/9 and PA-28 G-LFSJ arrived on 21/9 and was still active at the month's end. Finally, the MD.902 G-SASH was away at Gloucester for maintenance from 4/9 to 7/9, however no aircraft arrived to substitute for the ambulance duties.

Although not definitely destined to be based here, two Cessna 172S aircraft are worthy of mention as they have been recently registered to local companies. G-GREA is owned by Saltaire Motor Company, trading as Allan Jeffries Motor Cycles in Shipley and was registered on 27/9 while G-OSPK, registered on 22/9 is for Kenward Orthopaedic Ltd. with a Leeds address. Neither of the aircraft has yet been noted in the skies above Yorkshire but we will keep our eyes peeled.

Trevor Smith

HELICOPTER ACTIVITY

2/9	G-ZELE	Gazelle	Stainsby Hall – Rudding Park – Sheffield
4/9	G-ONGA	R.44	Elstree – Site near Humberside
	G-MGAN	R.44	Ferrybridge – Skellingthorpe(Also 12/9)
	G-CDLP	Twin Squirrel	Europort(Jcn.34 on M.62) – Forfar
5/9	N620LH	Twin Squirrel	LBA – Elvington – Leicester Race Course
6/9	G-BXYD	Eurocopter 120B	Eggborough – Bakewell
	G-LOCO	R.44	Shipley – Sandtoft - Gamston
7/9	G-GSPY	R.44	Edinburgh – Rudding Park(Harrogate)
	G-STAA	R.44	Retford – Plockton
	G-WYSP	R.44	Teesside – Eggborough
8/9	G-BZGO	R.44	Selby – Kirkby(Liverpool)
	G-MGAN	R.44	Garforth – Teesside
	G-ISPH	Jet Ranger	"Costock 40", Coney Park – Oulton Hall
	G-XTUN	Bell 47G	Sherburn – Huddersfield
9/9	G-DFKI	Gazelle	Beverley – Stream Farm(Sherburn)
	G-JPJR	R.44	Brough(Hull) – Rufforth(Refuel)
	G-JIVE	Hughes 369E	Shelf – Middlethorpe Hall(York)
	G-GGTT	Bell 47G	Dewsbury – Wakefield – Wistow(Selby)
10/9	G-ICSG	Twin Squirrel	York – Battersea
	G-JIVE	Hughes 369E	Robin Hoods Bay – Shelf

11/9	G-TKNT	Agusta A.109E	Coney Park – Menwith Hill – Sturgate
12/9	G-DANZ	Twin Squirrel	"Premier 11", Coney Park – Harrogate
	G-MAYB	R.44	South Milford – Cross Green(Leeds)
	G-FULM	Sikorsky S.76B	Billingham – Cranfield – Battersea
13/9	G-OBEK	Agusta A.109C	Worksop – Gamston(Refuel)
14/9	N5120	Bell 430	Wigan – Scarborough
15/9	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall(Leeds)
16/9	G-OLIZ	R.22B	Emley Moor – Burntwood(Barnsley)
17/9	G-THEL	R.44	Sherburn – Boston Spa – Thirsk
19/9	G-CDMI	R.44	Hull – Rochdale
	G-GACB	R.44	Alton Towers – Binbrook
21/9	G-DFKI	Gazelle	Beverley – Stream Farm(Sherburn)
	G-TGRA	Agusta A.109A	Site 28 miles N of LBA – Coney Park
22/9	G-BOYC	R.22B	Operating at Rudding Park all day with G-MRSN
	G-OMCC	Squirrel	Isle of Man – Hemsworth – Sywell
23/9	N911DN	UH-1H Huey	Coney Park – Darley and return
24/9	G-OLIZ	R.22B	Emley Moor – Wentbridge(Pontefract)
	G-OSMD	Jet Ranger	Blackbrook Farm – Sheffield – Harrogate
25/9	N5120	Bell 430	Wigan – Calverley(Leeds) and return
	G-VICE	Hughes 369E	Hull – Gloucester
27/9	G-GDSG	Agusta A.109S	Rush Green – Bridlington – Hornsea – Birmingham
	G-GACB	R.44	Sherburn – Site 2/E York – Cheadle
28/9	G-BXAY	Jet Ranger	Barton – Sherburn(Stream Farm)
	G-HMPH	Jet Ranger	Carlisle – Huddersfield
30/9	N449J	Agusta A.109E	Dublin – Barnsley

The R.44 G-STAA appears to be a new resident at a private site in Retford. Newly registered Hughes 369E N90DE is a new resident in the area and appears to spend a lot of time at a private site just North of the Humber Bridge, although it has been a regular at Gamston.

Agusta A.109E G-MOMO was used on 7/9, 8/9 and 9/9 to transport Robbie Williams into Roundhay Park for his concerts. Arriving from Barton around 1930, the aircraft was airborne some 5 minutes after the end of the concert each night heading back over the Pennines. On 8/9 Long Ranger G-MAAX was operating over the park filming for Calendar News, while later in the evening Twin Squirrel G-REAL, operating out of a private site in Garforth was circling the arena for about an hour. On 9/9 Twin Squirrel ("Omega 18") was used as a camera ship for live coverage of the concert by Sky and was orbiting Roundhay from 2030 until 2230 when it landed at Leeds/Bradford.

The Royal S.76B("Rainbow 1R") was active in the area on 27/9, arriving at Roundhay Park early afternoon the aircraft routed to Coney Park for fuel before returning to Roundhay and then routing to Wetherby Race Course for a short stay and onwards to Edinburgh.

LOCAL AIRFIELDS

Bagby:- A new resident in prospect is Rans S.7 Courier G-CEEJ, which has just been registered. Visitors:- 3/9 G-DRAG C.152 Taildragger(t. Old Sarum); 5/9 G-NIGE Silvaire, n/s; 6/9 G-GIRY AA-5B (Kirknewton – Elstree); 7/9 G-CCEG Coyote, G-RONS DR.400, G-ROWS PA-28; 8/9 G-BIWL PA-32(f. Earls Colne), G-CCYS C.182S; 9/9 G-CCVA Eurostar; 10/9 G-AWUN F.150H; 11/9 G-XLNT Zodiac(f. Rossall); 13/9 G-AWTV Be.19(f. Welshpool), G-IANV DA-42; 14/9 G-EGUR Jodel D.140; 18/9 G-EMER PA-34(f. Old Sarum); 20/9 G-BIDH C.152; 21/9 G-OMLS Jet Ranger; 24/9 G-BUJJ T.67M; 27/9 G-MGWI R.22B; 30/9 G-OGJP Hughes 369E, G-BVLT Citabria.

Baxby Manor:- Resident Rans Coyote G-BYOU struck a hedge while on approach to the field on 29/6, resulting in a heavy landing causing the nose gear to collapse and substantial damage to the airframe. An unusual arrival here on 8/9 was MD.902 Explorer, "Special 15", inbound from Humberside.

Beverley:- R.22B G-CCDE, formerly based at Sherburn is now registered to an owner here. Visitors:- 8/9 G-NHRH PA-28; 9/9 G-BZDR Tri Kiss, G-CBAK R.44, G-BAHL DR.400; 10/9 G-BBJJ F.172M; 24/

9 G-BPPY Schweizer 269C; 25/9 G-BAGB Siai SF.260B; 30/9 G-APYN PA-22, G-BYTB TB.10(t. North Coates).

Brighton:- Some sad news from here, as reported in Humberside Air Review that the Hurricane G-HURR and Buchon G-BWUE have been sold and were due to have departed for Duxford by the end of September on the first stage of their journey to new owners in the U.S.A. Also leaving was Spitfire restoration project G-CDGU/X4278 while on the plus side unique Swailsong G-AYDV which we reported arriving last month is in fact a new resident. Vintage Hornet Moth G-ADNE was noted visiting on 6/9, the aircraft having celebrated its 70th Birthday in March this year! On 14/9 Sheffield based PA-28RT N2136E was logged along with N2943D, a similar type from Barton. Visitors:- 4/9 G-BUUX T.67M; 7/9 G-IOOI DR.400(f. Rendcomb), G-SBAE F.172P; 9/9 G-SIXD PA-32(t. Thurrock), G-ANRP Auster 5, G-BOPD Bede BD.4, G-MYJW Chaser; 10/9 G-FNLD C.172N, G-CMSN R.22B; 15/9 G-CDYD Ikarus, G-EGUR Jodel D.140; 17/9 G-ASNI Emeraude, G-Fill Extra, G-FUZZ PA-18, G-RIVT RV.6, G-SEVN RV.7, G-LEXX RV.8; 23/9 G-BYZR Sky Arrow, G-AYTV Tempete; 26/9 G-CCSR Eurostar; 27/9 G-AXNS Pup; 30/9 G-CDDI T.600N, G-ORUG T.600N, G-BVFO Avid Speedwing.

