



ROVERDALE

## YORKSHIRES PREMIER AVIATION SOCIETY



BLACKBURN BEVERLEY  
RAF TRANSPORT COMMAND  
YEADON AERODROME 1961  
BILL HOULDEN

£1.75

VOLUME 33 ISSUE 4

APRIL 2007

## SOCIETY CONTACTS

CHAIR	Cliff JAYNE	tel: 0113 249 7114
SECRETARY	Jim STANFIELD	tel: 0113 258 9968
TREASURER	David VALENTINE	8 St Margaret's Avenue
and MEMBERSHIP		Horsforth, Leeds LS18 5RY
		tel: 0113 228 8143
Assistant Treasurer	Pauline VALENTINE	
MAGAZINE EDITOR	Cliff JAYNE	27 Luxor Road, Leeds LS8 5BJ
		tel: 0113 249 7114
		e-mail: <a href="mailto:airyorks@aol.com">airyorks@aol.com</a>
Assistant Editor	Sheila JAYNE	
MEETINGS CO-ORDINATOR	Alan SINFIELD	tel: 01274 619679
		e-mail: <a href="mailto:alan.sinfield@airyorkshire.org.uk">alan.sinfield@airyorkshire.org.uk</a>
VISITS ORGANISER	Paul WINDSOR	tel: 0113 250 4424
HONORARY LIFE PRESIDENT	Mike WILLINGALE	
COMMITTEE MEMBERS:	Lawrie COLDBECK, John DALE, Clifford HADWIN,	
2006-2007	Denis STENNING, Geoff WARD	

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

<i>Air Yorkshire</i> 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

Our sincere thanks to Philip Firth for his interesting presentation last month, which members thoroughly enjoyed. Thank you also to the Aviation Academy for their generous hospitality and the opportunity to look round the premises.

Following January's announcement that our plans for Thursday evening meetings at the Touchdown cafe have had to be cancelled due to the cafe closing, Alison Stone at the Aviation Academy contacted the Society to offer the possibility of using the Academy for our meetings on a Wednesday evening as the Academy is already open on Wednesday evening. **Jim Stanfield asks members to let him know their thoughts** on whether Wednesday's would be a suitable evening and whether they would be interested in attending these informal meetings at the Aviation Academy. Please note that the mid-week monthly meetings would be in addition to our regular Sunday afternoon monthly meetings.

Please don't forget to sign up for the **Air Yorkshire dinner on Friday 20 April 2007** - it's not too late to contact John Dale who will be pleased to take your booking (see details on page 35).

Also Paul Windsor will soon be collecting deposits (£5) for the Air Yorkshire visit (via coach) to the **Imperial War Museum at Duxford on Saturday 15 September 2007** (detailed information to follow in the May magazine).

For the record, the number of members attending last year's meetings are as follows:

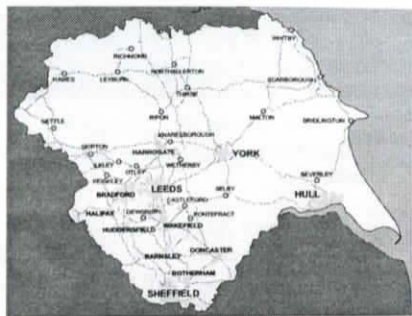
Richard Bodin	52	Tim Jeans	39	Air Ambulance	28
Air Yorkshire Quiz	31	Eric & Cath Humpfrey	29	Paul Jackson	32
David Sharp	40	Roger Fozzard	31	AGM	35
Drew Steel	44	Martin Powell	29	Xmas Get Together	35
				TOTAL	425

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

ALL MEMBERS CAN NOW ATTEND THE MONTHLY MEETINGS. Please contact Alan Sinfield if you require any further information. Please note that Car Parking at the Monthly Meetings is provided at a discounted rate. Please contact a Committee Member for details.

- 1 April Graham Perry – *From Whirlwinds to Lightnings - Living with Aircraft*  
Graham is a former RAF engineering officer who has had a career in two halves: 20 years in the Service, and 20 years since working with aircraft and aircraft people in industry. The talk is structured around the various things he has seen and experienced, and these vary from Whirlwinds at Odiham to Lightnings at Binbrook - hence the title: *From Whirlwinds to Lightnings - Living with Aircraft*. The theme running through the talk is the vital contribution made to aircraft operations by aviation's people, both military and civil, and in particular how they mix openness and good humour with a firm professionalism to produce safe flying. He is a current private pilot and flies a Jodel 120 from White Waltham.
- 6 May Chris Warn. We welcome back Chris Warn with the results of his recent holiday to the Caribbean and his forthcoming one to Cuba. Chris's talks are always enjoyable events as he mixes photos with anecdotes about his trips.
- 3 June NEW - Terry Sykes. We welcome back Terry, who was a member of the West Riding Branch of Air Britain and has been a member of Air Yorkshire since it started. Terry has been scanning many of his old Black and White and Colour prints taken in the 1950's and 60's and will present a slide show of unseen photographs of Yeadon during that period which I am sure will be a fascinating insight into the history of Yeadon Aerodrome.
- 1 July Sqn Ldr Graham Laurie – *The History of Royal Flying*  
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *The History of Royal Flying* will be extremely interesting and informative.
- 5 August NEW - Squadron Leader Brian Waite – *609 Squadron from Yeadon to Leeming - 50 miles in 71 years!*  
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Officer Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He Commanded 609 for five years from 2001-2006. He is now semi-retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.
- 2 September Charles Parker – *Aircraft made in Lincoln*  
Few people know that Lincoln was once one of the largest aircraft production centres in the world: one in fourteen of all aircraft built between 1914 and 1918 came from the city! Ruston, Proctor & Co., Robey & Co. and Clayton & Shuttleworth employed thousands on 'war service' aircraft production. Charles Parker has worked in and around some of the factories used for aircraft production for the last 25 years and his talk will be illustrated with archive and present day photos. An opportunity for members to hear some little known local history.
- 7 October NEW - Captain Mike Newall – *MyTravel Airways*  
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. Mike is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.
- 4 November Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.

Alan Sinfield



## SCENE AROUND YORKSHIRE

The start of another year and the local scene is still pretty much in hibernation, but here we go with the latest news from our area:-

**Bagby:-** A visitor worth noting on arrival from Sturgate on the 4<sup>th</sup> was Clacton based Auster J/1N G-BLPG, which is painted up in RCAF colours as "16693". Visitors:- 1/2 G-OPEN Jet Ranger; 2/2 G-BGCM AA-5; 3/2 G-FEET Quik; 7/2 G-BCXB Rallye; 14/2 G-MDKD R.22B(f. Carlisle); 26/2 G-TBTB R.44(t. Rochester), G-RAMI Jet Ranger

**Beverley:-** Visitors:- 1/2 G-LOCO R.44, G-IORG R.22B; 3/2 G-RIVT RV.6.

**Brighton:-** A couple of departures by road reported in Humberstone Air Review are Gazelle 241(Irish Air Corps) which left for Hungary on 7/2 for certification a reregistering while VP.2 G-RASC left on 15/2 for new owners in Norfolk. Tom Cassells CAP 232 F-GOTC is temporary resident here while the work is being carried out at Bagby. Gazelle HA-LFM was as ever a regular visitor throughout the month, from its home at Tadcaster, while also noted regularly on training details was Leeds based Dauphin G-MLTY. There were numerous visitors on 4/2 who arrived after visiting the Sturgate Fly-in and these included Aviat Husky N49BH while the 18<sup>th</sup> saw a visit by Ronaldsway based Morava OK-RHJ. Visitors:- 1/2 G-DRIV R.44, G-BFPH F.172M, G-CDDI T.600N, G-GTJD Quik, G-GTFC Quik, G-BVJE Squirrel("Powerline 54"); 3/2 G-JAME Eurostar, G-AWFW Jodel D.117, G-CDGG MCR.01 Banbi, G-CCIK Skyranger, G-AZBI Jodel D.120; 4/2 G-CCZD RV.7, G-CDRM RV.7, G-RVIA RV.6, G-ZVKO Edge, G-GDTU CAP 10, G-RAMY Jet Ranger; 6/2 G-BHRB C.152(f. Barton); 18/2 G-CBRD Jodel D.8, G-YANK PA-28, G-CCEM Eurostar; 21/2 G-REGE R.44; 25/2 G-PSKY Skyranger; 28/2 G-FIBS Squirrel("Yorkair 03").

**Church Fenton:-** Humberstone Air Review report the following Grob Tutors as resident here in late January, G-BYVG, G-BYVI, G-BYVX, G-BYVZ, G-BYWO, G-BYWW and G-BYXE. Leeds based R.44 G-KSPB was here crew training on the 7<sup>th</sup> while on the 19<sup>th</sup> Dauphin G-MLTY("Yorkair 01") made an ILS and overshoot to break cloud on a diversion from LBA to Sherburn.

**Crosland Moor:-** Skyranger G-CEDZ is a new resident here. Visitors:- 4/2 G-BBPY PA-28(f/t Barton), G-MYSL Mistral; 6/2 G-BFHP Citabria(Barton div.); 14/2 G-CDGG Skyranger; 15/2 G-BDBJ C.182P(n/s, t. Great Ashfield, Suffolk on 17/2).

**DONCASTER(Robin Hood):-** Information as usual from RHADS website.

**Airlines.** This month we'll start with the freight flights and on the 22<sup>nd</sup> Douglas DC-8-63 ZS-OZV of African International positioned in to operate a charter outbound the following morning as "Cargo 291". The An-12 LZ-VED was again noted on the 1<sup>st</sup> while on the 21<sup>st</sup> Metroliner EC-GPE("ORZL 32") paid a visit. Air Atlantic were also in evidence with Electra G-FIJR("Atlantic 758") arriving just after 0700 on 17/2 and staying until the 19<sup>th</sup> with another of the type G-LOCF("Atlantic 763") arriving at a similar time on the 24<sup>th</sup> and again staying a couple of days. Once again there were aircraft arriving on training details, including the first visit of a MNG Cargo Fokker 50 TC-MBA. The aircraft arrived on the 1<sup>st</sup> to carry out 11 visual circuits using call-sign "Black Sea 430" and repeated the operation on the 15<sup>th</sup>, in the afternoon. Ryanair 737/800 EI-DLR("Ryanair 01T") arrived from Dublin on 15/2 for a circuit detail and on the 17<sup>th</sup> Boeing 757 G-BMRD("Eurotrans 100K") arrived from East Midlands to carry out an ILS approach. A first visit of type on the 24<sup>th</sup> was Embraer 195 G-FBEB("Jersey 025T") from Manchester while on the 27<sup>th</sup> Airbus 320 G-MPCD("Monarch 320T") was noted and the following day Boeing 757 G-VKND("Excel 122T") turned up for a circuit detail. Wizz Air Airbus 320 HA-LPF("Wizz 101") was a Luton diversion on 8/2 and the following day three aircraft arrived from Leeds, EMB 145 G-RJXM("Midland 6VX"), 737/300 G-CELB("Channex 266") and 737/800 G-FDZA("Thomson 164Q").

**Bizjets.** An early arrival on 5/2 was Citation Sovereign N680GG, which landed before 0630 and was away before 0700! Hawker 800XP CS-DRI("Fraction 217Y") was a Leeds diversion when it arrived on the 9<sup>th</sup> while Premier 1 D-IATT("Vitus 730") was logged on 14/2 and 16/2. Others included:- 3/2 N53GX Global Express(n/s, also 17/2); 7/2 EC-JXU Gulfstream G-200("Sacir 2031"); 12/2 N54JC

Challenger; 13/2 S5-BAY Citationjet("FTY 2"); 22/2 D-IJOA Citationjet(Also 28/2); D-ASTS Challenger("Bavaria 101/111").

**General Aviation.** Skyservice King Air 200 OO-SKM paid a visit from Brussels on 10/2 while on the 23<sup>rd</sup> Bolkow 119 N119BM was noted. Others:- 3/2 G-BKBW TB.10(ILS); 4/2 G-FSEU King Air 200("Clifton 3"); 5/2 G-BFFC C.153; 6/2 G-HTRL PA-34("Air Med 057"); G-ELZN PA-28, G-ROCH C.3303("Marshall 03"); 7/2 G-FLPD King Air 200("Calibrator 750"); 11/2 G-ONAL King Air 200("Goose Pool 22"), G-BOIG PA-28("Skytrain 03"); 13/2 G-DYNE C.414A("Commodore 01"), G-CCYS C.182S; 14/2 G-TAGH King Air 200("Goose Pool 22"); 19/2 G-GRND A.109S; 21/2 G-VONA Twin Squirrel("Premier 10"); 25/2 G-BXYT PA-28("BCT 01"); 26/2 N7456P PA-24(ILS); 27/2 G-NIVA EC.155("Starspeed 55").

**Military.** Most of the activity this time surrounded Red Arrows Hawks arriving for ILS approaches:- 12/2 XX253("Red 8"), XX294("Red 9"); 14/2 XX292("Red 6" and "Red 1"); 16/2 XX179("Red 5") and 21/2 XX266("Red 3"). A couple of aircraft actually landed for short visits, Islander ZG847("Armyair 589") on 13/2 and Jetstream ZE441("Navy 750") on 27/2. All the other movements were the usual RAF King Airs and T.67s, however AWACS ZH105("NATO 01") turned up for an ILS and a couple of visual circuits on the 21<sup>st</sup>.

**Eddfield:-** Visitors:- 3/2 G-BUVX Quik, G-MTDR Gemini Flash, G-BNXM PA-18, G-XSEA RV.8, G-AXIE Pup; 4/2 G-BTXT Maule MX.7, G-BVDC RV.3(t. North Coates), G-PIGS Rallye, G-LYPG Jabiru, G-BXWK Rans S.6.

**Elvington:-** An early morning arrival on the 3<sup>rd</sup> was PA-44 Seminole G-BHFE("Bonus 99") from Cranfield while on 11/2 a notable visitor was Hawker 1000B G-FINK. This machine, a new import from Mexico and registered to Barbara T. Fink, departed mid afternoon to Manchester routing directly over Leeds at 3000'. Others:- 3/2 G-STEPA PA-28R (f. Derby), G-BFDO C.177B; 17/2 G-BGYH PA-28, G-COLH PA-28; 26/2 G-JAJK PA-31("Causeway 07", to Ronaldsway).

**Full Sutton:-** A new resident here is C.150M G-BBDT. Noted making the short hop from Fadmoor on the 17<sup>th</sup> was PA-32 N2989M and the same aircraft was logged on the 19<sup>th</sup> inbound from a private strip near Warminster. Visitors:- 1/2 G-RVDR RV.6; 7/2 G-BYLL Falco, G-BAHL DR.400; 12/2 G-BIUM C.152, G-BRNN C.152, G-BIOW T.67(Sherburn weather div.); 14/2 G-OOGS Cougar; 21/2 G-BAFU PA-28, G-BCRL PA-28.

**Gamston:-** Back tracking to January and it is reported that two of the former Cabair DA.40s G-CCHB and G-CCHE, which have been parked here awaiting new owners, were destroyed when blown over by the gales mid month. The Beechjet 400A N719EL was noted a couple of times this month, on 11/2 and 18/2. Cirrus SR.22 N147KA arrived from Shoreham on 18/2 and was joined by another of the type N994SR. Bell 407 N775SB paid a visit from and to its' base at Sherburn on 22/2 and on the 24<sup>th</sup> Skyservice King Air 90 OO-VHV arrived from Brussels. Visitors:- 3/2 G-BHFJ PA-28R, G-JBRN C.182S; 4/2 G-GUYS PA-34(f. Bergen), G-CDBG CH.601; 6/2 G-CBME F.172M; 7/2 G-RASA DA-40; 12/2 G-CLOW King Air 200(t. Durham/Tees); 14/2 G-BGBK PA-38; 15/2 G-MLTY Dauphin("Yorkair 1", refuel); 16/2 G-SAMM C.340A(f. Coventry); 18/2 G-PKRG Citation XL; 19/2 G-MEGN King Air 200(f. Hawarden); 21/2 G-JOPT Citation V; 24/2 G-BFDI PA-28; 25/2 G-ZIPA Commander 114; 26/2 G-DAAZ PA-28R(f. Guernsey), G-CCYS C.182S; 28/2 G-BGRE King Air 200("Martin 02", f/t Chalgrove).

**Humberside:-** CHC Helicopters were still borrowing Dauphins from there European subsidiaries with OO-NHC, OO-NHV and LN-OMN noted at various stages of the month. Another helicopter of note was Sikorsky S-61N G-BFFJ which diverted in on 5/2 due fog at its' destination, Norwich. A golden oldie noted on the 4<sup>th</sup> was Gulfstream 2 N17KJ which is operated by a company called, Not Yours LLC! Visitors:- 2/2 ZK451 King Air 200("Cranwell 60", ILS); 4/2 N425SL C.425(f. Nottingham); 5/2 G-WCCP King Air 200 (ILS), XX225 Hawk("Aztec 1", ILS); 7/2 N902JW Explorer(ILS); 9/2 VP-CKN Hawker 800XP; 14/2 G-MARX RV.4; 21/2 N65JF PA-28(ILS); 23/2 N57MT C.303; 26/2 EI-RE. ATR.72("Arran 207P"); 28/2 G-BGRE King Air 200("Martin 02", ILS).

**Leeds:-** Newly registered to a new owner with a Leeds address is Murphy Maverick G-CBVF.

**Mt. Airey:-** Newly resident here is Quik G-FFIT, which has been very active since early in the month. Also new is RV.9A G-CEEP, which arrived from Sandtoft on 17/2 and is an import from the USA.

**Netherthorpe:-** Confirmed as being a new resident is C.150M G-BRNC, registered to Penny Hydraulics Ltd. Visitors:- 3/2 G-XXTR Extra(f. Wickenby), G-CCJV Foxbat; 4/2 G-ATWA Jodel DR.1050(t. Nottingham); 18/2 G-OJVA RV.6.