Church Fenton:- A new temporary resident is Twin Otter N94AR which arrived from Keflavik via Linton on 6/9. The aircraft has been engaged on "survey work" in the Warton area, operating most weekdays and routing back via Linton for refuels after most flights. The aircraft had left by the end of the month.

Coal Aston:- Making the short hop from its base a Netherthorpe, Jodel DR.1050 G-BXYJ was noted on 17/9.

Crosland Moor:- Visitors:- 8/9 G-CCEF Europa; 9/9 G-CCVA Eurostar; 13/9 G-LIZZ Aztec(n/s, t. Biggin Hill), G-SACT PA-28; 25/9 G-CDGG MCR-01; 30/9 G-BFHP Citabria(f. Barton).

Devonshire Arms(Bolton Abbey):- A very busy day here on 10/9 with the following all visiting during the day, MD.500 N500XV(f. Donnington Park), Squirrel G-VKVK(f. Chesterfield), R.44 G-CCNY(f. Sherburn), Twin Squirrel G-CDLP(f. Accrington), Jet Ranger G-GBRU(f. Helmsley), G-THEL R.44(f. Sherburn) and R.22B G-OLIZ(f. Emley Moor)! Coney Park based UH-1H N911DN visited on 28/9, routing to Blackpool later to see the illuminations before returning home. Others:- 7/9 G-GATE R.44(f. Teesside); 8/9 G-HMPH Jet Ranger; 9/9 G-JWEB R.44; 12/9 G-DRIV R.44; 23/9 G-HOLZ Jet Ranger("Bladerunner 10", f. Sheffield), G-DMSS Gazelle, G-CKKS Hughes 369D(f. Ilkley, n/s); 29/9 G-GSPY R.44. One machine not dropping for lunch was Battle of Britain Memorial Flight Spitfire, using call-sign "Spitfire 99" which did a flypast mid-afternoon on 17/9.

Dishforth:- On 23/9 Maule MX-7 G-LOFM("Atlantic 46") visited, f/t Coventry.

Doncaster:- At last this month we have regained access to the RHADS web-site so can continue a more comprehensive coverage, however before we finish with August a pair of Netherlands Air Force F-16s, J-005 and J-006("NAF 311") carried out a formation ILS and overshoot on 21/8. Now onto September:- **Airlines.** Wizz have commenced 3X weekly flights from Katowice, starting on 19/9 with A.320 HA-LPD operating the first flight and HA-LPA(24/9), HA-LPE(29/9), HA-LPF(22/9) and HA-LPH(26/9) all being first visits. Another A.320 first visit was LZ-BHC on 21/9, with the type having taken over from the Tu.154 on the weekly Bourgas flight. Thomsonfly were borrowing aircraft again with Globespan 737/700 G-OTDA on 2/9 and 737/300 G-ZAPW of Titan on 7/9. MD-83 9A-CDB of Dubrovnik Airways was noted on 6/9 and later in the day similar type OE-LMM of Mapjet arrived but unfortunately went u/s and remained on the ground until 10/9 when it left as "Thomson 914P". On the 9th OE-LMH arrived to substitute for 'MM and was utilised until the 25th. A couple of freight charters were Antonov An-26 HA-TCX("Base 4506") which arrived at 0450 on 16/9 and Electra G-FIJR("Neptune 734") on 25/9. On 16/9 also, Dornier 328 TF-CSB("Islandia 800P") arrived to operate a passenger charter to Plymouth. Finally Globespan 767 G-CDPT arrived on 6/9 on a training detail and it was announced the airline will be flying to Toronto from here next summer. **Bizjets.** Quite a few interesting machines this month starting on 3/9 when Challenger N54JC of Tuck Aviation was noted with similar type N350ZE of Nissan, North America logged on the 7th. General Electric G-200 Galaxy N818JW arrived on the 19th and the following day was joined by Falcon 50 N85DN. Others of interest included:- 10/9 N79EL Beechjet, D-CCAA Lear Jet 35A("Ambulance 893", n/s); 12/9 G-YIAN Embraer Legacy("Twinjet 2"); 14/9 OE-GAA Citation V("Tyrol Ambulance 742"); 18/9 N4483W Beechjet, n/s; 19/9 N909PS Citation; 26/9 D-IHNN Citationjet("Caroluss 7561"); 27/9 D-COKE Lear Jet 35A("Ambulance 955"); 28/9 D-CCGN Lear Jet 55("Daggobird 500"); 29/9 OY-EJD Falcon 2000("Mermaid 574"), D-IRKE Citationjet("Caroluss 5561"). **General Aviation.** King Air 90 F-GMPM("Flight Wings 302") arrived on 6/9 for a night stop and Cessna 441 EI-DMG was noted on 15/9 while Cessna 150K N4337K put in an appearance on 11/9. Others:- 3/

9 G-SMAC MD.500; 7/9 G-GALB PA-28, G-MAMD King Air 200; 8/9 G-BNMB PA-28, G-OEAC M.20J; 9/9 G-GFEY PA-34; 11/9 G-VFMC PA-32; 14/9 G-TKNT A.109E; 17/9 G-EYES C.402B("Atlantic 402"); 19/9 G-CHEY PA-31T("Air Med 056"), G-RASA DA-42("Diamond 4"); 25/9 G-PPKP Schweizer 269C; 27/9 G-PLMB Squirrel("Osprey 52"). **Military.** The heavy gang arrived on 19/9 in the shape of C.17 Globemaster Z2172("Ascot 6560"), which spent half an hour on the ground in the early evening. A pair of HS.125 visitors were ZD621("Kittyhawk 29") on 7/9 and ZD620("Kittyhawk 14R") on 22/9. Chinook ZA680("Vortex 548") was noted on 11/9 while on the 12th Puma XW211("Vortex 210") graced the apron. All the others were ILS overshoots including:- 11/9 ZE793 Tornado("Savage 1"); 12/9 ZG780 Tornado("Savage 1"); 20/9 ZJ234 Bell 412 ("Shawbury 97"); 25/9 ZJ238 Bell 412("Shawbury 91"), XZ103 Jaguar("JGR 64").

Doncaster(Willow Farm);- An unusual arrival here on 6/9 was C.310R G-BODY from Coventry.

Eddesfield;- A new resident here is Aeronca Champion G-BTRG while also moving in was Robin Aiglon G-VCED which was delivered to its' new owners from Turweston on 21/9. Visitors:- 4/9 G-CSGT PA-28(f. Turweston); 6/9 G-BARC FR.172J(f. Gloucester); 8/9 G-PEGY Europa; 9/9 G-GFMT C.172S, G-BNMX PA-18; 28/9 G-JBRN C.182S.

Elvington;- Following the much publicised crash by Top Gear reporter Richard Hammond in his jet-powered car the Yorkshire Air Ambulance arrived early evening on 20/9 to transport him to Leeds General Infirmary. The following morning Long Ranger G-LEEZ arrived over the scene shortly after 0700 and for an hour took official photographs of the scene before landing at a private site at Ferrybridge. Shortly after 0900 R.44 G-OTVI arrived overhead filming for the BBC closely following by Twin Squirrel("Skynews 1") and R.44 G-PIXL("Newsflight 2") operating for ITN News. On 16/9 there was an invasion by over a dozen microlights including, Coyotes G-CBZG and G-MZJI, Eurostar G-TIVV, T.600N G-OBAX, Quik G-CBZT and Gemini G-MTDR. Visitors:- 7/9 G-TOPK Europa(f. Laddingford, Kent); 9/9 G-NOTY Scout(f. Marlborough); 18/9 G-CEAK Ikarus(f. Barton); 29/9 G-CTCE DA-42(f/t Hurn).

Fadmoor;- Cessna 182S G-SKYL was noted visiting on 7/9, later outbound to Fairoaks and similar type G-GUMS was logged on 29/9 outbound to Ronaldsway.

Full Sutton;- Visitors:- 5/9 G-LFSK PA-28; 6/9 G-BDAK Commander 114(f. Top Farm); G-CSIX PA-32(f. Hinton-in-the-Hedges); 7/9 G-BAFU PA-28; 8/9 G-CDLK Skyranger, G-CDLZ Quantum; 23/9 G-DECK T.210M.