**Oxenhope:-** Confirmed as a new resident is Eurostar G-CCEM along with Skyranger G-CCDY.

**Pocklington:-** Noted visiting on the 18<sup>th</sup> was PA-28 G-KATS from Wellesbourne.

**Rufforth:-** A new resident here is Pioneer G-CEAR which was noted on local Air Test on the 5<sup>th</sup>. On 4/2 C.152 G-BTDW diverted in after encountering bad weather while heading North to Carlisle. Skyservice made their monthly appearance on 18/2 with King Air 200 OO-SKM logged outbound to Wevelgem while King Air 90 OO-VHV arrived from Wevelgem on the 25<sup>th</sup>. Visitors:- 1/2 G-KEPP Rans S.6(f. Fishburn); 3/2 G-SELL DR.400(f. Sibson), G-CDDI T.600N, G-MAXS Quik; 4/2 G-CDCT Eurostar(f. Barton); 14/2 G-EHIC Jodel D.120.

**Sandtoft:-** It is reported that the strong winds early in the year blew off the roof of one of the hangars resulting in Twin Star G-CCFJ and AX.2000 G-JONY being damaged beyond economic repair. Going back to last year and X'AIR 700 G-CBCM was substantially damaged on 4/12/06 when making a forced landing shortly after take off, following loss of engine power. The remains of Cougar G-REAT, formerly based at Leeds/Bradford are reported to be in storage here while the former Leeds and Sherburn resident PA-28RT G-BMHT is now resident here. Sherburn based SR.22 N40GD was noted on the tarmac on the 4<sup>th</sup> and Beech 36 N767CM("Makin 01") arrived from Cranfield on the 11<sup>th</sup>. A notable arrival on 6/2 was Squirrel SE-JFT, which was later noted departing to Barton while another interesting chopper was Alouette 3 N9362 which was noted on the 25<sup>th</sup>. Diverting in due bad weather on the 16<sup>th</sup> was RV.9A G-CEEP, this aircraft being on delivery to new owners at Mt. Airey. Visitors:- 2/2 G-MDKD R.22B(f. Carlisle), G-ARNJ PA-22; 3/2 G-HERB PA-28R; 4/2 G-RACO PA-28R(f. Barton), G-BULM Pulsar, G-BJMR C.310R, G-JACS PA-28, G-LABS Europa, G-FLYQ T.67M; 5/2 G-FLAV PA-28, G-BRBY R.22B; 6/2 G-BYPN Rallye(f. North Moor); 7/2 G-STAA R.44; 11/2 G-EKKO R.44(f. Clay Cross), G-ARRS Emeraude, G-AYYU Sundowner, G-NPKJ RV.7; 14/2 G-IEYE DR.400, G-CDSS Quik; 15/2 G-SMAC MD.520(f. White Waltham); 17/2 G-GEMM SR.20; 18/2 G-BROR PA-18; 20/2 G-BZGO R.44, G-PCOP King Air 200; 21/2 G-BJVT C.152(f. Perth); 24/2 G-CDXN Quik, G-BFTC PA-28R, G-BGWO Jodel D.117; 25/2 G-BPXX PA-34(f. Wellesbourne); G-CDGG Skyranger, G-CCLV DA.40, G-UAPO Ruschmeyer R.90.

**Sheffield:-** A pair Jet Rangers are new residents, G-GBRU formerly at Leeds and newly registered to Total Air Management is former Sterling Helicopters example G-BXDS, which is now reregistered G-TAMF. Fenland based Debonair EI-BFF was noted visiting on 4/2, returning home late afternoon while on the 5<sup>th</sup> Commander 114 D-EWAT was noted, f/t Blackbushe. Yet again Skyservice put in an appearance with King Air 200 OO-SKM arriving from Brussels on 12/2 while the King Air 350 N37172 was noted visiting on 22/2. Visitors:- 1/2 G-BRTX PA-28(t. Belfast Int.); 4/2 G-AWUT F.150H; 5/2 G-ARFB PA-22, G-BHLW C.120; 12/2 G-OPCS Hughes 369E; 13/2 G-EEZAR.44; 14/2 G-BRDO C.177B; 15/2 G-BRNC C.150M; 17/2 G-GSPY R.44; 18/2 G-FOFO R.44, G-CCNY R.44; 19/2 G-NTWK Twin Squirrel("Osprey 63", t. Rochester); 21/2 G-POWB King Air 350("ZAP 350T" or should it now be "POW 350T"?); 24/2 G-THSL PA-28R(f/t Southend); 25/2 G-BKMA Mooney 201; 26/2 G-VVTV DA-42.

**Sherburn:-** Logged on the 18<sup>th</sup> was Cirrus SR.22 N147LK, from Blackbushe and on the 18<sup>th</sup> Leeds based Malibu N343RR was noted on its' first visit. Visitors:- 1/2 G-BTYI PA-28(f. Fenland), G-CNAB Jabiru, G-AKSY Auster 5; 3/2 G-CCEM Eurostar; 4/2 G-AZTW C.177B(f. Fowlmere), G-MYSL Mistral, G-BYTI PA-24; 5/2 G-ARFB PA-22; 6/2 G-BNOZ C.152, G-FUZZ PA-18; 15/2 G-BWSC PA-38; 17/2 G-BHMI F.172N; 18/2 G-WOOD Baron; 19/2 G-MLTY Dauphin("Yorkair 01", LBA div); 21/2 G-LIMO Long Ranger, G-CEEP RV.9A; 22/2 G-CEFV C.182S(t. Biggin Hill); 26/2 G-AWVA F.172H.

**Sturgate:-** On the 4<sup>th</sup> the Lincoln Aero Club held their annual Breakfast Patrol and Fly in, which coincided with perfect weather conditions, resulting in upwards of a hundred visitors during the day! An arrival here on the 1<sup>st</sup> was PA-28 SX-AJM from Sandtoft, still reluctant to relinquish its' Mediterranean identity. The aircraft stayed until the 5<sup>th</sup> before heading home. Visitors:- 1/2 G-BEAC PA-28; 3/2 G-ARHP PA-22(f. Popham), G-BTCJ Silvaire; 4/2 G-ATZS Wassmer Baladou, G-TOBI F.172K; 15/2 G-TSGJ PA-28; 21/2 G-BNOM PA-28; 24/2 G-CCFS DA.40; 25/2 G-AVVC F.172H, G-CCPX DA.40, G-RVDR RV.6, G-BPVY C.172D; 26/2 G-IYCO DR.400.

**Waddington:-** A snippet for you military buffs, BD.700 Sentinel ZJ690 was delivered here on 24/1 ready to begin operations. A slightly lighter new resident is C.182N G-BMUD while Warton based PA-44 G-BGCO("Avro 1") was noted visiting on the 14<sup>th</sup> and again on the 21<sup>st</sup> when it was joined by newly registered Malibu G-CEJB. On the 20<sup>th</sup> DA.40 G-CCLV arrived from Gamston to collect resident DA-42 G-PETS, which was going for maintenance.

**Wickenby:-** Chipmunk G-BWNK has been noted operating from here recently so would appear to be a new resident. Noted visiting on 5/2 was PA-23 Apache N2086P. Visitors:- 1/2 G-BEAC PA-28; 3/2 G-OLOW R.44, G-BAHD C.182P; 4/2 G-MVIT TST(f. Auburn), G-BHRW Jodel DR.221; 7/2 G-DMSS Gazelle; 13/2 G-CMSN R.22B

**Wombledon:-** After years of inactivity Jodel D.120 G-BDWX was noted on Air Test from here on 14/2, while on the 18<sup>th</sup> Leeds based Europa G-PEGY arrived for maintenance.

#### OVERFLIGHTS

03/2	N147VC	Cirrus SR.22	Wycombe – Carlisle(POL 1102 @ 3000')
	N5084V	Cirrus SR.22	Denham – Durham/Tees(York 1201 @ 3000')
09/2	G-ISSV	Eurocopter EC.155	Norwich – Durham/Tees(York 1441 @ 3000')
12/2	SE-JJI	Squirrel	Over Bridlington 1252 @ 700' enroute Nottingham
	N1206Y	Cessna 172S	Delivery, Prestwick – Oxford(LBA 1506 @ 2500')
15/2	G-ZZSE	Eurocopter 225	Over Hull 1612 @ 2000', delivery Norwich to Aberdeen
18/2	N7456P	PA-24 Comanche	Gamston – Ronaldsway(LBA 1025 @ 4000')
21/2	N575GM	TB.20 Trinidad	POL. 1308 @ 3400' enroute to Blackpool
	G-MAFE	Dornier 228	Operating low level over Sheffield(1320 – 1410)
26/2	YU-HEY	Gazelle	Hartlepool – Sleaf(Harrogate 1331 @ 1500')

Partenavia P.68B G-BFBU was active in the area for most of the day on the 5<sup>th</sup> and 6<sup>th</sup> flying East/West lines photographing for a new web site, Local.Live.com, which is due to go on line later this year and is a competitor for Google Earth.

A slightly noisier occurrence on 15/2 was "French Air Force 7822", which used York as a turning point at 1556 flying at 2000'. This was a formation of two Mirage F.1 aircraft accompanied by two Mirage 2000s on a navigation exercise from and to Reims/Champagne! Anyone manage to read off the serials?

Trevor Smith



## LBIA MOVEMENTS AND REVIEW FEBRUARY 2007

### 01 Thursday

G-STRF	Boeing 737/700	0145 0219	G-JECS	DHC-8 400	0753 0827
CS-DNK	Hawker 800XP	0811 0922	G-CCPW	Jetstream 31	0813 0845
G-DRFC	ATR.42/300	0818 0854	G-WOWA	DHC-8 30	0833 0909
OE-IKP	CL.604 Challenger	0858 1241	G-DBCI	Airbus 319	0934 1105
PH-OFA	Fokker 100	0945 1053	EI-DCJ	Boeing 737/800	1004 1050
G-JECN	DHC-8 400	1136 1215	G-SOBI	PA-28 Cherokee	1254 1348
EC-IMU	Airbus 320	1316 1444	G-WOWE	DHC-8 300	1334 1415
G-DBCI	Airbus 319	1339 1508	EI-DAI	Boeing 737/800	1349 1423
G-JEDK	DHC-8 400	1404 1446	ZG847	BN.2T Islander	1421 1502
CS-DRN	Hawker 800XPi	1428 1558	G-JECN	DHC-8 400	1504 1540
PH-KLI	Fokker 100	1548 1706	LX-LAR	Lear Jet 35A	1650 1918
G-CCPW	Jetstream 31	1718 1759	G-DBCI	Airbus 319	1743 1840
G-DRFC	ATR.42/300	1905 1943	G-JEDK	DHC-8 400	1934 2012
G-WOWD	DHC-8 300	1937 2018	G-DBCI	Airbus 319	2119 0717(02)
PH-OFK	Fokker 100	2128 0622(02)	EI-DCJ	Boeing 737/800	2159 2252

### 02 Friday

G-CCPW	Jetstream 31	0808 0845	G-JEDP	DHC-8 400	0812 0854
G-JEDN	DHC-8 400	0815 0848	G-JETC	C.550 Citation 2	0821 0956
G-WOWD	DHC-8 300	0839 0911	N66DN	Lear Jet 45	0832 0905
G-DBCI	Airbus 319	0931 1053	PH-OFD	Fokker 100	0935 1039
G-SFCJ	C.525 Citationjet	0955 1048	G-LVES	Cessna 182S	1055 1605
EI-DLF	Boeing 737/800	1102 1132	G-JEDM	DHC-8 400	1129 1208
EI-REB	ATR.72/200	1148 1230	N671B	Beech A.36	1200 1129(07)

EI-DLH	Boeing 737/800	1255 1342	N456PP	King Air B.90	1324 1207(04)
G-DBCI	Airbus 319	1328 1514	G-WOWD	DHC-8 300	1338 1424
G-JEDK	DHC-8 400	1410 1449	G-JEDM	DHC-8 400	1511 1542
PH-OFG	Fokker 100	1559 1702	EI-CVR	ATR.42/300	1601 1632
G-OECM	Commander 114B	1629 1327(23)	G-CCPW	Jetstream 31	1732 1802
G-DBCI	Airbus 319	1741 1843	G-RHUM	ATR.42/300	1900 1942
G-WOWE	DHC-8 300	1925 1958	G-JECR	DHC-8 400	1932 2007
PH-OFF	Fokker 100	2112 0650(03)	G-DBCI	Airbus 319	2137 0543(03)
G-CDZL	Boeing 737/800	2155 2320	EI-DLF	Boeing 737/800	2214 2247

### 03 Saturday(Inbound diversions underlined)

<u>EI-DCP</u>	Boeing 737/800	0806 0849	G-JECJ	DHC-8 400	0810 0854
<u>G-JEDM</u>	DHC-8 400	0852 0954	PH-OFE	Fokker 100	0939 1041
G-WOWE	DHC-8 300	0947 1023	G-JECP	DHC-8 400	1027 1122
EI-CSM	Boeing 737/800	1050 1124	G-NICI	Robinson R.44	1140 1230
G-JEDM	DHC-8 400	1207 1245	G-CCPW	Jetstream 31	1306 1341
OE-LVJ	Fokker 100	1435 1548	G-STRH	Boeing 737/700	1439 1532
G-BYAT	Boeing 757	1455 1630	G-JEDM	DHC-8 400	1527 1607
PH-OFB	Fokker 100	1551 1700	EI-DPH	Boeing 737/800	1602 1640
N66DN	Lear Jet 45	1605 1656	<u>G-BRYZ</u>	DHC-8 300	1617 2118
<u>G-BRYV</u>	DHC-8 300	1622 2112	<u>F-GUFD</u>	EMB 145	1705 1818
<u>EI-REA</u>	ATR.72/200	1732 1921	<u>G-RJXN</u>	EMB 145	1824 2132
<u>G-CDKB</u>	SAAB 2000	1900 2038	<u>G-BRYW</u>	DHC-8 300	1904 1242
<u>G-CELI</u>	Boeing 737/300	1911 0800(04)	<u>G-RJXM</u>	EMB 145	1922 1346(04)
<u>G-EMBC</u>	EMB 145	1927 1116(04)	<u>G-EMBT</u>	EMB 145	1949 1428(04)
G-STRH	Boeing 737/700	1959 2059	<u>G-CELD</u>	Boeing 737/300	2028 1055(04)
PH-KZF	Fokker 70	2056 0629(04)			

### 04 Sunday

G-DJET	DA-42 Twin Star	0859 0853(05)	PH-OFD	Fokker 100	0944 1046
EI-REG	ATR.72/200	1113 1203	G-JEDM	DHC-8 400	1130 1212
EI-DPD	Boeing 737/800	1228 1306	G-JECP	DHC-8 400	1402 1458
G-JEDM	DHC-8 400	1504 1541	EI-REG	ATR.72/200	1506 1550
G-CCPW	Jetstream 41	1546 1617	PH-KLI	Fokker 100	1543 1656
G-SFCJ	C.525 Citationjet	1646 1750	G-JETC	C.550 Citation 2	1753 1951
G-DBCI	Airbus 319	1819 1855	G-JECL	DHC-8 400	1836 1929
EI-DPH	Boeing 737/800	1921 2008	G-WOWC	DHC-8 300	1932 2004
G-JECP	DHC-8 400	1936 2011	CS-DLC	Falcon 2000EASy	2040 1214(05)
PH-OFB	Fokker 100	2059 0625(05)	N601HW	CL.601 Challenger	2118 1239(07)
G-DBCI	Airbus 319	2144 0707(05)			

### 05 Monday

G-JECP	DHC-8 400	0753 0828	G-CCPW	Jetstream 31	0816 0850
G-JEDV	DHC-8 400	0834 0913	G-WOWC	DHC-8 300	0844 0916
G-DBCI	Airbus 319	0942 1101	PH-OFF	Fokker 100	0944 1041
EI-DHI	Boeing 737/800	1004 1048	G-JECI	DHC-8 400	1143 1221
EI-CBK	ATR.42/300	1205 1238	G-BIOB	Cessna F.172P	1313 1032(07)
EI-CSI	Boeing 737/800	1328 1404	G-DBCI	Airbus 319	1339 1516
G-WOWC	DHC-8 300	1354 1428	G-JECR	DHC-8 400	1407 1442
G-JECI	DHC-8 400	1503 1536	PH-OFL	Fokker 100	1551 1700
EI-CVR	ATR.42/300	1654 1742	G-CCPW	Jetstream 31	1717 1801
G-DBCI	Airbus 319	1754 1850	G-WOWD	DHC-8 300	1924 1951
G-JECR	DHC-8 400	1927 2011	G-JEBD	BAe 146/300	1934 2021
G-BDCI	Airbus 319	2126 0707(06)	PH-OFL	Fokker 100	2128 0621(06)
EI-DHI	Boeing 737/800	2151 2230			

### 06 Tuesday(Inbound diversions underlined)

G-JECR	DHC-8 400	0744 0822	G-ONAL	King Air 200	0756 0844
G-CCPW	Jetstream 31	0818 0854	G-WOWD	DHC-8 300	0841 0913
G-SFCJ	C.525 Citationjet	0857 1004	LZ-YUM	CL.600 Challenger	0911 1052



G-RHUM	ATR.42/300	0933 1009	G-DBCI	Airbus 319	0936 1104
PH-OFB	Fokker 100	0948 1048	<u>G-EMBT</u>	EMB 145	1025 1511
<u>G-GNTZ</u>	BAe 146/200	1032 1502	<u>G-BRYU</u>	DHC-8 300	1034 1617
<u>EI-MAX</u>	Lear Jet 31A	1037 1450	EL-DCH	Boeing 737/800	1040 1120
<u>G-NVSB</u>	DHC-8 300	1107 1520	<u>G-VICT</u>	PA-31 Navajo	1110 1440
<u>G-EMBU</u>	EMB 145	1117 1638	G-JETC	C.550 Citation 2	1122 1304
<u>G-RJXE</u>	EMB 145	1127 1300	<u>G-RJXD</u>	EMB 145	1143 1229
G-FIBS	Squirrel	1150 1308	<u>G-RJXA</u>	EMB 145	1210 1254
<u>G-JEBD</u>	BAe 146/300	1236 1347	<u>G-BRYY</u>	DHC-8 300	1240 1522(12)
EI-DLR	Boeing 737/800	1248 1340	G-WOWUD	DHC-8 300	1330 1417
G-DBCI	Airbus 319	1334 1518	G-DJET	DA-42 Twin Star	1410 1456
G-JEDJ	DHC-8 400	1416 1455	472	C-130H Hercules	1458 0716(08)
G-JECO	DHC-8 400	1505 1539	G-CEGP	King Air 200	1545 1828
PH-KZI	Fokker 70	1557 1702	G-CCPW	Jetstream 31	1713 1803
G-DBCI	Airbus 319	1746 1850	G-ONAL	King Air 200	1801 1842
G-RHUM	ATR.42/300	1907 1942	G-JEDJ	DHC-8 400	1923 2002
G-WOWA	DHC-8 300	1931 2007	G-DBCI	Airbus 319	2128 0704(06)
EI-DCH	Boeing 737/800	2157 2223	PH-OFB	Fokker 100	2317 0631(06)