Gamston;- As ever the Diamond Agency was busy with the following being the latest machines registered to the company, DA-40s G-OCDD, G-OCCE, G-OCCE and G-DAKM(d/d 30/9) along with DA-42s G-JKMH(d/d 30/9), G-LLMW(d/d 28/9, f. Saarbrücken), G-PETS and G-VVTV. On 9/9 Commander 114 N115MD was noted routing outbound to Fenland, while on the 14th Baron N2326Y arrived from Wickenby. First noted on 17/9 Hughes 369E N90DE has been seen on other occasions during the month routing to a private site North of the Humber Bridge. The aircraft is supposedly to be reregistered N696XX. Netjet/Europe Citation XLS CS-DXI was an early morning arrival on the 21st while another of the type on 24/9 was G-PKRG, which had only been registered to Parkridge Aviation two days earlier! Visitors:- 1/9 G-ODJB R.22B; 2/9 G-STRL Twin Squirrel(Refuel); 5/9 G-TKNT A.109E(Refuel); 6/9 G-BLAC FA.152(f. Wyton); 7/9 G-OSGB PA-31; 8/9 G-ERIC Commander 112, G-BORO C.152; 9/9 G-CDSZ Twin Star; 10/9 G-BMHT PA-28RT; 11/9 G-ZANY DA.40, G-PJCC PA-28; 13/9 G-LIZZ Aztec(f. Biggin Hill), G-BKAM T.67M, G-BLAC C.152(t. Wyton), G-BYME Horizon; 15/9 G-BVMA King Air 200(f. Cardiff); 17/9 G-ATCC Airedale(f. Cark); 18/9 G-BNEN PA-34(f. Coventry), G-ELZN PA-28; 21/9 G-BKBV TB.10; 23/9 G-BDSH PA-28; 25/9 G-HRPN R.44; 27/9 G-BJVM C.172M(f. Great Yarmouth).

Grindale;- Newly registered to British Skysports here is Cessna U.206F G-BMHC. On 14/9 Cessna 208 D-FLOH was logged, departing home to Langer.

Harewood;- On 1/9 Cessna 182RG G-OZOI was noted departing to a private strip at Ramsden, Dorset.

Hibaldstow;- The Belgium based Skyvan G-BEOL was occupied para dropping here on 3/9. On 13/9 aptly registered Cessna TU.206G G-DROP was logged routing outbound to Strathallan.

Hollym;- Logged visiting from Fenland on 30/9 was PA-28RT G-ECJM.

Humberside;- An interesting machine reported he on a trailer is Chayair Sycamore ZU-CML. Newly registered Dauphin OO-NHC of CHC Helicopters was noted operating from here early in the month on trips to the rigs and stable mate OO-NHZ was also noted at the end of the month. First noted on 10/9 P.68B Victor D-GERY was based here for about a week while carrying out local survey work. At the end of the month the same aircraft was operating in the Leeds area on similar duties, however by this

time it was based at Tattenhill. Visitors:- 5/9 F-GKAD TB.20; 6/9 N250AC PA31; 10/9 VP-CRB Lear Jet 60; 12/9 ZK454 King Air 200 ("Cranwell 73", ILS); 13/9 EI-REX Lear Jet 60("Highflyer 60A"), OO-LET King Air 200(t. Northolt), D-CIFA Citation("Frankenair 1554"); 14/9 N59GG King Air 90, G-PLAJ Jetstream 31("Vannin 302", LBA Diversion along with 2 Eastern Jetstream 41s); 18/9 D-EHLS PA-28R(t. Ronaldsway); 19/9 N1092H King Air 90, ZJ234 Squirrel("Shawbury 97", ILS); 28/9 N23AM SR.22 ; 30/9 D-CGRC Lear Jet 60("JEI 464").

Kirkbymoorside:- T.67M G-BKAM was visiting from Fenland on 18/7 and similar type G-CDHC on 28/9.

Leeds:- Just registered to B. Trumble with a Leeds address is Super Marine Spitfire 26 G-HABT. This is one of the 2/3 scale kit built aircraft, however where it will be based on completion is unknown at present.

Leeming:- An early morning arrival on 8/9 was "Danish Air Force 3160". This turned out to be a quartet of MF.17s coded T-401, T-411, T-418 and T.420 of the Baby Blues aerobatic team who were enroute to the Leuchars Air Show.

Linton-on-Ouse:- Turbo Islander G-MAFF("Foogee 34") called in for fuel on 4/8 while on task in the local area. However, a far more interesting arrival was Twin Otter N94AR, which arrived direct from Keflavik mid afternoon on the 6th. After a short stay the aircraft hopped over to Church Fenton(q.v.), but did call in quite regular during the month for fuel. Noted visiting on 27/9 was TB.10 G-TYNE, appropriately arriving from Newcastle.

Netherthorpe:- The Aero Club lost yet another aircraft on 2/7 when C.150M G-BRNC landed fast and long, veered to the left and clipped a wall causing substantial damage. A new resident, first noted early in the month is C.182S G-CCYS, while also confirmed as resident are C.150 G-ASMW and FRA.150L G-BACC along with F.172M G-BCOL which was formerly based at Anwick. Visitors:- 3/9 G-BYJF Thorp T.211; 10/9 G-DCSE R.44; 17/9 G-BPVA C.172F, G-TZII Thorp T.211(f. Cranfield); 23/3 G-AVXW Condor; 26/9 G-RRCU DR.221(f. Skegness), G-BHWA C.152; 30/9 G-BUTK Rebel.

Oxenhope:- Jodel D.140 G-EGUR was a visitor on 8/9, arriving from Fenland.

Pickering:- Cessna 170 G-AWOU was noted landing at a farm strip here on 9/9, from Ashcroft Farm.

Pocklington:- TB.10 G-PEKT was logged on 14/9, outbound to Lydd and on 18/9 PA-28 G-BPMF was noted outbound to Walney Island.

Rufforth:- The resident C.182R G-MISH has left for new owners at Finmere. On 1/9 Mooney M.20J N101UK was logged departing to Gamston while on 8/9 Commander 840 N840PN was noted, f/t Weston, Dublin. Noted visiting on 14/9 was TB.9 Tampico F-GLAQ, f/t Tours and on 24/9 PA-32 N2989M called in. Visitors:- 4/9 G-ATEZ PA-28; G-ZMAM PA-28; 7/9 G-KHOM Ximango; 8/9 G-IDPH PA-28(Also 9/9), G-AYUT RD.1050(f. Kirkbride), G-CDAX Quik; 9/9 G-ARVT PA-28; 11/9 G-SGEC King Air 200(t. Cannes); 15/9 G-AYMK PA-28; 17/9 G-CLUE PA-34(f. Fowlmere); 27/9 G-EEJE PA-31.

Sandtoft:- Dropping in for fuel on 15/9 was brand new R.44 G-CEAU, while on delivery from Wellesbourne to Scotland. Visitors:- 4/9 G-CCHO Quik(t. Latch Farm, Edinburgh), G-BHDZ F.172N, G-CDJG Eurostar; 8/9 G-BNOF PA-28; 9/9 G-POPI TB.10, G-IZZS C.172S; 10/9 G-BZUL Jabiru; 11/9 G-CBYX Jet Ranger; 15/9 G-JIVE Hughes 369E; 16/9 G-AKSY Auster 5; 17/9 G-GEMM SR.20, G-AYYU Sierra, G-AVZR PA-28; 18/9 G-BKXN IS.28M(f. Headcorn); 23/9 G-STAA R.44, G-CDHB Strikemaster(o/s); 27/9 G-BTWF Chipmunk; 30/9 G-BZUH Coyote, G-CDAT Savannah.

Sheffield:- A new resident is R.44 G-FABI and also moving in is Schweizer 269C G-CDYW, which was delivered from Turweston on 11/9. Commander 114 N411DP was noted on the 4th, outbound to Elstree. On 9/9 Islander ZH536("Ascot 7973") called in for a refuel while on a local task. Citationjet OO-PHI("Flying Group 912B") arrived from Antwerp on 21/9 while Jersey based Citation N909PS was noted on 25/9 and was back on the 29th. PA-31 N250AC visited on 28/9, f/t Liverpool and on the 30th as yet unidentified Twin Squirrel arrived from Norwich using call-sign "Bristows 91A". Visitors:- 3/9 G-FABI R.44; 4/9 G-HOLZ Jet Ranger; 6/9 G-TAYI Grob 115; 7/9 G-AVSA PA-28; 8/9 G-ARNJ PA-22; 9/9 G-BXFE CAP 10B; 10/9 G-BHDX F.172N(f. Cranfield); 11/9 G-IANV DA-42; 17/9 G-NICI R.44, G-BZPM C.172S; 18/9 G-RNCH PA-28, G-BBJX F.150L; G-GCCL Duchess(f. Peterborough); 21/9 G-OJAZ R.44; 24/9 G-OSMD Jet Ranger, G-NICI R.44; 25/9 G-HOPE Be.33(f. Hurn); 27/9 G-LIDE PA-31("Causeway 999A"); 28/9 G-LADZ Enstrom.

Sherburn:- An aerobatic competition was held here on 23/9, however the aircraft did not arrive until early afternoon as there was fog in the morning. In all about 12 aircraft arrived including, Extras G-IJMI and G-SIII, Lazers G-CBHR and G-LAZA along with Pitts G-III, G-BKKZ, GOODI and G-FARL. The TB.10 D-EGAG which arrived last month has been reregistered G-EGAG and may be a new resident

as it has been noted on several occasions in its new guise. Three residents have recently left for pastures new, Pitts G-BOXH moving to Shoreham while R.22B G-CDBG has headed over the Pennines to Blackpool and Robin DR.400 G-BKDJ has gone to Gloucester. On 3/9 Spitfire G-MKVB arrived after taking part at a proms concert at Harewood House and after an overnight stay the aircraft returned home to Duxford the next morning. Another of the type, G-CTIX was noted on 7/9, arriving from a private strip in North Wales. On 8/9, an early arrival was RV.8 PH-PWA which is a new UK resident based at Membury and later in the day Leeds based Cirrus SR.22 N54105 was noted. The Liberty XL-2 N511XL called in on 21/9 while routing from Wombledon to Birmingham. Visitors:- 1/9 G-ATEZ PA-28(t. Cumbernauld); 4/9 G-CDEP & G-CDVP Eurostars(f. Wycombe), G-WEND PA-28, G-FIZZ PA-28, G-BSUW PA-34; 7/9 G-AYHA AA-1 Trainer; 8/9 G-BRPY PA-15(f. Barton), G-RFSB RF.5B; 9/9 G-VARG Katchina, G-ISHA PA-28, G-BTIR Kitfox; 13/9 G-RCST Jabiru; 14/9 G-IDPH PA-28; 15/9 G-EGUR Jodel D.140; 17/9 G-BAPX DR.400(f. Sywell), G-SAWI PA-32; 17/9 G-BTWF Chipmunk; 21/9 G-TANS TB.20, G-CPXC CAP.10; 23/9 G-AVXW Condor, G-BNIK HR.200; 25/9 G-AWNT Islander("Silver 20", t. Biggin Hill); 29/9 G-WARW PA-28, G-BYJF T.211.

Sherburn(Stream Farm):- The Schweizer 269 D-HAEK reported last month has been reregistered G-CECO.

Sturgate:- Gamston based C.421C N60GM was noted heading home on the 1st. Visitors:- 1/9 G-OSEA Islander; 3/9 G-BYJF Thorp T.211; 6/9 G-COVD R.2160; 9/9 G-FNLD C.172N, G-BWBZ ARV.2; 10/9 G-BZWT Echo(t. Elstree); 16/9 G-CEBF Eurostar; 17/9 G-WACJ Duchess; 18/9 G-BPMF PA-28; 21/9 G-BPLH Jodel DR.1051; 23/9 G-BXLS Koliber; 29/9 G-BLST C.421C; 30/9 G-BSYG PA-18.

Sutton Bank:- A recent report indicates that on 23/5 Glaser-Dirks DG.303 G-CKJH stalled onto the runway after a failed winch launch and was substantially damaged. Robin DR.400 D-EFQR was noted visiting on 8/9.

Walton Wood:- The newly registered Hughes 369E N90DE, was noted visiting on 17/9. Visitors:- 6/9 G-FABI R.44, G-NNAC PA-18; 12/9 G-XTUN Bell 47G, G-STER Jet Ranger; 14/9 G-FOFO R.44, G-OJAZ R.44; 15/9 G-GSPY R.44; 18/9 G-JWEB R.44, G-TILI Jet Ranger; 26/9 G-GGTT Bell 47G, G-OTVI R.44; 29/9 G-EEZA R.44.

Wickenby:- Savannah G-CEEX has just been registered to an owner here. Visitors:- 7/9 G-DLTR PA-28; 9/9 G-OOFT PA-28(f. Blackbushe), G-ELZN PA-28; 10/9 G-FLYG T.67M (f. Seething), G-OBAL M.20J(f. Eshott); 18/9 G-JWEB R.44; 23/9 G-PUDL PA-18(f. Goodwood); 24/9 G-GTJD Quik; 28/9 G-DLTR PA-28; 30/9 G-TBAH Jet Ranger(f. High Wycombe), G-SIIS Pitts.

Wombledon:- A new resident here is the Liberty XL-2 N511XL which is an American built low wing aircraft similar to the Europa, presumably this machine is a demonstrator for the agency set up here to market the aircraft. Visitors:- 6/9 G-LINN Europa(f. Abbots Bromley); 21/9 G-CDXI C.182S(t. East Winch).

OVERFLIGHTS

1/9	LN-SFT	SA.226T Merlin IIIB	Biggin Hill – Aberdeen(OTR 1723 @ 15000')
4/9	OK-RHJ	LET 200D Morava	Isle of Man – Lelystad(5/S LBA 0922 @ 3000')
6/9	D-EIKR	Robin DR.400	Over Hull 0844 @ 3000', off Reddingham, Norfolk
7/9	N737RM	Cessna 182S	Cambridge(strip) – Islay(LBA 1130 @ 4500')
8/9	N747MM	PA-28 Warrior	LBA 1450 @ 5000', enroute to Edinburgh
9/9	G-LOSM	Gloster Meteor	"Tiger 1", Coventry – Leuchars(10/E LBA 0909 @ 5000')
10/9	OY-JRL	PA-32 Cherokee 6	Blackpool – Koldling(6/N LBA 1126 @ 3500')
	G-BUOS	Spitfire FR.XVIIIe	Leuchars – Duxford(Hull 1320 @ 3000')
13/9	VP-BGC	Falcon 900B	Overhead Leeds 1117 @ 35000' enroute to USA
14/9	N297SR	Cirrus SR.22	Wellesbourne – Arrhus(OTR 1024 @ 11000')
15/9	N691J	PA-28RT Arrow	Southend – Fife(Goole 0837 @ 3000')
18/9	G-CHCP	Agusta AG.139	Aberdeen – North Denes(Hull 1626 @ 1500')
24/9	N7148R	Be.58 Baron	Over Hull 1040 @ 6500', enroute Trondhiem
	N257JM	TBM.700	North Weald – Newcastle(Hull 1345 @ 5000')
30/9	N565F	Gazelle	Langham(Norfolk) – Belfast(POL 1411 @ 2000')

An unusual sighting over Scarborough on 10/9 was D-OBCW, which is a Womer NL-1000 STU Gas Balloon. The German pilot reported over the town at 1130 flying slowly North at 3000', so does anybody know where it landed and similarly did it take off locally or had it set off from Germany?(Answers on a

postcard please). Another balloon, this time the hot air variety, Lindstrand LBL.310N G-TVBF of Virgin Balloon Flights reported setting down near Dishforth Airfield at around 0830 on 29/9. A Hot Air Balloon meet took place at Naburn, York and noted on 23/9 were Colt 42A G-BJZR, Lindstrand LBL-77A G-BVPV, Lindstrand LBL-90A G-BVZT and Colt 77B G-STOK. For the record there is a Balloon meeting scheduled to take place at the Pearson Park Hotel near the Humber Bridge on 25th/26th November.

Also on the 10th, this time following the coast southbound were a pair of Czech Air Force helicopters heading home from the Leuchars Air Show. Using call-sign "CEF 410", the aircraft were Mil Mi-17, "0825" and Mil Mi-24V, "7355" and they passed just East of Hull at 1600 flying at 1500'. Also heading back home from Leuchars the following day were a pair of Danish Air Force AS.550 Fennec serials P-254 and P-287. These aircraft using the call-sign "Danish Air Force 3360" passed over York at 1313 @ 1000' on their way to Lakenheath.

An interesting machine overflying Leeds on 24/9 was Cessna TU.206G N756CY, which was directly overhead at 1856 flying at 4000', routing to the Clacton beacon and it was obvious from the naked eye that it was a floatplane. The aircraft was on delivery from the United States and was heading from Prestwick to Antwerp.

Trevor Smith



CONEY PARK

05/09/06	N7242N	AGUSTA A109	16:18	16:24
08/09/06	G-ISPH	BELL 206B JETRANGER III	12:10	12:15
08/09/06	G-WRSY	ENSTROM 480B	15:30	16:00
08/09/06	G-VIPH	AGUSTA A109C	18:25	18:30
09/09/06	G-TKNT	AGUSTA A109A II	14:20	14:25
09/09/06	G-VIPH	AGUSTA A109C	18:40	18:50
10/09/06	G-MRMJ	AS365N3 DAUPHIN 2	12:35	12:40
10/09/06	G-TKNT	AGUSTA A109A II	12:55	13:00
11/09/06	G-OTPF		08:00	15:30
11/09/06	G-TKNT	AGUSTA A109A II	08:20	08:50
11/09/06	G-TKNT	AGUSTA A109A II	13:45	13:50
12/09/06	G-DANZ	AS355N ECUREUIL 2	10:35	11:10
15/09/06	G-TGRA	AGUSTA A109A	13:30	13:50
16/09/06	G-OMLS	BELL 206B JETRANGER 2	13:20	10:50 ^{N/S}
18/09/06	N7242N	AGUSTA A109	13:48	14:00
20/09/06	G-CDTD	EUROCOPTER AS350B2 ECUREUIL	10:17	12:00
26/09/06	G-TGRA	AGUSTA A109A	10:00	10:10
27/09/06	G-XXEA	SIKORSKY S-76C	14:05	14:30
28/09/06	G-PBEK	AGUSTA A109A	09:12	09:18
28/09/06	G-TGRA	AGUSTA A109A	12:45	12:55