### 07 Wednesday

G-STRH	Boeing 737/700	0659 0747	G-JEDK	DHC-8 400	0810 0856
G-CCPW	Jetstream 31	0818 0850	G-JECR	DHC-8 400	0836 0908
G-WOWA	DHC-8 300	0855 0934	G-DBCI	Airbus 319	0944 1051
PH-OFL	Fokker 100	1004 1101	D-CCCF	C.550 Citation 2	1016 1104
EI-DLW	Boeing 737/800	1023 1056	EI-REB	ATR.72/200	1126 1208
G-JECI	DHC-8 400	1135 1215	G-DBCI	Airbus 319	1334 1521
EI-DHK	Boeing 737/800	1338 1423	LZ-YUM	CL.600 Challenger	1340 1435
G-WOWA	DHC-8 300	1346 1418	G-BYAJ	Boeing 757	1358 1516
G-JECK	DHC-8 400	1408 1455	G-BIXH	Cessna 152	1432 1507
G-FIBS	Squirrel	1439 1520	G-JECI	DHC-8 400	1514 1555
EI-CVS	ATR.42/300	1527 1611	PH-OFE	Fokker 100	1552 1706
G-CCPW	Jetstream 31	1724 1753	G-DBCI	Airbus 319	1746 1856
G-RHUM	ATR.42/300	1852 1931	G-JECK	DHC-8 400	1922 2004
G-WOWE	DHC-8 300	1944 2018	PH-OFG	Fokker 100	2118 0626(08)
G-DBCI	Airbus 319	2124 0739(08)	EI-DLW	Boeing 737/800	2210 2239

### 08 Thursday

G-BYAJ	Boeing 757	0001 0140	G-STRH	Boeing 737/700	0009 0053
G-CCPW	Jetstream 31	0818 0902	F-GNLG	Fokker 100	0904 0946
G-BBNT	PA-31 Chieftain	0933 1353(09)	P4-LJG	Citation X	1001 1746
N900NS	Falcon 900EASy	1006 1609(10)	PH-OFB	Fokker 100	1010 1221
G-JEDJ	DHC-8 400	1016 1116	EI-DHG	Boeing 737/800	1110 1208
G-JECI	DHC-8 400	1144 1237	G-SASD	King Air B.200C	1201 1646
G-DBCI	Airbus 319	1205 1612	EI-CSI	Boeing 737/800	1306 1338
EC-JQP	Airbus 320	1335 1443	G-JEDJ	DHC-8 400	1406 1451
G-WOWE	DHC-8 300	1416 1506	G-JECI	DHC-8 400	1548 1636
PH-OFB	Fokker 100	1619 1731	G-CCPW	Jetstream 31	1714 1804
G-DBCI	Airbus 319	1835 1936	F-GNLG	Fokker 100	1848 1947
G-WOWD	DHC-8 300	1932 2208	G-JEDJ	DHC-8 400	2001 2042
G-DBCI	Airbus 319	2219 0748(09)	EI-DLN	Boeing 737/800	2346 0046(09)

### 09 Friday

G-JECK	DHC-8 400	0751 1243	PH-KLD	Fokker 100	0811 0914
G-CCPW	Jetstream 31	0816 0851	G-JEDO	DHC-8 400	0822 0905
G-WOWD	DHC-8 300	0840 0911	G-DBCI	Airbus 319	1006 1101
G-FDZA	Boeing 737/800	1012 1216	EI-DLH	Boeing 737/800	1021 1112
G-JECO	DHC-8 400	1131 1849	EI-REB	ATR.72/300	1140 1225
PH-OFG	Fokker 100	1222 1331	EI-CSD	Boeing 737/800	1333 1433
G-DBCI	Airbus 319	1351 1522	G-JEDW	DHC-8 400	1419 1503

G-WOWD	DHC-8 300	1427 1512	G-SFCJ	C.525 Citationjet	1431 1752(10)
G-JECK	DHC-8 400	1518 1911	F-GNLG	Fokker 100	1858 2008
G-JEDW	DHC-8 400	2025 2133	G-WOWD	DHC-8 300	2030 2156
G-DBCI	Airbus 319	2203 0718(10)			
<b>10 Saturday</b>					
F-GNLG	Fokker 100	0753 0855	G-JECP	DHC-8 400	0803 0858
EI-REF	ATR.72/200	0916 1020	G-WOWD	DHC-8 300	0955 1034
PH-OFA	Fokker 100	1000 1123	EI-DPC	Boeing 737/800	1051 1134
G-JECP	DHC-8 400	1210 1243	G-CCPW	Jetstream 31	1300 1337
G-STRH	Boeing 737/700	1304 1519	G-CJAG	Premier 1	1410 1746
OE-LVK	Fokker 100	1453 1559	G-JECP	DHC-8 400	1509 1602
EI-DAM	Boeing 737/800	1606 1647	PH-OFF	Fokker 100	1620 1731
G-JBIZ	C.550 Citation 2	1738 1818	G-STRH	Boeing 737/700	2033 2116
PH-KLD	Fokker 100	2115 0636(11)			
<b>11 Sunday</b>					
N719EL	Beechjet 400A	0846 0901	PH-OFE	Fokker 100	0940 1046
HB-JIB	MD-90	1008 1114	EI-REG	ATR.72/200	1116 1206
G-JEDN	DHC-8 400	1136 1216	EI-DHP	Boeing 737/800	1155 1245
G-JECP	DHC-8 400	1354 1439	G-JEDN	DHC-8 400	1501 1543
EI-REG	ATR.72/200	1503 1603	G-CCPW	Jetstream 31	1534 1606
PH-OFC	Fokker 100	1811 1906	G-DBCI	Airbus 319	1914 1945
G-WOWC	DHC-8 300	1922 2000	EI-DLN	Boeing 737/800	1937 2016
G-JECP	DHC-8 400	1940 2022	G-JEDJ	DHC-8 400	2004 2044
PH-OFC	Fokker 100	2148 0620(12)	G-DBCI	Airbus 319	2226 0710(12)
<b>12 Monday</b>					
G-SPUR	C.550 Citation 2	0639 0726	G-JECP	DHC-8 400	0746 0830
F-GJBZ	Falcon 50EX	0751 1417	CS-DFV	C.560 Citation XL	0825 1019
G-JEDR	DHC-8 400	0830 0905	G-CCPW	Jetstream 31	0837 0910
G-WOWC	DHC-8 300	0841 0915	N66DN	Lear Jet 45	0907 1006
PH-KLD	Fokker 100	0951 1051	G-DBCI	Airbus 319	0958 1107
OO-SKL	King Air B.200	1007 1552	EI-DPI	Boeing 737/800	1028 1109
EI-REH	ATR.72/200	1127 1224	G-JEDT	DHC-8 400	1145 1221
EI-DAY	Boeing 737/800	1310 1406	G-FIBS	Squirrel	1313 1204(15)
G-WOWC	DHC-8 300	1347 1422	G-DBCI	Airbus 319	1354 1517
G-JECP	DHC-8 400	1411 1443	N66DN	Lear Jet 45	1448 0910(13)
G-JEDT	DHC-8 400	1507 1542	PH-OFF	Fokker 100	1550 1654
EI-CPT	ATR.42/300	1712 1751	G-CCPW	Jetstream 31	1726 1757
G-DBCI	Airbus 319	1753 1938	F-GNLG	Fokker 100	1842 1925
G-JECP	DHC-8 400	1933 2013	G-WOWE	DHC-8 300	2002 2028
PH-OFF	Fokker 100	2104 0621(13)	EI-DPI	Boeing 737/800	2205 2233
G-DBCG	Airbus 319	2227 0729(13)			
<b>13 Tuesday</b>					
OY-JRO	King Air B.90	0549 0928	G-JECO	DHC-8 400	0746 0819
G-ILTS	PA-32 Cherokee 6	0749 0812	F-GUPH	Falcon 2000EASY	0806 0916
F-GNLG	Fokker 100	0808 0844	G-CCPW	Jetstream 31	0815 0847
G-WOWE	DHC-8 300	0833 0906	G-CTCG	DA-42 Twin Star	0907 1301
HB-VMB	Lear Jet 45	0950 1645	G-DBCG	Airbus 319	0953 1110
EI-DLW	Boeing 737/800	1001 1107	PH-OFC	Fokker 100	1004 1057
G-JECP	DHC-8 400	1131 1208	G-MRMR	PA-31 Chieftain	1144 1403
EI-DAY	Boeing 737/800	1249 1327	G-WOWE	DHC-8 300	1328 1415
G-DBCG	Airbus 319	1345 1517	G-JEDM	DHC-8 400	1406 1447
G-JECP	DHC-8 400	1505 1549	G-ILTS	PA-32 Cherokee 6	1515 1534
PH-KLD	Fokker 100	1546 1702	G-CTCG	DA-42 Twin Star	1642 1238(14)
G-CCPW	Jetstream 31	1717 1804	G-DBCG	Airbus 319	1744 1903
N66DN	Lear Jet 45	1816 1839	F-GNLG	Fokker 100	1858 1944
G-WOWB	DHC-8 300	1930 2003	G-JEDM	DHC-8 400	1934 2008

PH-OFB	Fokker 100	2135 0752(14)	G-DBCG	Airbus 319	2139 0704(13)
EI-DLW	Boeing 737/800	2144 2220			
<b>14 Wednesday</b>					
G-STRH	Boeing 737/700	0648 0748	G-JEDI	DHC-8 400	0755 0837
G-JEDR	DHC-8 400	0805 0856	G-CCPW	Jetstream 31	0820 0850
G-WOWWB	DHC-8 300	0834 0910	N109TK	Agusta A.109C	0905 1715
PH-WXD	Fokker 70	0938 1045	G-DBCG	Airbus 319	0943 1100
EI-DLF	Boeing 737/800	1010 1057	G-WVIP	King Air B.200	1025 1109
G-CDZL	Boeing 737/800	1042 1146	EI-RED	ATR.72/200	1130 1231
G-JEDP	DHC-8 400	1143 1213	G-OBLC	Be.76 Duchess	1229 1736
EI-DHP	Boeing 737/800	1254 1332	G-BVMA	King Air 200	1308 1359
G-DBCG	Airbus 319	1339 1515	G-WOWWB	DHC-8 300	1342 1421
G-CTCG	DA-42 Twin Star	1402 1726	G-JECR	DHC-8 400	1404 1439
G-JEDP	DHC-8 400	1530 1941	OE-GAA	Citation V	1554 1752
EI-CPT	ATR.42/300	1601 1638	G-BFYM	PA-28 Warrior	1639 1711
PH-KLI	Fokker 100	1642 1730	G-CCPW	Jetstream 31	1724 1800
G-DBCG	Airbus 319	1743 1844	G-BSBW	Jet Ranger	1757 2004
F-GNLG	Fokker 100	1841 1930	G-JECR	DHC-8 400	1924 2010
G-WOWWC	DHC-8 300	1927 2001	G-CDZL	Boeing 737	2038 1229(16)
PH-KLD	Fokker 100	2127 0657(15)	G-DBCG	Airbus 319	2132 0708(15)
EI-DLF	Boeing 737/800	2150 2227			
<b>15 Thursday</b>					
G-JEMH	Twin Squirrel	0012 0026	G-STRH	Boeing 737/700	0032 0140
N66DN	Lear Jet 45	0742 0759	G-JECI	DHC-8 400	0747 0821
F-GNLG	Fokker 100	0758 0847	G-CCPW	Jetstream 31	0817 0850
G-WOWWC	DHC-8 300	0831 0909	G-DIMB	Boeing 767/300	0835 1020
G-DBCG	Airbus 319	0941 1127	PH-KZD	Fokker 70	0944 1120
EI-DHY	Boeing 737/800	1032 1102	N6088Z	Commander 114B	1104 1530
G-JEDT	DHC-8 400	1135 1217	EI-DPI	Boeing 737/800	1317 1350
EC-JQP	Airbus 320	1323 1448	G-WOWWC	DHC-8 300	1342 1421
N66DN	Lear Jet 45	1347 1419	G-JEDW	DHC-8 400	1409 1445
G-DBCG	Airbus 319	1416 1525	G-FSEU	King Air 200	1459 1526
G-JEDT	DHC-8 400	1521 1555	G-PASG	Bolkow Bo.105	1525 n/s+
PH-OFH	Fokker 100	1553 1701	G-CCPW	Jetstream 31	1722 1802
CS-DLC	Falcon 2000EASy	1733 1816	G-DBCG	Airbus 319	1741 1844
G-FIBS	Squirrel	1749 1007(28)	F-GNLG	Fokker 100	1846 1931
G-JEDW	DHC-8 400	1930 2006	G-WOWE	DHC-8 300	1940 2014
CS-DXL	C.560 Citation XLS	2055 1424(16)	PH-KLG	Fokker 100	2106 0621
G-DBCG	Airbus 319	2126 0709(16)	EI-DHY	Boeing 737/800	2220 2255
<b>16 Friday</b>					
G-JECR	DHC-8 400	0751 0828	G-JEDJ	DHC-8 400	0805 0856
G-CCPW	Jetstream 31	0817 0905	G-WOWE	DHC-8 300	0837 0910
G-OLDT	Lear Jet 45	0849 0952	G-BYAB	Boeing 767/200	0927 1050
G-DBCG	Airbus 319	0938 1101	PH-OFG	Fokker 100	0953 1108
CS-DFT	C.560 Citation XL	1002 1114	EI-DAN	Boeing 737/800	1014 1105
G-JEDT	DHC-8 400	1527 1559	EI-REH	ATR.72/200	1142 1222
G-DBCG	Airbus 319	1324 1524	EI-DAY	Boeing 737/800	1333 1415
G-WOWE	DHC-8 300	1327 1420	G-JECI	DHC-8 400	1409 1452
G-JEDT	DHC-8 400	1527 1559	PH-OFI	Fokker 100	1611 1703
EI-CVS	ATR.42/300	1622 1701	N66DN	Lear Jet 45	1630 1901
G-OLDT	Lear Jet 45	1714 1743	G-CCPW	Jetstream 31	1735 1812
G-DBCG	Airbus 319	1744 1842	F-GNLG	Fokker 100	1854 1948
G-WOWD	DHC-8 300	1941 2029	G-JECI	DHC-8 400	1952 2036
G-DBCG	Airbus 319	2122 0500(17)	EI-DAN	Boeing 737/800	2200 2241
G-CDZL	Boeing 737/800	2216 2326			

**17 Saturday**

HB-JRC	CL.604 Challenger	0644 0846	G-JEDM	DHC-8 400	0740 0820
G-BZTG	PA-34 Seneca	0916 1024	G-JECN	DHC-8 400	0920 1050
G-WOWD	DHC-8 400	0941 1015	G-DBCE	Airbus 319	0945 1059
G-BSBW	Jet Ranger	0951 1039	G-ODDM	C.525A Citationjet	1002 1757(18)
PH-OFK	Fokker 100	1012 1103	G-JEDK	DHC-8 400	1139 1222
EI-DLN	Boeing 737/800	1142 1336	G-CCPW	Jetstream 31	1252 1329
N671B	Beech A.36	1257 n/s+	OE-LVK	Fokker 100	1435 1539
G-JEDK	DHC-8 400	1500 1546	G-STRH	Boeing 737/700	1506 1649
G-BYAP	Boeing 757	1508 1626	EI-DLY	Boeing 737/800	1613 1655
PH-KLD	Fokker 100	1622 1712	G-BZTG	PA-34 Seneca	1935 2013
PH-KLG	Fokker 100	2109 0635(18)	G-STRH	Boeing 737/700	2223 2257

**18 Sunday**

HB-JIB	MD-90	0927 1048	PH-OFB	Fokker 100	0942 1052
G-CBAK	Robinson R.44	1040 1130	EI-REF	ATR.72/200	1118 1157
N719EL	Beechjet 400A	1128 1142	G-JEDK	DHC-8 400	1137 1214
EI-DHP	Boeing 737/800	1206 1248	G-JECI	DHC-8 400	1357 1435
EI-REF	ATR.72/200	1509 1600	G-JEDK	DHC-8 400	1512 1551
G-CCPW	Jetstream 31	1535 1610	G-CBAK	Robinson R.44	1553 1638
G-LSAD	Boeing 757(1 <sup>st</sup> visit)	1556 1752	PH-OFA	Fokker 100	1631 1732
G-DBCG	Airbus 319	1828 1911	F-GNLG	Fokker 100	1848 1932
G-JECI	DHC-8 400	1935 2002	G-WOWC	DHC-8 300	1938 2006
PH-OFL	Fokker 100	2117 0626(19)	EI-DHP	Boeing 737/800	2126 2200
G-DBCG	Airbus 319	2136 0704(19)			

**19 Monday**

G-WOWC	DHC-8 300	0837 0913	G-DBCG	Airbus 319	0936 1106
EI-DLZ	Boeing 737/800	1036 1118	G-JEDT	DHC-8 400	1143 1224
EI-REB	ATR.72/200	1147 1229	EI-DHZ	Boeing 737/800	1259 1333
G-WOWC	DHC-8 300	1336 1412	G-DBCG	Airbus 319	1349 1509
D-ISUN	C.525A Citationjet	1358 1015(20)	G-JECG	DHC-8 400	1409 1443
G-JEDT	DHC-8 400	1513 1542	G-CCPW	Jetstream 31	1731 1812
PH-OFK	Fokker 100	1744 1834	G-DBCG	Airbus 319	1809 1855
EI-CBK	ATR.42/300	1839 1919	G-JECG	DHC-8 400	1931 2012
F-GNLG	Fokker 100	1945 2016	G-WOWB	DHC-8 300	2033 2106
PH-KLD	Fokker 100	2104 0617(20)	G-DBCG	Airbus 319	2142 2254
EI-DLH	Boeing 737/800	2223 2254			