Geoff Ward



LEEDS BRADFORD AIRLINE REPORT SEPTEMBER 2006

INBOUND DIVERSIONS

15 EZE757G ABZ HUY G-MAJK JS41 HUY EZE061P/16

REGULAR FLIGHTS

AEA208	TFS	01/EC-HJP	08/EC-HJQ	15/EC-HKQ	22/EC-HKQ	29/EC-HZS
AEA328	PMI	02/EC-HGO	09/EC-JBJ	16/EC-JBK	23/EC-HKR	30/EC-JNF
AEA638	PMI	02/EC-HBM	09/EC-JNF	16/EC-HBL	23/EC-JBL	30/EC-JBK
AEU551	FNC	04/G-STRF	11/G-STRF	18/G-STRF	25/G-STRF	
AEU901	REU	04/G-STRF	11/G-STRF	18/G-STRF		
AEU907	ZTH	07/G-STRF	14/G-STRF	21/G-STRF	28/G-STRF	
AEU911	VRN	02/G-STRF	09/G-STRF	16/G-STRF	23/G-STRF	
AEU917	PMI	05/G-STRF	12/G-STRF	19/G-STRF	26/G-STRF	
AEU923	IBZ	01/G-STRF	08/G-STRF	15/G-STRF	22/G-STRF	29/G-STRH
AEU925	ALC	02/G-STRF	09/G-STRF	16/G-STRF	23/G-STRF	30/G-STRH
AEU931	HER	05/G-STRF	12/G-STRF	19/G-STRF	26/G-STRF	
AEU933	RHO	06/G-STRF	13/G-STRF	20/G-STRF	27/G-STRF	
AEU935	FAO	07/G-STRF	14/G-STRF	21/G-STRF	28/G-STRF	
AEU937	MAH	01/G-STRF	08/G-STRF	15/G-STRF	22/G-STRF	29/G-STRH
AEU941	AGP	03/G-STRF	10/G-STRF	17/G-STRF	24/DivMAN	
AEU951	CFU	01/G-STRF	08/G-STRF	15/G-STRF	22/G-STRF	
AEU953	LPA	02/G-STRF	09/G-STRF	16/G-STRF	23/G-STRF	30/G-STRH
AEU955	LCA	03/G-STRF	10/G-STRF	17/G-STRF	24/G-STRF	
AMC5209	MLA	05/9H-AEK	12/9H-AEK	19/9H-AEO	26/9H-AEI	
AUA2366	INN	02/OE-LCR	09/OE-LCK	16/OE-LCK		
BGH5544	VAR	03/LZ-BHE	10/LZ-BHE	17/LZ-BHE	24/LZ-BHE	
BGH5576	BOJ	04/LZ-BHC	11/LZ-BHC	18/LZ-BHC	25/LZ-BHE	
FCA639C	FAO	07/G-OOAP	14/G-OOAP	21/G-OOAP	28/G-OOAP	
FHE321	MLA	03/HB-JIB	10/HB-JIB	17/HB-JIB	24/HB-JIB	
FUA1724	PMI	03/EC-IZG	10/EI-DOR	17/EI-DOR	24/EI-DOR	
FUA1756	FUE	06/EI-DND	13/EI-DND	20/EC-JRL	27/EC-JRL	
IWD3660	ACE	07/EC-JST	14/EC-JND	21/EC-JND	28/EC-INZ	
OHY2612	BJV	06/TC-OAF	13/TC-OAF	20/TC-OAF	27/TC-OAE	
OHY7336	DLM	04/TC-OAB	11/TC-OAG	18/TC-OAG	25/TC-OAN	
SXS161	DLM	04/TC-SUJ	11/TC-SUJ	18/TC-SUG	25/TC-SUG	
TOM1391	ALC	05/G-BYAN	12/G-BYAN	19/G-BYAO	26/G-BYAS	
TOM1551	PFO	04/G-BYAN	11/G-BYAN	18/G-BYAO	25/G-BYAS	
TOM3101	PMI	03/G-BYAN	10/G-BYAN	17/G-BYAO	24/G-BYAS	
TOM3133	MAH	06/G-BYAN	13/G-BYAN	20/G-BYAO	27/G-BYAS	
TOM3193	DLM	01/G-BYAN	08/G-BYAN	15/G-BYAN	22/G-BYAS	29/G-BYAK
TOM3347	PMI	04/G-BYAN	11/G-BYAN	18/G-BYAO	25/G-BYAS	
TOM3427	IBZ	02/G-BYAN	09/G-BYAN	16/G-BYAO	23/G-BYAS	30/G-BYAK
TOM4973	REU	02/G-BYAN	09/G-BYAN	16/G-BYAN	23/G-BYAS	30/G-BYAK
TOM5633	PMI	07/G-BYAN	14/G-BYAN	21/G-BYAO	28/G-BYAS	
TOM6051	AGP	02/G-BYAN	09/G-BYAN	16/G-BYAN	23/G-BYAS	30/G-BYAK
TOM6123	IBZ	06/G-BYAN	13/G-BYAN	20/G-BYAO	27/G-BYAS	
TOM6163	TFS	05/G-BYAN	12/G-BYAN	19/G-BYAO	26/G-BYAS	
TOM6243	CFU	01/G-BYAN	08/G-BYAN	15/G-BYAN	22/G-BYAS	29/G-BYAK
WOW3LJ	JER	02/G-WOWE	09/G-WOWB	16/G-WOWC		

OTHER FLIGHTS

01	<u>G-JECO</u>	DH8	BEE733/734	f/t Belfast City	-
04	<u>TF-ELO</u>	B733	EXS101P/101E	f/t Newcastle n/s07	Engineering
09	<u>YL-KSB</u>	AN72	KSA722/723	f/t Shannon	Horse Charter
13	<u>G-LSAE</u>	B752	EXS101E/271	Southend -n/s- Alicante	-
13	<u>G-FBEA</u>	E190	BEE054Z/055Z	Newcastle - Exeter	First visit of Emb195 type, Training
18	<u>CS-DOC</u>	B190	-	Portoroz - Luton	Passenger Charter
19	<u>EI-DHT</u>	B738	RYR154/155	f/t Dublin	-
21	<u>G-RHUM</u>	AT42	EZE477C/046P	Southampton - Coventry	Lieu EZE JS41
22	<u>TF-ELO</u>	B733	EXS101E/105E	Newcastle -n/s08- Edinburgh	Engineering
27	<u>SE-LTV</u>	SB20	GAO6501/6502	Thisted -n/s- Cambridge	Passenger Charter
27	<u>OY-NPF</u>	SW4	NFA113/114	Thisted -n/s- Cambridge	Passenger Charter
29	<u>D-CBIN</u>	SW3	BID1A/1B	Eglesbach - Zweibrücken	Freight Charter
30	<u>G-BYHG</u>	D328	SAY490P/491	Edinburgh - Cork	Passenger Charter
30	<u>EI-DLO</u>	B738	RYR154/155	f/t Dublin	-



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

During October LBA celebrated 75 years since the airfield's opening, way back in 1931. The official version of events is as follows:

Leeds Bradford Airport -

The Jewel in the Yorkshire Crown Celebrates its Diamond Anniversary - 2 October 2006

17 October 1931 – movie goers were flocking to see Charlie Chaplin on the silver screen, Al Capone was sentenced to eleven years in prison for tax evasion, and most importantly for the "folk of Yorkshire", 60 acres of grassland alongside the Bradford to Harrogate Road was officially opened as "Yeadon Aerodrome" – or what is today known as Leeds Bradford International Airport.

This week, to celebrate this historic anniversary, staff at the airport will take part in a week of activities as part of National Customer Services week.

The week's activities commenced in style today, with the launch of brand new services to Cork and Galway with Irish carrier Aer Arann, followed by an unusual photocall of staff forming the numbers 75. Following a week of competitions and fun activities, celebrations will end on Friday 6 October with a dress down day where staff will pay a minimum of £1 to come to work in their own clothes – the proceeds of which will be donated to the Yorkshire Air Ambulance.

Andrea Strom, Customer Service Manager at Leeds Bradford Airport says, "National Customer Service Week was introduced to the UK by the Institute of Customer Services in 2001 and is celebrated in the first full week of October. We are proud to be involved in this event, especially in our anniversary year, and because it is all about celebrating staff achievement and to let our passengers know how committed we are to providing excellent customer service."

Managing Director at Leeds Bradford Airport, Mr Ed Anderson says, "Leeds Bradford International Airport is now unrecognisable from the original, modest establishment that opened 75 years ago and early aviators would be astonished at its growth.

"Over 70 destinations are available on direct services with both business and leisure passengers taking advantage of the many scheduled, domestic, international and "low cost" flights that are now a part of every day life."

Aer Arran commenced services from LBA on the 3 October, and this was dutifully reported with an LBA press release:

Aer Arann launches two Irish routes to Galway and Cork from Leeds Bradford - 3 October 2006

Aer Arann, Ireland's leading regional airline, was celebrating yesterday with the launch of its two new services from Leeds Bradford to Galway in the West of Ireland and Cork in the Southwest.

The inaugural flight from Leeds Bradford to Cork departed at 12.20 followed by the inaugural flight to Galway at 14.50. Both services will operate four days per week on Monday, Wednesday, Friday and Sunday with fares from £29.99 one way including tax. The services will be operated by a 66-seater ATR72 aircraft.

Commenting on the announcement Micheal O'Callarain, Marketing Manager, Aer Arann said "We are delighted to be starting our new service to Galway and Cork today, as Leeds Bradford celebrates its 75th Anniversary. Situated in two of the most scenic regions of Ireland we believe these two cities will prove popular with both leisure and business travellers from the region and look forward to further developing both services over the coming months."

Cath Mason, Leeds Bradford International Airport's Finance and Commercial Director, said, "We are extremely pleased to welcome Aer Arann as our newest business partner. The launch of their new services to Cork and Galway will be a great enhancement to the services available from Leeds Bradford. With their strong commitment to reliability and customer service, we are sure our passengers will appreciate and enjoy the Aer Arann experience."

For full schedule information visit www.aerarann.com or contact reservations on 0818 210 210 (within Ireland) and 0800 587 2324 (in the UK).

Jet2 scooped the award of best European Short Haul airline award beating many "full fare" airlines. Full details below:

It's Official – Jet2.com is the Best European Short Haul Airline - 10 October 2006

Travel Awards 2006 recognises airline's outstanding service and great value. Jet2.com, the low cost airline based in Yorkshire, continued its meteoric rise today with the announcement that it has been voted the 'Best European Short-Haul Airline', in the Travel Awards 2006 held in South Africa.

The airline was praised for its exemplary service and low cost fares by its passengers, two characteristics often attributed to northern businesses, proving that frugality does not mean skimping on quality.

The awards, sponsored by the Guardian and Observer newspapers, and now celebrating twenty years of identifying the cream of the travel industry, singled out Jet2.com as the pick of the bunch following extensive research into customer satisfaction. Jet2.com headed off fierce competition from European national carriers like BA, Lufthansa and Air France/KLM and other low cost airlines. The airline, which now flies to 38 destinations across Europe from six established bases, scooped the prestigious award at a luxurious gala ceremony in the South African city of Cape Town.

Philip Meeson, boss of Jet2.com, speaking from the airline's Leeds Bradford Airport HQ said: "We are absolutely elated to win this award and the confirmation it gives that we have a winning combination of second-to-none service and low cost fares. I would like to underline our heartfelt thanks, firstly to all our passengers who spoke so highly of us in the research and secondly, to all our staff, especially our cabin crew and customer service agents, whose unstinting commitment to providing friendly and attentive service has won us this prestigious award. I am also thrilled to say that in winning, we have fought off every European flag carrier and so called 'low cost' airline across the continent – an accolade indeed and confirmation Jet2.com can deliver the lowest fares and highest level of service."

Best European Short-Haul Airline 2006: 1. Jet2.com: 2. Aer Lingus: 3. Lufthansa.

On 13 October Jet2 announced yet another new route from LBA, making 27 the destinations served from LBA. Again press release as follows:

Toulouse becomes Jet2.com's 27th Destination from Leeds Bradford Airport - 13 October 2006

Gateway to the South West of France and the capital of the Midi-Pyrénées region £21.99 one-way incl. Taxes. Today Jet2.com announced its 27th destination from Leeds Bradford to Toulouse. Tickets go on sale immediately with prices starting from just £21.99 one-way inclusive of taxes.

The airline has chosen to increase its portfolio to France and this spectacularly scenic region is a favourite for the discerning holidaymaker. Situated on the banks of the Garonne river and halfway between the Mediterranean sea and the Atlantic ocean, Toulouse provides easy access to some of the most beautiful cities and towns in South West France. From the largest medieval fortress in Europe – Carcassonne to the 3,000-meter high peaks of Cirque de Gavarnie - a collage of surprises awaits as you travel from one hidden gem to the next!

Toulouse itself is a beautiful town, known as 'La Ville Rose' because of its rose coloured brick buildings and is a fantastic city to explore on foot. It is lively and extremely cultural with many attractions to keep you busy.

A weekly Saturday service will provide residents of Yorkshire not only with another holiday destination to choose from, but a direct link to a region that is in high demand for those wanting an overseas home in the sun.

Sam Wynzar, Marketing Coordinator at Leeds Bradford Airport, said: "Not only is Toulouse a perfect gateway to the South West region of France but it's also a fantastic city to visit in itself for a short break. We are delighted that Jet2.com has added this new service and it complements the extensive range of destinations now available for our customers". The first flight leaves Leeds Bradford on 14 May 2007 and goes on sale today alongside a host of Summer 07 destinations including Nice.

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

AIRLINE NEWS

Aer Lingus jetted into the stock market at the beginning of October, and now looks like taking off as part of rival Ryanair in what could be the fastest turnaround in corporate history. Ryanair has acquired a 16% stake in the Aer Lingus Group and is planning a €2.80 cash bid for the outstanding 84% valuing the newly-quoted group at €1.481 billion. The offer is conditional on Ryanair obtaining a majority of the Aer Lingus shares. Investors taking up the €2.20 a share offer in the flotation stand to make a quick 27% profit. Ryanair's offer is 12% over the closing price of €2.51.

Ryanair's (RYA) 84.8 million share stake was acquired at an average price of €2.42 a share. Its buying spree clearly had much to do with the rising Aer Lingus share price which fell from €2.48 to €2.41 on the days Ryanair was not buying, Monday and Tuesday. Michael O'Leary, Ryanair's chief executive, says if the bid is successful both companies will continue to operate separately and compete on the 17 routes they both run.

Bmi Baby announced it will expand operations at its Birmingham hub in January 2007. The airline will increase the number of based Boeing 737s from 5 to 8. Shortly it will announce a number of new destinations and increase in frequency to existing destinations.

British Airways has launched bidding for the renewal of its long-haul fleet and invited the US plane maker Boeing and its European rival Airbus to take part. Among the planes BA plans to replace are 20 Boeing 747 jumbo jets and 14 Boeing 767s that have been in service for up to 25 years. BA said it would consider the purchase of Airbus' new A380 superjumbo and Boeing's innovative 787 Dreamliner. BA said launching the competition highlighted its need to address its pension deficit totalling £2.1 billion. "It is a major blocker to growth and investment in our business but I am confident we will resolve it," BA chief executive Willie Walsh said in the statement.

Along with Airbus and Boeing, BA has invited the engine manufacturers Engine Alliance, General Electric and Rolls Royce to bid. "For the past four years, we have grown capacity by using our aircraft more efficiently," Walsh said. "In order to continue to grow our long haul business we now need additional long haul aircraft. We remain committed to generating an economic return for our shareholders," he added.

The current list prices for the aircraft being considered range between £200 and £400 million. "With a combination of firm orders and options, we are planning for both growth and fleet replacement into the next decade," Walsh said. "Environmental performance will be one of the key criteria in our choice ensuring greater fuel efficiency, reduced noise and emissions." British Airways currently has 114 long haul aircraft in a fleet totalling 284 planes.

Caribbean Airlines will replace BWIA on 1 January 2007. The new airline plans on operating throughout the Caribbean as well as to Miami, New York, Toronto and London.

Eirjet suspended operations on Wednesday (18 October). The airline began operations in 2004 and was using four A320s on charter flights from Belfast, Cork, Dublin, Knock and Shannon Airports.

Federal Express has announced plans to purchase ninety Boeing 757s to replace its fleet of aging Boeing 727s.

Flyglobespan announced it is changing airport for its upcoming New York service. Instead of the plan of operating into Newark the airline will now operate its daily Liverpool to New York flight into JFK. Service begins on 25 May. On the same date the airline will inaugurate a daily nonstop service from Glasgow to Boston's Logan International Airport. The airline has also stepped into BMI Baby's shoes at Teesside, by offering flights to Alicante, Faro, Malaga and Palma for summer 2007.

Jet2 discontinued its service from Edinburgh to Manchester on 1 October. The airline operated two flights on weekdays and one on Sundays using Boeing 737s. Jet2 announced on 25 September, four new routes from Newcastle to Malaga, Palma, Valencia and Almeria. Belfast followed on 5 October with announcement of new routes to Ibiza, Palma, Malaga, Pisa, Milan and Toulouse.

Lufthansa has placed an order for 35 Airbus aircraft for delivery starting in 2007. The order consists of 5 A.319s, 10 A.320s, 15 A.321s as well as 5 A.330s. The airline also took options on a further 30 A.320 family aircraft.