**20 Tuesday**

G-JEDV	DHC-8 400	0755 0826	G-CCPW	Jetstream 31	0813 0846
G-WOWB	DHC-8 300	0831 0905	F-GNLG	Fokker 100	0834 0918
G-DBCG	Airbus 319	0936 1104	PH-OFL	Fokker 100	0945 1219
EI-DHT	Boeing 737/800	1037 1113	G-SASC	King Air B.200C	1116 1353
G-JECU	DHC-8 400	1131 1210	G-EYES	Cessna 402C	1147 1152
EI-CTA	Boeing 737/800	1250 1334	G-WOWB	DHC-8 300	1332 1418
G-DBCG	Airbus 319	1345 1516	G-JECM	DHC-8 400	1401 1450
G-MEGN	King Air 200	1432 1640	N109TK	Agusta A.109C	1453 1614
G-JECU	DHC-8 400	1505 1553	G-JIVE	Hughes 369E	1512 1623
PH-OFK	Fokker 100	1544 1712	G-CCPW	Jetstream 31	1722 1758
G-DBCG	Airbus 319	1800 1849	F-GNLG	Fokker 100	1842 1926
G-WOWD	DHC-8 300	1934 2008	G-JECM	DHC-8 400	1945 2020
PH-OFJ	Fokker 100	2053 0618(21)	G-DBCG	Airbus 319	2118 0715(21)
EI-DPK	Boeing 737/800	2154 2228	G-FDZA	Boeing 737/800	2220 1139(21)

**21 Wednesday**

G-STRH	Boeing 737/700	0641 0733	G-JEDV	DHC-8 400	0746 0826
G-JEDU	DHC-8 400	0810 0855	G-CCPW	Jetstream 31	0815 0852
G-WOWD	DHC-8 300	0838 0914	N235PF	PA-28 Pathfinder	0903 1327
PH-KLD	Fokker 100	0936 1039	G-DBCG	Airbus 319	0944 1059

EI-DCC	Boeing 737/800	1054 1127	G-BAWK	PA-28 Cherokee	1120 1206
EI-RED	ATR.72/200	1132 1220	G-JECU	DHC-8 400	1136 1215
EI-CSR	Boeing 737/800	1255 1354	G-WOWD	DHC-8 300	1335 1414
G-DBCG	Airbus 319	1342 1517	G-JECI	DHC-8 400	1406 1448
G-BZTG	PA-34 Seneca	1455 1541	G-JECU	DHC-8 400	1506 1548
EI-CBK	ATR.42/300	1529 1609	PH-OFL	Fokker 100	1607 1715
N64VB	Be.58 Baron	1624 1650	G-CCPW	Jetstream 31	1727 1758
G-DBCG	Airbus 319	1745 1844	G-JEBG	BAe 146/300	1925 2001
G-JECI	DHC-8 400	1934 2011	G-WOWC	DHC-8 300	1937 2006
G-FDZA	Boeing 737/800	2036 1231(23)	PH-OFF	Fokker 100	2106 0614(22)
G-DBCG	Airbus 319	2127 0706(22)	EI-DCK	Boeing 737/800	2210 2243

## 22 Thursday

G-STRH	Boeing 737/700	0110 0147	G-JECI	DHC-8 400	0749 0830
F-GNLG	Fokker 100	0810 0906	G-CCPW	Jetstream 31	0816 0846
G-WOWC	DHC-8 300	0823 0910	G-DBCG	Airbus 319	0938 1103
PH-OFA	Fokker 100	0944 1045	EI-DPK	Boeing 737/800	1024 1112
G-JEDT	DHC-8 400	1132 1222	D-IERS	Cessna T.303	1243 1116(23)
EI-DCR	Boeing 737/800	1254 1346	EC-IMU	Airbus 320	1340 1500
G-DBCG	Airbus 319	1344 1521	G-WOWC	DHC-8 300	1347 1422
G-JEDV	DHC-8 400	1406 1447	G-JEDT	DHC-8 400	1516 1556
PH-OFF	Fokker 100	1549 1714	G-CCPW	Jetstream 31	1716 1752
G-DBCG	Airbus 319	1740 1849	G-BMDK	PA-34 Seneca	1800 ????
F-GNLG	Fokker 100	1833 1929	G-JEDV	DHC-8 400	1925 2005
G-WOWB	DHC-8 300	1942 2010	PH-KLI	Fokker 100	2117 0621(23)
G-DBCG	Airbus 319	2120 0714(23)	EI-DPK	Boeing 737/800	2149 2227

## 23 Friday

G-JECI	DHC-8 400	0802 0840	G-JECN	DHC-8 400	0821 1250(24)
G-WOWB	DHC-8 300	0836 0914	G-CCPW	Jetstream 31	0845 0919
PH-KLE	Fokker 100	0938 1102	LX-EJH	Citation Bravo	0949 1016
G-DBCG	Airbus 319	1001 1111	EI-DAO	Boeing 737/800	1024 1120
G-CJAD	C.525 Citationjet	1027 1422	EI-REI	ATR.72/200	1115 1225
G-JECP	DHC-8 400	1136 1222	EI-DLE	Boeing 737/800	1310 1350
G-WOWB	DHC-8 300	1343 1419	G-DBCG	Airbus 319	1355 1515
G-JECL	DHC-8 400	1405 1446	EI-CBK	ATR.42/300	1530 1606
G-JECP	DHC-8 400	1545 1630	PH-KLD	Fokker 100	1553 1706
G-CCPW	Jetstream 31	1726 1808	G-DBCG	Airbus 319	1742 1839
G-WOWA	DHC-8 300	1933 2004	G-JEDJ	DHC-8 400	1942 2016
G-JEBD	BAe 146/300	1958 2040	N66DN	Lear Jet 45	2046 2106
PH-OFG	Fokker 100	2053 0625(24)	G-DBCH	Airbus 319	2119 0459(24)
G-FDZA	Boeing 737/800	2203 2343	EI-DAO	Boeing 737/800	2229 2315
G-OCSC	CL.604 Challenger	2338 1318(24)			

## 24 Saturday

G-JECH	DHC-8 400	0747 0829	CS-DRP	Hawker 800XPi	0843 1001
G-WOWA	DHC-8 300	0932 1010	D-EIBO	Cessna P.210N	0942 1504
PH-OFA	Fokker 100	0951 1046	EI-DHO	Boeing 737/800	1018 1104
G-JEDK	DHC-8 400	1134 1218	G-STRH	Boeing 737/700	1246 1422
G-CCPW	Jetstream 31	1300 1336	OE-LVK	Fokker 100	1424 1531
G-BYAU	Boeing 757	1437 1626	G-JEDK	DHC-8 400	1507 1549
EI-DCR	Boeing 737/800	1606 1644	PH-OFG	Fokker 100	1608 1700
G-STRH	Boeing 737/700	1913 1957	PH-KLD	Fokker 100	2056 0616(25)

## 25 Sunday

PH-KLD	Fokker 100	0929 1058	G-SFCJ	C.525 Citationjet	1004 1630(26)
EI-REG	ATR.72/200	1116 1158	G-JEDK	DHC-8 400	1133 1211
EI-DPL	Boeing 737/800	1214 1254	PH-XRX	Boeing 737/700	1236 1307
G-JEDM	DHC-8 400	1359 1435	G-JEDK	DHC-8 400	1453 1539
G-MGWI	Robinson R.44	1458 1705	EI-REG	ATR.72/200	1518 1557

N64VB	Be.58 Baron	1530 1557	G-CCPW	Jetstream 41	1541 1611
PH-OFB	Fokker 100	1645 1738	G-DBCH	Airbus 319	1841 1933
G-WOWE	DHC-8 300	1935 2008	LX-EJH	Citation Bravo	1938 2017
G-JECL	DHC-8 400	1942 2023	G-JECO	DHC-8 400	2046 2124
PH-OFL	Fokker 100	2115 0616(26)	N601HW	CL.601 Challenger	2129 1105(28)
EI-DCV	Boeing 737/800	2141 2222	G-DBCH	Airbus 319	2246 0715(26)

### 26 Monday

CS-DXI	C.560 Citation XLS	0758 0920	G-JEDP	DHC-8 400	0813 0912
G-JECL	DHC-8 400	0822 0901	G-CCPW	Jetstream 31	0826 0904
G-WOWE	DHC-8 300	0831 0915	G-VIPI	Hawker 800B	0851 1006
G-DBCH	Airbus 319	0951 1116	EI-DPJ	Boeing 737/800	1028 1104
PH-KLG	Fokker 100	1110 1234	EI-REF	ATR.72/200	1125 1238
G-JDBC	PA-34 Seneca	1151 1640	G-JECU	DHC-8 400	1207 2107(27)
EI-CSR	Boeing 737/800	1354 1405	G-JEDM	DHC-8 400	1329 1435
G-WOWE	DHC-8 300	1337 1422	G-DBCH	Airbus 319	1342 1517
G-JECH	DHC-8 400	1411 1446	G-BPYR	PA-31 Chieftain	1413 1751
EI-CVR	ATR.42/300	1535 1610	PH-OFG	Fokker 100	1607 1707
G-CCPW	Jetstream 31	1720 1754	G-JEDM	DHC-8 400	1726 1825
G-DBCH	Airbus 319	1752 1853	F-GUFP	King Air B.200	1759 1816
F-GNLG	Fokker 100	1844 1931	G-BSBW	Jet Ranger	1854 2048
G-JECH	DHC-8 400	1934 2014	G-WOWD	DHC-8 300	2055 2126
PH-OFG	Fokker 100	2116 0630(27)	G-DBCI	Airbus 319	2131 0709(27)
EI-DPJ	Boeing 737/800	2155 2229			

### 27 Tuesday

G-JECL	DHC-8 400	0745 0826	F-GNLG	Fokker 100	0807 0857
G-CCPW	Jetstream 31	0814 0848	G-WOWD	DHC-8 300	0905 0937
G-DBCI	Airbus 319	0944 1120	PH-OFH	Fokker 100	1001 1103
EI-DCO	Boeing 737/800	1034 1116	G-JECJ	DHC-8 400	1209 1244
EI-DCK	Boeing 737/800	1251 1354	G-DBCI	Airbus 319	1347 1525
G-WOWD	DHC-8 300	1407 1438	G-JEDV	DHC-8 400	1447 1519
G-JECJ	DHC-8 400	1529 1607	PH-OFI	Fokker 100	1552 1703
G-CCPW	Jetstream 31	1724 1753	G-DBCI	Airbus 319	1802 1911
F-GNLG	Fokker 100	1858 1944	G-WOWE	DHC-8 300	1945 2018
G-JECH	DHC-8 400	2002 2036	PH-OFD	Fokker 100	2108 0638(28)
G-DBCI	Airbus 319	2130 0714(28)	EI-DCV	Boeing 737/800	2206 2228

### 28 Wednesday

OY-JRO	King Air B.90	0442 0502	G-JECL	DHC-8 400	0752 0831
G-JECN	DHC-8 400	0805 0858	G-CCPW	Jetstream 31	0820 0856
G-WOWE	DHC-8 300	0828 0905	PH-KLD	Fokker 100	0947 1053
EI-DLB	Boeing 737/800	1001 1056	G-CDZL	Boeing 737/800	1114 1234
G-JECJ	DHC-8 400	1127 1215	EI-REA	ATR.72/200	1226 1316
EI-DHW	Boeing 737/800	1305 1334	G-WOWE	DHC-8 300	1337 1424
G-GOMO	Lear Jet 45	1348 1622	G-DBCH	Airbus 319	1359 1520
G-JECL	DHC-8 400	1413 1456	G-BOOE	GA.7 Cougar	1451 Res?
G-JECJ	DHC-8 400	1506 1605	EI-CPT	ATR.42/300	1548 1624
PH-OFF	Fokker 100	1554 1704	G-FIBS	Squirrel	1657 1022(01)
G-PLAJ	Jetstream 31	1723 1759	G-DBCH	Airbus 319	1810 1934
F-GNLG	Fokker 100	1851 1939	LX-IMZ	Lear Jet 45	1931 2003
G-JECL	DHC-8 400	1935 2010	G-WOWA	DHC-8 300	2033 2113
PH-OFL	Fokker 100	2102 0628(01)	G-CDZL	Boeing 737/800	2117 0610(01)
G-DBCH	Airbus 319	2146 0717(01)	EI-DLB	Boeing 737/800	2156 2226

### OVERSHOOTS

01/2 ZE982 Tornado("Javelin 20", 1124); G-RAFO King Air 200("Cranwell 62B", 1535)

02/2 ZK450 King Air 200("Cranwell 77", 1115)

05/2 XX201 Hawk("VYT 08", 1210)

- 07/2 G-BYVI Grob Tutor("UAX 30", 1452); ZK453("Cranwell 72", 1556)  
 11/2 G-YPOL MD.902 Explorer("Police 42", 2025)  
 13/2 ZF170 Tucano("LOP 20", 1628); ZF135 Tucano("LOP 42", 1729)  
 14/2 G-CFSA PA-44 Seminole(1429)  
 15/2 ZK451 King Air 200("Cranwell 65", 1453)  
 16/2 ZK454 King Air 200("Cranwell 72", 1541)  
 20/2 XX227 Hawk("Red 1", 0949); RAF King Air 200, unidentified(1412)  
 21/2 ZK452 King Air 200("Cranwell 67", 1049); XX266 Hawk("Scampton 06", 1410)  
 ZK451 King Air 200("Cranwell 75", 1532)  
 22/2 ZK454 King Air 200("Cranwell 61", 1524)  
 23/2 ZF319 Tucano("LOP 73", 1322)  
 26/2 G-CTCG DA-42(1133); ?? King Air 200("Cranwell 61" 1140); G-OBLC Be.76(1510)  
 27/2 ZK453 King Air 200("Cranwell 67", 1245, 3 approaches)

Trevor Smith



## LEEDS BRADFORD AIRLINE REPORT FEBRUARY 2007

### INBOUND DIVERSIONS

03	RYR2752	STN	BLK	EI-DCP	B738	STN	RYR275H
03	BEE371	EXT	MAN	G-JEDM	DH8	EXT	BEE041W
03	BRT76FT	BHD	MAN	G-BRYZ	DH8	GLA	BRT39EY
03	BRT89XW	GLA	MAN	G-BRYV	DH8	BHD	BRT39EY
03	AFR2568	CDG	MAN	F-GUFD	E145	CDG	AFR391V
03	REA517A	GWY	MAN	EI-REA	AT72	GWY	REA518
03	BMA3763	ABZ	MAN	G-RJXN	E145	ABZ	BMA3771
03	BRT87PJ	IOM	MAN	G-BRYW	DH8	JER	BRT36TX/04
03	EZE792	ABZ	MAN	G-CDKB	SB20	SOU	EZE1792
03	EXS898	BUD	MAN	G-CELI	B733	MJV	EXS207/04
03	BMA1QA	LHR	MAN	G-RJXM	E145	CDG	BMA495/04
03	BRT36BX	CDG	MAN	G-EMBC	E145	CDG	BRT39YH/04
03	BRT97AY	VIE	MAN	G-EMBT	E145	MAN	BRT07P/04
03	EXS740	ALC	BLK	G-CELD	B733	BLK	EXS740P/04
06	BRT77NL	EDI	MAN	G-EMBT	E145	MAN	BRT11P
06	BRT93RC	BRU	MAN	G-GNTZ	B461	MAN	BRT18P
06	BRT69FP	SOU	MAN	G-BRYU	DH8	MAN	BRT16P
06	BRT06P	EDI	MAN	G-NVSB	DH8	MAN	BRT13P
06	BRT73EJ	DUS	MAN	G-EMBU	E145	MAN	BRT14P
06	BMA3988	GLA	MAN	G-RJXE	E145	GLA	BMA9123
06	BMA3843	EDI	MAN	G-RJXD	E145	EDI	BMA9124
06	BMA372	ABZ	MAN	G-RJXA	E145	ABZ	BMA9125
06	BEE865	SOU	MAN	G-JEBD	B463	SOU	BEE042W
06	BRT96RN	MAN	BHD	G-BRYY	DH8	EXT	BRT011P/12

### REGULAR FLIGHTS

AEU597	BJL	07/G-STRH	14/G-STRH	21/G-STRH	
AEU981	CMF	03/G-STRH	10/G-STRH	17/G-STRH	24/G-STRH
AUA374L	INN	03/OE-LVJ	10/OE-LVK	17/OE-LVK	24/OE-LVK
FHE321	MLA	11/HB-JIB	18/HB-JIB		
IWD3450	ACE	01/EC-IMU	08/EC-JQP	15/EC-JQP	22/EC-IMU
TOM4167	ALC	03/G-BYAT	10/DivMAN	17/G-BYAP	24/G-BYAU
TOM5993	ACE	07/G-BYAJ	14/G-CDZL	21/G-FDZA	28/G-CDZL

**OTHER FLIGHTS**

01	G-DRFC	AT42	BEE171/172S	f/t Southampton	Lieu BEE DH8 *+1 *
02	G-RHUM	AT42	BEE175/176	f/t Southampton	Lieu BEE DH8 *+3 *
03	EI-DPH	B738	RYR154/155	f/t Dublin	-
08	F-GNLG	F100	BEE171/172S	f/t Southampton	Lieu BEE DH8 *+18 *
10	EI-DPC	B738	RYR152/153A	f/t Dublin	-
12	EI-DPI	B738	RYR152/153A	f/t Dublin	-
15	G-DIMB	B763	MON313P/313	f/t Manchester	Passenger Charter
16	G-BYAB	B762	TOM9727/7797	Gatwick - Bridgetown	Passenger Charter
18	G-LSAD	B752	EXS952/817	Faro - Geneva	-
20	G-JECU	DH8	BEE643/643A	Exeter - Aberdeen	-
20	EI-DPK	B738	RYR156/15N	f/t Dublin	-
25	EI-DPL	B738	RYR15J/155	f/t Dublin	-
25	PH-XRX	B737	TRA7529/092	f/t Amsterdam	Passenger Charter
26	EI-DPJ	B738	RYR152/153A	f/t Dublin	-

**Note** Lines with \* + \* at the end indicate the sub-charter was undertaken by the same aircraft for the same airline more than once, e.g. Blue Line F100 F-GNLG operated for Flybe a total of 19 times during the month.

## MOVEMENTS REVIEW FEBRUARY 2007

**Airlines.** Again this month **Flybe** required to borrow aircraft for the Southampton flights, with Air Atlantic ATR.42 G-DRFC appearing on the 1<sup>st</sup> and the company's other example G-RHUM utilised the next day and again on the 6<sup>th</sup>. From the 8<sup>th</sup> Blue Line Fokker 100 F-GNLG took over the route and was noted on numerous occasions until the end of the month. The company produced their latest Dash 8 G-JECU on 20/2 and this aircraft was involved in a landing incident when inbound on the 26<sup>th</sup>. Having been unable to get an undercarriage safe light the aircraft went into the hold for half an hour to sort things out before making an uneventful landing, however after rolling to a halt the nose wheel steering was u/s so the aircraft had to be towed from the runway. Dash 8 G-JEDM positioned from Birmingham to operate the Aberdeen flight while 'CU departed empty to Birmingham shortly after 2100 following repairs. We had quite a few first visits by **Ryanair** 737/800's including, EI-DLY(17/2), EI-DPC(10/2), EI-DPH(3/2), EI-DPI (12/2), EI-DPJ(26/2), EI-DPK(20/2), EI-DPL(25/2). **Aer Arran** are not normally seen at LBA on Saturdays, however ATR.72 EI-REF arrived on the 10<sup>th</sup> operating the Galway flight which should have arrived the previous morning! **Thomsonfly** Boeing 757 G-BYAJ ("Thomson 9011") arrived from Gatwick on 7/2 to stand in for the usual Boeing 737/800, however we were back to normal on the 9<sup>th</sup> when the company's new 737/800 G-FDZA paid its first visit. On 16/2 the company's 767 G-BYAB positioned from Gatwick for a cruise charter, on behalf of P&O to Barbados. Also heading for the Caribbean was **Monarch** Boeing 767 G-DIMB, which positioned from Gatwick on 15/2 to operate a cruise charter, on behalf of Fred Olsen Lines, to Bridgetown("Monarch 313"). This aircraft incidentally was on its' first visit to Leeds as was Boeing 737/700 PH-XRX of **Transavia**, which operated a one off charter f/t Amsterdam on 25/2, call sign "Transavia 7529/092".

We had a couple of bouts of diversions this month, the first on 3/2 when the Northwest was shrouded in fog resulting in numerous flights arriving here including **Regional** EMB.145 F-GUFD which was operating for Air France on their Le Bourget - Manchester route. All the others were the usual suspects from BA Connect and BMI, however ATR.72 EI-REA of **Aer Arran** was a welcome change. Also of note was SAAB 2000 G-CDKB of **Eastern**, which arrived to pick up Portsmouth F.C. who had been playing at Wigan and transport them home via Southampton. Our second invasion was on 6/2 when fog was again the problem over the Pennines. There was little of interest with Lear Jet EI-MAX("Highflyer 31A") being probably the only aircraft of note, however one aircraft did cause a bit of a fuss. **BA Connect** Dash 8 G-BRYY("British 96RN") required a full emergency turn out having just taken off from Manchester and the pilot being informed he had sprayed most of the aircraft's



hydraulic fluid onto Manchester's runway. Unable to return to Manchester because of the weather he elected to divert to Leeds where, after holding for about 20 minutes a successful touch down was made, however the aircraft was stranded at Leeds until the 12<sup>th</sup> while repairs were undertaken.

**Foreign Bizjets.** Challenger OE-IKP("Expert 327") kicks-off the month, arriving from Luton on the 1<sup>st</sup> and hopping over the Pennines to Manchester later the same day. Also on the 1<sup>st</sup> Lear Jet 35A LX-LAR("Lion King 3 Ambulance) arrived from Tenerife/North late afternoon and after dropping a patient positioned home to Luxemburg. The Wal-Mart Challenger N601HW arrived from Gander on 4/2 and stayed with Multiflight until 7/2 when it returned home, only to return from St. Johns, Newfoundland on 25/2 and this time it stayed until the 28th. The third Challenger of the month arrived on the 6<sup>th</sup> and this aircraft LZ-YUM("LZR 309/311") is one of only a hand full of bizjets active in Romania. Operated by Petrol Holdings Aviation it arrived from Montpellier for a short stay before routing to Sion, making the return trip the following day. Citation 2 D-CCCF("Tomcat 332") arrived from Nice on 7/2 and was later logged outbound to Ronchi de Legionari and Citation X P4-LJG operated by Guinness was f/t Dublin on the 8<sup>th</sup>. Falcon 50EX F-GJBZ of Cora was from and to Le Bourget on 12/2 and the following morning compatriot Falcon 2000EASy F-GUPH called in while routing from Le Bourget to Gander. Also on the 13<sup>th</sup> Lear Jet 45 HB-VMB("TAG Aviation 739") arrived from Durham/Tees before heading to Geneva. Moving to the 14<sup>th</sup> and Citation V OE-GAA("Tyrol Ambulance 732") arrived from Malta and, after dropping its' patient carried on to Innsbruck. Another ambulance flight was Challenger HB-JRC("Swiss Ambulance 462/3") which arrived from Baku early on 17/2, later positioning back home to Zurich. Moving to the 19<sup>th</sup> and Citationjet 2 D-ISUN arrived from Palma for an overnight stay before returning to Spain the following morning. Citation Bravo LX-EJH arrived from Manchester, it had diverted there earlier due fog, for a trip to Bergamo on 23/2 and was back on 25/2 from Verona to Freidrichshaven. To end the month we had a visit by Lear Jet 45 LX-IMZ of Husky Injection Moulding, f/t Luxemburg on 28/2.

Our old friend, Lear Jet 45 N66DN first appeared on 2/2, f/t Luton and repeated the trip the following day. Returning from Luton on the 12<sup>th</sup> 'DN made a trip to Wevelgem and back before returning on the 13<sup>th</sup> this time f/t Luton. Returning from Luton on 15/2 the aircraft made a trip to Siegerland and back while the following day it again arrived from Luton this time for a trip to Faro. On 24/2 we were graced with another visit, this time from Luton to Manchester. The Falcon 900EASy N900NS arrived from Jersey on 8/2 for a stay until 10/2 before heading home while regular Beechjet 400A N719EL was from EMA to Gamston on 11/2. 'EL returned on 18/2 from Grenoble to Gamston.

Rounding off this section we list the Netjet/Europe operations, "Fraction" call-signs in brackets:-

01/2	CS-DNK	Hawker 800XP	From London City('8KY) to Brussels('347C)
01/2	CS-DRN	Hawker 800XPi	From Dublin('218A") to Nice('3HE)
04/2	CS-DLC	Falcon 2000EASy	From Dublin('784B) to Moscow/Vnukovo('622P)
12/2	CS-DFV	C.560 Citation XL	From Nice('6EZ) to Milan/Linate('6EZ)
15/2	CS-DLC	Falcon 2000EASy	From Ronchi de Legionari('2YQ) to Luton('2YQ)
15/2	CS-DXL	C.560 Citation XLS	From Milan/Linate('3XW) to Heathrow('821A)
16/2	CS-DFT	C.560 Citation XL	From Gatwick('162E) to Dublin('044D)
24/2	CS-DRP	Hawker 800XPi	From Northolt('087U") to Bern('3MG)
26/2	CS-DXI	C.560 Citation XLS	From Le Bourget('3WP) to Dublin('745W)

**British Bizjets.** London Executive were again quite active this month, commencing on the 2<sup>nd</sup> when Citation 2 G-JETC("Lonex 202J") arrived from Luton for a charter to Milan/Linate, making the return trip on 4/2. The same aircraft returned on the 6<sup>th</sup> this time as "Lonex 250J", Stansted - London City however on 12/2 we had a change of aircraft when G-SPUR("Lonex 253U") was from Luton to Le Bourget. Also on the 2<sup>nd</sup> Citationjet G-SFCJ made its' first appearance of the month, from Jersey to Luton as "Hangar 820J". On 6/2 'CJ returned("Hangar 836J", Oxford - Jersey) and was back on the 9<sup>th</sup>("HGR 844J", Oxford - Jersey) and 24<sup>th</sup>("HGR 866J", f/t Jersey). We had a change on 17/2 when the company's newest addition Citationjet 2 G-ODDM("HGR 847M") was f/t Jersey. On 10/2 Premier 1 G-CJAG ("Spacejet 61") was noted f/t Biggin Hill and Citation 2 G-JBIZ, from Grenoble to Nice. It was the 16<sup>th</sup> before Goldair turned up this month when Lear Jet 45 G-OLDT("Goldair 25A/B") operated from Biggin Hill to Farnborough and sister ship G-GOMO("Goldair 54C/D") made the same trip on 28/2. A very late arrival on 24/2 was Challenger G-OCSC("Ocean Skies 223"), arriving from Gander just

before midnight it left for Luton the following afternoon. Hawker 800B G-VIPI was noted on 26/2 from Farnborough to Palma.

**Foreign GA.** On 2/2 King Air 90 N456PP("Monty 22A") arrived from Guernsey for a stay until 4/2 when it returned home. On the 12<sup>th</sup> Skyservice made an appearance when King Air 200 OO-SKL("Skyservice 211/2") was from and to Brussels and continuing the King Air theme C.90 OY-JRO("High tide 999P/999") was a very early arrival the following day, from Southend to Cambridge. This machine arrived from Dublin in the early hours of 28/2 and after a short stay returned to Southend. It was the 21<sup>st</sup> before Baron N64VB made its' first visit of the month, from Elstree to Sleaf, however it was back on 25/2, from Sleaf to Elstree. On 22/2 Cessna T.303 D-IERS arrived from Rotterdam for an overnight stay before heading back to Holland while King Air F-GUFP("Darta 6190") was f/t Le Bourget on 26/2, with an overnight stay.

Our regular Beech A.36 N671B arrived from its' Ronaldsway base on the 2<sup>nd</sup> and stayed until the 7<sup>th</sup> before heading back home only to return on 17/2 and stay until the end of the month. On 15/2 Commander 114B N6088Z arrived from Coventry, returning home to Guernsey later the same day while on the 20<sup>th</sup> PA-28 Pathfinder N235PF was f/t Southend. Finally, on the 24<sup>th</sup> German Cessna P.210N D-EIBO arrived for a days visit, f/t Dortmund.

**British GA.** Northern Aviation King Air 200 G-ONAL("Goose Pool 22") arrived from Durham/Tees on 6/2 to operate a charter to Stornaway and back and similar type G-CEGR("Cega 804") was from Gloucester to Bournemouth. On the same day PA-31 G-VICT also paid a visit, diverting from Manchester while inbound from Bournemouth and another PA-31 G-BBNT was noted on the 7<sup>th</sup>, f/t Sandown. Back to the King Air 200 and G-SASD("Gama 833") was from and to Glasgow on the 8<sup>th</sup> and then on the 13<sup>th</sup> another Navajo, G-MRMR("Lonex 266M") was f/t Stapleford. G-WVIP("Clifton 01"), was the first of two King Air 200s in evidence on 14/2, arriving from Exeter for an onward journey to Jersey with the other, G-BVMA being from Cardiff to Chambery. The following day another of the type G-FSEU("Clifton 61") arrived from Southend for a trip to Hyeres and moving to the 20<sup>th</sup> G-SASC ("Gama 917") was f/t Glasgow while G-MEGN was from Gamston to Luton. Also logged on the 20<sup>th</sup> was Cessna 402C G-EYES("Atlantic 10"), f/t Leeming while on the 26<sup>th</sup> PA-31 G-BPYR("Synergie 770") was f/t Fairoaks.

Durham/Tees based PA-28 G-SOBI was noted on the 1<sup>st</sup>, arriving from its' base before routing to Newcastle. Cessna 182S G-LVES was noted on the 2<sup>nd</sup>, f/t East Midlands using call sign "Exam 02" and the same day Commander 114 G-OECM arrived from Carlisle for one of its' regular visits to Multiflight for maintenance, this time staying until 23/2. On 4/2 DA-42 G-DJET arrived from Bagby for an overnight stay and onward trip to Ronaldsway, returning on the 6<sup>th</sup>. The Cessna F.172P G-BIOB("Flight Images 01") arrived from Fairoaks on the 5<sup>th</sup> and carried out local survey work before returning home on the 7<sup>th</sup>. PA-32 G-ILTS arrived from Wombleton early on 13/2 to operate outbound to Filton and shortly after DA-42 G-CTCG arrived from Sheffield for an onward trip to Carlisle.

**Helicopters.** R.44 G-NICI was noted on 3/2, arriving from Clitheroe for fuel as his usual gas-station of Barton was fogbound while also from over the Pennines was A.109C N109TK, f/t Chorley on the 19<sup>th</sup> and again on the 20<sup>th</sup>. On 14/2 Jet Ranger G-BSBW made the very short hop from Calverley to carry out some local night training and just after midnight Twin Squirrel G-JEMH("Costock 5") arrived from a private site near Heathrow. On 18/2 R.44 G-CBAK arrived from Towton for one of its' regular trip to the Isle of Man and another of the type logged on 25/2 was G-MGWI, f/t Bagby. The Dauphin VP-BUL, which had arrived for maintenance on 28/1 finally went home to Stansted on 24/2.

**Military.** The Army Air Corps get us rolling in this section with Islander ZG847("Armyair 595") making a brief stop while routing from Middle Wallop to Belfast International on the 1<sup>st</sup>. Our Middle Eastern friends arrived on the 6<sup>th</sup> with C-130H 473("Saudi Air Force 901") arriving from Pisa and staying until the 8<sup>th</sup> before routing to Gander, however as with the previous three flights the return trip from the USA did not call at Leeds!

**Residents.** First this month you may have heard the once regular "Yorkair" call sign hitting the airwaves again. This is used by Multiflight for their helicopter operations, however the call sign number refers the pilot in command and indicates to the Leeds tower controller that he is used to the procedures for arrival at the airport, hence can be fitted in between other arrivals/departures. The numbers are quite interchangeable and even Skipton based Squirrel G-FIBS has been noted flying as "Yorkair 3" on 15/2, when it went to Connington with similar type G-MAAV("Yorkair 1"), the latter on its first flight since being reregistered.

A new resident is Cougar G-BOOE, which arrived from Shoreham on 28/2 and is operated by the same company as similar type G-BLHR, which is away at Full Sutton on maintenance. Multiflight now have their full fleet, apart from Robin G-BXOR in their house colours following PA-28 G-BOVK and Robin G-BYLH both having been painted at Full Sutton recently. New resident, Cessna 425 N425SL(ex. G-BNDY) took to the skies in its' new guise for the first time on 3/2 with a trip to Norwich and return journey from Cambridge. The Yorkshire Air Ambulance MD.902 G-SASH left for maintenance at Gloucester on 5/2 using call sign "Special 45" and the service was suspended until Bo.105 G-PASG("Special 45") arrived from Gloucester on 15/2 to act as stand in. Resident Europa G-PEGY left for maintenance at Wombledon on 18/2 and was still away at the end of the month. A permanent departure however on the 14<sup>th</sup> was Jet Ranger G-GBRU, which left for new owners in Sheffield, while PA-28 G-BSER, which was a temporary replacement for AA-5 G-BFXW has returned to Crosland Moor now 'XW has returned to service.

**Trevor Smith**

We now continue with the listings of Embraer and Jetstream flights for the month. Just an explanation of how the charts work: across the top is the radio call sign used by each flight with the last two letters of the aircraft registration which operated the flight on each day of the month (i.e. on 08/2 G-RJXI operated the outbound BD409 to Edinburgh but the aircraft was then swapped with G-RJXH operating the return trip).

**BMI REGIONAL Embraer operations(G-RJ— and G-CC(YH)),  
cx- Flight cancelled; dv- Inbound flight diverted**

	GLASGOW			EDINBURGH			HEATHROW				
	1XV/	2XV/	3XV/	403/	409/	405/	407/	01J/	2LJ/	2LJ/	421/
	1VX	6VX	3VX	404	410	406	408	4JL	8JL	7JL	422
01/2	XG	XG	XG	XM	XG	XA	XA				
02/2	XA	XG	XG	XM		XA	XA				
03/2								XA/XC	XC		
04/2			XI				XK	XC		XC	
05/2	XI	XI	XI	XM	XI	XC	XC				
06/2	XI	XI	XI	XM	XI	XC	XC				
07/2	XI	XI	XI	XO	XI	XM	XM				
08/2	XI	XH	XH	XC	XI/XH	XC	XC				
09/2	XH	XM/dv			XC		XC/dv				
10/2								XH/cx	XM		
11/2			XG				XK	XM		XM	XK
12/2	XG	XB	XB	XM	XM	XG	XG				XG
13/2	XM	XB	XB	XG	XM	XM	XM				XM
14/2	XG	XG	XG	XB	XG	XM	XM				XM
15/2	XG	XM	XM/cx	XG	XK	XB/XC	XC				XC
16/2	XG	XC	XC	XO		XO	XO				XO
17/2								cx/CE	CE/XH		
18/2			XG				XK	XK		XH	XK
19/2	XH	cx	XH	XM	XG	XG	XG				XG
20/2	XG	XG	XG	XH	XH	XM	XM				XM
21/2	XH	XH	XH	XG	XH	XM	XM				XM

22/2	XG	XG	XG	XH	XG	XM	XM					XM	
23/2	XM	XH	XH	XG		XG	XG					XG	
24/2													
25/2			XO				XJ		XG/XC	XC		XJ	
26/2	XO	XO	XO	XG	XO	XC	XC			XC		XC	
27/2	XO	XO	XO	XG	XO	XC	XC					XC	
28/2	XO	XO	XO	XG	XO	XC	XC					XC	
	1XV/ 1VX	2XV/ 6VX3VX	3XV/ 404	403/ 410	409/ 406	405/ 408			407/ 4JL	01J/ 7JL	2LJ/ 8JL	2LJ/ 422	421/

	PARIS/LBG			BRUSSELS			OTHER FLIGHTS						
	493/ 494	495/ 496	497/ 498	611/ 612	613/ 614	615/ 616	'9— Positioning						
01/2	XA	XM	XM	XJ	XJ	XJ	01/2	XJ('9142, t. Aberdeen)					
02/2	XG	XM	XM	XK	XK	XK	01/2	XK('9143, f. Aberdeen)					
03/2	XK						02/2	XG('9852, t. Manchester)					
04/2		XM	XM				02/2	XM('9851, t. Heathrow)					
05/2	XC	XM	XM	XK	XK	XK	04/2	XI('5JL, f. Heathrow)					
06/2	XC	XM	XM	XK	XK	XK	09/2	XK('9151, f. Durham/Tees)					
07/2	XM	XC	XC	XK	XK	XK	10/2	XH('9161, f. Manchester)					
08/2	XM	XM	XM	XK	XK	XK	10/2	XM('2LJ, f. Durham/Tees)					
09/2	XM	XH/dv		XK	XK/dv		11/2	XB('5JL, f. Heathrow)					
10/2	XK						11/2	XG('9874, f. Manchester)					
11/2		XB	XB			XM	15/2	XF('9141/2, f/t Manchester)					
12/2	XB	XM	XM	XK	XK	XK	15/2	XO('9143, f. Manchester)					
13/2	XB	XG	XG	XK	XK	XK	16/2	XC('9852, t. Manchester)					
14/2	XM	XB	XB	XK	XK	XK	16/2	XG('9851, t. Heathrow)					
15/2	XB	XG	XG	XK	XK	XK	18/2	XM('5JL, f. Heathrow)					
16/2	XC	XG	XG	XK	XK	XK	18/2	XG('9874, f. Manchester)					
17/2	XK						23/2	XH('9852, t. Manchester)					
18/2		XM	XM			XH	23/2	XM('9851, t. Manchester)					
19/2	cx	XM	XM	XK	XK	XK	24/2	XK('9161, t. Manchester)					
20/2	XM	XM	XH	XK	XK	XK	24/2	XJ('9162, f. Manchester)					
21/2	XM	XG	XG	XK	XK	XK	25/2	XG('5JL, f. Heathrow)					
22/2	XM	XH	XH	XK	XK	XK	25/2	XO('9874, f. Manchester)					
23/2	XH	XM	XM	XK	XK	XK							
24/2	XK												
25/2		XG	XG			XC							
26/2	XC	XG	XG	XJ	XJ	XJ							
27/2	XC	XG	XG	XJ	XJ	XJ							
28/2	XC	XG	XG	XJ	XJ	XJ							
	493/ 494	495/ 496	497/ 498	611/ 612/	613/ 613/	615/ 616							

**NOTES:**

03/2 XN('3763/3771, f/t Aberdeen) Manchester Diversion  
03/2 XM('1QA, f. Heathrow) Manchester Diversion  
06/2 XE('3988/9123, f/t Glasgow) Manchester Diversion  
06/2 XD('3843/9124, f/t Edinburgh) Manchester Diversion  
06/2 XA('372/9125, f/t Aberdeen) Manchester Diversion  
On 07/2 'XO operated f/t Edinburgh as '404/403.  
On 17/2 A.319 G-DBCE operated the morning Heathrow rotation.