Northwest Airlines have announced expanded service to Europe, as U.S. carriers continue to look overseas for growth. Northwest, which is operating under Chapter 11 bankruptcy protection, said the new service will connect its Detroit hub with two additional European destinations in Brussels, and Dusseldorf. It also will include the only transatlantic non-stop service from Hartford, Connecticut, with a flight to Amsterdam. Northwest and joint venture partner KLM Royal Dutch Airlines also said they will also increase the frequency of flights to Amsterdam from several North American cities already served, including Detroit and Boston. U.S. carriers have increasingly been focusing on international traffic amid increasing competition from domestic low-cost carriers.

Ryanair announced it is increasing the number of Boeing 737-800s based at Nottingham East Midlands from two to five in the New Year. This will allow the airline to launch the following new ten routes as follows to:

Destination:	Start Date:	Destination:	Start Date:
Alghero	Feb 19 th	Bratislava	Feb 26 th
Granada	Feb 20 th	Inverness	Feb 26 th
Knock	Feb 27 th	Krakow	Feb 20 th
Milan	Feb 12 th	Pisa	Feb 13 th
Santiago	Feb 27 th	Valencia	Feb 19 th

Ryanair announced its 17th base will be Bremen. The airline will start flights in April 2007 and will initially base two Boeing 737-800s there from April 2007 going to three in September 2007. Ryanair will operate 46 weekly departures as follows:

From Bremen to:	Starting:	Frequency:
Barcelona (Gerona)	April 4 th	4x a week
London Stansted	April 1 st	2x a day
Murcia	April 4 th	4x a week
Oslo (Torp)	April 1 st	1x a day
Pisa	April 3 rd	3x a week
Riga	April 3 rd	3x a week
Tampere	April 1 st	4x a week
Venice (Treviso)	April 4 th	4x a week
Verona	April 3 rd	3x a week

Just as we close for press Ryanair picked Madrid as its 18th European base and will base three Boeing 737-800s there for service starting on 22 November on 14 routes. The 10 daily flights will operate as follows:

Billund	4 flights a week	Bournemouth	3 flights a week
Brussels	4 flights a week	Dublin	7 flights a week
East Midlands	4 flights a week	Eindhoven	7 flights a week
Faro	7 flights a week	Gothemburg	3 flights a week
Malmo	3 flights a week	Marseille	7 flights a week
Oslo	4 flights a week	Paris	7 flights a week
Porto	7 flights a week	Shannon	3 flights a week

Ryanair boss Michael O'Leary has admitted that his decision to hedge fuel costs at the low-fare carrier has so far backfired to the tune of €15m (£10m). The airline said it had hedged its fuel costs for the January-March quarter at the equivalent of \$73 per barrel of oil - far higher than the rapidly declining Brent crude spot price.

Confessing to his "inability to hedge properly", Mr O'Leary said: "We would have done better if we had waited another week. We could be hedging today at \$68 to \$69 a barrel. As every dollar is about €3m, we could have saved ourselves €15m." He pointed out that it was impossible to buy at the spot price, which is currently just below \$61, in the volumes Ryanair requires. Even so, he said: "Jesus we don't look bright. If we were bright we wouldn't be working for airlines. If it keeps falling we have done a bad job. If anyone shoots someone and the price goes back up then we've done a good job. We're no experts on oil here. Frankly, we'll never get it right." He said he wanted "certainty" for the winter quarter, traditionally the toughest for airlines, when he has warned that Ryanair average fares are likely to fall by 5% to 10%. At a meeting of shareholders in New York for an investor day presentation, "Regardless of terrorism or whatever else, we know what our costs will be," he said.

Andrew Fitchie, an analyst at Collins Stewart, said: "Ryanair left itself unhedged for its 2007 financial year and has paid the price - it has ended up with one of the highest fuel costs in the sector."

Mr O'Leary has consistently called the oil price wrong. Since it began rising in 2003, the airline has gone through periods unhedged as Mr O'Leary bullishly declared the next move was down.

In June 2004, he claimed even \$40 a barrel was unsustainable, saying: "It would be unwise to lock in at the current high forward rates. Our view is prices will fall".

When oil reached \$60 a barrel, he took the maverick line that such a hike was actually good news for Ryanair. "At \$60, there will be even less pressure on pricing, there will be no new entrants and some start-ups will disappear," he said in the summer of last year.

Despite Ryanair's soaring fuel bill, up 52% in the most recent quarter to €168m, Mr O'Leary has vowed never to impose the fuel surcharges levied by British Airways and other flag carriers. "There's no sign of fuel surcharges coming down," Mr O'Leary said. A BA spokesman would only say: "We keep this under constant review." In August BA said it had hedged 65% of its fuel requirements to the end of March at \$62 a barrel.

Wizz Air will inaugurate nonstop service from Gdansk to Doncaster/Sheffield on 15 July. The airline will operate four flights a week, on Mon/Wed/Fri/Sun, using an A320.

AIRCRAFT NEWS

A DC-10 converted to drop firefighting retardant helped crews battle a stubborn fire near Santa Paula, in California on Sunday 24 September. The aircraft dropped 12,000 gallons of retardant on the fire, which has been burning for three weeks and is threatening homes. "It's been very, very effective and very impressive," forestry agency spokesman Matt Streck told the Los Angeles Times. "Each drop looks like it covers more than half a mile of terrain."

The plane was quietly developed by a company called 10 Tanker Air Carrier, of Victorville, California. The aircraft made a splash (sorry) at the 2005 Paris Air Show with a demonstration drop and it's been busy since July, helping to snuff fires from Washington State to California.

Delays to the A380 will cost Airbus €4.8 billion (£3.2 billion) of earnings by 2010; it emerged last night as The Times learnt that Emirates, its biggest customer, is in talks with Boeing over sharing its order. Emirates Airline, which has 43 A380 planes on order, is understood to be furious at the new delays and is considering shifting half of its \$13 billion (£6.9 billion) order to Boeing's new 747-8. Other airlines are also understood to be reconsidering their orders. The delivery delays, which have reached nearly two years, mean that the first A380 will not be ready until next October. This succession of bad news for Airbus comes as shareholders in BAE Systems, which owns 20% of the European aircraft builder, vote today on whether to sell the stake. BAE's management has recommended the £1.9 billion sale. The A380 has hit a string of production delays this year primarily because its engineers have struggled with the installation of the 500km of electric wiring that each aircraft requires.

Christian Streiff, Airbus's chief executive, was forced to delay the jet yet again yesterday because of these production difficulties. Only one of the \$300 million aircraft will now be delivered next year, to Singapore Airlines, down from the nine proposed in June and an original target of fifteen. The airline had been expecting to start commercial services with the A380 next April.

Airbus will now deliver 13 A380s in 2008 and 25 in 2009, and reach full production of 45 a year by 2010. M Streiff also revealed that the loss in earnings from this latest delay would be €2.8 billion by 2010 - on top of the €2 billion lost as a result of delays announced in June.

Despite the problems, M Streiff said that "all customers are on board" and there was "no significant risk" of cancellations to its 134 orders for the A380. However, The Times reported that a number of airlines are extremely unhappy about the delays - and the lack of information that they have received from Airbus. Tim Clark, president of Emirates Airline, said: "This is a very serious issue for Emirates and the company is now reviewing all its options."

Virgin Atlantic is also reconsidering its order. It said "The depth of the delay has serious implications." However, this brinkmanship could also be part of the intense negotiations that are now under way to claim compensation from Airbus. The compensation bill alone could reach €2 billion, analysts said.

After more than 40 years of service the YS-11 made its final commercial flight in Japan this past Saturday between Okinoerabushima and Kagoshima.

OTHER NEWS

Tests of a new synthetic aviation fuel in California have attracted attention as airlines - and other oil-guzzling industries - hoped for a break from high oil prices. The U.S. Air Force tested the fuel in a B-52 bomber at Edwards Air Force Base. The bomber flew with two of its eight jet engines burning a 50-50 blend of conventional Jet A-1 and a synthetic fuel produced from natural gas.

An Air Force spokesman said the engines running on the synthetic fuel performed as well as the others, though final test results are pending. The flight was cut short due to a mechanical issue with the B-52's left wing-tip landing gear, which was unrelated to the fuel test. The aircraft landed safely without incident.

Virgin Group has made a 10-year, \$3 billion commitment to renewable energy initiatives. In an announcement in New York, Sir Richard Branson said future dividends and proceeds from the sale of assets, including shares from Virgin's airline and train operations, would be invested in renewable energy initiatives.

Virgin, whose business includes oil thirsty airlines and train services which have been hit by high crude prices, said today: "We currently estimate this commitment to be \$3 billion (£1.7bn) over the next 10 years."

These initiatives would be both within Virgin's business and would also involve further investments in new biofuel research and development production, distribution and other projects to tackle emissions related to global warming.

The commitment follows the recent announcement from Sir Richard of the setting up of a new Virgin Fuels investment fund which will invest up to \$400 million dollars in renewable energy initiatives over the next three years.