**EASTERN AIRWAYS** Jetstream 41 operations(G-MA— and G-CD(YH/YI)),  
cx- Flight cancelled; dv- Inbound Flight Diverted

	ABERDEEN			SOUTHAMPTON			INVERNESS	
	19Q/ 29Q	39Q/ 49Q	59Q 99Q	80D/ 81D	84D/ 85D	86D/ 87D	81D/ 84D	44D/ 45D
01/2	JL	JL/JH	JH	JJ	JJ	JJ	JJ	
02/2	JH	JH	JH	JJ	JJ	JJ	JJ	
03/2								
04/2			JH					JH
05/2	JJ	JJ	JJ	JH	JT	JT	JH/JT	
06/2	JT	JT	JT	JJ	JJ	JJ	JJ	
07/2	JT	JT	JT	JJ	JJ	JJ	JJ	
08/2	JT	JT	JT/JC	JJ	JJ	JJ	JJ	
09/2	JC	JC	JC	JJ	JJ	cx	JJ	
10/2								
11/2			JD					JC/JD
12/2	JJ	JJ	JJ	JD	JD	JD	JD	
13/2	JJ/JO	JO	JO	JD	JC	JC	JD/JC	
14/2	JO/JV	JV	JV/JJ	JC	JC	JC	JC	
15/2	JJ	JJ	JJ	JC	JC	JC	JC	
16/2	JC/JT	JT	JT	JJ	JJ	JJ	JJ	
17/2								
18/2			JJ					JJ
19/2	JJ/dv	JJ	JJ	JT/dv	JD	JD	—/JD	
20/2	JJ	JJ	JJ	JD	JT/JP	JP	JD/JT	
21/2	JJ	JJ	JJ	JP	JP	JP	JP	
22/2	JJ	JJ	JJ	JP	JP	JP	JP	
23/2	JP	JP	JD	JJ	JD	JP/cx	JJ/JD	
24/2								
25/2			JP					JP
26/2	JP	JP	JP	JD	JD	JD	JD	
27/2	JP	JP	JP	JD	JD	JD	JD	
28/2	JP	JP	JP	JD	JD	JD	JD	
	19Q/ 29Q	39Q/ 49Q	59Q/ 99Q	80D/ 81D	84D/ 85D	86D/ 87D	81D/ 84D	44D/ 45D

**OTHER FLIGHTS:**

12/2 JJ('26E/'071P, t/f East Midlands)  
 19/2 JJ('013P, f. Humberside)  
 23/2 JP('051P, f. Aberdeen)

**JET 2 News.** Initially this month we update the present state of affairs with the "new" 757s. It has emerged that the two former Atlas Jet aircraft TC-OGB/G-LSAF and TC-OGH, which are parked up at Southend now reregistered N688GX and N689GX, have in fact been rejected by the company so will not be joining the fleet. Now onto the former Chinese machines and the first arrival **G-LSAG**, which arrived at Southend last month initially went to Lasham for checks before returning to Southend on 6/2 and later in the month was noted parked out in full Jet2 colours and was due to arrive at Leeds in late March. **G-LSAH** arrived at Southend on 6/2 and also then went to Lasham before returning for painting and should also have been delivered to the airline by the time you read this. **G-LSAI** was delivered to Southend on 22/2 and was still parked up in basic China Southern colours at the end of the month, but is expected to be in service by the end of March. Rounding up the older machines now and at last **G-LSAD** has made its' first appearance at Leeds, arriving from Faro on 18/2 as LS952 having diverted from Manchester as it was also carrying Leeds passengers who had been stranded from the previous day as their aircraft had gone u/s. The aircraft then operated from here to Geneva as LS817, with its' passenger having been bussed over from Manchester. **G-LSAB** arrived on the Tenerife(LS 224) on 23/3 with G-LSAC taking its place over at Manchester. The aircraft remained at Leeds until 26/2 when it positioned out to Lasham for further treatment, with **G-LSAA** returning from overhaul at Lasham the same day. **G-LSAC** returned from its' stint over at Manchester on 28/2 being

exchanged with **G-LSAE** in Tenerife leaving **G-LSAA** and **G-LSAC** operating from Leeds at the end of the month.

Moving on to the 737 fleet now and **G-CELD** diverted into Leeds from Blackpool due fog on the 3<sup>rd</sup> while operating the LS740 from Alicante and, after an overnight stay positioned out the following morning. **G-CELG** arrived on the LS202 from Amsterdam on 8/2, having been exchanged with **G-CELH**, the latter going to Manchester and 'LG retiring to Multiflight for remedial work and was still there at the end of the month. **G-CELI** also diverted into Leeds on 3/2 while operating the LS898 from Budapest to Manchester, because of fog over the Pennines. After night stopping it operated out to Murcia as LS207 and continued operating from Leeds until 9/2 when it was exchanged in Amsterdam with **G-CELU**. **G-CELK** positioned out to Newcastle on 4/2 as LS898P. **G-CELR** positioned from Edinburgh on 17/2 to operate the LS391/2 to Bergamo before heading off empty to Belfast Int. **G-CELU** returned to Leeds on 9/2, being exchanged in Amsterdam with **G-CELI**, the latter returning to Manchester. **G-CELV** returned from its' major overhaul in Bucharest on 16/2 as LS101E. **G-CELZ** arrived from Belfast on 11/2 for maintenance and was with Multiflight until the 25<sup>th</sup> before positioning back to its' base. Aircraft based at Leeds at the end of the month were therefore, **G-CELB**, **G-CELG**, **G-CELS**, **G-CELU** and **G-CELV**.

Looking forward now and with the cancellation of the two 757s from Turkey the company will be leasing aircraft in ready for the start of the summer timetable. Already booked is a Smart Wings Boeing 737/500 from the Czech Republic and this aircraft was due to arrive at Manchester on 25/3 to be based until 31/5. The Flightline BAe 146/300 **G-FLTC**, which the company also leased last year, is due to arrive at Leeds late March and will be based at Newcastle to operate the new schedule from there to Gatwick. The company is also expected to lease in a further two Boeing 737s for operations from Blackpool and Belfast and we should have more details next month.

Trevor Smith



## HELICOPTER ACTIVITY JANUARY / FEBRUARY 2007

A bumper bundle this month as this section was inadvertently omitted last time.

02/1	G-LOCO	R.44	Sherburn(Stream Farm) – Sandtoft
	G-LAIN	R.22B	Netherthorpe – Sheffield(Photography)
	G-JBEK	Agusta A.109E	Newcastle – Full Sutton – Manchester
03/1	G-GSPY	R.44	Bridlington – Sherburn
04/1	G-FIBS	Squirrel	Carleton(Skipton) – LBA – Newby Hall
06/1	G-GATE	R.44	Stainsby Hall – Todmorden
	G-EEZA	R.44	Stainsby Hall – Todmorden
	G-CCKS	Hughes 369HS	Sherburn – Halifax – Drighlington
10/1	N775SB	Bell 407	Sherburn – Thorner – Middleham
	G-MOTA	Jet Ranger	Oulton Hall(Leeds) – Kings Lynn(Also 15/1)
13/1	G-BSVR	Hughes 269	Wike(Leeds) – Brighton
15/1	G-GRND	Agusta A.109S	Site 1/E Catterick – Red House – Battersea
	G-CGRI	Agusta A.109E	Wellesbourne – Pontefract
	G-WALI	R.44	Winchester – Site nr. Sherburn
	G-MSPT	Eurocopter 135T	Dean Cross(Carlisle) – Clay Cross
	G-FCKD	Eurocopter 120B	Barton – Doncaster – Gamston(Refuel)
16/1	G-TKNT	Agusta A.109A	Ronaldsway – South Scarle(Lincs)
	G-EMHH	Twin Squirrel	Scarborough – Ludlow
19/1	G-REGE	R.44	Humberside – Emley Moor

22/1	G-GBRU	Jet Ranger	N/W Sheffield – Hull(Local Survey)
23/1	N449J	Agusta A.109E	Dublin – Barnsley and return
	N775SB	Bell 407	Wellingborough – Darley – Sherburn
24/1	G-BZGO	R.44	Burnley – Halifax – Doncaster – Burnley
26/1	G-VIPR	Eurocopter 120B	Aberford(E/Leeds) – Silverstone Circuit
27/1	YU-HEY	Gazelle	Hartlepool – Site W of Church Fenton
	G-WMBT	R.44	Wolverhampton – York R/C, n/s and return
	G-ZELE	Gazelle	White Waltham – Gamston – Blakey Ridge
29/1	G-HTEL	R.44	Gamston – Darlington(Blackwell Grange)
	G-PPPK	Schweizer 269C	Brough – Selby – Louth
30/1	G-WARK	Schweizer 269C	Site 3 S/W Church Fenton – Scarborough
	G-RNBW	Jet Ranger	Exeter – Eggborough Power Station
31/1	N775SB	Bell 407	Thorner – Middleham – Thorner – Eldwick
	G-USTS	Agusta A.109S	Site S/W Teesside – Derby/Egginton
01/2	G-EEZA	R.44	Todmorden – Blackberry Farm(Teesside)
	G-LOCO	R.44	Tickhill(Doncaster) – Lingfield Park
04/2	G-ORDH	Twin Squirrel	Nun Monkton – Ilkley and return
05/2	G-BUBW	R.22B	Huddersfield – Sheffield(Fuel) – Leicester
06/2	N449J	Agusta A.109E	Dublin – Barnsley and return(Also 14/2)
	G-MOTA	Jet Ranger	Oulton Hall(Leeds) – King Lynn
07/2	G-BRBY	R.22B	Sandtoft – Sherburn Village
	G-OHLI	R.44	Harrogate – Netherthorpe(Refuel)
13/2	G-THEL	R.44	Wetherby – Tong(Bradford)(Also 25/2)
	G-LAIN	R.22B	Normanton – Morley – W. Bradford(Photography)
14/2	G-CBKC	Gazelle	Beverley – Sandtoft(Fuel) – Fowlmere
15/2	N696XX	Hughes 369E	Walton Wood – Brough(Hull) – Gamston
	G-GDSG	Agusta A.109S	Tring – Filey – Sywell
	G-GATE	R.44	Stainsby Hall – Woodhall Spa
	G-GRND	Agusta A.109S	Darley Dale – Redhouse(Doncaster)
17/2	G-TTMB	Jet Ranger	Harewood – York – Pontefract
18/2	G-DMRS	R.44	Costock – Siale Hall(N.Yorks)
	G-TAMB	Schweizer 333	Sheffield – Fridaythorpe
21/2	G-CDWY	Agusta A.109A	Humberside – Battersea
	G-FIRS	R.22B	LBA – Huddersfield – Bradford
22/2	N555WA	MD.902 Explorer	Stretton – Sherburn(site on N. airfield boundary)
23/2	G-CBHL	Squirrel	Site near Retford – Carlisle
25/2	G-OJRH	R.44	Emley Moor – Wike(Leeds) – Brighton
	G-BSBW	Jet Ranger	Calverley – Rudding Park and return(twice)
26/2	G-GDSG	Agusta A.109S	Scarborough – Site near Luton
	G-MOMO	Agusta A.109A	Stansted – Humberside
	G-SMAC	MD.520 Notar	Battersea – Chatham Lodge(Leeming) – Matlock
	G-KSPB	R.44	Addingham – Stocksbridge(Sheffield)
28/2	G-MAAV	Squirrel	“Yorkair 3”, Scarborough – Sherburn(Quarry)

A new resident in the area is SA.316B N9362, first noted late last year the aircraft appears to have the same owner as Alouette 3 HA-LFZ and lives just East of the Leeds Control Zone. Apparently in an overall yellow colour scheme with black tiger stripes it should be quite easy to recognise heading out on its regular trips to Brighton. Another of the type G-UGLY, which used to live at Barnsley but has been inactive for some time, has just been registered to new owners in Hull.

The R.44 G-DGHD is confirmed as being resident at Edenhorpe, near Doncaster, near to the home of similar type G-LOCO and has been replaced at Sherburn by Bell 407 N775SB(q.v.). Jet Ranger G-PELS has arrived at its' new home at Ossett near Dewsbury and has been quite active during the month. Although still nominally based at Sandtoft R.22B G-DAAM has visited a site just West of Scunthorpe quite a lot recently, so may be due to move there soon. R.44 G-GSPY, which used to live at Sherburn has now moved to new owners, Percy Wood Leisure at Bridlington.

The R.22 G-OLIZ, which crashed recently near its' home at Emley Moor, appears to have been replaced by R.44 G-MGAN which has been noted operating from the private sight here recently. However, according to the CAA web site 'AN is still owned by a company in Bedford. R.22B G-IORG, which has been quite active in the area recently is now known to be operated by JLC Aviation at Cleckheaton near Bradford.

On 13/1 Look North carried a report of an R.22B crash at a farm between Chesterfield and Sheffield. The all white machine could be seen in a crumpled heap and the owner was interviewed, confirming he had only owned the aircraft for a couple of months. Apparently, after a lesson with his instructor, the instructor had taken the owner's friend for a quick jolly but on return suffered a rotary stall and ploughed into the field, fortunately without injury to the two occupants. The aircraft in question turns out to be G-UNYT.

**CONEY PARK(Leeds Heliport):- Visitors for January:**

05	G-USTS	Agusta A.109S	1140	1145	<u>06</u>	G-FEES	Eurocopter 135T	1130	0845(07)
10	G-TKNT	Agusta A.109A	1535	1540	<u>12</u>	G-BYZA	Twin Squirrel	1615	1100(13)
13	G-JEMH	Twin Squirrel	1215	1225	<u>15</u>	G-BVJE	Twin Squirrel	1130	0900(31)
22	XW213	Puma	1410	1430	<u>23</u>	G-MDGE	Robinson R.22B	1225	1245
23	G-OLCP	Twin Squirrel	1435	1515	<u>23</u>	G-VONH	Twin Squirrel	1530	1550
25	G-STNS	Agusta A.109E	1200	1205	<u>27</u>	G-BYZA	Twin Squirrel	1315	1500
31	G-STNS	Agusta A.109E	1500	1520					

Having reached its total flying hours some time ago resident R.22B G-BRVI has returned following a complete factory rebuild. Resident Bell 222 N800HL, which has been missing for some time is away having a complete new avionics fit and will be back late Spring. Of the visitors probably the most interesting was Puma XW213, which arrived from Benson as "Matador 3", positioning out later to Leeming. EC.135 G-FEES on 6/1 was from and to a site North of Staines while A.109A G-TKNT on 10/1 was from Edinburgh to Tring. On the 13<sup>th</sup> Twin Squirrel G-JEMH("Costock 10") arrived from Wetherby race course for fuel before returning there to await his passengers. Both the Twin Squirrels on the 23<sup>rd</sup> called for fuel enroute to Gunnerside in North Yorks, G-OLCP("Starspeed 17") from Blackbushe and G-VONH("Premier 10"), from Denham. Another visitor on the 23<sup>rd</sup> was R.22B G-MDGE, calling for fuel enroute from Halfpenny Green to Fife. Also heading to Gunnerside was A.109E G-STNS on 25/1 and again on 31/1, while Twin Squirrel G-BYZA on 27/1 was from Hawarden to Leyburn.