The first deal will see Sir Richard backing California-based Cilion which was formed in June and which will make bioethanol from corn. The Virgin move is part of the Clinton Global Initiative headed by former US president Bill Clinton. Virgin Fuels is already working with the government on a scheme to make it economic for train companies to use biodiesel. Virgin would also like to develop a biofuel suitable for aircraft engines, although it concedes this could be a decade away.

Foamex, a Pennsylvania company whose main business is making cushion material for beds and furniture, is in the final stages of an FAA-funded research project to come up with an affordable way to make aircraft fuel tanks more fire- and explosion-resistant.

Foamex Technical Products has developed a special type of polyurethane foam that, when installed in fuel tanks, slows or prevents the rapid spread of fire within a tank and shows promise to "reduce the effects of post-crash fires" according to a Foamex news release. Dr. Chiu Chan, Foamex's director of research and development, said the foam is mostly air and displaces only three percent of the available tank volume. Although air and fuel flow freely through the foam, it acts as a three-dimensional fire screen, preventing the spread of a fire. It also acts as a "plug" in the case of a fuel tank rupture, slowing the escape of fuel.

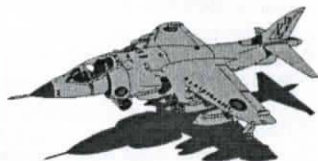
As this will be the last section before Christmas, it just remains for me to wish all members and their families a very Merry Christmas, and good luck for 2007.

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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

MILITARY AVIATION



Southport Air Show - Sunday 03 September 2006

As usual, whenever possible in travelling to an air show, I journeyed by coach to Southport. The previous day's display was cancelled due to appalling weather conditions, so increased traffic appeared likely. However, we made good progress on the motorways and main roads until the minor roads approaching the town and finally settled to a crawl on the long narrow road to the Promenade, which those of you familiar to Southport will know. This made us late on our ETA and The Red Arrows began their display at 1144, one minute ahead of schedule! The cloud base was low and extensive at ten-tenths (I don't believe in octers!), so their display was restricted but, as usual, they made the best of horrendous conditions.

This was followed by a break in the display until 1300; this enabled us to be dropped off on the Promenade. An innovation this year was an admission charge levied by Sefton Council of £7 (£5 for concessions, for which I well qualify). For this, one was given a wrist-band that had to be shown on passing through barriers to the inner promenade. This enabled objectors to paying (of which there were many!) to walk further down the foreshore or down the promenade but, if you wanted to be at the centre of things, you paid your money. Voluntary contributions don't seem to work, as evidenced by Lowestoft recently.

First item at 1300 was meant to be The Falcons RAF Parachute Display Team but the cloud base and adverse weather conditions led to cancellation. I was sorry not to see some of the descendants of the Parachute Jumping Instructors (PJI) who instructed me in parachuting, sixty years ago (There's a line-shoot, if ever I saw one!).

The cloud began to clear somewhat so the display proceeded as follows:-

- Blades Aerobatic Display Team (4 x Extra 300LP)
- Pitts Special S2B
- Patrouille Reva (3 x Rutan VariEeze)
- Yakolevs (1 YAK 200 and 3 x YAK 50)
- Hunter
- Sukhoi SU26
- Black Cats RN Helicopter Display Team (2 x Lynx 8)
- Mustang
- Sea Vixen
- Sea King
- Hawk T1
- Utterly Butterly Wing Walkers (4 x Stearman PY17 – unusual to see all four)
- Typhoon

In addition to the Falcons, a Territorial Army parachute display team from 4 PARA could not display. The BBMF also did not appear due to adverse take-off conditions at RAF Coningsby. Further, a Canberra did not appear as it went "tech". Apart from those, a good show in poor conditions. In particular, the Blades performed superbly in terrible cloud conditions, to their credit.

My highlight of the Show was seeing a Rutan VariEze in the flesh, at last. I had previously only seen it in a sketch sent by a correspondent, which Terry identified.

Credit: Air Show Programme (plenty of interesting articles).

Eric Martin

MILITARY NEWS

Another RAF Cathedral Memorial

A memorial to those who gave their lives and a remembrance of those who served from RAF Stations in Sussex, was dedicated at Chichester Cathedral on Battle of Britain Day: 15 September. Perhaps the most prominent of these was RAF Tangmere, now the site of a superb museum. The Society keeps in touch with Tangmere Museum affairs via my Fleet Air Arm/Parachute Regiment comrade Karl Matthews. I include items from its magazine "Talking Tangmere" in Military News from time to time and leave it on the magazine table when I have read it.

Credit: Oranges and Lemons (the bulletin of The Friends of St Clement Danes)

BBMF clocks up 750 appearances

The Battle of Britain Memorial Flight has completed 750 appearances throughout 2006.

These appearances have included a variety of venues including air shows, fly-pasts, village fetes and public occasions. The Flight, based at RAF Coningsby, is composed of five Spitfires, two Hurricanes, a Lancaster, a Dakota and two Chipmunks. 2007 is expected to be a bumper year as the Flight celebrates its golden jubilee.

Credit: Aeroplane

USAF scraps Firefly trainers

The United States Air Force has scrapped its entire fleet of 110 Slingsby Firefly trainers. These were purchased in 1993 against fierce competition and opposition from US manufacturers. The aircraft were first grounded in 1997 after a series of incidents, including three fatal crashes. The Firefly was used for flying grading (which the US entitles "flight screening"), to assess aptitude for pilot training. All spares and tools have been destroyed which makes the decision irrevocable. At this stage, I have no information about the future of the Firefly at the Defence Elementary Flying Training School at RAF Barkston Heath. The Society made a visit to the Slingsby factory at Kirbymoorside at the start of the production run of the USAF aircraft.

Credit: Aerospace International

ATC Award

The Air Training Corps has been awarded The Reserve Forces Poignard* "for outstanding contribution to Reserve Forces" at a gala dinner at RAF Fairford, during the Royal International Air Tattoo. The ATC, although part-funded by the Ministry of Defence, is not primarily a recruiting agency for the RAF, but a youth organisation which promotes adventure and good citizenship. Local squadrons welcome air enthusiasts as civilian instructors in a variety of aviation topics. Officers hold commissions in The Royal Air Force Volunteer Reserve (Training Branch) RAFVR (T).

**A poignard is a dagger; had to look that up in a French Dictionary; it's not in Concise Oxford.*

Credit: Air Cadet

Please send any information for inclusion in Military News to:
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AIR YORKSHIRE AVIATION SOCIETY
INCOME AND EXPENDITURE - YEAR ENDED 31 OCTOBER 2006

<u>Income</u>	<u>2005</u>	<u>2006</u>
Members Subscriptions	2354.00	2449.00
Society Dinner	851.00	903.00
Magazine Sales	430.00	385.00
Christmas Raffle	64.00	53.00
David Bates - Picture	85.00	-
Jet 2 Raffle	-	246.00
N Barrett Raffle	-	59.00
Sundry Income	20.45	43.15
Bank Interest	<u>1.43</u>	<u>1.00</u>
	3805.88	4139.15
Members Extra Fund	<u>306.70</u>	<u>35.00</u>
	<u>4112.58</u>	<u>4174.15</u>

<u>Expenditure</u>	<u>2005</u>	<u>2006</u>
Magazine Production	2333.20	2429.05
Postage	326.08	356.61
Stationery	58.34	55.10
Society Dinner	803.80	839.00
Christmas Meeting	56.48	27.58
Speakers Fees	87.46	149.44
Sundry Expenditure	37.95	41.28
Jet 2 Prize	-	75.00
Yorkshire Air Ambulance	<u>100.00</u>	<u>250.00</u>
	3803.31	4223.06
Members Extra Fund	<u>236.80</u>	<u>59.18</u>
	<u>4040.11</u>	<u>4282.24</u>
Trading Profit/Loss	2.57 Profit	83.91 Loss

<u>BALANCE SHEET</u>	<u>2005</u>	<u>2006</u>
Balance Brought Forward	1455.57	1528.04
Profit/Loss for Year	<u>72.47 Profit</u>	<u>108.09 Loss</u>
	<u>1528.04</u>	<u>1419.95</u>
Closing Bank Balance	652.01	659.54
Petty Cash	145.91	54.47
Members Extra Fund	<u>730.12</u>	<u>705.94</u>
	<u>1528.04</u>	<u>1419.95</u>

D E Valentine
October 2006

<u>Society Magazine</u>	<u>2005</u>	<u>2006</u>
<u>Production Costs</u>		
Magazine Printing	2183.20	2276.55
Timetable Printing	150.00	152.50
Postage	326.08	356.61
Stationery	<u>58.34</u>	<u>55.10</u>
	<u>2717.62</u>	<u>2840.76</u>
<u>Income</u>		
Members Subscriptions	2354.00	2449.00
Sales to Air Supply	<u>430.00</u>	<u>385.00</u>
	<u>2784.00</u>	<u>2834.00</u>
Profit/Loss	66.38 Profit	6.76 Loss



Tails of B747-400, B777-200, B737-900
KLM Amsterdam Schiphol
Sunday 3 September 2006
Peter Martin



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