So, Now we move onto February:

05	G-TKNT	Agusta A.109A	1355	1400	<u>11</u>	G-PDGR	Squirrel	1638	1215(16)
14	G-BSBW	Jet Ranger	1635	1650	<u>19</u>	G-XXEA	Sikorsky S.76C	1450	1530
19	G-PDGR	Squirrel	1600	0930(28)	<u>21</u>	G-BVLG	Twin Squirrel	1127	1215
26	G-BVLG	Twin Squirrel	1500	1530	<u>26</u>	G-BSBW	Jet Ranger	1644	1650
28	G-BVLG	Twin Squirrel	1206	1250	<u>28</u>	G-TGRZ	Jet Ranger	1242	1550
28	G-XXEA	Sikorsky S.76C	1335	1355	<u>28</u>	G-REAL	Squirrel	1341	1610

First this month a little explanation of the operations by PDG Helicopters who have been operating from here while carrying out local powerline inspections. In January their Squirrel G-BVJE("Osprey/Powerline 54") was based from the 15<sup>th</sup> until 31<sup>st</sup> and carried out inspections to the West of the field at low levels most days. February saw recently registered Squirrel G-PDGR("Osprey/Powerline 56") arrive from their base at Cumbernauld on the 11<sup>th</sup> and stay until the 16<sup>th</sup> only to return on the 19<sup>th</sup> and operate locally until the end of the month when it left for Brighton. Another of the company's machines, Twin Squirrel G-BVLG("Osprey/Powerline 60") which is based at Yearby(Redcar) dropped in on three occasions for fuel. The call-signs appear to tie up to the aircraft although as we all know this is not an exact science. The Princess Royal was busy in the area and her "mount" S.76 G-XXEA ("Rainbow 1") called in for fuel while she was carrying out her duties. On 19/2 HRH was dropped at Kettlesing, near Harrogate before the aircraft routed inbound and on 28/2 she was visiting Ilkley while the aircraft was refuelling, and then made another visit in Wetherby. Of the other visitors Jet Ranger G-BSBW made the short hop from Calverley on a couple of occasions and A.109A G-TKNT was ft Bilsthorpe. The only other two ordinary movements were both on the 28<sup>th</sup>, Jet Ranger G-TGRZ, ft Shobdon and Squirrel G-REAL from Birmingham to Blackbushe.



**Addingham:-** Leeds based R.44 G-KSPB is a regular visitor to a site here to collect passengers.  
**Devonshire Arms(Bolton Abbey):-** Twin Squirrel G-EMHH("Costock 5") was noted arriving on 8/1 to operate a charter to Manchester International. An unexpected arrival on 31/1 was Bell 407 N775SB, after having spent a good hour trying to cross the Pennines, but thwarted by low cloud the passengers must have decided to have a good meal instead of going to Chester! On 3/2 Tadcaster based Gazelle HA-LFM was logged. Visitors:- 6/1 G-OSSI R.44(Also 3/2); 7/1 G-DRIV R.44(f. Easingwold t. Boroughbridge, also 11/2); 16/1 G-EEZA R.44; 25/1 G-VKVK Twin Squirrel(f. Chesterfield); 2/2 G-CBVI R.44(t. Nun Monkton); 4/2 G-MAYB R.44(f. South Milford), G-BPLZ Hughes 369HS(f. New Farnley); 5/2 G-JIVE Hughes 369E; 6/2 G-THEL R.44(f. Boston Spa); 20/2 G-SBAR R.22B (Also 20/2); 26/2 G-OLOW R.44(f. Wixley, York).

**Garforth(Hilton Hotel):-** An interesting visitor on 31/1 was A.109E EI-JFC, routing f/t Basingstoke.  
**Guiseley:-** LBA based R.44 G-RWEW regularly visits a site here, approx. 2 miles W of the airport. Hughes 369E G-JIVE has also been noted here and Squirrel G-FIBS visited on 28/2.

**Tockwith:-** This former airfield near York is to be the new home of the Yorkshire Air Ambulance, when it moves from Leeds/Bradford later this year. It has also come to light that the second aircraft, when it arrives will be based at Tankersley near Barnsley.

**Wakefield(Carr Gate, Police HQ):-** Noted arriving here from Hereford on 22/1 were a pair of Agusta 109s operated by the SAS, using call-sign "1JB 11". The next day the pair went to the former Vickers Factory at Garforth and spent the late morning and early afternoon there for some unknown reason this time as "1CJ 15". On the 25<sup>th</sup> one aircraft spent some time operating in the Hull area as "1JB 11", before the pair returned home to Hereford later the same day. On 24/1 an unidentified Gazelle("Armyair 012") was also noted visiting.

**Walton Wood(Pontefract):-** The remains of R.44 G-RONN, which has been stored here since its' accident at Netherthorpe last year has been sold and are enroute to new owners in New Zealand. On 9/1 R.44 G-DGHD arrived for maintenance from its' new home at Edenthorpe, Doncaster and the following day R.44 G-GATE arrived from Teesside for work doing. The pilot was collected by similar type G-CDKU from Blackberry Farm, returning on 14/1 to collect 'TE. Noted here on 2/2 was MD.902 N902JW and Hughes 369E N696XX along with Sheffield based Schweizer G-CEAW and Jet Ranger G-TILI from Sandtoft. Others:- 8/1 G-CEAW Schweizer 269(f. Sheffield), G-OLDN Long Ranger(f. Edinburgh, refuel); 10/1 G-MAAX Long Ranger(t. Anglesey); 15/1 G-BSBW Jet Ranger, G-TILI Jet Ranger; 16/1 G-OLOW R.44; 20/1 G-THEL R.44; 22/1 G-GATE R.44(t. Sheffield); 23/1 G-OAWD Squirrel(t. Liverpool); 24/1 G-FABI R.44(f. Sheffield); 25/1 G-RAMY Jet Ranger; 26/1 G-RULE R.44; 7/2 G-BZXJ Schweizer 269, G-BXRY Jet Ranger(t. Hawarden); 11/2 G-CBCN Schweizer 269; 14/2 G-WAGS R.44; 15/2 G-HOLZ Jet Ranger; 17/2 G-JONH R.22B; 21/2 G-BPTZ R.22B, G-FOFO R.44; 24/2 G-CCBL Jet Ranger; 26/2 G-STER Jet Ranger(t. Newcastle);

**Woodhouse Moor(Leeds):-** On 13/2 Eurocopter EC.135 G-NWAA("Helimed 08A") arrived here early evening to drop off a patient for the LGI, before returning home to Blackpool.

**Harrogate(Rudding Park), Brass Monkey Hot Air Balloon Meeting:-** Something gentle to round off the tour around Yorkshire and for once the organisers were blessed with perfect flying conditions. Amongst the balloons noted loafing around the skies over the weekend of 3<sup>rd</sup>/4<sup>th</sup> February were:-

G-BMYN	Colt 77A	G-BRCO	Cameron H-20	G-BVPV	Lindstrand 77B
G-BXDZ	Lindstrand 105A	G-CDOI	Cameron Z-90	G-LEGO	Cameron O-77
G-LIMP	Cameron C-80	G-OBUY	Colt 69A	G-OMEN	Cameron Z-90
G-RAMA	Cameron Z-90	G-RIXY	Cameron Z-77	G-SUCK	Cameron Z-105
G-TANK	Cameron N-90	G-VKUP	Cameron Z-90	G-YUMM	Cameron N-90

Trevor Smith



## COMMERCIAL AVIATION NEWS

### LEEDS/BRADFORD NEWS

Spanish infrastructure firm Abertis has made a bid for Leeds Bradford Airport, according to Spanish press reports. Final bids for the airport have now been submitted by five groups, with the airport expected to evaluate these and select a preferred bidder early in April. Spain's El Pais newspaper said Abertis had bid between £120m - £137m for the airport. It already owns and operates three British airports - Luton, Belfast International and Cardiff - through its controlling stake in airport operator TBI.

British builder Balfour Beatty confirmed in January it was on a shortlist of bidders. The Times said Balfour Beatty had teamed up with French state-owned financial institution Caisse des Depots et Consignations, to bid around £140m for the airport. Other bidders are reported to include GE Capital, the private equity firm Bridgepoint and a local developer. The auction comes amid the continuing frenzy for British infrastructure assets, which have been hotly pursued by investors keen to leverage their steady, reliable cashflows. London City Airport was sold for £750m last year, a price that valued the group at 27 times its earnings, a record at the time. Leeds Bradford Airport attracted 65 expressions of interest and more than a dozen indicative bids. The size of the airport's catchment area is said to be one of the main attractions to the potential buyers.

It is also one of the last significant British airport assets not to have changed hands during the current flurry of interest. BAA, the owner of Heathrow, Gatwick and Stansted airports, was sold to Ferrovial, the Spanish construction giant, last year.

BMI have announced they are to commence an LBIA to Lille service. The choice of destination has most local enthusiasts baffled! Other than the cities being twinned, we have all struggled to understand the logic of the service, when LBA is screaming for a link into the Lufthansa network, which are from the same alliance as BMI. However, press release as follows:-

#### *bmi regional to Start Direct Services from Leeds Bradford*

bmi regional, officially the UK's most punctual and reliable airline, today announces another new international air route from Leeds Bradford and a first for the UK.

Starting 23 April, direct flights will link Leeds Bradford with Lille in northern France six days a week with convenient flight schedules for both business and leisure purpose travellers. Flights are also timed to offer excellent connections at Leeds Bradford to and from Edinburgh and Glasgow.

The new flights not only mark the first direct air route between the French airport and the UK, but will also create an important air link between two key industrial cities which are also twinned. Both Leeds and Lille are busy transport logistics hubs, serving many similar industries including mail order and textiles. Lille is also France's third largest city, a leading commerce centre with a growing profile and gaining popularity as a tourism destination and alternative gateway to northern France. Previously unserved from the UK, passengers travelling to Lille would need to fly into Paris and take onward ground connections, similarly travellers to Leeds and the north of England would need to travel via London or Manchester.

Stewart Adams, managing director bmi regional, said: "This is an important addition to the bmi regional

European flight network and underlines our commitment to serving Leeds Bradford Airport and the surrounding region.

"Leeds and Lille already share a common and special link with their twin-city status. This important new air link will not only serve to strengthen that bond in terms of both business and tourism, but will also raise their respective profiles and encourage more opportunities".

Clr Stewart Golton, Chair of the Board of Directors of Leeds Bradford Airport said: "It is exciting news to hear that Leeds Bradford will be the first UK airport to have a service to Lille. With strong business links in the Yorkshire region, Lille will prove extremely popular with the textile and mail order sectors. As we are also twinned cities, this news will be greatly received and will strengthen the connections and existing relationships even further".

Jean-Christopher Minot, Lille Airport ceo, said: "The Lille community and airport welcomes bmi regional and our first air service to the UK. Leeds and Lille enjoy a close business and historical relationship. Our two dynamic cities will now become even closer thanks to the new, direct flights".

This latest announcement from bmi regional follows the recent news that the Aberdeen based airline and subsidiary of bmi will be increasing its jet aircraft fleet by 25% during 2007 and also launching direct Leeds-Copenhagen flights from 26 March 2007.

Using modern Embraer jet aircraft on the new route, passengers can look forward to attractive business and economy fares and the renowned bmi regional service, which continues to offer complimentary in-flight refreshments to all passengers.

bmi regional also continues to be the UK's most punctual airline, according to CAA published statistics. Unrivalled punctuality and reliance in the air is matched with speed and efficiency on the ground with business lounge facilities and range of check-in options, including online or self-service check-in.

bmi british midland regional are to commence a new six times weekly Leeds/Bradford to Lille route. Flights will commence to the French city twinned with Leeds on Monday 23 April 2007 using Embraer 145 regional jet aircraft. The new flights are now bookable on bmi's website at [www.flybmi.com](http://www.flybmi.com). Prices start from £49 one-way including the tax and charges.

Timetable:      Leeds/Bradford - Lille Lesquin  
BD499 12345 - -      10:15 12:30  
BD499 - - - - - 7      17:55 20:10

                     Lille Lesquin - Leeds/Bradford  
BD500 12345 - -      13:40 13:55  
BD500 - - - - - 7      20:40 20:55

Yorkshire businessmen and women are choosing to travel further and fly from Manchester because the roads around Leeds Bradford Airport are so congested, according to new research. Almost two-thirds of small businesses in West Yorkshire consider road congestion a 'significant problem' for the airport, the research reveals. The research, from the Federation of Small Businesses, found a third of those surveyed prefer flying from Manchester even though it is as much as three times further away than Leeds Bradford. Congestion on the roads around the airport and the lack of a rail link were the main reasons for their choice, with Manchester Airport served by direct trains from Yorkshire stations.

Jet2 has been voted best airline by web users on the ReviewCentre.com consumer review website. The no-frills airline beat more than 170 other airlines in the website's Airline Reviews category to win the award.

The award is based on averages of ratings and recommendations submitted by members of Review Centre in 2006, and for overall ratings and comments featured on Review Centre. Jet2 was recommended by ninety percent of customers who reviewed the airline, with the airline receiving high ranking average ratings for its customer service, value for money and reliability.

## **AIRPORT NEWS**

More than two years after Teesside Airport changed its name to Durham Tees Valley Airport, the road signs have finally been updated. The airport changed its name on 21 September 2004, after airlines suggested rebranding would attract more customers.

Since then, road signs have continued to direct passengers to 'Teesside Airport'. Now, work has begun to change the name on signs near the airport, which are managed by local authorities, and will be completed by the end of next month.

About 140 signs will be changed, with the airport meeting the estimated £250,000 cost. In September last year it was revealed the airport had asked development agency One NorthEast for funding to make the changes, but was rejected. Airport bosses then said signs would be complete by the end of last year. However, because the name is quite long, most signs will carry the wording 'D'hm Tees Valley' and an aircraft symbol. In addition the airport's train station - served by one train a week from Darlington - is still known as Teesside Airport.

Robin Hood Airport recorded a massive 50% jump in passenger numbers last year, figures released by the Civil Aviation Authority reveal. The airport had 900,067 passengers pass through its terminal in 2006, compared to 600,907 in 2005.

The airport also enjoyed a big rise in freight transport, with 161 tonnes in 2006 compared to just 31 tonnes in 2005, a rise of 419%. This included the first Boeing 747 jumbo jet flying into the airport on Beaujolais Nouveau day.

Liverpool Airport was the fastest-growing airport in the UK last year, figures released by the Civil Aviation Authority have revealed. Passengers' numbers climbed 13% in 2006 compared with the previous year, the figures reveal.

Just under 5m people travelled through Liverpool Airport last year, compared with 4.4m in 2005. The 2005 figures were up 32% on 2004. The 13% increase at Liverpool compares with an average rise in passenger numbers at UK airports of just under 3%.

However, while it was leading growth in passenger numbers, the airport saw the biggest drop in cargo handling. The amount of freight travelling through Liverpool Airport dropped by 33% last year.

Airport Director Neil Pakey said: "We have been the fastest-growing airport for three out of the last six years and recently passed through the 5m mark. We are continuing to grow and the flights to New York introduced in May will make a difference. Our cargo number has fallen because Royal Mail has withdrawn its air mail service from Liverpool", he added.

London City Airport has given the go-ahead for an expansion of the facilities at the airport. This will include five new aircraft stands to be built over the water opposite the airport's car park.

Unlike most airports, London City is aircraft parking constrained rather than slot restricted, although slots in the busiest periods are at a premium. Planning permission has already been approved and the multi-million pound project is now out to tender. If construction work starts in the early spring as planned, the contract would be completed in March 2008, in time for the summer season.

At Ashford (Lydd) Airport a Boeing 737 passenger jet has been performing take-off and landing trials. The airport is seeking permission to expand and the jet, a favourite of low cost airlines such as Ryanair, is the type that will be used if the airport is granted planning permission for the expansion.

Airport managers said they had paid a five-figure sum to hire the Boeing 737-300 series but it would be money well spent if it helps to demonstrate how well the airport can cope with modern passenger jets. The aircraft spent three hours at London Ashford on Saturday, flying circuits of the area to try to dispel objectors' fears.

The airport was fulfilling a pledge made last year at meetings with residents and Folkestone and Hythe MP Michael Howard to demonstrate how the flights would affect local residents. Managing director Zaher Deir said: "Groups objecting to the development are making wild claims about flight paths and jets screaming over rooftops. By arranging this visit everybody who lives on Romney March and the rest of Shepway can see the truth for themselves."

The airport has submitted two planning applications to Shepway District Council. One is for a new terminal building to handle up to 500,000 passengers a year and the other is for two runway extensions, together 444m (1,456ft) in length. A public consultation on the plans runs until 5 March 2007.

Lydd Airport Action Group, which opposes the applications, has hired outside consultants to help prepare its response. It claims the runway extension would allow the airport to increase passenger numbers to two million a year by 2015 and is calling for a public inquiry into the plans.

Oxford Airport has confirmed dates for the establishment of an instrument landing system (ILS) and a new wider and stronger runway. The widening of the main 5,095 ft (1,553m) runway to 30m will allow for a Code 2C classification for the airport. This multimillion pound investment is the single largest infrastructure project at the airfield since the Second World War.

Ground works on the runway will commence on 13 April 2007 and will be concluded by 18 June 2007. During the construction period, the main runway (01/19) will be closed for four days each week for ten consecutive weekends from 20:00 on Thursday nights to 07:30 on Tuesday mornings. However, the airport will use other runways to remain fully operational throughout the construction period.

Oxford will also be restructuring operational capabilities to enhance fire cover (RFFS), increase opening hours and consider raising its customs and immigration status to 'Customs Designated'. The ILS, which will permit much safer approaches, will also benefit Oxford's significant pilot training operations. These improvements will have a direct benefit for business aviation operations in particular, both private and public transport, but will also allow for the operation of common regional turboprop types, either on scheduled or ad-hoc chartered routes. Aircraft such as the de Havilland Dash-8-Q400, BAe 146 and ATR-72 will be able to land at the airport. With the same landing distance as London City Airport (LCY), Oxford has gradually become recognised as a viable, lower-cost alternative to some of the established 'London' business aviation hubs. Although centred between the UK's industrial hub of the Midlands and London, with the statistically less congested M40 motorway as Oxford's arterial route to the capital, travel times to the west end of London are often little more than those from the more traditional choices for London business aviation traffic.

Newquay Airport's future has been secured with an £11m grant from the Objective One programme, which channels EU aid to the poorest areas of Europe. The grant will allow the airport's owners, Cornwall County Council, to borrow £10m to improve facilities when the RAF leaves the adjacent St Mawgan base in November. The council is negotiating with the Ministry of Defence to buy the site when the RAF ceases operations in November. It wants to make the airport profitable and double passenger numbers. It currently costs the council about £1m a year to run.

Cornwall County Council was also recently awarded £8m from the South West Regional Development Agency to help fund development at the airport.

#### **AIRLINE NEWS**

British Airways Shares fell ten percent on Monday 5 March 2007, after the United States and Europe agreed the outlines of a pact that could weaken the airline's position on profitable transatlantic flights.

The European Commission said on Friday it had reached a provisional agreement with the United States over a so-called "open skies" deal to open their transatlantic aviation markets in a bid to boost traffic and jobs. Analysts said British Airways had most to lose from a deal, because it would open up competition on flights from London's Heathrow Airport to the United States.

The lucrative transatlantic route contributes a major slice of BA's profits and increased competition could drive down fares, hitting the airline's revenues. Currently, direct transatlantic flights from Heathrow are limited to British Airways, Virgin Atlantic, United Airlines and American Airlines. "From BA's perspective, the negative is the breaking-up of the cartel (over flights from) Heathrow to the US," said Exane analyst Nick van den Brul. "Any time you break up a cartel the implication is that prices are going to fall and everybody knows that BA's yields on the north Atlantic are what drives its profits."

Flybe is closing 14 BA Connect routes as part of its takeover of the loss-making British Airways regional flights business. It will retain 20 former BA Connect routes and has announced that it will launch 11 new routes. The airline has promised 'significant price savings', with an average fare of £19 per passenger. But a number of loss-making routes will be shut from Birmingham, Manchester and Scottish airports. The routes being cancelled are:

- Aberdeen to Manchester
- Birmingham to Geneva, Lyon, Madrid and Berlin
- Edinburgh to Hamburg
- Manchester to Geneva, Lyon, Madrid, Berlin and Vienna
- Bristol to Munich, Milan and Zurich

The deal will also see the launch of 11 new routes out of Flybe's regional airports. The new routes are as follows:

- Manchester to Guernsey, Bergerac, Limoges and La Rochelle
- Southampton to Paris, Isle of Man and Frankfurt
- Gatwick to Bergerac
- Cardiff to Paris
- Edinburgh to Rennes
- Guernsey to Norwich

A spokesman for Flybe said: "BA Connect was a loss-making business. There has had to be some difficult decisions but Flybe will take over 20 of the routes currently operated by BA Connect and are introducing 11 new routes. The expanded airline will operate 152 routes in total, flying from 22 UK and 34 European airports with new routes to key European centres including Paris, Düsseldorf, Frankfurt and Milan." Flybe plans to increase its current commitment to invest \$1.2 billion in new aircraft to over \$2 billion by increasing the fleet to over 80 Bombardier Q400 and Embraer 195 aircraft by 2010.

Pakistan International Airlines has seen the European Union ban most of its fleet from flying to the 27 country bloc because of safety concerns. The EU committee of experts had decided to block all but the airlines seven Boeing 777 planes of the airline's roughly 40 aircraft fleet from flying to Europe for failing to meet international safety standards. "Only those seven will be allowed to make flights to European Union countries," the source said. "The rest of the fleet will be blacklisted."

A Pakistani diplomat in Brussels said the airline was working to address the EU's concerns, which focused on maintenance problems and old aircraft. "It is for the airline to take steps to alleviate the situation and they are already doing that," the diplomat said. "I think there is a great effort by PIA and also by the European officials that passengers should not suffer too much from this", he said.

Last year the Commission banned nearly 100 airlines from operating in the bloc, targeting mostly African carriers after a spate of fatal crashes involving European passengers. In addition, Bulgaria, which joined the EU in January, has suspended five carriers from flying to the rest of the bloc as well as Iceland, Norway and Switzerland until the companies achieve necessary safety standards. Those carriers are Air Sofia, Bright Aviation Services, Heli Air Services, Skorpion Air and Vega Airlines. The carriers are not being placed on the EU blacklist. "The Aviation Safety Committee has expressed its satisfaction from Bulgaria's measures, due to which there are no Bulgarian airline

companies included in the blacklist," the Bulgarian transport ministry said in a statement.

Ryanair chief executive Michael O'Leary plans to leave the company in the next two to three years, he said in an interview. At that point he expects the budget carrier to have matured into an 'establishment' airline, which will no longer need his particular blend of management skills. In an interview with Ireland's RTE radio, O'Leary said: "I think I will be gone from Ryanair in the next couple of years. I think it will be another two or three years." He said that the airline would need to change the way it is run when it becomes 'the big establishment airline', and that this would require 'different management skills to the ones I possess'. In late 2005 he said during a press conference in London that he would step down in 2008.

Virgin Atlantic is starting flights to East Africa from Britain, the company's chairman has stated, threatening a price war with British Airways. Sir Richard Branson said the service would start between Britain and Kenya on 1 June 2007 and he hoped to fly 100,000 passengers during the first year. He promised cheaper fares and better service, including an on-board bar and massages. Branson said the new flights should bring around \$100 million (€75 million) in extra revenues for Kenya's tourist industry.

The Kenyan capital Nairobi is Virgin Atlantic's fourth destination in Africa. It already flies to Cape Town and Johannesburg in South Africa and Lagos, Nigeria.

The airline, Britain's second largest, will operate direct daily flights on a 240-seat Airbus A340-300 and fares are expected to be around \$750 (€560) for an economy ticket including taxes, \$200 (€150) less than current ticket prices on British Airways and others. "This will give a huge boost to the Kenyan tourism industry", said Tourism Minister Morris Dzoro. Some 500,000 people fly to Kenya each year, with tourism the largest foreign exchange earner in the country, bringing in \$800 million (€600 million) a year, according to the Kenya Tourist Board.

Other airlines operating the Nairobi-London route are national carrier, Kenya Airways, Ethiopian Airlines, KLM, Swiss International Air Lines, SN Airlines, South African Airways, and Qatar through their home bases. Branson, on a two-day visit to Kenya where he is also expected to meet President Mwai Kibaki, is also looking at other business ventures in the region, although he did not specify what they may be. He also took time out for philanthropy, signing up to sponsor a six-month-old orphaned elephant named Lesanju being cared for at the David Sheldrick Wildlife Trust, a home in Nairobi for orphaned elephants. Lesanju was found six weeks ago after falling down a well and was rescued and helicoptered to the Trust.

VLM Airlines is to use jet aircraft for the first time when it welcomes a 92-seat BAe 146-300 into service. The aircraft will be deployed on the London City Airport - Rotterdam route from 16 April 2007.

The BAe 146, in a spacious five abreast (3+2) configuration, with leather seats and a generous seat pitch of 32 inches, is being introduced to enable the airline to increase capacity on one of its busiest routes, where it will operate alongside Fokker 50 aircraft. VLM will maintain ten return flights each weekday between London City and Rotterdam, with four to be operated by the BAe 146.

The airline is also considering introducing jet services on a further six routes from London City Airport, while 20 more destinations, all over 500km from the airport, are also being evaluated. The jet's arrival will also release some Fokker 50 capacity from its London City to Rotterdam route, allowing VLM to increase frequencies on other routes.

#### **AIRCRAFT NEWS**

Israeli Aerospace Industries is working on an airliner-sized unmanned aerial vehicle capable of carrying 60,000 pounds of freight. And the only reason it's focusing on a cargo plane is that the flying public won't accept a pilotless passenger plane. Shlomo Tsach, IAI's director of flight sciences, told the Jerusalem Post the technology already exists to fly passengers without pilots but "the world is not yet ready to be flown without a pilot at the stick". However, he said, a study by Boeing suggests

there's no such resistance to sending packages without direct human intervention, so the idea of a pilotless cargo plane is gaining some traction.

Airbus and Boeing may soon have to cope with a third competitor in the global market for large passenger jets. An official in China said on Monday the country plans to fund the development of its own "jumbo" jetliner, which could carry 200 passengers. The airplane should be on the market by 2020. "From a technical standpoint, it is realistic," Richard Pinkham, an analyst with the Centre for Asia Pacific Aviation, told The Associated Press. He said the 13-year time frame should allow plenty of time to develop the necessary infrastructure. China already is building regional jets, and plans to start test flights next year of a mid-size commercial jet. More ...

#### **OTHER NEWS**

The NTSB has brought in a glass specialist to try to work out why 14 airliner windscreens cracked during an hour-and-a-half at Denver International Airport on the afternoon of Friday 16 February 2007. "We believe it is very remarkable to have this number of events in the same area at the same time", FAA spokesman Allen Kenitzer told The Denver Channel. Some of the aircraft were taking off, some were landing and some were parked at various locations on the airfield. Weather at the time was variable, with temperature changes, some snow and high winds gusting over 50 mph, the Denver Post reported. However, no damage was found to airframes, which seems to rule out windborne debris as the culprit. "It's baffling", DIA spokesman Chuck Cannon told The Denver Channel. The cracks affected 22 front and side windshields, which have been removed from the aircraft and will be inspected by NTSB investigators. Nine of the aircraft were operated by SkyWest Airlines, four by Frontier Airlines and one from Great Lakes.

There has been an advertising stunt battle at Southampton Airport between Southampton based Flybe and Bournemouth Airport based Ryanair. It flared when Ryanair tried to entice Flybe's customers away by driving an advertising van around the airport claiming that its flights were cheaper. But Flybe retaliated by hiring its own advertising truck to follow Ryanair's, accusing it of 'taking the Michael'. Ryanair started the battle, driving a van around Southampton airport with an advert on it saying: 'If you are looking for low fares, you are at the wrong airport! Fly cheaper from Bournemouth'. Flybe has hit back with a personal attack on Ryanair boss Michael O'Leary saying: 'Desperate Michael taking the Michael'.

Flybe's mobile hoarding could be seen carefully tailing Ryanair's while it was driven around Southampton Airport. At one stage Flybe managing director Ian Taylor even managed to pose between the two trucks, after the Ryanair van got stuck at a junction with Flybe's truck still following close behind. Mr Taylor said: "Ryanair are suffering with their figures out of Bournemouth, and more people are flying to Dublin from Southampton than they are from Bournemouth with Ryanair. Also passengers have realised that, for example, when you fly with Flybe to Glasgow you arrive in Glasgow, as opposed to Ryanair where you will end up in Prestwick".

The Federation of Tour Operators (FTO) has launched a legal challenge to Air Passenger Duty (APD), which could see it withdrawn completely. The tax was doubled at the beginning of February and the FTO says that the way the tax was doubled breached the Human Rights Act. It also says that the government is not allowed to charge passengers for the right to leave a UK airport. The FTO says that the 1944 Chicago Convention on International Civil Aviation, which has been part of EU law since 2004, only allows the government to make charges for providing a service - and that has to be related to the costs incurred. If the tour operators are successful, the government may have to withdraw the tax and could also have to pay back more than £2bn that has been collected since 2004. FTO Director General Andrew Cooper said the doubling of APD has had a disproportionate effect on tour operators, which, 'unlike airlines, are largely precluded by law from passing on surcharges to customers who have already booked. Tour operators absorbing £50m of retrospective taxation is simply not an option'.

Controllers at Dallas-Fort Worth International's regional radar control centre have been given a refresher on the meaning of the words "we need to get on the ground right away, please" after they



denied an American Airlines Boeing 757 priority handling, despite the fact that the crew declared an emergency.

According to ABC News, the incident happened on 31 August 2006, when the crew reported a fuel shortage, possibly due to a leak. When the crew asked for a straight-in approach to runway 17C to get the aircraft and its passengers on the ground quickly, the controller twice denied the request. In the end, the aircraft circled to runway 31R and landed uneventfully. But the tape has been used as a training aid to remind controllers of the nuances of pilot phraseology.

According to FAA spokeswoman Laura Brown, the controller in question was unclear just how the request was. "This was a situation where there was confusion about the term 'minimal fuel' and 'fuel emergency'", Brown told the Houston Chronicle. "The controller was confused about the distinction".

E-mail:- DWooler@EGNM.screaming.net

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

## ANY CHANCE OF A LOAN?

Not many people will know that I am a campanologist and one bonus of this activity is that you get paid when you ring at a wedding. I always like to 'save' the money and spend it on one of my 'jollies'. To this end, after looking at several options, I booked with easyJet to fly from East Midlands to Geneva. It is over five years since I was last at Geneva and it would be my first flight in an Airbus A319.

Although not a very busy airport, the abundance of biz-jets (big banks) make it a worthwhile trip and there are many vantage points where you can take photographs, including a free viewing area on top of the terminal. You can get information on vantage points for most European airports from the Internet, the best site I've found is: [www.scramble.nl](http://www.scramble.nl).

I had booked to go Sun/Tue, so it was a pleasant journey down the M1 and I arrived at EMA (can't call it Nottingham) in time to go and have a look at what was on the cargo ramp. There were mainly DHL B757/A300; Atlantic A/W Electra and Volga Dnepr AN124. All easyJet flights from EMA are operated by the A319 and the flight was scheduled to depart on time. The weather wasn't very good at EMA - windy with showers, but it was even worse when we arrived at Geneva, it was very heavy rain! We docked at one of the satellite terminals and quickly cleared immigration. I went up to the viewing area, which is uncovered except for two very large parasols, but the visibility was very poor. I couldn't see anything of great significance - too bad for photographs anyway - so I caught the train into city for food and lodgings.

The following morning was a lot better on the weather front, with clearing skies, although a little chilly. I arrived at the airport and went straight up to the viewing area where the chairs had collected water, so they were turned upside down to dry off for later use. You can see all the executive apron on top of the satellite terminals, limited views where the long haul visitors park, part of the executive apron where Tag and Jet aviation are based and wonderful views of the GA area on the opposite side of the runway. It is a very good spot and you will see everything that moves but, it has a glass front which makes it difficult for photography. It is possible but you have to be careful of reflections - the slides I have got back are OK.

Now to the aircraft. Believe or not Swiss A/L are not the largest operator, it is easyJet with a mix of Swiss and British registered A319 and British registered B737. Swiss local carriers were FlyBaboo – DHC8; Helvetic – F100 and Darwin A/L – Saab 2000. European airlines used aircraft that can be seen in the UK with the following exceptions: Lufthansa Regional – ATR72/DHC8; Austrian Arrows – DHC8; Malev – CRJ; Alitalia Express – ATR72; LOT – EMB145. Iberia's low cost off shoot – Clickair used Airbus A320 painted in a blue/grey c/s on a service to Barcelona that had started on the day I arrived. Air Portugal used their new A320 painted in Star Alliance c/s, Olympic A/W used a Spanish registered B737, Turkish A/L operated an Airbus A321 and Afriqiyah A/W used an Airbus A320 on lease from Nouvelair. Long haul flights include Continental – B767; Saudia Arabian B777; Swiss A330 and Kuwait A300.

As previously stated, you can't see the entire TAG/Jet Aviation ramp from the viewing area so a short walk was required to get you to see the ramps and hangars. It is well worth while as the best of thirty biz jets were: HL7770 B737BJ; 3C-LGE B737BJ; VP-CBB B737BJ; OH-LEX Falcon 2000; N 71761 Raytheon 390; 3C-LGE Falcon 50; P4-SNT Hawker 800XP; LV-BBG Hawker 800; HB-JEL EMB135BJ; Parked on the DHL Cargo ramp, between TAG and the terminal, were DHL B757 and TNT 146. Near the TAG Aviation base was a Carrefour (supermarket) where I adjourned for lunch and a tasty pizza. Back to the terminal to check if any scheduled traffic of interested had landed and a sit down to check on the GA at the far side of the airport.



After a breather, I was off on my travels again to find a spot near the end of the runway. Again, following instructions obtained from 'Scramble' a decent walk lead me to a piece of waste ground near the end of the runway and very close to the southern taxiway. After ten minutes I saw a Jetstar that appeared to be parked in someone's back garden. On investigation there was a remote ramp with access from the southern taxiway and in addition to the Jetstar, there were two Gulfstream 2's and a Romanian registered One-Eleven in a nice position for a photograph. I went back to the waste ground to take some landing/taxiing shots. The only problem with this position was that aircraft that taxied from the GA on the northern side of the runway didn't taxi to the end. After about an hour, it looked as if it was going to rain so I walked back to the terminal, happy with the day's work.

The following day it rained, not as bad as the day before, but I was grateful for the large parasol on the viewing area. It was mainly the same type of aircraft with plenty of biz jets and there were enough fine spells to take photos of an Aeroflot A319 and MEA A321. Good facilities for the enthusiast although the traffic is slow at times but I will definitely go again, maybe in the winter when the ski charters are operating.

*Roger Fozzard*

Air Yorkshire Aviation Society  
**ANNUAL DINNER**  
**Friday 20 April 2007 at 7.30pm for 8.00pm**  
Peasehill Hotel and Restaurant Harrogate Road Rawdon Leeds

**Celebration Menu £19.00 per person**

Traditional minestrone soup  
Half a galia melon with fruit sorbet and raspberry coulis  
Filo parcel of goatscheese, caramelised onions, honey and mustard dressing  
*Pan fried sirloin steak with sauce bearnaise*  
*Poached salmon supreme with creamed spinach*  
*Confit of duck leg, cumberland sausage, horseradish mash*  
*(or a vegetarian option)*  
Champagne mousse with fruit coulis  
Sticky toffee pudding and custard  
Selection of English and continental cheese  
*Coffee and mints*

To book your table contact our co-ordinator: John Dale  
13 Greenfield Avenue Guiseley Leeds LS20 8HG  
telephone number 01943 875 315  
full payment now due

Please make cheque payable to *Air Yorkshire Aviation Society*  
and include details of your guest list (for the place cards / table plan)



## AIR SUPPLY AVIATION STORE

Your LOCAL centre for Aviation Supplies

**NOW IN STOCK**  
**CAM & MAM 2007**



**2007 Airliners calendars**  
Special price to AY members:  
**TO CLEAR £2.99**



**DUE MID APRIL Air-**  
**waves 2007**  
**Callsigns 2007**

**Place your order  
now**

Up-dated WEB-SITE [www.airsupply.co.uk](http://www.airsupply.co.uk)

**10% discount on selected items on production of**  
**AY. Member Card - not reduced items!**

**0113 250 9581**

EMB 135BJ Legacy  
G-SIRA  
Private  
Leeds Bradford  
8 March 2007

Paul Whincup



A.340 D-AIHF  
Lufthansa

Ian Morton



Airbus A.321 SE-RDO  
Novair  
Tenerife Sur  
25 February 2007

Alan Sinfield

